ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST

District: FDOT District 2

County: Duval County

ETDM Number: 14387

Financial Management Number: 442778-1-31-01

Federal-Aid Project Number: N/A

Project Manager: Tyler Klemm

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 05/20/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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Table of Contents

1. Project Information 1

1.1 Project Description 1

1.2 Purpose and Need 9

1.3 Planning Consistency 10

2. Environmental Analysis Summary 12

3. Social and Economic 13

3.1 Social 13

3.2 Economic 17

3.3 Land Use Changes 17

3.4 Mobility 18

3.5 Aesthetic Effects 18

3.6 Relocation Potential 19

3.7 Farmland Resources 19

4. Cultural Resources 20

4.1 Section 106 of the National Historic Preservation Act 20

4.2 Section 4(f) of the USDOT Act of 1966, as amended 21

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965 22

4.4 Recreational Areas and Protected Lands 22

5. Natural Resources 25

5.1 Protected Species and Habitat 25

5.2 Wetlands and Other Surface Waters 29

5.3 Essential Fish Habitat (EFH) 31

5.4 Floodplains 32

5.5 Sole Source Aquifer 34

5.6 Water Resources 34

5.7 Aquatic Preserves 35

5.8 Outstanding Florida Waters 35

5.9 Wild and Scenic Rivers 35

DRAFT

5.10 Coastal Barrier Resources 35
6. Physical Resources 36
6.1 Highway Traffic Noise 36
6.2 Air Quality 36
6.3 Contamination 37
6.4 Utilities and Railroads 39
6.5 Construction 41
7. Engineering Analysis Support 42
8. Permits 43
9. Public Involvement 44
10. Commitments Summary 46
11. Technical Materials 47
Attachments 48

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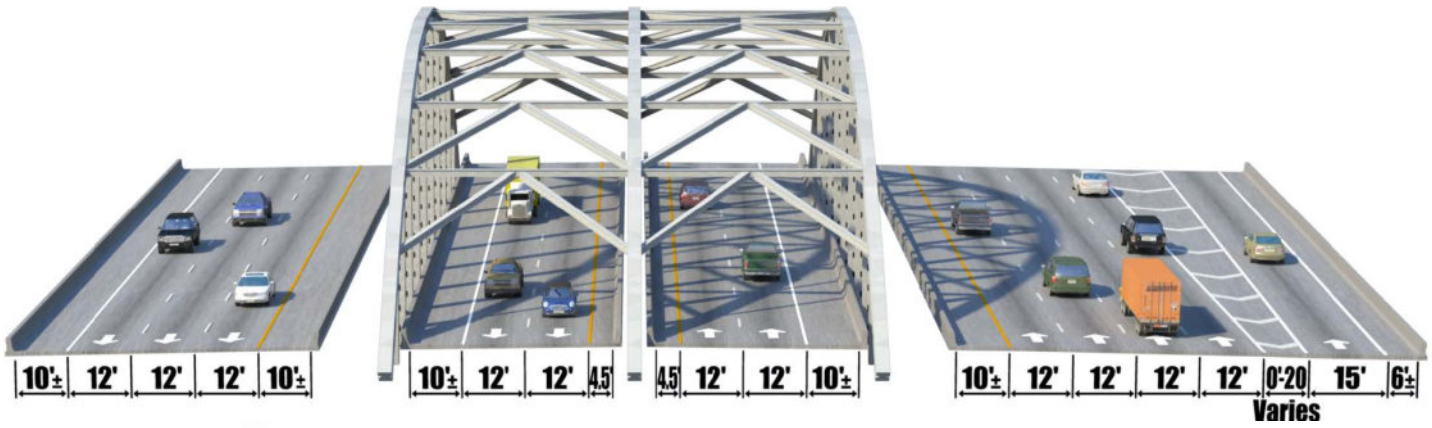
1. Project Information

1.1 Project Description

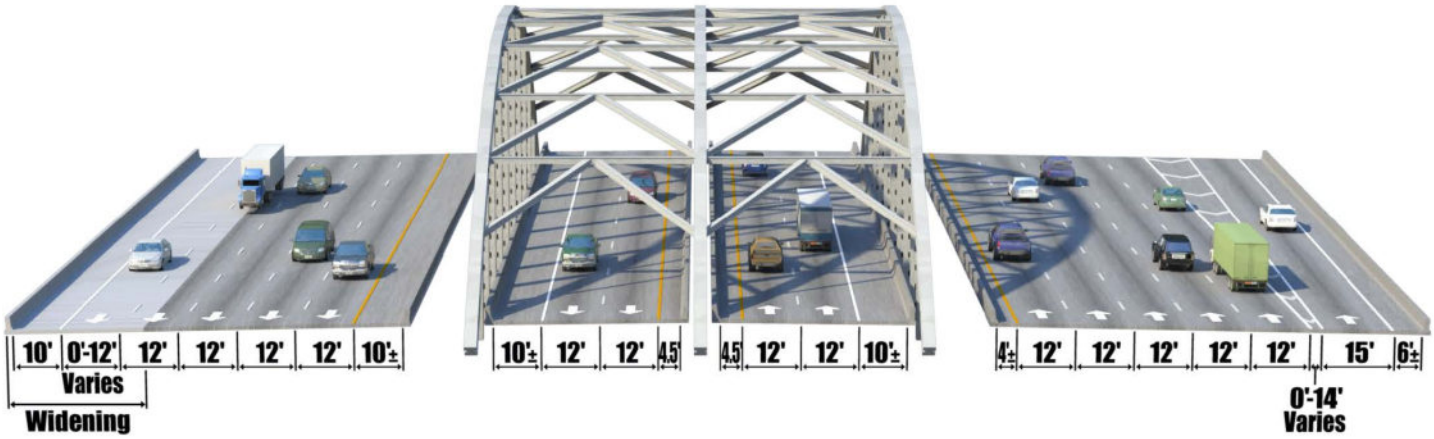
Interstate 95 (I-95) is a limited-access facility along the East Coast of the United States from Florida to Maine. The project limits include a section of I-95 from I-10 (SR 8) to Beaver St. (SR 10/US 90), an approximate distance of 1.44 miles. The entire project is located within Jacksonville, Florida in Duval County.

Within the project limits, I-95 is a 6-lane limited access facility with collector-distributor (CD) roadways for a section of the project and intermittent auxiliary lanes. As this is an interstate facility, no accommodations for pedestrians or bicyclists are present. The posted speed limit is 50 mph. Partial interchanges exist within the project limits with ramp connections to I-10 (SR 8), Forest St., Bay St., Forsyth St., Adams St., Monroe St., Church St., Beaver St. (SR 10/US 90), and Union St. The original I-95 mainline and Myrtle Avenue Overpass bridge was built in 1955. The Myrtle Avenue Overpass bridge is a historic landmark structure with the unique characteristic of being the only remaining steel tied arch bridge in the state of Florida.

The proposed project includes replacement of the deteriorating I-95 Myrtle Avenue Overpass bridge deck and rehabilitation of the overhead steel arch truss structure, which is a critical need for the project. The project also includes widening of I-95, CD roadways, and ramps within the project limits to facilitate the bridge deck replacement during construction. South of Myrtle Avenue, the CD roadways adjacent to I-95 will be widened from four to five lanes in each direction. North of Myrtle Avenue, the CD roadways merge into I-95 where the proposed improvements will widen an additional one to two lanes in each direction. The number of lanes in each direction varies with the northbound direction having up to seven lanes and the southbound direction having up to five lanes. Additional operational improvements are being proposed north of Myrtle Avenue within the interchange area, and access management improvements along Forest Street, Park Street, and Beaver Street are also proposed. The existing and proposed typical sections are shown below.



Existing typical section at the Myrtle Overpass, looking north



Proposed typical section at the Myrtle Overpass, looking north

Preferred Alternative

Figure 1.1.1 shows the project location near downtown Jacksonville and provides an overview of the different project segments of the preferred alternative. Proposed improvements that are planned for each segment are described below and shown in Figures 1.1.2 - 1.1.7. Included within these segments are 27 different bridges, but the only bridges to be affected are the steel truss Myrtle St. bridge (deck replacement) and 8 bridges that must be widened to accommodate the new lanes. Other bridges will be restriped to accommodate the new lanes. The major activities on the project are described below.

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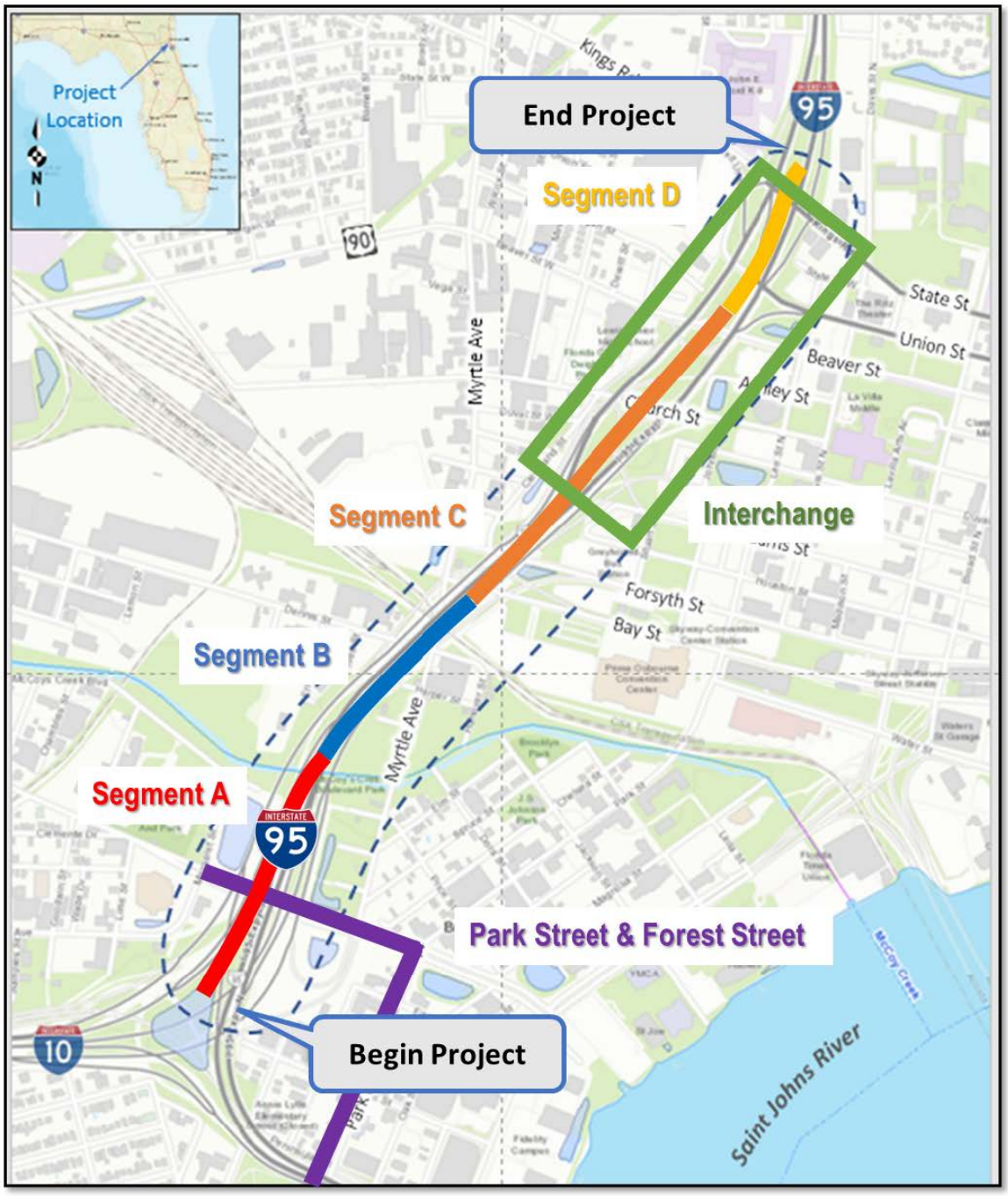


Figure 1.1.1 Project Location and Overview Map of the Preferred Alternative.

Segment A (Figure 1.1.2)

Note: The numbers in this description correspond to the numbers in the blue ovals contained in each figure.

1. No proposed improvements along this section of I-95. 2. Exit modified from Exit Only to a Thru/Exit option. Restriping of existing, no proposed widening. 3. Additional through lane. Roadway widened between I-10 flyover ramp and I-95 NB CD Road over Forest Street bridge. 4. I-95 NB CD Road bridge over Forest Street restriped to provide additional through lane. Reduced inside shoulder. 5. Existing roadway restriped for an additional through lane. Existing inside and outside shoulders require reconstruction to fix cross slopes. Reduced inside and outside shoulders. 6. Existing bridge restriped to accommodate additional lane. Reduced inside and outside shoulders. 7. I-95 SB CD Road widened from ramp gore to end bridge.



Figure 1.1.2 Segment A - Begin Project to north of McCoy

Segment B (Figure 1.1.3)

8. No proposed improvements along this section of I-95. 9. Replace deck on the Myrtle Avenue Overpass. 10. No additional lanes within this section of I-95. Existing asphalt pavement will be milled & resurfaced. 11. I-95 NB CD Road over McCoy's Creek restriped for an additional through lane. Reduced inside and outside shoulders. 12. Existing roadway restriped for an additional through lane. Existing inside and outside shoulders require reconstruction to fix cross slopes. Reduced inside and outside shoulders. 13. I-95 NB CD Road over CSX Railroad restriped for an additional through lane. Reduced inside and outside shoulders. 14. Existing roadway restriped for an additional through lane. Existing inside and outside shoulders require reconstruction to fix cross slopes. Reduced inside and outside shoulders. 15. I-95 SB CD Road over McCoy's Creek widened to provide an additional through lane. 16. Roadway section widened to provide an additional through lane. 17. I-95 SB CD Road over CSX Railroad widened to provide an additional through lane. 18. Roadway section widened to provide an additional through lane and lengthened auxiliary lane from ramp.

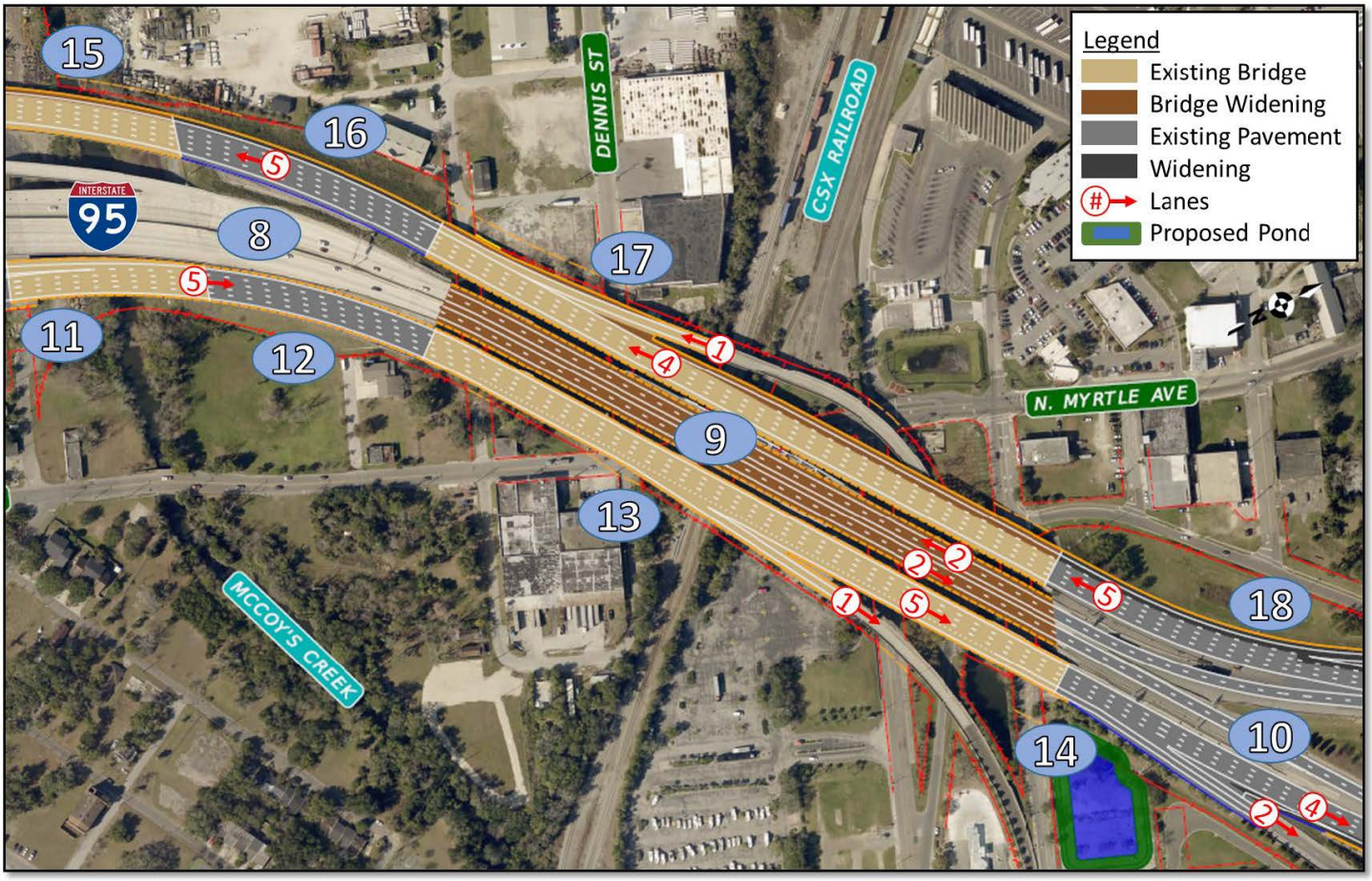


Figure 1.1.3 Segment B - North of McCoy's Creek to north of Myrtle Avenue Overpass

Segment C (Figure 1.1.4)

19. Roadway sections widened to provide two auxiliary lanes to the Union Street exit. 20. I-95 NB over Adams Street bridge will be replaced due to condition of the existing structure. The new structure will be wider to provide two additional auxiliary lanes. 21. I-95 NB over Church Street, I-95 NB over Ashley Street, and I-95 over Beaver Street widened for two additional auxiliary lanes. 22. I-95 NB exit to Union Street will be widened to provide a double exit. A new connection to Beaver Street will be provided from this off-ramp. 23. Roadway section widened to provide an additional through lane and lengthened auxiliary lane from ramp. 24. See #23. The ramp from Adams Street to I-95 SB reconstructed due to conflict with the mainline widening. Additionally, a short section of Cleveland Street to be realigned because of the ramp reconstruction. 25. I-95 SB over Church Street and I-95 SB over Beaver Street widened for an additional through and auxiliary lane. Part of the widening will be utilized for Temporary Traffic Control (TTC) and a future capacity project. 26. See Segment D #27. Church Street exit relocated due to short distance between Union Street on-ramp and the Church Street off-ramp.

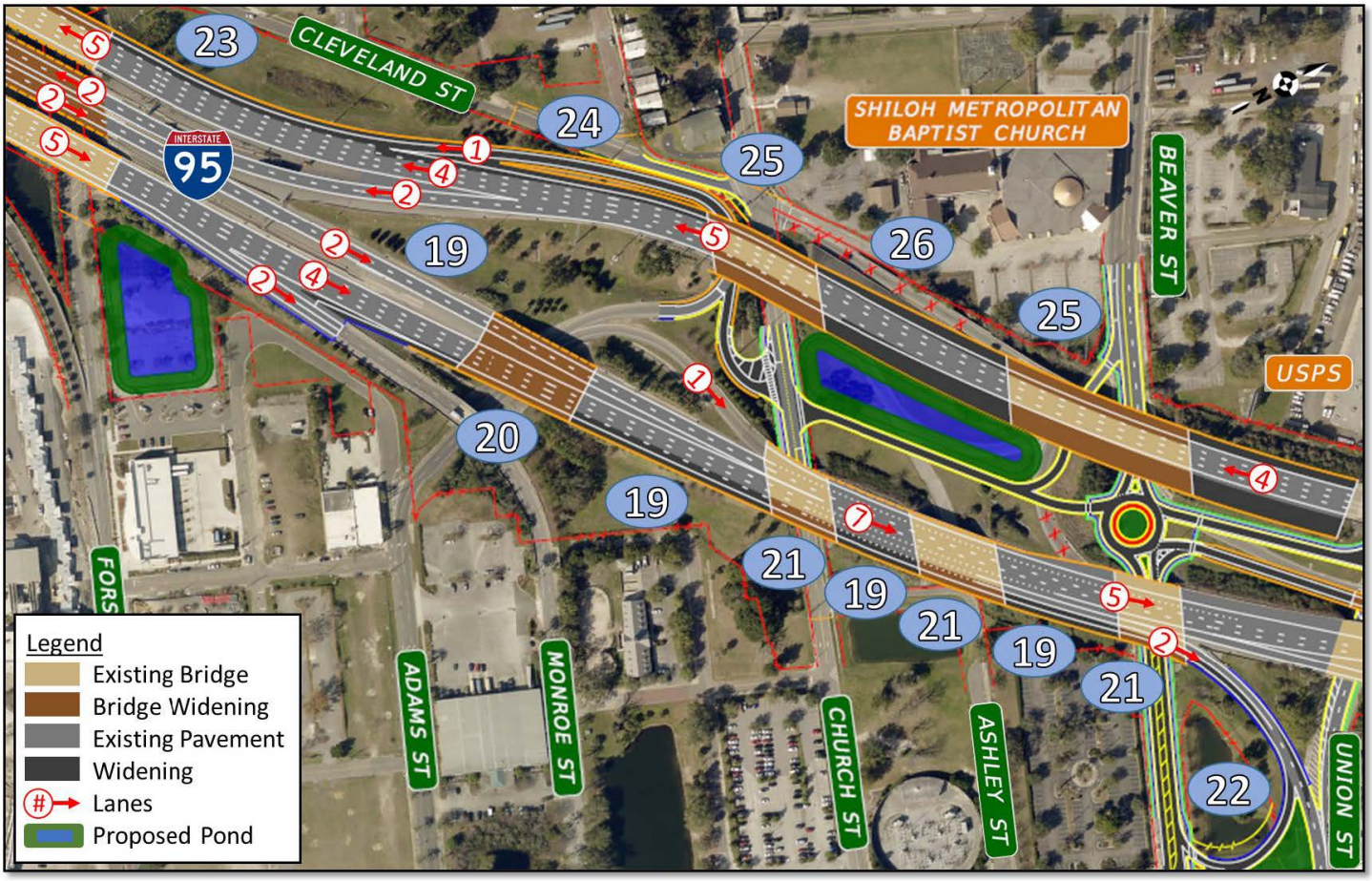


Figure 1.1.4 Segment C - North of Myrtle Avenue Overpass to Union Street

Segment D (Figure 1.1.5)

27. Roadway section widened inside and outside for an additional through and auxiliary lane. Part of the widening will be utilized for TTC and a future capacity project. 28. Utilize existing pavement, no widening required. 29. I-95 NB over Kings Road to remain, no widening required. 30. I-95 NB widening for additional auxiliary lane from new Beaver Street on-ramp.



Figure 1.1.5 Segment D - Union St. to End Project

Park St. and Forest St. Modifications (Figure 1.1.6)

Note: Improvements A-D and F are being evaluated as part of this project but construction may be programmed and undertaken as a standalone project at a future date. At this time, only E is currently part of the project. The proposed improvements are as follows: A. Provide a raised median along Park Street. B. Provide a dedicated right turn lane, through lane, and left turn lane in the southbound direction. The northbound direction will be reduced to one-lane at the intersection. C. Extend eastbound left turn lane onto Park Street. Provide an extended left turn lane from westbound Forest Street to I-95 ramp. D. Eliminate though movement from southbound Myrtle Avenue to I-95. Vehicles can utilize the roundabout at Forest Street and Margaret Street to U-turn and right turn onto the I-95 ramp. E. Provide roundabout at Forest Street and Margaret Street. F. Provide cul-de-sac at Peninsular Place.



Figure 1.1.6 Park St. and Forest St. Improvements

Interchange Improvements (Figure 1.1.7)

A. Provide new connection from the Union Street off-ramp to Beaver Street. B. Relocate the Church Street offramp to the I-95 SB off-ramp to Union Street (see #C). Eliminates the short weave between the existing Kings Road on-ramp and Church Street off-ramp. C. Realign and widen the I-95 SB to Union Street off-ramp to accommodate the additional Church Street traffic volume. D. Realign the at-grade connection between Union Street and Beaver Street. Construct a roundabout along Beaver Street. E. Provide a new connection to Church Street from Beaver Street. F. Relocate the existing Beaver Street on-ramp to I-95 NB further north. Vehicles will access I-95 NB via the roundabout and new ramp (see #G) The relocated connection point to I-95 NB allows the Adams Street on-ramp to merge with I-95 NB prior to the new Beaver Street on-ramp eliminating two closely spaced left entrances. G. Construct new ramp from Beaver Street to I-95 NB. A new bridge over Union Street is required. H. Construct a connection from Church Street to the existing Adams Street on-ramp to I-95 SB. The combination of item #E and #H replaces the existing left entrance to I-95 SB from Beaver Street.

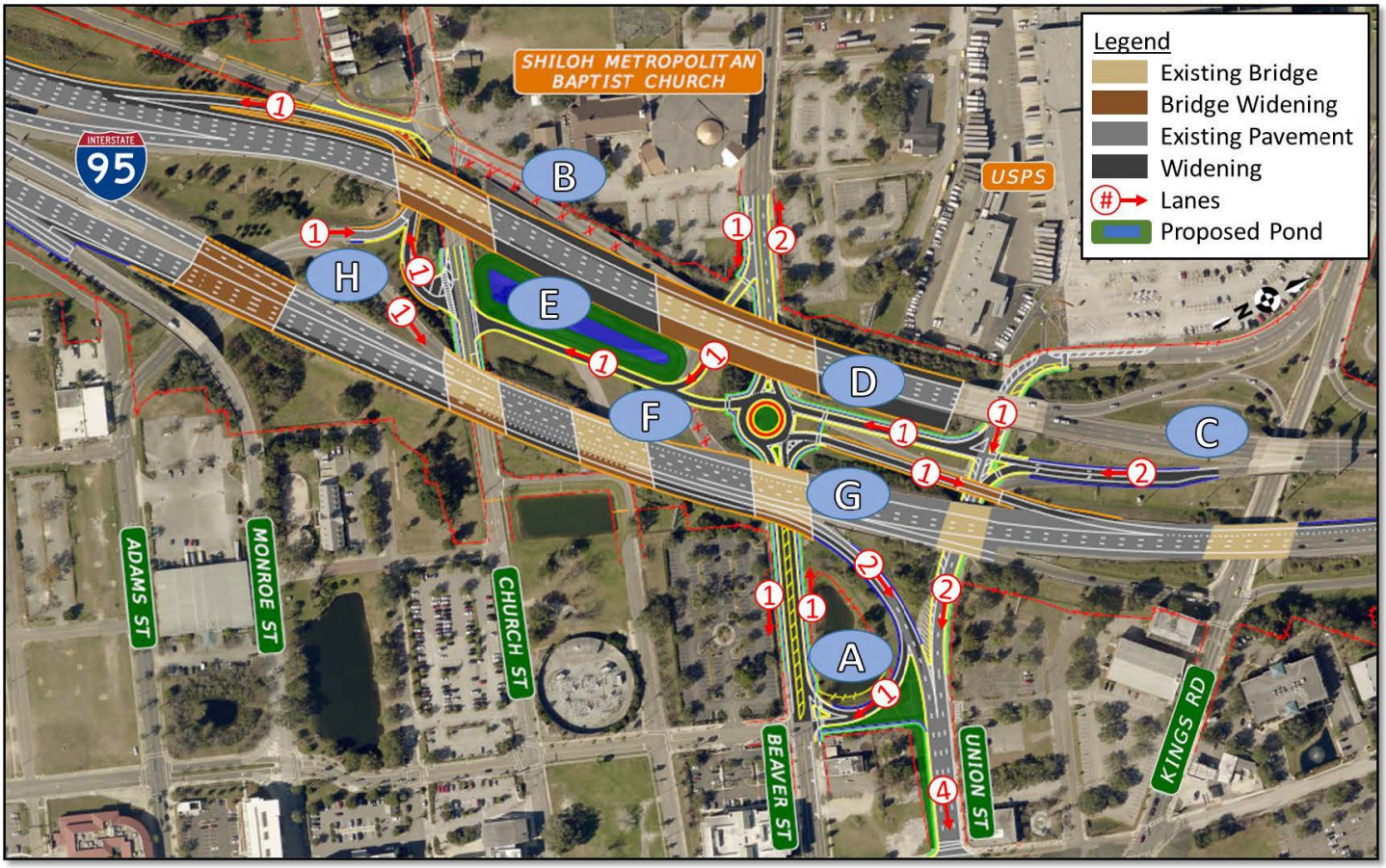


Figure 1.1.7 Interchange Improvements

1.2 Purpose and Need

Purpose

The purpose of this project is to address the structural deficiencies and functional obsolescence of the Myrtle Avenue Overpass bridge (No. 720163), replace the bridge deck and rehabilitate the structure, widen I-95 to accommodate the bridge deck replacement, provide future capacity, and improve safety along the I-95 corridor.

Need

a) Replacement of the Myrtle Avenue bridge deck - This bridge is considered a critical need, has a low sufficiency rating and declining Health Index. In addition, the Myrtle Avenue Bridge is considered functionally obsolete. During the latest routine bridge inspection report, the bridge was given a sufficiency rating of 66.0 and a health index of 67.24, which is down from 72.14 in the previous 2018 routine bridge inspection. A deck replacement study (attached) was conducted for this bridge which was used to help determine the best alternative.

b) Capacity - Current peak hour and forecasted volumes along this segment of the interstate are greater than the existing roadway can facilitate with periods of congestion extending the peak periods of travel currently operating at a Level of Service (LOS) E or worse. Congestion is expected to worsen in the future as the State of Florida and Jacksonville area continue to grow as forecasted. In the design year of 2045, this section of I-95 will operate at an unacceptable LOS F with no improvements. The acceptable LOS target for the freeway, ramps, and intersections is LOS D. In the Design Year 2045 during the AM and PM peak hours, the I-95 mainline Build Alternative will operate at LOS D or better for all segments except those south of the northbound I-95 CD road entrance that will operate at LOS E. Recent improvements to the interstate segments adjacent to this project have resulted in the widening of these areas and would allow this

segment of I-95 to reap the benefits of these recent interstate widenings.

c) Safety - This project is also needed to improve safety along the I-95 corridor as this segment consistently has a higher crash rate than the statewide average for similar facilities (Table 1.2.1).

Severity of Crash	2013	2014	2015	2016	2017	Total
I-95 Total	**231**	**198**	**174**	**284**	**345**	**1,232**
Property Damage Only	*166*	*142*	*119*	*215*	*252*	*894*
Crashes with Injuries	*64*	*55*	*54*	*67*	*90*	*330*
Crashes with Fatalities	*1*	*1*	*1*	*2*	*3*	*8*
CD Roads Total	**9**	**13**	**7**	**7**	**4**	**40**
Property Damage Only	*7*	*10*	*6*	*5*	*4*	*32*
Crashes with Injuries	*2*	*3*	*1*	*1*	*0*	*7*
Crashes with Fatalities	*0*	*0*	*0*	*1*	*0*	*1*
I-95 Ramps Total	**20**	**21**	**27**	**19**	**20**	**107**
Property Damage Only	*16*	*16*	*19*	*13*	*14*	*78*
Crashes with Injuries	*4*	*5*	*8*	*6*	*6*	*29*
Crashes with Fatalities	*0*	*0*	*0*	*0*	*0*	*0*
Total*	**260**	**232**	**208**	**310**	**369**	**1,379**
Number of Injuries*	**109**	**105**	**90**	**111**	**162**	**577**
Number of Fatalities*	**1**	**1**	**1**	**3**	**3**	**9**
Crash Rates	**2.36**	**2.05**	**2.26**	**2.34**	**N/A**	**State Avg.= 0.924**

Table 1.2.1 - Crash Data in the Project Area

1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS
Yes	The project is listed in the LRTP Adopted 2045 Cost Feasible Plan as I-95 (SR 9) from I-10 (SR 8) to South of US 1/SR 115/MLK (ID #830 - SIS Projects; FM # 442414-1). The construction phase is not fully funded.

	Currently Approved	$	FY	COMMENTS
PE (Final Design)				
TIP	Y	$6,158,687	2022	
STIP	Y	$6,075,521 $83,226	2022 2023	
R/W				
TIP	Y	$807,642	2023	

STIP	Y	$1,678,900	2023	
Construction				
TIP	Y	$550,000	2025	Railroad and Utilities funds $550,000
STIP	Y	$550,000	2025	Railroad and Utilities funds $550,000

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2. Environmental Analysis Summary

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

USCG Permit

☒ A USCG Permit IS NOT required.

☐ A USCG Permit IS required.

*** Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

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3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

The Sociocultural Effects Evaluation (SCE) process is used to identify and address the effects of a transportation improvement project on a community and its quality of life. To ensure no important factors were overlooked, a quarter-mile buffer surrounding the project study area was used to capture all aspects of the affected community. The SCE Evaluation Technical Memorandum was completed in September 2022 and is included in the attachments and the project file. The project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM #14387). The final Programming Screen Summary Report, prepared under separate cover, was published on June 27, 2019.

Demographic Analysis

This project is located entirely within the City of Jacksonville's downtown urban core. Less than 5% of land uses within the study limits are classified as residential, with the predominant land uses adjacent to the corridor and within one-quarter mile of the property being Central Business District (CBD), Light Industrial (LI), Heavy Industrial (HI), and Public/Semipublic uses.

A demographic profile of the study area was prepared and compared against Duval County. The demographic profile utilizes data from the EST Sociocultural Data Report (SDR). The SDR uses the 2016 to 2020 American Community Survey (ACS) data and reflects the approximation of the population based on the area of a 1/4 mile buffer intersecting the Census block groups along the project corridor. The most current ACS data is used to characterize the population with potential to be directly affected by the project. Table 3.1.1 provides a summary of the sociocultural characteristics within the project area.

Sociocultural Characteristics		
Sociocultural Characteristic	Percent of Population	
	¼ - mile AOI	Duval County
Race/Ethnicity | Minority Percentage Population	50%	48%
Age | 65 and over	15%	13%
Disability | Population 20 to 64 years with a disability	16%	11%
Income | Below Poverty Level	23%	13%
Educational Attainment | High School Graduate or Higher	84%	90%
English Language Proficiency | Speaks English “less than very well”	1%	6%
Occupied Housing Units with No Vehicle	25%	7%

Table 3.1.1 Sociocultural Characteristics

Race and Ethnicity

In summary, the data indicates that residents within a quarter-mile buffer of the project are at 50% minority, which is roughly equal to Duval County's minority population percentage (48%). The minority population within a quarter-mile buffer is primarily Black or African-American (41%). About 6% of the population is of Hispanic or Latino ethnicity (of any race).

Age and Persons with Disabilities

The analysis indicates that roughly 15% of the population in the study area are age 65 and older, with the median age of 39 years, which is slightly higher than Duval County's median age of 36 years. Approximately 16% of the population aged 20 to 64 years has a disability, with 0% of the population under the age of 20 recorded as having a disability.

Income/Poverty Status

While the median income markedly rose for households within the study area between 2000 and 2010 to roughly $21,900, the U.S. Census Bureau American Community Survey (ACS) for 2016-2020 reflects a significant decrease in income to date ($15,000). The percent of population within one-quarter mile of the project living below the poverty level has increased from 22% to 23% since 2010, which is 10% higher than Duval County's average.

Education Attainment

The study area population has a high degree of educational attainment, with roughly 84% high school graduates, while 35% have received a Bachelor's degree or higher education.

English Language Proficiency

Approximately 1% of the population within a quarter mile of the project has limited English proficiency (LEP), or "Speaks English less than very well", based on the ETDM SDR. Based on the North Florida TPO's *Limited English Proficiency Plan* , roughly 5% of the total population in Duval County "Speaks English less than very well".

Occupied Housing with No Vehicle

About 25% of the households within a quarter mile buffer of the project do not have access to a vehicle, compared to just 7% of households county-wide. This much higher percentage of households that do not have access to a vehicle may be due to reliance on mass transit for those residents living near the project or within Jacksonville's downtown urban core, many of which are also living below the poverty level.

Community Services and Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to local residents and communities. Community focal points include schools, worship centers, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. All community focal points within a 1/4-mile buffer were identified and are described below and shown on the attached map.

Community and Fraternal Centers

Masonic Lodge Ionic 101
National Council of Negro Women Inc.
Jacksonville Urban League

Cultural Center

Ritz Theatre

Government Buildings
U.S. Post Office
Jacksonville transportation Authority (JTA) Operations Campus

Florida Parks and Recreational Facilities
Florida C. Dwight Park
Brooklyn Park
Ritz Pocket Park
J.S. Johnson Park
Forest Center and Park
Jacksonville City Park
Myrtle Avenue Park
Lift Ev'ry Voice and Sing Park

Religious Institutions
Shiloh Metropolitan Baptist Church
Korean Presbyterian Church
Evergreen Baptist Church
Nesbitt Cathedral
Church of God in Christ Temple
Mount Calvary Baptist Church
Simpson Memorial United Methodist
Greater New Mt. Zion
Macedonia Primitive Baptist
Anointed Church of God
Riverside Primitive Baptist
Florida Progressive Baptist
Second Missionary Baptist Church
Redeemed Church Ministries
Allen Chapel AME Church
Union Community AME Church

Public Schools
Jacksonville Classical Academy
John E. Ford School

The Prime F. Osborn III Convention Center is just outside of the 1/4-mile project buffer area.

In addition, the City of Jacksonville's Emerald Trail is comprised of several proposed improvement projects that are aimed at connecting urban core neighborhoods, relieving flooding, creating neighborhood-friendly spaces, improving recreational opportunity, and protecting the environment. Within the project limits, I-95 spans two sections of the Emerald Trail System at McCoy's Creek and Church Street. These include McCoy's Creek Phase 1 and the LaVilla Link.

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Community Cohesion

Data was collected regarding community cohesion for this project, which included identification of physical barriers, traffic patterns, social travel patterns, connectivity to transit and community features and facilities. Characteristics of the surrounding communities and local demographics are important considerations and are closely examined by the SCE process.

The project limits are bordered by four Neighborhoods/Districts defined by the City of Jacksonville, Brooklyn, LaVilla, Mixon Town, and New Town.

Community Goals/Quality of Life

The City of Jacksonville, in its 2045 Long-Range Transportation Plan (LRTP) identified the following goals and objectives that have direct relevance to this project:

Goal 1: Invest in Projects that Enhance Economic Competitiveness
Goal 2: Invest in Livable and Sustainable Communities
Goal 3: Encourage Safe and Secure Travel
Goal 4: Enhance Mobility and Accessibility

The project, by increasing capacity, addressing deficiencies of the Myrtle Avenue Bridge, and providing access changes that will improve operations on the I-95 ramps and side streets, will support these community goals and objectives.

Social Resources Analysis Results

It is anticipated that the proposed project will have a positive impact on community cohesiveness. The project does not add any new physical barriers that would bisect the neighborhoods/districts. The proposed project will enhance connectivity to community focal points by improving the I-95 ramp terminal access and side streets. Existing pedestrian and bicycle facilities on side streets will be reconstructed or improved to accommodate the proposed roadway features. In addition, the access improvements will join to the existing facilities to maintain a continuous connection. The proposed project will not alter the existing routes or transit facilities within the corridor.

The proposed project will ultimately enhance access to and within the community by improving safety and operations of the interstate, ramps, and side streets within and through this heavily-travelled area of Jacksonville's downtown. Safety for community and regional residents will be enhanced as I-95 is considered a designated evacuation route by the Federal Emergency Management Agency (FEMA), Florida Division of Emergency Management, and the City of Jacksonville Emergency Preparedness Office. These improvements will also enhance local emergency response, contribute to community goals such as mobility interconnections, reduce crashes, and enhance security through connection to the intelligent transportation system, all contributing to a higher quality of life.

The project is not expected to contribute to social isolation of any protected populations in the study area or disabled or elderly residents. Furthermore, the project will not subdivide neighborhoods, nor does the project separate residences from community facilities such as churches, schools, shopping area or civic or cultural facilities.

In evaluating the potential for disproportionately high and adverse environmental impacts to environmental justice populations, the six SCE Evaluation issues (social, economic, land use changes, mobility, aesthetic effects, and relocation potential) were taken into consideration.

This project is being developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement approach is being implemented for the project to ensure that opportunity is given to residents and businesses within the study area and surrounding community to provide input. No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

3.2 Economic

The project is within the Jacksonville Enterprise Zone and the US Department of Housing and Urban Development (HUD) Empowerment Zone. An Enterprise Zone is a specific geographic area targeted for economic revitalization. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses located within the zone boundaries. Empowerment Zone (EZ) Initiatives are to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The majority of the project is within an economically distressed area, and the entire project is within the boundaries of the Northwest Jacksonville Economic Development Fund (NWJEDF).

A major highlight of the area is the Prime F. Osborn III Convention Center, a 265,000-square-foot convention center located very near the project area in downtown Jacksonville. The Convention Center is within close proximity to the City of Jacksonville's Central Business District, and is the venue for a variety of events, including business, artistic, and social gatherings. Project improvements will enhance access to the Center, making it easier and safer for visitors and employees.

Right of way acquisition for this project is minimal, with no relocations required and will therefore have no negative effects on the Tax Base.

The proposed project has the potential to generate jobs due to proposed roadway capacity, access and safety improvements that support the expansion of existing businesses and new businesses as contemplated by the City's 2030 Comprehensive Plan. In addition, the project is within an area designated as an Urban Priority Development Area, with the intent to encourage revitalization, redevelopment and infill development at high intensities and densities.

The proposed project will likely result in temporary impacts to business access and travel pattern disruptions due to construction detours. Public involvement opportunities from the local and surrounding communities will be encouraged through a public involvement plan. There are no concentrations of special needs populations within the study area. Improvements to side streets will conform with Americans with Disabilities Act criteria and will include, but not be limited to maximum cross-slopes of sidewalks, sidewalk widths, and curb ramps with detectable warnings.

3.3 Land Use Changes

The proposed project is compatible with the City of Jacksonville's development goals and consistent with its comprehensive plan. This project runs through the City's downtown area and the corridor contains high density and high intensity land uses consistent with the City's community development goal. The predominant land uses adjacent to the corridor are Central Business District, Light Industrial, Heavy Industrial, and Public Semi Public uses (land use map attached). The project area is fully developed, so no secondary development will be induced due to the project. There are

no agricultural lands near the proposed project. No land use changes are anticipated as part of this project.

Congestion is expected to get worse in the future as the state of Florida and Jacksonville area continue to grow. Additionally, employment is expected to increase. This increase in population and employment will result in higher traffic volumes on I-95. Based on travel demand modeling, without any additional improvements, I-95 will begin to operate below FDOT target LOS D, which will be counter to the City of Jacksonville's Community Goals and Objectives as listed under Social - Community Goals/Quality of Life section.

3.4 Mobility

I-95 is a major interstate that runs north-south through the city of Jacksonville as well as the entire East Coast and is a vital regional mobility and freight corridor. The project study area also includes the eastern terminus of I-10 at the interchange of I-95 and I-10. I-10 is a major east-west interstate traversing the entire United States. The mobility of the corridor will be enhanced through reduced congestion. I-95 is part of the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) and is designated as a SIS Corridor. This SIS is the state's highest priority for transportation capacity investments and was enacted to focus the state's limited transportation resources on facilities most significant for interregional, interstate, and international travel. Additionally, the State Transportation Element Policy encourages the efficient use of the SIS and other State Highway Systems within the Central Business District; and to market the City as a desirable and attractive place to live and work.

The project area is serviced by Jacksonville Transportation Authority (JTA), and the percentage of households without access to a vehicle is nearly 25%, which indicates that there is likely a heavy reliance on public transit for non-driving area residents. Improvements to I-95 as a result of the proposed project would reduce congestion and have a corresponding positive effect on bus service travel times. Furthermore, the proposed roundabout on Beaver Street features an apron to accommodate turning movements for large vehicles, such as buses. The City of Jacksonville's Emerald Trail System is proposed to cross the project at McCoy's Creek and Church Street within the project corridor which will enhance pedestrian and bicycling mobility and access (see Ch. 4.4).

In addition to serving as emergency evacuation routes, I-10 and I-95 serve as vital corridors for commuter and freight traffic. I-95 crosses over the CSX railroad tracks at Myrtle Avenue and just south of 17th Street. The rail line will not be impacted by the proposed project. Additionally, there are a number of industrial businesses near the project area, particularly adjacent to the CSX Rail Yard and the I-95 at I-10 systems interchange that rely on the project corridor for freight and movement of goods.

Combined with the adjacent planned transportation improvement projects outlined in the SCE Technical Memorandum, the proposed project will improve connectivity, mobility, throughput, travel speeds, and travel time for I-95, an important SIS facility, as well as the surrounding transportation network.

3.5 Aesthetic Effects

The I-95 project corridor is a typical interstate highway with minimal aesthetic features inside the existing right of way. Throughout the study corridor, the existing aesthetic features include street lighting and landscaping along I-95 cross streets. Continued public coordination will assist the study team with identifying context sensitive design solutions that could lessen the visual impact of the project and the temporary impacts of construction. While temporary visual and environmental impacts will occur during construction, limited long-term impacts to views and vistas are not anticipated.

The proposed project involves improvements to an existing limited access facility that generally fits with the character of other major infrastructure elements found in major metropolitan areas. The proposed improvements are similar in design and aesthetics as the existing condition. While the historic Myrtle Avenue Bridge deck will be replaced to address structural deficiencies, the historic and iconic steel arch structure will not be altered. Side street improvements and accommodation of the Emerald Trail will ensure multimodal connectivity. In addition, opportunities for landscaping within the project study area are being explored.

As described in Section 6.1, a traffic noise study was conducted for this project. The analysis evaluated noise levels for the 2019 Existing Condition and the 2045 No-Build and Build Alternatives. For this project, a total of 101 noise sensitive sites were evaluated for project-related noise impacts. Based on the noise analyses performed to date, no feasible and reasonable solutions are available to mitigate the noise impacts on the noise sensitive sites identified during the study. However, the existing residential land uses within the limits of this project are considered noise and vibration sensitive. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction. If new noise sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result.

The potential effects of vibration on historic structures were also evaluated. Given the results of the Cultural Resources Assessment Survey (CRAS), the proposed project will have no adverse effect to identified historic resources listed or eligible for listing in the National Register of Historic Places.

3.6 Relocation Potential

The proposed project concept presented at the project's hybrid public kickoff meeting, held on August 2 and 4, 2022 includes one small (65 sq. ft.) potential right of way take from a parcel located at Dennis and Ives Streets to accommodate the widening. No residential, non-residential, nor public facility relocations are anticipated as a result of the proposed project. The No-Build Alternative does not require right of way.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Jacksonville with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

All proposed improvements are limited to the existing right-of-way; minor right-of-way acquisition is limited to corner clips and narrow, undeveloped slivers of land along the corridor. Based on the limited scope of the proposed improvements, the APE was defined to include the existing and proposed right-of-way within which improvements are proposed, and the CRAS is included in the project file. Additionally, the CRAS was initially completed for longer project length (from I-10 to SR 115) along I-95, but the project limits have since been shortened to just north of the Beaver St. interchange. The findings of the CRAS are applicable to the current project area and will be referenced as the I-10 to Beaver St. CRAS or APE to correspond to the actual project limits.

Due to the heavy development within the APE, including numerous buried utilities and paved surfaces, the I-95 from I-10 to Beaver St. APE was investigated for archaeological resources via a combination of judgmental shovel testing and pedestrian survey. One previously recorded archaeological site, the West Duval Street site (8DU22134) is located within the APE and has been previously determined eligible for NRHP by SHPO.

The architectural survey resulted in the identification and evaluation of 10 historic resources within I-95 from I-10 to Beaver St. APE, including six previously recorded resources and four newly recorded resources. The previously recorded resources include one historic structure (8DU17461); one NRHP-eligible railroad (8DU17719); a newly recorded segment of an NRHP-eligible road (8DU19659); a portion of an NRHP-listed historic district (8DU01547); and two NRHP-eligible bridges (8DU13284 and 8DU17724). The four newly recorded resources are historic structures (8DU22669-8DU22672).

Based on the results of the current survey, 8DU01547, 8DU13284, 8DU17719, and 8DU17724 within the I-95 from I-10 to Beaver St. APE remain eligible for listing in the NRHP. The section of 8DU19659 within the present APE is recommended as a non-contributing segment to the overall NRHP-eligible resource group due to its loss of historic integrity. The remaining five historic structures (8DU17461 and 8DU22669-8DU22672) are ineligible for the NRHP due to a lack of the significant historic associations and architectural distinction.

No historic fabric that contributes to the significance of resources 8DU01547, 8DU13284, 8DU17719, and 8DU17724 will be removed or altered by the project. One previously recorded and 11 unrecorded historic-aged (pre-1976) bridges were identified within the I-95 from I-10 to Beaver St. APE: FDOT Bridge Nos. 720164/Florida Master Site File (FMSF) No. 8DU17725, 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301. All of these bridges are examples of post-1945 stringer/multi-beam bridges that were originally constructed during 1958 and 1959. As such, all 12 bridges fit the description of common bridges within the scope of the 2012 Program Comment

Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges and are excluded from Section 106 consideration (Federal Register 2012:68793). F urther evaluation for the eligibility of these bridges is beyond the scope of the current project.

Construction of the section of I-95 within the APE began ca. 1955, then known as the Jacksonville Expressway, thereby constituting a historic-aged roadway. The 2005 Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System exempts the Interstate Highway System from Section 106 consideration (Federal Register 2005:11928). However, there is one historic bridge within the I-95 from I-10 to Beaver St. APE that is excluded from the aforementioned 2005 Exemption. Such exemptions are provided for in the original text, and the State of Florida has four structures that are included in the Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System, of which FDOT Bridge No. 720163/FMSF No. 8DU17724 is one (Federal Highway Administration [FHWA] 2019). As noted above, the present project proposes the repair and maintenance of the bridge, which is limited to replacing the existing concrete bridge deck and bridge painting. No widening or removal of historic fabric that contributes to significance of the bridge's character-defining features, including its steel through arch and Moderne elements, are proposed.

The previously recorded historic linear resources, Seaboard Airline Railway (8DU17729), US 1/Philips Highway (8DU18995), and the St. Johns River Terminal Railroad (8DU22249), are within the I-95 from I-10 to Beaver St. APE. These three resources were surveyed less than five years ago as part of a separate CRAS. The SHPO concurred with the findings for 8DU17729, 8DU18995, and 8DU22249 presented in that report. Finally, as part of the present architectural survey effort, it was confirmed that there had been no substantial changes to 8DU17729, 8DU18995, and 8DU22249 within the I-95 from I-10 to Beaver St. APE; therefore, they were not resurveyed and re-evaluated.

Given the results of the CRAS, the proposed I-95 improvements project will have no adverse effect to Resource 8DU01547 and 8DU17724, and no effect on Resources 8DU13284 and 8DU17719, which are listed or eligible for listing in the NRHP. SHPO concurred with this finding on December 8, 2020. The SHPO Concurrence Letter is included in attachments.

Intersection and drainage improvements along Park Street, Myrtle Street, and Forest Street were also evaluated under the statewide Section 106 Programmatic Agreement, Stipulation VI. The intersection and drainage improvements will have no effect no effect to historic properties, and notification was sent to SHPO on September 27, 2022. The Section 106 Programmatic Minimal Impact Determination form is included in the project file.

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

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The I-95 Through Arch Bridge/Myrtle Avenue Bridge (8DU17724) is a 17 span, 1431 ft. steel arch-through bridge constructed ca.1955-1957. The bridge is composed of a bowstring cross braced steel truss superstructure with steel cross bracing below the concrete deck. The bridge is a Department of Transportation facility as part of the I-95 interstate system. 8DU17724 was determined eligible for listing in the National Register of Historic Places (NRHP) in 2014 for significance under Criterion A for development of the interstate through Jacksonville and under Criterion C as the only steel through arch bridge in Florida. The bridge is one of four structures in Florida excluded from the E*xemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System*. The I-95 Through Arch Bridge is of

state significance, eligible for the NRHP, and thus meets the criteria of a Section 4(f) resource.

The project proposes repair and maintenance of the bridge, limited to concrete deck replacement and bridge painting. No widening will occur on the deck. No alterations to characteristics qualifying the bridge for the NRHP, including the steel through and Moderne elements, are proposed. The project poses no adverse effect to 8DU17724, and SHPO concurred with this finding on December 8, 2020 (See attached CRAS and SHPO concurrence letter).

While the proposed project is adjacent to and contains elements of 8DU17724, there will be no "use" of the property within the meaning of Section 4(f). The proposed project will not require any permanent or temporary acquisition of land (the bridge is an FDOT facility), no change to access, and no proximity impacts that rise to the level of substantial impairment to the protected resource (no adverse effect to 8DU17724).

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

Two segments of the City of Jacksonville's proposed Emerald Trail system were identified within the project limits: McCoy's Creek Phase 1 & 2 and the LaVilla Link. The Emerald Trail is a 30-mile bicycle/pedestrian trail and linear park system in Jacksonville that will connect historic neighborhoods and downtown to local and regional trails, parks, schools, businesses, transit and other destinations. This segment of the trail system is currently proposed to run beneath an elevated portion of I-95 along the bank of McCoy's Creek. The City of Jacksonville has an agreement to construct and maintain the Lavilla Link trail segment (and associated McCoy's Creek Phase 1 and 2 improvements) on existing FDOT right of way. The I-95 project is not expected to impact the Emerald Trail system development. FDOT will continue to consult with the City of Jacksonville as the project develops to avoid impacts. Figures 4.4.1-4.4.3 indicate locations of proposed trail system projects.

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Figure 4.4.1 McCoy's Creek Phase 1



Figure 4.4.2 McCoy's Creek Phase 2

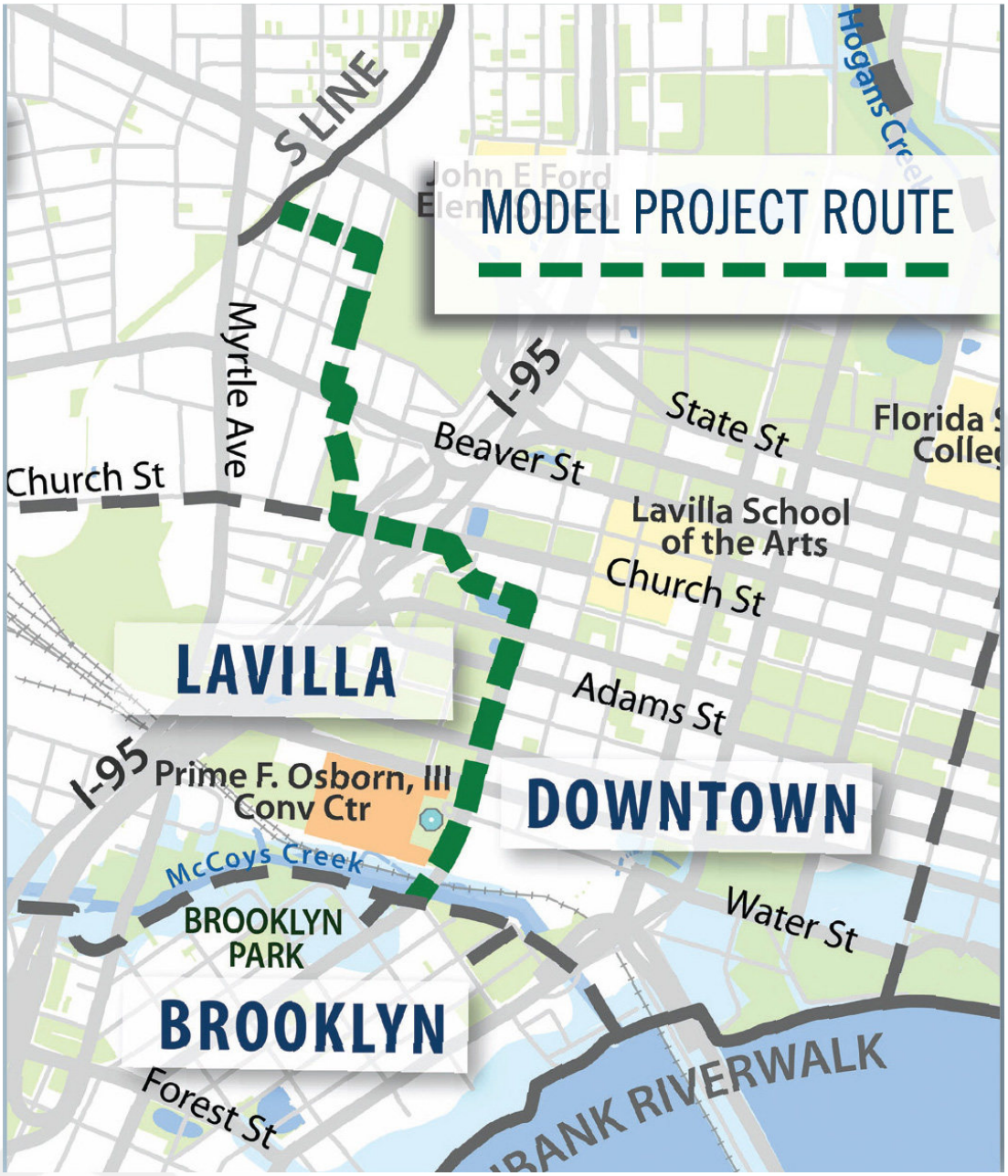


Figure 4.4.3 Lavilla Link Segment

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

Assessment of project involvement with listed species began with a species database search, literature review, and GIS desktop review of all available data for the project area. Based upon these reviews, potential habitat areas for listed species were investigated on April 20, 2021 to determine the presence of listed species or suitable habitat. A Natural Resources Evaluation (NRE, August 2021) was prepared for the project to document the results and map the species habitats within the study area and is included in the project file. The NRE contains species and habitat maps and a detailed analysis of protected species potentially occurring within the project area. The proposed roundabout at Forest and Margaret was not included in the NRE review, but has subsequently been reviewed for natural resource impacts. No additional impacts were determined.

The species listed in **Table 5.1.1** have some probability of occurrence in the project study area or were observed during the field investigation. State-listed plant species are protected under Chapter 5B-40, Florida Administrative Code (F.A.C), which is administered by the Florida Department of Agriculture and Consumer Services (FDACS). State-listed wildlife species are protected under Chapter 68A-27, F.A.C., which is administered by the Florida Fish and Wildlife Conservation Commission (FWC). Federally-listed species are afforded protection under the ESA which is administered by United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) to provide protection of imperiled species and their habitat. Section 7 of the ESA requires federal agencies to consult with USFWS or NMFS when a project under their review has the potential to impact a federally-listed species.

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Present In Project Area	Probability of Occurrence
Plants and Lichens						
Carex chapmannii	Chapman's Sedge	N	ST	Swamps, hydric hammocks, seepage slopes, and mesic hammocks.	Vegetated edges of McCoy's Creek may be marginally suitable.	Low.
Lobelia cardinalis	Cardinalflower	N	ST	Swamps, riverbanks, and cypress domes.	Vegetated edges of McCoy's Creek may be marginally suitable.	Low.

Zephyranthes atamasca var. *atamasca*	Rainlily	N	ST	Swamps, floodplains, wet prairies, and wet roadsides.	Wet areas near McCoy's Creek may be suitable, as well as many grassy maintained areas along the roadside or between north- and southbound sections of the interstate.	Moderate.
Zephyranthes atamasca var. *treatiae*	Treat's Rainlily	N	ST	Swamps, floodplains, wet prairies and wet roadsides.	Wet areas near McCoy's Creek may be suitable, as well as many grassy maintained areas along the roadside or between north- and southbound sections of the interstate.	Moderate.
Insects						
Danaus plexippus	Monarch butterfly	C	N	Breeding females lay eggs on *Asclepias* spp. (milkweeds) where the larvae develop. Non-breeding and breeding adults feed on many species of wildflowers, and so may occur in areas with high densities of wildflowers.	Milkweeds for breeding were not observed, but grassy areas with wildflowers provide foraging habitat for adults.	Observed.
Reptiles						
*Drymarchon corais couperi**	Eastern Indigo Snake	T	FT	Linked to xeric habitats and gopher tortoise burrows, but also uses other natural habitats such as swamps and freshwater marshes as foraging habitat.	On-site and adjacent habitats and land uses represent extremely marginal potential habitats.	Low.
*Gopherus polyphemus**	Gopher Tortoise	N	ST	Sandhills, scrub, dry flatwoods, dry ruderal areas.	Edges of ROW along adjacent private properties may provide marginally suitable habitat.	Low.
Birds						

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*Egretta caerulea***	Little Blue Heron	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers freshwater habitats. Nests in mixed colonies in flooded trees or shrubs or on islands.	McCoy's Creek and stormwater ponds provide foraging habitats.	Moderate.
*Egretta tricolor***	Tricolored Heron	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers coastal habitats. Nests in mixed colonies in flooded trees or shrubs or on islands.	McCoy's Creek and stormwater ponds provide foraging habitats.	Low.
Laterallus jamaicensis jamaicensis	Eastern Black Rail	T	FT	Primarily occurs in tidal saltmarsh, but can also occur in freshwater wetlands, coastal prairies, and grassy fields.	On-site stormwater ponds and grassy areas between the north- and southbound sections of the interstate would be highly marginal potential habitats.	Low.
Mycteria americana	Wood Stork	T	FT	Forages in a wide variety of freshwater and brackish wetlands and waterways, including ponds and ditches. Prefers waterbodies that have shallow or variable water levels to concentrate fish prey. Nests in colonies in flooded trees or on islands.	McCoy's Creek and stormwater ponds provide foraging habitats.	Moderate.
*Platalea ajaja***	Roseate Spoonbill	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers coastal habitats. Nests in mixed colonies in mangroves, willow heads, or spoil islands.	McCoy's Creek and stormwater ponds provide foraging habitats.	Low.
Mammals						
*Trichechus manatus***	West Indian Manatee	T/CH	FT	Estuaries, tidal rivers, springs, and spring runs.	Manatees may rarely access the on-site portion of McCoy's Creek.	Low.

Legal Status and Notes
Federally-listed Species (FWS)
C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability.
CH = Critical Habitat has been designated in the county in which the project is located.
E = Endangered: species in danger of extinction throughout all or a significant portion of its range.
T = Threatened: species likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
PT = Proposed threatened.
N = Not federally-listed.
***** = This species is included in a FWS Recovery Plan.
State-listed Species
SAT = Listed as threatened for similarity of appearance.
SSC = Species of Special Concern.
SE = State endangered.
ST = State threatened: species listed by the state that are likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
FE = Federally endangered: species federally listed as being in danger of extinction throughout all or a significant portion of its range.
FT = Federally threatened: species federally listed as likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
****** = FWC has developed a draft or final Permitting Guidelines document for this species.

Table 1. Federally-listed and State-listed Species That May Occur Within the Project Area

State-Listed species

The NRE identifies four state-listed plant species with a low or moderate probability of occurrence within the project area, and none of the four were observed during the field investigation. Potential impacts to individual plants of any of the four listed species will not affect the species as a whole. Therefore, no adverse effect is anticipated for state-listed plant species. The Florida Department of Agriculture and Consumer Services Division of Plant Industry has reviewed the NRE and their response is included in the project file.

Four state-listed animal species are identified with a probability of occurrence within the project area. The little blue heron was given a moderate probability of occurrence, while the tricolored heron and the roseate spoonbill were determined to have a low probability of occurrence. No adverse effect is anticipated for any of these state-listed birds. Due to the project being located in an an area of poor quality habitat, the gopher tortoise was determined to have a low probability of occurrence in the project study area and no adverse affect is anticipated. No gopher tortoise burrows were observed during the field review. If any are observed during the design and permitting phases of this project, a formal survey and relocation will be carried out in accordance with FWC regulations. The Florida Fish and Wildlife Conservation Commission has reviewed the NRE and their response and concurrence is included in the project file.

Federally-Listed Species

The NRE identifies no federally-listed plant species within the project area.

The NRE identifies four federally-listed species which have a probability of occurrence within the project area. The threatened Eastern Black Rail has a low probability of occurrence and the project may affect, but is not likely to adversely affect this species. The Eastern Indigo Snake, also listed as threatened, has a low probability of occurrence within the project area due to the lack of suitable habitat at the project site. Using the *2013 USFWS Eastern Indigo Snake Programmatic Effect Determination Key* (A->B->C->D->E-> "*NLAA*"), FDOT has determined the project is not likely to adversely affect the Eastern Indigo Snake and no additional consultation is required. The methodology used to make this determination is detailed in the NRE. A copy of the USFWS Eastern Indigo Snake Programmatic Effect Determination Key is included in the project file. In addition, the FDOT has committed to implement the U.S. Fish and Wildlife Service's

(FWS) *Standard Protection Measures for the Eastern Indigo Snake* during the construction of the project.

The wood stork, listed as threatened, has a moderate probability of occurrence within the project area, and the project is located within a core foraging area. It is anticipated that the project will impact less than 0.5 ac. of suitable foraging habitat (SFH), but if the project impacts more than 0.5 acre of SFH, wetland mitigation will be provided that will offset this loss. Therefore, using the 2008 USACE/USFWS *Effect Determination Key for the Wood Stork in Central and North Peninsular Florida* (A->B->C->D->E-> "*NLAA*"), FDOT has determined the project is not likely to adversely affect the wood stork and no additional consultation is required. The methodology used to make this determination is detailed in the NRE. A copy of the USACE/USFWS Wood Stork Effect Determination Key is included in the project file.

The West Indian Manatee, listed as threatened, has a low probability of occurrence in the project area. Manatees are likely discouraged from utilizing McCoy's Creek because the confluence of the creek with the St. Johns River has been replaced by a large underground channel section approximately 830 feet long that goes under buildings and other developments. In addition, there is no Critical Habitat for the West Indian Manatee is located within the project limits. However, the ability of manatees to access McCoy's Creek cannot be entirely ruled out. Therefore, using *The Corps of Engineers, Jacksonville District and the State of Florida Effects Determination Key for the Manatee in Florida (April 2013)* (A>B>C>G>N>O>P>"*MANLAA*") the FDOT has determined the project may affect, but is not likely to adversely affect the West Indian Manatee. The *USFWS Standard Manatee Conditions for In-water Work*will be implementedduring project construction. A copy of the Effect Determination Key for Manatees is included in the project file.

The USFWS concurred with these findings on September 1, 2021.

Non-Listed, Protected Species

A single Monarch Butterfly was observed feeding on wildflowers during the field investigation. However, no milkweeds were observed in the project study area, and there is little on-site habitat that would support the growth of significant numbers of any milkweedspecies. Therefore, the project study area is not a significant potential breeding area for monarchs. The area does contain some areas of grassy and weedy vegetation, and these spots have the potential to produce a variety of wildflowers upon which wandering (non-breeding) adult monarchs may feed. The proposed project will not permanently eliminate all of the open areas where wildflowers grow, nor will it alter the maintenance schedule to prevent flowering and seed set.

No Bald Eagles or Bald Eagles nest's were observed near the project study area during the field investigation. The nearest known nest is located approximately 2.3 miles south of the project study area and was last documented as active in 2014.

No federal or state-listed species of bats are known to occur in Duval County, but the project contains bridges where staining was observed during the field investigation which may indicate bat roosting use. No bats were seen or heard under any of the portions of the structures subject to preliminary inspection or during any subsequent field inspections. No guano smell was noted, and no guano accumulations were observed under any structure. All bridges and culverts will be fully inspected for the presence of bats immediately prior to construction. If bats are present in bridges or culverts, FDOT will follow current agency protection measures and will employ exclusion measures as necessary prior to beginning work.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

The project was evaluated for impacts to wetlands and other surface waters with the field investigation conducted on April 20, 2021. These findings are documented in the project NRE which contains the associated habitat and wetland maps. The boundaries of jurisdictional wetlands and waters within the project study area were delineated in accordance with Chapter 62-340, F.A.C., and the USACE 1987 Manual and its subsequent addendums. Jurisdictional wetlands within the project study area are limited to the McCoy's Creek crossing. The wetland lines associated with this system were delineated as part of the City of Jacksonville's McCoy's Creek Restoration Project and were verified by the St. Johns River Water Management District (SJRWMD) on October 2, 2020. While wetland boundaries established for the McCoy's Creek Restoration project are not necessarily binding for this project, the extent of jurisdictional wetlands along McCoy's Creek is well-defined and changes to the lines are unlikely to occur during permitting efforts for this project. Wetlands at the McCoy's Creek crossing consist of the channelized creek (which is sparsely vegetated and is expected to be regulated as a wetland habitat rather than a surface water) and several other vegetated wetland types forming the riparian fringe of McCoy's Creek. No other wetlands occur in the project study area. Other surface waters, consisting entirely of stormwater ponds, are located throughout the project study area. All wetland and other surface water boundaries and associated acreages should be considered estimates and will be finalized during the permitting process.

Wetlands in the project study area are confined to the crossing of I-95 over McCoy's Creek. In this location, approximately 0.79 acre of freshwater tidal stream habitat and 0.37 acre of freshwater wetland habitats occur. Due to the presence of aquatic vegetation throughout the stream channel, this section of McCoy's Creek is likely to be regulated as a wetland habitat, and along with the other wetland types is expected to require mitigation if impacted. If all wetlands and jurisdictional surface waters in the study area are impacted, the project is expected to require 0.46 units of standard freshwater functional gain and 0.29 units of saltmarsh functional gain [the latter to offset the loss of the tidal freshwater Essential Fish Habitat (EFH) provided by McCoy's Creek]. Wetland impacts are expected to be minor and will be finalized during the permitting process.

Impacts to the wetlands above the Mean High Water Level (MHWL) of McCoy's Creek will require standard freshwater functional gain units in SJRWMD drainage Basin 4. The McCoy's Creek channel below the MHWL is freshwater tidal in nature and will require both standard freshwater functional gain units in Basin 4 and an equal amount of saltmarsh functional gain units. The exact amount and type of mitigation required will be identified and negotiated with all applicable regulatory agencies when the project enters the design/permitting phase.

FDOT will evaluate various strategies to fulfill mitigation needs for wetland impacts resulting from the construction of the proposed project. These strategies may include purchasing mitigation credits from approved mitigation banks serving the area in which the project is located. At the time this evaluation was prepared, standard freshwater credits are available from Loblolly Mitigation Bank. The North Florida Saltwater Marsh Mitigation Bank is the only commercially available source of tidal saltmarsh credits serving the project area. Alternatively, FDOT may elect to propose the use of saltmarsh credits from their own San Sebastian saltmarsh creation area. Alternatively, mitigation may be accomplished by the restoration, enhancement, preservation, and/or creation of wetlands, either on- or off-site. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statute (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344.

At this time, work in the vicinity of McCoy's Creek is expected to include bridge abutment extension and bridge deck widening. These activities may be determined to cause little or no secondary impacts to jurisdictional wetlands and waters. If secondary impacts are determined to be incurred, additional mitigation may be required. The size, extent, and loss of function to adjacent wetlands will be determined during permitting and will vary based on surrounding land use, proposed work, and other factors.

Cumulative impacts are not assessed if mitigation is performed in the same basin in which the impacts are incurred. FDOT intends to provide mitigation, if required, for unavoidable permanent impacts within the basin in which the impacts are incurred. Therefore, cumulative impacts are not expected.

Wetland avoidance and minimization has been a priority throughout all phases of project development. As the project advances through subsequent phases, avoidance and minimization of wetland impacts will continue to be considered to the maximum extent practicable. Wetlands within the project area are confined to the McCoy's Creek crossing, and it is not expected that the proposed improvements will require that the entirety of the creek and its vegetated edges be permanently impacted. Impacts to wetlands will be evaluated in detail in the design phase of the project. Applicable Best Management Practices (BMPs) for erosion control and water quality considerations will be adhered to during the construction phase of the project. The use of BMPs as necessary will protect the water quality of downstream systems.

5.3 Essential Fish Habitat (EFH)

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH.

The project study area was evaluated for EFH using field observations and by inspection of available aerial photographs and soil survey data. In inland areas, it is generally understood that EFH is limited to portions of waterways that are subject to the ebb and flow of the tide, regardless of their salinity, and that in such tidal waters EFH extends up to the Mean High Water Level (MHWL) of the system.

At the I-95 crossing, McCoy's Creek is known to be subject to the ebb and flow of the tides but is dominated by freshwater wetland vegetation. Therefore, at this point it is a freshwater tidal waterway and EFH, but actual impacts to the McCoy's Creek system (including EFH) is expected to be significantly less than the total that occurs within the project study area, as the final design is expected to employ various practicable avoidance and minimization methods. The existing bridge structure that spans the creek is anticipated to be widened, with minimal impact to the channel below. The worst-case scenario would require 0.29 units of saltmarsh functional gain to offset the loss of the EFH. Additional standard freshwater functional gain will also be necessary for any impacts to the creek channel or other wetlands to offset the loss of standard freshwater wetland functions.

A request for EFH technical assistance was sent to the National Marine Fisheries Service (NMFS) discussing the amounts of anticipated impacts. NMFS responded to this request on October 5, 2021 with specific recommendations for the project and a request for FDOT to communicate with NMFS if additional project impacts are anticipated. As such, the FDOT also commits to additional coordination if impacts are determined to be greater than previously disclosed. This correspondence is included in the project attachments, the project file, and a commitment to additional consultation has been made. This information is documented in the NRE.

5.4 Floodplains

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

The majority of the project is located within the Federal Emergency Management Agency (FEMA) flood Zone X which is located outside the 500- year floodplain. The major surface water feature on the project is McCoy's Creek, with a drainage basin of approximately 5.75 square miles. The creek flows from west to east and terminates at the St. Johns River, which is east of the project limits. Within the project limits, I-95, the NB and SB CD roads, and adjacent ramps cross McCoy's Creek. The project contains five bridges over McCoy's Creek, and the low member for all five bridges is located above the 10-foot control elevation; however, the existing bridges do have pilings located within flood Zone AE.

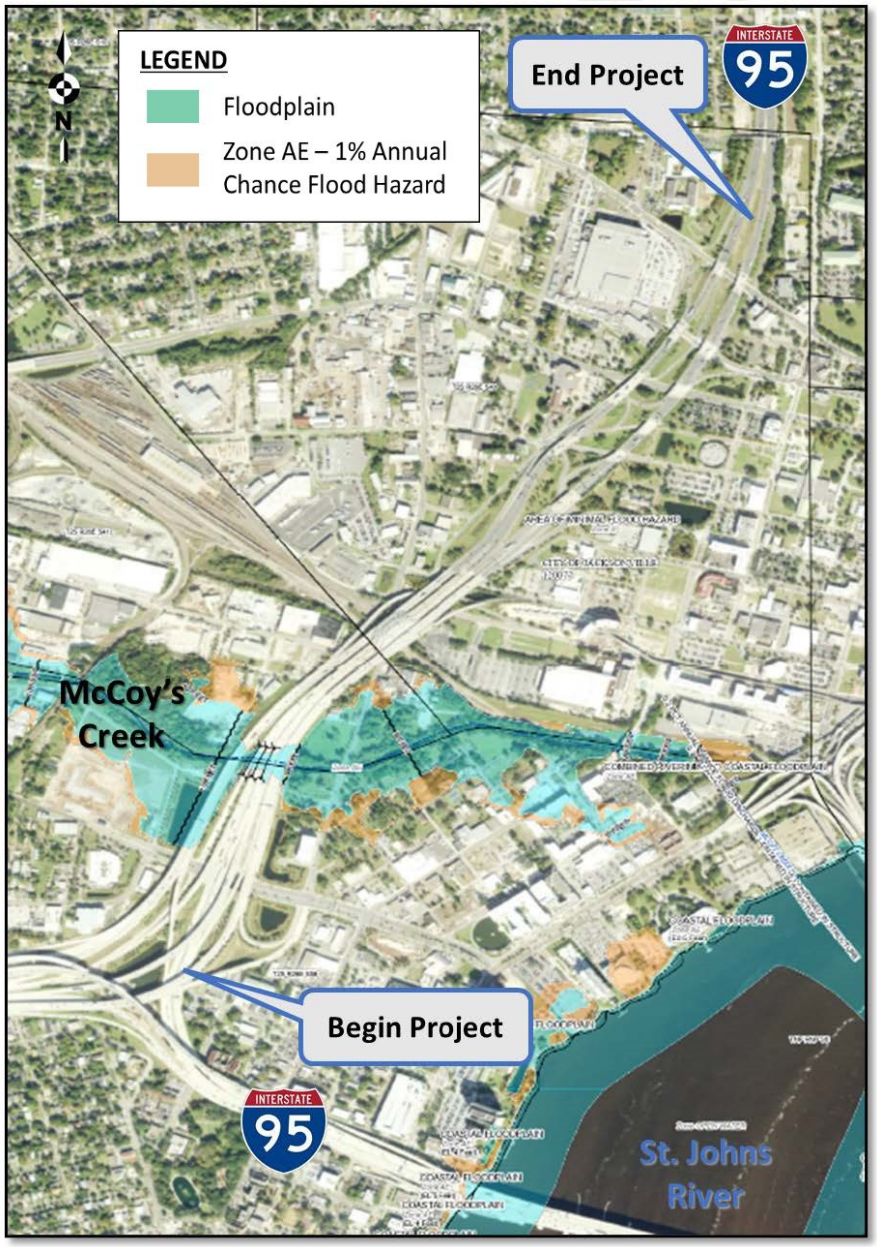


Figure 5.4.1 Floodplain within the Project Area.

McCoy's Creek has a history of flooding in adjacent low-lying areas upstream (west of I-95) of the project. The flooding is largely caused by the creek being funneled into a box culvert near the termination at the St. Johns River. A current on-going project by the City of Jacksonville will restore McCoy's Creek (Emerald Trail, McCoy's Creek Phase 1) to a more natural state by removing the box culvert. This is anticipated to relieve most of the upstreaming flooding. As part of the improvements for this project, the southbound collector/distributor system will be widened, including the crossing at McCoy's Creek. The bridge widening will require new piles adjacent to McCoy's Creek and located within the floodplain. The roadway segments adjacent to the bridge will also impact the floodplain (Figure 5.4.1); however, Mechanically Stabilized Earth (MSE) wall is proposed to eliminate the slope tie-down and reduce the footprint within the floodplain.

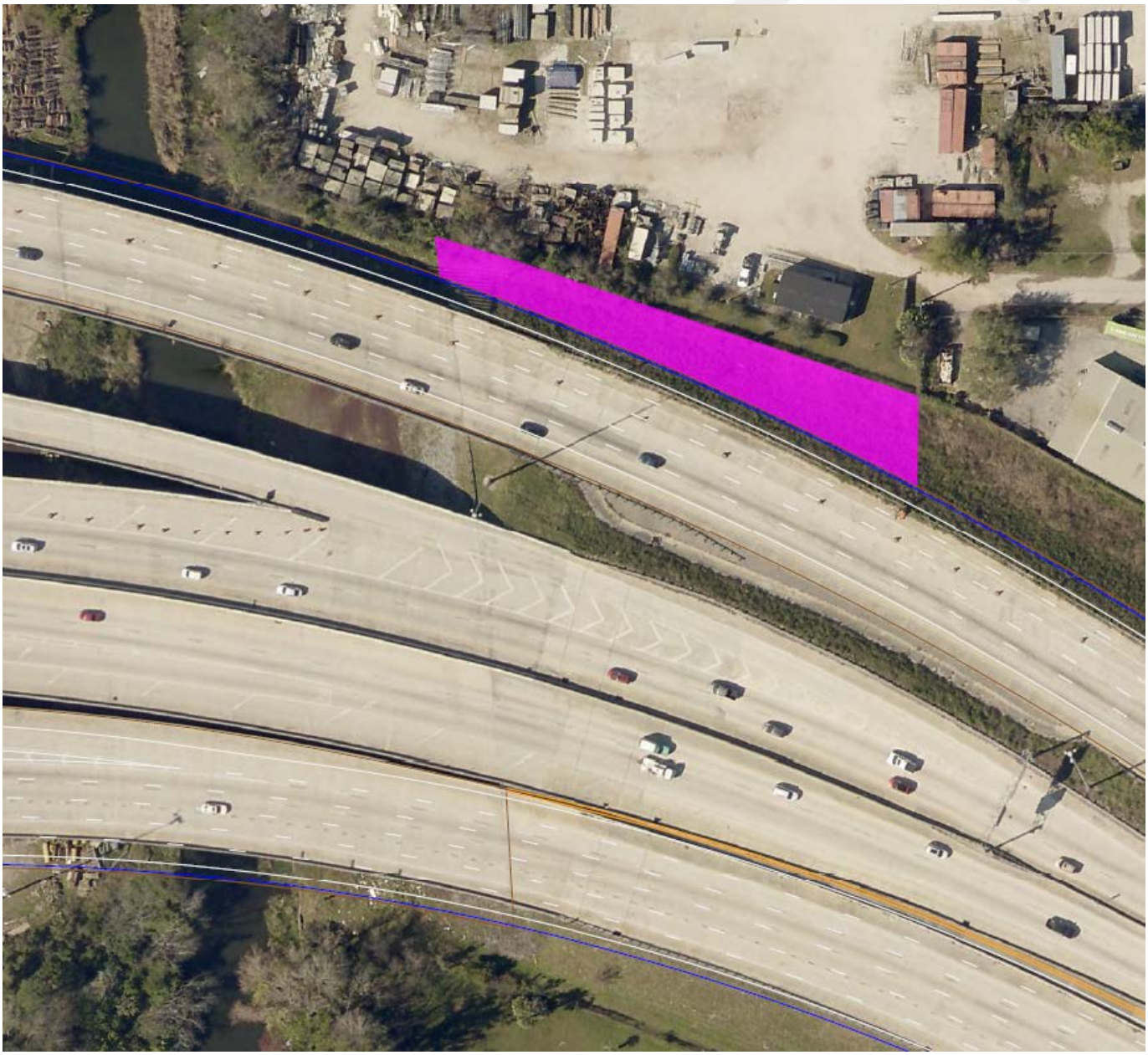


Figure 5.4.2 Impacted Floodplain Area

As a result of the proposed widening, the project improvements are considered a Minimal Encroachment. The proposed improvements have no significant adverse impacts to the natural and beneficial floodplain values or potential to interrupt/terminate emergency transportation facilities or evacuation routes. No floodplain compensation is needed but stormwater ponds will help minimize impacts to the floodplain by controlling discharge rates to McCoy's Creek.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

This project is located within the jurisdiction of the St. Johns River Water Management District and is located within watersheds with positive outlets directly discharging into tidally influenced waters. Where the stormwater from the site discharges directly to these tidally influenced waters, peak discharge attenuation is not required.

A Water Quality Impact Evaluation (WQIE) (March 2022) has been prepared for this study to assist in documentation of potential impacts to water resources. Increased stormwater runoff and discharge due to the increased impervious areas is anticipated and will require increased stormwater management capacity, which will be designed in accordance with applicable regulations. Prior treatment was completed using existing stormwater management ponds, and wet retention ponds are the preferred treatment method. A Pond Siting Memo was created to document the evaluation of the potential pond sizes and locations and is included in the project file. An Individual Environmental Resource Permit (ERP) will be required for this project, along with USACE and FDEP 404 permits **(re-check)**.

Three waterbodies were identified in proximity to the project area: McCoy's Creek (WBID 2257), Hogan Creek, (WBID 2252), and the St. Johns River Above Trout River Segment (WBID 213D). Only the St. Johns River portion is identified as Verified Impacted, and stormwater retention ponds that discharge to the river will need to be evaluated for a higher level of water treatment. Coordination has been initiated with the district drainage engineer and this information has been supplied for their use in pond design. In addition, FDEP Basin Management Action Plan (BMAP) and Total Maximum Daily Load (TMDL) coordinators have been provided this information, and their input was included in the WQIE evaluation. Correspondence with FDEP is attached to the WQIE document.

It is anticipated that the project will require a National Pollutant Discharge Elimination System (NPDES) permit from FDEP. In association with this permit, a Stormwater Pollution Prevention Plan (SWPPP), implemented during the construction of the project, will also be required. The primary functions of the NPDES requirements are to ensure that sediment and erosion are controlled during construction of the project. These permits require adherence to best management practices (BMPs) to ensure compliance. The FDOT will implement erosion and sediment control BMPs as detailed in Section 104 (Prevention, Control, and Abatement of Erosion and Water Pollution) of FDOT's Standard Specifications for Road and Bridge Construction which require erosion control best management practices during project construction.

Water quality impacts will be avoided with the implementation of erosion and sediment control measures including, but not limited to, silt fencing and turbidity barriers that shall be installed and maintained prior to, during, and after construction as needed. These measures will be shown on the Stormwater Pollution Prevention Plan (SWPPP) and the Sediment and

Erosion Control Plan as approved between the St. Johns River Water Management District and FDOT. Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

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6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

An assessment of traffic noise impacts was evaluated and documented in the Noise Study Report (NSR) attached to the project file.

The proposed project has been determined to be a Type I project due to the addition of through lanes that increase capacity to an existing highway.

Predicted design year (2045) levels for the Build Alternative were compared to the Noise Abatement Criteria (NAC) and to the predicted existing condition noise levels to assess potential noise impacts associated with the proposed project. The predicted design year traffic noise levels for the Build Alternative will approach, meet, or exceed the NAC at nine receptor sites (four - Category B; five - Category C). The existing land uses adjacent to the corridor consist of commercial (Central Business District), industrial (Light/Heavy), Public/Semi Public uses, and scattered residential.

To abate for traffic noise impacts, five noise barriers were evaluated for these seven Noise Study Areas (NSA). Two of the analyzed barriers were eliminated due to engineering constraints for two of the impacted special land use receptors. This is because the outside shoulders of the bridges would need to be re-designed to accommodate the mass of noise barriers effectively making such changes cost prohibitive.

The remaining seven impacted receptors were analyzed behind three separate noise barriers; however, none of these met the feasibility and reasonableness requirements. Based on this noise analysis, no feasible or reasonable solutions are available to mitigate the noise impacts on the nine receptor sites as shown in the Noise Study Report which is included in the project file. No outdoor advertising signs will be impacted since no noise barriers are proposed for this project.

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

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved areas. These impacts will be minimized by adherence to all applicable State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction. The proposed project is expected to have no significant air quality impacts.

6.3 Contamination

The project limits were screened and evaluated in 2021 for potential contamination impacts to construction. The 2021 Level 1 Contamination Screening Evaluation Report (CSER) identified forty-six sites of concern. Ten sites of concern were ranked as NO or LOW risk for potential to impact construction within the project limits. Thirty sites were ranked as MEDIUM risk and six sites were ranked as HIGH risk.

The project area south of McCoy's creek has been included in numerous FDOT projects including the major I-10/I-95 Interchange Reconstruction project (FM No. 213243-1-52-01) and additional minor projects to modify and enhance the interchange reconstruction project. These former project documents were reviewed for potential impacts to the current I-95 widening project. No additional MEDIUM or HIGH risk sites were identified during the Document review.

Twelve of the MEDIUM/HIGH risk sites were noted as being within or adjacent to areas of road and/or bridge widening based on review of the current concept. These sites are listed in Table 6.3.1. Further evaluation and possible Level 2 assessment sampling at these sites will be conducted to determine the presence and extent of contamination impacts.

Site No.	Site Name	Risk
Site 8	Olcott Freezing & Storage/FDOT Myrtle Ave Bridge #720163	Medium
Site 9	Pintsch Compressing Gas Company/West Bay Creosote - TTX	High
Site 10	A&EC Properties/FECR-Former	High
Site 11	1280 West Forsyth Street	Medium
Site 29	Taylor Ulysses	Medium
Site 31	Raleigh's Cleaners	Medium
Site 32	Suspected Former Gas Station	Medium
Site 33	1137 West Church Street	Medium
Site 34	Mighty Fine Cleaners	Medium
Site 35	Jenkins Ebb	Medium
Site 45	United States Postal Service	Medium
Site 64	Forest Street Incinerator Ash Zone	High

Table 6.3.1. MEDIUM/HIGH risk sites with potential to impact road and bridge widening.

Special attention is noted on Site 64. Forest Street Incinerator Ash Zone (FSI Ash Zone). The site is an Environmental Protection Agency (EPA) Superfund Alternative Site and in an active remediation phase by the City of Jacksonville (COJ). Subsurface work within this designated zone may encounter incinerator ash and/or elevated concentrations of lead in the soil. Level 2 assessments of subsurface work in this area proposed during design will include investigation for the presence of incinerator ash and lead.

Additionally, all subsurface work within the Site 64. FSI Ash Zone will require the contractor to adhere to the COJ Ash Management Plan. The Site 64. FSI Ash Zone and areas of known ash impacts will be identified in the plans, specific

guidance on the COJ Ash Management Plan will be provided in a Modified Special Provision (MSP) of Special Provision 120-1.3 Identified Areas of Contamination, and construction will be supported by the Department's contamination and remediation (CAR) contractor as needed.

The 2021 Level 1 CSER is provided in the project file and in the Attachments.

Stormwater Ponds

Nine pond locations are being proposed to manage stormwater runoff from the I-95 corridor. Seven ponds are existing FDOT ponds. Four ponds will require no modification, two ponds will require modifications to the control structures, one will be reshaped due to road design, and two are new pond locations.

The new pond locations are considered medium/high risks based on the historical commercial and industrial land use in the general project area. The ponds are being evaluated for potential impacts to construction and Level 2 assessments are underway. The risks will be reevaluated following the Level 2 assessments. Level 1 CSE technical memorandums for the pond locations, dated 10/11/22 and 9/6/2022, are included in the project file. Level 2 Assessment reports will be included in the project file as they are finalized.

Bridges

The project proposes to replace or widen 10 Bridges along I-95. Asbestos surveys of the 10 bridges were conducted to determine if asbestos-containing materials (ACM) were present in the structure materials. The bridge structure numbers and locations are listed in Table 6.3.2. A detailed summary of bridge materials sampled, laboratory results, and an Operations and Maintenance Plan are reported in the Asbestos Survey Report (August 19, 2022). The survey report is included in the project file.

Structure #	Location Description	Structure #	Location Description
720163	I-95 (SR-9) Mainline Over Myrtle Ave & CSXRR	**720297**	I-95 (SR-9) NB Over Church St
720164	I-95 (SR-9) NB Over Adams St	**720299**	I-95 (SR-9) NB Over Beaver St
720165	I-95 (SR-9) SB Over Church St	**720554**	I-95 (SR-9) SB Over Myrtle Ave & CSXRR
720169	I -95 (SR-9) NB Over Old W. Ashley St Ramp	**720555**	I-95 (SR 9) SB Ramp Over Bay St & CSXRR
720170	I-95 (SR-9) SB Over Beaver St	**720650**	I-95 (SR 9) SB to I-10 WB Over Forest St

Table 6.3.2. Ten I-95 Bridges surveyed for ACM

Asbestos-containing materials were identified on one of the ten bridges, the I-95 (SR 9) mainline bridge over Myrtle Avenue and CSX rails, Bridge #720163. Laboratory analysis of the sampled materials identified asbestos in the black bituminous caulking at the bridge abutment joints and in the Class 5 coatings on the exterior concrete traffic rails.

The project's proposed modifications to Bridge #720163 are limited to replacement of the bridge deck and traffic railings. These modifications will require abatement of the abutment joint caulking and the Class 5 coating on traffic railing walls during the removal of the existing bridge deck. Removal or disturbance of bridge components with ACM will require proper handling and abatement prior to renovation. This work will be supported by the Department's CAR contractor during construction.

Conclusions

Further evaluation of the MEDIUM and HIGH risk sites and pond locations will occur as the project develops in the design phase. Additional soil and/or groundwater assessment and remediation needs will depend on the location and type of subsurface work proposed during design. Coordination through the design phase will focus on avoiding and minimizing contamination impacts to construction. The potential for impacts to the project will be relatively minor based on the PD&E study's recommended build alternative to widen I-95 within the existing FDOT right-of-way.

6.4 Utilities and Railroads

Utilities

Utilities located along and across the I-95 corridor were identified (Table 6.4.1) and preliminary utility coordination was initiated with the Utility Agency/Owner (UAO) through written communications. The letters requested that the utilities identify all major existing and proposed surface and subsurface facilities that could be impacted by the proposed project. The UAO's were also asked to provide a cost estimate of any proposed relocation cost and/or reimbursement claims. UAO's identified by the Sunshine 811 design tickets are listed below.

Utility Agency/Owner	Utility Type
AT&T Distribution	Telephone
AT&T	Communication Lines, Fiber
Centurylink	Fiber
City of Jacksonville Traffic	Conduit, Traffic Signals
Comcast Cable Communications	CATV
Crown Castle NG	Fiber
Hargray of Florida, Inc.	Fiber
Jacksonville Electric Authority	Electric, Fiber, Sewer, Water
MCI	Communication, Fiber
Quanta Telecommunication Services LLC	Fiber
Resurgence Infrastructure Group LLC	Fiber
Southern Telecom Inc	Conduit, Fiber
Sprint	Fiber
Teco Peoples Gas Jacksonville	Gas
Traffic Control Devices, Inc.	Electric Fiber
Uniti Fiber LLC	Fiber

Table 6.4.1 Utilities

The Preferred Alternative will impact some of the existing utilities along I-95, including FDOT buried electric and buried fiber optic cable. However, the exact impacts to the UAO's facilities will not be known until more design details have been developed. Further coordination with the UAO's will take place during the design phase.

Railroads

I-95 crosses one railroad within the project limits, which is CSX Transportation. This section of railroad tracks was once owned and operated by Florida East Coast (FEC) Railroad and is now owned and operated by CSX Transportation for use by their short line partners, which includes FEC Railroad. The CSX Transportation Jacksonville Terminal, Moncrief Yard, is located approximately 2.3 miles northwest of the I-95 crossing. Multiple tracks from the Moncrief Yard extend toward the project limits, with two tracks crossing underneath I-95, CD roads, and ramps. Additionally, the CSX tracks

cross over the Myrtle Ave. subway and under the Myrtle Ave. overpass. The CSX Transportation network within the vicinity of the project is shown below.

Coordination with CSX is on-going and in its initial stages.

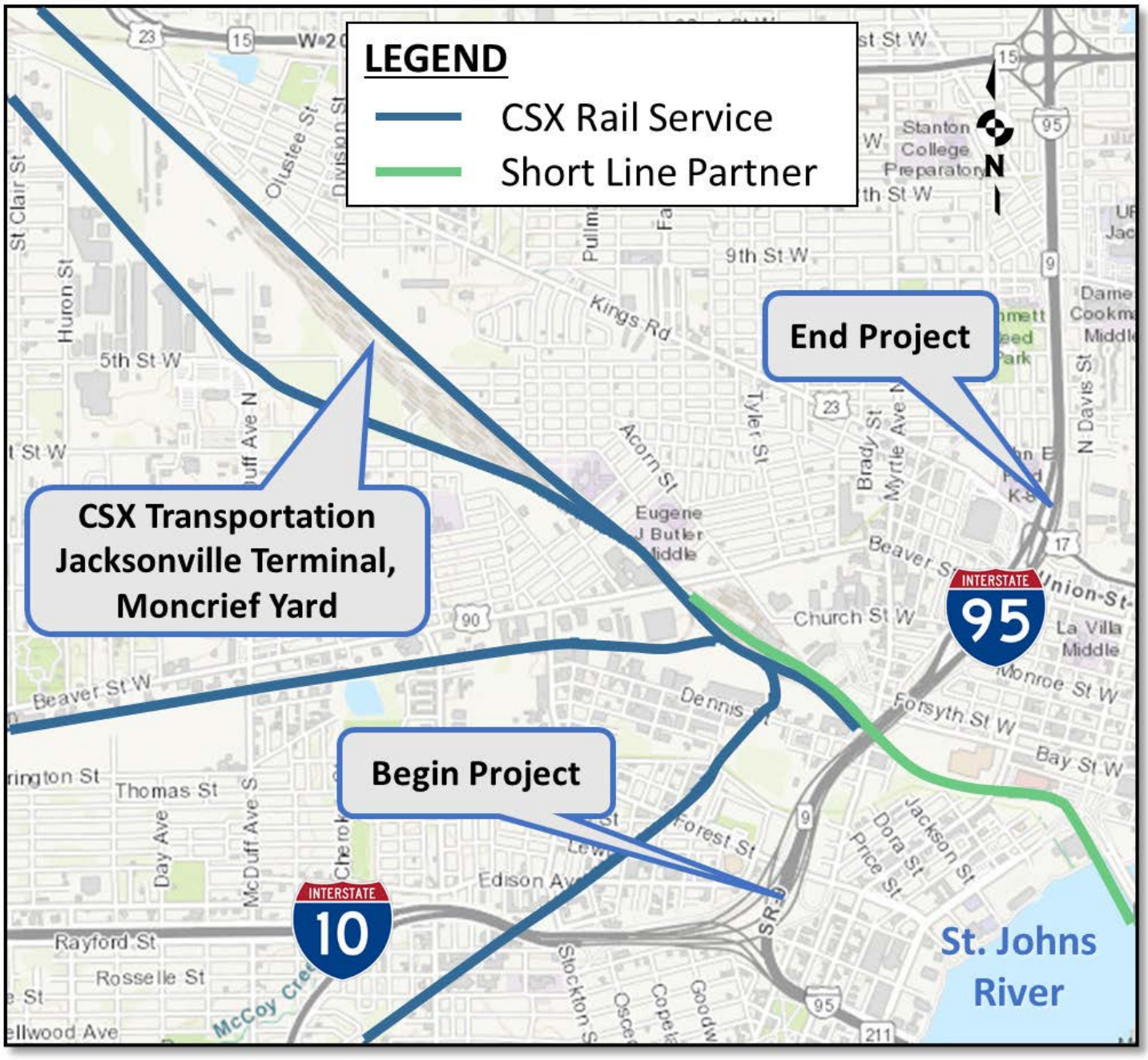


Figure 6.4.2 Railroads Within the Project Corridor.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with regulatory agency permits, BMPs, and adherence to FDOT's *Standard Specifications for Road and Bridge Construction* (Section 104, "Prevention, Control, and Abatement of Erosion and Water Pollution"). Access to area residences and businesses will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic (MOT) plan will be developed during final design for the implementation of the Preferred Alternative. Construction of the proposed project may cause temporary noise and/or vibration impacts at nearby developed land uses. If changes in land uses occur in the vicinity of the proposed project prior to construction, then additional construction noise and vibration impacts could occur. It is anticipated that application of FDOT's *Standard Specifications for Road and Bridge Construction* will minimize potential construction noise and vibration impacts. However, should unanticipated noise or vibration concerns, issues, or impacts arise during project construction, the FDOT Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

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7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report - Public Hearing Draft.

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)	Status
USACE Section 10 or Section 404 Permit	To be acquired

State Permit(s)	Status
DEP or WMD Environmental Resource Permit (ERP)	To be acquired
DEP National Pollutant Discharge Elimination System Permit	To be acquired
State 404 Permit	To be acquired

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9. Public Involvement

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

Summary of Activities Other than the Public Hearing
Public involvement strategies have been developed and are being carried out as an integral part of the PD&E study. The purpose of this program is to establish, engage, and maintain communication with the affected property owners, interested citizens, elected officials, and agencies interested in the project and provide opportunities to understand potential issues/impacts and provide input early in the development process so they can be considered and solutions can be found prior to the final Design phase. A summary of the outreach efforts and meetings conducted to date are provided in this section.

Through the ETDM (ETDM #14387) and Advanced Notification (AN) processes, FDOT informed numerous federal, state, and local agencies of the project on February 15, 2019. The AN Package was prepared defining the project and anticipated issues and impacts. The AN Package was sent to the Florida State Clearinghouse in conjunction with the Programming Screen, where it was distributed to the appropriate state agencies for review. The AN Package also was distributed to appropriate non-state agencies and tribal nations.

The ETAT provided their comments on the projects Purpose and Need Statement and issued their Degree of Effect (DOE) for their topic area(s). Upon completion of the ETDM Programming Screen review, a Programming Screen Summary Report was published on June 27, 2019. The results of the ETDM screening and AN process resulted in no substantial comments received that would prevent the project from moving forward into future phases.

The public has been and will continue to be engaged through methods outlined in the *Public Involvement Plan* for the project (see project file). The purpose of the Public Involvement Plan (PIP) is to identify potentially affected people in the community and define the outreach methods and schedule to involve and gain their input. The overall goal of this plan is to allow the public opportunities to be involved in the decision-making process. A schedule of events and a list of documentation exhibiting compliance with these procedures are included in the PIP and summarized below. Public involvement strategies have been developed and are being carried out as an integral part of the PD&E study.

A Hybrid Public Kickoff meeting was held virtually on August 2, 2022 from 6 to 7:00 p.m. (nflroads.com/VPH) with a total of 12 people in attendance. The In-Person on August 4, 2022 with an open house from 4:30 to 6:30 p.m. followed by a public comment period at 6:30 p.m. at the FDOT Jacksonville Urban Office Training Center, 2198 Edison Avenue, Jacksonville, Florida 32204, with a total of 13 people in attendance. Public Meeting notices were emailed to the Elected Local Officials and administrative staff on July 8, 2022. Citizens, interested citizens, tenants and leaseholders within 350 feet of the right of way line throughout the project limits were sent a project information handout via U.S. First Class mail. An insert was included in the mailing that provided an invitation to attend the Hybridge public kickoff meeting and how to participate. The Public Meeting was also advertised in the Florida Times Union on July 18, 2022, and the Florida Star (minority newspaper) on July 23, 2022, FDOT Public Meeting website on July 11, 2022, and the Florida Administrative Register Issue 48/146.

Project information was provided to the public through an extensive project storyboard on the FDOT North Florida Roads website along with a variety of materials at the meetings. A prerecorded video presentation was provided to give an overview consisting of the project location, project limits, anticipated schedule, proposed costs, impacted properties, and other relevant information. Handouts, and 7 exhibits were also presented that provide the same information. All meeting

materials were available to the public before and after the meeting at www.nflroads.com/i-95, and these items are attached in the project file. Five comments were received from the public kickoff meeting which primarily concerned travel lane availability once the Myrtle St. Bridge was closed to traffic and lanes on the Monroe Street exist ramp. All comments were responded to by the project engineer. No changes to the project were made based on the comments. All comments and responses are contained in the Public Meeting Summary Memo located in the project file.

Date of Public Hearing: 12/12/2022
Summary of Public Hearing
Date of Virtual Public Hearing: 12/12/2022
Date of In-Person Public Hearing: 12/15/2022

- this section will be completed after the hearing-

Summary of Public Hearing

The Hybrid Public Hearing for the I-95 from I-10 to Beaver St. project was held on XX/XX/XXXX at the Florida Department of Transportation Urban Office Jacksonville, FL 32224. The purpose of the hearing was to afford interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements.

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

All persons were given an opportunity to express their views concerning the project. One person made an oral statement about the proposed action, two hand written comments, and seven online comments/questions were asked during the presentation. An additional seventeen email comments were received from the time the notice was sent out on XX/XX/XXXX to the end of the public comment period on XX/XX/XXXX.

The hearing concluded at X:XX p.m. The Department responded to all comments received during the Hybrid Public Hearing and during the 10-day comment period. All responses received by the Department were responded to them as appropriate. The concerns raised by the public were in regard to XX and XX. All comments received were taken into consideration in the refinement of the alternatives.

The Public Hearing Transcript is attached. Additional materials which include public comments and FDOT responses are located in the project file. During the Public Hearing, the video recording of the PowerPoint presentation was going to be made available on the project's website. However, an error with the video presentation occurred. The court reporter's transcript is available in the project file.

The Public Hearing Certification is included in Attachments and in the project file.

10. Commitments Summary

1. The FDOT is committed to implement the *Standard Protection Measures for the Eastern Indigo Snake* during project construction by inclusion of FDOT Special Provision 0070104-7 to prevent take and minimize the potential for injury.
2. The FDOT is committed to implement the *Standard Manatee Conditions for In-water Work* during project construction by inclusion of FDOT Special Provision 0070104-4 to protect manatees from direct project effects.
3. All bridges and culverts will be fully inspected for the presence of bats immediately prior to construction. If bats are present, FDOT will follow current agency protection measures and will employ exclusion measures as necessary to prevent negative impacts to roosting bats.
4. The FDOT is committed to additional coordination with NMFS if impacts to EFH are determined to be greater than that which has been previously disclosed.

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11. Technical Materials

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

Sociocultural Effects (SCE) Evaluation Technical Memo
Cultural Resource Assessment Survey
Draft Section 4(f) Evaluations, Comments and Coordination
Section 106 Programmatic Agreement Minimal Impact Determination Form
Natural Resources Evaluation (NRE)
Wood Stork Key
Indigo Snake Key
Manatee Key
Water Quality Impact Evaluation (WQIE)
Pond Siting Memo Final
Location Hydraulic Report
Location Hydraulics Report
Contamination Screening Evaluation - Corridor
Noise Study Report (NSR)
Preliminary Engineering Report - Public Hearing Draft
Value Engineering Final Report
Water Quality Impact Evaluation Checklist Final
Pond Siting Memo Final
Systems Interchange Modification Report
Public Involvement Plan
Public Kickoff Meeting Summary

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Attachments

Project Information
Myrtle Bridge Deck Replacement Study

Planning Consistency
Planning Consistency Documentation

Social and Economic
Sociocultural Effects Evaluation Technical Memorandum
Community Services and Focal Points Map
Existing Land Use Map

Cultural Resources
SHPO Concurrence
Section 4(f) Report

Natural Resources
Floodplain Map McCoy's Creek
WQIE review request
Drainage Engineer Notification
DACs Response to NRE
USFWS Concurrence
NMFS Technical Assistance
FWC Response and Concurrence

Public Involvement
Publick Kickoff Meeting Advertisement

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Project Information Appendix

Contents:

Myrtle Bridge Deck Replacement Study

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Myrtle Bridge

I-95 over Myrtle Avenue, Jacksonville, FL

FINAL DECK REPLACEMENT STUDY

Existing Bridge No. 720163

July 18, 2017

Prepared for:

Florida Department of Transportation,
District 2 Bridge Maintenance Office

1.0 EXECUTIVE SUMMARY

WSP USA (WSP) has been retained by the FDOT, District Two, to perform engineering services for the I-95 Bridge (No. 720163) over Myrtle Avenue in Jacksonville, Florida. The objective of this Myrtle Avenue Bridge Deck Replacement Study is to evaluate the replacement of the deck on the Main Truss Span, Span 10. Evaluation considered lane closures, detours, construction in single or multiple project/phases, rehabilitation and strengthening needs, construction cost and time estimates, and coating assessment.

Other issues that were studied included evaluation of the condition and rehabilitation needs of the approach spans, and consider other issues found in the bridge inspection reports.

Span 10 Deck Replacement

The recommended option is the installation of a CIP Exodermic Deck. In order to replace the deck, the existing 32" Jersey shaped barriers will also be replaced, in kind, with 32" Jersey barriers. This will require a variance during final design. The finger joint and drainage trough at Pier 10 will be replaced. The poured joint with backer rod at Pier 11 should be replaced.

It is also recommended that all stringers, diaphragms, and bearings be replaced while the deck is being replaced. It is very cost effective to replace these items while the existing deck is removed. Also, since we are recommending the new deck system be a composite system with the stringers, the shear studs would be installed on the new stringers in the shop where better quality would be ensured and it will save significant construction time in the field. Since these repairs in Span 10 are considered rehabilitation, the Main Tie-Girder L3-L4 will need to be strengthened in order to comply with the FDOT 2017 Load Rating Manual.

The estimated cost for this option is **$5,020,000** for the NB and SB directions for a total cost of **$10,040,000**. The estimated construction time is **175** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc.

Approach Spans and Other Span 10 Repairs

Items identified for recommended repair are:

1. Concrete spall repairs as identified in Appendix B
2. Apply a Methyl Methacrylate sealer to the top of the deck on all approach spans
3. Replace pourable joint seals at Piers 8, 13, 14, 15, 16, and 17
4. Clean and Coat 10% of all steel members (including Span 10) including bearings, beams, stringers and the drainage system in Spans 12 thru 16
5. Replace the vertical downspout at Pier 8 with the unused PVC downspouts and clamp supports at Pier 10
6. Rivet replacement on Span 10

The estimated cost for these repairs is **$10,325,000**. These repair items are not dependent on the deck replacement in Span 10 or of each other so they can be broken into a separate repair projects as budget dictates.

2.0 DESCRIPTION

Introduction

WSP USA (WSP) has been retained by the FDOT, District Two, to perform engineering services for the I-95 Bridge (No. 720163) over Myrtle Avenue in Jacksonville, Florida. The objective of this Myrtle Avenue Bridge Deck Replacement Study was to evaluate the replacement of the deck on the Main Truss Span, Span 10. Evaluation considered lane closures, detours, construction in single or multiple project/phases, rehabilitation and strengthening needs, construction cost and time estimates, and coating assessment.

Other issues that were studied include evaluation of the condition and rehabilitation needs of the approach spans, and consider other issues found in the bridge inspection reports.

Myrtle Bridge Description

The I-95 Bridge over Myrtle Avenue consists of a 1,430'-7" long viaduct with a 385'-6" long tied arch main span (Span 10). The bridge currently carries I-95 traffic in downtown Jacksonville over numerous city streets and railroad tracks. **See Figure 1.**



Figure 1. Myrtle Bridge Location Map

The typical section consists of two 12'-0" lanes, a 4'-11" inside shoulder, a 10'-0" outside shoulder, and two 32" Jersey Barriers in both the northbound and southbound directions. The main span is supported by three tied arches consisting of riveted built-up steel box ribs and ties with intermediate transverse floorbeams. Longitudinal stringers resting on the floorbeams support the 7-inch cast-in-place concrete deck. **See Figure 2** for details.

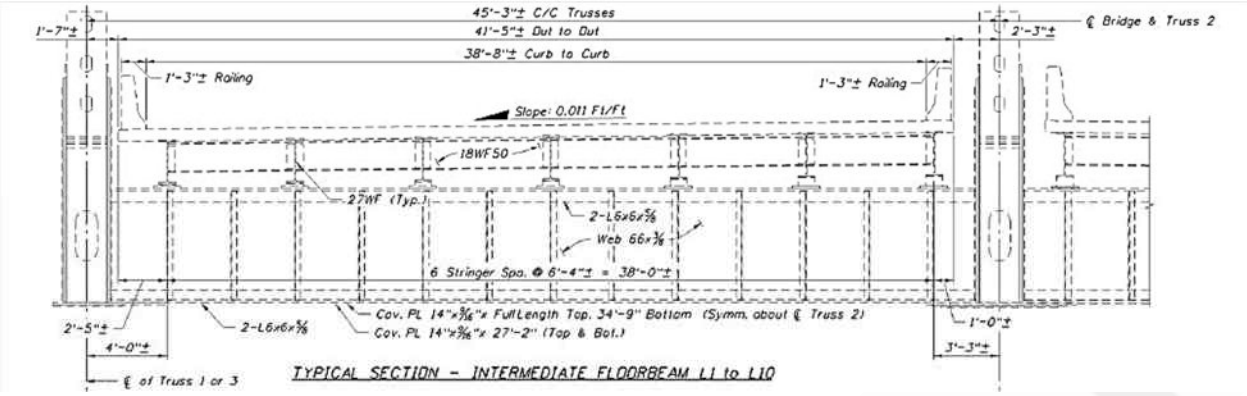


Figure 2. Typical Section – Span 10

The approach spans are steel superstructures of different systems. Spans 1 thru 6 and 17 are 50'-0" spans that consist of cold formed rolled beams and transverse diaphragms with a 7-inch cast-in-place concrete deck supported by reinforced concrete pile bent caps and 18-inch precast concrete piling. Spans 7 thru 9 and 11 thru 16 consist of a two girder system of varying span lengths with transvers floorbeams and a 7-inch cast-in-place concrete deck supported by reinforced concrete multi-column piers and footings and steel H-piles. **See Figure 3 & 4** respectfully.

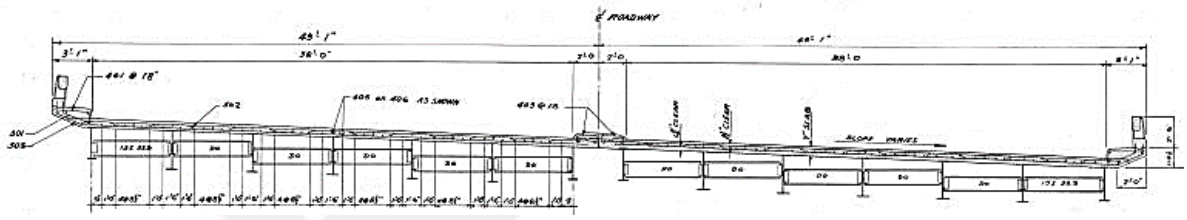


Figure 3. Typical Section – Spans 1 thru 6 and 17

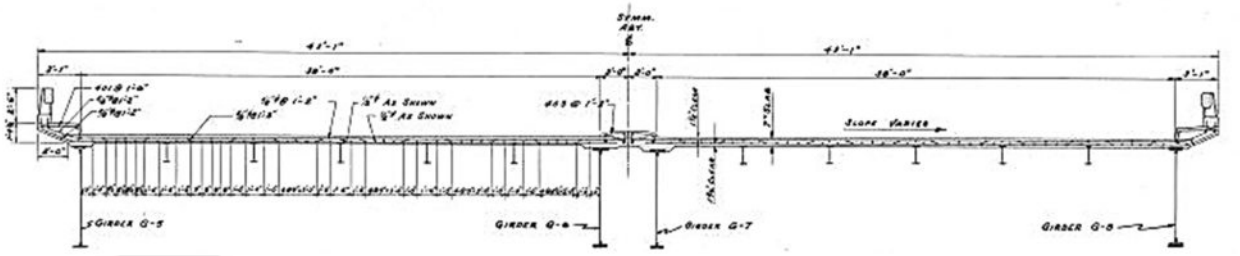


Figure 4. Typical Section – Span 7 thru 9 and 11 thru 16

General Condition

The description of the overall existing bridge condition is based on the Florida Department of Transportation's Bridge Management System *Bridge Inspection Report* and the *Comprehensive Inventory Data Report (CIDR).* The last biennial routine inspection was performed on April 19,

2016. The bridge was constructed in 1955 and currently has a *Structure Inventory and Appraisal* Sufficiency Rating of 66 out of 100 with a Health Index of 89.73 out of 100. The sufficiency rating is a method of evaluating highway bridge data by calculating factors to obtain a numeric value, which is indicative of bridge sufficiency to remain in service. The health index is an assessment of a bridge's condition based on the major bridge elements, determined from an element level inspection. The health index makes it possible to ascertain the structural quality of the bridge. A lower health index means that more work would be required to improve the bridge to an ideal condition. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. A low health index may also indicate that it would be more economical to replace the bridge than to repair it.

The National Bridge Inventory (NBI) ratings from the most recent Bridge Inspection Report indicate the overall condition rating of the deck is considered *Fair* (i.e., all primary structural elements are sound but may have some minor section loss, cracking, spalling, or scour). The overall condition rating of the deck is the controlling element for this assessment. The deck has a condition rating of *Fair*. The superstructure has a condition rating of S*atisfactory* (i.e., structural elements show some minor deterioration) while the substructure is considered *Good* (i.e., some minor problems).

Span 10 Existing Concrete Deck Condition

In the main tied arch span, the 7" thick deck is supported on stringers spaced at 6'-4" on centers. The minimum clear distance from the top of deck to the top flange of the stringers is 6 1/2".

The 2016 inspection report noted that the web of most stringer ends in Span 10 have section loss, 1/8" deep pitting at the end 3 ft. Stringers having 25% section loss or more in this area have been repaired using a variety of retrofits. Out of total 154 stringers, 94 have web stiffeners added in the bearing areas, 24 have bolted plate and angle repairs in the bearing areas and 23 stringers have a combination of the above repairs at both ends over the floor beams. Also, there are 17 new stringers found with various defects in 2016 inspection with web holes, corrosion induced cracks in the bottom web at stringer ends, heavy rust pack and up to 25% section loss in bottom flanges.

3.0 SPAN 10 DECK REPLACEMENT

The proposed deck replacement alternatives should minimize the impact to the bridge profile/elevations, avoid increasing the dead load of the structure, allow a rapid construction sequence and provide a cost effective solution. Since the existing superstructure is non-composite, all proposed options were considered to be made composite to increase the live load capacity of the rehabilitated structure. The following objectives must also be met to achieve the desired goals;

- Minimize traffic impacts during construction
- Minimize construction duration
- Maximize safety of motorists and workers during construction
- Minimize construction costs

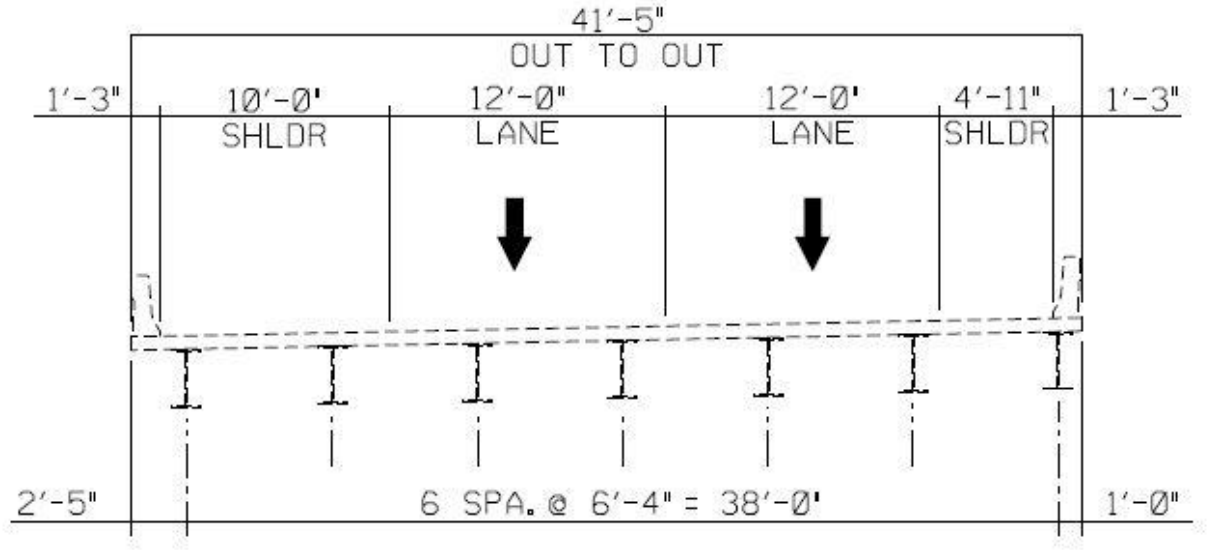
Maintenance of Traffic (MOT)

Review of existing documents reveal that previous repair projects on this bridge, including the truss painting in 2012 did not allow for lane closures or detours on SR-9 (I-95) main travel lanes. The Traffic Control for that project was as follows:

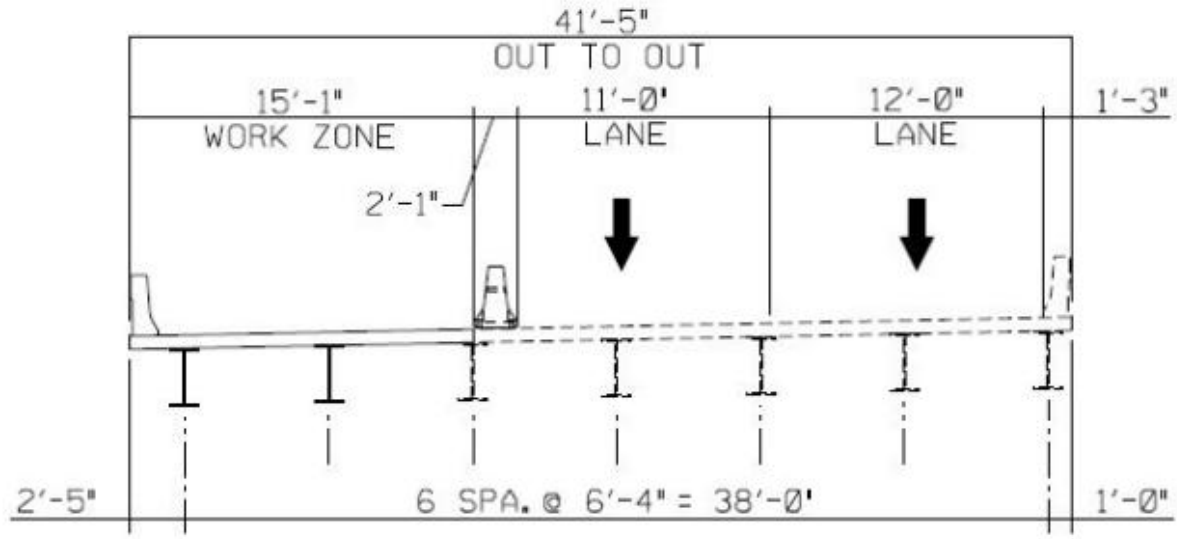
1. No lane closures allowed on SR-9 Collector/Distributor Roadways from 6:00 AM to 8:00 PM, Monday through Thursday and From 6:00 AM on Friday to 8:00 PM on Sunday.
2. Temporary outside shoulder closures on SR-9 main travel lanes allowed per modified Index 612.
3. Temporary single lane closures on the Collector/Distributor Roadways in accordance with Index 613.

However as can be seen in **Figure 5**, in order to remove the existing deck and install a new deck system, there is not enough width to shift two lanes of traffic and safely or practically construct the deck replacement. Therefore, one lane of traffic will have to be diverted from the Myrtle Bridge as shown in **Figure 6**.

Discussions with District staff, Lane closure analysis, and Detour analysis have been performed to determine the traffic control restrictions along I-95 for both northbound and southbound traffic. Analysis shows that full detours are not allowed. However, lane closures are allowed for an extended period of time if traffic is split between the Myrtle Bridge and the adjacent northbound and southbound C/D ramps as shown in the Temporary Traffic Control Plans Concepts in **Appendix A**. Also, temporary single lane closures on the Collector/Distributor Roadways are allowed and shall be in accordance with Index 613 with no restrictions.



EXISTING TYPICAL SECTION



PHASE 1 CONSTRUCTION

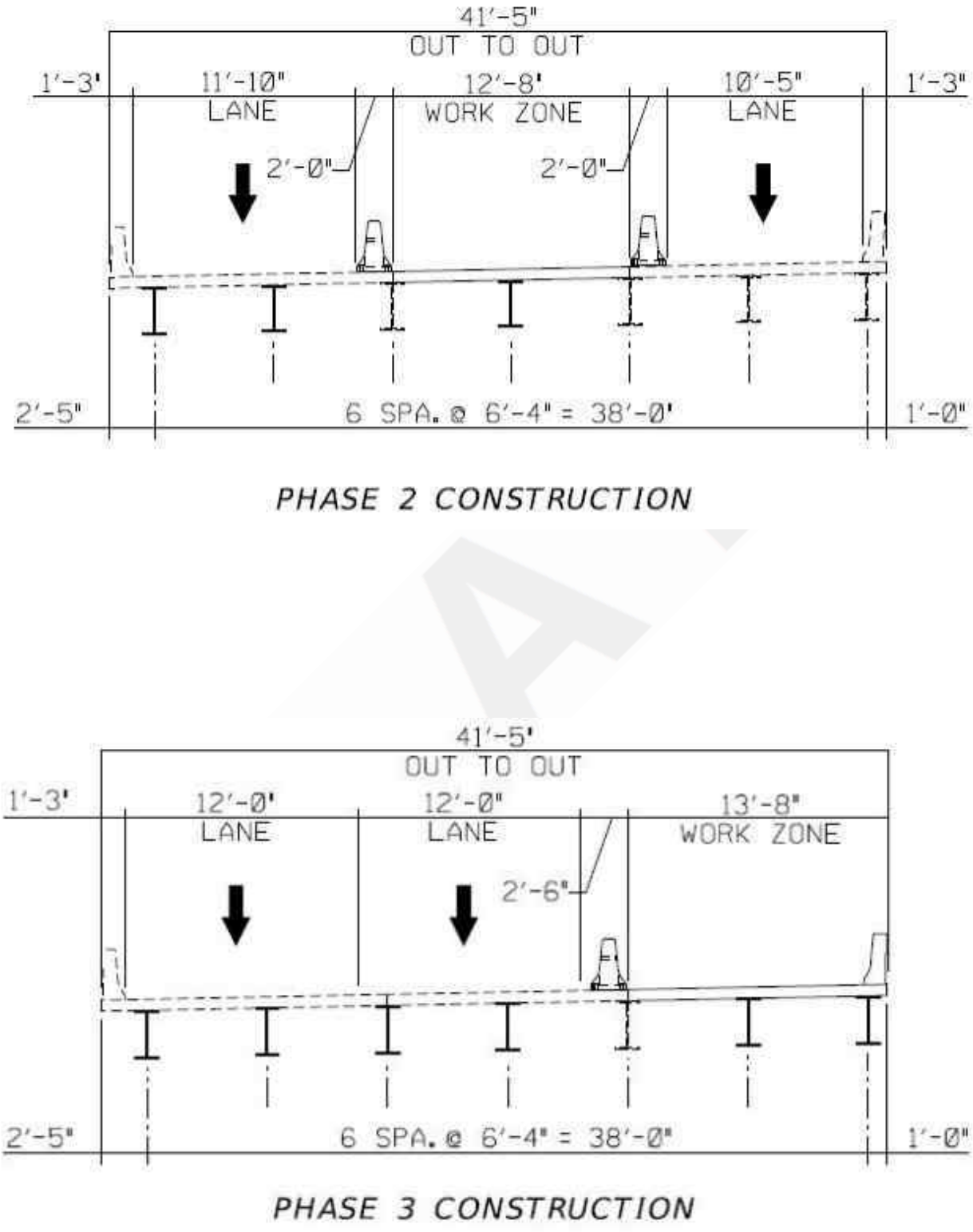
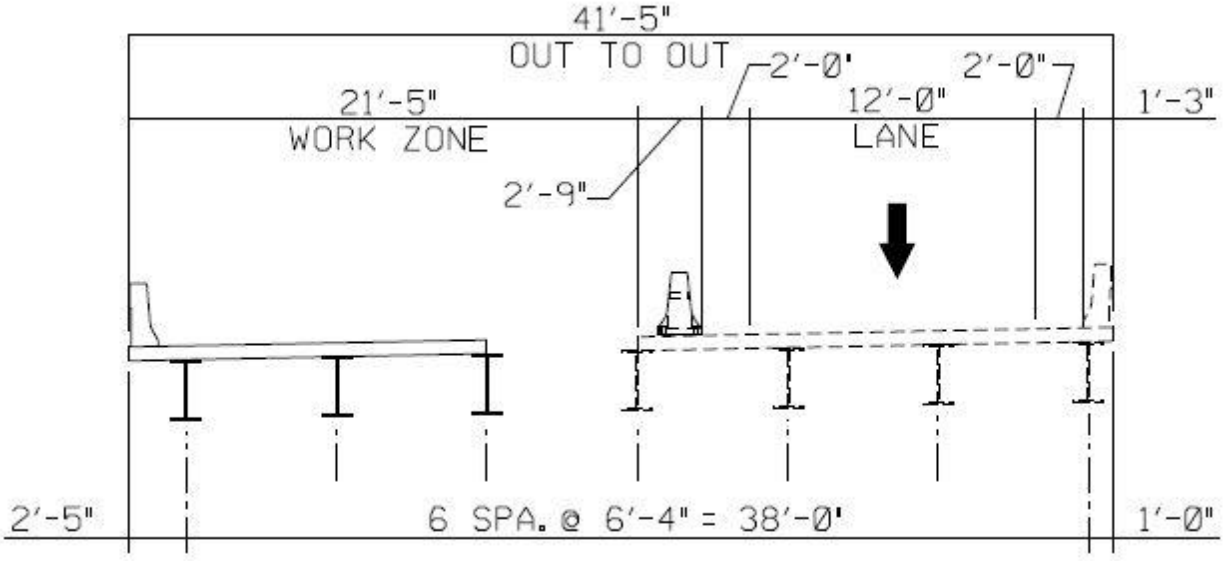
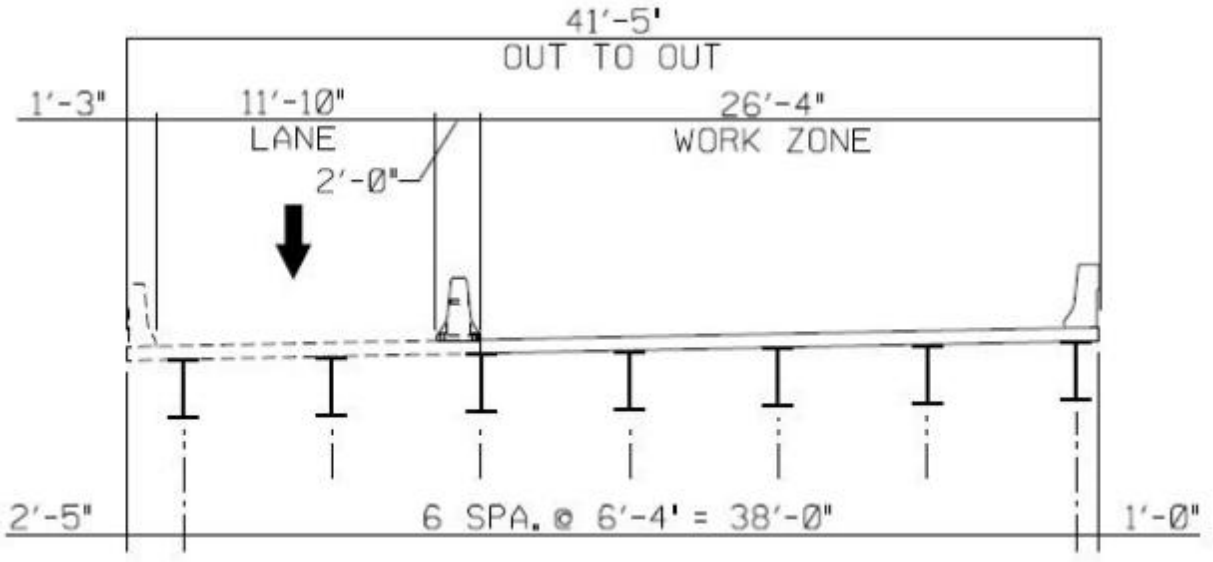


Figure 5. Construction Phasing with Two Lanes of Traffic



PHASE 1 CONSTRUCTION



PHASE 2 CONSTRUCTION

Figure 6. Construction Phasing with Lane Closure

Railroad Restrictions

Span 10 is directly above the Florida East Coast Railway (FEC). Review of the existing as-builts and previous rehabilitation projects of the Myrtle Bridge show that the vertical clearance is 24'-0" over the railroad lines which must be maintained during construction. Coordination through the FDOT Railroad Coordinator, the FEC provided the following General Notes and Requirements & Restrictions when working within or overhead of their Right-of-Way.

Requested General Notes:

- Prior to entering into, or working on the Railway's right-of-way, the roadway contractor will need to contact Florida Sunshine at 1-800-432-4770 for utility locates. The Railway's signal cables are not listed with Sunshine and require a separate locate. Call 1-800-342-1131 ext. 2377 and select option 1 to schedule a signal cable locate. Call the same number, 1-800-342-1131 ext. 2377, and select option 2 for a watchman/flagger. The watchman/flagger will have to be scheduled 72 hours in advance of the start date for the work. To maintain a safe working environment, a watchman will have to be present anytime the roadway contractor(s) are working within the Railway's right-of-way (For estimating purposes, a watchman shall cost $1,000 per day). The roadway contractor will need to provide proof of insurance in the amounts required by the FEC at the time of construction.

- All Persons working within the Railway's right-of-way must have valid Roadway Worker Protection Certifications in place and must adhere to all the rules and regulations regarding that certification. This includes the use of Personal Protection Equipment (PPE). PPE includes the following items:
    - Orange Hard Hat with reflective band.
    - Safety Glasses with side protection.
    - Orange safety vest.
    - Steel toed boots with minimum 6" cuff and non-slip tread.
    - Hearing protection as needed.

- The Railway reserves the right to comment /approve the Roadway Authority construction plans affecting the Railway property or facilities any time prior to the start of construction regardless if previous construction plan approval has been granted.

- This reservation will be invoked only if the Railway has either by internal policy or mandate of law revised its standards as applicable to this project. The Railway shall notify the Roadway Authority of changes as far as possible in advance of construction.

- The Roadway Authority shall, prior to the start of construction, verify with the Railway if any revisions to standards are applicable to this project.

- All movements of equipment within Railway Property MUST be coordinated with the Railway watchman/flagger.

- During Train Movements through the project location, Vehicles, Equipment, and Personnel WILL NOT be allowed to operate.

- Any damage caused by the Roadway Work to the Track or Railway Property will require repair immediately upon notification from the Railway or their designated personnel or Contractor. If the damage affects the track, track structure, railway facilities, or train operations as determined by the railway, the repairs will be performed by the Railway at the Roadway Authorities expense including all associated costs of delays of the Railway.

- The following Railway contact information should be included on the plans:

  Joseph (Leslie) Schonder –Public Projects Engineer
  Florida East Coast Railway
  7150 Philips Highway
  Jacksonville, Florida 32256
  Office: 904-279-3196
  Mobile: 904-669-1144
  E-mail: Leslie.Schonder@fecrwy.com

General Requirements & Restrictions:

- Please ensure the plans submitted include the following:
  - Scaffolding and Railway Protection Plans indicating the proposed measures to protect the tracks and trains from damage during construction.
  - Jacking and Support Plans indicating measures to support the bridge.
  - Bridging or Falsework Plans.

  Please note that final plan approval cannot be provided until a complete set of plans have been submitted for review.

- The following MINIMUM FINAL clearances shall apply to all Grade Separated Crossings:
  - Vertical – 23.5 feet above top of rail (ATR) throughout the entire width of the Railway right-of-way.
  - Horizontal – No structures are to be placed within the Railway right-of-way. (New Bridge Designs MUST span the entire Railway right-of-way).

  Please see Standard Drawing ES8090.3 for details.

- The following MINIMUM TEMPORARY clearances shall be maintained during construction:
  - Vertical - 21.5 feet above top of rail (ATR) (TEMPORARY).
  - Horizontal -15 feet in tangent sections of track measured perpendicular to the track (TEMPORARY).
  - Horizontal - 20 feet in curved sections of track measured perpendicular to the track (TEMPORARY).

  Please place this note on the plans.

- Drainage requirements:

  - No storm water may be directed towards or allowed to stand or pond within the Railway right-of-way. Earth swales or concrete or asphalt gutters shall be used to

convey storm water to Municipal or private collection systems or storage ponds outside the Railway right-of-way.

- If the Roadway Authority work will affect or require modification to any existing Railway drainage facilities through or parallel to the work, it will be the Roadway Authority's responsibility to properly design and provide a drainage system to accommodate the existing drainage, while not promoting or directing any additional volume of storm water onto or towards the Railway right-of-way.
- No drainage structures (i.e. catch basins, manholes, junction boxes, etc.) shall be placed within the Railway right-of-way.
- All storm water shall flow away from the Railway crossing surface and tracks structure. At no time shall any storm water be directed towards the Railway crossing surface or track structure.
- At no time will surface or bridge deck drainage be allowed to disperse or drain onto Railway property.
- Downspouts, scuppers, or spillways will not be allowed to disperse or allow drainage onto Railway property at any time. All Bridge Drainage Systems must convey storm water off of and away from Railway property by use of a closed collection system such as piping or a closed channel type system.

Bridge Drainage System must prevent any drainage from entering into or causing erosion with the Railway right-of-way and damaging any Railway facilities.

- Crane Operation Guidance:

  - The Demo Plan submittal package shall include details for a "Cover-Mat" or similar protection of the Track ballast and structure. The saw-cutting method that will be utilized for the Deck removal will generate a significant dust and foreign particle outfall from this process. The track ballast and structure must be protected to prevent infiltration of the accumulated dust and foreign matter or any other material into the track ballast and structure which would create instability and deterioration of the track ballast and structure. Please provide the method in which the track ballast and structure will be protected from this outfall and any other material that may or have the potential to fall from the removal work and infiltrate or damage the Track ballast and structure.
  - The FEC requirements are for all equipment to maintain a stationary distance of 25' minimum from the centerline of track.
  - All movements of equipment within railroad right of way MUST be coordinated with the Railroad watchman/flagger.
  - During Train Movements through the project location, Vehicles, Equipment, and Personnel WILL NOT be allowed to operate until train movement has completed and the Railroad watchman/flagger has approved work to commence within the FEC Property.
  - Any damage caused by the Roadway Work to the Track or Railroad Property will require repair immediately upon notification from the Railroad or their designated personnel or Contractor. If the damage affects the track, track structure, railroad facilities, or train operations as determined by the railroad, the repairs will be performed by the railroad at the Roadway Authorities expense including all associated costs of delays of the railroad.

- No crane or boom equipment will be allowed to set up to work or park within boom distance plus 15 feet of centerline of track without specific permission from railroad official and Railroad watchman/flagger.
- No crane or boom equipment will be allowed to foul track or lift a load over the track without flag protection and track time.
- All employees will stay with their machines when crane or boom equipment is within 25' of, or aligned in the direction of the track.
- All cranes and boom equipment under load will stop work while train is passing and be 25' clear of track centerline.
- Swinging loads must be secured to prevent movement while train is passing.
- During Train Movements, no load will be suspended above or within 25' of the track centerline.
- No equipment will be allowed within 25 feet of centerline of track without specific authorization of Railroad watchman/flagger.
- Trucks, tractors or any equipment will not touch ballast line without specific permission from railroad official and Railroad watchman/flagger.
- No equipment or load movement within 25 feet or above a standing train or railroad equipment without specific authorization of the Railroad watchman/flagger.
- All operating equipment within Railroad property must halt operations when a train is passing.
- All other operating equipment may be halted by the Railroad watchman/flagger if the Railroad watchman/flagger views the operation to be dangerous to the passing train.
- All equipment, loads and cables are prohibited from touching rails.
- While clearing and grubbing, no vegetation will be removed from railroad embankment with heavy equipment without specific permission from the railroad engineer and Railroad watchman/flagger.
- No equipment or materials will be parked or stored on Railroad's property unless specific authorization is granted from the railroad engineer.
- All unattended equipment that is left parked on Railroad property must be 25'; clear of the center of track to any part of the equipment, and shall be effectively immobilized so that it cannot be moved by unauthorized persons.
- All cranes and boom equipment will be turned away from track and be a minimum of 25' clear from the centerline of track after each work day or whenever unattended by an operator.
- Additionally, the Railroad Special provisions included with the Roadway Construction Agreement must also be adhered to.

Utilities

Review of existing as-builts and previous rehabilitation projects of the Myrtle Bridge show that there are no utilities in conflict with the deck replacement on Span 10 of the bridge.

Constructability

Deck replacement on long span and lengthy bridges presents special concerns related to the construction process especially when traffic is to be maintained on the structure during the construction. Such is the case for this Bridge, which has a main span of 385 feet over the railroad tracks. The height of the deck above the rails is 30 feet minimum and has a significant impact on the construction of this project due to busy railroad traffic underneath. Access to the deck for

construction equipment, materials and workers must be from active lanes (utilizing short-term lane closures), portions of the work zone left in place, or from the ground below. The proximity of construction staging areas to the work zones can also impact the efficiency of the work. The sequencing of the demolition and construction must be carefully planned to assure that access to the work zones is always possible. Delivery of material from active lanes will require temporary lane closures that need to be coordinated with traffic operations and restricted to night time or off-peak hours during the day. Providing a safe work area is also a key concern that requires coordination with the maintenance and protection of traffic plans.

The proper setting of fresh concrete that is poured for the deck directly adjacent to the active portion of bridge deck that is carrying vehicles is another issue that must be addressed during final design. Traffic slowing methods such as police escorts of all vehicles, or closing of the lane next to the deck pour during pouring of concrete shall be investigated along with pouring of concrete at night when traffic volumes are reduced.

Deck Types

WSP USA has studied the following deck replacement options:

1. Normal Weight Cast-in-place Concrete Deck
2. Light Weight Cast-in-place Concrete Deck
3. Precast Concrete - Prestressed Deck (full depth precast panels)
4. Cast-In-Place Exodermic Deck
5. Precast Exodermic Deck
6. Orthotropic bridge deck
7. Partially Filled Steel Grid Deck
8. Precast Concrete Deck - partial depth precast panels/ partial depth cast-in-place
9. Fiberglass Reinforced Polymer (FRP) Composite deck
10. Aluminum bridge deck

Option 1 - Normal Weight Cast-In-Place Concrete Deck

FDOT Structure Design Guidelines (SDG) Section 4.2.2.D allows the thickness of CIP bridge decks on beams or girders for deck rehabilitations to match that of the adjoining existing deck. WSP does not recommend this option because this span is a long steel span with high deflections and vibrations, and as evidence of the existing 7” deck condition, a new 7” deck will not perform well in the long term.

For a “Long Bridge”, the SDG requires an 8 1/2“ cast-in-place (CIP) concrete deck on beams or girders which includes a 2 1/2” cover on the top of the deck. WSP agrees that an 8 1/2” deck would perform better. However, since the existing deck is 7” (6 1/2” from top flange to top of deck), this creates a difference in the profile of the bridge, raising the elevation of the top of deck approximately 2”. A sacrificial wearing surface or concrete overlay could be placed on the flanking spans to transition/taper from the 8 1/2” deck back to existing deck. To construct this taper, it is recommended that the top 1” of the flanking span deck be removed first, then pour a concrete overlay. This would provide a 1” depth at the end of the taper as opposed to a feathered end which would chip and spall away.

If a normal weight concrete weight is used, the dead load carried by the girders and substructure elements would be increased. Considering the typical thickness of the slab, the weight of the

existing deck is approximately 88 psf. An 8 1/2" thick deck would impose an additional 106 psf for the typical interior stringers or about a 21% increase over the existing slab dead load. Since the load rating factor of main span tie girder is already 0.96, the weight of the thicker deck will reduce the amount of live load capacity for the bridge and not allow an increase to the HL-93 loading.

Conventional, CIP construction of the deck slab will require an extended construction time because of the time it takes to place forms and set two layers of reinforcing and construct the taper in the flanking spans. Since the work would be phased, the concrete quantity of 220 CY can be poured in one day. With the use of a rapid cure accelerant, the traffic can be shifted sooner.

The estimated cost for this option is **$4,983,000** for the NB and SB directions for a total cost of **$9,966,000**. The estimated construction time is **190** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc.

Option 2 - Light Weight Cast-In-Place Concrete Deck

FDOT Structure Design Guidelines (SDG) Section 4.2.2.D allows the thickness of CIP bridge decks on beams or girders for deck rehabilitations to match that of the adjoining existing deck. WSP does not recommend this option because this span is a long steel span with high deflections and vibrations, and as evidence of the existing 7" deck condition, a new 7" deck will not perform well in the long term.

For a "Long Bridge", the SDG requires an 8 1/2" CIP concrete deck on beams or girders which includes a 2 1/2" cover on the top of the deck. WSP agrees that an 8 1/2" deck would perform better. However, since the existing deck is 7" (6 1/2" from top flange to top of deck), this creates a difference in the profile of the bridge, raising the elevation of the top of deck approximately 2". A sacrificial wearing surface or concrete overlay could be placed on the flanking spans to transition/taper from the 8 1/2" deck back to existing deck. To construct this taper, it is recommended that the top 1" of the flanking span deck be removed first, then pour a concrete overlay. This would provide a 1" depth at the end of the taper as opposed to a feathered end which would chip and spall away.

If lightweight concrete is used for the deck (assuming lightweight Class A concrete, 116 pcf), the dead load carried by the girders and substructure elements would be slightly decreased. Considering the typical thickness of the slab, the weight of the existing deck is approximately 88 psf. An 8 1/2" thick deck with lightweight concrete would reduce the weight to 82 psf for the typical interior stringers or about a 7% decrease over the existing slab dead load. Since the load rating factor of main span tie girder is already 0.96, the weight of the thicker deck will help increase the amount of live load capacity for the bridge but probably not enough to allow an increase to the HL-93 loading.

Conventional, CIP construction of the deck slab will require an extended construction time because of the time it takes to place forms and set two layers of reinforcing and construct the taper in the flanking spans. Since the work would be phased, the concrete quantity of 220 CY can be poured in one day. With the use of a rapid cure accelerant, the traffic can be shifted sooner.

The estimated cost for this option is **$5,330,000** for the NB and SB directions for a total cost of **$10,660,000**. The estimated construction time is **190** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc.

Option 3 - Precast Concrete - Prestressed Deck (full depth precast panels)

Assuming a conventionally reinforced panel section, without prestressing or post tensioning, the precast deck slab with an overlay was investigated. This results in a deck slab thickness of 9" or 1/2" thicker than the cast-in-place option. Also, since the existing deck is 7" (6 1/2" from top flange to top of deck), this raises the bridge deck profile by 2 1/2" and adds an additional 25 psf of dead load (an increase of 29%) using normal weight concrete. Lightweight concrete is equal weight to that of the existing 7" deck. For these reasons, this option will not be considered any further.

However, if the panels are prestressed, the deck panels reduce down to 8" thick. Since the existing deck is 7" (6 1/2" from top flange to top of deck), this raises the bridge deck profile by 1 1/2" and adds an additional 19 psf of dead load using normal weight concrete (an increase of 14%), 10 psf decrease for lightweight concrete (a decrease of about 13%).

Due to truck transportation limits, the dimensions of individual precast panels would be limited to 8' x 21'-5" for the first phase and 8' x 20'-0" for the second phase. These panels result in longitudinal joints (parallel to traffic) in the wheel line of a travel lane and transverse joints (perpendicular to traffic) every 8'. Not only do these joints create poor ride quality, they also tend to leak and become maintenance problems. Therefore, an overlay would need to be provided to seal these joints.

Overlay options include a typical 1 1/2" asphalt paving, a thin epoxy based overlay which can be applied 1/4" to 1/2" thick, a polymeric concrete such as methyl methacrylate (MMA) which can be applied in a 3/8" thick layer, and polyester polymer concrete (PPC) which can also be installed with a thickness of 3/8" to 3/4". The thin epoxy, MMA, and PPC overlays have the obvious benefit of minimizing the load on the bridge as well as minimizing the impact to the proposed profile, but are expected to have a somewhat reduced lifespan compared to an enhanced asphalt mix. MMA has become widely accepted and used in the State of Florida and would be the recommended overlay for this option.

Since the overall profile is raised 1 1/2", a sacrificial wearing surface or concrete overlay could be placed on the flanking spans to transition/taper from the new deck back to existing deck. To construct this taper, it is recommended that the top 1" of the flanking span deck be removed first, then pour a concrete overlay. This would provide a 1" depth at the end of the taper as opposed to a feathered end which would chip and spall away.

The full depth precast panel system with a MMA overlay will save time in the construction over the CIP option. An MMA overlay system will help seal the deck over the panel joints and will help improve the ride quality but this toping requires periodic maintenance or reapplication.

The estimated cost for this option is **$5,150,000** for the NB and SB directions for a total cost of **$10,300,000**. The estimated construction time is **140** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc.

Option 4 - Cast-In-Place Exodermic Deck

A CIP exodermic deck with light weight concrete has also been considered to replace the existing deck. A 7" deep section would meet the design requirements. The 7" depth includes 2 1/2" clear cover from the top bars to the top of the deck. The total depth required for the CIP exodermic deck will help reduce the impact to the profile of the bridge compared to the requirements for conventional concrete decks. Also, since the concrete will be cast-in-place and continuous over the precast steel grid panels, an overlay will not be required.

The CIP exodermic deck can be made composite with the proposed stringers by adding shear studs to the top of the top flanges. The weight of the exodermic deck with lightweight concrete is 67 psf including the additional concrete required to make the stringers composite with the deck, a decrease of approximately 20 psf over existing deck (a decrease of 29%).

The CIP exodermic deck will take more time to construct than a precast option. However, the construction duration can still be less than that required for a conventional CIP deck because only one layer of reinforcing is installed.

The estimated cost for this option is **$5,020,000** for the NB and SB directions for a total cost of **$10,040,000**. The estimated construction time is **175** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc.

Option 5 - Precast Exodermic Deck

A precast exodermic deck with light weight concrete was investigated for replacement of the existing deck. Preliminary design for the precast exodermic deck indicates a 7" deep section meets the design requirements. The 7" depth includes 2 1/2" clear cover from the top bars to the top of the deck. The total depth required for the precast exodermic deck will help reduce the impact to the profile of the bridge compared to the requirements for conventional concrete decks.

The exodermic deck will be made composite with the proposed stringers by welding shear studs to the top flange and pouring the closure pour full depth in the field over the stringers. The weight of the exodermic deck with lightweight concrete is 67 psf including the additional concrete required to make the stringers composite with the deck, a decrease of approximately 20 psf over existing deck (a decrease of 29%).

Similar to the conventional precast deck panels, the precast exodermic deck will also require an MMA overlay system to seal the deck over the panel joints and to improve the ride quality but this toping requires periodic maintenance or reapplication. The precast exodermic deck will save time in the construction schedule compared to the cast-in-place (CIP) exodermic deck.

The estimated cost for this option is **$5,098,000** for the NB and SB directions for a total cost of **$10,196,000**. The estimated construction time is **185** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc.

Option 6 - Orthotropic bridge deck

Orthotropic Steel bridge decks have not been widely used in the past due to fatigue concerns and has been plagued for years since the technology was first implemented in the US because of the

wearing surfaces prematurely delaminating from the steel plates. In the past 15 years, new wearing surfaces like epoxy asphalt has been developed which are said to eliminate this problem. However, an abrasion resistant polyurethane wearing surface is a selection of high-grade abrasion resistant aggregates held together with a blend of specially formulated polyurethane resins, designed to give strength, flexibility, and long life durability. The resin system is fully impervious and encapsulates the steel surfaces to give it added corrosion protection, thereby extending the service life of the steel itself. This is new technology and has been tested here in the US and in Canada. This wearing surface is said to decrease stopping distance by 30% when compared to conventional asphalt wearing surfaces with a service life of ten years before reapplication.

The estimated cost for this option is **$6,835,000** for the NB and SB directions for a total cost of **$13,670,000**. The estimated construction time is **180** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc.

Option 7 - Partially Filled Steel Grid Deck

Partially filled steel grid decks were also studied, the concrete portion of this deck can either be precast or cast-in-place similar to the exodermic decks.

Some of the features of Partially Filled Steel Grid Deck are;

- Deck weight 51 lbs / square foot using 115#/cf light-weight concrete
- Attachment to stringers via headed shear studs
- Demonstrated long service life of 75 years or greater
- Grid cost per square foot about $30 fabricated, galvanized and delivered to site.
- Will require periodic wearing surface maintenance every 25 years
- Depth of deck including 1-3/4" overfill = 6.93"
- Can be easily cast in place or precast.
- Does not require an additional rebar mat

The total depth of the required section would fall between 7” and 7 1/2” with a 2” overfill over the steel grid, the depth of the deck is similar to the exodermic system. Consistent with options discussed previously, if the concrete is precast an overlay will be required to smooth over the joints. The total weight of the deck, including the full depth pour over the girders, would be approximately 82 psf. This weight is less than the conventional concrete deck option, but more than the exodermic decks. Additional maintenance and maintenance costs would be required compared to other concrete options because of the maintenance associated with steel grid. Also, cost of the partially filled grid deck is more than the exodermic.

Therefore, the partially filled grid deck would be heavier and more costly than the exodermic deck while providing similar impacts to the existing profile and the construction schedule. Therefore, regardless of the application, there would not be any cost savings with the partially filled grid deck when compared to the other alternates discussed previously. For these reasons, the partially filled grid deck system is not appropriate for this bridge and is not recommended.

Option 8 - Precast Concrete Deck - partial depth precast panels/ partial depth cast-in-place

A total deck thickness of 9 1/2” with a 3 1/2“ precast panel, topped with a 6” CIP portion was used for comparison. While the system offers some time savings, the same disadvantages as noted

under the fully CIP construction exist as far as increased dead loading, increased profile and the amount of CIP concrete to be constructed. Therefore, this option is not recommended.

Option 9 - Fiberglass Reinforced Polymer (FRP) Composite deck

Fiberglass reinforced plastic (FRP) composites are generally lightweight (i.e. approximately 20% of steel) with high strength to weight ratio and generally resistant to creep and fatigue. The relatively low modulus of elasticity of FRP composites make them relatively flexible compared to other bridge deck materials and thus deflections generally control the design of FRP bridge decks.

Thickness of the various deck products have ranged from 4" to 9" depending on the thickness of the existing bridge deck to be replaced. The FRP composite decks are typically modular with panels joined together in the field to create a seamless final installation. The length of the panels are typically equal to the full width of the bridge and the width of individual panels are typically 8 to 10' wide for fabrication, shipping and handling purposes. The majority of FRP composite deck systems consist of protruded shapes that are adhesively or mechanically bonded together in the field, and mechanically fastened to the supporting structural framing.

Some disadvantages of the FRP composite deck are:

- Not enough application of this material on bridges in Florida
- Reluctance to use due to the lack of long term performance data
- Greater deflections and excessive vibration especially under heavy truck traffic in long span bridges
- Degradation from weathering effects, particularly by ultraviolet (UV) light
- Low heat resistance than other conventional materials
- Thermal stresses may be as large as stresses resulting from live loads
- Delamination and debonding of thin wearing surfaces
- Higher maintenance cost due to temperature issues with reduction in stiffness throughout the service life of FRP deck
- Limited FRP experience within the construction industry

Due to the disadvantages identified above, the FRP option is not recommended.

Option 10 - Aluminum bridge deck

Aluminum alloys have much to offer for bridge deck applications, and continue to be used, primarily overseas, where their lightweight, high strength to weight ratio and excellent corrosion resistance satisfy service requirements. Aluminum is manufactured by an extrusion process, which permits highly customized sections that can be optimized for a given application. Aluminum deck systems typically include a thin epoxy polymer bridge deck overlay.

Some of the advantages of an aluminum deck are:

- An aluminum deck is 80% lighter than conventional concrete deck
- Corrosion-resistant, requires no painting and minimal corrosion
- Rapid, cost-effective construction: no formwork or extensive cure time, as with concrete and short downtime for deck replacement

Some of the disadvantages of aluminum deck are:

- Significantly high initial cost
- Connection to steel framing, different thermal expansion rates between aluminum and steel
- Requires Teflon pads between the aluminum and the steel stringers to isolate due to dissimilar metal corrosion
- The creep in the Teflon would not allow friction bolts to stay tight – thus the panels would rattle under heavy live load
- The cost is estimated to be approximately $175/sf

Due to the significantly high initial cost, and the concern for high future maintenance costs as identified in the disadvantages list above, this alternate is not recommend.

Span 10 Deck Replacement Recommendations

Deck Material

The following evaluation was performed that weight each deck material option based on cost, construction time (MOT and disruption to the public), and quality of the final product. **See Figure 7.** A score of 1.0 was given for the best option in each of these categories, then each other option was given a weighted score compared to the best option. Cost and Construction Time was based on a ratio of the deltas. Quality was score based on future maintenance, ride quality, and effect on load rating. The option with the lowest score is the best alternative.

Repair Options	Cost	Const. Time	Quality	Min. Score (Select)
Option 1 - Normal Weight CIP Concrete Deck	1.00	1.36	1.15	1.150
Option 2 - Light Weight CIP Concrete Deck	1.07	1.36	1.10	1.177
Option 3 - Precast Concrete - Prestressed Deck (full depth precast panels)	1.03	1.00	1.20	1.240
Option 4 - CIP Exodermic Deck	1.01	1.25	1.00	1.007
Option 5 - Precast Exodermic Deck	1.02	1.32	1.05	1.074
Option 6 - Orthotropic Steel Deck	1.37	1.29	1.25	1.714
Option 10 - Aluminum Deck	1.61	1.29	1.30	2.094

Figure 7. Evaluation of Deck Replacement Alternatives

Based on the evaluation above, the CIP Exodermic Deck with lightweight concrete is recommended.

Stringers

WSP recommends that the new deck system be composite with the stringers, which will increase the load capacity. To accomplish this, shear studs would need to be installed on the top of the top flanges of the stringers. If this is performed in the field, it would require extensive lane closure time and field welding which is not preferred; especially over the Railroad. Also, as noted above in the Existing Conditions Section, the stringers have been and are currently in need of repairs.

Therefore, it is recommended to replace all stringers, diaphragms, and bearings while the deck is being replaced. It is very cost effective to replace these items while the existing deck is removed. Also, since we are recommending the new deck system be a composite system with the stringers, the shear studs would be installed on the new stringers in the shop where better quality would be ensured and it will save significant construction time in the field.

Concrete Traffic Railing Barriers

It is recommended that the concrete traffic railing barriers be replaced “in-kind”. Therefore, 32” Jersey Shaped barriers are recommended. This will require a variance during final design.

Expansion Joints

The expansion joint at Pier 10 is a finger joint. Based on the inspection reports, this joint is missing anchor studs. Our site visit verified this. In order to replace the deck in this area, we recommend the finger joint be replaced.

The expansion joint at Pier 11 is a pour joint seal with backer rod. There is a metal nosing on the flanking span (Span 11) side and repaired epoxy material on the main span (Span 10) side where it appears the joint has been replaced before. It is recommended that this joint, including the steel nosing, be replaced with a new poured joint with backer rod system.

Deck Drainage System

The deck drainage system on Span 10 was replaced in 2013. The system consists of scuppers in the deck with PVC drainage pipes that allow the runoff to fall to the ground below. At Pier 10 there is a drainage trough attached to the finger joint that captures the runoff and dumps it into vertical PVC pipes attached to the exterior of the pier columns to ground level. Therefore, it is recommended to replace drainage trough and down spouts since the finger joint is being replaced.

Estimated Cost and Construction Time

The estimated cost for this option is **$5,020,000** for the NB and SB directions for a total cost of **$10,040,000**. The estimated construction time is **175** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc. This work can be broken into two separate projects, one for NB and one for SB depending on budgetary constraints.

4.0 APPROACH SPAN AND SPAN 10 MISCELLANEOUS REPAIRS

Existing Condition of the Approach Spans

The objective of the following paragraphs are to evaluate of the condition and rehabilitation needs of the approach spans, and consider other issues found in the bridge inspection reports. In order to accurately assess the existing conditions, WSP performed a thorough review of the existing as-builts, previous repair plans, and 2016 inspection report. Also, a site visit was performed on May 9, 2017 to verify the accuracy of the inspection report and to uncover any other issues with the bridge.

In general the approach spans are in good condition and have typical deterioration for similar bridges of this age. There is evidence that continuous maintenance has been performed that has preserved the condition of the members. However, several repair items exist today. General conditions and recommendations of these items are found below. An itemized listed of all items identified can be found in Appendix B.

Concrete Elements

The concrete elements exhibit spalling throughout. The 7" thick CIP deck is exhibiting numerous spalls and cracks throughout the top and underside. The barriers also exhibit spalling, mainly due to vehicle impact. The piers and abutments are in good condition however there are a few minor spalls on the concrete piles. The joints in the concrete slope protection at the abutments are not sealed properly.

These items are minor items at this time yet some have been identified as exposing reinforcing steel. If left unrepaired, this spalls become a bigger maintenance issue and more costly to fix.

Therefore, it is our recommendation that all the spalls identified in Appendix B be repaired under a rehabilitation project. It is also recommended that after the spall repairs on the top of the deck are completed, that a Methyl Methacrylate sealer be applied to the top of deck to seal all the cracks and spalls.

Approach Span Joints

There are pourable joint seals at Piers 8, 13, 14, 15, 16, and 17 that exhibit spalling at the nosing with some exposed reinforcing steel. It is our recommendation that these joints be repaired by removing 2" by 2" of concrete on each side of the joint and replacing with an epoxy concrete, then installing a new backer rod with poured joint sealer. This will ensure good joint performance and minimize future deterioration of the structure below the deck.

Bearings

There are multiple bearings that exhibit section loss on nuts and/or anchor bolts that are not fully seated. Bearings 9-1, 9-3, 10-1, and 10-3 at Pier 10, are exhibiting corrosion surface corrosion and pack rust, and fretting corrosion along the rocker pin. To repair these items, it is recommended they be cleaned and over coated with a coating system.

Superstructure Steel Members

The steel members in the approach spans are generally in good condition. As noted in the inspection report and confirmed in our site visit, there are numerous locations of pitting or section loss in the steel members which are painted over. The coating seems to have stopped the corrosion in all of these locations. There also does not appear to be additional fatigue or deterioration to the structure due to the section loss in these areas, and since the load rating is not being controlled by these areas, it is our recommendation to do nothing at this time and only to continue monitoring these areas through the normal inspection process.

In Span 10, the steel members are generally in good condition. As noted in the inspection report and confirmed in our site visit, there are numerous rivets in the connections that exhibit significant section loss. It is recommended that these rivets be replaced.

Also, the main tie-girder L3-L4 is controlling the load rating because of section loss to inside face of the flanges and webs. Therefore, it is recommend that steel plates be installed to strengthen this tie-girder.

Drainage System

Spans 12 thru 16 exhibit surface corrosion and paint chipping throughout. It is recommended to clean and recoat the entire drainage system.

In Span 8 at Column 8-2, the vertical downspout that has fully corroded at the bottom and the clamp supports are fully corroded. There are two vertical PVC downspouts at Pier 10 that are not in use. These downspouts and their clamp supports can be reused to replace the deteriorated downspout at Pier 8 and these repairs can be performed through regular maintenance.

Access Ladders & Platform

At Arch 10-1, Vertical 6, there is a bent segment of the ladder at the bottom 6 feet. This can be left alone as is it not bent enough to be a safety hazard.

There are two areas at Arch 10-3, Vertical 5, that exhibit corrosion and should be cleaned and recoated.

Coatings Assessment and Recommendations

The coating system in the approach spans is in good condition aside from the minor corrosion locations identified in the Superstructure Steel Members section above. Various steel members in Span 10 were recently cleaned and coated and these areas appear to be in good condition. However there are locations that exhibit surface corrosion similar to that in the approach spans. These areas are recommended to be repaired by cleaning and over coating. There are also locations of rusting on splice connection bolts and gusset plates.

In summary, there is approximately 20% of all steel members that require spot cleaning and over coating at this time. Recommended plan notes for this coating system would be:

1. Provide a minimum containment system in accordance with:
    a. SSPC Class 2A containment when abrasive blast cleaning.
    b. SSPC Class 2W containment during wet cleaning and washing procedures.
    c. SSPC Class 3P containment for hand and power tool cleaning.

    The category and class of the containment system shall be Level 2A during abrasive blast cleaning and Level 2W during solvent cleaning (pressure washing) in accordance with Specification 561-10.3.
2. Cleaning and painting operations shall begin from the highest point on the member to prevent accumulation of debris or damage to the previously painted surfaces. Additionally, cleaned and paint from the top down within each containment to protect previous cleaned and painted surfaces.
3. Prepare faying surfaces in repair areas for existing steel by blast cleaning and coating in accordance with Section 460-5.4.2. All faying surfaces shall be prime coated only. Shop primer and field primer shall be from the same manufacturer for slip critical connections.
4. Over coating existing structural steel shall be in accordance with Sections 561 and 975. The clear coat shall be applied to all surfaces exposed to UV sunlight. Match color to Federal Standard 595B Number existing at the bridge.

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5.0 LOAD RATING

Load Ratings for the as-inspected conditions were performed in 2009. According to the report the bridge is open for traffic with no restrictions and without any load posting.

The as-inspected load ratings were performed using the inspection report dated 4/30/2006 and were based on the 2006 Load Rating Manual. The structural members were analyzed by reducing the cross sections of the members based on reported losses. Per the 2006 Load Rating Manual, the inventory and operating ratings for the HL-93 design truck were calculated. Then, the operating ratings for three Florida legal loads (SU4, C5, and ST5) and Florida permit load (FL120) were determined. Stringers, floor beams, girders, and main arch members were included in the analysis. Since the HL-93 Operating Rating is above 1.0, the bridge does not need to be posted.

However, per the 2017 Load Rating Manual, if a bridge is rehabilitated, the rating factor for HL-93 Inventory and FL120 shall be above 1.0. As the original bridge was designed for HS-20 Live Load, any significant increase in the live load capacity is unlikely without strengthening the controlling members.

Per bridge load rating summary form, Floor Beam 8 in Span 7 controlled for the HL-93 Inventory and Operating Loads. Floor Beams 1, 5, 9, 10, 25, and 32 in Span 8, 9, 11 through 16 controlled for the FL120 Truck. The Center Tie-Girder in the Main Span controlled for the FL120 Truck. Floor Beams 21, 27, 29, and 35 in Span 11 and 12 controlled for the SU4 Truck.

The summary of load rating factors (as-inspected) per 2009 load rating report for each component is shown in the following table. The red cell represents the load rating factor less than one and blue cell represents the controlling load rating for corresponding vehicle type.

Summary of Load Rating Factors (As-Inspected)					
Vehicle Type		Stringers	Floor Beams	Girders	Tie Girders
Operating Rating	SU4	1.52	1.12	1.33	1.52
	C5	1.95	1.45	1.66	1.42
	ST5	2.04	1.54	1.77	1.51
	FL120	1.3	0.85	1.08	0.87
	HL-93	1.76	1.08	1.46	1.25
Inventory Rating HL-93		1.35	0.83	1.13	0.96

Since we are replacing the deck in Span 10, this would be considered a rehabilitation and therefore, per the FDOT 2017 Load Rating Manual, Figure 2.2, the Center Tie-Girder in Span 10 would have to be strengthened because the HL-93 Inventory and FL120 ratings are below 1.0. Since the recommended work in the approach spans are considered maintenance items and there is no rehabilitation being performed, the load ratings for the approach span do not need to be updated.

6.0 SUMMARY

WSP USA (WSP) has been retained by the FDOT, District Two, to perform engineering services for the I-95 Bridge (No. 720163) over Myrtle Avenue in Jacksonville, Florida. The objective of this Myrtle Avenue Bridge Deck Replacement Study is to evaluate the replacement of the deck on the Main Truss Span, Span 10. Evaluation considered lane closures, detours, construction in single or multiple project/phases, rehabilitation and strengthening needs, construction cost and time estimates, and coating assessment.

Other issues that were studied included evaluation of the condition and rehabilitation needs of the approach spans, and consider other issues found in the bridge inspection reports.

Span 10 Deck Replacement

As a possible solution to replace the existing concrete bridge deck without increasing the overall weight of the span, a number of alternative bridge deck materials were considered as part of this study. Constructability within the time frame constraints of MOT on I-95 and the Rail Road ROW below Span 10 was the critical controlling item. The recommended option is the installation of a CIP Exodermic Deck. In order to replace the deck, the existing 32" Jersey shaped barriers will also be replaced, in kind, with 32" Jersey barriers. This will require a variance during final design. The finger joint and drainage trough at Pier 10 will be replaced. The poured joint with backer rod at Pier 11 should be replaced.

It is also recommended that all stringers, diaphragms, and bearings be replaced while the deck is being replaced. It is very cost effective to replace these items while the existing deck is removed. Also, since we are recommending the new deck system be a composite system with the stringers, the shear studs would be installed on the new stringers in the shop where better quality would be ensured and it will save significant construction time in the field.

Since these repairs in Span 10 are considered rehabilitation, the Main Tie-Girder L3-L4 will need to be strengthened in order to comply with the FDOT 2017 Load Rating Manual.

The estimated cost for this option is **$5,020,000** for the NB and SB directions for a total cost of **$10,040,000**. The estimated construction time is **175** days per NB and SB directions. This does not include contract time days such as, materials lead time, weather days, shop drawing, etc. This work can be broken into two separate projects, one for NB and one for SB depending on budgetary constraints.

Approach Spans and Other Span 10 Repairs

Review of the existing documents, inspection reports, and site investigation was performed and items of repair were prioritized as part of the study. Items identified for recommended repair are:

1. Concrete spall repairs as identified in Appendix B
2. Apply a Methyl Methacrylate sealer to the top of the deck on all approach spans
3. Replace pourable joint seals at Piers 8, 13, 14, 15, 16, and 17
4. Clean and Coat 10% of all steel members (including Span 10) including bearings, beams, stringers and the drainage system in Spans 12 thru 16

5. Replace the vertical downspout at Pier 8 with the unused PVC downspouts and clamp supports at Pier 10
6. Rivet replacement on Span 10

The estimated cost for these repairs is **$10,325,000**. These repair items are not dependent on the deck replacement in Span 10 or of each other so they can be broken into a separate repair projects as budget dictates.

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APPENDIX A

LANE CLOSURE ANALYSIS

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Site ID: ADT I-95 City: Volume
Station: ADT I-95 County: 30.331260 -81.67385
Location: I-95 at Myrtle Ave Overpass
Start Date: 4/29/2017 Start Time: 12:00:00 AM
End Date: 5/2/2017 End Time: 12:15:00 AM

		Lane 1 Northbound	Lane 2 Southbound				
Date	Time	Lane	1				
					NB Hourly	SB Hourly	NB & SB Combined
4/29/2017	12:15:00 AM	1	231	154	573	402	975
4/29/2017	12:30:00 AM	1	194	121			
4/29/2017	12:45:00 AM	1	148	127			
4/29/2017	1:00:00 AM	1	191	129	592	430	1022
4/29/2017	1:15:00 AM	1	130	96			
4/29/2017	1:30:00 AM	1	128	101			
4/29/2017	1:45:00 AM	1	143	104			
4/29/2017	2:00:00 AM	1	102	97	431	336	767
4/29/2017	2:15:00 AM	1	96	93			
4/29/2017	2:30:00 AM	1	128	59			
4/29/2017	2:45:00 AM	1	105	87			
4/29/2017	3:00:00 AM	1	85	75	350	264	614
4/29/2017	3:15:00 AM	1	95	61			
4/29/2017	3:30:00 AM	1	89	58			
4/29/2017	3:45:00 AM	1	81	70			
4/29/2017	4:00:00 AM	1	92	53	397	269	666
4/29/2017	4:15:00 AM	1	85	67			
4/29/2017	4:30:00 AM	1	113	76			
4/29/2017	4:45:00 AM	1	107	73			
4/29/2017	5:00:00 AM	1	114	94	622	399	1021
4/29/2017	5:15:00 AM	1	144	94			
4/29/2017	5:30:00 AM	1	169	81			
4/29/2017	5:45:00 AM	1	195	130			
4/29/2017	6:00:00 AM	1	221	148	1063	819	1882
4/29/2017	6:15:00 AM	1	231	175			
4/29/2017	6:30:00 AM	1	292	220			
4/29/2017	6:45:00 AM	1	319	276			
4/29/2017	7:00:00 AM	1	281	257	1417	1109	2526
4/29/2017	7:15:00 AM	1	318	260			
4/29/2017	7:30:00 AM	1	387	313			
4/29/2017	7:45:00 AM	1	431	279			
4/29/2017	8:00:00 AM	1	374	301	1661	1342	3003
4/29/2017	8:15:00 AM	1	377	331			
4/29/2017	8:30:00 AM	1	438	341			
4/29/2017	8:45:00 AM	1	472	369			
4/29/2017	9:00:00 AM	1	559	362	2360	1518	3878
4/29/2017	9:15:00 AM	1	574	351			
4/29/2017	9:30:00 AM	1	602	409			
4/29/2017	9:45:00 AM	1	625	396			
4/29/2017	10:00:00 AM	1	654	453	2735	1848	4583
4/29/2017	10:15:00 AM	1	713	458			
4/29/2017	10:30:00 AM	1	686	477			
4/29/2017	10:45:00 AM	1	682	460			
4/29/2017	11:00:00 AM	1	723	466	2920	1988	4908

Total Saturday Volume		
NB	SB	Combined
39,275	30,556	69,831

Total Sunday Volume		
NB	SB	Combined
34,718	27,233	61,951

Total Monday Volume		
NB	SB	Combined
37,714	37,055	74,769

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4/29/2017	11:15:00 AM	1	746	499			
4/29/2017	11:30:00 AM	1	711	492			
4/29/2017	11:45:00 AM	1	740	531			
4/29/2017	12:00:00 PM	1	729	500	2722	2095	4817
4/29/2017	12:15:00 PM	1	639	534			
4/29/2017	12:30:00 PM	1	667	554			
4/29/2017	12:45:00 PM	1	687	507			
4/29/2017	1:00:00 PM	1	712	525	2931	2126	5057
4/29/2017	1:15:00 PM	1	766	521			
4/29/2017	1:30:00 PM	1	719	534			
4/29/2017	1:45:00 PM	1	734	546			
4/29/2017	2:00:00 PM	1	661	545	2635	2143	4778
4/29/2017	2:15:00 PM	1	652	553			
4/29/2017	2:30:00 PM	1	694	491			
4/29/2017	2:45:00 PM	1	628	554			
4/29/2017	3:00:00 PM	1	656	490	2557	2066	4623
4/29/2017	3:15:00 PM	1	619	548			
4/29/2017	3:30:00 PM	1	672	525			
4/29/2017	3:45:00 PM	1	610	503			
4/29/2017	4:00:00 PM	1	590	452	2275	1894	4169
4/29/2017	4:15:00 PM	1	552	464			
4/29/2017	4:30:00 PM	1	565	505			
4/29/2017	4:45:00 PM	1	568	473			
4/29/2017	5:00:00 PM	1	573	466	2104	1812	3916
4/29/2017	5:15:00 PM	1	553	475			
4/29/2017	5:30:00 PM	1	499	426			
4/29/2017	5:45:00 PM	1	479	445			
4/29/2017	6:00:00 PM	1	525	460	1917	1636	3553
4/29/2017	6:15:00 PM	1	439	425			
4/29/2017	6:30:00 PM	1	495	385			
4/29/2017	6:45:00 PM	1	458	366			
4/29/2017	7:00:00 PM	1	464	360	1787	1497	3284
4/29/2017	7:15:00 PM	1	441	379			
4/29/2017	7:30:00 PM	1	468	385			
4/29/2017	7:45:00 PM	1	414	373			
4/29/2017	8:00:00 PM	1	414	336	1583	1223	2806
4/29/2017	8:15:00 PM	1	403	286			
4/29/2017	8:30:00 PM	1	392	312			
4/29/2017	8:45:00 PM	1	374	289			
4/29/2017	9:00:00 PM	1	338	268	1369	1221	2590
4/29/2017	9:15:00 PM	1	330	298			
4/29/2017	9:30:00 PM	1	408	348			
4/29/2017	9:45:00 PM	1	293	307			
4/29/2017	10:00:00 PM	1	346	267	1245	1117	2362
4/29/2017	10:15:00 PM	1	317	264			
4/29/2017	10:30:00 PM	1	292	296			
4/29/2017	10:45:00 PM	1	290	290			
4/29/2017	11:00:00 PM	1	268	270	1029	1002	2031
4/29/2017	11:15:00 PM	1	258	232			
4/29/2017	11:30:00 PM	1	267	230			
4/29/2017	11:45:00 PM	1	236	270			
4/30/2017	12:00:00 AM	1	252	162	811	588	1399
4/30/2017	12:15:00 AM	1	192	181			

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4/30/2017	12:30:00 AM	1	189	115			
4/30/2017	12:45:00 AM	1	178	130			
4/30/2017	1:00:00 AM	1	127	87	543	370	913
4/30/2017	1:15:00 AM	1	150	110			
4/30/2017	1:30:00 AM	1	137	102			
4/30/2017	1:45:00 AM	1	129	71			
4/30/2017	2:00:00 AM	1	96	68	441	273	714
4/30/2017	2:15:00 AM	1	133	70			
4/30/2017	2:30:00 AM	1	105	68			
4/30/2017	2:45:00 AM	1	107	67			
4/30/2017	3:00:00 AM	1	85	50	325	224	549
4/30/2017	3:15:00 AM	1	80	67			
4/30/2017	3:30:00 AM	1	88	55			
4/30/2017	3:45:00 AM	1	72	52			
4/30/2017	4:00:00 AM	1	71	47	321	211	532
4/30/2017	4:15:00 AM	1	78	45			
4/30/2017	4:30:00 AM	1	79	60			
4/30/2017	4:45:00 AM	1	93	59			
4/30/2017	5:00:00 AM	1	103	63	458	280	738
4/30/2017	5:15:00 AM	1	94	79			
4/30/2017	5:30:00 AM	1	122	64			
4/30/2017	5:45:00 AM	1	139	74			
4/30/2017	6:00:00 AM	1	120	85	717	454	1171
4/30/2017	6:15:00 AM	1	120	90			
4/30/2017	6:30:00 AM	1	210	129			
4/30/2017	6:45:00 AM	1	267	150			
4/30/2017	7:00:00 AM	1	249	155	1044	627	1671
4/30/2017	7:15:00 AM	1	238	138			
4/30/2017	7:30:00 AM	1	248	154			
4/30/2017	7:45:00 AM	1	309	180			
4/30/2017	8:00:00 AM	1	370	151	1350	757	2107
4/30/2017	8:15:00 AM	1	304	167			
4/30/2017	8:30:00 AM	1	348	207			
4/30/2017	8:45:00 AM	1	328	232			
4/30/2017	9:00:00 AM	1	397	238	1853	1138	2991
4/30/2017	9:15:00 AM	1	438	268			
4/30/2017	9:30:00 AM	1	512	268			
4/30/2017	9:45:00 AM	1	506	364			
4/30/2017	10:00:00 AM	1	516	371	2340	1518	3858
4/30/2017	10:15:00 AM	1	601	362			
4/30/2017	10:30:00 AM	1	643	392			
4/30/2017	10:45:00 AM	1	580	393			
4/30/2017	11:00:00 AM	1	623	448	2293	1767	4060
4/30/2017	11:15:00 AM	1	663	427			
4/30/2017	11:30:00 AM	1	565	438			
4/30/2017	11:45:00 AM	1	442	454			
4/30/2017	12:00:00 PM	1	488	441	2375	1949	4324
4/30/2017	12:15:00 PM	1	545	480			
4/30/2017	12:30:00 PM	1	645	506			
4/30/2017	12:45:00 PM	1	697	522			
4/30/2017	1:00:00 PM	1	711	491	2980	2040	5020
4/30/2017	1:15:00 PM	1	784	522			
4/30/2017	1:30:00 PM	1	697	533			

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4/30/2017	1:45:00 PM	1	788	494			
4/30/2017	2:00:00 PM	1	773	547	2772	2102	4874
4/30/2017	2:15:00 PM	1	684	524			
4/30/2017	2:30:00 PM	1	666	533			
4/30/2017	2:45:00 PM	1	649	498			
4/30/2017	3:00:00 PM	1	642	514	2386	2019	4405
4/30/2017	3:15:00 PM	1	574	500			
4/30/2017	3:30:00 PM	1	582	493			
4/30/2017	3:45:00 PM	1	588	512			
4/30/2017	4:00:00 PM	1	528	493	2184	1897	4081
4/30/2017	4:15:00 PM	1	559	472			
4/30/2017	4:30:00 PM	1	525	468			
4/30/2017	4:45:00 PM	1	572	464			
4/30/2017	5:00:00 PM	1	519	461	1983	1788	3771
4/30/2017	5:15:00 PM	1	469	433			
4/30/2017	5:30:00 PM	1	482	488			
4/30/2017	5:45:00 PM	1	513	406			
4/30/2017	6:00:00 PM	1	466	397	1946	1678	3624
4/30/2017	6:15:00 PM	1	459	442			
4/30/2017	6:30:00 PM	1	559	427			
4/30/2017	6:45:00 PM	1	462	412			
4/30/2017	7:00:00 PM	1	379	381	1584	1524	3108
4/30/2017	7:15:00 PM	1	426	402			
4/30/2017	7:30:00 PM	1	408	379			
4/30/2017	7:45:00 PM	1	371	362			
4/30/2017	8:00:00 PM	1	354	322	1310	1239	2549
4/30/2017	8:15:00 PM	1	312	312			
4/30/2017	8:30:00 PM	1	323	323			
4/30/2017	8:45:00 PM	1	321	282			
4/30/2017	9:00:00 PM	1	271	274	1143	1143	2286
4/30/2017	9:15:00 PM	1	286	313			
4/30/2017	9:30:00 PM	1	297	287			
4/30/2017	9:45:00 PM	1	289	269			
4/30/2017	10:00:00 PM	1	246	241	857	979	1836
4/30/2017	10:15:00 PM	1	213	255			
4/30/2017	10:30:00 PM	1	203	229			
4/30/2017	10:45:00 PM	1	195	254			
4/30/2017	11:00:00 PM	1	181	225	702	668	1370
4/30/2017	11:15:00 PM	1	196	137			
4/30/2017	11:30:00 PM	1	198	141			
4/30/2017	11:45:00 PM	1	127	165			
5/1/2017	12:00:00 AM	1	126	115	457	448	905
5/1/2017	12:15:00 AM	1	123	115			
5/1/2017	12:30:00 AM	1	122	119			
5/1/2017	12:45:00 AM	1	86	99			
5/1/2017	1:00:00 AM	1	98	76	305	311	616
5/1/2017	1:15:00 AM	1	67	80			
5/1/2017	1:30:00 AM	1	91	69			
5/1/2017	1:45:00 AM	1	49	86			
5/1/2017	2:00:00 AM	1	71	46	243	218	461
5/1/2017	2:15:00 AM	1	65	58			
5/1/2017	2:30:00 AM	1	43	53			
5/1/2017	2:45:00 AM	1	64	61			

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5/1/2017	3:00:00 AM	1	65	58	285	199	484
5/1/2017	3:15:00 AM	1	68	43			
5/1/2017	3:30:00 AM	1	68	50			
5/1/2017	3:45:00 AM	1	84	48			
5/1/2017	4:00:00 AM	1	66	62	410	347	757
5/1/2017	4:15:00 AM	1	89	76			
5/1/2017	4:30:00 AM	1	130	85			
5/1/2017	4:45:00 AM	1	125	124			
5/1/2017	5:00:00 AM	1	168	121	919	749	1668
5/1/2017	5:15:00 AM	1	170	183			
5/1/2017	5:30:00 AM	1	256	185			
5/1/2017	5:45:00 AM	1	325	260			
5/1/2017	6:00:00 AM	1	347	352	1773	1934	3707
5/1/2017	6:15:00 AM	1	374	409			
5/1/2017	6:30:00 AM	1	537	527			
5/1/2017	6:45:00 AM	1	515	646			
5/1/2017	7:00:00 AM	1	520	655	2212	2900	5112
5/1/2017	7:15:00 AM	1	530	770			
5/1/2017	7:30:00 AM	1	567	786			
5/1/2017	7:45:00 AM	1	595	689			
5/1/2017	8:00:00 AM	1	576	689	2146	2543	4689
5/1/2017	8:15:00 AM	1	519	642			
5/1/2017	8:30:00 AM	1	527	641			
5/1/2017	8:45:00 AM	1	524	571			
5/1/2017	9:00:00 AM	1	580	507	2269	1942	4211
5/1/2017	9:15:00 AM	1	566	471			
5/1/2017	9:30:00 AM	1	567	443			
5/1/2017	9:45:00 AM	1	556	521			
5/1/2017	10:00:00 AM	1	629	534	2492	2021	4513
5/1/2017	10:15:00 AM	1	586	471			
5/1/2017	10:30:00 AM	1	641	497			
5/1/2017	10:45:00 AM	1	636	519			
5/1/2017	11:00:00 AM	1	619	538	2420	2039	4459
5/1/2017	11:15:00 AM	1	596	460			
5/1/2017	11:30:00 AM	1	604	486			
5/1/2017	11:45:00 AM	1	601	555			
5/1/2017	12:00:00 PM	1	679	530	2536	2137	4673
5/1/2017	12:15:00 PM	1	659	544			
5/1/2017	12:30:00 PM	1	580	540			
5/1/2017	12:45:00 PM	1	618	523			
5/1/2017	1:00:00 PM	1	607	487	2431	2026	4457
5/1/2017	1:15:00 PM	1	642	505			
5/1/2017	1:30:00 PM	1	605	500			
5/1/2017	1:45:00 PM	1	577	534			
5/1/2017	2:00:00 PM	1	604	543	2628	2238	4866
5/1/2017	2:15:00 PM	1	606	520			
5/1/2017	2:30:00 PM	1	695	583			
5/1/2017	2:45:00 PM	1	723	592			
5/1/2017	3:00:00 PM	1	688	597	2350	2591	4941
5/1/2017	3:15:00 PM	1	577	613			
5/1/2017	3:30:00 PM	1	584	686			
5/1/2017	3:45:00 PM	1	501	695			
5/1/2017	4:00:00 PM	1	426	718	1651	2792	4443

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5/1/2017	4:15:00 PM	1	382	686			
5/1/2017	4:30:00 PM	1	432	681			
5/1/2017	4:45:00 PM	1	411	707			
5/1/2017	5:00:00 PM	1	516	731	2222	2830	5052
5/1/2017	5:15:00 PM	1	566	795			
5/1/2017	5:30:00 PM	1	576	709			
5/1/2017	5:45:00 PM	1	564	595			
5/1/2017	6:00:00 PM	1	470	509	2019	1938	3957
5/1/2017	6:15:00 PM	1	440	460			
5/1/2017	6:30:00 PM	1	528	534			
5/1/2017	6:45:00 PM	1	581	435			
5/1/2017	7:00:00 PM	1	577	402	1799	1493	3292
5/1/2017	7:15:00 PM	1	378	365			
5/1/2017	7:30:00 PM	1	456	359			
5/1/2017	7:45:00 PM	1	388	367			
5/1/2017	8:00:00 PM	1	372	300	1383	1164	2547
5/1/2017	8:15:00 PM	1	345	314			
5/1/2017	8:30:00 PM	1	341	280			
5/1/2017	8:45:00 PM	1	325	270			
5/1/2017	9:00:00 PM	1	317	266	1210	906	2116
5/1/2017	9:15:00 PM	1	312	250			
5/1/2017	9:30:00 PM	1	302	205			
5/1/2017	9:45:00 PM	1	279	185			
5/1/2017	10:00:00 PM	1	253	165	929	664	1593
5/1/2017	10:15:00 PM	1	223	163			
5/1/2017	10:30:00 PM	1	220	149			
5/1/2017	10:45:00 PM	1	233	187			
5/1/2017	11:00:00 PM	1	171	172	625	625	1250
5/1/2017	11:15:00 PM	1	158	168			
5/1/2017	11:30:00 PM	1	157	148			
5/1/2017	11:45:00 PM	1	139	137			
5/2/2017	12:00:00 AM	1	124	96			

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LANE CLOSURE WORKSHEET

DATE: **May 5, 2017**

FINANCIAL PROJECT ID: ***000000-0-00-00*** FEDERAL AID PROJECT NO: ***0***

COUNTY: ***Duval*** DESIGNER: ***D. Gil***

NO. OF EXISTING LANES: ***2*** LOCATION: ***I-95 over Myrtle Avenue - NB (Weekday)***

SCOPE OF WORK: ***Myrtle Avenue Bridge Deck Replacement***

Calculate the peak hour traffic volume (V):

V = ATC ***37714*** X P/D ***0.070*** X D ***1.00*** X PSCF ***1.02*** X RTF ***0.50*** = ***1340***

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 0-Lane =

Factors restricting Capacity:

TLW ***12*** LC ***0*** WZL ***1500*** G/C ***1***

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

RC (Open Road) = C ***1800*** X OF ***0.86*** X WZF ***1.00*** = ***1548***

RC (Signalized) = RC (Open Road) ***1548*** X G/C ***1*** = ***1548***

If V ≤ RC, there is no restriction on Lane Closure
If V > RC, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road } \% = \frac{\text{RC (Open Road) } 1548}{(\text{ATC } 37714 \times \text{D } 1 \times \text{PSCF } 1.02 \times \text{RTF } 0.5)} = 8.05\ \%$$

Signalized % = Open Road % ***8.05*** X G/C ***1.00*** = ***8.05 %***

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For RTF< 1.00, briefly describe alternate route:

LANE CLOSURES

24 HOUR COUNTS

	AM Hourly Volume	ATC %	PM Hourly Volume	ATC %
12 - 1	457	1.2	2536	6.7
1 - 2	305	0.8	2431	6.4
2 - 3	243	0.6	2628	7.0
3 - 4	285	0.8	2350	6.2
4 - 5	410	1.1	1651	4.4
5 - 6	919	2.4	2222	5.9
6 - 7	1773	4.7	2019	5.4
7 - 8	2212	5.9	1799	4.8
8 - 9	2146	5.7	1383	3.7
9 - 10	2269	6.0	1210	3.2
10 - 11	2492	6.6	929	2.5
11 - 12	2420	6.4	625	1.7
			TOTAL 37,714	100

COUNT DATE:

May 29, 2017

Designer:

D. Gil

Financial Project ID No.:

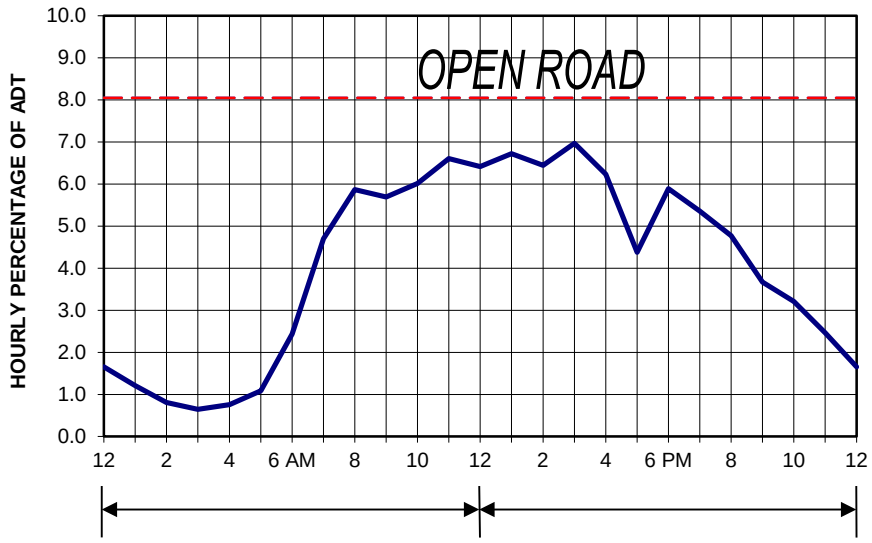
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Location:

I-95 over Myrtle Avenue - NB (Weekday)

P/D = 0.070

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST 1/2 HOUR CONSERVATIVELY

OPEN ROAD LANE CLOSURE

0:00 M to 0:00 M
0:00 M to 0:00 M

SIGNALIZED LANE CLOSURE

0:00 M to 0:00 M

LANE CLOSURE WORKSHEET

DATE: **May 5, 2017**

FINANCIAL PROJECT ID: ***000000-0-00-00*** FEDERAL AID PROJECT NO: ***0***

COUNTY: ***Duval*** DESIGNER: ***D. Gil***

NO. OF EXISTING LANES: ***2*** LOCATION: ***I-95 over Myrtle Avenue - NB (Weekend)***

SCOPE OF WORK: ***Myrtle Avenue Bridge Deck Replacement***

Calculate the peak hour traffic volume (V):

V = ATC ***39275*** X P/D ***0.075*** X D ***1.00*** X PSCF ***1.02*** X RTF ***0.50*** = ***1495***

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 0-Lane =

Factors restricting Capacity:

TLW ***12*** LC ***0*** WZL ***1500*** G/C ***1***

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

RC (Open Road) = C ***1800*** X OF ***0.86*** X WZF ***1.00*** = ***1548***

RC (Signalized) = RC (Open Road) ***1548*** X G/C ***1*** = ***1548***

If V ≤ RC, there is no restriction on Lane Closure
If V > RC, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road } \% = \frac{\text{RC (Open Road) } 1548}{(\text{ATC } 39275 \times \text{D } 1 \times \text{PSCF } 1.02 \times \text{RTF } 0.5)} = 7.73\ \%$$

Signalized % = Open Road % ***7.73*** X G/C ***1.00*** = ***7.73 %***

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For RTF< 1.00, briefly describe alternate route:

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LANE CLOSURES

24 HOUR COUNTS

	AM Hourly Volume	ATC %	PM Hourly Volume	ATC %
12 - 1	573	1.5	2722	6.9
1 - 2	592	1.5	2931	7.5
2 - 3	431	1.1	2635	6.7
3 - 4	350	0.9	2557	6.5
4 - 5	397	1.0	2275	5.8
5 - 6	622	1.6	2104	5.4
6 - 7	1063	2.7	1917	4.9
7 - 8	1417	3.6	1787	4.5
8 - 9	1661	4.2	1583	4.0
9 - 10	2360	6.0	1369	3.5
10 - 11	2735	7.0	1245	3.2
11 - 12	2920	7.4	1029	2.6
			TOTAL 39,275	100

COUNT DATE:

May 29, 2017

Designer:

D. Gil

Financial Project ID No.:

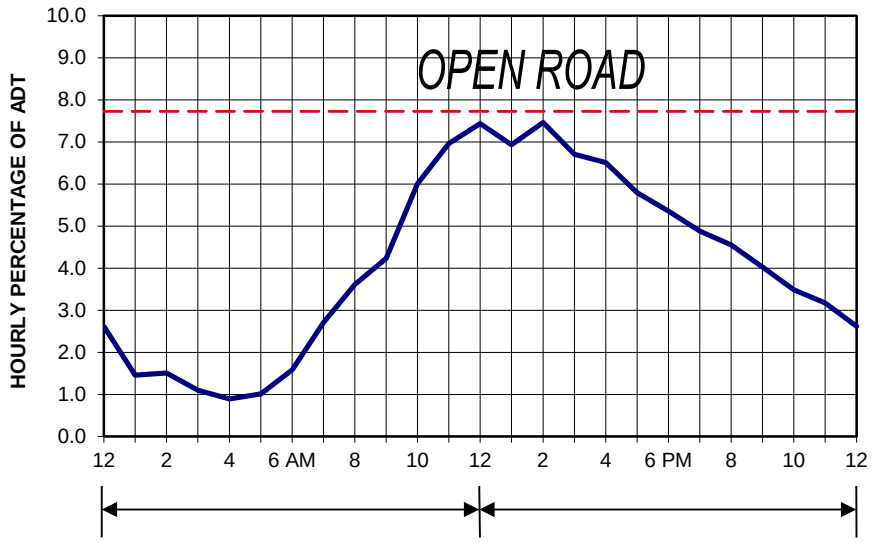
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Location:

I-95 over Myrtle Avenue - NB (Weekend)

P/D = 0.075

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST 1/2 HOUR CONSERVATIVELY

OPEN ROAD LANE CLOSURE

0:00 M to 0:00 M
0:00 M to 0:00 M

SIGNALIZED LANE CLOSURE

0:00 M to 0:00 M

LANE CLOSURE WORKSHEET

DATE: **May 5, 2017**

FINANCIAL PROJECT ID: ***000000-0-00-00*** FEDERAL AID PROJECT NO: ***0***

COUNTY: ***Duval*** DESIGNER: ***D. Gil***

NO. OF EXISTING LANES: ***2*** LOCATION: ***I-95 over Myrtle Avenue - SB (Weekday)***

SCOPE OF WORK: ***Myrtle Avenue Bridge Deck Replacement***

Calculate the peak hour traffic volume (V):

V = ATC ***37055*** X P/D ***0.078*** X D ***1.00*** X PSCF ***1.02*** X RTF ***0.50*** = ***1479***

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 0-Lane =

Factors restricting Capacity:

TLW ***12*** LC ***0*** WZL ***1500*** G/C ***1***

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

RC (Open Road) = C ***1800*** X OF ***0.86*** X WZF ***1.00*** = ***1548***

RC (Signalized) = RC (Open Road) ***1548*** X G/C ***1*** = ***1548***

If V ≤ RC, there is no restriction on Lane Closure
If V > RC, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road } \% = \frac{\text{RC (Open Road) } 1548}{(\text{ATC } 37055 \times \text{D } 1 \times \text{PSCF } 1.02 \times \text{RTF } 0.5)} = 8.19\ \%$$

Signalized % = Open Road % ***8.19*** X G/C ***1.00*** = ***8.19 %***

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For RTF< 1.00, briefly describe alternate route:

DRAFT

LANE CLOSURES

24 HOUR COUNTS

	AM Hourly Volume	ATC %	PM Hourly Volume	ATC %
12 - 1	448	1.2	2137	5.8
1 - 2	311	0.8	2026	5.5
2 - 3	218	0.6	2238	6.0
3 - 4	199	0.5	2591	7.0
4 - 5	347	0.9	2792	7.5
5 - 6	749	2.0	2830	7.6
6 - 7	1934	5.2	1938	5.2
7 - 8	2900	7.8	1493	4.0
8 - 9	2543	6.9	1164	3.1
9 - 10	1942	5.2	906	2.4
10 - 11	2021	5.5	664	1.8
11 - 12	2039	5.5	625	1.7
			TOTAL 37,055	100

P/D = 0.078

COUNT DATE:

May 29, 2017

Designer:

D. Gil

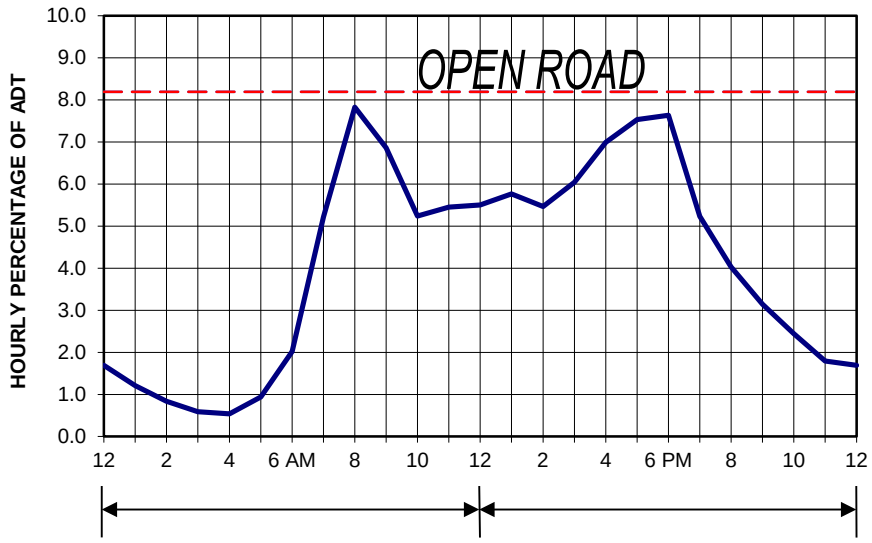
Financial Project ID No.:

000000-0-00-00

Location:

I-95 over Myrtle Avenue - SB (Weekday)

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST 1/2 HOUR CONSERVATIVELY

OPEN ROAD LANE CLOSURE

0:00 M to 0:00 M
0:00 M to 0:00 M

SIGNALIZED LANE CLOSURE

0:00 M to 0:00 M

LANE CLOSURE WORKSHEET

DATE: **May 5, 2017**

FINANCIAL PROJECT ID: ***000000-0-00-00*** FEDERAL AID PROJECT NO: ***0***

COUNTY: ***Duval*** DESIGNER: ***D. Gil***

NO. OF EXISTING LANES: ***2*** LOCATION: ***I-95 over Myrtle Avenue - SB (Weekend)***

SCOPE OF WORK: ***Myrtle Avenue Bridge Deck Replacement***

Calculate the peak hour traffic volume (V):

V = ATC ***30556*** X P/D ***0.070*** X D ***1.00*** X PSCF ***1.02*** X RTF ***0.70*** = ***1530***

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 0-Lane =

Factors restricting Capacity:

TLW ***12*** LC ***0*** WZL ***1500*** G/C ***1***

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

RC (Open Road) = C ***1800*** X OF ***0.86*** X WZF ***1.00*** = ***1548***

RC (Signalized) = RC (Open Road) ***1548*** X G/C ***1*** = ***1548***

If V ≤ RC, there is no restriction on Lane Closure
If V > RC, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road } \% = \frac{\text{RC (Open Road) } 1548}{(\text{ATC } 30556 \times \text{D } 1 \times \text{PSCF } 1.02 \times \text{RTF } 0.7)} = 7.10\ \%$$

Signalized % = Open Road % ***7.10*** X G/C ***1.00*** = ***7.10 %***

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For RTF< 1.00, briefly describe alternate route:

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LANE CLOSURES

24 HOUR COUNTS

	AM Hourly Volume	ATC %	PM Hourly Volume	ATC %
12 - 1	402	1.3	2095	6.9
1 - 2	430	1.4	2126	7.0
2 - 3	336	1.1	2143	7.0
3 - 4	264	0.9	2066	6.8
4 - 5	269	0.9	1894	6.2
5 - 6	399	1.3	1812	5.9
6 - 7	819	2.7	1636	5.4
7 - 8	1109	3.6	1497	4.9
8 - 9	1342	4.4	1223	4.0
9 - 10	1518	5.0	1221	4.0
10 - 11	1848	6.0	1117	3.7
11 - 12	1988	6.5	1002	3.3
			TOTAL 30,556	100

COUNT DATE:

May 29, 2017

Designer:

D. Gil

Financial Project ID No.:

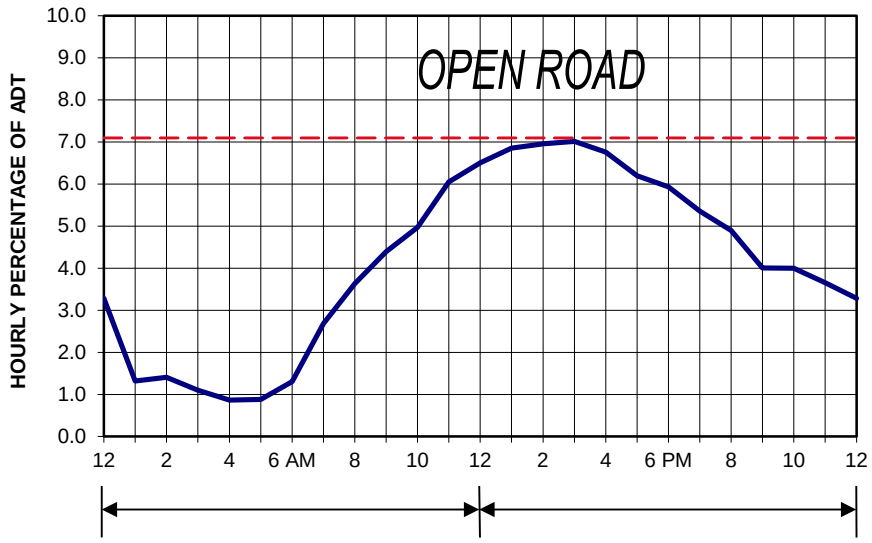
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Location:

I-95 over Myrtle Avenue - SB (Weekend)

P/D = 0.070

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST 1/2 HOUR CONSERVATIVELY

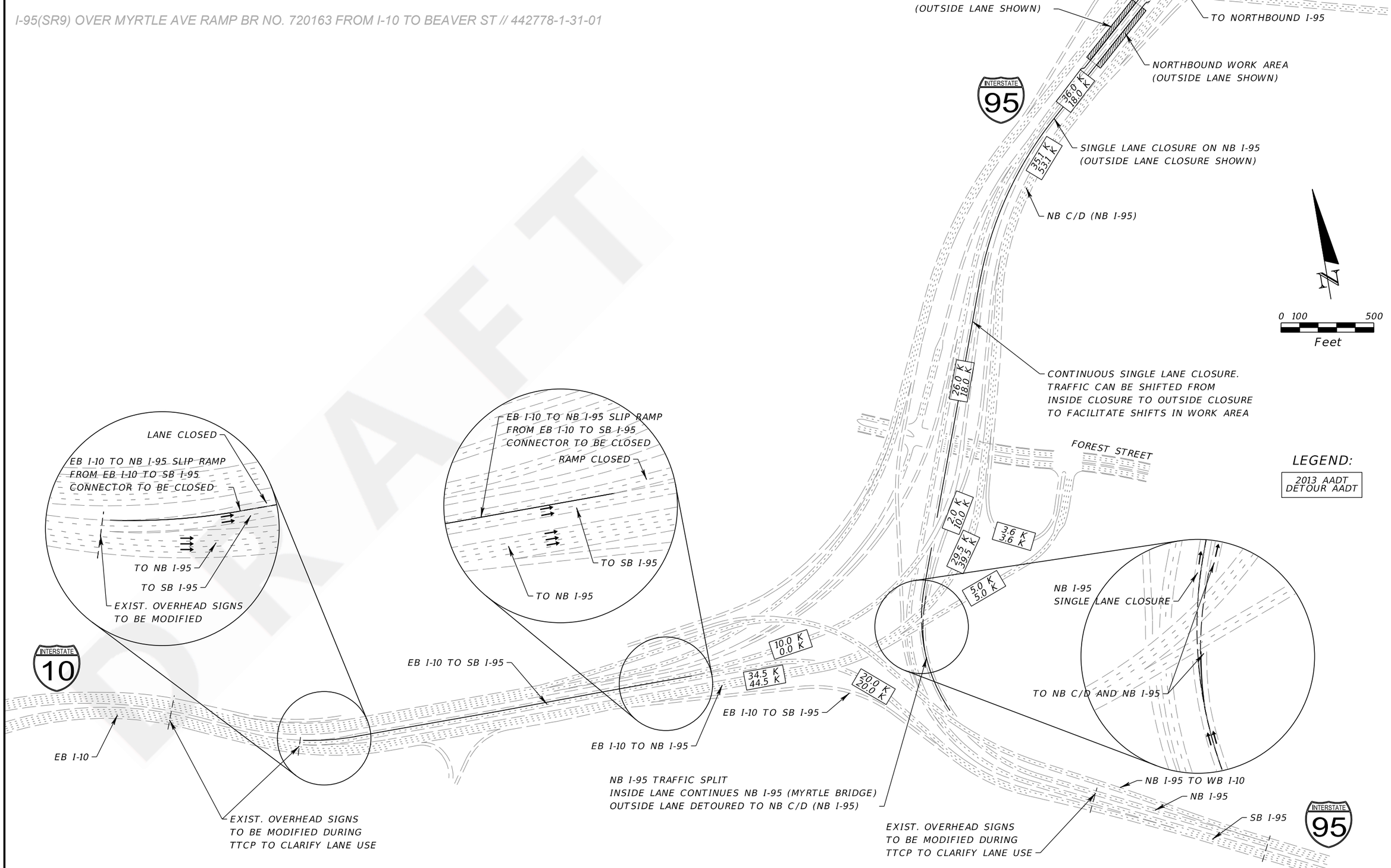
OPEN ROAD LANE CLOSURE

0:00 M to 0:00 M
0:00 M to 0:00 M

SIGNALIZED LANE CLOSURE

0:00 M to 0:00 M

DRAFT



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DEREK M. GIL, P.E.
P.E. LICENSE NUMBER 54798
ELEMENT ENGINEERING GROUP
1713 E. 9th AVENUE
TAMPA, FL 33605
CERTIFICATE OF AUTHORIZATION NO. 26921

DRAWN BY:
CHECKED BY:
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	DUVAL	433036-1-22-01

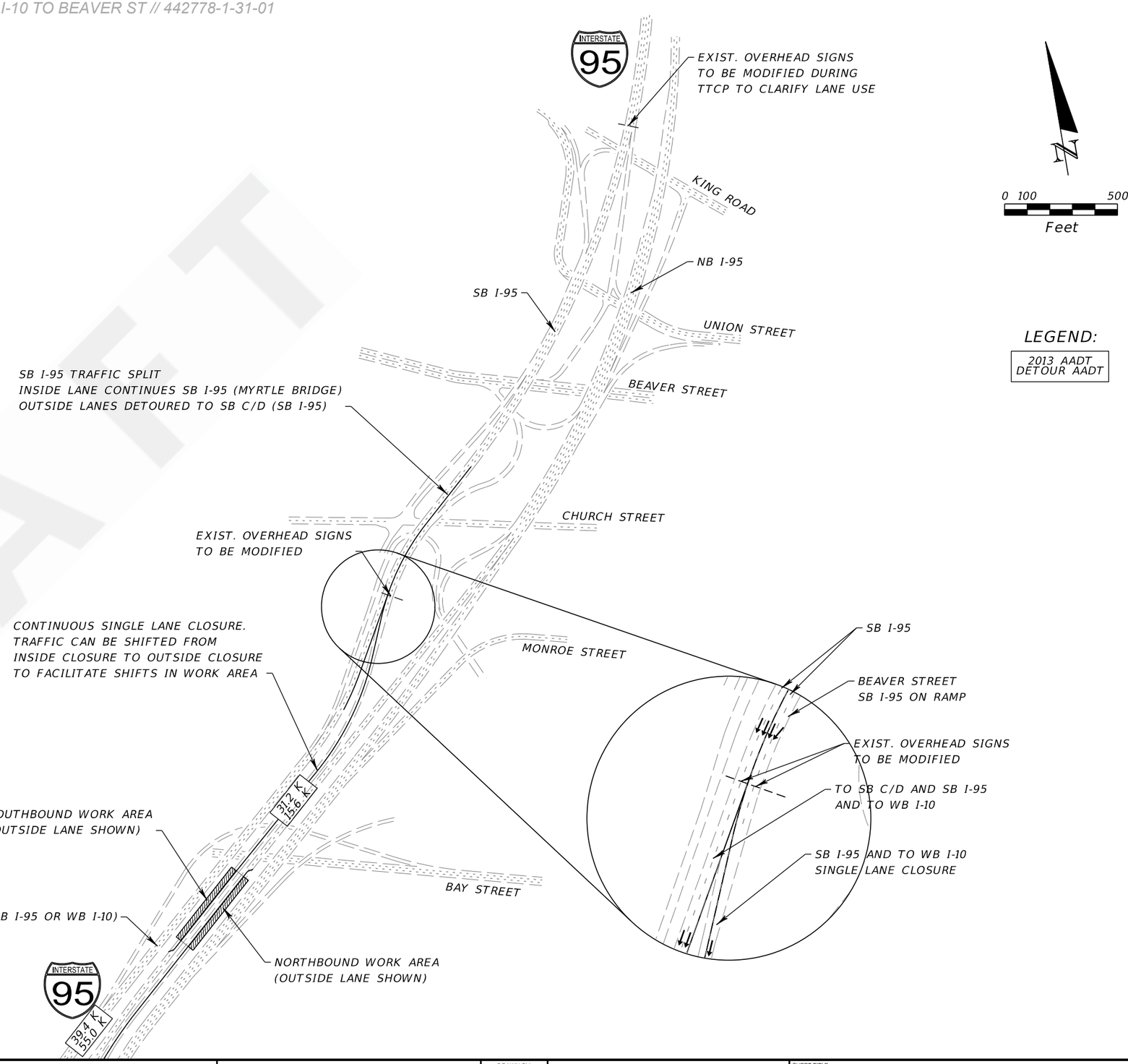
SHEET TITLE:
BRIDGE DECK REPLACEMENT TTCP PLAN
MYRTLE AVE BRIDGE NO. 720163

PROJECT NAME:
I-95 OVER MYRTLE AVENUE
DUVAL COUNTY

REF. DWG. NO.

SHEET NO.

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DEREK M. GIL, P.E.
P.E. LICENSE NUMBER 54798
ELEMENT ENGINEERING GROUP
1713 E. 9th AVENUE
TAMPA, FL 33605
CERTIFICATE OF AUTHORIZATION NO. 26921

DRAWN BY:
CHECKED BY:
DESIGNED BY:
CHECKED BY:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	DUVAL	433036-1-22-01

SHEET TITLE:
BRIDGE DECK REPLACEMENT TTCP PLAN
MYRTLE AVENUE BRIDGE NO. 720163

PROJECT NAME:
I-95 OVER MYRTLE AVENUE
DUVAL COUNTY

REF. DWG. NO.

SHEET NO.

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APPENDIX B

REPAIR COST ESTIMATE

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Span 10 Deck Replacement Alternatives

Option 1 - Normal Weight CIP Concrete Deck

Pay Item	Length	Width	Thickness	Number	Est. Qty.	Unit	Unit Cost	Cost
110-3, Removal of Existing Structures/Bridges, Span 10 =	385.5	41.4		1.0	15966.1	SF	$22.37	$357,162.22
110-3, Removal of Existing Structures/Bridges, Flanking Spans =	100.0	41.4		2.0	8283.3	SF	$22.37	$185,298.17
400-4-4, Conc Class IV, Superstructure, Span 10 =	385.5	41.4	0.7	1.0	418.9	CY	$1,000.00	$418,864.39
415-1-4, Reinf. Superstructure = 205 lb/cy					85867.2	LB	$0.90	$77,280.48
400-4-4, Conc Class IV, Superstructure, 2 Flanking Spans =	100.0	41.4	0.1	2.0	44.7	CY	$1,000.00	$44,740.23
521-72-3, Concrete Traffic Railing, Bridge, 32" Jersey Barrier =	385.5			2.0	771.0	LF	$81.19	$62,597.49
460-95, Stringer Struct Steel = (14*11=154 stringers) x 35 ft x 114 lbs/ft =	35.0			154.0	614460.0	LB	$1.76	$1,081,449.60
Diaphragms Struct Steel =					100297.2	LB	$1.76	$176,523.07
Connections, Bolts, Nut, Washers, Shear Studs, 15%					107213.6	LB	$2.00	$214,427.16
Bearing Plates					67206.6	LB	$1.76	$118,283.55
458 -1-24, Replace Finger joint at Pier 10	41.4			1.0	41.4	LF	$1,326.50	$54,917.10
458-1-11, Poured Joint Seal with Backer Rod at Pier 11	72.0				72.0	LF	$40.00	$2,880.00
400-9 Bridge Deck Grooving and Planning, Deck 8.5"	385.5	38.7			1656.2	SY	$8.78	$14,541.76
506-2, Replace deck drainage system PVC 6" Pipe+Scupper @ 5'-6" spacing, drainage trough at Pier 10	769.0				769.0	LF	$269.00	$206,861.00
Estimated Cost =								$3,015,826.21
102-1, MOT = $1,000/day x 190 days					190.0	ED	$1,000.00	$190,000.00
Mobilization (15%) includes Railroad Permit, debris protective canopy, etc. =								$480,873.93
30% Contingency =								$1,106,010.04
Railroad Flagger = $1000/day x190 days					190.0	ED	$1,000.00	$190,000.00
							Total Estimated Cost for NB, Span 10 =	$4,982,710.18
							Total Estimated Cost for SB, Span 10 =	$4,982,710.18

Option 2 - Light Weight CIP Concrete Deck

Pay Item	Length	Width	Thickness	Number	Est. Qty.	Unit	Unit Cost	Cost
110-3, Removal of Existing Structures/Bridges, Span 10 =	385.5	41.4		1.0	15966.1	SF	$22.37	$357,162.22
110-3, Removal of Existing Structures/Bridges, Flanking Spans =	100.0	41.4		2.0	8283.3	SF	$22.37	$185,298.17
400-4-41, Conc Class IV, Light Weight, Superstructure, Span 10 =	385.5	41.4	0.7	1.0	418.9	CY	$1,500.00	$628,296.59
415-1-4, Reinf. Superstructure = 205 lb/cy					85867.2	LB	$0.90	$77,280.48
400-4-41, Conc Class IV, Superstructure, 2 Flanking Spans =	100.0	41.4	0.1	2.0	44.7	CY	$1,500.00	$67,110.34
521-72-3, Concrete Traffic Railing, Bridge, 32" Jersey Barrier =	385.5			2.0	771.0	LF	$81.19	$62,597.49
460-95, Stringer Struct Steel = (14*11=154 stringers) x 35 ft x 114 lbs/ft =	35.0			154.0	614460.0	LB	$1.76	$1,081,449.60
Diaphragms Struct Steel =					100297.2	LB	$1.76	$176,523.07
Connections, Bolts, Nut, Washers, Shear Studs, 15%					107213.6	LB	$2.00	$214,427.16
Bearing Plates					67206.6	LB	$1.76	$118,283.55
458 -1-24, Replace Finger joint at Pier 10	41.4			1.0	41.4	LF	$1,326.50	$54,917.10
458-1-11, Poured Joint Seal with Backer Rod at Pier 11	72.0				72.0	LF	$40.00	$2,880.00
400-9 Bridge Deck Grooving and Planning, Deck 8.5"	385.5	38.7			1656.2	SY	$8.78	$14,541.76
506-2, Replace deck drainage system PVC 6" Pipe+Scupper @ 5'-6" spacing, drainage trough at Pier 10	769.0				769.0	LF	$269.00	$206,861.00
Estimated Cost =								$3,247,628.52
102-1, MOT = $1,000/day x 190 days					190.0	ED	$1,000.00	$190,000.00
Mobilization (15%) includes Railroad Permit, debris protective canopy, etc. =								$515,644.28
30% Contingency =								$1,185,981.84
Railroad Flagger = $1000/day x190 days					190.0	ED	$1,000.00	$190,000.00
							Total Estimated Cost for NB, Span 10 =	$5,329,254.63
							Total Estimated Cost for SB, Span 10 =	$5,329,254.63

Option 3 - Precast Concrete - Prestressed Deck (full depth precast panels)

Pay Item	Length	Width	Thickness	Number	Est. Qty.	Unit	Unit Cost	Cost
110-3, Removal of Existing Structures/Bridges, Span 10 =	385.5	41.4		1.0	15966.1	SF	$22.37	$357,162.22
110-3, Removal of Existing Structures/Bridges, Flanking Spans =	100.0	41.4		2.0	8283.3	SF	$22.37	$185,298.17
Conc Class IV, Concrete Precast Panels =	385.5	41.4	0.67	1.0	394.2	CY	$1,650.00	$650,471.76
Conc Class IV, Concrete Superstructure, Closure Pours over beams =	385.5	0.2	0.67	7.0	11.1	CY	$1,500.00	$16,657.41
413-1-51, Methacrylate Monomer	385.5	38.7			149.1	GA	$62.80	$9,361.05
413-1-54, Clean & Seal Conc - Methacrylate	385.5	38.7			14906.1	SF	$0.76	$11,328.66
400-4-41, Conc Class IV, Superstructure, 2 Flanking Spans =	100.0	41.4	0.1	2.0	32.0	CY	$1,500.00	$47,935.96
521-72-3, Concrete Traffic Railing, Bridge, 32" Jersey Barrier =	385.5			2.0	771.0	LF	$81.19	$62,597.49
460-95, Stringer Struct Steel = (14*11=154 stringers) x 35 ft x 114 lbs/ft =	35.0			154.0	614460.0	LB	$1.76	$1,081,449.60
Diaphragms Struct Steel =					100297.2	LB	$1.76	$176,523.07
Connections, Bolts, Nut, Washers, Shear Studs, 15%					107213.6	LB	$2.00	$214,427.16
458 -1-24, Replace Finger joint at Pier 10	41.4			1.0	41.4	LF	$1,326.50	$54,917.10
458-1-11, Poured Joint Seal with Backer Rod at Pier 11	72.0				72.0	LF	$40.00	$2,880.00
400-9 Bridge Deck Grooving and Planning, Deck 8.5"	385.5	38.7			1656.2	SY	$8.78	$14,541.76
506-2, Replace deck drainage system PVC 6" Pipe+Scupper @ 5'-6" spacing, drainage trough at Pier 10	769.0				769.0	LF	$269.00	$206,861.00
Estimated Cost =								$3,210,695.94
102-1, MOT = $1,000/day x 140 days					140.0	ED	$1,000.00	$140,000.00
Mobilization (15%) includes Railroad Permit, debris protective canopy, etc. =								$502,604.39
30% Contingency =								$1,155,990.10
Railroad Flagger = $1000/day x140 days					140.0	ED	$1,000.00	$140,000.00
							Total Estimated Cost for NB, Span 10 =	$5,149,290.43
							Total Estimated Cost for SB, Span 10 =	$5,149,290.43

Option 4 - CIP Exodermic Deck

Pay Item	Length	Width	Thickness	Number	Est. Qty.	Unit	Unit Cost	Cost
110-3, Removal of Existing Structures/Bridges, Span 10 =	385.5	41.4		1.0	15966.1	SF	$22.37	$357,162.22
Conc Class IV, Lightweight Exodermic Concrete Deck =	385.5	41.4	0.3	1.0	197.1	CY	$1,500.00	$295,668.98
XXX-X, Exodermic Deck = $30/SF	385.5	41.4			15966.1	SF	$30.00	$478,983.75
521-72-3, Concrete Traffic Railing, Bridge, 32" Jersey Barrier =	385.5			2.0	771.0	LF	$81.19	$62,597.49
460-95, Stringer Struct Steel = (14*11=154 stringers) x 35 ft x 114 lbs/ft =	35.0			154.0	614460.0	LB	$1.76	$1,081,449.60
Diaphragms Struct Steel =					100297.2	LB	$1.76	$176,523.07
Connections, Bolts, Nut, Washers, Shear Studs, 15%					107213.6	LB	$2.00	$214,427.16
458 -1-24, Replace Finger joint at Pier 10	41.4			1.0	41.4	LF	$1,326.50	$54,917.10
458-1-11, Poured Joint Seal with Backer Rod at Pier 11	72.0			0.0	72.0	LF	$40.00	$2,880.00
400-7 Bridge Deck Grooving and Planning, Deck <8.5"	385.5	38.667			1656.2	SY	$9.68	$16,032.37
506-2, Replace deck drainage system PVC 6" Pipe+Scupper @ 5'-6" spacing, drainage trough at Pier 10	769.0				769.0	LF	$269.00	$206,861.00
Estimated Cost =								$3,065,786.29
102-1, MOT = $1,000/day x 175 days					175.0	ED	$1,000.00	$175,000.00
Mobilization (15%) includes Railroad Permit, debris protective canopy, etc. =								$486,117.94
30% Contingency =								$1,118,071.27
Railroad Flagger = $1000/day x175 days					175.0	ED	$1,000.00	$175,000.00
							Total Estimated Cost for NB, Span 10 =	$5,019,975.50
							Total Estimated Cost for SB, Span 10 =	$5,019,975.50

Option 5 - Precast Exodermic Deck

Pay Item	Length	Width	Thickness	Number	Est. Qty.	Unit	Unit Cost	Cost
110-3, Removal of Existing Structures/Bridges, Span 10 =	385.5	41.4		1.0	15966.1	SF	$22.37	$357,162.22
Conc Class IV, Precast Exodermic Concrete Deck Panels =	385.5	41.4	0.3	1.0	197.1	CY	$1,500.00	$295,668.98
XXX-X, Exodermic Deck = $30/SF	385.5	41.4			15966.1	SF	$30.00	$478,983.75
Conc Class IV, Concrete Superstructure, Closure Pours over beams =	385.5	0.2	0.58	7.0	9.7	CY	$1,500.00	$14,575.23
413-1-51, Methacrylate Monomer	385.5	38.7			149.1	GA	$62.80	$9,361.05
413-1-54, Clean & Seal Conc - Methacrylate	385.5	38.7			14906.1	SF	$0.76	$11,328.66
521-72-3, Concrete Traffic Railing, Bridge, 32" Jersey Barrier =	385.5			2.0	771.0	LF	$81.19	$62,597.49
460-95, Stringer Struct Steel = (14*11=154 stringers) x 35 ft x 114 lbs/ft =	35.0			154.0	614460.0	LB	$1.76	$1,081,449.60
Diaphragms Struct Steel =					100297.2	LB	$1.76	$176,523.07
Connections, Bolts, Nut, Washers, Shear Studs, 15%					107213.6	LB	$2.00	$214,427.16
458 -1-24, Replace Finger joint at Pier 10	41.4			1.0	41.4	LF	$1,326.50	$54,917.10
458-1-11, Poured Joint Seal with Backer Rod at Pier 11	72.0				72.0	LF	$40.00	$2,880.00
400-7 Bridge Deck Grooving and Planning, Deck <8.5"	385.5	38.667			1656.2	SY	$9.68	$16,032.37
506-2, Replace deck drainage system PVC 6" Pipe+Scupper @ 5'-6" spacing, drainage trough at Pier 10	769.0				769.0	LF	$269.00	$206,861.00
Estimated Cost =								$3,101,051.23
102-1, MOT = $1,000/day x 185 days					185.0	ED	$1,000.00	$185,000.00
Mobilization (15%) includes Railroad Permit, debris protective canopy, etc. =								$492,907.68
30% Contingency =								$1,133,687.67
Railroad Flagger = $1000/day x185 days					185.0	ED	$1,000.00	$185,000.00
							Total Estimated Cost for NB, Span 10 =	$5,097,646.58
							Total Estimated Cost for SB, Span 10 =	$5,097,646.58

Option 6 - Orthotropic Steel Deck

Pay Item	Length	Width	Thickness	Number	Est. Qty.	Unit	Unit Cost	Cost
110-3, Removal of Existing Structures/Bridges, Span 10 =	385.5	41.4		1.0	15966.1	SF	$22.37	$357,162.22
Orthotropic Steel Deck =	385.5	41.4		1.0	15966.1	SF	$125.00	$1,995,765.63
521-72-3, Concrete Traffic Railing, Bridge, 32" Jersey Barrier =	385.5			2.0	771.0	LF	$81.19	$62,597.49
460-95, Stringer Struct Steel = (14*11=154 stringers) x 35 ft x 114 lbs/ft =	35.0			154.0	614460.0	LB	$1.76	$1,081,449.60
Diaphragms Struct Steel =					100297.2	LB	$1.76	$176,523.07
Connections, Bolts, Nut, Washers, Shear Studs, 15%					107213.6	LB	$2.00	$214,427.16
458 -1-24, Replace Finger joint at Pier 10	41.4			1.0	41.4	LF	$1,326.50	$54,917.10
458-1-11, Poured Joint Seal with Backer Rod at Pier 11	72.0				72.0	LF	$40.00	$2,880.00
506-2, Replace deck drainage system PVC 6" Pipe+Scupper @ 5'-6" spacing, drainage trough at Pier 10	769.0				769.0	LF	$269.00	$206,861.00
Estimated Cost =								$4,270,866.81
102-1, MOT = $1,000/day x 180 days					180.0	ED	$1,000.00	$180,000.00
Mobilization (15%) includes Railroad Permit, debris protective canopy, etc. =								$667,630.02
30% Contingency =								$1,535,549.05
Railroad Flagger = $1000/day x180 days					180.0	ED	$1,000.00	$180,000.00
							Total Estimated Cost for NB, Span 10 =	$6,834,045.89
							Total Estimated Cost for SB, Span 10 =	$6,834,045.89

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Option 10 - Aluminum Deck

Pay Item	Length	Width	Thickness	Number	Est. Qty.	Unit	Unit Cost	Cost
110-3, Removal of Existing Structures/Bridges, Span 10 =	385.5	41.4		1.0	15966.1	SF	$22.37	$357,162.22
Aluminum Deck =	385.5	41.4		1.0	15966.1	SF	$175.00	$2,794,071.88
521-72-3, Concrete Traffic Railing, Bridge, 32" Jersey Barrier =	385.5			2.0	771.0	LF	$81.19	$62,597.49
460-95, Stringer Struct Steel = (14*11=154 stringers) x 35 ft x 114 lbs/ft =	35.0			154.0	614460.0	LB	$1.76	$1,081,449.60
Diaphragms Struct Steel =					100297.2	LB	$1.76	$176,523.07
Connections, Bolts, Nut, Washers, Shear Studs, 15%	0.0				107213.6	LB	$2.00	$214,427.16
458 -1-24, Replace Finger joint at Pier 10	41.4			1.0	41.4	LF	$1,326.50	$54,917.10
458-1-11, Poured Joint Seal with Backer Rod at Pier 11	72.0				72.0	LF	$40.00	$2,880.00
506-2, Replace deck drainage system PVC 6" Pipe+Scupper @ 5'-6" spacing, drainage trough at Pier 10	769.0				769.0	LF	$269.00	$206,861.00
Estimated Cost =								$5,069,173.06
102-1, MOT = $1,000/day x 180 days					180.0	ED	$1,000.00	$180,000.00
Mobilization (15%) includes Railroad Permit, debris protective canopy, etc. =								$787,375.96
30% Contingency =								$1,810,964.71
Railroad Flagger = $1000/day x180 days					180.0	ED	$1,000.00	$180,000.00
						Total Estimated Cost for NB, Span 10 =		$8,027,513.73
						Total Estimated Cost for SB, Span 10 =		$8,027,513.73

Evaluation of Deck Replacement Alternatives	Cost	Const. Time	Quality	Min. Score (Select)
Option 1 - Normal Weight CIP Concrete Deck	1.00	1.36	1.15	1.150
Option 2 - Light Weight CIP Concrete Deck	1.07	1.36	1.10	1.177
Option 3 - Precast Concrete - Prestressed Deck (full depth precast panels)	1.03	1.00	1.20	1.240
Option 4 - CIP Exodermic Deck	1.01	1.25	1.00	1.007
Option 5 - Precast Exodermic Deck	1.02	1.32	1.05	1.074
Option 6 - Orthotropic Steel Deck	1.37	1.29	1.25	1.714
Option 10 - Aluminum Deck	1.61	1.29	1.30	2.094
	Min. Cost/SIDE	Min Time		
	$4,982,710	140.0		

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Deck Replacement - Estimated Construction Schedule

pp	0	1	2	3	4	5	6	7	8	9	10	11	12		
NB															
Erect Safety Platforms	2 weeks														
Phase 1 Outside															
Demo	2D	2D	2D	2D	1.5	1.5	1.5	1.5	1.5	1.5	1.5				
Repair Floor Beams & Paint		2D	2D	2D	1.5	1	1	1	1	1	1				
Erect New Rdway Strgers & Diaph		2D	2D	2D	1.5	1	1	1	1	1	1				
Install Exo Deck		1D	1D	1D	1.5	1.5	1.5	1.5	1.5	1.5	1.5				
CIP EXO Deck		2D	2D	2D	2	2	2	2	2	2	2				
Move Platforms				2D											
Install Barrier 2 WK													14		
Total		9	9	9	9	8	7	7	7	7	7	7	14	Sum	100
Phase 2 Inside															
Demo		1D	1D	1D	1D	1D	1D	1D	1D	1D	1D	1D			
Repair Floor Beams & Paint		1D	1D	1D	1D	1D	1D	1D	1D	1D	1D	1D			
Erect New Rdway Strgers & Diaph		1D	1D	1D	1D	1D	1D	1D	1D	1D	1D	1D			
Install Exo Deck		1D	1D	1D	1D	1D	1D	1D	1D	1D	1D	1D			
CIP EXO Deck		1.5D	1.5D	1.5D	1.5D	1.5D	1.5D	1.5D	1.5D	1.5D	1.5D	1.5D			
Move Platforms				2D											
Install Barrier 2 WK													14		
Total		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	14	Sum	74.5

	Days	Weeks
Total	175	25
Average	85	25

Sb similar	13 Weeks													
	Assumptions that at any one time you will have the following													
NB														
Demo				8	10	11.5	12.5	13.5	15.5	16.5	17.5			
Repair														
Erection														
Install Eco Deck & Conc	8	10	12	14	16	18	20	22	24	26	28		say 7 weeks	
Install Barrier 2 WK												14		

	Days	Weeks
SB	Total	105	15

Total Time				
NTP	10			
Shop Dwg submittal	45			
Shop Dwg Review	22			
Procure Matl & Fab beams	50			
Start Tied Arch Span NB Outside	35			
Tied Arch Inside	30			
2 week stager	10			
Start Tied Arch SB Outside	30			
Tied Arch Insode	30			
			Days	
De mob	10	155	160	
Total	272			
Calendar Days	380.8			
Weather and Holidays (8+15)	23		Weeks	
	404		58	

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Other Approach Spans and Span 10 Repairs

Item	Description	Pay Item	Est. Qty.	Unit	Unit Cost	Cost	Recommendation
		Spall Repairs					
Northbound Deck							
Span 1	Spall, 28"x13"x1-1/4"	401-70-3, Restore Spall Area, Epoxy	0.34	CF	$1,000.00	$342.30	Repair
Span 2	Spalls in-place averaging 6"x2"	401-70-3, Restore Spall Area, Epoxy	0.03	CF	$1,000.00	$33.85	Repair
Span 4	Spall, 6" x 1-34"	401-70-3, Restore Spall Area, Epoxy	0.01	CF	$1,000.00	$9.87	Repair
Span 7 from IR Survey	9 Delams (Assume depth = 1.5")	401-70-3, Restore Spall Area, Epoxy	4.31	CF	$1,000.00	$4,312.75	Repair
Span 12	Spall, 3" Daim. x 2" deep	401-70-3, Restore Spall Area, Epoxy	0.01	CF	$1,000.00	$13.54	Repair
Span 17	Spall, 10"x4"	401-70-3, Restore Spall Area, Epoxy	0.05	CF	$1,000.00	$45.14	Repair
Southbound Deck							
Span 12 from IR Survey	11 Delams (Assume depth = 1.5")	401-70-3, Restore Spall Area, Epoxy	3.91	CF	$1,000.00	$3,906.50	Repair
Span 16	Spall, 18"x8"x1"	401-70-3, Restore Spall Area, Epoxy	0.11	CF	$1,000.00	$108.33	Repair
Span 17	Spall, 22"x9"x1"	401-70-3, Restore Spall Area, Epoxy	0.15	CF	$1,000.00	$148.96	Repair
Span 17	Spall, 5"x2"x3"	401-70-3, Restore Spall Area, Epoxy	0.02	CF	$1,000.00	$22.57	Repair
Deck Underside							
Span 5	Spall, 2-1/2'x6"x1"	401-70-3, Restore Spall Area, Epoxy	0.135	CF	$1,000.00	$135.42	Repair
Span 5	Spall, 18"x10"x1/2"	401-70-3, Restore Spall Area, Epoxy	0.068	CF	$1,000.00	$67.71	Repair
Span 5	Spall, 30"x12"x1"	401-70-3, Restore Spall Area, Epoxy	0.271	CF	$1,000.00	$270.83	Repair
Span 6	Spall, 3'x6"x1"	401-70-3, Restore Spall Area, Epoxy	0.163	CF	$1,000.00	$162.50	Repair
Span 7	Spall, 7'x10"x4"	401-70-3, Restore Spall Area, Epoxy	2.528	CF	$1,000.00	$2,527.78	Repair
Span 8	Spall, 2'x4"x6"	401-70-3, Restore Spall Area, Epoxy	0.433	CF	$1,000.00	$433.33	Repair
Span 8	Spall, 15"x6"x4"	401-70-3, Restore Spall Area, Epoxy	0.271	CF	$1,000.00	$270.83	Repair
Span 8 & 9	Spall, 17"x6"x2-1/2"	401-70-3, Restore Spall Area, Epoxy	2.302	CF	$1,000.00	$2,302.08	Repair
Span 9	Spall, 1' diamx2"deep x 2 spalls	401-70-3, Restore Spall Area, Epoxy	0.542	CF	$1,000.00	$541.67	Repair
Span 14	Spall, 30"x8"x6"	401-70-3, Restore Spall Area, Epoxy	1.083	CF	$1,000.00	$1,083.33	Repair
Span 15	Spall, 1'x1'x4"	401-70-3, Restore Spall Area, Epoxy	0.433	CF	$1,000.00	$433.33	Repair
Northbound Concrete Bridge Barrier							
Span 2, East Barrier	Spall, 9"x3"x1"	401-70-3, Restore Spall Area, Epoxy	0.0203	CF	$1,000.00	$20.31	Repair
Span 8, Median Barrier	Spall, 14"x4"x1"	401-70-3, Restore Spall Area, Epoxy	0.0421	CF	$1,000.00	$42.13	Repair
Span 13, Median Barrier	Spall, 12"x6"x1"x 2 spalls	401-70-3, Restore Spall Area, Epoxy	0.1083	CF	$1,000.00	$108.33	Repair
Span 17, East Barrier	Spall, 1'x7"x1"	401-70-3, Restore Spall Area, Epoxy	0.0632	CF	$1,000.00	$63.19	Repair
Southbound Concrete Bridge Barrier							
Span 7, Median Barrier	Spall, 18"x3"x1"	401-70-3, Restore Spall Area, Epoxy	0.0406	CF	$1,000.00	$40.63	Repair
Span 9, West Barrier	Spall, 14"x4"x1"	401-70-3, Restore Spall Area, Epoxy	0.0421	CF	$1,000.00	$42.13	Repair
Span 11, Median Barrier	Spall, 7-1/2'x1-1/2"x2"	401-70-3, Restore Spall Area, Epoxy	0.2031	CF	$1,000.00	$203.13	Repair
Span 13, Median Barrier	Spall, 3'x1-1/2"x2"	401-70-3, Restore Spall Area, Epoxy	0.0813	CF	$1,000.00	$81.25	Repair
Span 16, Median Barrier	Spall, 18"x6"x3"	401-70-3, Restore Spall Area, Epoxy	0.2438	CF	$1,000.00	$243.75	Repair
Span 16, Median Barrier	Spall, 18"x4-1/2"x1/2" x 2 spalls	401-70-3, Restore Spall Area, Epoxy	0.0609	CF	$1,000.00	$60.94	Repair

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Abutment							
Abut 1	Spall in backwall	401-70-3, Restore Spall Area, Epoxy	0.8125	CF	$1,000.00	$812.50	Repair
	Spall in Cap under BM 3	401-70-3, Restore Spall Area, Epoxy	0.0226	CF	$1,000.00	$22.57	Repair
Concrete Piles							
Pile 2-2	Spall, 2'x4"x1"	401-70-3, Restore Spall Area, Epoxy	0.0722	CF	$1,000.00	$72.22	Repair
Pile 2-15	Spall, 15"x6"x1-1/2"	401-70-3, Restore Spall Area, Epoxy	0.1016	CF	$1,000.00	$101.56	Repair
Pile 5-14	Spall, 10"x8"x2"	401-70-3, Restore Spall Area, Epoxy	0.1204	CF	$1,000.00	$120.37	Repair
Pile 6-12	Spall, 17"x5"x1-1/2"	401-70-3, Restore Spall Area, Epoxy	0.0959	CF	$1,000.00	$95.92	Repair
Concrete Pier Caps							
NA							
		Spall Repairs Total	19.3036	CF		$19,303.57	
		Methacylate Manomer- Crack Repairs					
Northbound Deck							
Spans 1-9, 11-17	Numerous cracks with some edge spalling	413-1-54, Methacrylate Monomer	404.10	GA	$62.80	$25,377.41	Repair
		413-1-54, Clean & Seal Conc - Penetr or methacr	40409.89	SF	$0.76	$30,711.52	Repair
Southbound Deck							
Spans 1-9, 11-17	Numerous cracks with some edge spalling	413-1-54, Methacrylate Monomer	404.10	GA	$62.80	$25,377.41	Repair
		413-1-54, Clean & Seal Conc - Penetr or methacr	40410	SF	$0.76	$30,711.52	Repair
Deck Underside							
Span 4	Crack 11' x 1/8"						Monitor
		Methacylate Manomer- Crack Repairs Total				$112,177.85	
		Joint Replacement					
Northbound Pourable Joint Seal - Replace Joint							
Pier 8, 13, 14, 15, 16, 17	Remove Nosing - 2 sides x 2" x 4" x 41'-5" x 6 piers	401-70-3, Restore Spall Area, Epoxy	27.6097	CF	$1,000.00	$27,609.73	Repair
Pier 8, 13, 14, 15, 16, 17	Replace nosing	458-2 Polymer Nosing for Bridge Deck Expansion	27.6097	CF	$455.00	$12,562.43	Repair
Pier 8, 13, 14, 15, 16, 17	Pourable Joint Seal w/ Backer Rod = 41'-5" x 6 piers	458-1-12 Strip Seal Poured	248.5000	LF	$62.00	$15,407.00	Repair
Southbound Pourable Joint Seal - Replace Joint							
Pier 8, 13, 14, 15, 16, 17	Remove Nosing - 2 sides x 2" x 4" x 41'-5" x 6 piers	401-70-3, Restore Spall Area, Epoxy	27.6097	CF	$1,000.00	$27,609.73	Repair
Pier 8, 13, 14, 15, 16, 17	Replace nosing	458-2 Polymer Nosing for Bridge Deck Expansion	27.6097	CF	$455.00	$12,562.43	Repair
Pier 8, 13, 14, 15, 16, 17	Pourable Joint Seal w/ Backer Rod = 41'-5" x 6 piers	458-1-12 Strip Seal Poured	248.5000	LF	$62.00	$15,407.00	Repair
Armor Open Finger Joint							
Pier 13	missing anchor studs		82.8000	LF			Monitor
		Joint Replacement Total				$111,158.32	
		Seal Concrete Slope Protection Repairs Total					
R/Concrete Slope Protection							
Abutment 1	Open joint repair, seal joints, caulking	370-1, Bridge Appr Exp Joint for Conc PVMT	50	LF			Maintenance
Abutment 18	Open joint repair, seal joints, caulking	370-1, Bridge Appr Exp Joint for Conc PVMT	20	LF			Maintenance
		Seal Concrete Slope Protection Repairs Total				$0.00	
		Corrosion Repairs-Steel Spot Cleaning and Coating					
Bearings							
Bearing 7-1 at Pier 7	anchor bolt backed off						Maintenance
Bearing 9-4 at Pier 9	main girder bolt not fully seated East keeper plate knife edged 3" x 1", 1-1/2" corrosion hole, pack rust between						Maintenance
Bearing 9-1 at Pier 10	masony plate and rocker						Paint
Bearing 9-3 at Pier 10	Replace shim plate						Paint
Bearing 10-1 and 10-3 at Pier 10	Moderate fretting corrosion along rocker pin						Paint
Bearing 10-1, 10-2, 10-3 at Pier 10	pack rust between masonry plate and rocker						Paint
Bearing 10-2 at Pier 11	nut not fully seated						Maintenance
Bearing 11-2, 11-3 at Pier 11	painted over section loss on pedestals and areas of corrosion on masonry plates						Monitor
Bearing 12-2, 13-2 at Pier 13	debris cleanout						Maintenance
Bearing 15-1, 15-2 at Pier 16	painted over 80% section loss to nut						Monitor
Bearing 15-1 at Pier 16	anchor nut not fully seated						Maintenance
Bearing 16-1, 16-2, 16-3 at Pier 16	tilted						Monitor
Bearing 16-2 and 16-3 at Pier 16	60% section loss to nut at main girder attachments						Monitor
Bearing 16-2 at Pier 17	anchor nut not fully seated						Maintenance
Bearing 17-8 at Abutment 18	west anchor bolt nut with 60% section loss						Monitor

Superstructure Steel							
Main Girders	Various locations of painted over section loss						Monitor
Main Girders 8-2, 9-2	Isolated corrosion between top flange and deck						Monitor
Stringers	Various locations of painted over section loss						Monitor
Stringers	Isolated corrosion between top flange and deck						Monitor
Floor Beam 13-2	Debris collected on bottom flange						Maintenance
Floor Beam 8-8, 9-4, 12-5, 12-6, 14-10	Top rivet head sheard off						Monitor
Access Ladders & Platform							
Arch 10-1, Vertical 6	Bent ladder at bottom 6'						Monitor
Arch 10-3, Vertical 5	top south attachment corrosion						Monitor
Arch 10-3, Vertical 5	first connection to vertical 50% section loss painted over						Monitor
Spot Cleaning							
561-2, Spot cleaning and overcoating	Main Span 10		71556	SF	$60.00	$4,293,386.52	
561-2, Spot cleaning and overcoating	Spans 1-9 and 11-17 (10% Spot Coating)		27038	SF	$60.00	$1,622,302.27	
		Corrosion Repairs-Steel Spot Cleaning and Coating Total				$5,915,688.79	
		Drainage System Repairs Total					
Drainage System							
Span 12 thru Span 16	surface corrosion throughout	Zinc Spray	500	LF	$15.00	$7,500.00	Repair
Span 8	bottom section of down spout and brackets corroded at Column 8-2	cut and splice existing pipe from Pier 9 and 10	100	LF	$35.00	$3,500.00	Repair
Pier 13	drain trough missing hardware between Girders 1 & 2	replace hardware	1	LS	$1,000.00	$1,000.00	Repair
		Drainage System Repairs Total				$12,000.00	
		Rivet Replacement					
Rivet Replacement							
Span 10 Rivets	more than 40% or more corrosion	460-81, Rivets-HS Bolts Replace	398	EA	$270.78	$107,770.44	Repair
		Span 10 Rivet Replacement Total				$107,770.44	

Summary	
Spall Repairs Total	$19,303.57
Methacylate Manomer- Crack Repairs Total	$112,177.85
Joint Replacement Total	$111,158.32
Corrosion Repairs-Steel Spot Cleaning and Coating Total	$5,915,688.79
Drainage System Repairs Total	$12,000.00
Replace Rivets in Span 10	$107,770.44
Estimated Cost =	$6,278,098.98
MOT (10%) =	$627,810
Mobilization (15%) =	$1,035,886
Contingency (30%) =	$2,382,539
Total Estimated Cost for Other Approach Spans & Span 10 =	$10,324,334

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Corrosion Repairs - Steel Spot Cleaning and Coating

	Total Span							Total		Span Total	Span Total		Repair Percent			
	Span 10 Steel Repairs	NOTE	EA	LF	AREA/LF	SF/LF	LB/LF	SF	LB	EA	SF	LB	%	SF	%	LB
Main Span	Diaphragms	18WF50	24	38.00		5.5	50	5016	45600	1.0	10907.52	100297.2	0	0	0	0
		C18x42.7	22	38.00		4.32	42.7	3611.52	35697.2							
		C12x25	20	38.00		3	25	2280	19000							
	Stringer	W27x114	1	35	27.6	7.4358	114	260.253	3990.00	154	40078.96	614460	0	0	0	0
	Bearing Plates (Stringer)	(set of 3 / stringer support)	3	1.5		6.33	32.33	6.33	48.49	308	5852	67207	0	0	0	0
	Floor Beam-Flange	PL 14"x 3/8"x 31'	2	62	1.416666667	1.416667	21.69271	1344.95	1344.95	12	78798.13	114807.7	20	15759.63	20	22961.55
	Floor Beam-Flange Angle	2-L6x6x5/8 (4 total)	4	124	13	N/A	24.2	3000.80	3000.80							
	Floor Beam-Web	66"x3/8"x 31'	2	62	5.5		84.21875	5221.56	5221.56							
	Stringer Set	(38'x35') X-Bracing														
		2-L5x5x1/2"	4	51.66	0.833	1.667	17.01389	86.1	3515.75	22	3414.95	126389.9	10	341.495	10	12638.99
		Support Plate 1	4	6	2.25	2.25	68.90625	54	1653.75							
		Suport Plate Center	0.25	6	2.75	2.75	84.21875	4.125	126.3281							
		Support Intersect	1	4	2.75	2.75	112.2917	11	449.1667							
	Bearing Plate/Shoe Assembly	Plate (8' x 3'-2"x1 1/8")	6		26		1146.6	156	6879.6	1.25	602.7217					
		Rollers (6.75'x4'x1.75')	6			47.25	750	283.5	4500		SF					
		Top Plate (2'-8"x2'-8"x1")	6		7.11	7.11	290.443	42.67733	1743		139051.6					
	Arch	Esimate Total Length	6													
		Main Beam	3	385.5	24.36	8573.52	175042.7	525128.1	525128.1	1	554553.2		0.1	55455.32		
		Arch	3	420		10		12600								
		Chords (Hangers)-Outside	2	497.08		8		7953.28								
		Chord (Hangers) - Center	1	497.08		8		3976.64					%	SF		
		Lateral Bracing	1	2447.6		2		4895.2					100	71556.44		
	Drainage	PVC 6" Pipe + Scupper @ 5'-6"	67	670												

Typical Spans			SF/LF	LF				SF		EA	SF		%	SF		
	1 thru 6 (Avg. 50')	Avg SF / LF from (Main Span)	258.637	300				77591.16			270383.7		10	27038.37		
	7 thru 9 (Avg. 76.16')			228.5				59098.6								
	11 thru 17 (Avg. 73.847)			516.58				133607.7								
	Bearing Plate/Shoe Assembly	Plate (2.5' x 1'-8")	6		3.75		612.5	22.5	3675							
		Rollers	6			8.75	750	52.5	4500							
		Top Plate (1'-4"x1'-5")	6			1.88328	76.9006	11.29968	461							

Rivet Replacement

Item	Location	Deficiency	Pay Item	Est. Qty.	Unit	Unit Cost	Cost
ARCHES							
10-1	U4	Bottom face, two rivets South side of Vertical 4 have 50% section loss with light surface corrosion.		2			
10-2	U6	Top plate with 50% non-active section loss to one rivet.		1			
TOP BRACING							
Member 5	At Member 8	Thirty rivets are 60-80% deteriorated at gusset plates. Also, most of the rivets in bottom flange have up to 80% section loss and the vertical and horizontal plates in bottom flange exhibit moderate section loss prior to painting.		30			
Member 37	At Member 39	Twenty-four rivets have up to 90% section loss with non-active corrosion.		24			
Member 20	Between TG 10-3 & Member 24	Four of five gusset plate connection rivets have up to 75% deterioration; one with moderate corrosion.		4			
Member 26	Between TG 10-3 & Member 24	60% section loss to the vertical and horizontal legs of bottom North flange angle in 46 in. long area and two rivets up to 70% deteriorated.		2			
Member 32	Between TG 10-3 & Member 36	One rivet in each area with 60% section loss.		1			
Member 32	At center connection	Upper gusset plate has six of eleven rivets with 50% section loss. Lower gusset plate has four of eleven rivets with 40% section loss.		17			
TIE GIRDERS - EXTERIORS							
10-1	South of L0	7 rivets, up to 90% section loss.		7			
10-1	At L0	2 rivets, up to 80% section loss.		2			
10-1	Between L3 & L4	4 rivets, up to 50% section loss.		4			
10-1	Inside Vertical 6	6 rivets, 60-80% section loss.		6			
10-1	Between L10 & L11	17 rivets, up to 80% section loss.		17			
10-1	North of L11	25 rivets, 60-90% section loss.		25			
10-2	Between L0 & L1	61 rivets, 60-90% section loss.		61			
10-2	Between L1 & L2	35 rivets, 70-90% section loss.		35			
10-2	Inside Vertical 3	8 rivets, up to 90% section loss.		8			
10-2	Between L4 & L5	11 rivets, up to 90% section loss.		11			
10-2	Between L5 & L6	7 rivets, up to 80% section loss and five rivets on top flange near L6.		12			
10-2	Between L6 & L7	9 rivets, up to 90% section loss.		9			
10-2	Between L8 & L9	20 rivets, 60-80% section loss.		20			
10-2	Between L9 & L10	11 rivets, up to 90% section loss.		11			
10-2	Between L10 & L11	37 rivets, 60-80% section loss. 3 ft. x 2 ft. area of 1/4 in. deep painted over pitting at L11.		37			
10-2	Between FB 10-3 & 10-4	Bottom flange near L2: two rivets with greater than 50% painted over section loss.		2			
10-3	South of L0	33 rivets, 70-90% section loss.		33			
10-3	Between L5 & L6	Painted over pitting up to 1/8 in. on top of TG 10-3 running 15 ft. South from Panel Point 6.					
10-3	At FB 10-5	Top of bottom flange: there are two rivets on the West face with 90% painted over section loss on both flanges 5 ft. South of Panel Point 4.		2			
10-3	Between FB 10-7 & 10-8	Two rivets with greater than 50% painted over section loss on bottom flange East face 5 ft. from Panel Point 6. Three rivets South of Panel Point 7 on the West side with 40% painted over section loss on bottom flange.		5			
10-3	Between FB 10-11 & 10-12	South of Panel Point 11 on top face: five rivets with up to 50% section loss.		5			
TIE GIRDERS - INTERIORS							
10-1	South of Panel Point L8	Floor has a 3 ft. area of moderate painted over pitting with up to 12 rivet heads with painted over section loss up to 40%.					
FLOOR BEAMS							
10-1	STR 10-7 & TG 10-2	Top flange has 25% painted over section loss and knife edging.					
10-1	STR 10-14	2 in. x 2 in. painted over corrosion hole in bottom of stiffener on North face of FB 10-1.					
10-1	TG 10-2 & STR 10-8	Top flange plate has painted over section loss 18 in. in 12 in. long areas with knife edging.					
10-3	South Face TG 10-1 & TG 10-3	Five rivets with over 50% section loss.		5			
10-6	TG 10-2	Bottom face of the bottom flange has a 3 in. long area of 3/8 in. painted over pitting across the entire flange on the West side.					
10-6	TG 10-3	Vertical stiffener under Stringer 10-84 has a 1 in. x 1/4 in. painted over corrosion hole at the bottom.					
10-7	TG 10-2	Bottom face of the bottom flange has a flange width x 3 in. wide area of 3/16 in. painted over pitting on the West side of TG 10-2 at edge of lower lateral bracing gusset plate.					
10-9	TG 10-1	Vertical stiffener under Stringer 10-113 has a 1/2 in. diameter painted over corrosion hole at the bottom.					
10-11	TG 10-2	Vertical stiffener under Stringer 10-134 has a 1 1/2 in. x 1 in. painted over corrosion hole at the bottom.					
			Total # of Rivets to replace =	398			

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Planning Consistency Appendix

Contents:

Planning Consistency Documentation

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Planning Consistency Documents

I-95 (SR 9) over Myrtle Avenue Ramp Bridge No. 720163 from I-10 to Beaver Street

Duval County

FM #442778-1

Type 2 CE

Updated August 25, 2022

DRAFT

Planning Consistency FM #442778-1

I-95 (SR 9) over Myrtle Avenue Ramp Bridge No. 720163 from I-10 to Beaver Street

Currently Adopted CFP-LRTP	Comments
Y	*The project is listed in the LRTP Adopted 2045 Cost Feasible Plan as I-95 (SR 9) from I-10 (SR 8) to South of US 1/SR 115/MLK (ID #830 – SIS Projects)*

Phase	TIP/STIP	Currently Approved	$	FY	Comments
PE (Final Design)	TIP	Y	6,158,687	2022	
	STIP	Y	6,075,521 83,226	2022 2023	
R/W	TIP	Y	807,642	2023	

	STIP	Y	1,678,900	2023	
Construction	TIP	Y	550,000	2025	*Railroad and Utilities funds $550,000*
	STIP	Y	550,000	2025	*Railroad and Utilities funds $550,000*

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Florida Department of

TRANSPORTATION

Web Application

Federal Aid Management Cynthia Lorenzo - Director

STIP Project Detail and Summaries Online Report

**** Repayment Phases are not included in the Totals ****

Selection Criteria	
Current STIP Financial Project: 442778 1 **As Of:** 8/25/2022	**Detail Related Items Shown**

HIGHWAYS

Item Number: 442778 1 **Project Description:** I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST *SIS*

District: 02 **County:** DUVAL **Type of Work:** BRIDGE-REPAIR/REHABILITATION **Project Length:** 1.533MI

		Fiscal Year						
Phase / Responsible Agency		**<2022**	**2022**	**2023**	**2024**	**2025**	**>2025**	**All Years**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB		6,058,687				1,310,324	**7,369,011**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	101	16,774	83,226				**100,101**
	DS-STATE PRIMARY HIGHWAYS & PTO	30	60					**90**
	Phase: PRELIMINARY ENGINEERING Totals	**131**	**6,075,521**	**83,226**			**1,310,324**	**7,469,202**
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB				1,658,900			**1,658,900**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				20,000			**20,000**
	DS-STATE PRIMARY HIGHWAYS & PTO	939						**939**
	Phase: RIGHT OF WAY Totals	**939**			**1,678,900**			**1,679,839**

RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB					550,000	2,000,000	**2,550,000**
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB		38,390					**38,390**
DESIGN BUILD / MANAGED BY FDOT								
Fund Code:	BRRP-STATE BRIDGE REPAIR & REHAB						158,444,772	**158,444,772**
	DIH-STATE IN-HOUSE PRODUCT SUPPORT						2,679,540	**2,679,540**
	Phase: DESIGN BUILD Totals						**161,124,312**	**161,124,312**
	Item: 442778 1 Totals	**1,070**	**6,113,911**	**83,226**	**1,678,900**	**550,000**	**164,434,636**	**172,861,743**

Item Number: 442778 3 **Project Description:** I-95(SR9) OVER 5TH ST BRIDGE #720173 *SIS*

District: 02 **County:** DUVAL **Type of Work:** BRIDGE-REPAIR/REHABILITATION **Project Length:** 0.031MI

		Fiscal Year						
Phase / Responsible Agency		**<2022**	**2022**	**2023**	**2024**	**2025**	**>2025**	**All Years**
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT			25,000				**25,000**
	RBRP-REIMBURSABLE BRP FUNDS			150,000				**150,000**
	Phase: CONSTRUCTION Totals			**175,000**				**175,000**
MISCELLANEOUS / MANAGED BY FDOT								
Fund Code:	RBRP-REIMBURSABLE BRP FUNDS			2,050,000				**2,050,000**
	Item: 442778 3 Totals			**2,225,000**				**2,225,000**
	Project Totals	**1,070**	**6,113,911**	**2,308,226**	**1,678,900**	**550,000**	**164,434,636**	**175,086,743**
	Grand Total	**1,070**	**6,113,911**	**2,308,226**	**1,678,900**	**550,000**	**164,434,636**	**175,086,743**

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Federal Aid Management
Cynthia Lorenzo: Cynthia.Lorenzo@dot.state.fl.us Or call 850-414-4448

Reload STIP Selection Page

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Florida Department of Transportation

Consistent, Predictable, Repeatable

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
I-95 (SR9) AT NASSAU RIVER BRIDGES NO. 720218 & NO720336 - 4392011							***SIS***
BRIDGE-REPAIR/REHABILITATION							**Length: .118**
			Responsible Agency: FDOT				
CST	DIH	100,878	0	0	0	0	**100,878**
CST	BRRP	7,736,693	0	0	0	0	**7,736,693**
	Total	**7,837,571**	**0**	**0**	**0**	**0**	**7,837,571**
	Prior Cost < 2021/22	*1,115,111*	*Future Cost > 2025/26*	*0*		*Total Project Cost*	*8,952,682*
I-95 (SR9) MYRTLE AVENUE/I-95/I-10 RAMP BRIDGE NO. 720163 - 4427781							***SIS***
BRIDGE-REPAIR/REHABILITATION							**Length: .270**
			Responsible Agency: FDOT				
PE	DIH	100,000	0	0	0	0	**100,000**
PE	BRRP	6,058,687	0	0	0	978,220	**7,036,907**
ROW	DIH	0	20,000	0	0	0	**20,000**
ROW	BRRP	0	787,642	0	0	0	**787,642**
RRU	BRRP	0	0	0	550,000	2,000,000	**2,550,000**
DSB	DIH	0	0	0	0	1,633,164	**1,633,164**
DSB	BRRP	0	0	0	0	138,818,943	**138,818,943**
	Total	**6,158,687**	**807,642**	**0**	**550,000**	**143,430,327**	**150,946,656**
	Prior Cost < 2021/22	*30*	*Future Cost > 2025/26*	*0*		*Total Project Cost*	*150,946,686*

Table 9.2: Adopted 2045 Cost Feasible Plan – SIS Projects (State and Federally Funded Projects) Continued

Facility	County	ID	From	To	Improvement	TIP Years 2019-2025	Years 2026-2030	Years 2031-2035	Years 2036-2045	Phases Funded
I-295 (SR 9A)	Duval	821	I-95 (SR 9)	SR 113 (Southside Connector)	Add Lanes and Reconstruct			$126,781		PE
I-295 (SR 9A)	Duval	822	North of Collins Road Interchange	North of Commonwealth Lane	Add Lanes and Reconstruct			$20,719	$486,269	PD&E, PE, ROW, CST
I-295 (SR 9A)	Duval	823	North of New Kings Road	South of I-95 (SR 9) Interchange	Add Lanes and Reconstruct			$20,323	$382,345	PE, ROW, CST
I-95 (SR 9)	Duval	824	at SR 202 (J. Turner Butler Boulevard)		Modify Interchange	$17				ROW
I-95 (SR 9)	Duval	825	at SR 152 (Baymeadows Road)		Add Turn Lane	$1,239				PE, CST
I-95 (SR 9)	Duval	826	at US 1/MLK/20th Street		Modify Interchange	$32,881				PE, ROW, CST
I-95 (SR 9)	Duval	827	Duval County Line	I-295 (SR 9A)	Add Lanes and Reconstruct	$138,218				PE, ENV, ROW, CST
I-95 (SR 9)	Duval	828	SR 202 (J. Turner Butler Boulevard)	Atlantic Boulevard	Add Lanes and Reconstruct	$346,886				PD&E, PE, ROW, CST
I-95 (SR 9)	Duval	829	South of the Duval/St. Johns County Line	SR 202 (J. Turner Butler Boulevard)	Add Lanes and Reconstruct			$682,431		ROW, CST
I-95 (SR 9)	Duval	830	I-10 (SR 8)	South of US 1/SR 115/MLK	Add Lanes and Reconstruct		$187,238	$214,230		PE, ROW, CST
I-95 (SR 9)	Duval	831	I-295 (SR 9A)	SR 202 (J. Turner Butler Boulevard)	Add Lanes and Reconstruct	$20,004				PD&E, PE, ROW, CST
I-95 (SR 9)	St Johns	832	International Golf Parkway	Duval County Line	Add Lanes and Reconstruct	$457,600				PE, ROW, CST
I-95 (SR 9)	St Johns	833	at SR 16		Modify Interchange			$12,212		PE, CST
SR 200 (US 301)	Nassau	834	at Crawford Road (Crawford Diamond Industrial Park)		Modify Interchange/Flyover	$604				PD&E, PE, ROW
SR 200 (A1A)	Nassau	835	US17	CR 107	Add Lanes and Reconstruct	$16				PE
SR 202 (J. Turner Butler Boulevard)	Duval	836	I-95 (SR 9)	SR 200 (A1A)	Planning Study	$770				PD&E
US 17	Duval	837	Collins Road	NAS Birmingham Gate	Add Lanes and Reconstruct			$42,427		PE, ROW, CST
					Totals	**$2,718,192**	**$659,452**	**$1,254,578**	**$1,697,769**	

PD&E = Project, Development and Environmental

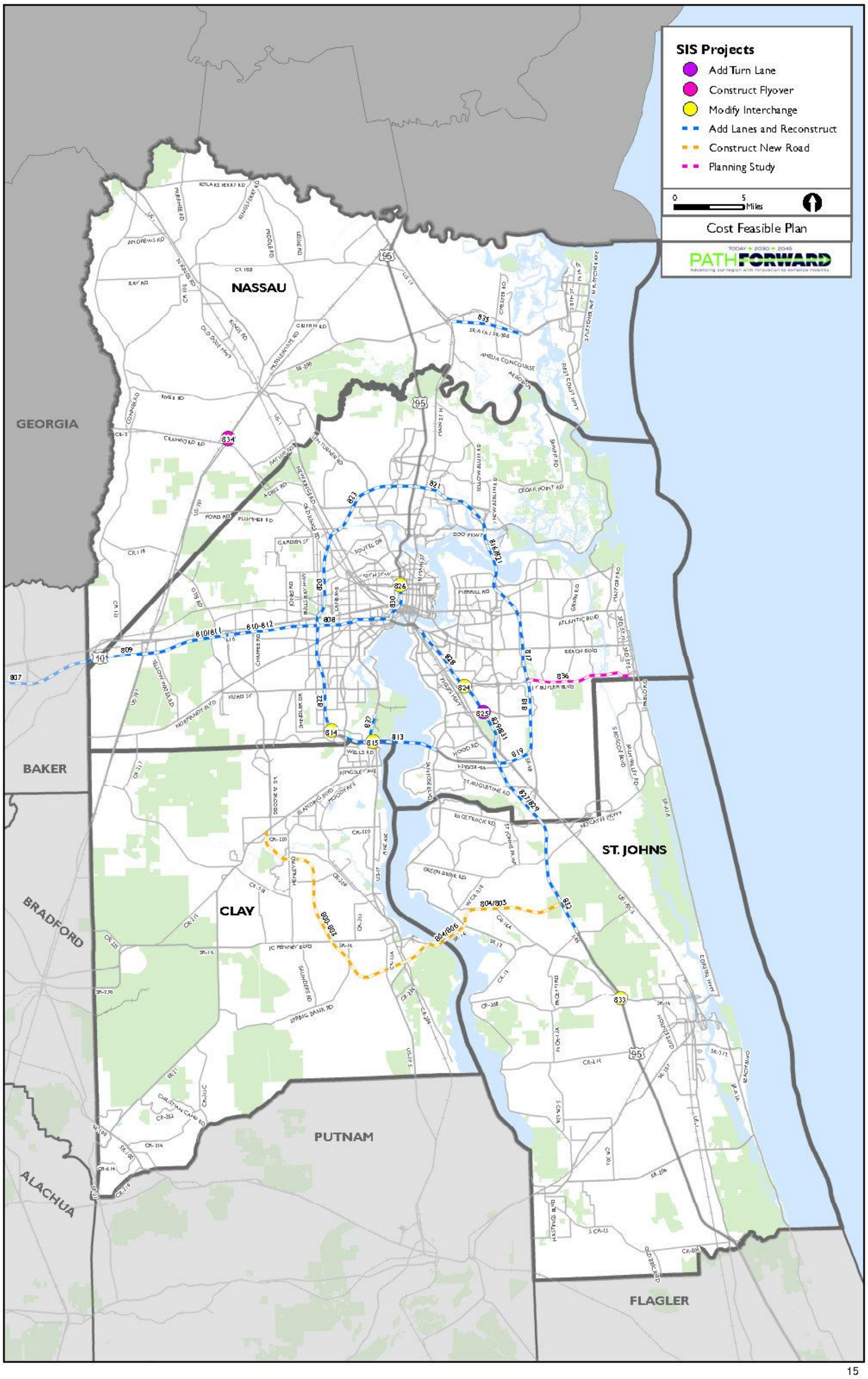
PE= Project Engineering

ROW = Right of Way

ENV = Environmental Mitigation

CST = Construction

Figure 9.2: 2045 Adopted Cost Feasible Plan - Strategic Intermodal System (SIS) Projects



15

Social and Economic Appendix

Contents:

Sociocultural Effects Evaluation Technical Memorandum
Community Services and Focal Points Map
Existing Land Use Map

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SOCIOCULTURAL EFFECTS EVALUATION TECHNICAL MEMORANDUM

I-95 Widening

from I-10 to North of US 90/SR 10 (Beaver Street)
Duval County, Florida

Financial Management (FM) Number: 442778-1-22-01
Federal Aid Project ID Number: TBD
ETDM Number: 14387

Prepared For:

Florida Department of Transportation
District Two

Prepared By:

Parsons Transportation Group Inc.

1300 Riverplace Blvd. Suite 200 | Jacksonville, Florida

904-596-1400

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

September 2022

DRAFT

Table of Contents

1.0 INTRODUCTION 1
1.1 Project Summary 1
1.2 Project Purpose and Need 1
1.3 Conceptual Alternatives 4
2.0 COMMUNITY CHARACTERISTICS SUMMARY AND MAP 6
2.1 SCE Evaluation Study Area 7
2.1.1 Community Focal Points 8
2.1.2 Historic Places and Cemeteries 10
3.0 POTENTIAL EFFECTS 10
3.1 Social 10
3.1.1 Demographics 10
3.1.2 Community Cohesion 12
3.1.3 Neighborhoods/Districts 12
3.1.4 Safety 14
3.1.5 Community Goals/Quality of Life 14
3.1.6 Special Community Designations 16
3.2 Economic 16
3.2.1 Business and Employment 16
3.2.2 Tax Base 16
3.2.3 Traffic Patterns 17
3.2.4 Business Access 17
3.2.5 Special Needs Patrons 17
3.3 Land Use Changes 17
3.3.1 Land Use - Urban Form 17
3.3.2 Planning Consistency 18
3.3.3 Growth Trends and Issues 18
3.4 Mobility 19
3.4.1 Mobility Choices 19
3.4.2 Accessibility 20
3.4.3 Connectivity 21
3.4.4 Traffic Circulation 22
3.4.5 Public Parking 22

DRAFT

3.5 Aesthetic Effects ... 22
3.5.1 Noise / Vibration ... 22
3.5.2 Viewshed ... 23
3.5.3 Compatibility ... 24
3.6 Relocation Potential ... 24
4.0 RECOMMENDATIONS AND COMMITMENTS ... 25
4.1 Recommendations for Resolving Issues ... 25
4.2 Sociocultural Commitments ... 25
5.0 ENVIRONMENTAL JUSTICE, CIVIL RIGHTS, AND RELATED ISSUES ... 25
5.1 Protected Populations in Study Area ... 25
5.2 Coordination and Participation ... 25
5.3 Summary of Project Effects ... 26
5.4 Mitigation and Enhancement Actions ... 27
5.5 Findings Regarding Disproportionate Adverse Effects ... 27

LIST OF FIGURES

Figure 1 – ETDM 14387 Study Limits ... 2
Figure 2 – Project Limits ... 3
Figure 3 – Proposed I-95 Typical Section at the Myrtle Avenue Bridge ... 4
Figure 4 – Access Changes ... 5
Figure 5 – SCE Evaluation Area and Community Facilities ... 7
Figure 6 – Emerald Trail System and LaVilla Link ... 9
Figure 7 – Area Neighborhood/Districts ... 13
Figure 8 – Land Use ... 18
Figure 9 –Emerald Trail Master Plan ... 20
Figure 10 – Existing Aesthetic Features ... 23

LIST OF TABLES

Table 1 – Sociocultural Characteristics ... 11
Table 2 – Industrial Facilities ... 21
Table 3 – Existing Permitted Outdoor Advertising Signs ... 24
Table 4 – Sociocultural Effects Summary ... 26

DRAFT

LIST OF APPENDICES

Appendix A – Concept Plans

Appendix B – Data Sources

Appendix C – ETDM EST Sociocultural Data Report

Appendix D – Public Involvement Summary

DRAFT

ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	American's with Disabilities Act
AN	Advance Notification
AOI	area of interest
APE	area of potential effect
BEBR	Florida Bureau of Economic and Business Research
CD	collector-distributor
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CPAC	Citizen Planning Advisory Committee
CRAS	Cultural Resources Assessment Survey
EJ	Environmental Justice
EST	Environmental Screening Tool
ETDM	Efficient Transportation Decision Making
FDEP	Florida Department of Environmental Protection
FDEO	Florida Department of Economic Opportunity
FDOT	Florida Department of Transportation
FEC	Florida East Coast
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FPID	FDOT financial project identification number
GIS	geographic information system
HUD	Housing and Urban Development
I-10	Interstate 10
I-95	Interstate 95
ITS	intelligent transportation systems
JTA	Jacksonville Transportation Authority
LEP	Limited English Proficiency
LRTP	Long-Range Transportation Plan
MLK	Dr. Martin Luther King, Jr.
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NWJEDF	Northwest Jacksonville Economic Development Fund
PD&E	Project Development & Environment
PIP	Public Involvement Plan
SCE	sociocultural effects
SDR	sociocultural data report
SIMR	Systems Interchange Modification Report
SIS	Strategic Intermodal System
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TRIPS	Targeted Roadway Improvements for Pedestrian Safety
USC	United States (U.S.) Code
USDOT	U.S. Department of Transportation
USHHS	U.S. Department of Health and Human Services

LAND USE CATEGORY ACRONYMS

BP	Business Park
CBD	Central Business District
CGC	Community/General Commercial
CSV	Conservation
HDR	High-Density Residential (Res.)
HI	Heavy Industrial
LDR	Low-Density Residential
LI	Light Industrial
MDR	Medium-Density Residential
MU	Municipal
NC	Neighborhood Commercial
PBF	Public Building Facility
RC	Regional Commercial
ROS	Recreational Open Space
RPI	Res.-Professional-Institutional
RR	Rural Residential

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1.0 INTRODUCTION

The purpose of this memo is to identify the potential effects of a transportation action on a community, including social, economic, land use changes, mobility, aesthetic effects, relocation potential, and potential issues associated with Environmental Justice (EJ), Civil Rights, and other nondiscrimination laws. The sociocultural effects (SCE) evaluation includes special consideration for minority, low-income, and other potentially underrepresented populations. No residential or business relocations are anticipated as a result of the project, which is being processed as a Type 2 Categorical Exclusion by the Florida Department of Transportation (FDOT).

1.1 Project Summary

In 2019, the I-95 widening with limits from I-10 to S.R. 115/U.S. 1 (Martin Luther King, Jr. (MLK) Boulevard, Financial Project Identification (FPID) Number 442414-1, located in the City of Jacksonville, Duval County, Florida, was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) under ETDM number 14387, the Department issued an Advance Notification (AN) and Application for Federal Assistance, and a PD&E study was initiated for that project. In early 2021, the Department initiated two projects to widen I-95 from I-10 to U.S. 90 (Beaver Street) (FM 442778-1) and from north of Beaver Street to the MLK interchange (FM 442778-2), see **Figure 1.**

This SCE has been conducted for the proposed FM 442778-1 project, which involves an approximate 1.44-mile-long segment of I-95 from I-10 to north of U.S. 90/S.R. 10 (Beaver Street), as shown in **Figure 2**. This project corridor is located in a highly urbanized area near downtown Jacksonville in Duval County, Florida.

1.2 Project Purpose and Need

The purpose of this project is to increase capacity on I-95 from I-10 to Beaver St. (SR 10/US 90), to improve mobility at this location, and to take advantage of recent adjacent interstate widenings such as the Overland Bridge project and the I-10/I-95 improvements. In addition, this project will address structural deficiencies and functional obsolescence of Myrtle Avenue Overpass (Bridge No. 720163).

The need for this project stems from the need to replace the Myrtle Avenue Overpass bridge deck. This bridge is considered a critical need and has a low sufficiency rating and declining Health Index. Severe peak hour congestion exists within the corridor, which this project is intended to address. Recent improvements to the interstate segments adjacent to this project have resulted in the widening of these areas, however, this segment of I-95 creates a bottleneck which is most substantial during the peak hour. This project will allow this segment of I-95 to reap the benefits of these recent interstate widenings. Additionally, this project is also needed to improve safety along the I-95 corridor as this segment consistently has a higher crash rate than the statewide average for similar facilities.

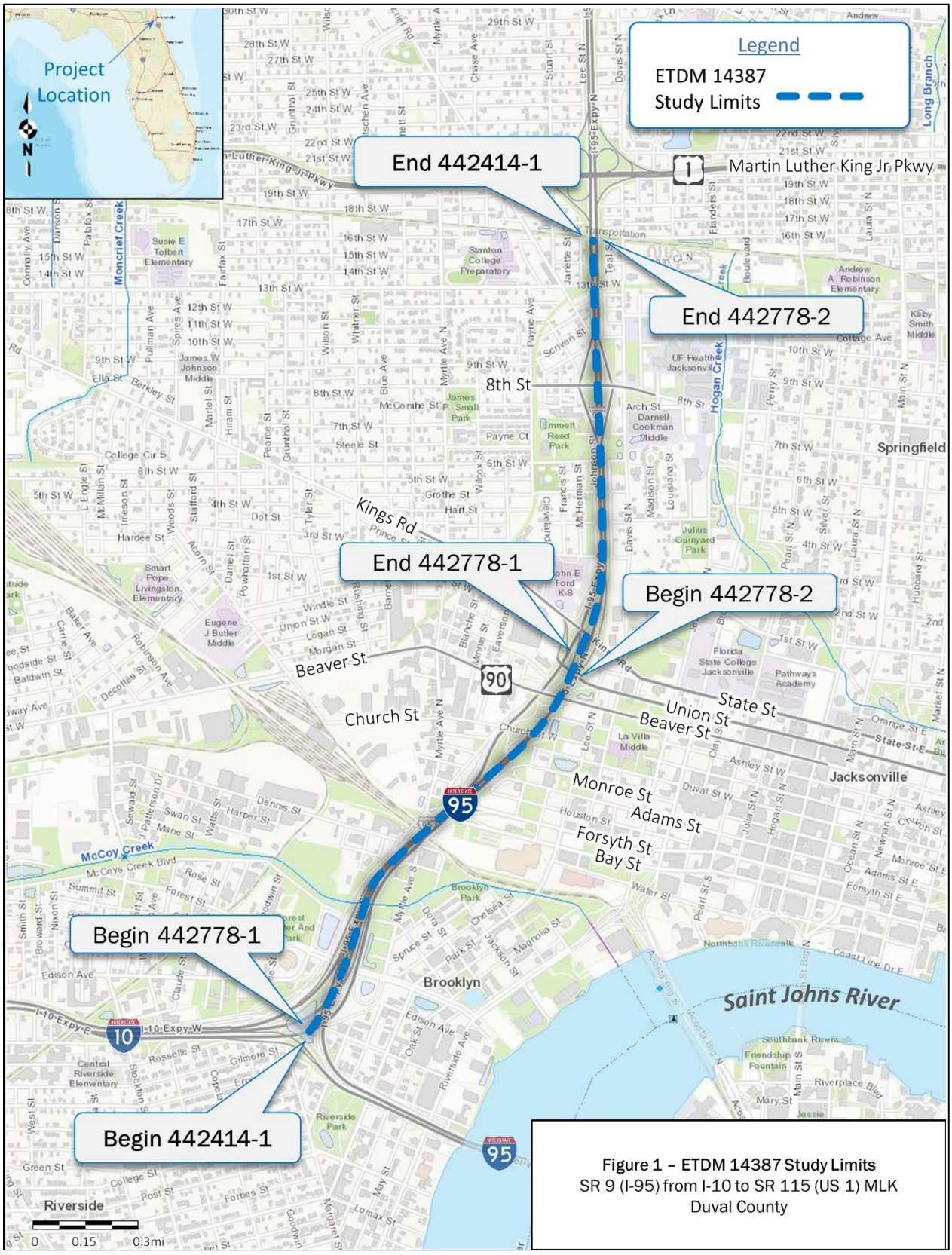


Figure 1 – ETDM 14387 Study Limits
SR 9 (I-95) from I-10 to SR 115 (US 1) MLK
Duval County

Florida Department of Transportation
I-95 Widening from I-10 to North of U.S. 90 (Beaver Street)
FM 44778-1-22-01

SCE TECHNICAL MEMORANDUM



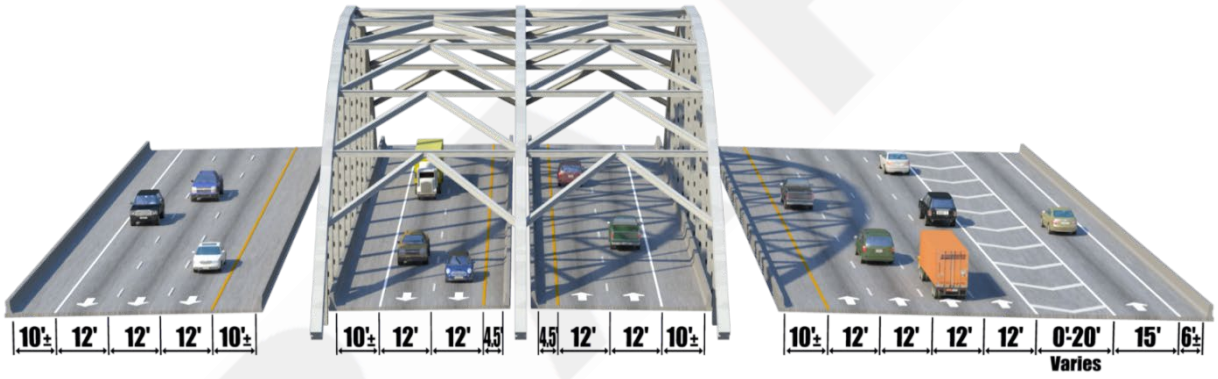
Figure 2 - Project Limits
FM 442778-1-22-01, SR 9 (I-95) Widening
SR 8 (I-10) to North of SR 10/US 90 (Beaver St)
Duval County

1.3 Conceptual Alternatives

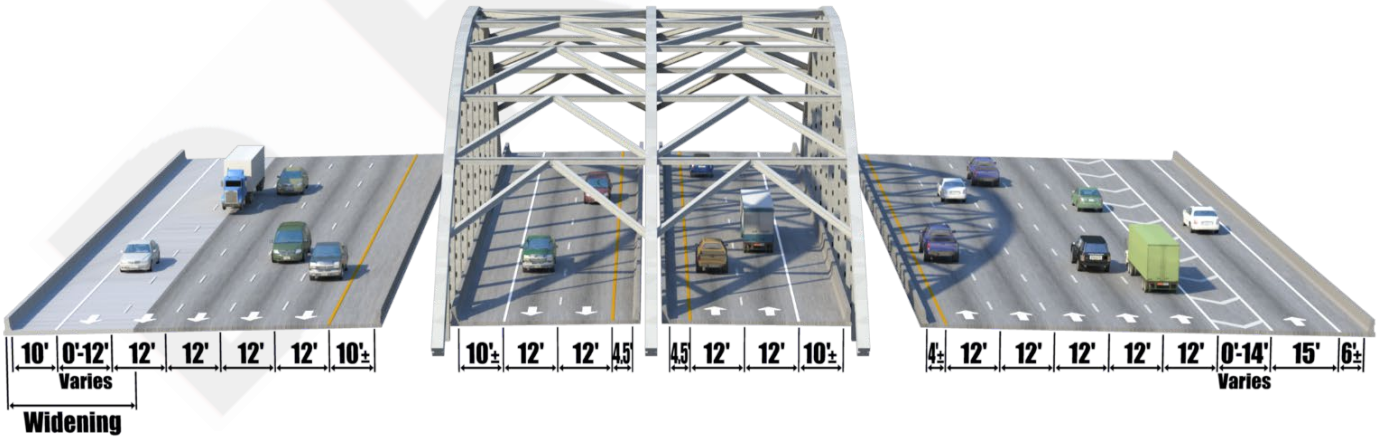
Preliminary Concept Plans for the Build Alternative (proposed project) are provided in **Appendix A**.

The proposed project includes widening of I-95 to provide one to two additional lanes in each direction (predominantly within the median) along with intersection and interchange/access modifications to improve safety along the I-95 corridor.

In addition to widening I-95, the proposed project would involve rehabilitation of the historic Myrtle Avenue Bridge (Bridge No. 720163) by replacing the bridge deck and rehabilitating the overhead span and supporting structure. Built in 1955, the Myrtle Avenue Bridge is a steel arch bridge that carries I-95 over Myrtle Avenue and the CSX Railroad. Based on recent inspections, the existing bridge is in need of rehabilitation. The proposed structural improvements will retain the original features of the steel arch truss. **Figure 3** below illustrates the existing and proposed typical sections at the Myrtle Avenue Bridge.



Existing Typical Section



Proposed Typical Section

Figure 3 – Proposed I-95 Typical Section at the Myrtle Avenue Bridge

The proposed widening of I-95 will facilitate maintenance of traffic during the proposed re-decking the I-95 Myrtle Avenue Bridge (Bridge No. 720163), as well as providing additional travel lanes along I-95, consistent with adjacent interstate widenings to the south of the project.

As part of the proposed alternative under evaluation, various I-95 bridges within the project limits will require widening or replacement. These bridges are located over McCoy's Creek, the CSX Railroad, Myrtle Avenue, Adams Street, Church Street, Beaver Street, and Union Street.

In addition to widening I-95 and rehabilitating the Myrtle Avenue Bridge, the PD&E Study proposes several access management changes to improve safety and the flow of traffic along I-95. Access management serves to promote safe and efficient movement of people and goods by reducing conflicts. These changes affect local street access points to and from I-95 as illustrated in the figure below and include:

1. The addition of a new I-95 southbound entrance ramp from Church Street westbound.
2. Relocating the Church Street Exit from I-95 southbound to the Union Street Exit.
3. Improving access to I-95 to and from Beaver Street in all directions by adding a proposed roundabout. This improvement also eliminates the left-hand entrance ramp from Beaver to I-95 southbound as a safety enhancement. This new roundabout will improve the Beaver Street access to I-95 southbound and I-95 northbound.

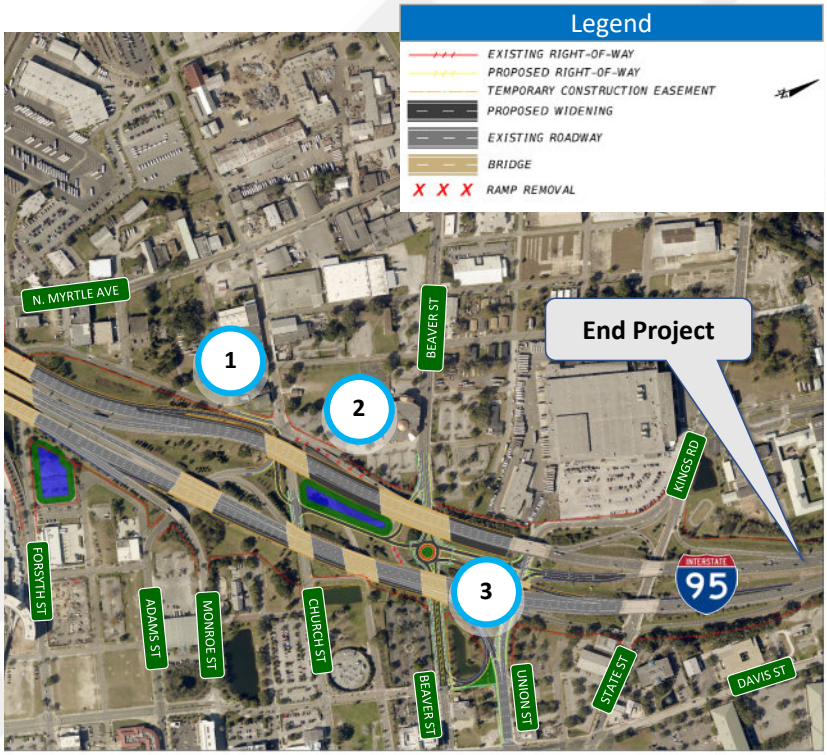


Figure 4 – Access Changes

New and modified ponds are proposed within the existing right of way to accommodate stormwater management. Landscaping and aesthetic enhancement concepts are also being developed for this corridor.

2.0 COMMUNITY CHARACTERISTICS SUMMARY AND MAP

Community characteristics were identified for this SCE evaluation in accordance with the FDOT PD&E Manual Part 2 Chapter 4, Sociocultural Effects Evaluation, updated in 2020. The SCE evaluation process is used to identify and address the effects of a transportation improvement on a community and its quality of life. A quarter-mile buffer of the project study area was used for this evaluation, as illustrated in following Figure 5. The steps used in this SCE evaluation process were:

Step 1: Review Project Information. This step involves reviewing the ETDM programming screen and preliminary environmental discussion, and using geographic information system (GIS) data, maps, studies, and other data sources to collect contextual demographic and community information. **Appendix B** provides a listing of data sources used for the SCE evaluation.

Step 2: Define the Study Area. The SCE evaluation study area, or area of interest (AOI), for the I-95 from I-10 to north of Beaver Street project was generally defined as a one-quarter (0.25)-mile buffer for the project. As this project is within downtown Jacksonville's Urban Core, there are primarily businesses, and institutional governmental buildings on both sides of the corridor in the vicinity of the existing right-of-way.

Step 3: Prepare Community Information. This effort includes collecting and assessing community considerations associated with the following factors:

Social | The potential effects of the project on community groups and resources, and the potential to enhance or disrupt community cohesion.

Economic | The potential effects of the project on economic activity, employment, and property values.

Land Use Changes | The potential effects of the project on land uses and community features, such as parks, historic landmarks/districts, farmlands, and the compatibility of the project with the community's land use vision.

Mobility | The potential effects of the project on access and mobility.

Aesthetic Effects | The potential noise and visual effects of the project.

Relocation Potential | The number of potential residential, business, and community facility relocations.

Environmental Justice and the Civil Rights Act | The effects of the project on minority, low-income, and other potentially underrepresented populations.

Step 4: Evaluate Sociocultural Effects. This step involves identifying community resources and their level of importance to stakeholders, performing community outreach and assessing potential direct, indirect, and cumulative effects. During this step, the SCE also documents the degree of project effects and identifies effects on minority and low-income populations.

Step 5: Identify Solutions to Project Impacts. Recommendations made during previous phases are reviewed and collaboration with stockholders and outreach to affected communities are used to develop solutions to avoid, minimize, or mitigate potential project impacts or enhancements to the project.

Step 6: Document the Results. In this step, disproportionately high and adverse effects are documented in the SCE. The SCE will be updated following the PD&E study public hearing and in subsequent project phases, as needed.

2.1 SCE Evaluation Study Area

A quarter-mile buffer of the project study area was used for this evaluation, as illustrated in **Figure 5**.



Figure 5 – SCE Evaluation Area and Community Facilities

2.1.1 Community Focal Points

Community focal points are public or private locations, organizations, or facilities that are important to local residents and the community as a whole. Examples include schools, religious institutions, community centers, parks, cemeteries, government facilities, and healthcare/social service facilities. Community facilities within one-quarter mile of the project corridor are illustrated in **Figure 5**, summarized below, and listed in detail in the ETDM EST SDR (see **Appendix C**).

Community and Fraternal Centers | There are three Community/Fraternal Centers within the SCE study limits: Masonic Lodge Ionic 101, the National Council of Negro Women Inc., and the Jacksonville Urban League.

Cultural Centers | One cultural center, the Ritz Theatre and Museum (pictured right), was identified in the ETDM EST SDR. In addition, the Prime F. Osborne Convention Center is located just east of the study corridor.



Fire Departments and Rescue Station Facilities | There are no fire rescue stations within one-quarter mile of the project. The Florida State Fire Marshall's administrative office is located at 921 Davis Street and the Century Ambulance Service, identified in the ETDM EST SDR, is a safety supply store located on the south end of the project area.

Government Buildings | A U.S. Post Office is located immediately west of the project at 1100 Kings Road. Buses traveling to/from the Jacksonville Transportation Authority (JTA) Operations Campus, located at 100 Myrtle Avenue, often travel on I-95 and local streets within the study corridor as well.

Florida Parks and Recreation Facilities | There are eight (8) Florida parks and recreational facilities within one-quarter mile of the project corridor, including the Florida C. Dwight Park (pictured right).



In addition, the City of Jacksonville's Emerald Trail is comprised of several proposed improvement projects that are aimed at connecting urban core neighborhoods, reliving flooding, creating neighborhood-friendly spaces, improving recreational opportunity, and protecting the environment. Within the project limits, I-95 spans two sections of the Emerald Trail System. These include McCoy's Creek Phase 1 and the LaVilla Link.

McCoy's Creek Phase 1: The City of Jacksonville has committed $105.4 million to remedy McCoy's Creek flooding, create neighborhood-friendly spaces, improve recreational opportunity, and protect the environment. While keeping citizens safe from flooded roads and polluted flood waters is the highest priority, the City's plan also includes returning McCoy's Creek to the beautiful neighborhood amenity it once was. The City is working with nonprofit partner Groundwork Jacksonville on a McCoy's Creek restoration plan that is intended to clean the water, create more natural habitat for birds, fish and wildlife, and provide parks, trails and access for creek recreation.

LaVilla Link: This is the first phase of the Emerald Trail, which is approximately 1.3 miles and connects Brooklyn to LaVilla and the S-Line Rail Link. The project consists of a 14-foot-wide concrete pedestrian/bicycle trail. It features several signature points of interest like the Park Street Bridge and the Lee Street Pond. Additionally, the Trail will honor the LaVilla neighborhood through wayfinding, storyboards, and public art installations while connecting to the historic landmarks, Lift Ev'ry Voice and Sing Park and Florida C. Dwight Memorial Playground (Park).

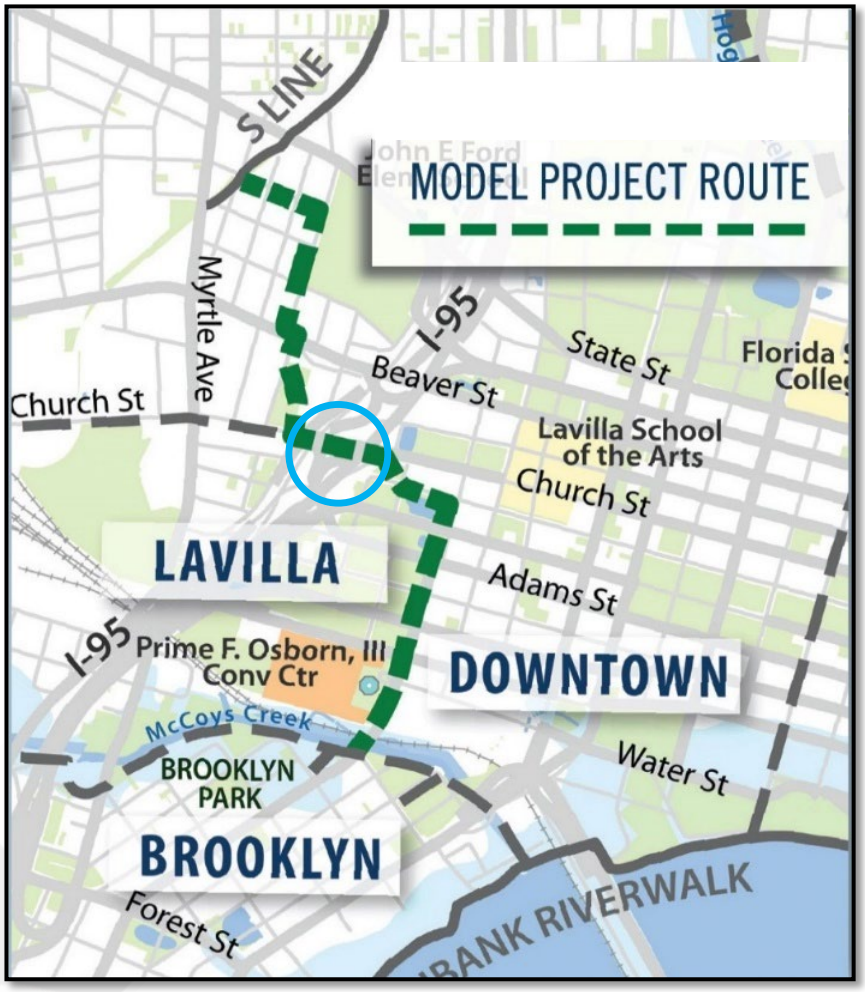


Figure 6 – Emerald Trail System and LaVilla Link

Construction began in September 2021 and is expected to be complete fall 2022. The estimated construction cost is $8.9 million. **Figure 6** shows the limits of the LaVilla Link, which crosses the project area along Church Street.

The study team is working closely with Groundwork Jacksonville to identify access and landscaping opportunities associated with the LaVilla Link and McCoy's Creek projects.

Religious Institutions | There are 16 places of worship within one-quarter mile of the project corridor. The Shiloh Metropolitan Baptist Church (pictured right) is within 300 feet of the study corridor. Area religious institutions and their congregations have been included in the PD&E Study public outreach process and have been afforded the opportunity to participate.



Public Schools | Public schools within one-quarter mile of the project corridor include the Jacksonville Classical Academy, a K-12 Charter School located at 2043 Forest Street and the John E. Ford Pre-K-8 public school, which is located just north of the project limits at 1137 Cleveland Street. Representatives from area private schools, including the LaVilla Arts Academy, were also included in the public outreach process.

2.1.2 Historic Places and Cemeteries

A cultural resources assessment (CRAS) was conducted for this project in October 2020 to determine potential impacts to historic and archaeological resources. The study complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended. The study also complies with the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (Protection of Historic Properties). Within the area of potential effect (APE) evaluated for the CRAS, one previously recorded archaeological site and four previously recorded historic resources were identified:

- The Riverside Historic District
- The Myrtle Avenue Bridge
- The Myrtle Avenue Subway Bridge
- The Florida East Coast (FEC) Railway

In addition, unrecorded historic resources within the APE that were not evaluated for the NRHP but were evaluated by the study team included 15 structures. Five of the structures are classified as "no style" structures, including an unrecorded historic cemetery. There were 11 unrecorded historic bridges, all of which fit the definition of common bridges.

Given the results of the CRAS, it was determined that the proposed project would have either no adverse effect or no effect on historic/archaeological resources which are listed or eligible for listing in the National Register of Historic Places (NRHP).

3.0 POTENTIAL EFFECTS

3.1 Social

The Civil Rights Act of 1964, the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice) requires Federal agencies to take the appropriate steps to identify and address any disproportionately high and adverse human health or environmental effects of Federal programs, policies, and activities on minority and low-income populations. Where there is potential for disproportionately high and adverse effects on minority and low-income populations, proactive measures to involve the affected community in the decisions related to alternative selection, impact analysis, and mitigation will be implemented.

3.1.1 Demographics

This project is located entirely within the City of Jacksonville's downtown urban core. Less than 5% of land uses within the study limits are classified as residential, with the predominant land uses adjacent to the corridor and within one-quarter mile of the property being Central Business District (CBD), Light Industrial (LI), Heavy Industrial (HI), and Public/Semi-Public uses (refer to Section 3.3 below). Nonetheless, demographic characteristics of the surrounding communities is a consideration for this SCE as the project will ultimately enhance access by improving safety and operations of the Interstate, ramps, and side streets within and through this heavily-traveled area of Jacksonville's downtown.

The FDOT ETDM EST SDR for the project corridor was analyzed to determine social and economic characteristics, age, disability, and English Language Proficiency of stakeholders within one quarter-

mile of the project. The ETDM EST SDR is provided in **Appendix C**, and the table below provides a summary of the AOI sociocultural characteristics.

Table 1 – Sociocultural Characteristics

Sociocultural Characteristic	Percent of Population (ACS 2016-2020)	
	¼ - mile AOI	Duval County
Race/Ethnicity | Minority Percentage Population	50%	48%
Age | 65 and over	15%	13%
Disability | Population 20 to 64 years with a disability	16%	11%
Income | Below Poverty Level	24%	13%
Educational Attainment | High School Graduate or Higher	84%	90%
English Language Proficiency | Speaks English "less than very well"	1%	6%
Occupied Housing Units with No Vehicle	25%	7%

Race and Ethnicity | In summary, the data indicates that residents within a quarter-mile buffer of the project are at 50% minority, which is roughly equal to Duval County's minority population percentage. The minority population within a quarter-mile buffer is primarily Black or African-American (41%). About 6% of the population is of Hispanic or Latino ethnicity (of any race).

Age and Persons with Disabilities | The analysis indicates that roughly 15% of the population in the study area are age 65 and older, with the median age of 39 years, which is slightly higher than Duval County's median age of 36 years. Approximately 16% of the population aged 20 to 64 years has a disability, with 0% of the population under the age of 20 recorded as having a disability.

Income/Poverty Status | While the median income markedly rose for households within the study area between 2000 and 2010 to roughly $21,900, the U.S. Census Bureau American Community Survey (ACS) for 2016-2020 reflects a significant decrease in income to-date ($15,000). The percent of population within one-quarter mile of the project living below the poverty level has increased from 23% to 24% since 2010, which is 11% higher than Duval County's average.

Education Attainment | The study area population has a high degree of educational attainment, with roughly 84% high school graduates, while 35% have received a Bachelor's degree or higher education.

English Language Proficiency | Approximately 1% of the population within a quarter mile of the project has limited English proficiency (LEP), or "Speaks English less than very well", based on the ETDM SDR. Based on the North Florida TPO's *Limited English Proficiency Plan*, roughly 5% of the total population in Duval County "Speaks English less than very well".

Occupied Housing with No Vehicle | About 25% of the households within a quarter mile buffer of the project do not have access to a vehicle, compared to just 7% of households county-wide. This much higher percentage of households that do not have access to a vehicle may be due to reliance on mass

transit for those residents living near the project or within Jacksonville's downtown urban core, many of which are also living below the poverty level.

3.1.2 Community Cohesion

A community is made up of residents, businesses, and institutions within a defined geographic area. Data was collected regarding community cohesion for this project, which included identification of physical barriers, traffic patterns, social travel patterns, connectivity to transit and community features and facilities

3.1.3 Neighborhoods/Districts

The project limits are bordered by four Neighborhoods/Districts defined by the City of Jacksonville, as shown in **Figure 7** and described below:

Brooklyn | Brooklyn connects the Central Core (Downtown) to the historic Riverside neighborhood (located south of I-10) and 5 Points shopping and entertainment district. The Brooklyn District is home to major corporate headquarters such as Haskell, Black Knight Financial, FIS, TIAA Bank, and Florida Blue, to name a few. The district has a mix of uses, including riverfront office, multi-family housing developments, condominiums, restaurants, retail, and light industrial. The community enjoys river access, and with various major projects currently underway, the Brooklyn district is well-positioned for continued growth and success.

LaVilla | East of the Central Core, LaVilla is home to a rich historic heritage. As Jacksonville's oldest suburb, LaVilla was known as the Harlem of the South and the epicenter of African American culture and commerce in Northeast Florida, as well as Jacksonville's railroad hub. LaVilla's vibrant music and entertainment scene attracted many nationally renowned artists who came to play at the local clubs on and off Ashley Street. In 1929, the Ritz Theatre opened, becoming an important stop on the Chitlin' Circuit and LaVilla's primary performance venue. Following a decline in population and quality of life in the 20th Century, the River City Renaissance (RCR) Plan aimed to revitalize the area in the 1990's, making room for future development through the acquisition and clearing of many acres. Development stalled for nearly thirty years, but recently, redevelopment has returned in the form of new workforce housing and transportation projects. The 2019 LaVilla Neighborhood Development Strategy calls for a LaVilla Heritage Trail for pedestrians and bicycles and complete streets improvements to Water Street to connect the historic district to the riverfront.

Mixon Town | Mixon Town (sometimes referred to a Rail Yard District) was developed in the early 20th century for mostly commercial and industrial use. By the 21st century, the neighborhood showed considerable signs of urban decay. The neighborhood has seen a resurgence in development in recent years. Businesses in the area include longstanding and growing large companies. It's also the home of the Jacksonville Farmers Market, Florida's largest and oldest public market (established in 1938), and Eco-Relics, the largest architectural salvage company within five states.

New Town | New Town was developed in the early 20th century for African American workers in the railroads and industrial areas to the east, south, and west. By the 21st century, the neighborhood showed considerable signs of urban decay, with residents plagued by crime, failing

schools, health problems, and endemic poverty. In 2008, the City of Jacksonville and other parties established the New Town Success Zone, modeled after New York City's Harlem Children's Zone. This provides comprehensive social and educational programs and services to children in the neighborhood. New Town is home to Edward Waters College, Florida's oldest historically black college.

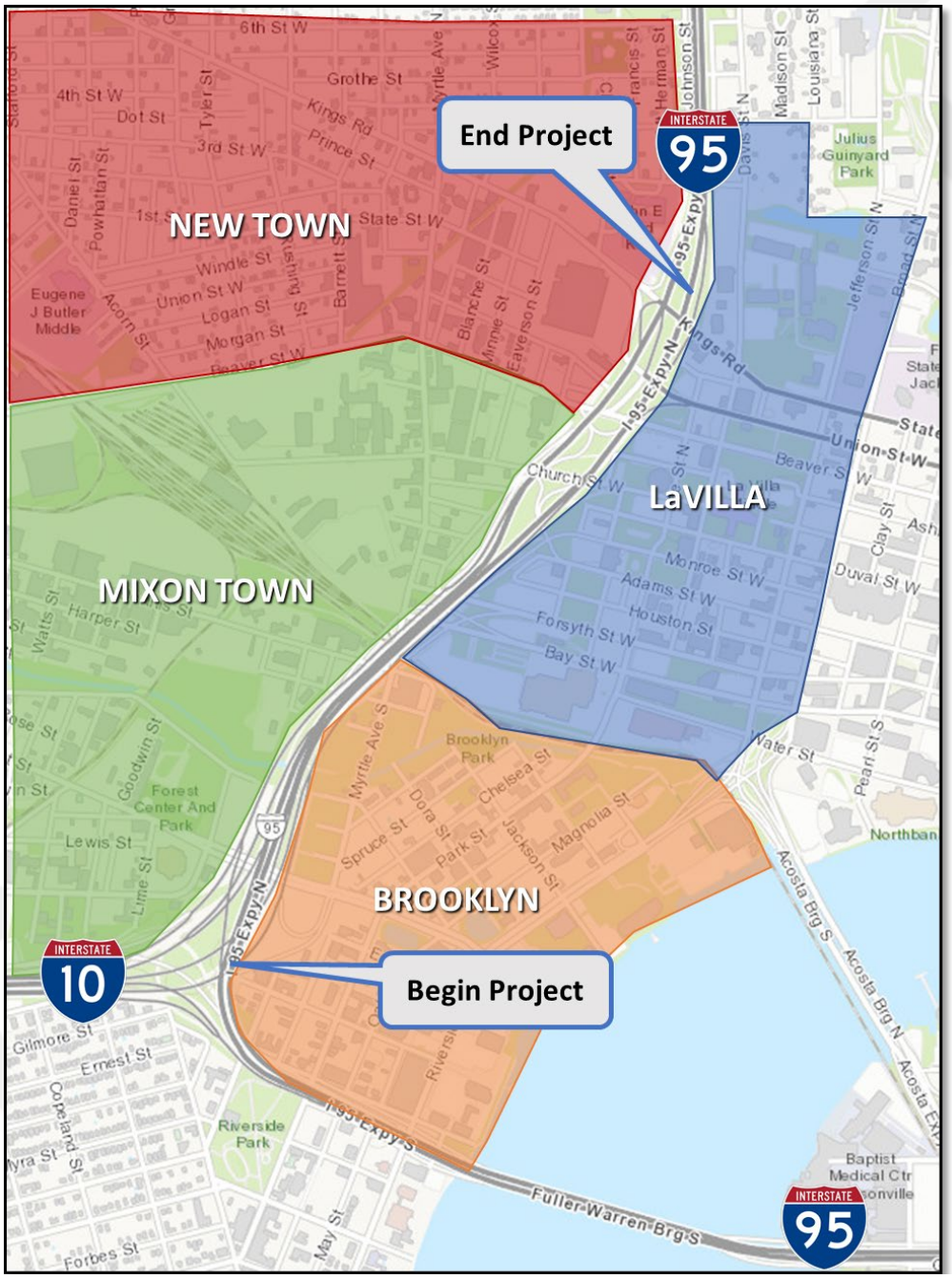


Figure 7 – Area Neighborhood/Districts

It is anticipated that the proposed project will have a positive impact on community cohesiveness. The project does not add any new physical barriers that would bisect the neighborhoods/districts. The proposed project will enhance connectivity to community focal points, described in the following sections, by improving the I-95 ramp terminal access and side streets. Existing pedestrian and bicycle facilities on side streets will be reconstructed or improved to accommodate the proposed roadway features. In addition, the access improvements will join to the existing facilities to maintain the continuous connection. In addition, the proposed project will not alter the existing routes or transit facilities within the corridor.

3.1.4 Safety

A Systems Interchange Modification Report (SIMR) was prepared for this project following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. A predictive safety analysis was performed in the study area. The predictive safety analysis was performed per the guidelines in the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual and the FDOT Interchange Access Request User Guide Safety Analysis Guidance.

This segment of I-95 currently experiences severe peak hour congestion. Recent improvements to the interstate segments adjacent to this project have resulted in the widening of these areas however, this segment of I-95 creates a bottleneck which is most substantial during the peak hour.

Crash data over the five-year span (2013-2017) indicated approximately 1,232 crashes occurred along the I-95 project corridor, of which eight were fatal and 330 crashes involved injuries. Rear-end crashes are the most predominant crash type within the study area and indicate stop-and-go conditions reflective of congestion. A detailed Predictive Safety Analysis was conducted for this project to evaluate the No-Build Alternative and the Build Alternative (proposed project). The proposed project will reduce crashes by approximately 10.4 crashes/year compared to the No-Build Alternative.

In conclusion, the proposed project showed significant operational improvements over the No-Build in Opening Year 2025 and the Design Year 2045. Based on the safety and traffic operations benefits of the proposed project, it is considered the preferred alternative.

This project will address congested areas and allow this segment of I-95 to reap the benefits of these recent interstate widenings. As noted above, this project is needed to improve safety along the I-95 corridor as this segment consistently has a higher crash rate than the statewide average for similar facilities.

3.1.5 Community Goals/Quality of Life

The City of Jacksonville, in its 2045 Long-Range Transportation Plan (LRTP) identified the following goals and objectives that have direct relevance to this project:

GOAL 1: INVEST IN PROJECTS THAT ENHANCE ECONOMIC COMPETITIVENESS

Investing in projects that enhance economic competitiveness focusing on improving the following: travel time reliability (the most important factor for freight operators), enhance access to jobs, and maximizing return on investment.

OBJECTIVE 1.1: Improve travel reliability on major freight routes (including I-95 and I-10)

OBJECTIVE 1.2: Enhance access to jobs, services, and retail for all

GOAL 2: INVEST IN LIVABLE AND SUSTAINABLE COMMUNITIES

The North Florida TPO adopted the following definition of a sustainable transportation system endorsed by the Transportation Research Board Sustainable Transportation Indicators Subcommittee:

Allows the basic access and development needs of individuals, companies, and society to be met safely and in a manner consistent with human and ecosystem health and promotes equity within and between successive generations.

Is affordable, operates fairly and efficiently, offers a choice of transportation modes, and supports a competitive economy, as well as balanced regional development.

Limits air, water, noise emissions, waste and resource use. Limits emissions and waste within the planet's ability to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes, while minimizing the impact on the use of land and the generation of noise.

OBJECTIVE 2.1: Enhance transit accessibility

OBJECTIVE 2.4: Reduce the cost of congestion per capita

OBJECTIVE 2.5: Reduce the impacts of investments on the natural environment by applying ETDM to all projects in the LRTP

OBJECTIVE 2.8: Support regional evacuation needs

GOAL 3: ENCOURAGE SAFE AND SECURE TRAVEL

OBJECTIVE 3.1: Reduce crashes for all modes

OBJECTIVE 3.2: Reduce fatal crashes for all modes

OBJECTIVE 3.3: Promote the implementation of safety and security improvements in the

design or retrofit of all transportation systems

OBJECTIVE 3.4: Enhance security for all modes through the appropriate use of authorized access, surveillance systems and Intelligent Transportation Systems (ITS)

GOAL 4: ENHANCE MOBILITY AND ACCESSIBILITY

OBJECTIVE 4.2: Optimize the quality of travel (average travel speed, vehicle delay, and commute times, in addition to Interstate Level of Travel Time Reliability.

OBJECTIVE 4.4: Optimize the utilization of the system, which focuses on reducing the percent of the system that experiences heavy congestion and the duration of that congestion.

The project, by increasing capacity, addressing deficiencies of the Myrtle Avenue Bridge, and providing access changes that will improve operations on the I-95 ramps and side streets, will support these community goals and objectives.

3.1.6 Special Community Designations

The project is within the Jacksonville (EZ-1601) Enterprise Zone and the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone. Introduced in 1993, the Empowerment Zone (EZ), Enterprise Community (EC), and Renewal Community (RC) initiatives sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. Empowerment Zone (EZ) Initiatives are to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities.

In addition, the City of Jacksonville/Duval County has identified economically distressed areas throughout the City, which are determined from an analysis of the percent of the labor force not employed and the median household income within each census tract in Duval County. The majority of the project is within the economically distressed area, and the entire project is within the boundaries of the Northwest Jacksonville Economic Development Fund (NWJEDF). The NWJEDF is a public fund accessible by existing and prospective businesses in the Northwest Jacksonville area for the purpose of creating access to jobs for Northwest area residents and supporting economic development and redevelopment.

The PD&E Study Public Involvement Plan (PIP) has been tailored to facilitate communication with these typically underserved populations within the project limits. Furthermore, the study team is committed to coordinating with the City of Jacksonville's Office of Economic Development and Office of Neighborhoods to ensure that residents and businesses throughout the study corridor are engaged.

3.2 Economic

3.2.1 Business and Employment

As described in Section 3.1.5, the project is within the Jacksonville (EZ-1601) Enterprise Zone and the Jacksonville HUD Empowerment Zone. Additionally, the City of Jacksonville established the Downtown Investment Authority (DIA), established to attract investment, facilitate job creation and increase housing, with economic development Core Values for Downtown Jacksonville that include attracting, expanding, and retaining businesses and public infrastructure.

The Prime F. Osborn III Convention Center is a 265,000-square-foot convention center located near the project area in downtown Jacksonville by Water Street. The Convention Center is within close proximity to the City of Jacksonville's Central Business District, and is the venue for a variety of events, including business, artistic, and social gatherings.

3.2.2 Tax Base

According to the most recent Census data, there are around 725,000 people employed in the City of Jacksonville. The mission of Jacksonville's Office of Economic Development is to enhance the quality of life for all of Jacksonville by developing and executing policies that strengthen the economy, broaden the tax base, and create opportunities for advancement of the workforce and local small business enterprises.

Right of way acquisition for this project is minimal, with no relocations required and will therefore have no negative effects on the Tax Base. The proposed project has the potential to generate jobs due proposed roadway capacity, access and safety improvements that support the expansion of existing businesses and new businesses as contemplated by the City's 2030 Comprehensive Plan.

3.2.3 Traffic Patterns

The Florida Department of Economic Opportunity (FDEO) commented that the project is within an area designated in the City's 2030 Comprehensive Plan as Urban Priority Development Area, with the intent to encourage revitalization, redevelopment and infill development at high intensities and densities.

The University of Florida's Bureau of Economic and Business Research (BEBR) projects 2045 estimated population to be 1,192,500 (medium projection). This represents an increase of approximately 210,420 (21.4%) residents from 2020 to 2045. As the population increases, traffic volumes and congestion are projected to increase as well.

With the No-Build Alternative, the Myrtle Bridge deck could not be replaced without significantly impacting existing traffic patterns, while the proposed project would widen I-95 and/or CD roads by one lane in each direction with auxiliary lane(s) in each direction. The additional lanes would facilitate the Myrtle Avenue Bridge deck replacement without the need to reduce the number of travel lanes along I-95 during construction.

Additional long-term enhancements to improve ingress/egress locations along I-95 would eliminate left entrances and left exits on I-95 which would improve safety and traffic flow.

3.2.4 Business Access

The proposed project will likely result in temporary impacts to business access and travel pattern disruptions due to construction detours. Public involvement opportunities from the local and surrounding communities will be encouraged.

3.2.5 Special Needs Patrons

There are no concentrations of special needs populations within the study area. Improvements to side streets will conform with Americans with Disabilities Act criteria and will include, but not be limited to maximum cross-slopes of sidewalks, sidewalk widths, and curb ramps with detectable warnings.

3.3 Land Use Changes

3.3.1 Land Use - Urban Form

Existing land uses are illustrated in **Figure 8**. The predominant land uses adjacent to the corridor are Central Business District (CBD), Light Industrial (LI), and Public Building Facilities (PBF). Land use changes are not anticipated as part of this project.

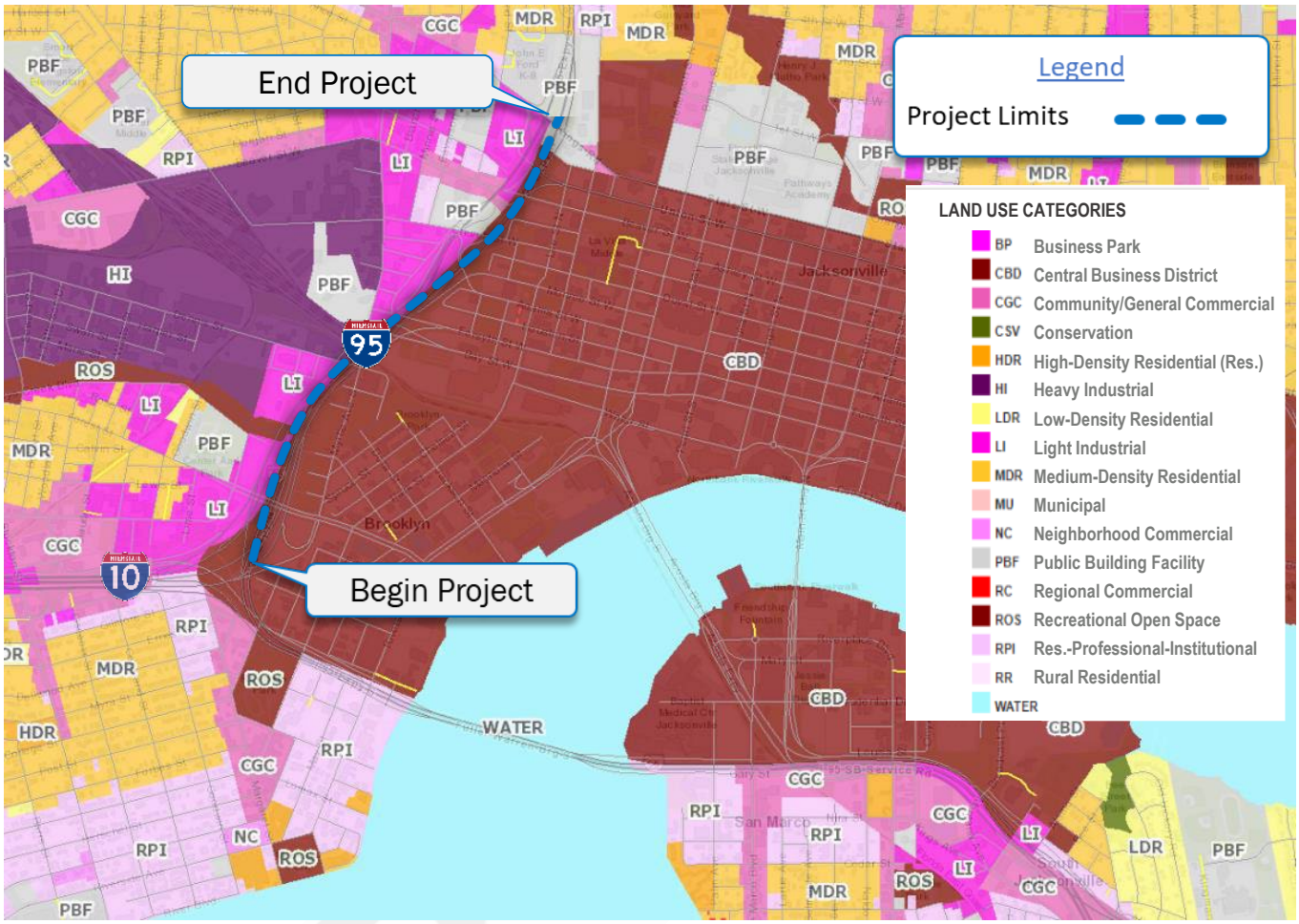


Figure 8 – Land Use

3.3.2 Planning Consistency

Funding for this project is listed as a State Bridge Repair & Rehabilitation (SBRR) project in the North Florida TPO Transportation Improvement Program (TIP) FY 2022/23-2026/27 adopted on June 9 2022. Funding for the PD&E study, preliminary engineering, right of way, and design-build procurement is also listed in the Florida Department of Transportation's (FDOT) State Improvement Program (STIP) in fiscal years 2023, 2024, 2025, and 2026, respectively.

3.3.3 Growth Trends and Issues

During the ETDM programming screen review, the FDEO noted that the proposed project is compatible with City of Jacksonville's development goals and consistent with its comprehensive plan. This project runs through the City's downtown area and the corridor contains high density and intensity land uses consistent with the City's community development goal, which is to "strengthen downtown Jacksonville as the regional center of finance, government, retail, and cultural activities for Northeast Florida; through efficient coordination between transportation and land use efforts."

Congestion is expected to get worse in the future as the state of Florida and Jacksonville area continue to grow. The BEBR data reports a Duval County 2020 population of 982,080. The BEBR data also projects Duval County's 2045 estimated population to be 1,192,500 (medium projection). This represents an increase of approximately 210,420 (21.4%) residents from 2020 to 2045. Additionally, employment is expected to increase by 43% from 2015 to 2045, based on the North Florida TPO's 2045 LRTP. This increase in population and employment will result in higher traffic volumes on I-95. Based on travel demand modeling documented in the project SIMR, without any additional improvements, I-95 will begin to operate below FDOT target LOS D, which will be counter to the City of Jacksonville's Community Goals and Objectives described in Section 3.1.

3.4 Mobility

I-95 is a major interstate that runs north-south through the city of Jacksonville as well as the entire East Coast and is a vital regional mobility and freight corridor. The project study area also includes the eastern terminus of I-10 at the interchange of I-95 and I-10. I-10 is a major east-west interstate traversing the entire United States. The proposed improvements will enhance multimodal modes in several different ways. The mobility of the corridor will be enhanced through reduced congestion.

I-95 is part of the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) and is designated as a SIS Corridor. The SIS is Florida's high priority network of transportation facilities important to the state's economy and mobility. This SIS is the state's highest priority for transportation capacity investments and was enacted to focus the state's limited transportation resources on facilities most significant for interregional, interstate, and international travel.

I-95 is considered a designated evacuation route by the Federal Emergency Management Agency (FEMA), Florida Division of Emergency Management and the City of Jacksonville Emergency Preparedness Office.

As previously described as the purpose and need, recent improvements to I-95 and I-10 adjacent to this project have included roadway widening, and this segment of I-95 creates a bottleneck that is most substantial during the peak hour. This project is intended to address severe peak hour congestion along this segment of I-95 project, which will improve automobile and transit mobility as well as goods movement throughout the area.

Additionally, the State Transportation Element Policy 1.5.1 encourages the efficient use on the SIS and other State Highway Systems within the Central Business District; and to market the City as a desirable and attractive place to live and work.

3.4.1 Mobility Choices

The project area is serviced by Jacksonville Transportation Authority (JTA). There are numerous JTA routes that cross I-95, but only one route, Route 201, travels along this portion of I-95 between I-10 and Bay/Forsyth Streets. The JTA public bus system also covers multiple destinations in the city. There are eight (8) bus routes which utilize the project area: 1 – North Main, 3 – Moncrief, 4 – Kings, 11 - Phillip Randolph, 12 –Myrtle/Lem Turner, 21 – Boulevard, 22 – Avenue B, and First Coast Flyer Green. There are also two private intercity bus stations adjacent to the project: A Greyhound Bus Terminal at 1111 W Forsyth Street, and a Megabus Station at 115 Johnson Street.

The project will result in enhanced mobility choices. As described in Section 3.1.1, the percentage of households without access to a vehicle is nearly 25%, which indicates that there is likely a heavy reliance on transit or alternate modes of transportation for area residents. Improvements to I-95 as a result of the proposed project would reduce congestion and have a corresponding positive effect on bus service travel times. Furthermore, the proposed roundabout on Beaver Street features an apron to accommodate turning movements for large vehicles, such as buses.

As shown in **Figure 9 –Emerald Trail Master Plan**, the Emerald Trail System is proposed to cross the project at McCoy's Creek and Church Street. The proposed project will be designed to accommodate the future Emerald Trail multiuse path that will run along the McCoy's Creek by providing sufficient space under the I-95 bridge at McCoy's Creek.



Figure 9 –Emerald Trail Master Plan

For the LaVilla Link, which crosses the project area along Church Street, proposed improvements to side streets at this location and throughout the project will feature American's with Disabilities Act (ADA)-compliant sidewalks and crosswalks to improve safety and facilitate connectivity of these local roads to the trail network as well as bus stops.

3.4.2 Accessibility

In accordance with the FDOT PD&E Manual, data regarding emergency services, location of police, fire, and healthcare facilities were collected. The study area is partially located within a hurricane

evacuation zone (Zone C) and I-95 is considered a designated evacuation route by the Florida Division of Emergency Management and the City of Jacksonville Emergency Preparedness Office. I-95 is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network such as I-10, SR 9B, and I-295.

While there are no hospitals nor fire stations within one-quarter mile of the project corridor, the Interstate and local roads provide access to and from these emergency service providers.

Based on travel time and intersection/interchange performance evaluations, documented in the I-95 SIMR, the proposed project would reduce travel times, congestion, and delay compared to a no-build scenario; thereby improving accessibility for emergency evacuation and improved emergency service response times.

3.4.3 Connectivity

In addition to serving emergency evacuation, I-10 and I-95 serve as vital corridors for commuter and freight traffic.

I-95 crosses over CSX railroad tracks at Myrtle Avenue and just south of 17th Street. The rail line will not be impacted by the proposed project. Additionally, there are a number of industrial businesses near the project area, particularly adjacent to the CSX Rail Yard and the I-95 at I-10 systems interchange that rely on the project corridor for freight and goods movement. The following table lists industrial facilities near the project area.

Table 2 – Industrial Facilities

Name	Industry Type	Address
Rock-Tenn	Manufacturer (200 employees)	1580 W Beaver Street
Baker Distributing Company	Industrial Supplier (130 employees)	2121 Edison Avenue
TTX Sales	Industrial Supplier (95 employees)	1450 Church Street
Winsupply	Regional Distribution (85 employees)	2365 Dennis Street
Cain & Bultman	Industrial Supplier (65 employees)	2128 Dennis Street

Sources:
(1) ETDM SDR Report for AOI (2) U.S. Census American Community Survey (ACS) 5-year Estimates 2013-2017

Consistent with the City of Jacksonville's goal to invest in projects that enhance economic competitiveness, the proposed project would enhance connectivity by improving both safety and travel time reliability (the most important factor for freight operators) and enhance access to jobs.

Adjacent Projects

Adjacent transportation improvement projects/activities include:

- 442414-1: I-95 Corridor Study & SIMR – Planning (in progress)
- 433036-1: I-95 at I-10 Interchange – Under Construction through 2022

- 433899-1: I-95 at MLK Interchange – FY 2023 Let
- City of Jacksonville Emerald Trail – In Design
- City of Jacksonville Church Street multi-use path crossing
- Emerald Trail, McCoy's Creek and LaVilla multi-use path crossing
- Landscaping plans for I-95 and I-10
- Jacksonville Transportation Authority Mobility Corridor Improvement Projects (e.g., 8th Street Complete Streets Project)
- City of Jacksonville Targeted Roadway Improvements for Pedestrian Safety (TRIPS) and Bicycle Network Improvement projects

Combined with the adjacent project improvements, the proposed project will improve connectivity, mobility, throughput, travel speeds, and travel time for I-95, an important SIS facility, as well as the surrounding transportation network.

3.4.4 Traffic Circulation

The proposed project will result in access changes, as detailed in Section 1.3, that include addition of a new I-95 southbound entrance ramp from Church Street westbound; relocating the Church Street Exit from I-95 southbound to the Union Street Exit; improving access to I-95 to and from Beaver Street in all directions by adding a proposed roundabout. The improvements, which are proposed as safety enhancements, are expected to improve traffic circulation and reduce congestion on I-95 and local streets.

3.4.5 Public Parking

There are no public parking lots within a one-quarter mile buffer of the project. While there are public parking spaces associated with the government buildings and public recreational and transit facilities, the proposed project is not anticipated to have any impact public parking.

3.5 Aesthetic Effects

3.5.1 Noise / Vibration

The traffic noise study was conducted for this project in accordance with Title 23, Code of Federal Regulations (CFR), § 7721, Part II, Chapter 18 of the FDOT Project Development and Environment Manual, and Chapter 335, Section 335.17, Florida Statutes, This assessment also adheres to the FHWA traffic noise analysis guidelines in FHWA-HEP-10-025 4. The FHWA Traffic Noise Model - version 2.5 was used to predict traffic noise levels for this project following guidelines outlined in the FDOT Traffic Noise Modeling and Analysis Practitioners Handbook 5. The analysis evaluated noise levels for the 2019 Existing Condition and the 2045 No-Build and Build Alternatives.

For this project, a total of 101 noise sensitive sites were evaluated for project-related noise impacts. Based on the noise analyses performed to date, no feasible and reasonable solutions are available to mitigate the noise impacts on the noise sensitive sites identified during the study. However, the existing residential land uses within the limits of this project are considered noise and vibration sensitive. If new noise sensitive land uses develop adjacent to the roadway prior to construction,

additional impacts could result. Applying the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most potential construction noise and vibration impacts. However, should un-anticipated noise or vibration issues arise during the construction process, the Project Engineer, in concert with the FDOT District Two Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

As previously mentioned, a CRAS was conducted for this project and the potential impacts on historic resources were evaluated. The potential effects of vibration on historic structures was also evaluated. Given the results of the CRAS, the proposed project will have no adverse effect to identified historic resources listed or eligible for listing in the National Register of Historic Places. No further work is recommended.

3.5.2 Viewshed

The I-95 project corridor is a typical Interstate highway with minimal aesthetic features inside the existing right of way. Throughout the study corridor, the existing aesthetic features include street lighting and landscaping along I-95 cross streets. Examples are shown in **Figure 10**.

The historic Myrtle Avenue Bridge's existing signature steel arch structure will not be altered by the proposed improvements.



Decorative Street Lighting and Landscaping at I-95 and Forest Avenue



Decorative Street Lighting and Landscaping at I-95 and Forsyth Street

Figure 10 – Existing Aesthetic Features

Continued public coordination will assist the study team with identifying context sensitive design solutions that could lessen the visual impact of the project and the temporary impacts of construction. While temporary visual and environmental impacts will occur during construction, significant long-term impacts to views and vistas are not anticipated. The proposed project involves improvements to an existing limited access facility that generally fits with the character of other major infrastructure elements found in major metropolitan areas.

There is one existing FDOT-permitted outdoor advertising sign within the study area, listed in **Table 3** below. The sign is located just outside of the right of way and will not likely be impacted by the improvements.

Table 3 – Existing Permitted Outdoor Advertising Signs

Permittee	Location		Description			Permit Tag #
	I-95 MP	Left/Right	Height	Facing	Direction	
Outfront Media LLC	3.753	Right	30 ft	Back-to-Back	North	BM736



3.5.3 Compatibility

The proposed I-95 improvements are similar in design and aesthetics as the existing condition. While the historic Myrtle Avenue Bridge deck will be replaced to address structural deficiencies, the historic and iconic steel arch structure will not be altered. Side street improvements and accommodation of the Emerald Trail will ensure multimodal connectivity. In addition, opportunities for landscaping within the project study area are being explored.

3.6 Relocation Potential

No residential, non-residential, nor public facility relocations are anticipated as a result of the proposed project.

Right of way requirements have been carefully evaluated during this PD&E study. The No-Build Alternative does not require right of way. The proposed project concept presented at the project's hybrid public kickoff meeting, held on August 2 and 4, 2022 (see **Appendix D** Public Involvement Summary) includes one small (1-foot-wide) potential right of way take from a parcel located at Dennis and Ives Streets to accommodate the widening.

4.0 RECOMMENDATIONS AND COMMITMENTS

4.1 Recommendations for Resolving Issues

Based on the ongoing analysis, potential issues associated with social, economic, land use, mobility and aesthetic effects of the proposed project will result in either enhancement or minimal effects. It will be important for the FDOT to continue coordination with project stakeholders to ensure compatibility with community goals, local improvement projects, and the proactive involvement of underserved / disadvantaged populations.

4.2 Sociocultural Commitments

Currently there are no sociocultural commitments pertaining to this project. Project commitments are subject to change and will be updated following the Public Hearing.

5.0 ENVIRONMENTAL JUSTICE, CIVIL RIGHTS, AND RELATED ISSUES

This PD&E Study is being conducted in accordance with the Civil Rights Act of 1964, the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 Environmental Justice, which requires Federal agencies to take the appropriate steps to identify and address any disproportionately high and adverse human health or environmental effects of Federal programs, policies, and activities on minority and low-income populations. Where there is potential for disproportionately high and adverse effects on minority and low-income populations, proactive measures are taken to involve the affected community in the decisions related to alternative selection, impact analysis, and mitigation.

5.1 Protected Populations in Study Area

The presence of minority, low-income, and LEP populations within the Study Area was analyzed based on data from the U.S. Decennial Census (2010) and ACS 5-year estimates (2015-2019) for U.S. Census block groups and tracts that fell within the Study Area.

5.2 Coordination and Participation

In March 2019, the FDOT distributed an Advance Notification (AN) Package for the I-95 Widening from I-10 to SR 115 (US 1) MLK, ETDM Number: 14387, to the Florida Department of Environmental Protection (FDEP) State Clearinghouse for distribution to State agencies that conduct Federal consistency reviews in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. The AN Package was also sent to local and federal agencies.

FDOT requested that agency consistency reviewers examine the AN Package and provide their comments. Consistency reviewers were given at least 45 days from the Programming Screen Notification to provide their comments. In June 2019, the Department published the project's ETDM Programming Screen Summary Report.

Proactive and ongoing coordination with local, state, and Federal environmental resource agencies is ongoing for this project. In early August 2022, a Hybrid Project Kickoff Meeting was conducted, and a public hearing in late 2022 is anticipated. Refer to **Appendix D** for the public involvement summary.

The study team has also conducted coordination with community organizations that serve local stakeholders, including those listed below.

- City of Jacksonville Urban Core Citizens Planning Advisory Committee (CPAC)
- Jacksonville City Council
- City of Jacksonville Office of Economic Development and NWJEDF
- City of Jacksonville Department of Parks, Recreation, and Community Services

These organizations will continue to provide valuable input to the project as well as a means of efficiently disseminating notices of meeting opportunities and project information to larger groups.

5.3 Summary of Project Effects

The SCE evaluation is intended to be a planning tool that incorporates community values, quality of life, and socioeconomic interests into the transportation planning process. As documented in this evaluation, development of the proposed project would result in a range of community effects.

Project effects related to six key socioeconomic areas are documented in the Table below. In addition to the listing of effects, a degree of effect for each SCE area is included to convey the overall character of expected impacts.

As detailed in this report, impacts will be mitigated, managed, and addressed as appropriate before, during, and after the project in accordance with FDOT and other agency policies, programs, and procedures.

Table 4 – Sociocultural Effects Summary

Issue	Effect	Degree of Effect
Social	• Minimal right of way acquisition, no relocations • Potential temporary construction impacts • Limited effect on community features and cohesion • No Title VI populations affected	Minimal
Economic	• Supports goods and freight movement • Improves access in HUD Enterprise Zone, Economically Distressed Areas, and Jacksonville's CBD	Enhanced
Land Use	• Maintains existing land uses • No direct negative impacts on community features	Minimal
Mobility	• Temporary disruption of traffic during construction • Reduces traffic congestion and improved safety • Improves emergency response times and evacuation • Improves regional access	Enhanced
Aesthetics	• Temporary noise and vibration impacts • Potential increased visual awareness • Enhanced aesthetic and landscape features	Minimal
Relocations	• Relocations are not anticipated	No Involvement

5.4 Mitigation and Enhancement Actions

To mitigate any secondary effects of this project, FDOT will maintain communication with project stakeholders through subsequent phases, specifically:

- Continuing engagement of underserved minority populations and working collaboratively with neighborhood/business districts.
- Coordinating connectivity to the Emerald Trail projects and identifying opportunities for landscaping and aesthetics
- Informing emergency services, transit providers, freight distributors, and automotive travelers of planned traffic control activities

5.5 Findings Regarding Disproportionate Adverse Effects

The project is not expected to contribute to social isolation of any protected populations in the study area or disabled or elderly residents. Furthermore, the project will not subdivide neighborhoods, nor does the project separate residences from community facilities such as churches, schools, shopping area or civic or cultural facilities.

In evaluating the potential for disproportionately high and adverse environmental impacts to environmental justice populations, the six SCE Evaluation issues (social, economic, land use changes, mobility, aesthetic effects, and relocation potential) were taken into consideration.

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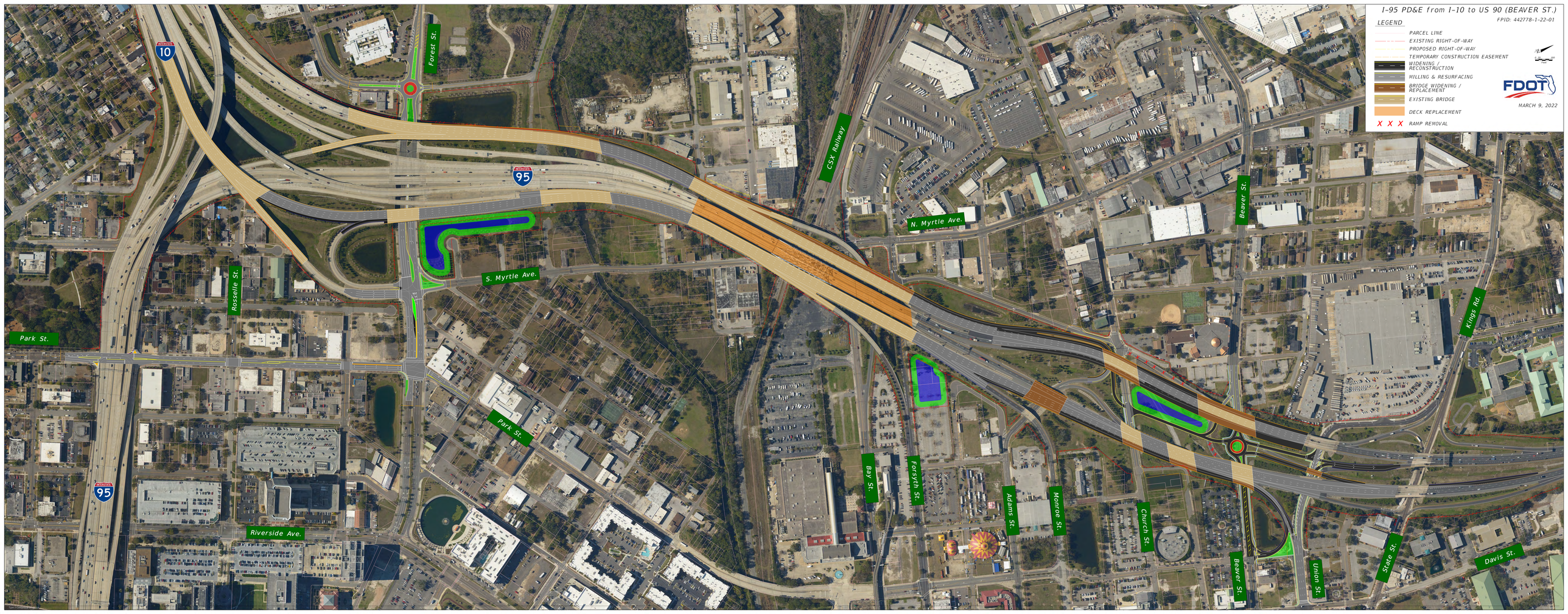
This project is being developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement approach is being implemented for the project to ensure that opportunity is given to residents and businesses within the study area and surrounding community to provide input.

No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

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Appendix A – Concept Plans

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I-95 PD&E from I-10 to US 90 (BEAVER ST.)
FPID: 442778-1-22-01
LEGEND
PARCEL LINE
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
TEMPORARY CONSTRUCTION EASEMENT
WIDENING / RECONSTRUCTION
MILLING & RESURFACING
BRIDGE WIDENING / REPLACEMENT
EXISTING BRIDGE
DECK REPLACEMENT
RAMP REMOVAL
FDOT
MARCH 9, 2022
INTERSTATE 10
INTERSTATE 95
Forest St.
CSX Railway
N. Myrtle Ave.
Beaver St.
S. Myrtle Ave.
Rosselle St.
Park St.
Kings Rd.
Riverside Ave.
Bay St.
Forsyth St.
Adams St.
Monroe St.
Church St.
Union St.
State St.
Davis St.

Appendix B – Data Sources

The following data sources were used in the preparation of this SCE Technical Memorandum:

- City of Jacksonville:
  - 2030 Comprehensive Plan
  - Citizens Planning Advisory Committee (CPAC) website https://www.coj.net/departments/housing-and-neighborhoods/neighborhood-initiatives-(1)/citizen-planning-advisory-committees-(cpacs).aspx
  - Community Redevelopment Area (CRA) Annual Reports 2020-2021
  - Downtown Investment Authority, Jacksonville Florida Business Investment and Development Strategy 2019
  - Family Emergency Plan 2022
  - Groundwork Jacksonville Emerald Trail Master Plan
- Duval County Property Appraiser Database
- Florida's Bureau of Economic and Business Research (BEBR)
- Florida Department of Transportation (FDOT), ETDM Summary Report for a one-quarter mile area of interest for the I-95 Widening (from I-10 to Beaver Street) PD&E Study FM 442778-1
- FDOT I-95 Widening (from I-10 to Beaver Street) PD&E Study Documentation:
  - DRAFT Cultural Resources Assessment Survey (CRAS), October 2020
  - DRAFT Natural Resources Evaluation (NRE), August 2022
  - FINAL Noise Study Report, August 2022
  - DRAFT Pond Siting Technical Memorandum, 2022
  - DRAFT Preliminary Engineering Report (PER), August 2022
  - Public Kickoff Meeting Presentation and Handout, August 2022
- Jacksonville Chamber of Commerce, JaxUSA Regional Overview
- Jacksonville Transportation Authority 2027 Mobility Through Vision & Excellence (MOVE) Plan
- North Florida Transportation Planning Organization (TPO):
  - 2045 Long Range Transportation Plan (LRTP)
  - Limited English Proficiency Plan, November 2019
  - Transportation Improvement Program (TIP) FY 2022/23-2026/27, Adopted June 9 2022
- U.S. Census Bureau American Community Survey (ACS) 2015-2019

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Appendix C – FDOT ETDM SDR

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ETDM EST

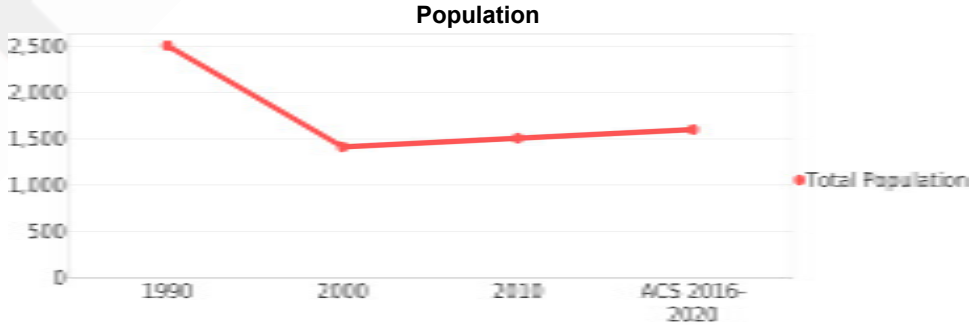
Sociocultural Data Report (Clipping)

4427781RevAOIforSCE - Alignment

Area: 0.956 square miles
Jurisdiction - Cities: Jacksonville
Jurisdiction - Counties: Duval

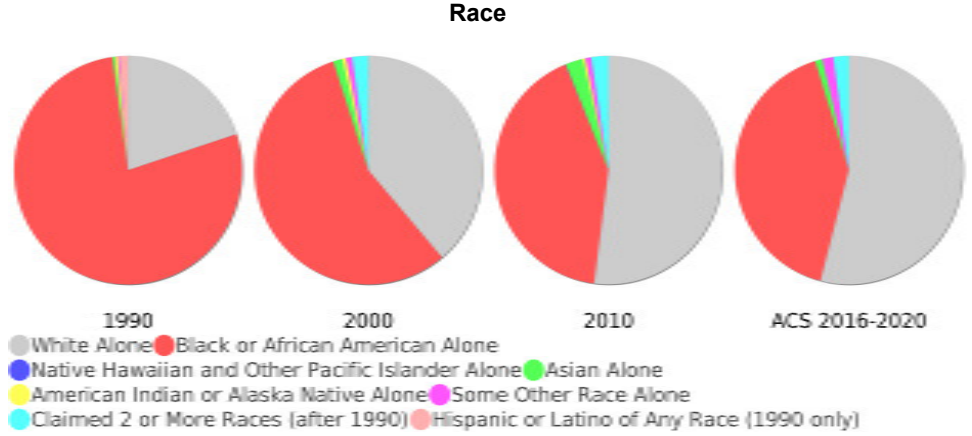
General Population Trends

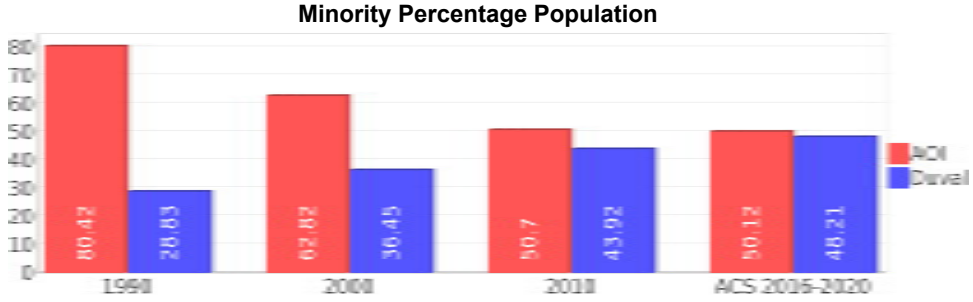
Description	1990	2000	2010[1]	ACS 2016-2020
Total Population	2,508	1,412	1,507	1,600
Total Households	1,044	579	820	851
Average Persons per Acre	8.56	9.99	10.33	7.61
Average Persons per Household	2.74	2.20	1.99	2.02
Average Persons per Family	3.29	3.14	3.00	3.21
Males	1,207	673	728	795
Females	1,301	738	778	805



Race and Ethnicity Trends

Description	1990	2000	2010[1]	ACS 2016-2020
White Alone	505 (20.14%)	547 (38.74%)	782 (51.89%)	863 (53.94%)
Black or African American Alone	1,977 (78.83%)	792 (56.09%)	628 (41.67%)	659 (41.19%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	1 (0.07%)	0 (0.00%)
Asian Alone	9 (0.36%)	18 (1.27%)	37 (2.46%)	16 (1.00%)
American Indian or Alaska Native Alone	10 (0.40%)	8 (0.57%)	6 (0.40%)	0 (0.00%)
Some Other Race Alone	5 (0.20%)	12 (0.85%)	12 (0.80%)	25 (1.56%)
Claimed 2 or More Races	NA (NA)	32 (2.27%)	37 (2.46%)	35 (2.19%)
Hispanic or Latino of Any Race	32 (1.28%)	36 (2.55%)	69 (4.58%)	100 (6.25%)
Not Hispanic or Latino	2,476 (98.72%)	1,376 (97.45%)	1,438 (95.42%)	1,500 (93.75%)
Minority	2,017 (80.42%)	887 (62.82%)	764 (50.70%)	802 (50.12%)

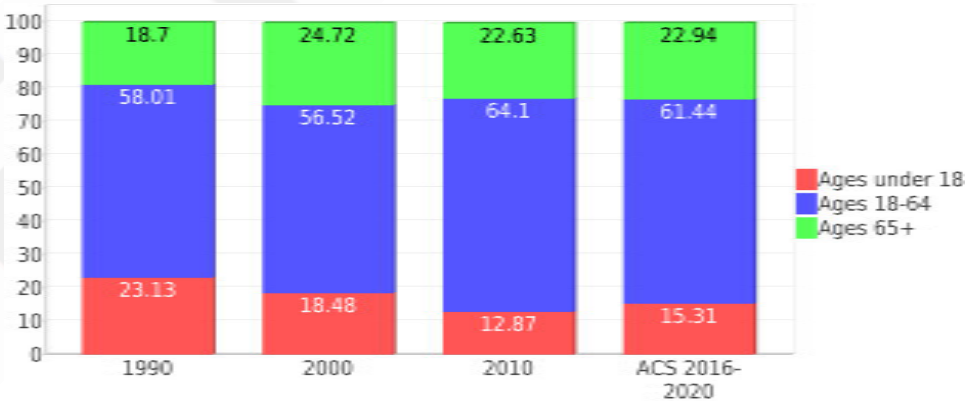




Age Trends

Description	1990	2000	2010[1]	ACS 2016-2020
Under Age 5	6.66%	6.02%	4.25%	4.19%
Ages 5-17	16.47%	12.46%	8.63%	11.12%
Ages 18-21	4.82%	4.82%	2.52%	0.94%
Ages 22-29	11.72%	5.88%	15.93%	19.81%
Ages 30-39	14.91%	16.36%	13.01%	16.38%
Ages 40-49	11.48%	15.93%	12.34%	8.56%
Ages 50-64	15.07%	13.53%	20.31%	15.75%
Age 65 and Over	18.70%	24.72%	22.63%	22.94%
-Ages 65-74	9.81%	9.28%	8.96%	8.38%
-Ages 75-84	6.94%	9.42%	8.16%	6.88%
-Age 85 and Over	1.91%	5.95%	5.44%	7.62%
Median Age	NA	36	39	39

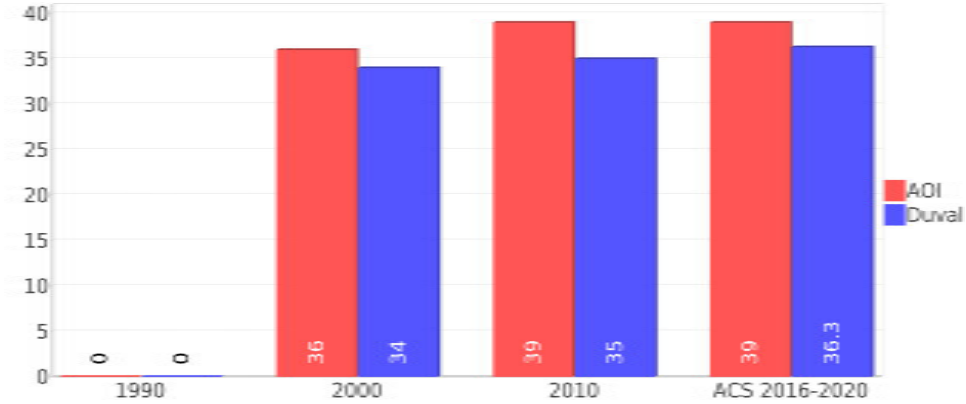
Percentage Population by Age Group



Income Trends

Description	1990	2000	2010[1]	ACS 2016-2020
Median Household Income	$11,250	$17,479	$21,899	$15,069
Median Family Income	$11,250	$15,707	$40,000	$21,250
Population below Poverty Level	53.91%	38.03%	23.36%	34.12%
Households below Poverty Level	50.10%	32.30%	22.32%	23.74%
Households with Public Assistance Income	24.04%	5.70%	3.41%	3.88%

Median Age Comparison



Disability Trends

See the Data Sources section below for an explanation about the differences in disability data among the various years.

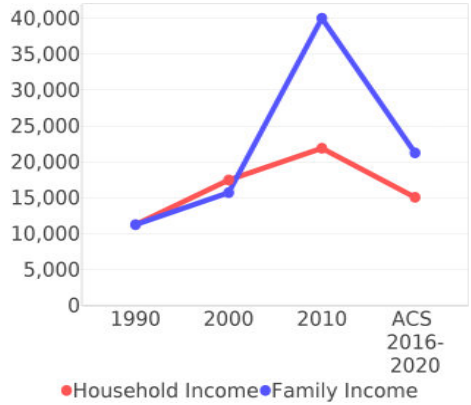
Description	1990	2000	2010[1]	ACS 2016-2020
Population 16 To 64 Years with a disability	321 (16.92%)	275 (22.69%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	153 (15.66%)

Educational Attainment Trends

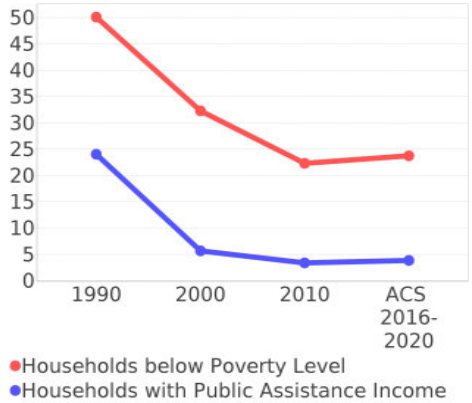
Age 25 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Less than 9th Grade	506 (29.45%)	123 (11.70%)	33 (3.34%)	44 (3.51%)
9th to 12th Grade, No Diploma	466 (27.12%)	267 (25.40%)	124 (12.56%)	152 (12.11%)
High School Graduate or Higher	746 (43.42%)	660 (62.80%)	829 (83.99%)	1,058 (84.30%)
Bachelor's Degree or Higher	119 (6.93%)	130 (12.37%)	295 (29.89%)	439 (34.98%)

Income Trends



Poverty and Public Assistance



Language Trends

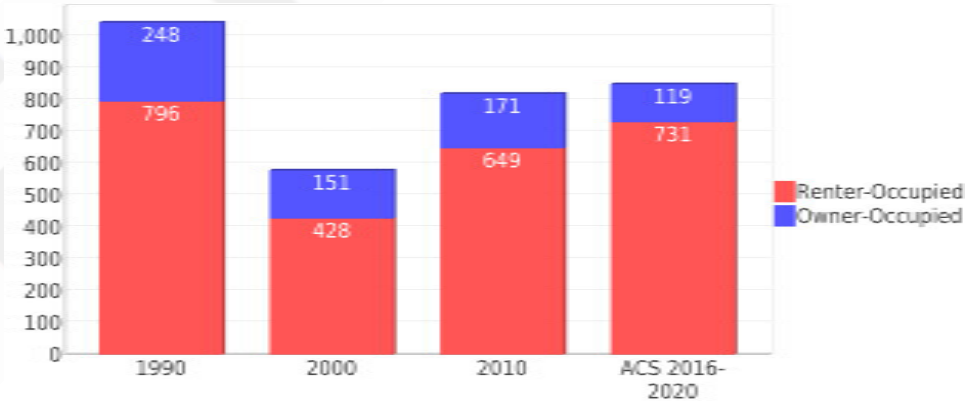
Age 5 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Speaks English Well	3 (0.13%)	44 (3.32%)	33 (2.60%)	1 (0.07%)
Speaks English Not Well	NA (NA)	6 (0.45%)	33 (2.60%)	14 (0.91%)
Speaks English Not at All	NA (NA)	0 (0.00%)	0 (0.00%)	1 (0.07%)
Speaks English Not Well or Not at All	0 (0.00%)	6 (0.45%)	33 (2.60%)	15 (0.98%)
Speaks English Less than Very Well	NA (NA)	50 (3.77%)	67 (5.29%)	17 (1.11%)

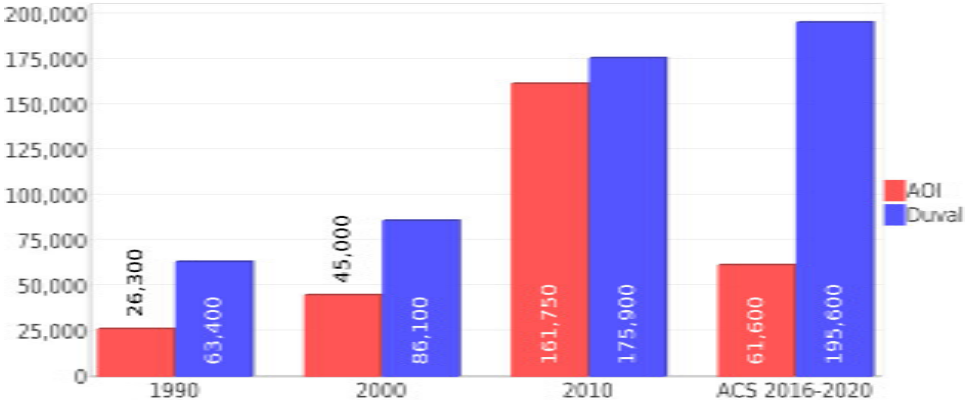
Housing Trends

Description	1990	2000	2010[1]	ACS 2016-2020
Total	1,376	801	982	1,048
Units per Acre	4.03	5.42	8.02	4.09
Single-Family Units	485	203	226	196
Multi-Family Units	543	597	773	851
Mobile Home Units	0	0	0	0
Owner-Occupied Units	248	151	171	119
Renter-Occupied Units	796	428	649	731
Vacant Units	331	221	161	197
Median Housing Value	$26,300	$45,000	$161,750	$61,600
Occupied Housing Units w/No Vehicle	607 (58.09%)	210 (36.21%)	209 (25.46%)	216 (25.38%)

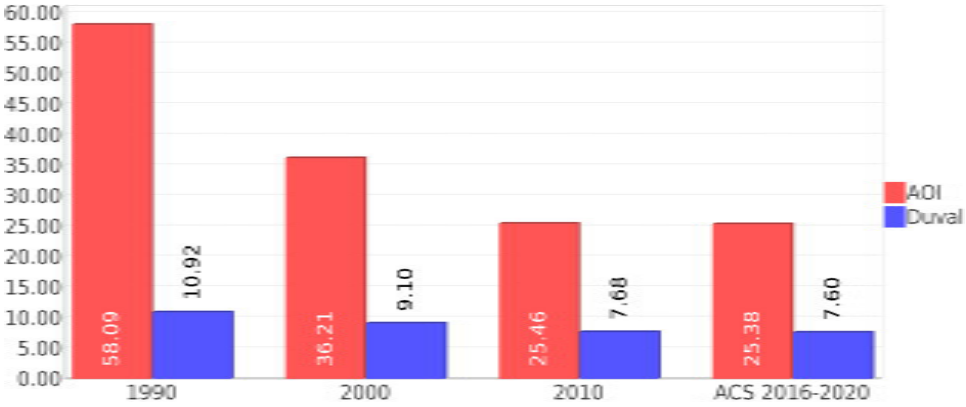
Housing Tenure



Median Housing Value Comparison



Occupied Units With No Vehicles Available



Geographic Mobility

Description	ACS 2016-2020
Median year householder moved into unit - Total	2015
Median year householder moved into unit - Owner Occupied	1995
Median year householder moved into unit - Renter Occupied	2016
Abroad 1 year ago	0
Different house in United States 1 year ago	506
Same house 1 year ago	1,087
Geographical Mobility in the Past Year - Total	1,594

Computers and Internet

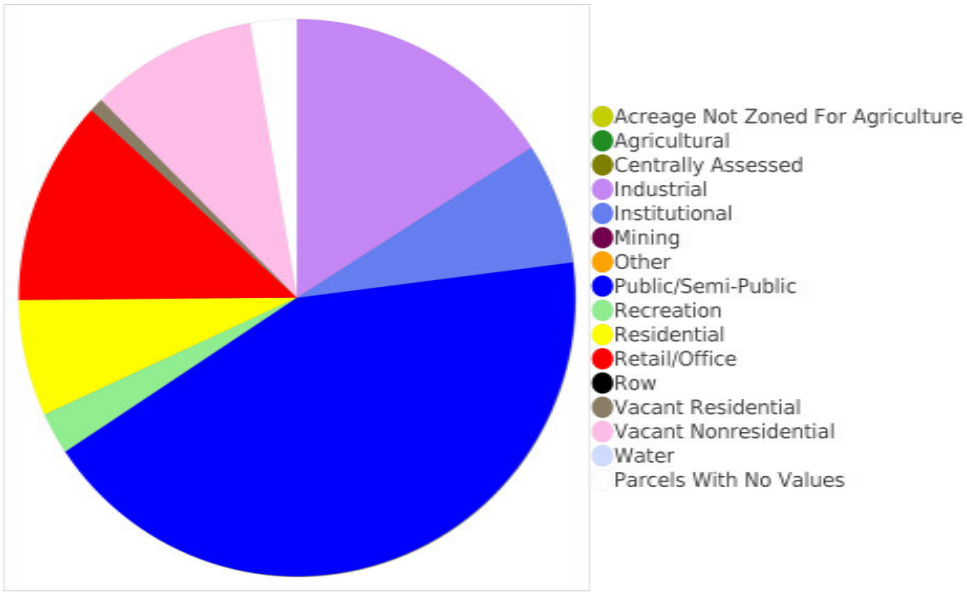
Description	ACS 2016-2020
Total Households Types of Computers in HH	851
Households with 1 or more device	682
Households with no computer	168
Total Households Presence and Types of Internet Subscriptions	851
Households with an internet subscription	662
Households with internet access without a subscription	15
Households with no internet access	172

Household Languages

Description	ACS 2016-2020
Total Households by Household Language	851
Household Not Limited English Speaking Status	849
Spanish: Limited English speaking household	0
Indo-European languages: Limited English speaking household	1
Asian and Pacific Island languages: Limited English speaking household	1
Other languages: Limited English speaking household	0

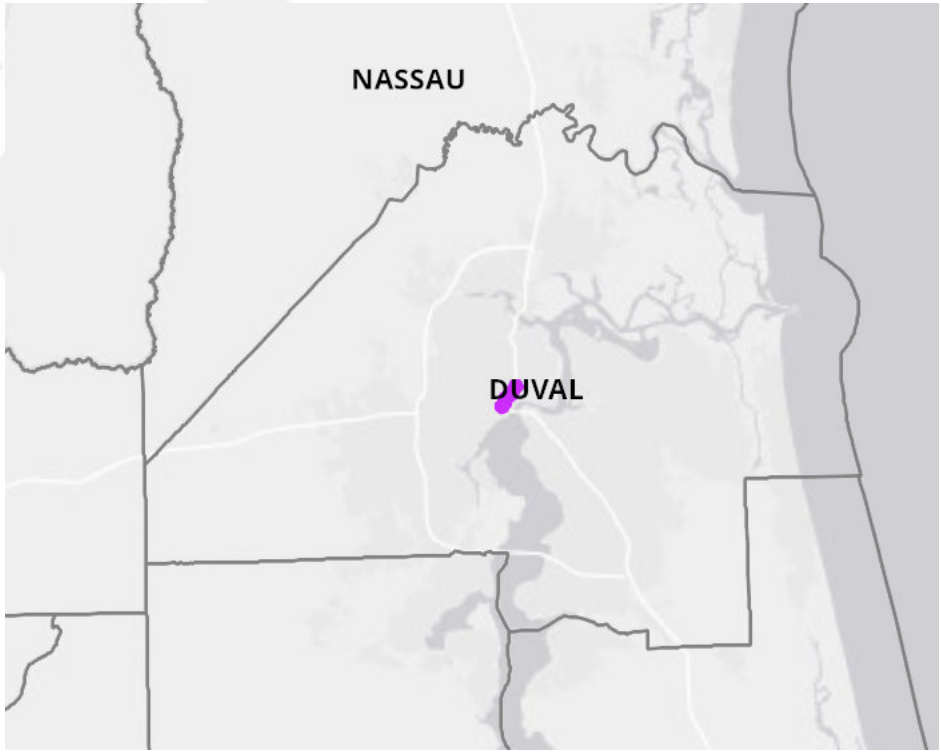
Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	0	0.00%
Centrally Assessed	0	0.00%
Industrial	59	9.65%
Institutional	26	4.25%
Mining	0	0.00%
Other	<0.5	<0.08%
Public/Semi-Public	158	25.83%
Recreation	9	1.47%
Residential	25	4.09%
Retail/Office	44	7.19%
Row	<0.5	<0.08%
Vacant Residential	3	0.49%
Vacant Nonresidential	36	5.89%
Water	0	0.00%
Parcels With No Values	10	1.63%



Location Maps





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.

Community and Fraternal Centers

Facility Name	Address	Zip Code
MASONIC LODGE - IONIC 101 F & A M	1011 ROSSELLE ST	32204
NATIONAL COUNCIL OF NEGRO WOMEN INC	927 W BEAVER ST	32204
JACKSONVILLE URBAN LEAGUE	2037 FOREST ST	32204

Cultural Centers

Facility Name	Address	Zip Code
RITZ THEATRE AND MUSEUM	829 N DAVIS ST	32202

Fire Department and Rescue Station Facilities

Facility Name	Address	Zip Code
FLORIDA STATE - STATE FIRE MARSHALL DIVISION, ARSON	921 N DAVIS ST	32209
CENTURY AMBULANCE SERVICE	2103 GILMORE ST	32204

Government Buildings

Facility Name	Address	Zip Code
U S POST OFFICE - JACKSONVILLE MOWU	1100 KINGS RD	32203

Law Enforcement Facilities

Facility Name	Address	Zip Code
FDLE JACKSONVILLE REGIONAL OPERATIONS CENTER	921 N DAVIS ST (BLDG E)	32209

Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
BROOKLYN PARK	1201 JACKSON ST	32204
RITZ POCKET PARK	903 W UNION ST	32204
J S JOHNSON PARK	1112 JACKSON ST	32204
FOREST CENTER AND PARK	2039 FOREST ST	32204
JACKSONVILLE CITY PARK	MYRA ST & MARGARET ST	32204
MYRTLE AVENUE PARK	217 MYRTLE AVE	32204
FLORIDA C DWIGHT PARK	1199 W CHURCH ST	32204
LIFT EVRY VOICE AND SING PARK	LEE ST	32204

Religious Centers

Facility Name	Address	Zip Code
KOREAN PRESBYTERIAN CHURCH	856 MARGARET STREET	32204
EVERGREEN BAPTIST CHURCH	1100 LOGAN STREET	32204
NESBITT CATHEDRAL	2001 ERNEST STREET	32204
CHURCH OF GOD IN CHRIST TEMPLE	338 CHELSEA STREET	32204
MOUNT CALVARY BAPTIST CHURCH	301 SPRUCE STREET	32204
SIMPSON MEMORIAL UNITED MTHDST	1114 CLEVELAND STREET	32209
GREATER NEW MT ZION	1329 FRANCIS STREET	32209
MACEDONIA PRIMITIVE BAPTIST	2080 FOREST STREET	32204
ANOINTED CHURCH OF GOD	1198 W CHURCH STREET	32204
RIVERSIDE PRIMITIVE BAPTIST	702 DELLWOOD AVENUE	32204
FLORIDA PROGRESSIVE BAPTIST	600 EAVERSON STREET	32204
SHILOH METROPOLITAN BAPTIST CHURCH	1118 WEST BEAVER STREET	32204
SECOND MISSIONARY BAPTIST CHURCH	954 KINGS ROAD	32204
REDEEMED CHURCH MINISTRIES	2018 GILMORE STREET	32204
ALLEN CHAPEL AME CHURCH	1529 SWAN STREET	32204

Facility Name	Address	Zip Code
UNION COMMUNITY AME CHURCH	1155 W BEAVER STREET	32204

Public Schools

Facility Name	Address	Zip Code
JACKSONVILLE CLASSICAL ACADEMY	2043 FOREST ST	32204
JOHN E. FORD K-8 SCHOOL	1137 CLEVELAND ST	32209

Group Care Facilities

Facility Name	Address	Zip Code
ARC JACKSONVILLE, INC., THE	1050 DAVIS STREET N	32209
LA VILLA MIDDLE #267	501 DAVIS STREET N	32202
JOHN E FORD CAREER CENTER 154	1137 CLEVELAND STREET	32209

DRAFT

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120310020001, 120310017007, 120310020003, 120310026002, 120310019003, 120310020002, 120310019001, 120310026001, 120310017006, 120310017001, 120310019004, 120310019005, 120310017002, 120310017004, 120310018003, 120310018004, 120310017005, 120310018001, 120310018002

2000 Census Block Groups

120310016002, 120310026001, 120310017001, 120310020001, 120310017002, 120310016001, 120310018001, 120310019002, 120310019001

2010 Census Block Groups

120310172001, 120310171001, 120310171003, 120310026001, 120310016001, 120310016002

Census Block Groups

120310171012, 120310172002, 120310016002, 120310026001, 120310171022, 120310171021, 120310016001

Data Sources

ACS vs Census Data

(1) The 2010 Census data is represented by a combination of decennial and ACS (2006-2010) data. The General Population Trends, Race and Ethnicity Trends, Age Trends are entirely from decennial. The Income Trends, Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

Demographic Data

(5) 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 for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and ACS 2016-2020. The data was gathered at the block group level for user-defined communities, Census places, 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

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)
Remove the portion of the block group that lies outside of the analysis area
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 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: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html

(8) 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 and Ethnicity FINAL report.pdf)

(9) 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.

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2016-2020 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, 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 ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

(12) 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.

(13) 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.

(14) Age trends. The median age for 1990 is not available.

Land Use Data

(15) The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

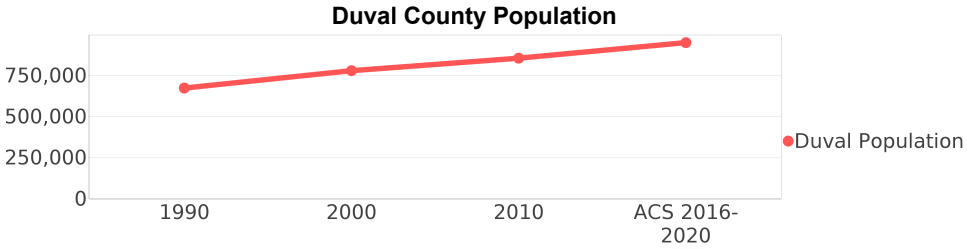
Community Facilities Data

- (16) 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.
- (17) 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.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) 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.
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) 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.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

Duval County Demographic Profile

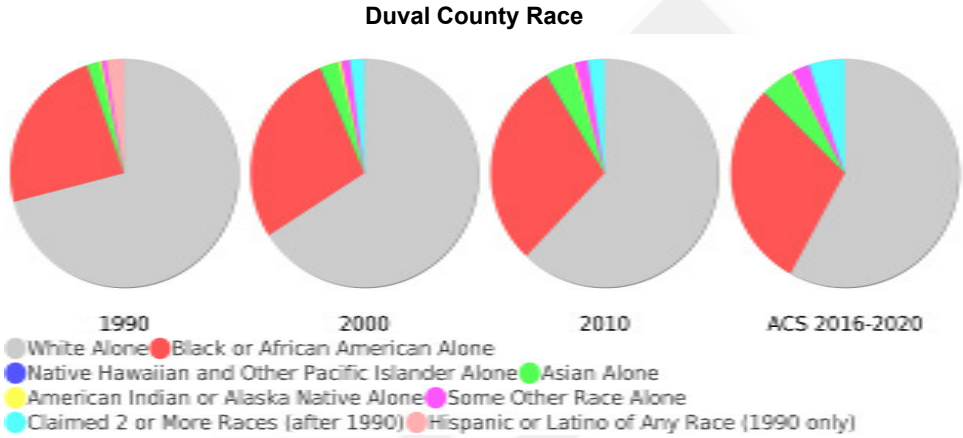
General Population Trends - Duval

Description	1990	2000	2010[1]	ACS 2016-2020
Total Population	672,971	778,879	854,848	948,651
Total Households	257,245	303,747	330,276	369,704
Average Persons per Acre	1.246	1.429	1.568	1.74
Average Persons per Household	2.616	2.511	3.00	2.51
Average Persons per Family	3.156	3.138	3.278	3.30
Males	328,737	378,040	414,413	459,920
Females	344,234	400,839	440,435	488,731



Race and Ethnicity Trends - Duval

Description	1990	2000	2010[1]	ACS 2016-2020
White Alone	489,604 (72.75%)	512,659 (65.82%)	530,593 (62.07%)	549,432 (57.92%)
Black or African American Alone	163,902 (24.35%)	216,517 (27.80%)	250,792 (29.34%)	280,209 (29.54%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	507 (0.07%)	697 (0.08%)	629 (0.07%)
Asian Alone	12,613 (1.87%)	20,554 (2.64%)	34,173 (4.00%)	44,378 (4.68%)
American Indian or Alaska Native Alone	1,904 (0.28%)	2,995 (0.38%)	2,532 (0.30%)	2,136 (0.23%)
Some Other Race Alone	4,621 (0.69%)	9,777 (1.26%)	15,633 (1.83%)	23,612 (2.49%)
Claimed 2 or More Races	(NA)	15,870 (2.04%)	20,428 (2.39%)	48,255 (5.09%)
Hispanic or Latino of Any Race	17,333 (2.58%)	31,809 (4.08%)	60,227 (7.05%)	96,743 (10.20%)
Not Hispanic or Latino	655,638 (97.42%)	747,070 (95.92%)	794,621 (92.95%)	851,908 (89.80%)
Minority	193,990 (28.83%)	283,868 (36.45%)	375,437 (43.92%)	457,311 (48.21%)

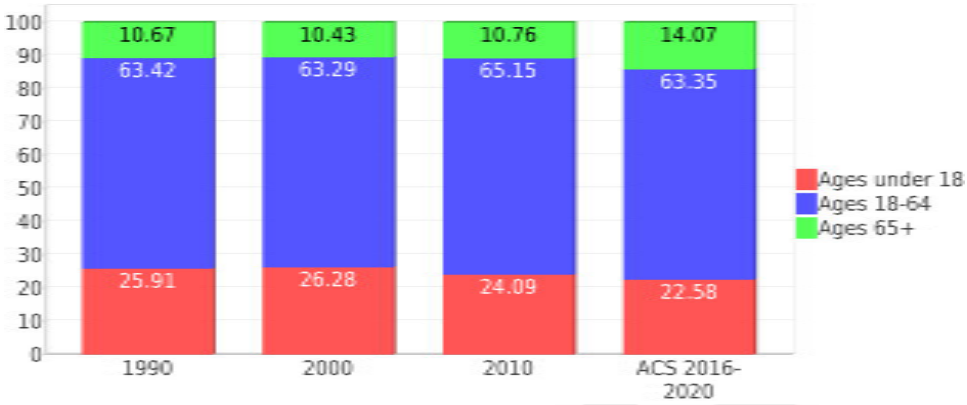


I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST // 442778-1-31-01

Age Trends - Duval

Description	1990	2000	2010[1]	ACS 2016-2020
Under Age 5	8.09%	7.15%	6.98%	6.75%
Ages 5-17	17.82%	19.13%	17.11%	15.83%
Ages 18-21	6.26%	5.48%	5.91%	4.92%
Ages 22-29	14.95%	11.64%	12.62%	12.55%
Ages 30-39	17.73%	16.60%	13.80%	14.63%
Ages 40-49	12.33%	15.62%	14.89%	12.19%
Ages 50-64	12.17%	13.95%	17.94%	19.05%
Age 65 and Over	10.67%	10.43%	10.76%	14.07%
-Ages 65-74	6.49%	5.69%	5.80%	8.60%
-Ages 75-84	3.27%	3.62%	3.63%	3.83%
-Age 85 and Over	0.91%	1.11%	1.33%	1.64%
Median Age	NA	34	35	36.3

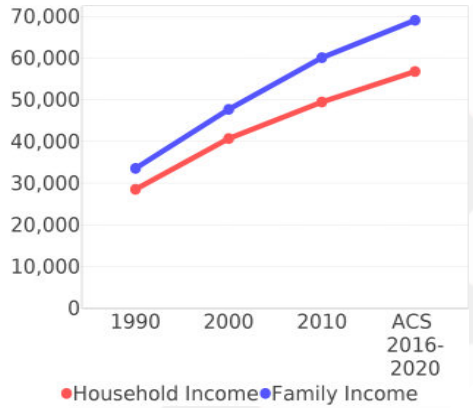
Percentage Population by Age Group - Duval



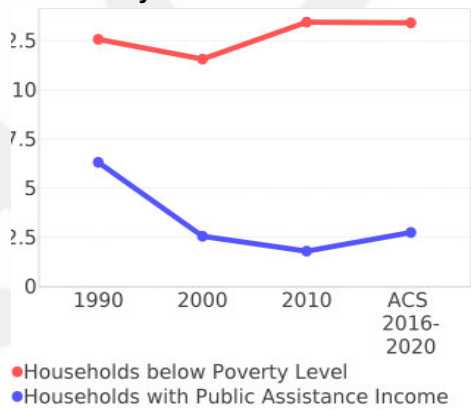
Income Trends - Duval

Description	1990	2000	2010[1]	ACS 2016-2020
Median Household Income	$28,513	$40,703	$49,463	$56,769
Median Family Income	$33,548	$47,689	$60,114	$69,059
Population below Poverty Level	12.81%	11.91%	14.19%	14.52%
Households below Poverty Level	12.58%	11.57%	13.45%	13.41%
Households with Public Assistance Income	6.32%	2.56%	1.80%	2.75%

Income Trends



Poverty and Public Assistance



Disability Trends - Duval

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010[1]	ACS 2016-2020
Population 16 To 64 Years with a disability	37,634 (7.78%)	105,681 (15.08%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	61,205 (10.77%)

Educational Attainment Trends - Duval

Age 25 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Less than 9th Grade	30,801 (7.26%)	21,669 (4.34%)	21,096 (3.78%)	19,525 (3.00%)
9th to 12th Grade, No Diploma	67,261 (15.86%)	64,667 (12.94%)	50,443 (9.03%)	45,054 (6.93%)
High School Graduate or Higher	325,978 (76.87%)	413,266 (82.72%)	487,204 (87.20%)	585,720 (90.07%)
Bachelor's Degree or Higher	77,986 (18.39%)	109,473 (21.91%)	139,017 (24.88%)	199,548 (30.69%)

I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST // 442778-1-31-01

Language Trends - Duval

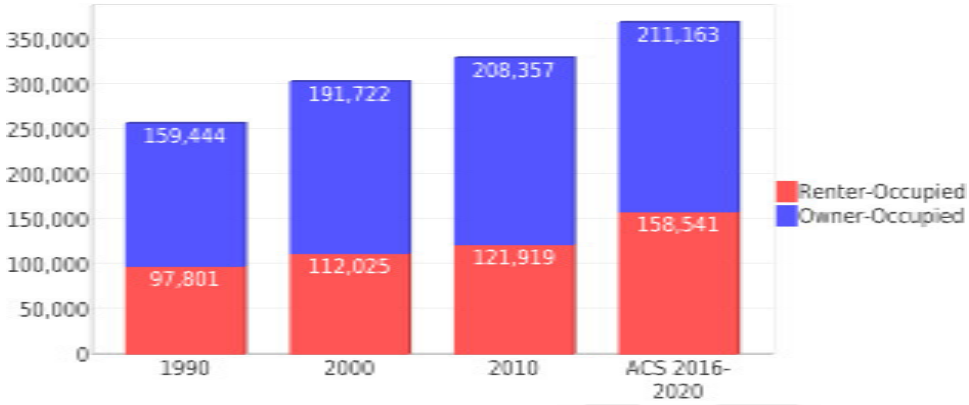
Age 5 and Over

Description	1990	2000	2010[1]	ACS 2016-2020
Speaks English Well	8,207 (1.33%)	14,191 (1.96%)	21,474 (2.70%)	27,906 (3.15%)
Speaks English Not Well	NA (NA)	8,478 (1.17%)	13,337 (1.68%)	17,974 (2.03%)
Speaks English Not at All	NA (NA)	1,443 (0.20%)	4,591 (0.58%)	5,836 (0.66%)
Speaks English Not Well or Not at All	4,260 (0.69%)	9,921 (1.37%)	17,928 (2.25%)	23,810 (2.69%)
Speaks English Less than Very Well	NA (NA)	24,112 (3.33%)	39,402 (4.95%)	51,716 (5.85%)

Housing Trends - Duval

Description	1990	2000	2010[1]	ACS 2016-2020
Total	284,673	329,778	383,560	413,084
Units per Acre	0.527	0.605	0.703	0.76
Single-Family Units	167,184	215,737	253,643	270,389
Multi-Family Units	68,091	91,304	109,007	124,167
Mobile Home Units	19,729	22,485	20,633	18,322
Owner-Occupied Units	159,444	191,722	208,357	211,163
Renter-Occupied Units	97,801	112,025	121,919	158,541
Vacant Units	27,428	26,031	53,284	43,380
Median Housing Value	$63,400	$86,100	$175,900	$195,600
Occupied Housing Units w/No Vehicle	28,091 (10.92%)	27,648 (9.10%)	25,351 (7.68%)	28,093 (7.60%)
Median year householder moved into unit - Total	NA	NA	NA	2013
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2006
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016
Abroad 1 year ago	NA	NA	NA	6,428
Different house in United States 1 year ago	NA	NA	NA	161,087
Same house 1 year ago	NA	NA	NA	767,005
Geographical Mobility in the Past Year - Total	NA	NA	NA	767,005

Housing Tenure - Duval



I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST // 442778-1-31-01

County Data Sources

ACS vs Census Data

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About the Census Data

(34) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 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: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html

(35) 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 and Ethnicity FINAL report.pdf)

(36) 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.

(37) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2016-2020 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, 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 ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(38) 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

- (39) Community and Fraternal Centers **https://etdmpub.fla-etat.org/meta/gc_communitycenter.xml**
- (40) Correctional Facilities in Florida **https://etdmpub.fla-etat.org/meta/gc_correctional.xml**
- (41) Cultural Centers in Florida **https://etdmpub.fla-etat.org/meta/gc_culturecenter.xml**
- (42) Fire Department and Rescue Station Facilities in Florida **https://etdmpub.fla-etat.org/meta/gc_firestat.xml**
- (43) Local, State, and Federal Government Buildings in Florida **https://etdmpub.fla-etat.org/meta/gc_govbuild.xml**
- (44) Florida Health Care Facilities **https://etdmpub.fla-etat.org/meta/gc_health.xml**
- (45) Hospital Facilities in Florida **https://etdmpub.fla-etat.org/meta/gc_hospitals.xml**
- (46) Law Enforcement Facilities in Florida **https://etdmpub.fla-etat.org/meta/gc_lawenforce.xml**
- (47) Florida Parks and Recreational Facilities **https://etdmpub.fla-etat.org/meta/gc_parks.xml**
- (48) Religious Centers **https://etdmpub.fla-etat.org/meta/gc_religion.xml**
- (49) Florida Public and Private Schools **https://etdmpub.fla-etat.org/meta/gc_schools.xml**
- (50) Social Service Centers **https://etdmpub.fla-etat.org/meta/gc_socialservice.xml**
- (51) Assisted Rental Housing Units in Florida **https://etdmpub.fla-etat.org/meta/gc_assisted_housing.xml**
- (52) Group Care Facilities **https://etdmpub.fla-etat.org/meta/groupcare.xml**
- (53) Mobile Home Parks in Florida **https://etdmpub.fla-etat.org/meta/gc_mobilehomes.xml**
- (54) Migrant Camps in Florida **https://etdmpub.fla-etat.org/meta/migrant.xml**
- (55) Veteran Organizations and Facilities **https://etdmpub.fla-etat.org/meta/gc_veterans.xml**
- (56) Generalized Land Use **https://etdmpub.fla-etat.org/meta/lu_gen.xml**
- (57) Census Block Groups in Florida **https://etdmpub.fla-etat.org/meta/e2_cenacs_cci.xml**
- (58) 1990 Census Block Groups in Florida **https://etdmpub.fla-etat.org/meta/e2_cenblkgrp_1990_cci.xml**
- (59) 2000 Census Block Groups in Florida **https://etdmpub.fla-etat.org/meta/e2_cenblkgrp_2000_cci.xml**
- (60) 2010 Census Block Groups in Florida **https://etdmpub.fla-etat.org/meta/e2_cenblkgrp_2010_cci.xml**

Appendix D - Public Involvement Summary and Analysis

A public involvement plan was developed for this study in accordance with Part 1, Chapter 11 of the Project Development and Environment (PD&E) Manual and the FDOT Public Engagement Resource Guide (PERG). Potential issues identified in the plan included:

Project Coordination, due to the fact that I-95 is a major highway and crosses over the CSX Transportation railroad tracks and that there are several ongoing projects in the area, including the City of Jacksonville's Emerald Trail and Targeted Roadway Improvements for Pedestrian Safety (TRIPS) and Bicycle Network Improvement projects.

Sociocultural Effects, given the presence of minority populations, economically distressed areas, and numerous community facilities within or near the project limits.

Right of Way, Noise, and Access Impacts, as project is located within a developed urban corridor, and there was the potential for stakeholder concern over right of way, noise, and access impacts.

Traffic Control, due to the fact that the project is driven by the need to replace the Myrtle Avenue Bridge deck and to facilitate maintenance of traffic during the bridge deck replacement, I-95 must be widened in the vicinity of the bridge deck replacement. The project also includes intersection and roadway improvements to local streets near the I-95 ramp terminals, including Forest Street, Church Street, Beaver Street and West Union Street. I-95 in this area experiences severe peak hour congestion.

Access, as the proposed improvements were expected to change access for several properties along Beaver Street.

Proposed public involvement activities to address these concerns have included the following:

The study team has shared information with affected stakeholders through individual contacts and at the public meeting.

Coordination and communication with stakeholders is being conducted during the development of the conceptual traffic control plans to ensure the temporary impacts of construction are minimized.

The study team is following FDOT guidelines for access management coordination. Through proactive community engagement, they have identified, communicated with, and garnered input from stakeholders regarding the alternatives and their concerns about noise, right of way, or access changes.

A Project Kickoff Meeting

- A hybrid project kickoff meeting was held on August 2 (virtual on GoTo Webinar) and August 4, 2022 (in-person
- Notification of this meeting included:
  - Direct mail/email to elected and appointed public officials; agency leaders and staff; owners of properties, as well as business and residential tenants within a minimum of 300 feet of the project; and numerous community stakeholders within one-quarter mile of the project that were identified during the project's sociocultural effects evaluation.

        - Display advertisements of the meeting notices were published in the Florida Times Union and Florida Star newspapers. The Florida Star is a weekly newspaper serving the African-American communities in Jacksonville since 1951. This publication was selected to ensure minority stakeholder engagement.
        - Official notices in the Florida Administrative Register and online at the FDOT's public meeting notification website (NFLRoads.com), along with social media outreach by FDOT and through our stakeholder partners, such as the The Rail Yard District that posted the meeting notice on their FaceBook page
    - Public meeting materials and a presentation provided detailed information about the project's purpose and need, as well as proposed improvements that included widening I-95, replacing the Myrtle Avenue Bridge Deck, and access changes. A copy of the public meeting handout is included with this summary. Materials, including the handout and exhibits displayed at the meeting, are available for download at www.nflroads.com/i-95
    - Comments and Responses
        - The public meeting was attended by a total of 33 individuals. Organizational representation included attendance by U.S. Congressman Lawson's office, the City of Jacksonville, and the Jacksonville Rail Yard District.
        - Two written comments received during the public comment period:
            - Ms. Karen Perin commented that she was "glad to hear that there will be no change to the 423 or 433 Margaret Street properties and no change in the parking lot on Forest St." This comment was in response to her inquiry about right of way.
            - Mr. Monty Selim, the Project Manager for the Groundwork Jacksonville project (Emerald Trail) asked FDOT to "please evaluate the need for Monroe Street Off Ramp being 2-lanes." In response to this comment, the Department is evaluating whether or not a single lane or two lanes is feasible at this location.
- City of Jacksonville Urban Core Citizen Planning Advisory Committee (CPAC) coordination.
    - Jacksonville's more than 200 neighborhoods are divided into six planning districts each with a Citizens Planning Advisory Committee or 'CPAC'. The primary purpose of the CPAC is to maintain open and effective communication between Jacksonville residents, businesses, neighborhoods, community organizations, educational institutions and city government. The project is located within the District 1 / Urban Core CPAC. The FDOT met with the CPAC in early August 2022 to discuss the project, and members of the CPAC were invited to the project's Public Kickoff Meeting.

The public involvement and stakeholder coordination efforts are continuing along with the PD&E study evaluations. The Department anticipates conducting a public hearing for this project in late 2022.

HYBRID PUBLIC KICKOFF MEETING

I-95 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

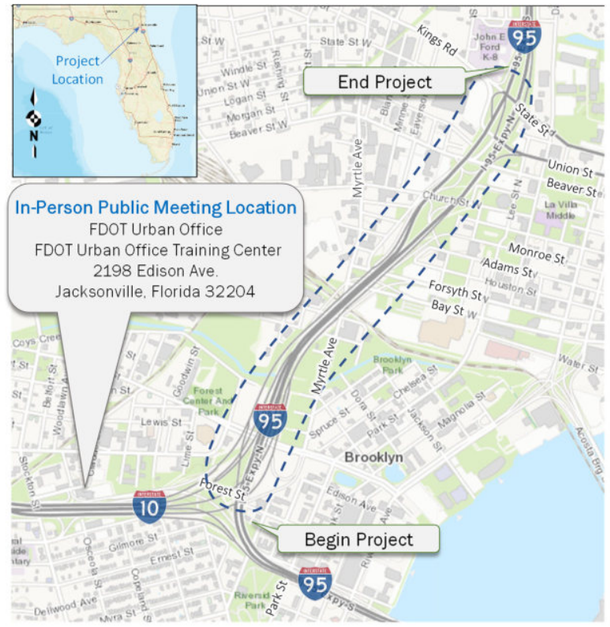
from I-10 to Beaver Street | Jacksonville, Duval County, Florida

FINANCIAL PROJECT ID (FPID) NO. 442778-1 | EFFICIENT TRANSPORTATION DECISION-MAKING (ETDM) NO. 14387

INTRODUCTION

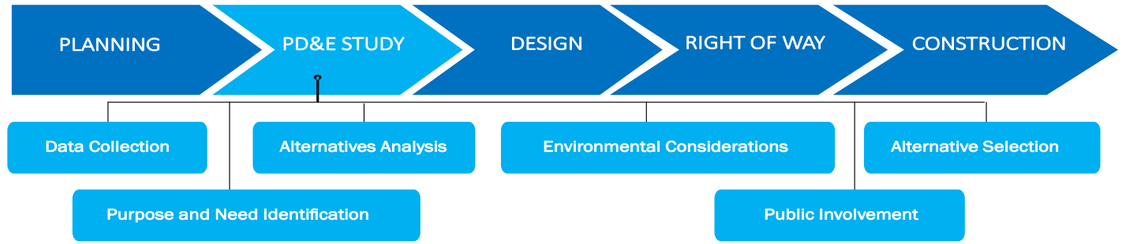
The Florida Department of Transportation (FDOT) District 2 invites you to the Hybrid Public Kickoff meeting to discuss the proposed improvements to I-95 from I-10 to Beaver Street, in Jacksonville, Duval County, Florida. **The Public Kickoff Meeting will be held Virtually on August 2, 2022, at 6-7 p.m. and In-Person on August 4, 2022, at 4:30 – 6:30 p.m. at the FDOT Jacksonville Urban Office Training Center (see enclosed insert for information to attend these meetings).** The purpose of the meeting is to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements.

A Project Development & Environment (PD&E) Study is currently underway to evaluate alternatives to improve safety, capacity, and traffic operations on I-95. The proposed project will add up to two 12-foot travel lanes in each direction on I-95 and includes the Myrtle Avenue Bridge (Bridge No. 720163) deck replacement and rehabilitation. This project is also evaluating intersection and roadway improvements at Church Street, Beaver Street and West Union Street, as well as potential changes in access to and from I-95 ramp terminals.



WHAT IS A PD&E STUDY?

The FDOT's process for delivering a transportation project consists of five steps. The PD&E study is the second step. It is a formal process for developing and comparing alternatives to determine a preferred action that meets the project need while minimizing impacts to the social, natural, cultural, and physical environments. A number of activities are involved during the PD&E study, including Data Collection, Purpose and Need Identification, Alternatives Analysis, Environmental Considerations, Public Involvement and Alternative Selection. A No-Build or Do-Nothing Alternative, which would leave I-95 in its present condition, remains a viable alternative throughout the study. The No-Build Alternative will not implement the Myrtle Avenue Bridge rehabilitation, widen I-95 or propose any roadway improvements.



Si prefiere recibir esta carta en español, por favor contacte a Esther Murray al (800) 207-8236, extension 5637. Referencia FM 442778-1

PROJECT CONTACT



Tyler Klemm, P.E. – FDOT Project Manager
1109 S. Marion Ave., MS 2007
Lake City, FL 32025
(386) 961-7473
Tyler.Klemm@dot.state.fl.us

www.nflroads.com/I-95

I-95 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

from I-10 to Beaver Street | Jacksonville, Duval County, Florida

PROPOSED IMPROVEMENTS



1. Widen I-95 by up to two 12-foot lanes in each direction

   The Myrtle Avenue Bridge (Bridge No. 720163) deck replacement and rehabilitation

   Add I-95 southbound entrance from Church Street westbound

4. Relocate the I-95 southbound exit at Church Street to Union Street

5. Improve access from Beaver Street to I-95 northbound and southbound via proposed roundabout

Scan QR Code or visit www.nflroads.com/i-95 to download exhibits

PROJECT SCHEDULE AND COST

Phase	Year	Alternative Cost	
		No-Build	Build
PD&E	On-going	-	-
Design	On-going	-	-
Right-of-Way	2024	$0	$1.3 Mil.
Construction	2026	$0	$170 Mil.

This I-95 PD&E Study is currently in the PD&E Study and Design Phase.

The PD&E Study is expected to be complete in late 2022.

NEXT STEPS

Following the public kickoff meeting and based on public comment and engineering and environmental analyses, the FDOT will select the preferred alternative that will be carried forward to a public hearing to be held later this year.

WE WELCOME YOUR COMMENTS

The FDOT remains committed to working with all project stakeholders. No final decision will be made until we hear your comments. There are many ways to provide comments:

- Through the project website (www.nflroads.com/i-95)
- Call / Email the Project Manager, Tyler Klemm, P.E., at (386) 961-7473 Email: tyler.klemm@dot.state.fl.us
- Mail comments to Tyler Klemm at FDOT District Two, 1109 S. Marion Avenue, MS 2007; Lake City, FL 32025
- Attending the Virtual Public Meeting on August 2, 2022 (see enclosed insert)
- Attending the In-Person Public Meeting on August 4, 2022 (see enclosed insert)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Dorothy Neal, FDOT District Two Title VI Coordinator, at (386) 961-7616 or by email to Dorothy.Neal@dot.state.fl.us.

Persons who require special accommodations under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact Tyler Klemm at (386) 961-7473 at least 7 days prior to the public meeting.

PROJECT CONTACT

Tyler Klemm, P.E. – FDOT Project Manager
Florida Department of Transportation
1109 S. Marion Ave., MS 2007
Lake City, FL 32025

(386) 961-7473

Tyler.Klemm@dot.state.fl.us

Follow Us On

MyFDOTNEFL MyFDOT_NEFL MyFDOTNEFL

www.nflroads.com/i-95

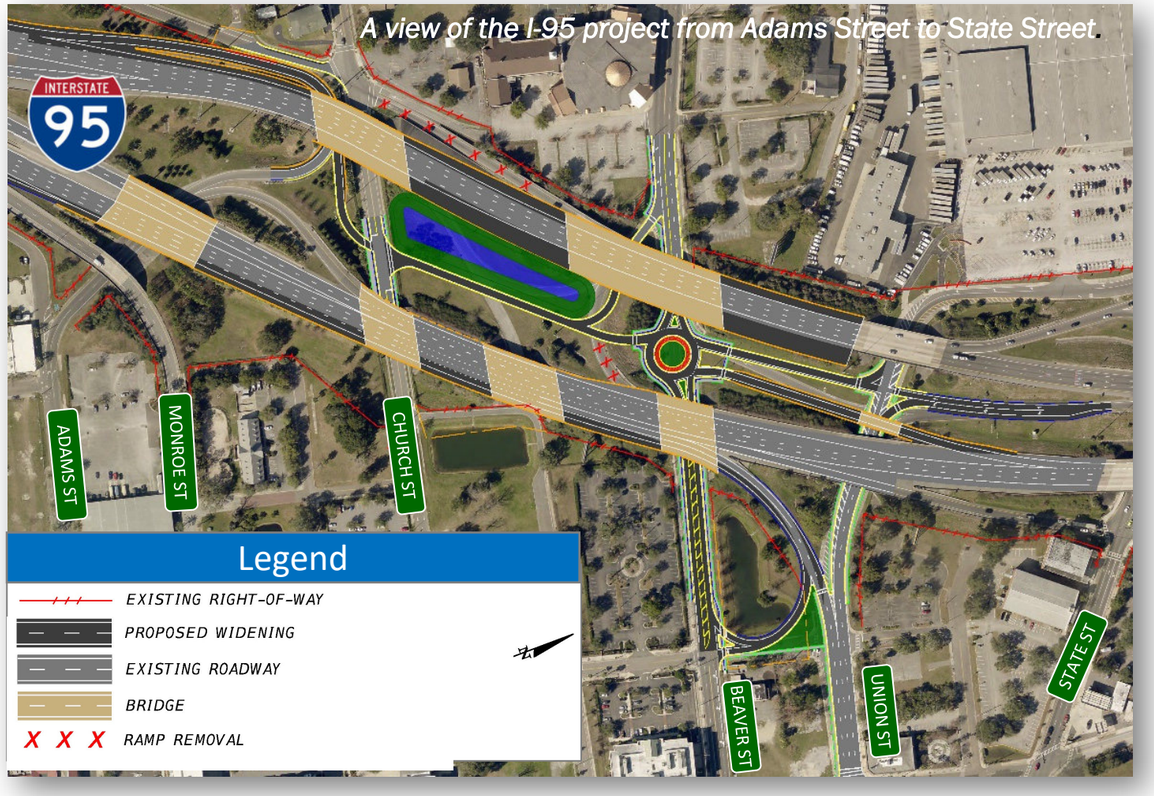
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

ACCESS MANAGEMENT

Access management is the careful planning of the location, design, and type of access to properties, businesses, and homes. This includes ramp access points between local streets and the I-95 interstate system. Access management serves to promote safe and efficient movement of people and goods by reducing conflicts.

In addition to widening I-95, the PD&E Study proposes several changes to improve safety and the flow of traffic along I-95. These changes affect local street access points to and from I-95 (access management) and include:

- Adding a new I-95 southbound entrance ramp from Church Street westbound
- Relocating the Church Street Exit from I-95 southbound to the Union Street Exit
- Improving I-95 access to and from Beaver Street in all directions by adding a proposed roundabout (*This improvement also eliminates the left-hand entrance ramp from Beaver to I-95 southbound as a safety enhancement*)



A view of the I-95 project from Adams Street to State Street.

If you have concerns about the proposed access changes that may affect your property or business, you may appeal to the Access Management Review Committee and request an opportunity to present your concerns.

ACCESS MANAGEMENT REVIEW COMMITTEE
Attention: Tom Cavin, P.E.
Florida Department of Transportation
2198 Edison Avenue, MS 2815
Jacksonville, Florida 32204
Telephone: (904) 360-5641 or (800) 207-8236 ext. 5641 Email: Tom.Cavin@dot.state.fl.us

HYBRID PUBLIC KICKOFF MEETING

I-95 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

from I-10 to Beaver Street | Jacksonville, Duval County, Florida

FINANCIAL PROJECT ID (FPID) NO. 442778-1 | EFFICIENT TRANSPORTATION DECISION-MAKING (ETDM) NO. 14387

DRAFT

For your convenience, there are several options to participate in the public kickoff meeting including an in-person option, a virtual/online option, and a dial-in option. All participants, regardless of the platform they choose, will receive the same information on the proposed project and all comments received in-person, virtually or electronically will be given equal weight and included as part of the public record for this meeting.

VIRTUAL/ONLINE OPTION **Tuesday August 2, 2022, 6-7 p.m.** Interested persons may join the meeting from a computer, tablet or mobile device. The meeting is a free, live presentation/webinar over the internet. For this option, advanced registration is required at https://attendee.gotowebinar.com/register/5199741544469757965 (Scan QR Code) or log on to www.nflroads.com/vph (Please note, Internet Explorer cannot be used to register or attend this webinar). Once registered, participants will receive a confirmation email with instructions on how to join the public meeting online.

PHONE OPTION (LISTEN ONLY) **Tuesday August 2, 2022, 6-7 p.m. EDT**

Participants may join the meeting in listen-only mode by dialing (213) 929-4212 and entering the passcode 523-657-785 when prompted.

IN-PERSON OPTION **Thursday August 4, 2022, doors open at 4:30 p.m.**

Attend in person on August 4th at the **FDOT Urban Office Training Center**
2198 Edison Ave., Jacksonville, Florida 32204.

The in-person meeting will be an open house where participants can stop by anytime between 4:30 p.m. and 6:30 p.m. to view project displays, speak with project team members, and submit comments or questions. In addition, there will be an opportunity to provide verbal comments at 6:30 p.m.

PROJECT WEBSITE **www.nflroads.com/i-95**

All meeting materials are available now on the project website (www.nflroads.com/i-95) for your review.

WE WELCOME YOUR COMMENTS

Before any decisions are finalized, we would like to hear from you. Persons wishing to submit a written comment or question may do so at the virtual or in-person public meeting or mail/email them to Tyler Klemm at the address provided below.

FOR ADDITIONAL INFORMATION, CONTACT:

Tyler Klemm, P.E. – FDOT Project Manager
Florida Department of Transportation
1109 S. Marion Ave., MS 2007
Lake City, FL 32025

(386) 961-7473

Tyler.Klemm@dot.state.fl.us

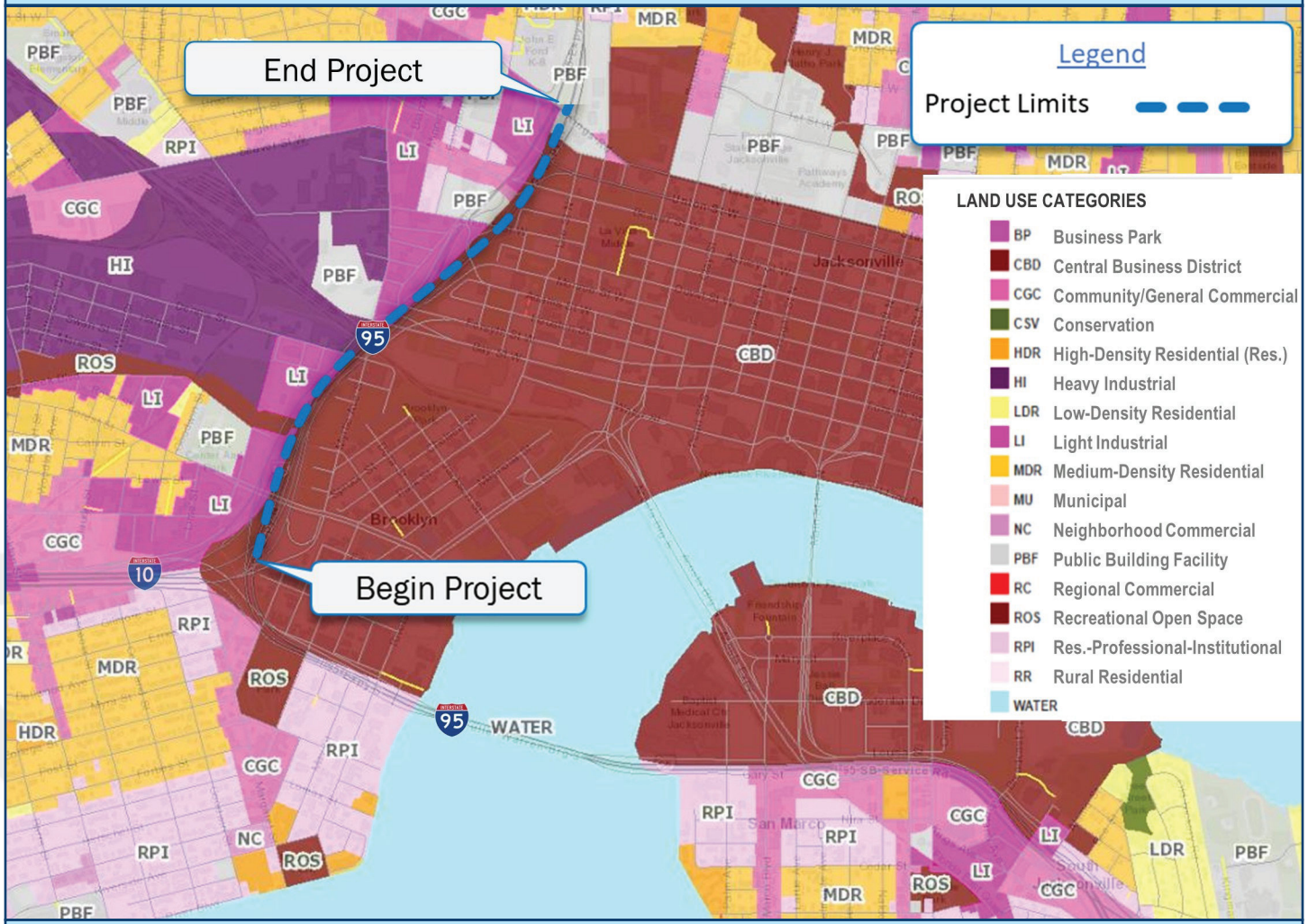
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Tyler Klemm, P.E., at least 7 days before the public meeting.

COMMUNITY SERVICES AND FOCAL POINTS MAP



I-95 (SR 9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST
Duval County, Florida **FM #442778-1-31-01**

EXISTING LAND USE MAP



I-95 (SR 9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST
Duval County, Florida **FM #442778-1-31-01**

Cultural Resources Appendix

Contents:

SHPO Concurrence

Section 4(f) Report

DRAFT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

KEVIN J. THIBAULT, P.E.
SECRETARY

November 23, 2020

Timothy A. Parsons, Ph.D.,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Lindsay Rothrock, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
I-95 from I-10 to SR 115
Duval County, Florida
Financial Management No.: 442414-1

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for the I-95 Widening from I-10 to State Road 115 (US 1) Project Development and Environment (PD&E) Study, Duval County, Florida.* This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the proposed widening of Interstate 95 (I-95) from I-10 to State Road (SR) 115/Martin Luther King Jr. Boulevard in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to widen I-10 within the additional right-of-way as well as the replace the Myrtle Avenue bridge deck and other minor improvements to facilitate access to I-10. Total project length is approximately 2.8 miles (4.5 kilometers). Minor right-of-way acquisition will be necessary and will be limited to corner clips and small slivers of right-of-way along the corridor. This project is federally funded.

The project Area of Potential Effects (APE) for the archaeological and architectural history survey was defined to include the existing and proposed I-95 right-of-way from I-10 to SR 115. Based on the limited potential for the proposed improvements to affect any recorded or unrecorded resources beyond the existing or proposed right-of-way, no additional buffer was considered necessary.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual

(revised January 2019), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

Due to heavy development within the APE, the archaeological survey was conducted via a combination of judgmental shovel testing and pedestrian survey. One previously recorded archaeological site, the West Duval Street site (8DU22134), has been recorded within the APE and determined eligible for the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO). Shovel testing conducted in proximity to the site was negative and the small portion of the site within the APE is occupied by a chain link fence and trees. If the chain link fence or trees are removed as part of the current project, additional testing may be necessary; otherwise, the proposed work has no potential to adversely affect 8DU22134. No other sites or archaeological occurrences were recorded within the APE and no further archaeological survey is recommended.

Current construction plans indicate that work will be conducted approximately 76 feet (23 meters) west of the historic boundaries of the Mount Herman Cemetery (8DU13271). Given the possibility for unmarked human burials outside of the cemetery footprint, an archaeological monitor is recommended for subsurface construction planned within 100 feet (30.5) of the cemetery limits. If project plans change such that no work is proposed with 100 feet (30.5 meters) of the cemetery, this recommendation should be revisited in consultation with SHPO.

The architectural survey resulted in the identification and evaluation of four newly recorded historic and six previously recorded resources. The previously recorded resources include one historic structure (8DU17461), one NRHP-eligible railroad (8DU17719), a newly recorded segment of an NRHP-eligible road (8DU19659) a portion of an NRHP-listed historic district (8DU01547), and two NRHP-eligible bridges (8DU13284 and 8DU17724). The four newly recorded resources (8DU22669-8DU22672) are historic structures. Based on the results of the survey, 8DU01547, 8DU13284, 8DU177149, and 8DU17724 all remain eligible for the NRHP. However, no historic fabric that contributes to the significance of these resources will be removed or altered by the project and, therefore, the proposed project poses no adverse effects to these resources.

The section of 8DU19659 is recommended as a non-contributing segment to the overall NRHP-eligible resource due to its loss of historic integrity. The remaining five historic structures (8DU17461 and 8DU2269-8DU22672) are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural distinction.

One previously recorded and 11 unrecorded historic bridges were identified within the APE. These include FDOT Bridge Nos. 720164 (8DU17725), 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301. All of these bridges fall within the scope of the 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* and are excluded from Section 106 consideration.

In addition, construction of the section of I-95 within the APE began ca. 1955, then known as the Jacksonville Expressway, thereby constituting a historic-aged roadway. The 2005 *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System* exempts the Interstate Highway System from Section 106 consideration (Federal Register 2005:11928). However, there is one historic bridge within the I-95 from I-10 to SR 115 APE that is excluded from the aforementioned 2005 Exemption. Such exemptions are provided for in the original text, and the State of Florida has four structures that are included in the *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*, of which FDOT Bridge No. 720163/FMSF No. 8DU17724 is one (Federal Highway Administration [FHWA] 2019). As noted above, the present project proposes the repair and maintenance of the bridge, which is limited to replacing the existing concrete bridge deck and bridge painting. No widening or removal of historic fabric that contributes to significance of the bridge's character defining features including its steel through arch and Moderne elements are proposed. Further discussion of this exemption and the three additional excluded structures is provided in the Methods section of this document.

Furthermore, the previously recorded historic resources, Seaboard Airline Railway (8DU17729), US 1/Philips Highway (8DU18995), and the St. Johns River Terminal Railroad (8DU22249), are within the I-95 from I-10 to SR 115 APE. These three resources were surveyed less than five years ago as part of a separate CRAS. The SHPO concurred with the findings for 8DU17729, 8DU18995, and 8DU22249 presented in that report (SEARCH 2018). Finally, as part of the present architectural survey effort, SEARCH architectural historians confirmed that there had been no substantial changes to 8DU17729, 8DU18995, and 8DU22249 within the I-95 from I-10 to SR 115 APE; therefore, they were not resurveyed and re-evaluated for this CRAS.

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

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

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

Sincerely,

DocuSigned by:
Ian Pawn
D23D48BCDF514AD...
Stephen Browning

District Planning and Environmental Manager

cc: Terri Newman, Environmental Administrator, FDOT
Ian Pawn, Cultural Resources Coordinator, FDOT
Matt Marino, State Cultural Resource Specialist, OEM
Roy Jackson, State Cultural and Recreational Resources Coordinator, OEM

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☑ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2019-1555-C. Or, the SHPO finds the attached document contains _____ insufficient information. In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.
SHPO Comments:
Jason Aldridge DSHPO
Timothy A. Parsons, PhD, Director, and State Historic Preservation Officer Florida Division of Historical Resources December 8, 2020 Date

DRAFT

Section 4(f) Resources

Florida Department of Transportation

I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST

District: FDOT District 2

County: Duval County

ETDM Number: 14387

Financial Management Number: 442778-1-31-01

Federal-Aid Project Number: N/A

Project Manager: Tyler Klemm

DRAFT

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval 1
I-95 Through Arch Bridge Myrtle Avenue Overpass 2
Project-Level Attachments 3
Resource Attachments 5

DRAFT

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
I-95 Through Arch Bridge Myrtle Avenue Overpass	Historic Bridge FMSF No. 8DU17724	Historic Site	SHPO	No Use	Determination 07-15-2022

DRAFT

I-95 Through Arch Bridge Myrtle Avenue Overpass

Facility Type: Historic Bridge FMSF No. 8DU17724

Property Classification: Historic Site

Address and Coordinates:
Address: 1271 Myrtle Ave N, Jacksonville, FL, 32209, USA
Latitude: 30.34112 Longitude: -81.67548

Description of Property:
The I-95 Through Arch Bridge/Myrtle Avenue Bridge (8DU17724) is a 17 span, 1431 ft steel arch-through bridge constructed ca.1955-1957. The bridge is composed of a bowstring cross braced steel truss superstructure with steel cross bracing below the concrete deck. The bridge is a Department of Transportation facility as part of the I-95 interstate system. 8DU17724 was determined eligible for listing in the National Register of Historic Places (NRHP) in 2014 for significance under Criterion A for development of the interstate through Jacksonville and under Criterion C as the only steel through arch bridge in Florida. The bridge is one of four structures in Florida excluded from the *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System. T*he I-95 Through Arch Bridge is of state significance, eligible for the NRHP, and thus meets the criteria of a Section 4(f) resource.

Owner/Official with Jurisdiction: SHPO

Relationship Between the Property and the Project
The project proposes repair and maintenance of the bridge, limited to concrete deck replacement and bridge painting. No widening will occur on the deck. No alterations to characteristics qualifying the bridge for the NRHP, including the steel through and Moderne elements, are proposed. The project poses no adverse effect to 8DU17724, and SHPO concurred with this finding on December 8, 2020 (See attached CRAS and SHPO concurrence letter).

While the proposed project is adjacent to and contains elements of 8DU17724, there will be no "use" of the property within the meaning of Section 4(f). The proposed project will not require any permanent or temporary acquisition of land (the bridge is an FDOT facility), no change to access, and no proximity impacts that rise to the level of substantial impairment to the protected resource (no adverse effect to 8DU17724).

Yes	No	
☐	☒	Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 07-15-2022

Project-Level Attachments

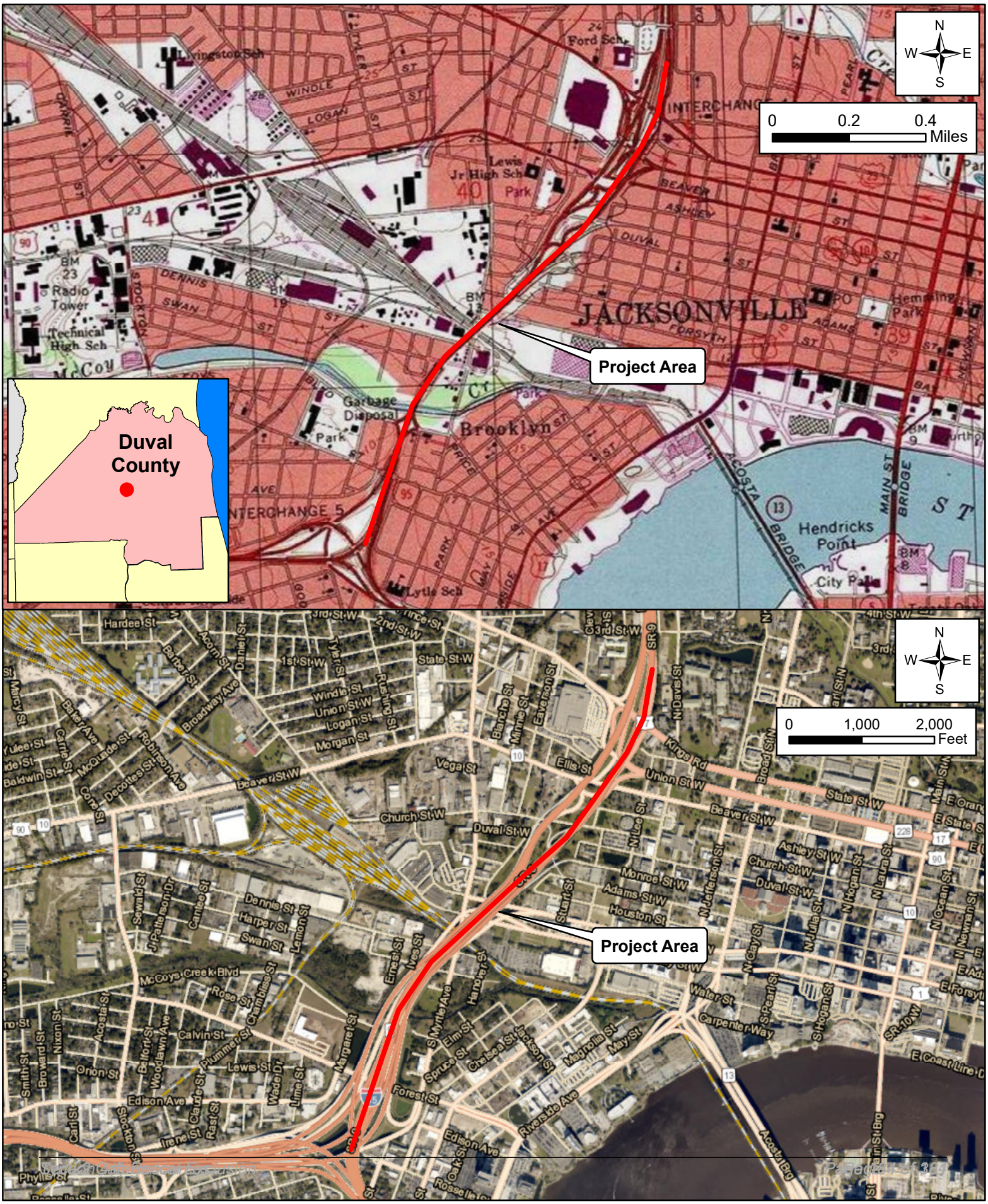
I-95 from I-10 to State Road 115 Project Location Map

DRAFT

I-95 (SR9) over Myrtle Ave Ramp Br. No. 720163

Project Location Map

FM# 442778-1



Resource Attachments

I-95 Through Arch Bridge Myrtle Avenue Overpass

I-95 over Myrtle Ave Section 4(f) Resource Map
Cultural Resource Assessment Survey
SHPO Concurrence

DRAFT

I-95 Through Arch Bridge Myrtle Avenue Overpass

Contents:

I-95 over Myrtle Ave Section 4(f) Resource Map
Cultural Resource Assessment Survey
SHPO Concurrence

DRAFT

I-95 (SR9) over Myrtle Ave Ramp Br. No. 720163

I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST // 442778-1-31-01

Section 4(f) Map

FM# 442778-1



Sensitive Information Redacted

CULTURAL RESOURCE ASSESSMENT SURVEY FOR THE I-95 WIDENING FROM I-10 TO STATE ROAD 115 (US 1) PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY, DUVAL COUNTY, FLORIDA

DRAFT

FINANCIAL MANAGEMENT (FM) NO. 442414-1-22-01
FEDERAL AID PROJECT ID NO. TBD
ETDM NO. 14387
SEARCH PROJECT NO. T20051

PREPARED FOR

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT TWO
JACKSONVILLE, FLORIDA

BY

SEARCH

OCTOBER 2020

THE ENVIRONMENTAL REVIEW, CONSULTATION, AND OTHER ACTIONS REQUIRED BY APPLICABLE FEDERAL ENVIRONMENTAL LAWS FOR THIS PROJECT ARE BEING, OR HAVE BEEN, CARRIED OUT BY THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PURSUANT TO 23 U.S.C. §327 AND A MEMORANDUM OF UNDERSTANDING DATED DECEMBER 14, 2016, AND EXECUTED BY THE FEDERAL HIGHWAY ADMINISTRATION AND FDOT.

DRAFT

CULTURAL RESOURCE ASSESSMENT SURVEY FOR THE I-95 WIDENING FROM I-10 TO STATE ROAD 115 (US 1) PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY, DUVAL COUNTY, FLORIDA

FINANCIAL MANAGEMENT NO. 442414-1-22-01
FEDERAL AID PROJECT ID NO. TBD
ETDM NO. 14387
SEARCH PROJECT NO. T20051

PREPARED FOR

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT TWO
JACKSONVILLE, FLORIDA

PREPARED BY

SEARCH
JOEY STAHL, MIKEL TRAVISANO, AND JESSICA FISH

JESSICA P. FISH, MST, RPA
PRINCIPAL INVESTIGATOR, ARCHAEOLOGY

MIKEL TRAVISANO, MS
PRINCIPAL INVESTIGATOR, ARCHITECTURAL HISTORY

WWW.SEARCHINC.COM

OCTOBER 2020

DRAFT

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EXECUTIVE SUMMARY

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of the Project Development and Environment (PD&E) Study for improvements to Interstate 95 (I-95) in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to widen and improve access lanes along I-95 from I-10 to State Road (SR) 115/Martin Luther King Jr. Boulevard, a total distance of approximately 2.8 miles (4.5 kilometers). Construction of additional lanes will take place within the existing right-of-way; acquisition of right-of-way will be limited to small corner clips and narrow, undeveloped slivers along the corridor. Construction is federally funded.

The purpose of this project is to increase capacity on I-95 from I-10 to SR 115 (US 1)/MLK to improve mobility at this location and to take advantage of recent adjacent interstate widenings such as the Overland Bridge project and the I-10/I-95 improvements. In addition, this project will address structural deficiencies and functional obsolescence of Myrtle Avenue Bridge (Bridge No. 720163).

This segment of I-95 currently experiences severe peak-hour congestion. This project is intended to address this congestion. Recent improvements to the interstate segments adjacent to this project have resulted in the widening of these areas; however, this segment of I-95 creates a bottleneck that is most substantial during the peak hour. This project will allow this segment of I-95 to reap the benefits of these recent interstate widenings. This project also is needed to improve safety along the I-95 corridor, as this segment consistently has a higher crash rate than the statewide average for similar facilities.

Also included in this project is the replacement of the Myrtle Avenue bridge deck. This bridge is considered a critical need and has a low sufficiency rating and declining Health Index. In addition, the Myrtle Avenue Bridge is considered functionally obsolete by the FDOT. During the latest routine bridge inspection report, the bridge was given a sufficiency rating of 66.0 and a health index of 72.14, which is down from 82.72 in the previous 2016 routine bridge inspection. A deck replacement study was conducted for this bridge, and it was determined that a deck replacement was the best option.

All proposed improvements are limited to the existing right-of-way; minor right-of-way acquisition is limited to corner clips and narrow, undeveloped slivers of land along the corridor. Based on the limited scope of the proposed improvements, the Area of Potential Effects (APE) was defined to include the existing and proposed right-of-way within which improvements are proposed. Based on the limited potential for these improvements to affect any recorded or unrecorded resources beyond the existing or proposed right-of-way, no additional buffer was analyzed. Roll plots are provided in **Appendix A** to document the limited nature of the proposed work.

Due to the heavy development within the APE, including numerous buried utilities and paved surfaces, the I-95 from I-10 to SR 115 APE was investigated for archaeological resources via a

combination of judgmental shovel testing and pedestrian survey. One previously recorded archaeological site, the West Duval Street site (8DU22134) is located within the APE and has been previously determined eligible for the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO). Two shovel tests were excavated to delineate the northwestern edge of the site, both of which were negative. The small portion of the site within the APE is occupied by a chain link fence and trees. If the chain link fence or trees are removed as part of the current project, additional testing may be necessary; otherwise, the proposed work has no potential to adversely affect 8DU22134. No artifacts were recovered, and no other archaeological sites or occurrences were noted within the APE. No further archaeological survey is recommended in support of the proposed I-95 improvements.

The architectural survey resulted in the identification and evaluation of 10 historic resources within the I-95 from I-10 to SR 115 APE, including six previously recorded resources and four newly recorded resources. The previously recorded resources include one historic structure (8DU17461); one NRHP-eligible railroad (8DU17719); a newly recorded segment of an NRHP-eligible road (8DU19659); a portion of an NRHP-listed historic district (8DU01547); and two NRHP-eligible bridges (8DU13284 and 8DU17724). The four newly recorded resources are historic structures.

Based on the results of the current survey, it is the opinion of SEARCH that 8DU01547, 8DU13284, 8DU17719, and 8DU17724 within the I-95 from I-10 to SR 115 APE remain eligible for listing in the NRHP. The section of 8DU19659 within the present APE is recommended as a non-contributing segment to the overall NRHP-eligible resource group due to its loss of historic integrity. The remaining five historic structures (8DU17461 and 8DU22669-8DU22672) are ineligible for the NRHP due to a lack of the significant historic associations and architectural distinction.

The current project is proposing minor widening of I-95 from I-10 to SR 115/Martin Luther King Jr. Boulevard, a total distance of approximately 2.8 miles (4.5 kilometers). Other improvements include construction of sidewalks within the I-95 right-of-way beneath the elevated roadway and landscaping in the existing median. All proposed improvements are limited to the existing right-of-way; right-of-way acquisition is limited to corner clips and narrow slivers of undeveloped land along the project corridor. No historic fabric that contributes to the significance of resources 8DU01547, 8DU13284, 8DU17719, and 8DU17724 will be removed or altered by the project.

One previously recorded and 11 unrecorded historic-aged (pre-1976) bridges were identified within the I-95 from I-10 to SR 115 APE: FDOT Bridge Nos. 720164/Florida Master Site File (FMSF) No. 8DU17725, 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301. All of these bridges are examples of post-1945 stringer/multi-beam bridges that were originally constructed during 1958 and 1959. As such, all 12 bridges fit the description of common bridges within the scope of the 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* and are excluded from Section 106 consideration (Federal Register 2012:68793). Further discussion of the application of the Program Comment is provided in the Methods section of this document.

Finally, all these bridges meet the stipulation outlined in the aforementioned program comment; therefore, further evaluation of these bridges is beyond the scope of the current project.

In addition, construction of the section of I-95 within the APE began ca. 1955, then known as the Jacksonville Expressway, thereby constituting a historic-aged roadway. The 2005 *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System* exempts the Interstate Highway System from Section 106 consideration (Federal Register 2005:11928). However, there is one historic bridge within the I-95 from I-10 to SR 115 APE that is excluded from the aforementioned 2005 Exemption. Such exemptions are provided for in the original text, and the State of Florida has four structures that are included in the *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*, of which FDOT Bridge No. 720163/FMSF No. 8DU17724 is one (Federal Highway Administration [FHWA] 2019). As noted above, the present project proposes the repair and maintenance of the bridge, which is limited to replacing the existing concrete bridge deck and bridge painting. No widening or removal of historic fabric that contributes to significance of the bridge's character-defining features, including its steel through arch and Moderne elements, are proposed. Further discussion of this exemption and the three additional excluded structures is provided in the Methods section of this document.

Furthermore, the previously recorded historic resources, Seaboard Airline Railway (8DU17729), US 1/Philips Highway (8DU18995), and the St. Johns River Terminal Railroad (8DU22249), are within the I-95 from I-10 to SR 115 APE. These three resources were surveyed less than five years ago as part of a separate CRAS. The SHPO concurred with the findings for 8DU17729, 8DU18995, and 8DU22249 presented in that report (SEARCH 2018). Finally, as part of the present architectural survey effort, SEARCH architectural historians confirmed that there had been no substantial changes to 8DU17729, 8DU18995, and 8DU22249 within the I-95 from I-10 to SR 115 APE; therefore, they were not resurveyed and re-evaluated for this CRAS.

Given the results of the CRAS, it is the opinion of SEARCH that the proposed I-95 improvements project will have no adverse effect to Resource 8DU01547 and 8DU17724, and no effect on Resources 8DU13284 and 8DU17719, which are listed or eligible for listing in the NRHP. No further work is recommended.

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TABLE OF CONTENTS

Introduction 1
Project Location and Environment 4
Location and Modern Conditions 4
Paleoenvironment 4
Historic Overview 6
Native American Culture History 6
Post-Contact History 6
Early Exploration, 1513–1564 6
First Spanish Period, 1565–1762 7
British Colonial Period, 1763–1783 8
Second Spanish Period, 1784–1821 9
American Territorial Period, 1821–1845 10
Early Statehood and Civil War Period, 1845–1865 10
Reconstruction and Late Nineteenth Century Period, 1865–1899 11
Early Twentieth Century and Great Depression Period, 1900–1940 12
World War II, Cold War, and Recent History, 1941–Present 13
Background Research 13
Florida Master Site File Review 13
Historic Map and Aerial Photograph Review 18
Research Design 25
Project Goals 25
NRHP Criteria 25
Cultural Resource Potential 26
Survey Methods 26
Archaeological Field Methods 26
Architectural Field Methods 26
Laboratory Methods 28
Curation 28
Certified Local Government Consultation 28
Procedures to Deal with Unexpected Discoveries 29
Results 29
Archaeological Resources 29
Previously Recorded Sites 34
Architectural Resources 38
Architectural Styles Represented in the APE 38
NRHP Evaluations 43
Historic District 43
Bridges 45
Linear Resources 48
Structures 53
Conclusion and Recommendations 55

References Cited 59

Appendix A: Roll Plots
Appendix B: Marked Field Maps
Appendix C: Architectural Resources Table
Appendix D: FMSF Resource Forms
Appendix E: FDHR Survey Log Sheet
Appendix F: Demolition/Misplot Letter

DRAFT

LIST OF FIGURES

Figure 1. Project location. 2
Figure 2. Project APE. 3
Figure 3. Soil drainage within the APE. 5
Figure 4. Previously recorded surveys in the I-95 from I-10 to SR 115 APE. 15
Figure 5. Previously recorded resources in the I-95 from I-10 to SR 115 APE. 17
Figure 6. 1850 GLO map of Florida Township 2 South, Range 26 East. 19
Figure 7. 1918 USGS topographic map of Jacksonville, Florida. 20
Figure 8. 1950 USGS topographic map of Jacksonville, Florida. 22
Figure 9. 1960 USDA aerial photographs of Duval County, Florida. 23
Figure 10. 1972 USGS topographic map of Jacksonville, Florida. 24
Figure 11. Top left: Highway ramp within the APE near Kings Road, view north. Top right: Paved parking area, gravel, and modern development in APE, view south. Center left: STP 4 East wall profile, view east. Center right: Overview of testable area at STP 1, view south. Bottom left: Example of disturbance around I-95 within the APE, view north. Bottom right: Disturbance beneath I-95 in archaeological APE, view east. 30
Figure 12. Archaeological testing in the I-95 from I-10 to SR 115 APE, map 1 of 2 31
Figure 13. Archaeological testing in the I-95 from I-10 to SR 115 APE, map 2 of 2 32
Figure 14. East wall of STP 3 within Site 8DU22134, facing east. 33
Figure 15. Overview of 8DU22134 showing current condition of the site, facing west. Photo taken from outside the APE. Note the chain link fence in the background marking the edge of the site and the right-of-way. 34
Figure 16. Location of original and previous shovel testing associated with 8DU22134. 36
Figure 17. Historic resources recorded within the I-95 from I-10 to SR 115 APE. 39
Figure 18. Resource 8DU22670 provides an example of the Bungalow style within the I-95 from I-10 to SR 115 APE. 40
Figure 19. Resource 8DU17461 provides an example of the Industrial Vernacular style within the I-95 from I-10 to SR 115 APE. 41
Figure 20. Resource 8DU22669 provides an example of the Mid-Century Modern style within the I-95 from I-10 to SR 115 APE. 41
Figure 21. Resource 8DU17724 provides an example of a bridge with elements of the Moderne style within the I-95 from I-10 to SR 115 APE. 42
Figure 22. Representative views of 8DU01547. Left, facing northwest; right, facing south. 44
Figure 23. Resource 8DU13284, facing southwest. 45
Figure 24. Resource 8DU13284, facing southeast. 45
Figure 25. Representative views of 8DU17724. Top left, facing southwest; top right, facing south; bottom left, facing southwest; bottom right, facing southwest. 47
Figure 26. Resource 8DU17724, facing northwest. 47
Figure 27. Historic photograph of the Myrtle Avenue Overpass, September 17, 1958. Source: Florida Memory 1958. 48
Figure 28. Resource 8DU17719, facing southwest. 49

Figure 29. Representative view of 8DU19659, facing northwest. 52
Figure 30. Resource 8DU22671, facing southwest. 53
Figure 31. Resource 8DU22672, facing southwest. 54

LIST OF TABLES

Table 1. Prehistory/Native American Culture History of Northeastern Florida. 6
Table 2. Previous Cultural Resource Surveys within I-95 from I-10 to SR 115 APE. 14
Table 3. Previously Recorded Resources in the I-95 from I-10 to SR 115 APE. 16
Table 4. Historic Resources Recorded within the I-95 from I-10 to SR 115 APE. 38
Table 5. Major Architectural Styles within the I-95 from I-10 to SR 115 APE. 38

DRAFT

INTRODUCTION

This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of the Project Development and Environment (PD&E) Study for improvements to Interstate 95 (I-95) in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to widen and improve access lanes along I-95 from I-10 to State Road (SR) 115/Martin Luther King Jr. Boulevard, a total distance of approximately 2.8 miles (4.5 kilometers) (**Figure 1**). Construction of additional lanes will take place within the existing right-of-way; acquisition of right-of-way will be limited to small corner clips and narrow, undeveloped slivers along the corridor. Construction is federally funded.

The project Area of Potential Effects (APE) was developed to consider any visual, audible, and atmospheric effects that the project may have on historic properties. Based on the limits of the proposed work, the APE was defined to include the existing and proposed right-of-way within which improvements are proposed (**Figure 2**). Based on the limited potential for these improvements to affect any recorded or unrecorded resources beyond the existing or proposed right-of-way, no additional buffer was necessary. Roll plots are provided in **Appendix A** to document the limited nature of the proposed work.

The purpose of the survey was to locate, identify, and bound any archaeological resources, historic structures, and potential districts within the project's APE and assess their potential for listing in the National Register of Historic Places (NRHP). This study was conducted to comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. All work was performed in accordance with Part 2, Chapter 8 of the FDOT's PD&E Manual (revised July 2020), as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects, as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42).

This study complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended. The study also complies with the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (*Protection of Historic Properties*).

Jessica Fish, MSt, RPA, served as the Principal Investigator of Archaeology for this project, and Mikel Travisano, MS, served as Principal Investigator of Architectural History. The report was written by Mr. Travisano, Joey Stahl, BS, Ms. Fish, and Allen Kent, PhD. The fieldwork was conducted by Jessica Barnett, MS, RPA, Kathryn Parker-Hutzel, MA, RPA, and Mr. Travisano. Melissa Dye, MA, RPA, conducted the quality-control review, and Rasha Slepow, BS, edited and produced the document.

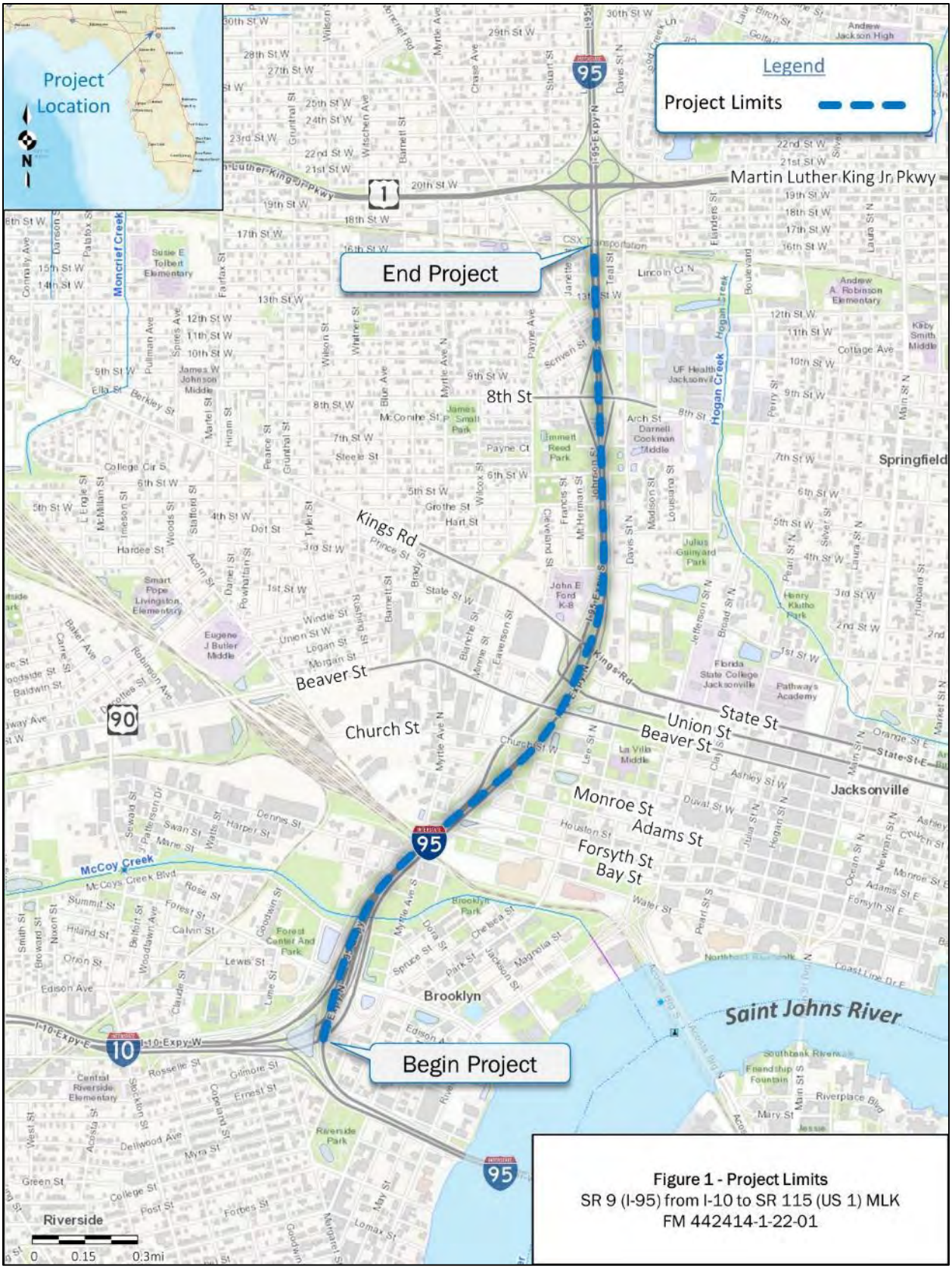


Figure 1. Project location.

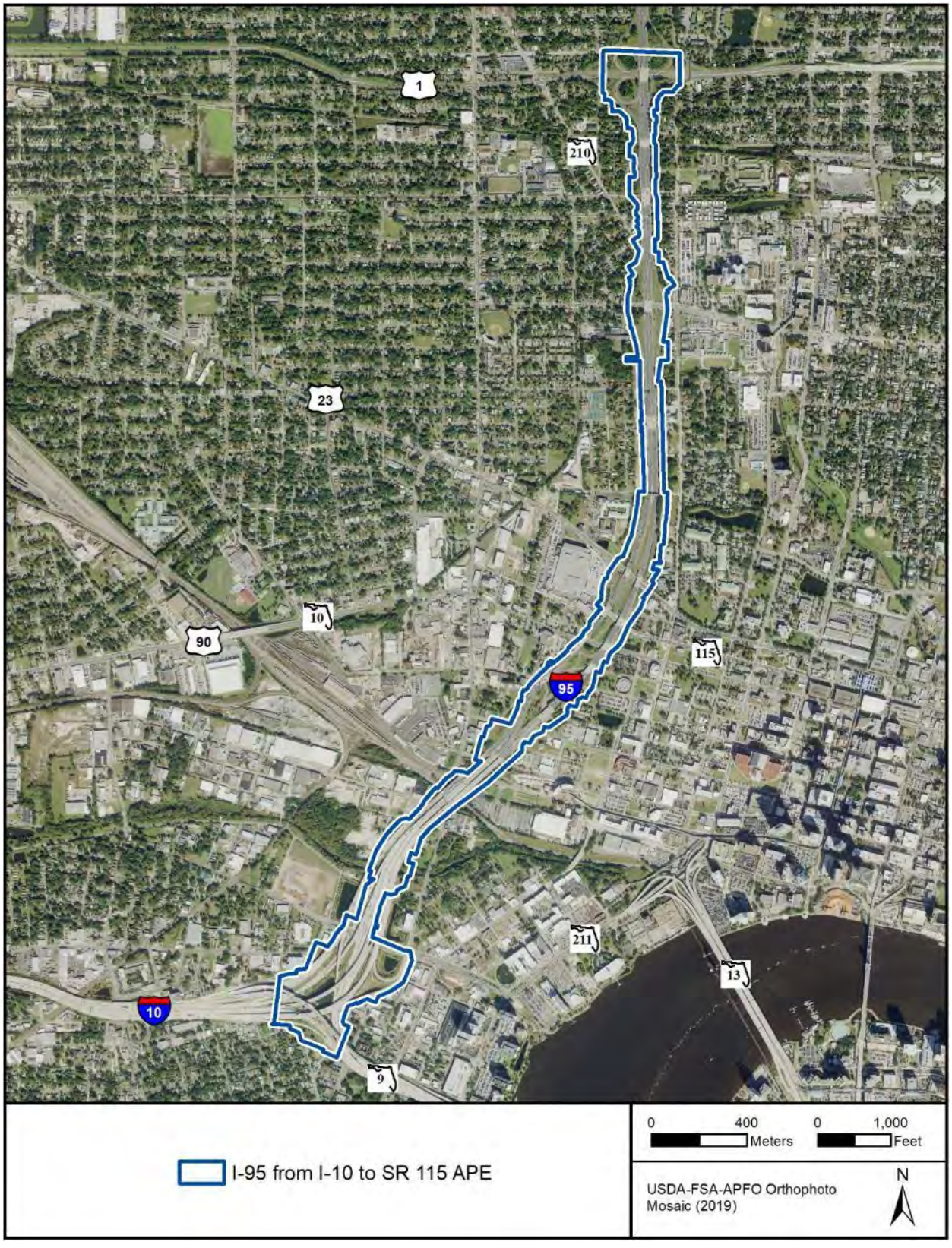


Figure 2. Project APE.

PROJECT LOCATION AND ENVIRONMENT

LOCATION AND MODERN CONDITIONS

The I-95 from I-10 to SR 115 APE is an approximately 2.8-mile (4.5-kilometer) long corridor in downtown Jacksonville, Duval County, Florida. It falls within Township 2 South, Range 26 East and is situated west of the St. Johns River. Within the APE, the interstate is elevated, steeply banked, or built atop a cement roadbed; I-95 is not constructed at ground level anywhere within the APE. Development in the vicinity of the APE is a mixture of residential and commercial buildings, with the southern and northern ends of the APE anchored by two substantial interchanges. Elevations generally range from approximately 20 to 40 feet (6.1 to 12.2 meters) above mean sea level (amsl).

The I-95 from I-10 to SR 115 APE is a part of the Dinsmore Plain geological subprovince, which falls within the Northern Coastal Strip (Brooks 1981). Natural vegetation in this region typically consists of longleaf pine and turkey oak. Soils in the APE consist almost entirely of Urban land (**Figure 3**). This section of I-95 right-of-way runs along the west side St. Johns River, and the only waterway it crosses is a small, unnamed tributary north of the interchange with I-10.

PALEOENVIRONMENT

Between 18,000 to 12,000 years before present (BP), Florida was a much cooler and drier place than it is today. Melting of the continental ice sheets led to a major global rise in sea level (summarized for long time scales by Rohling et al. 1998) that started from a low stand of -120 meters at 18,000 BP. The rise was slow while glacial conditions prevailed at high latitudes but became very rapid in the latest Pleistocene and earliest Holocene. It became warmer and wetter rather rapidly during the next three millennia. By about 9000 BP, a warmer and drier climate began to prevail. These changes were more drastic in northern Florida and southern Georgia than in southern Florida, where the "peninsular effect" and a more tropically influenced climate tempered the effects of the continental glaciers that were melting far to the north (Watts 1969, 1971, 1975, 1980). Sea levels, though higher, were still much lower than at present; surface water was limited, and extensive grasslands probably existed, which may have attracted mammoth, bison, and other large grazing mammals.

By 6000–5000 BP, the climate had changed to one of increased precipitation and surface water flow. By the late Holocene, ca. 4000 BP, the climate, water levels, and plant communities of Florida attained essentially modern conditions. These have been relatively stable with only minor fluctuations during the past 4,000 years.

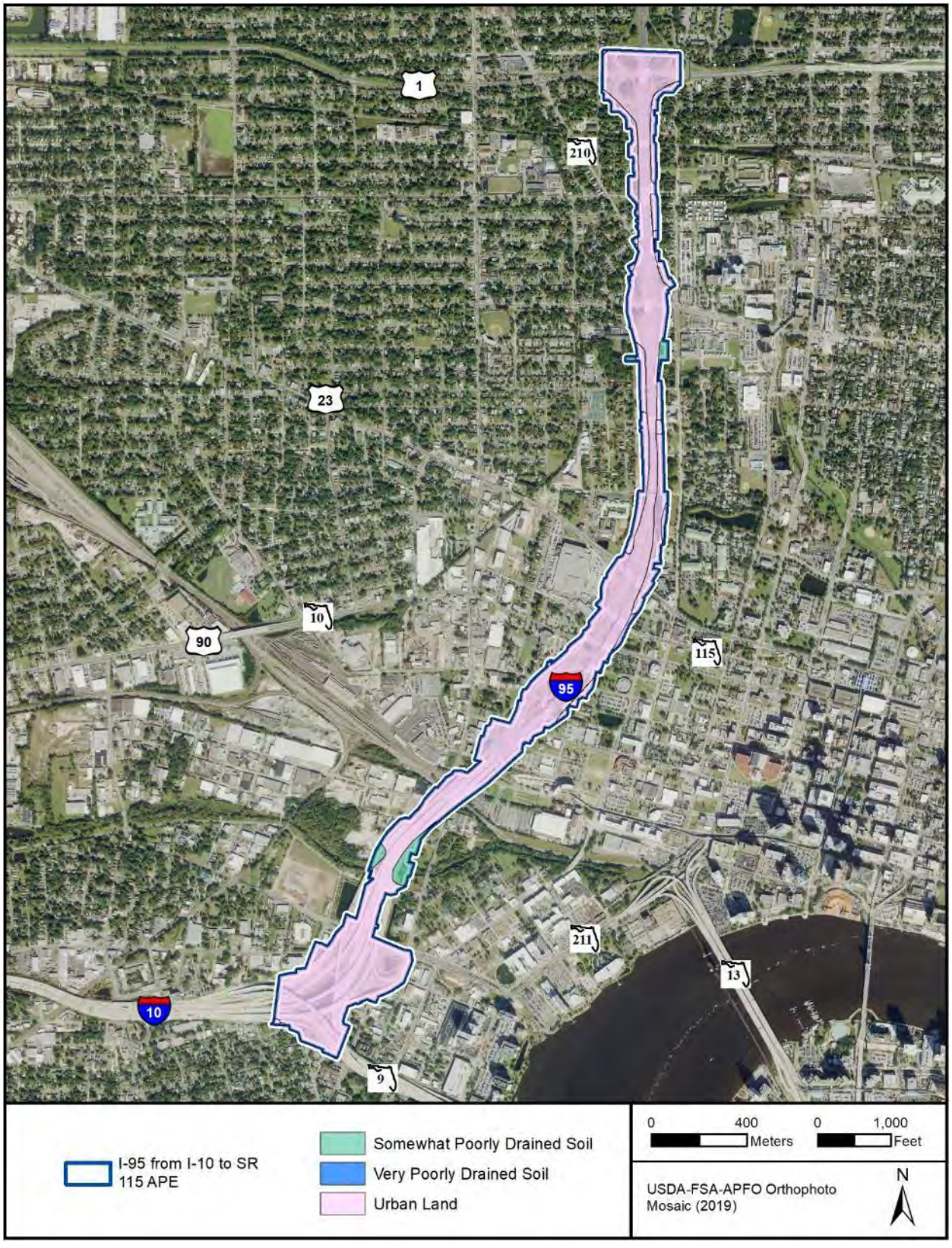


Figure 3. Soil drainage within the APE.

HISTORIC OVERVIEW

NATIVE AMERICAN CULTURE HISTORY

Given the limited potential for the identification of intact archaeological deposits within the right-of-way (discussed below), a full discussion of the prehistory of Duval County is beyond the scope of this report. **Table 1** provides a summary of the prehistoric and historic chronology of northwest Florida. General cultural overviews pertinent to the project area can be found in sources such as Bense (1994), Milanich (1994), and Willey (1949).

Due to the presence of historic resources within the project APE, a brief historic context for Duval County is provided below. Additional detail regarding historic development within the project area is provided in the Historic Map and Aerial Review section.

Table 1. Prehistory/Native American Culture History of Northeastern Florida.

Name	Time Period
Paleoindian Period	10,000+ –8000 BC
Archaic Period	8000–500 BC
Early	8000–5000 BC
Middle	5000–3000 BC
Late	3000–500 BC
Preceramic	3000–2000 BC
Orange	2000–500 BC
Woodland Period	500 BC–AD 750
St. Johns I	500 BC–AD 100
St. Johns Ia	AD 100–500
St. Johns Ib	AD 500–750
Mississippian Period	AD 750–1565
St. Johns IIa	AD 750–1050
St. Johns IIb	AD 1050–1513
St. Johns IIc	AD 1513–1565

POST-CONTACT HISTORY

Early Exploration, 1513–1564

This historic context presents an overview of Duval County from the early period of European contact to recent times. Florida served as an important stage for early European explorations of North America. Juan Ponce de León left Puerto Rico on March 3, 1513, and landed either north of Cape Canaveral (Brevard County) (Milanich 1995) or south of the Cape near modern-day Melbourne Beach (Brevard County) on April 2, 1513 (Gannon 1996). Either spot places the landing significantly south of present-day Duval County. Ponce called this land *La Florida*, since it was sighted during the Feast of Flowers (*Pascua Florida*) (Milanich 1995). Most of the Spanish explorers who followed, including Pánfilo de Narváez, in 1528, and Hernando de Soto, in 1539, landed at and explored the gulf coast of Florida, trekking inland and northward to explore and attempt to conquer the newly-claimed territory (Gannon 1996).

In the 1560s, Europeans attempted to establish strongholds along the coast of northeastern Florida. The first notable expedition to the region was led by French Huguenot Jean Ribault. Ribault landed near present-day St. Augustine (St. Johns County) in 1562 before traveling north to the St. Johns River (Duval County). There, he placed a marble column to claim the land for the French. Ribault continued with his northward journey and erected a fort known as Charlesfort at Port Royal in present-day South Carolina. Another Frenchman, René de Laudonnière, established

Section 4(f) Resources Exclusion

Fort Caroline at the mouth of the St. John's River in 1564. These settlements alerted the Spanish to the growing French presence in the region, especially after the capture of French deserters, and King Phillip II authorized a stronger Spanish presence on the Atlantic coast. Phillip II sent Pedro Menéndez de Avilés, who captured Fort Caroline (which the Spanish renamed San Mateo) and set up the first permanent Spanish settlement at St. Augustine (St. Johns County) in 1565. Menendez's effort secured the territory for Spain and warded off French interests (Lyon 1996).

First Spanish Period, 1565–1762

Early Spanish settlements in Florida were concentrated on the coasts and in the northern half of the peninsula. Menéndez had been ordered by the crown to implement a massive missionizing effort among the Indians. He petitioned the Jesuit Order for missionaries, and they arrived in St. Augustine in June 1566. The Jesuits focused their missionizing efforts on the native villages around St. Augustine, along the lower St. Johns River, and among the Guales and Oristas who lived farther north. Some of the earliest, such as Nombre de Dios and San Sebastián, were established just outside of St. Augustine to Christianize local natives who were often recruited to labor for the Spanish (Milanich 1999). The Spanish created a line of missions that linked St. Augustine on the east coast to Apalachee province in the panhandle.

In this First Spanish Period, the French and the English sought to weaken Spain's position on the Atlantic coast. Seeking revenge for the Spanish taking of Fort Caroline and the execution of Jean Ribault, Dominique de Gourgues attacked San Mateo and burned it to the ground in 1568. Growing British interest in the New World brought Sir Francis Drake to the Florida coast, where he attacked and raided the Spanish at St. Augustine in 1586 (Lyon 1996). St. Augustine served as an important entry point and a connection to the trade and mission networks of the interior, but the town was primarily used as a military base to stop the intrusion of other European groups. Other than the establishment of (and subsequent attacks on) Fort Caroline/San Mateo, interest on the Atlantic Coast was concentrated to the area around St. Augustine. An attack from Robert Searle, an English privateer, in 1668 and the increased English settlement along the Atlantic coast caused the Spanish to ramp up their security measures. The crown authorized the building of the impressive stone fort, known as Castillo de San Marcos in the 1670s. Largely thanks to forced native labor, this fortification helped firmly establish the Spanish presence in northeast Florida by the turn of the eighteenth century. Spain later developed fortifications of smaller stature along the St. Johns River in present-day Duval County (Bushnell 1996).

One of the most significant legacies of the First Spanish Period was the near total collapse of the Native American population of Florida. The collapse was a consequence of several factors. Via their interaction between people of European descent, the Native American population was introduced to diseases for which they had no immunity, and thus many thousands died. Also, the Native American population became a target of English slave raids which left villages in ruins. The cyclical warfare of the period also collected a heavy toll on the population. Thus, by the time the British came to rule Florida, the Native American presence in Florida had diminished (Milanich 1995, 1999).

British Colonial Period, 1763–1783

Great Britain came to rule Florida as a consequence of the Seven Years War (1754–1763), a global war that greatly affected territory in the New World. Spain opposed Great Britain during the conflict; the Treaty of Paris, which ended the war, saw Spain relinquish Florida to the British. When the British took possession of Florida, they received a colony that was minimally developed beyond St. Augustine and Pensacola (Schafer 2010a). The interior, including Duval County, was largely the realm of various Native American groups who had entered Florida to escape warfare and other pressures in neighboring parts of the Southeast. During British times, these newcomers were often referred to as "Seminoles," a name that many historians believe was derived from *cimarrón*, the Spanish word for runaway (Mahon 1985).

Great Britain divided Florida into two territories—East Florida and West Florida. Duval County lay within the East Florida province, the capital of which was St. Augustine. Whereas traditional scholarship on the period has held that the British failed in their effort to develop Florida, recent research has concluded otherwise. The British promoted the settlement and development of East Florida through several means; one of them was to support explorations and mapping of the territory. Bernard Romans, an explorer and scientist, made detailed notes on both East and West Florida in his *Concise Natural History of East and West Florida*, published in 1775 (Romans 1999 [1775]). George Gauld explored the bays and shorelines of Florida to create some of the most accurate charts to date (Ware 1982). William Bartram made an extensive journey down the St. Johns River and elsewhere in northern Florida on two separate trips during the period (Schafer 2010b).

The British also granted extensive acreage to individuals who vowed to improve the land with agriculture or other industries. Many of those who received land grants were nobles from Great Britain who never saw their land; however, their representatives developed prosperous plantations and farms in the St. Johns River Valley and along the outskirts of St. Augustine. The banks of the St. Johns River in Duval County had numerous plantations and timber operations.

Timber, indigo, cotton, and rice were important productions of these plantations (Schafer 2010b). Growth and development in the county along the river necessitated a transportation system to connect the outlying small villages and farms, as well as a means of travel between British East Florida and the colonies further north. This eventually became the Kings Road, one of the first public works projects undertaken in colonial Florida. Initially connecting St. Augustine to the St. Marys River, the road passed through parts of East Florida— including Cow Ford, the early name for Jacksonville—before traveling north into Georgia (Davis 1925; Weaver 2009).

Great Britain's hold on Florida became tenuous during the American Revolution. As the conflict began, many hundreds of Loyalists and their slaves from South Carolina and Georgia fled to British East Florida, which remained loyal to the Crown. The plantations and farms of northeast Florida became overwhelmed with newcomers. As the war passed and the Continental Army became stronger, the rebel forces made incursions into northeast Florida against Loyalist forces.

The opposing forces clashed in what is now Duval County at Thomas Creek and at Alligator Creek in Nassau County. In the treaty that ended the war, both East and West Florida reverted to the rule of Spain which had assisted the Americans in their defeat of the British (Bennett 1970).

Second Spanish Period, 1784–1821

Spain's second period of rule over Florida began in 1784 with the lowering of the British flag and the raising of the Spanish flag in St. Augustine. The Spanish maintained the territorial designation of East and West Florida that the British had established. The Spanish also adopted the British program of awarding land grants as a means of bringing settlement and prosperity to Florida. Many of those who acquired land grants developed their farms and plantations on former British land grants (Coker and Parker 1996).

East Florida society was notably diverse. In addition to the Native American and Spanish population, there was a significant African population of both free and enslaved individuals (Landers 1999). Diversity also was evident among plantation families, some of whom had British and western European roots. One of the most successful planters in present-day Duval County was Scotsman Zephaniah Kingsley who established a plantation on Fort George Island with his African wife, Anna Madgigine Jai in 1803. Kingsley's business ventures included African slave trader, maritime merchant, shipbuilder and planter. His wife, Anna, had been brought from Senegal by the slave trade but became a free woman who owned slaves. The Kingsley family had plantations in five counties in northeast Florida. At Kingsley plantation on Fort George Island, the major crop was cotton (Gannon 1996).

The influx of foreign nationals into the north Florida region and pressure from the young United States presented a challenge to Spanish hegemony in Florida. In this period, Spain became a thorn in the side of southern frontiersmen and plantation owners who coveted Florida's resources, despised the Indians of Florida, and reviled Spain's acceptance of runaway slaves into Florida. These tensions culminated in an American-sponsored attempt to foment a rebellion against Spanish rule in Florida during the War of 1812. Known as the Patriot War (1812–1815), the conflict led to the ruination of numerous northeast Florida plantations and greatly disrupted East Florida. Though Spain maintained control of Florida, the lingering hostilities influenced future events (Cusick 2007).

A series of frontier incidents involving the Seminole in Florida led to the First Seminole War of the late 1810s. During the conflict, Andrew Jackson invaded northwestern Florida on a punitive mission against the Seminole. In what was a blatant dismissal of Spain's governance of Florida, Jackson drove the Seminole south of the Suwannee River. Jackson ultimately occupied Pensacola with little opposition and Spain, which finally was convinced of the impossibility of maintaining their possession of Florida, ceded East and West Florida to the United States in 1819. Several years later in 1821, the United States ratified the treaty and Florida became a US territory (Gannon 1996).

American Territorial Period, 1821–1845

Duval County, named for second governor of Florida, William Pope Duval, was one of the first counties established in Florida Territory. Since the Spanish cession of Florida, the area was part of St. Johns County. Duval was carved from St. Johns County in 1822 and Cow Ford, which soon was renamed Jacksonville in honor of Jackson, was the county seat. At the time of formation, Duval included present-day Nassau County (formed in 1824). Settlers from adjacent states of the South trickled into northern Florida. Some laid out small farms while others established plantations. Those plantation owners who had settled under Spanish rule were forced to substantiate their land claims to the new American government. In the first two decades of the county's existence, community building centered on Jacksonville which reached a population of 100 by 1830 while the remainder of the county had less than 2,000 inhabitants (Tebeau 1971). Mandarin was a small village on the St. Johns River south of Jacksonville and Mayport was emerging near the mouth of the river. Along with the river, the Kings Road out from St. Augustine to Jacksonville was a primary means of transportation (Gold 1929).

One of the first arrangements the new American government made was a reservation for the Seminole. This 1823 Treaty of Moultrie Creek pushed the Seminole out of what is now Duval County and cleared the way for white settlement. Nevertheless, tensions on the frontier erupted into another war in 1835. The Second Seminole War (1835-1842) arose from many issues, but among the greatest was the United States' goal to remove the Seminole from Florida. White settlers wanted their land and also wanted the Seminole to turn over runaway slaves whom the Seminole had been welcoming into their midst since Spanish times. In the context of the war, Jacksonville was a major staging area. Troops entered the territory there and were sent into the interior of the territory on riverboats and overland (Buker 1997).

During the Second Seminole War, the Seminole raided some of the farmsteads and plantations of Duval County. The Seminole captured cattle and burned the homes of settlers (Gold 1929). By 1840, the violence associated with the war had largely drifted southward into the peninsula. Ultimately, the Seminole were driven from northern Florida, paving the way for further white settlement in Duval County and elsewhere (Mahon 1985).

Early Statehood and Civil War Period, 1845–1865

Although Florida was a vast frontier with few centers of population, its political leaders successfully argued for its elevation to statehood. In 1845, Florida entered the United States as a slave state. Duval County held prominence in the new state because it was home to Jacksonville, which had rapidly expanded in the early nineteenth century. By 1850, the town formerly known as a crossing place for cattle was Florida's fourth-largest city after Key West, Pensacola, and St. Augustine (Denham and Brown 2003). Jacksonville's access to water routes in the St. Johns River and Atlantic Ocean made it a prime location for a shipping port, and it served this role for many inland portions of the state. Cotton, lumber, and other agricultural goods were sent to Jacksonville in order to reach northern and international markets. There were also a

handful of sawmills by the mid-1850s (Davis 1925). The Florida, Atlantic, and Gulf Central Railroad, chartered in 1851 and built from Jacksonville to Lake City by 1860, further connected the area to inland business interests (Turner 2008).

On January 10, 1861, Florida seceded from the United States, joining the Confederate States of America. Slavery was an integral part of Florida society and the state's leaders saw little choice but to join neighboring southern states and uphold the institution at any cost. As access to port was crucial for both sides, Union forces attacked and occupied Jacksonville throughout most of the war and, in the face of much aggravation from the Confederates, controlled the St. Johns River (Schafer 2010a). With Union victories elsewhere in the South in 1862 and 1863, the Confederate States government looked to Florida for supplies, especially cattle and turpentine (Brown 1991).

By 1864, the Union was aiming to strike a blow against the Confederate-controlled interior of Florida. During the Union's fourth invasion of Jacksonville in January 1864, they pressed inland along the route of the Florida Atlantic and Gulf Railroad (United States War Department 1891). The Union, whose ranks were bolstered with numerous African-American companies, had four objectives during the march into the interior: (1) bring Florida back into the Union, (2) revive the trade on the St. Johns River, (3) recruit troops from Florida residents, and (4) cut off Florida supplies shipped to the Confederacy (US War Department 1891). Confederate forces met the Union in a definitive battle that was fought in western Baker County at Ocean Pond, also known as Olustee, on February 20, 1864 (Nulty 1987; Schafer 2010a). The battle (February 20, 1864) raged several hours and resulted in 1,861 Union and 946 Confederate casualties (Schafer 2010a).

The Union Army retreated to Jacksonville where they remained until the end of the war. After this battle, Union engineers designed a fortification wall made from brick and wooden logs around the City of Jacksonville. The wall also included a moat in order to further deter Confederate advances into the Federally-occupied city. The main gate was located "near the present intersection of Adams and Davis Streets" (Woods 1996:86). The area also housed an encampment for African-American Union troops. The wood and brick fortification proved substantial enough to maintain control of the city throughout the remainder of the war, as General Lee and the Confederacy surrendered the following year.

Reconstruction and Late Nineteenth Century Period, 1865–1899

Following the Civil War, Duval County and the state as a whole suffered from economic ruin and political discord. In the decades following the war, the combination of Northern investment, railway development, and navigational improvements helped the county recover. Jacksonville developed into a major southern port during this period while new railroad lines radiated into the countryside, influencing new settlement, agricultural ventures, and industry (Gold 1929).

In the late nineteenth-century, land promoters and railway companies put together gazetteers that described the various communities throughout Florida. Although their publications often were exaggerated, they nevertheless provide general descriptions of the communities of Duval

County in this period. Wanton S. Webb's 1885 gazetteer stated the county's population to be nearly 20,000. Jacksonville was a focal point and, by this time, the largest city in Florida. Its wharves and warehouses connected with railways and ships that carried goods across the region and the sea. Webb described that the bar across the St. Johns River was currently being dredged to improve navigation. Agriculturally, the county was home to cotton, sugarcane, rice, and winter vegetable farms. Citrus also had a presence. Webb emphasized the healthful atmosphere of Duval County while failing to mention recent yellow fever epidemics (Webb 1885).

By 1890, the population of Duval County had reached approximately 27,000. Jacksonville was the leading commercial city in the state of Florida. The principal agricultural products of the countryside were corn, cotton, oranges, sweet potatoes, and peas (Belding 1895). Duval County's abundant pine resources had served as a foundation for the rise and prosperity of naval stores and timber industrialists. Jacksonville thusly became a prominent naval stores and timber exporter. Along with these economic engines came tourism as wealthy Americans began to view the once barren Atlantic Coast of Duval County as a vacation paradise (Buker 1992). These industries and interests ushered the county into the twentieth century.

Early Twentieth Century and Great Depression Period, 1900–1940

In the opening decades of the twentieth century, Duval County's population grew to 175,000. The economic makeup of the county, however, had not dramatically changed since the late nineteenth century. Jacksonville remained a significant port. Agriculture, including both fruits and vegetables, thrived in the countryside. In this period, farms became ever larger and products diversified to include dairy cattle and poultry. While paved roads ultimately became the preferred mode of transportation, railroads remained vital for much of this period. Railroad tracks covered over 500 miles in Duval County by the 1930s. The state highway system was also under development in the first decades of the twentieth century, and most Florida roads emanated from Jacksonville, as had the rail lines (The Record Company 1935).

The Great Fire of 1901 greatly altered the growing prosperity of the city as massive numbers of prominent structures, businesses, and homes were destroyed. However, not all areas of the city suffered greatly, and a benefit of the fire was Jacksonville's rebirth in the early twentieth century, as architects from around the nation and world came to help rebuild it in a modern fashion. New construction was frequent in the first few decades of the 1900s; row homes and "mail-order" construction elements were especially popular in this period (Woods 1996:100).

In the 1920s, Florida was in the throes of a land boom and real estate prices in every county, including Duval, soared to the point of inflation. This environment of outsiders buying land sight unseen and get-rich-quick schemes ultimately collapsed in 1926. Several years later, the national economy collapsed, leaving Duval County in the worst depression since the post-Civil War period. To alleviate the lack of paying jobs, the federal government initiated work programs like the Civilian Conservation Corps. In Duval County, there were two such camps (Nelson 2008). The Works Progress Administration also had a presence in the county. Construction on

transportation lines, particularly the expansion of the streetcar system, also provided work for locals (*Metro Jacksonville* 2010).

World War II, Cold War, and Recent History, 1941–Present

In the late 1930s, a congressional board known as the Hepburn Board selected sites across the country for military usage; one of which became Naval Air Station (NAS) Jacksonville. The development of this installation began in 1939. The government also developed several support installations for NAS Jacksonville. The support installations and the date of their development were Auxiliary Airfield 2 (Otis, Florida), 1941; Aviation Free Gunnery School Yellow Water (Duval County, Florida), 1942; Lee Field (also known as Green Cove Springs Auxiliary Air Station, in Green Cove Springs, Florida), 1941; Naval Air Auxiliary Air Station Mayport (Mayport, Florida), 1944; and Naval Air Auxiliary Station No. 1 (Jacksonville, Florida), 1944 (Rosenzweig and Shmookler 2005). Auxiliary Airfield 2 eventually became known as Naval Auxiliary Air Station (NAAS) Cecil Field. Construction of the airfield commenced in 1941 on three thousand acres of rural Duval County. By September, the Navy had completed the landing field. On December 18, 1941, Cecil Field was placed into operation. One of the early missions of the airfield was to train fighter pilots. As the war years progressed, training and facilities at the field expanded. New aircraft, including the SBD *Dauntless* and SB-2 *Helldiver*, replaced the field's out-of-date warbirds midway through the conflict. When Japan surrendered in 1945, training was still ongoing at Cecil Field. The base played a major role in the Cold War, especially operations during the conflict in Korea and the Cuban Missile Crisis (Rosenzweig and Shmookler 2005).

Jacksonville developed into a major metropolitan area over the course of the twentieth century. After World War II, the increase in highways and other transportation networks and the growth of the suburbs led to a flight from urban areas, particularly by middle-class whites. This was also the case in Jacksonville, and the inclusion of many suburban communities led to the geographic growth of the city. This was aided by construction of I-10 in the 1960s, which roughly followed the route of US 90 and allowed faster transportation to points west. However, these outlying communities did not boast the same municipal services as the areas that fell within the city limits. In the 1960s, political leaders proposed the consolidation of the entire county of Duval within the City of Jacksonville, a measure that was approved in 1967. Declaring itself the "Bold New City of the South," Jacksonville combined its emergency services, government, housing, and other services across the county. Growth in Jacksonville continued well into the late twentieth century (Crooks 2004; Hoskinson 2013).

BACKGROUND RESEARCH

FLORIDA MASTER SITE FILE REVIEW

Florida Master Site File (FMSF) data from April 2020 were reviewed to identify any previously recorded cultural resources within the project APE. The FMSF review indicates that 13 previous

cultural resource surveys have occurred within the I-95 from I-10 to SR 115 APE (**Table 2; Figure 4**). Several of these surveys do not meet current Module 3 standards, which were established in 2003. Two of the surveys conducted under Module 3 standards (FMSF Survey Nos. 10814 and 14422) were limited to architectural resources and did not include archaeological testing or survey. The remaining four Module 3 compliant surveys (FMSF Survey Nos. 13155, 21719, 24493, and 24973) included relatively small segments of the APE (see **Figure 4**).

Table 2. Previous Cultural Resource Surveys within I-95 from I-10 to SR 115 APE.

Survey No.	Title	Year	Author
622	Historic Sites & Buildings Survey of the Riverside Avondale Area, Jacksonville, Florida	1981	Division of Archives, History and Records Management
1620	Jacksonville Northside East Downtown Development of Regional Impact Historical Element Study	1988	Environmental Services & Permitting, Inc.
2430	Historical and Architectural Assessment for the Northside West Development of Regional Impact Study	1985	Florida Preservation Services
2431	Zones of Cultural Resource Sensitivity in the Jacksonville Northside West DRI Area, Duval County, Florida	1985	Piper Archaeological Research, Inc.
2977	Historic Building Survey of Downtown Jacksonville	1991	Historic Property Associates, Inc. (HPAI)
3060	A Re-Survey of the Riverside Historic District, Jacksonville, Florida	1992	HPAI
5073	Historic Properties Survey of Urban Core Southwest Jacksonville, FL	1997	HPAI
10814	The Historic Architectural Resource of the North Riverside Neighborhood in Jacksonville, Duval County, Florida	2004	Environmental Services, Inc. (ESI)
13155	Cultural Resource Assessment Survey of the Proposed Jacksonville Transportation Center Duval County, Florida	2006	SEARCH
14422	A Historic Building Resurvey of Downtown Jacksonville, Duval County, Florida	2005	HPAI
21719	Cultural Resource Assessment Survey for the I-95 and i-10 Operational Improvements Project, Duval County, Florida	2014	SEARCH
24493	Cultural Resource Assessment Survey in Support of the I-10 Capacity Improvements Project from I-295 to I-95, Duval County, Florida	2017	SEARCH
24973	Cultural Resource Assessment Survey of I-95 at US 1/Martin Luther King Jr. Parkway/20th Street Expressway Interchange, Duval County, Florida	2018	SEARCH

The FMSF review also indicates that 13 historic structures, one archaeological site, four historic bridges, and five historic resource groups are located within the I-95 from I-10 to SR 115 APE (**Table 3; Figure 5**). The Riverside Historic District (8DU01547) is located at the southern end of the APE and was listed in the NRHP in March 1985. The district represents a historic suburb established in the mid-nineteenth century. Three railroad corridors bisect the APE and are recorded as resource groups. These railroads—8DU17719 (Railroad Segment 8SX), 8DU17729 (Seaboard Airline Railway), and 8DU22249 (St. Johns River Terminal Railroad)—have all been determined eligible for the NRHP by the State Historic Preservation Officer (SHPO). In addition, two historic bridges (8DU13284 and 8DU17724) and one archaeological site (8DU22134) within

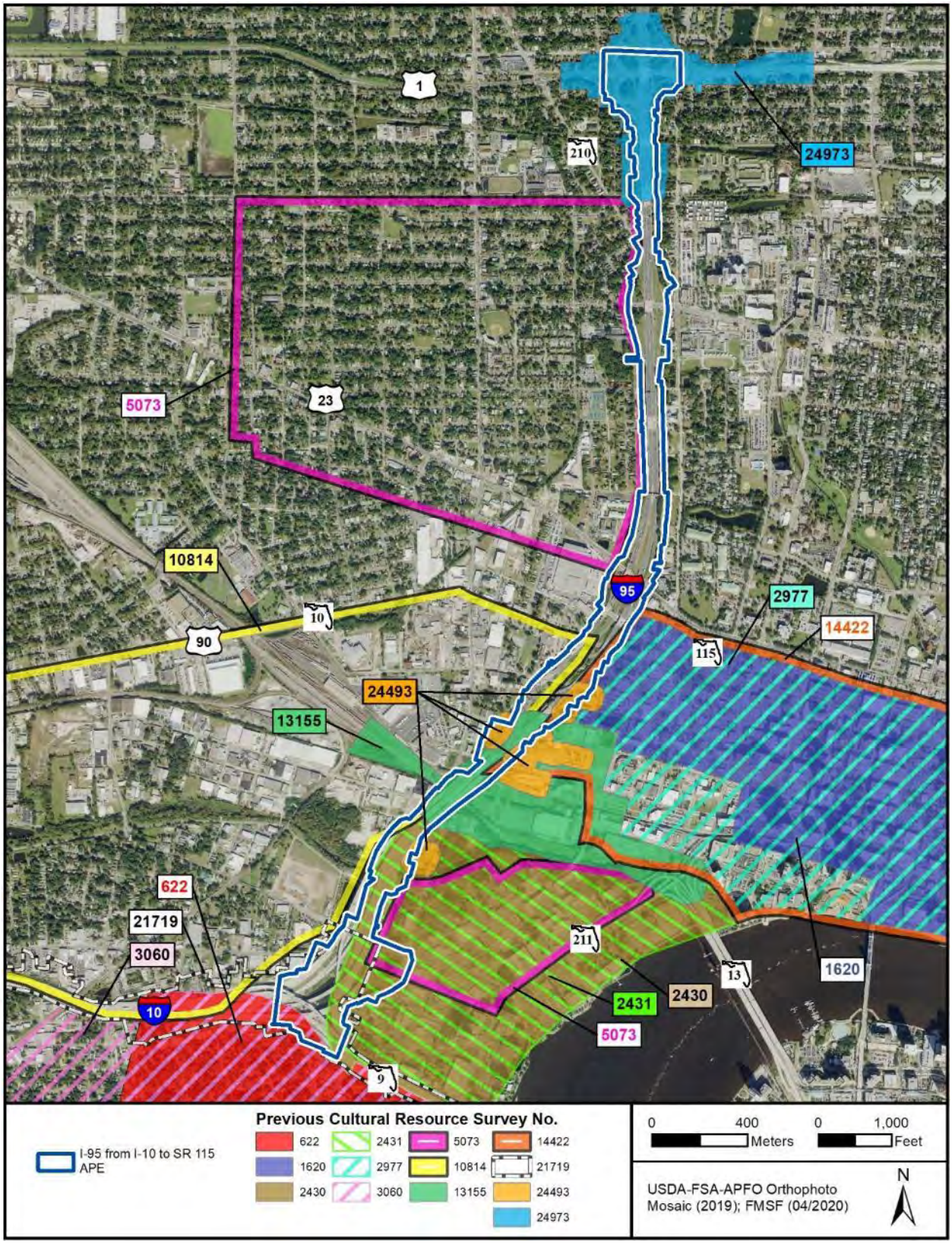


Figure 4. Previously recorded surveys in the I-95 from I-10 to SR 115 APE.

Table 3. Previously Recorded Resources in the I-95 from I-10 to SR 115 APE.

Historic Structures				
FMSF No.	**Address**	**Year Built**	**Surveyor Recommendation**	**SHPO Evaluation**
8DU00340*	NE Corner of Dellwood and Roselle	circa 1900	Not Evaluated	Not Evaluated
8DU07848*	990 W Ashley Street	1906	Ineligible for NRHP	Not Evaluated
8DU07849*	992 W Ashley Street	circa 1905	Ineligible for NRHP	Not Evaluated
8DU07850*	998 W Ashley Street	circa 1905	Ineligible for NRHP	Not Evaluated
8DU07853*	987 W Ashley Street	circa 1903	Ineligible for NRHP	Not Evaluated
8DU11933*	563-565 Dellwood Avenue	circa 1905	Ineligible for NRHP	Not Evaluated
8DU11934*	555 Dellwood Avenue	circa 1915	Ineligible for NRHP	Not Evaluated
8DU11935*	551 Dellwood Avenue	1932	Ineligible for NRHP	Not Evaluated
8DU11936*	543 Dellwood Avenue	1932	Ineligible for NRHP	Not Evaluated
8DU11937*	1120 Edison Avenue	1912	Ineligible for NRHP	Not Evaluated
8DU11938*	531 College Street	circa 1920	Ineligible for NRHP	Not Evaluated
8DU12903*	971 12th Street West	1924	Eligible for NRHP	Not Evaluated
8DU17461	1501 Dennis Street	circa 1940	Ineligible for NRHP	Not Evaluated
Archaeological Sites				
FMSF No.	**Name**	**Time Period**	**Surveyor Recommendation**	**SHPO Evaluation**
8DU22134	West Duval Street	American 19th century 1821-1899; American 20th century	Eligible for NRHP	Eligible for NRHP
Historic Bridges				
FMSF No.	**Name**	**Year Built**	**SHPO Evaluation**	
8DU13284	Myrtle Avenue Subway Bridge	circa 1908	Eligible for NRHP	
8DU17724	I-95/Myrtle Avenue	circa 1955	Eligible for NRHP	
8DU17725	I-95/Adams Street	circa 1959	Ineligible for NRHP	
8DU17726*	I-95/Adams Street	circa 1959	Ineligible for NRHP	
Resource Groups				
FMSF No.	**Name**	**Period of Significance**	**SHPO Evaluation**	
8DU01547	Riverside Historic District	American Acquisition & Development 1821-1845; Boom Times 1921-1929; Depression/New Deal 1930-1940; Post-Reconstruction 1880-1897; Reconstruction 1866-1879; Spanish American War 1898-1916; WW I and Aftermath 1917-1920; 1871-1935	NRHP Listed (March 1985)	
8DU17719	Railroad Segment 8SX	American 19th century 1821-1899; American 20th century; Disston Era of Consolidation and Expansion (1881-1903)	Eligible for NRHP	
8DU17729	Seaboard Airline Railway	American 19th century 1821-1899; American 20th century; Statehood and Antebellum 1845-1860	Eligible for NRHP	
8DU18995	US 1, Phillips Highway	American 20th century; Boom Times 1921-1940; Depression/New Deal 1930-1940; WWI and Aftermath 1917-1920	Ineligible for NRHP	
8DU22249	St. Johns River Terminal Railroad	American 20th century	Eligible for NRHP	

*Confirmed demolished within the I-95 from I-10 to SR 115 APE.

the APE have been determined eligible for the NRHP by the SHPO. All of the historic structures have not yet been evaluated for eligibility in the NRHP by the SHPO, and two historic bridges and one linear resource have been determined ineligible for the NRHP by the SHPO (see **Table 3**).



Figure 5. Previously recorded resources in the I-95 from I-10 to SR 115 APE.

HISTORIC MAP AND AERIAL PHOTOGRAPH REVIEW

Historic maps and aerial photographs were examined in order to identify past land use in the vicinity of the I-95 from I-10 to SR 115 APE. The earliest detailed maps consulted were General Land Office (GLO) survey maps. The GLO maps were created by government land surveyors during the nineteenth century as part of the surveying, platting, and sale of public lands. These maps characteristically show landscape features such as vegetation, bodies of water, roads, and other features. The level of detail in GLO maps varies, with some also depicting structures, Native American villages, railroads, and agricultural fields. A GLO map of Florida Township 2 South, Range 26 East created in 1850 shows clear signs of development within the APE (**Figure 6**) (GLO 1850). Most notably, four roads cross through the APE traveling towards Jacksonville; one road travels north-south through the northern portion of the APE, two travel northwest to southeast through the central section, and one road passes east-west through the central portion. Additionally, the APE falls on three different Spanish land grant properties belonging to Isaac Hendricks and Francis J. Ross. One of Hendricks' properties contains a structure, though this is illustrated east of and outside of the APE. A line for the Florida Atlantic and Gulf Central Railroad is marked as well, though this line was not chartered until 1851 and constructed in the late 1850s after this map was created (Turner 2008).

An 1890 map of Duval County illustrates the railroad—then labeled as part of the Florida Central and Peninsular—extending westward from the City of Jacksonville, but none of the roadways evident on the GLO map are shown on this map (Norton 1890). However, a 1918 topographic map illustrates at least one roadway, present-day Kings Road, following the same path as illustrated on the 1850 GLO map (**Figure 7**) (US Geological Survey [USGS] 1918). The Seaboard Air Line (SAL) crosses through the APE in a similar manner as the railroad evident on the GLO map as well. Two other railroads—the Atlantic Coast Line and the Georgia Southern and Florida—travel in from the northwest; the two lines merge and then and merge with the SAL just west of the APE. Two spurs from these main routes also cross east-west through the northern portion of the APE. Additionally, a road labeled "Gainesville Road" traveling a parallel path to the north of the main SAL line crosses through the APE; this road also follows a similar route as the east-west road on the GLO map and largely appears to travel the path of today's Beaver Street. Another Jacksonville-bound roadway from the north-northwest passes through the northern section of the APE. In addition to these main lines of transportation, Jacksonville's expansion is apparent on this map, as streets travel in various directions and structures are evident throughout the APE.

Early twentieth-century highway maps confirm these major lines of transportation traveling from Jacksonville to various other areas in the state. The 1926 state highway map labels the railroad lines in the same manner evident on the 1918 topographic map; additionally, the highway traveling east-west through the APE is labeled Highway 1, while the roadway following today's Kings Road is Highway 4 (Florida State Road Department [FSRD] 1926). In 1939, the former was also part of US 90, and the former was designated US 1 (FSRD 1939).



Figure 6. 1850 GLO map of Florida Township 2 South, Range 26 East.

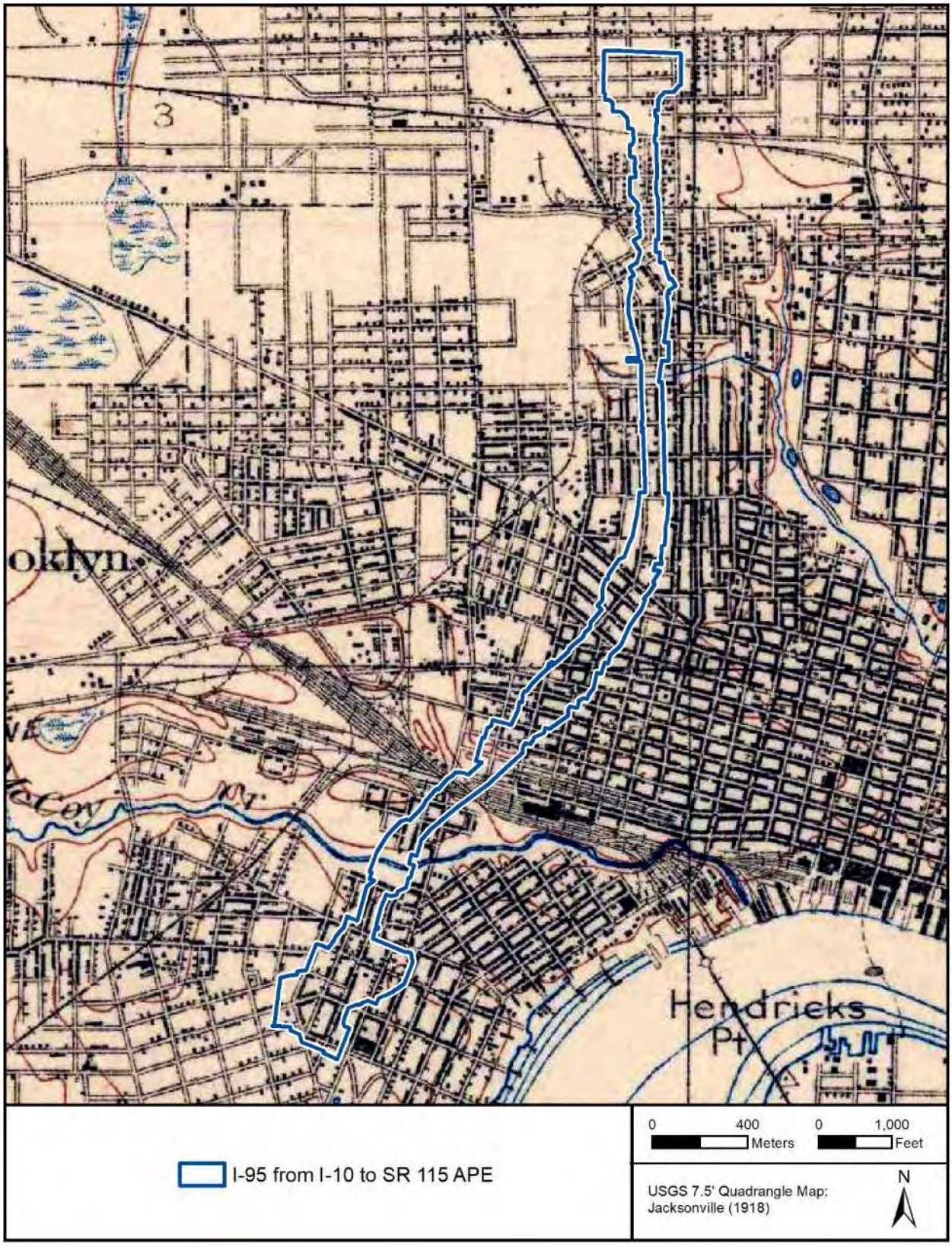


Figure 7. 1918 USGS topographic map of Jacksonville, Florida.

A 1950 topographic map continues to illustrate these routes and confirms that they crossed through the APE, with US 90 also labeled as SR 10/Beaver Street and US 1 also labeled SR 15/Kings Road (**Figure 8**) (USGS 1950). Another highway evident on the 1918 topographic map passes through the northern portion of the APE from the north-northwest and is labeled SR 17A. The railroad lines, labeled with the same names, cross through the APE in the same manner evident on the 1918 topographic map as well. Urban development in Jacksonville is represented both by the large number of streets, many of which cross through the APE, and red shading that indicates a density of structures. As such, only structures of note are illustrated; within the APE, this includes at least four churches in the southern and central portions and two unnamed structures along the railroad where the lines merge.

Aerial photographs from 1960 confirm a new feature: I-95 had been constructed and crossed through the entirety of the APE, following its current path (**Figure 9**) (US Department of Agriculture [USDA] 1960). Though the APE is largely confined to the interstate, structures are evident within the southern portion of the APE. A 1972 topographic map confirms that at least one church and one structure near the railroad fall within the APE (**Figure 10**) (USGS 1972).

DRAFT

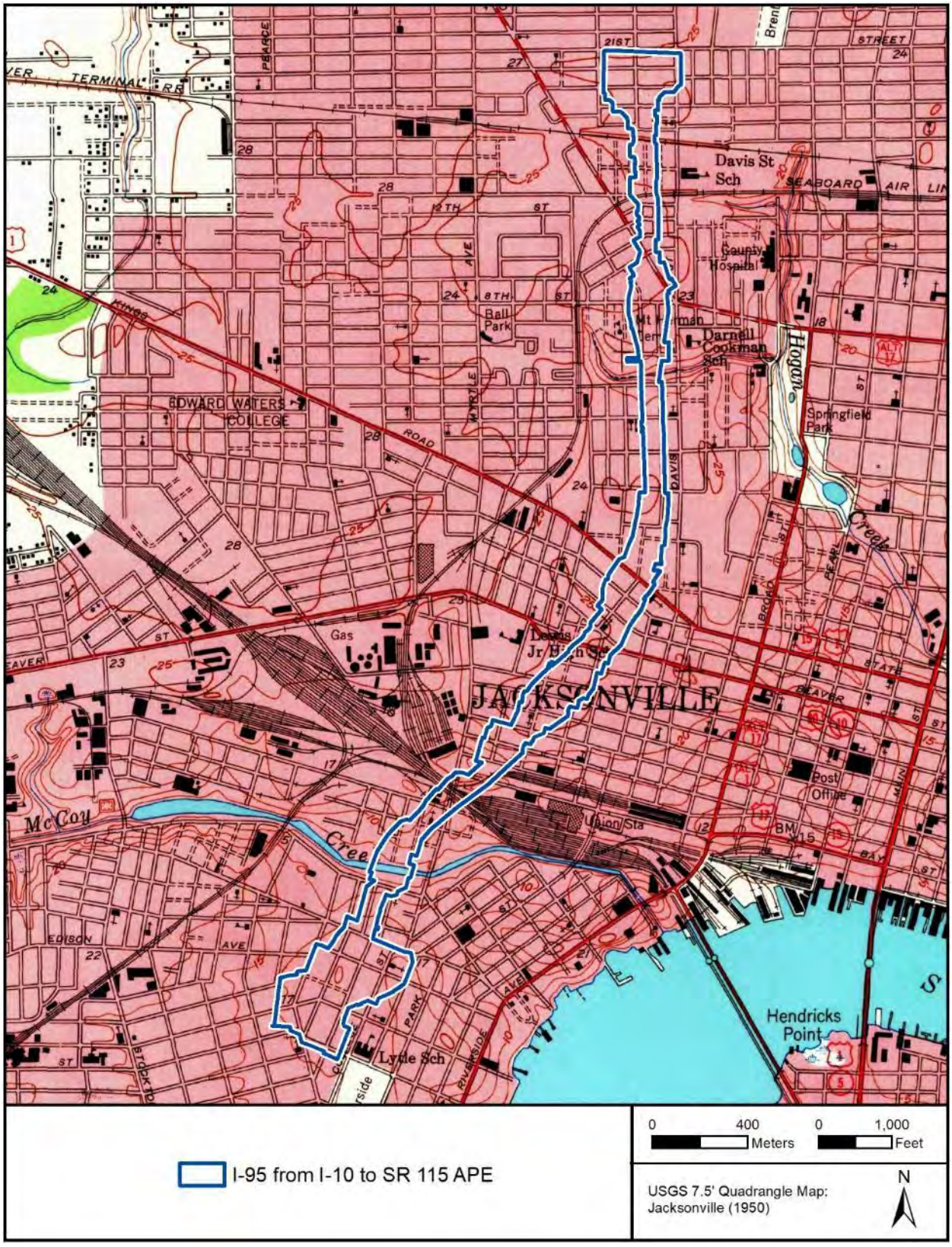


Figure 8. 1950 USGS topographic map of Jacksonville, Florida.

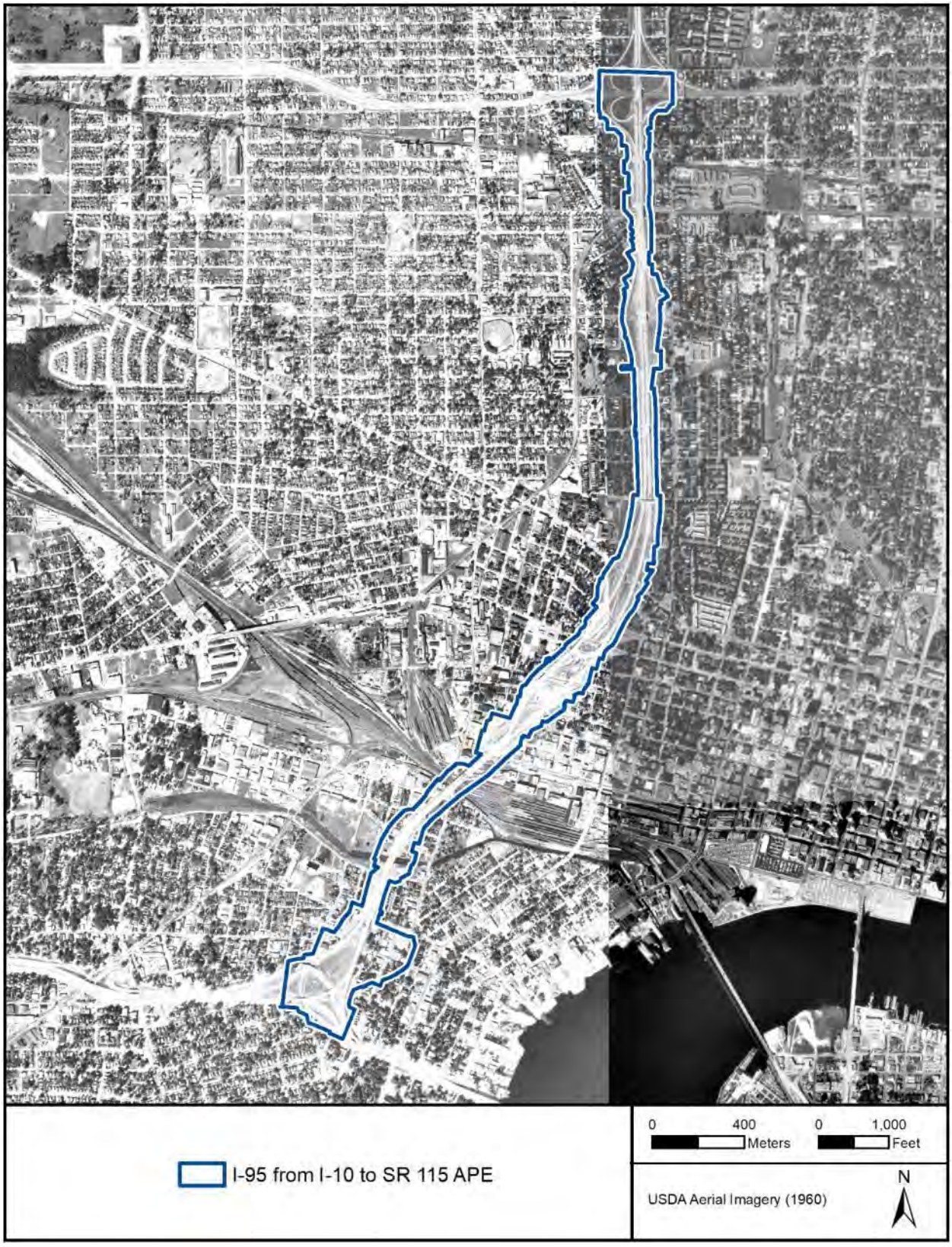


Figure 9. 1960 USDA aerial photographs of Duval County, Florida.

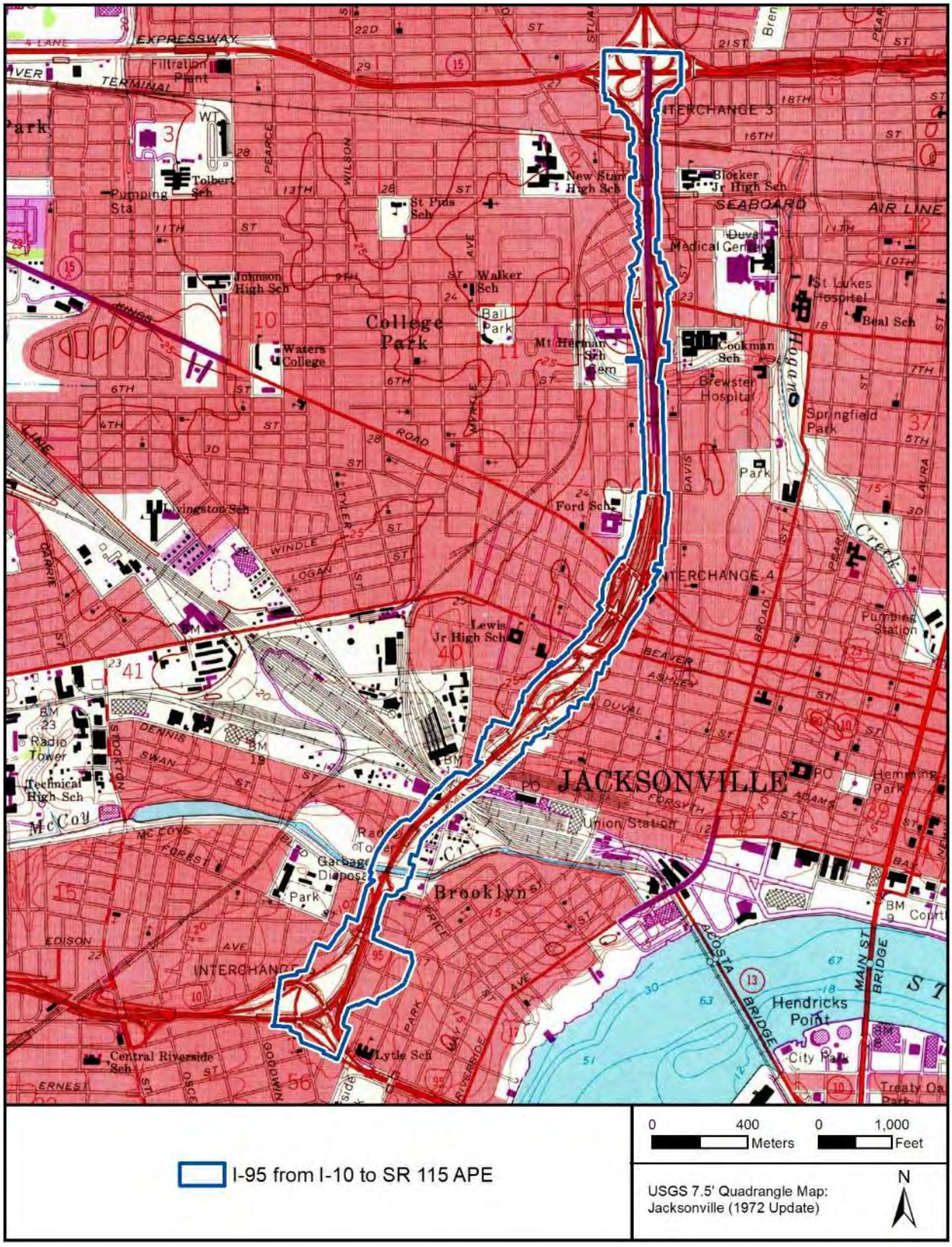


Figure 10. 1972 USGS topographic map of Jacksonville, Florida.

RESEARCH DESIGN

PROJECT GOALS

A research design is a plan to coordinate the cultural resource investigation from inception to the completion of the project. This plan should minimally account for three things: (1) it should make explicit the goals and intentions of the research; (2) it should define the sequence of events to be undertaken in pursuit of the research goals; and (3) it should provide a basis for evaluating the findings and conclusions drawn from the investigation.

The goal of this cultural resource survey was to locate and document evidence of historic or prehistoric occupation or use within the APE (archaeological or historic sites, historic structures, or archaeological occurrences [isolated artifact finds]), and to evaluate these for their potential eligibility for listing in the NRHP. The research strategy was composed of background investigation, a historical document search, and field survey. The background investigation involved a perusal of relevant archaeological literature, producing a summary of previous archaeological work undertaken near the project area. The FMSF was checked for previously recorded sites within the project corridor, which provided an indication of prehistoric settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part. These data were used in combination to develop expectations regarding the types of archaeological sites that may be present and their likely locations (site probability areas). The historical document search involved a review of primary and secondary historic sources as well as a review of the FMSF for any previously recorded historic structures. The original township plat maps, early aerial photographs, and other relevant sources were checked for information pertaining to the existence of historic structures, sites of historic events, and historically occupied or noted aboriginal settlements within the project limits.

NRHP CRITERIA

Cultural resources identified within the project APE were evaluated according to the criteria for listing in the NRHP. As defined by the National Park Service (NPS), 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 or activities 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.

NRHP-eligible districts must possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. NRHP-eligible districts and buildings must also possess historic significance, historic integrity, and historical context.

CULTURAL RESOURCE POTENTIAL

Based on an examination of environmental variables (soil drainage, access to wetlands and marine resources, relative elevation), as well as the results of previously conducted surveys, the potential for prehistoric archaeological sites to be present within the project APE was considered to be generally low. Few prehistoric sites have been recorded in the vicinity of the APE, despite the proximity of the St. Johns River, which is likely a result of the substantial construction and development that has taken place in the last century. However, the probability for historic archaeological sites is considered to be generally high based on historic development and the numerous historic archaeological sites in the vicinity of the APE. Of particular consideration was the presence of the NRHP-eligible West Duval Street archaeological site (8DU22134). Despite the presence of historic sites and development, archaeological testing will likely be constrained by the presence of pavement and buried utilities within the APE.

SURVEY METHODS

Archaeological Field Methods

Due to the level of development (pavement, buried utilities, embanked right-of-way, etc.), the Phase I field survey was limited to judgmental shovel testing and pedestrian survey of the I-95 from I-10 to SR 115 archaeological APE. Shovel tests measured approximately 50 centimeters (19.7 inches) in diameter and were excavated to a minimum depth of 100 centimeters below surface (cmbs) (39.4 inches), subsurface conditions permitting. All excavated sediments were screened through 1/4-inch (0.64-centimeter) mesh hardware cloth. The location of each shovel test was marked on aerial photographs and recorded on Wide Area Augmentation System (WAAS) -enabled handheld Global Positioning System (GPS) units. The cultural content, soil strata, and environmental setting of each shovel test were recorded in field notebooks.

Architectural Field Methods

The architectural survey for the project utilized standard procedures for the location, investigation, and recording of historic properties. In addition to a search of the FMSF database

for previously recorded historic properties within the project area, USGS quadrangle maps were reviewed for structures that were constructed prior to 1976. The field survey inventoried existing buildings, structures, and other aspects of the built environment within the I-95 from I-10 to SR 115 APE. Each historic resource was plotted with a GPS unit on USGS quadrangle maps and on project aerials. All identified historic resources were photographed with a digital camera, and all pertinent information regarding the architectural style, distinguishing characteristics, and condition was recorded on FMSF structure forms. Upon completion of fieldwork, forms and photographs were returned to the SEARCH offices for analysis. Date of construction, design, architectural features, condition, and integrity of the structure, as well as how the resources relate to the surrounding landscape were carefully considered. The resources were evaluated regarding their eligibility for listing in the NRHP and then recommended eligible, potentially eligible, or not eligible.

One previously recorded and 11 unrecorded historic-aged (pre-1976) bridges were identified within the I-95 from I-10 to SR 115 APE: FDOT Bridge Nos. 720164/FMSF No. 8DU17725, 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301. All of these bridges are examples of post-1945 stringer/multi-beam bridges constructed during 1958 and 1959, according to the FDOT Bridge Maintenance Inventory's Florida Bridge Information list (FDOT 2020, 2nd Quarter).

The 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (Federal Register 2012:68793-68795) "relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on the bridge types identified in Section V of this Program Comment" if a bridge does not meet three considerations listed in Section IV (Federal Register 2012:68793). Using these three considerations, SEARCH examined FDOT Bridge Nos. 720164, 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301 to determine if these bridges meet the qualifications for application of the Program Comment.

First, based on a review of the FMSF, SEARCH determined that none of the 12 bridges are listed in the NRHP, nor have they been determined eligible for such listing. Furthermore, the bridges are not located adjacent to or within an NRHP-listed or -eligible historic district. SEARCH personnel examined records for these bridges and determined that they do not constitute examples of one of the following bridge types: an arch bridge; a truss bridge; a bridge with movable spans; a suspension bridge; a cable-stayed bridge; or a covered bridge. Finally, these bridges were not identified by the latest statewide bridge survey (Archaeological Consultants, Inc. 2012) as having "exceptional significance for association with an event or individual, or being a very early or particularly important example of its type in a State or the nation, having distinctive engineering or architectural features that depart from standard designs, such as an aesthetic railing or balustrade, includes spans of exceptional length or complexity, or displaying other elements that were engineered to respond to a unique environmental context," which would except it from the Program Comment (Federal Register 2012:68794).

Based on the above considerations for the Program Comment, these bridges are excluded from Section 106 consideration (Federal Register 2012:68793). For this reason, FDOT Bridge

Nos. 720164, 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301 were not evaluated by the present survey. The Section 106 responsibilities of FDOT and the Federal Highway Administration (FHWA) have been completed with regard to these bridges.

In addition, construction of the section of I-95 within the APE began ca. 1955, thereby constituting a historic-aged roadway. Prior to incorporation into I-95, the road was known as the Jacksonville Expressway. The 2005 *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System* exempts the Interstate Highway System from Section 106 consideration (Federal Register 2005:11928). However, there is one historic bridge within the I-95 from I-10 to SR 115 APE that is excluded from the aforementioned 2005 Exemption. Such exemptions are provided for in the original text, and the State of Florida has four structures that are included in the *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*, of which FDOT Bridge No. 720163/FMSF No. 8DU17724 is one (FHWA 2019). The other three resources are the I-75 Snake Wall, Alligator Alley (I-75), and the Bob Graham/Sunshine Skyway Bridge (I-275) (FHWA 2019). The exemption specifies that it does not apply to specific key elements of the Interstate Highway System:

> The Interstate System elements that will still be considered under Section 106 are limited to certain defined elements, such as historic bridges, tunnels, and rest areas, that: (a) Are at least 50 years old, possess national significance, and meet the National Register eligibility criteria (36 CFR part 63); (b) are less than 50 years old, possess national significance, meet the National Register eligibility criteria, and are of exceptional importance; or (c) were listed in the National Register, or determined eligible for the National Register by the Keeper … (Federal Register 2005:11929)

As noted above, FDOT Bridge No. 720163/FMSF No. 8DU17724 is one such defined element that is excluded from the exemption and therefore was surveyed and evaluated as part of this CRAS.

Laboratory Methods

No artifacts were recovered as a result of this survey, and no laboratory analysis was required.

Curation

The original maps and field notes are presently housed at the Newberry, Florida, office of SEARCH. The original maps and field notes will be turned over to the FDOT, District 2, upon project completion; copies will be retained by SEARCH.

Certified Local Government Consultation

Because this project is located in Duval County, a Certified Local Government (CLG), SEARCH initiated consultation with Christian Popoli, the CLG representative for the county. On April 24,

2020, SEARCH archaeologist Jessica Fish, MSt, RPA, emailed Mr. Popoli to discuss the project and inquire whether the county might have any concerns related to cultural resources associated with the project. In the email, Ms. Fish provided the project maps to Mr. Popoli for review. As of the submittal of this report, County staff has not responded with any concerns regarding the project.

Procedures to Deal with Unexpected Discoveries

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites; however, the possibility exists that evidence of cultural resources may yet be encountered within the project limits. Should evidence of unrecorded cultural resources be discovered during construction activities, all work in that portion of the project area must stop. Evidence of cultural resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should questionable materials be uncovered during the excavation of the project area, representatives of the FDOT, District 2, will assist in the identification and preliminary assessment of the materials. If such evidence is found, the FDHR will be notified within two working days. In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. The FDOT, District 2, Cultural Resources Coordinator must be contacted. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether or not the State Archaeologist should be contacted per the requirements of Chapter 872.05, Florida Statutes.

RESULTS

ARCHAEOLOGICAL RESOURCES

The I-95 from I-10 to SR 115 APE is located north of downtown Jacksonville between the St. Johns River to the south and the Trout River to the north. Vegetation in the area consists predominantly of maintained grasses within the I-95 right-of-way with occasional palm and oak tree patches scattered throughout. Pedestrian survey and judgmental shovel testing were conducted within the right-of-way (i.e., the archaeological APE) in order to locate any surface features or subsurface cultural resources. One previously recorded site, 8DU22134, has been documented within the archaeological APE (**Figure 11**).

Soils in the project area range from somewhat poorly drained to very poorly drained, with the majority of the project area labeled as Urban Land. Pedestrian survey and shovel testing further indicates that the I-95 right-of-way has been heavily disturbed due to the construction of the roadway and modern development (see **Figure 11**). Shovel testing was limited due to the high amount of disturbance or impervious surfaces; four shovel tests were placed throughout the archaeological APE (**Figures 12** and **13**). Shovel tests showed rock, shell, and modern trash fill



Figure 11. Top left: Highway ramp within the APE near Kings Road, view north. Top right: Paved parking area, gravel, and modern development in APE, view south. Center left: STP 4 East wall profile, view east. Center right: Overview of testable area at STP 1, view south. Bottom left: Example of disturbance around I-95 within the APE, view north. Bottom right: Disturbance beneath I-95 in archaeological APE, view east.



Figure 12. Archaeological testing in the I-95 from I-10 to SR 115 APE, map 1 of 2.

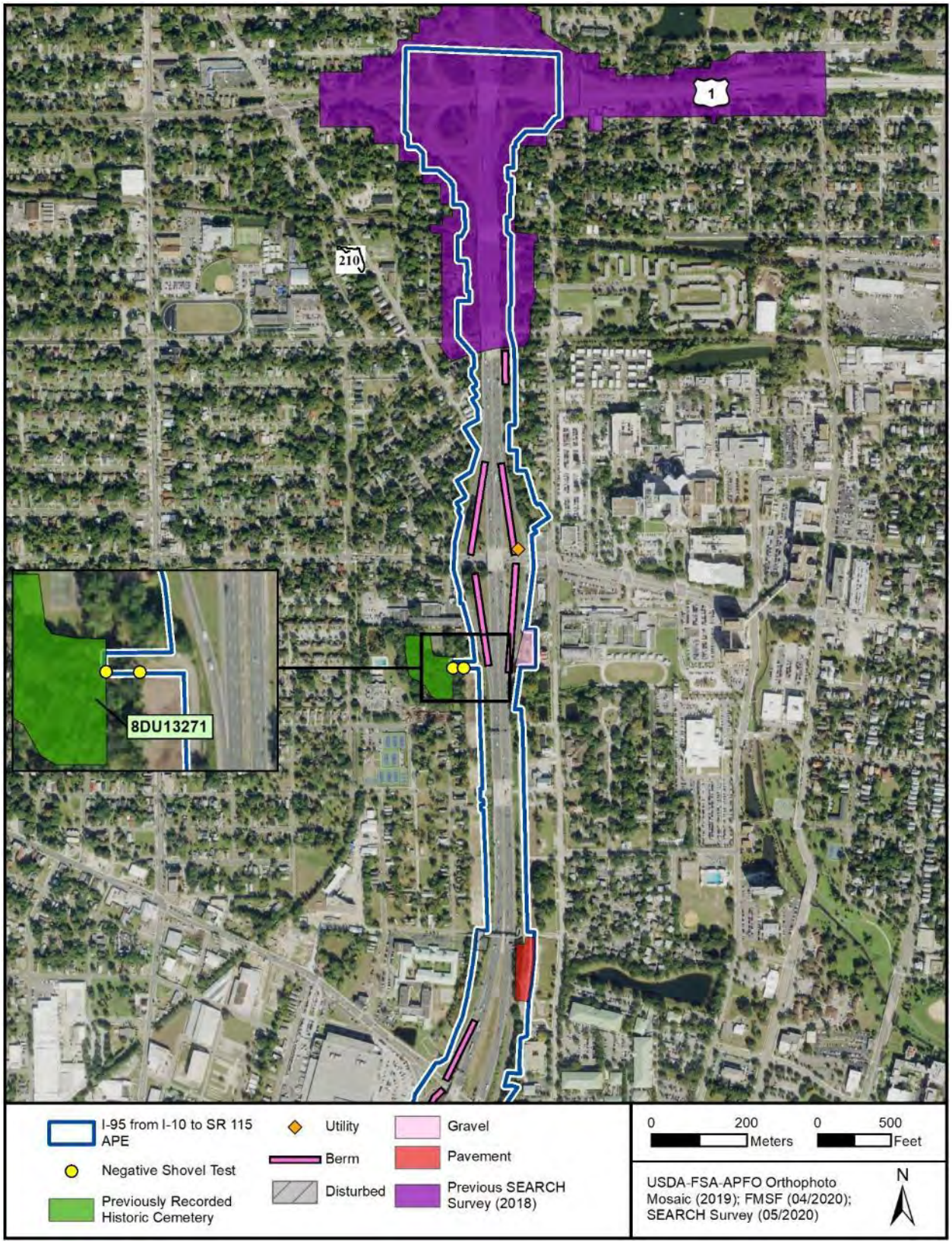


Figure 13. Archaeological testing in the I-95 from I-10 to SR 115 APE, map 2 of 2.

present within the right-of-way. A representative shovel test profile with heavy disturbance, seen in **Figure 14**, shows black (10YR2/1) sand with rock from 0-50 cmbs (0-19.7 inches; Stratum I) before terminating into pale yellow (2.5Y 8/2) very compact sand from 50-63 cmbs (19.7-24.8 inches; Stratum II). Excavation terminated due to the heavy compaction of the soils. Two shovel tests were placed to the west of previously recorded archaeological site 8DU22134 (discussed below) and to the east of the Mount Herman Cemetery (8DU13271). All shovel testing was negative for historic or prehistoric cultural material.

No new archaeological sites were recorded in the I-95 from I-10 to SR 115 archaeological APE. Previously recorded 8DU22134 is a historic artifact scatter with some structural remains recorded in 2017. The site is associated with the historic LaVilla neighborhood, which dates from the late nineteenth century to late twentieth century. The site was determined to be eligible for the NRHP by the SHPO in 2017, and no evidence was recovered to change this determination. As no evidence for the site was collected, the site form was not updated. All archaeological testing to the west of the site during the current survey was negative for cultural material. Review of the original 2017 excavation (FMSF Survey No. 24493) indicates that the site limits are defined by a chain link fence at the edge of the right-of-way. Any proposed work west of the chain link fence poses no adverse effects to this NRHP-eligible site. If removal of the chain link fence is necessary for the current work or any work is planned east of the fence, archaeological monitoring is



Figure 14. East wall of STP 3 within Site 8DU22134, facing east.

recommended. No other archaeological sites or occurrences were recorded within the I-95 from I-10 to SR 115 APE, and no further archaeological work is recommended.

Previously Recorded Sites

8DU22134, West Duval Street Site

Location: Township 2 South, Range 26 East, Section 14
Setting: Vacant lot, grassy with large live oak trees (**Figure 15**)
Soils: Somewhat poorly drained, Urban land, Hurricane Albany complex, 0-5 percent slopes
Survey Methods: Fourteen shovel tests and 2.0 square meters of unit excavation in 2017. Two delineating shovel tests excavated in 2020.
Site Type: Historic residence
Site Size: 2719.2 square meters
Depth of Deposits: Artifacts were recovered from Strata I through IV, from the surface to 100 cmbs (0-39.4 inches); no artifacts recovered during the 2020 survey

Chronology: Early nineteenth- to twentieth-century artifacts were recovered from shovel tests in 2017, the earliest of which included blue-tinted ironstone (1815–1830), whiteware sherds (1820–present), cut nails (1805–present), and wire nails (1865–present). Twentieth-century artifacts



Figure 15. Overview of 8DU22134 showing current condition of the site, facing west. Photo taken from outside the APE. Note the chain link fence in the background marking the edge of the site and the right-of-way.

include glass machine-made marbles (1901–present), various glass bottles (1805–present), and asbestos siding (1917–present).

Artifacts: No artifacts were collected in 2020; 1,935 historic artifacts were collected from shovel tests and test units in 2017: aluminum can with pull tab (n=4), animal bone (n=189), architectural ceramic and mortar (n=7), asbestos siding (n=333), asphalt (n=10), battery carbon core (n=1), belt buckle (n=1), beer/soda pull tab (2), bivalve shell (n=1), bone button (3), bolt with attached nut (n=1), bottle glass (n=672), bottle opener (n=1), brass button (n=1), brass eyelet (n=3), brass pen/pencil part (n=1), brick (n=30), cabinet hinge (n=1), can lid (n=1), canning jar (n=8), centerfire cartridge (n=1), ceramic doorknob (n=1), ceramic marble (n=4), ceramic roofing (n=1), ceramic tile (n=2), ceramic water pipe (n=2), coal (n=1), concrete (n=3), copper electrical wire (n=4), crown bottle cap (n=5), crimped top can (n=1), curved tableware glass (n=9), cut nail (n=14), decorated ironstone (n=3), electric fuse (n=3), flat glass (n=4), glass block (n=2), glass button (n=2), glass marble (n=5), hotelware (n=6), iron eye (n=1), iron ring (n=1), ironstone (n=3), jar closure (n=1), kaolin pipe stem (n=1), knife blade (n=1), lead pipe cap (n=1), linoleum (n=7), meat hook/iron (n=1), metal screw (n=2), metal token (n=1), milk glass (n=8), milk glass cosmetic pot (n=1), mirror glass (n=18), miscellaneous glass (n=13), oyster shell (n=5), perfume bottle (n=1), petrified wood (n=1), plain ironstone (n=1), plain porcelain (n=2), plastic button (n=1), plastic button (n=1), plastic pencil (n=2), porcelain (n=21), porcelain button (n=1), porcelain doll parts (n=1), porcelain insulator (n=2), PVC pipe (n=2), safety glass (n=1), screen mesh (n=2), screw top (n=9), shell button (n=1), shoe heel support (n=1), slag (n=4), stoneware (n=3), stoneware pipe bowl (n=1), tableware handle (n=2), tableware glass (n=4), terra cotta pot (n=3), tile roofing (n=15), transfer printed hotelware (n=1), transfer printed porcelain (n=1), turpentine pot (n=2), unidentified (UID) architectural ceramic (n=2), UID brass (n=1), UID glass tube (n=4), UID iron (n=32), UID melted glass (n=6), UID metal brace (n=5), UID metal button (n=2), UID metal objects (n=64), UID nail fragment (n=114), UID plastic (n=9), UID rubber (n=1), UID screw (n=3), unmodified stone (n=2), US penny (n=2), washer (n=2), whiteware (n=45), window glass (n=89), wire nail (n=58), and yellow glazed refined earthware (n=2).

Comments: Resource 8DU22134 was originally recorded in 2017 by SEARCH (FMSF Survey No. 24493) and consists of a historic trash scatter located in a residential lot east of I-95 between Johnson Street, Duval Street, and North Street. The site appears to be a historic homestead with diagnostic bottle glass dating between 1900 and 1905. Surface features including brick footers, remnants of sidewalk, and historic curbing, as well as the artifacts listed above, are consistent with other historic homesteads found in this region. A total of 14 shovel tests were excavated in 2017, with nine tests positive for historic artifacts (**Figure 16**). Heavy disturbance was present on the surface and below the surface in the area in and around the site boundary. A typical soil profile from the site shows very dark grayish (10YR3/1) fill sand from 0-20 cmbs (0-7.9 inches; Stratum I) over yellowish-brown (10YR5/6) sand mottled with strong brown (7.5YR5/6) fill sand from 20-39 cmbs (7.9-15.4 inches; Stratum II), followed by black (10YR2/1) sand (possibly an intact historic Buried "A" horizon from 39-48 cmbs (15.4-18.9 inches; Stratum III), followed by pale brown (10YR6/3) sand with possibly intact historic deposits from 48-60 cmbs (18.9-23.6 inches; Stratum IV), and ending with white (10YR8/1) fine sand from 60-100 cmbs (23.6-39.4 inches; Stratum V). During the 2017 excavation, two test units also were placed within the

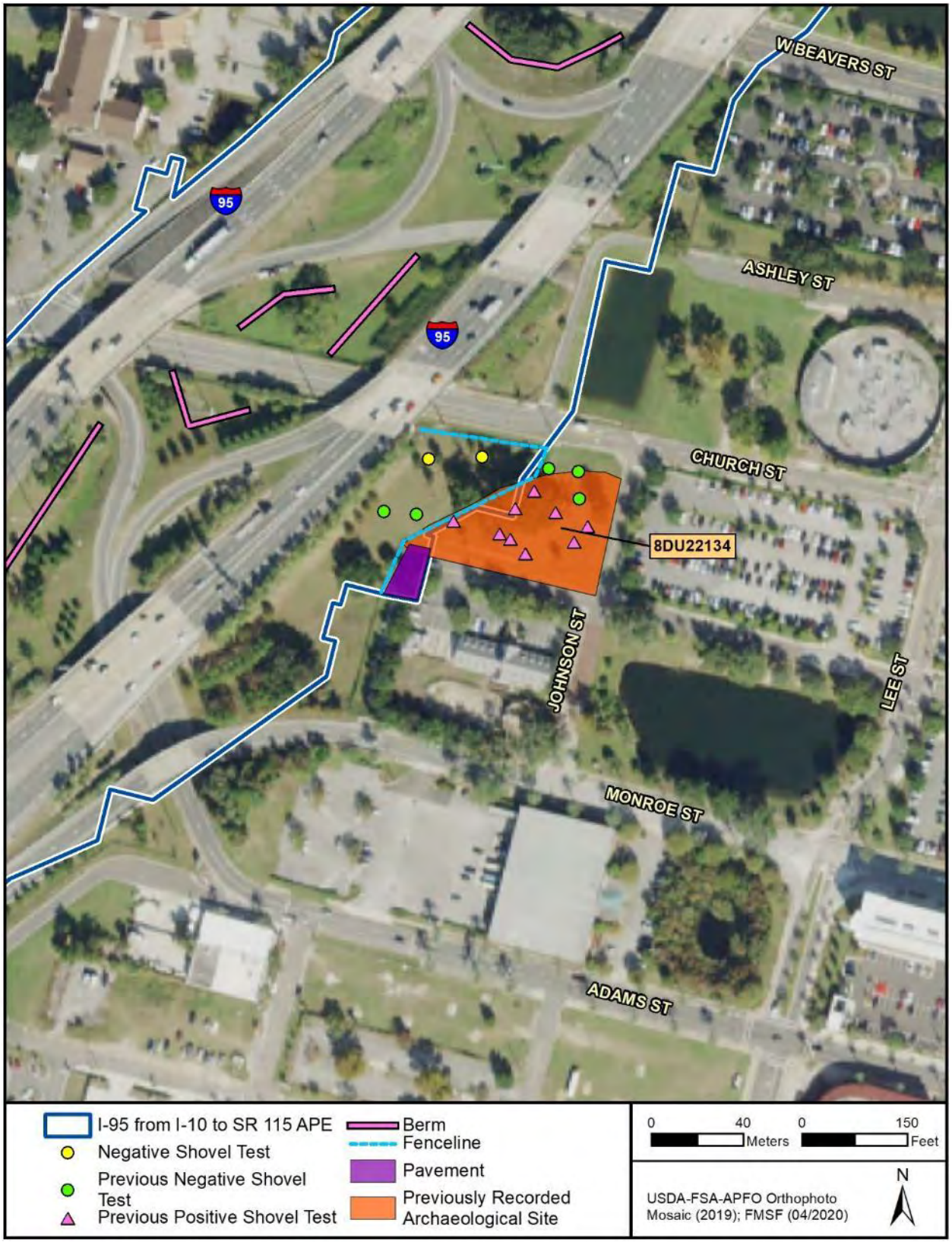


Figure 16. Location of original and previous shovel testing associated with 8DU22134.

site to determine if intact archaeological deposits were present. Intact deposits were identified in Test Unit 2 between 80-100 cmbs (31.5-39.4 inches) and appeared to be a historically intact fill or feature undisturbed by modern construction in the area. According to the 2017 CRAS, the northwestern boundary of the site is marked by a fence, which represents the recommended avoidance boundary. Heavy disturbance was noted outside of the fence and recommended clear for construction activities, although no archaeological testing was conducted of this area.

Historical research of the area shows that 8DU22134 lies in the historic LaVilla neighborhood. LaVilla was a predominantly African-American neighborhood that "served as a major center for African-American political, social, and economic life in the Jacksonville area" from the late 1800s to late 1900s (SEARCH 2017). Many Civil Rights activists and African-American musicians were born or lived in the LaVilla neighborhood during this time. There also is evidence for the neighborhood serving as an educational center, with five schools being present in the late 1800s. A historic school was once present on the property 8DU22134 is located on, but it burned down in 1903. By the late 1900s, desegregation and the construction of I-95 led to many of the residents moving out, leading to a decline in development and money for the neighborhood. The neighborhood was eventually destroyed and redeveloped by the City of Jacksonville starting in the late 1990s, displacing the remaining residents.

In 2020, SEARCH archaeologists revisited the site, placing two shovel tests within the I-95 from I-10 to SR 115 archaeological APE just northwest of the site where shovel testing had not been previously conducted. No shovel testing was possible within the current boundaries of the site due to a standing trees and fences (see **Figure 9**). The current testing effort was conducted to confirm that the site did not extend farther westward, as delineations in this direction were limited by the APE and disturbance during the 2017 survey. Soils were determined to be heavily disturbed based on the presence of modern refuse, with brown (10YR5/4) sand from 0-35 cmbs (0-13.8 inches, Stratum I) on top of yellowish-brown (10YR5/6) sand from 35-40 cmbs (13.8-15.7 inches, Stratum II) and ending with black (10YR2/1) fill with modern trash from 40-55 cmbs (15.7-21.7 inches, Stratum III).

No historic artifacts were recovered during this visit, either on or below surface. If the site was present this far west, the construction of I-95 has likely displaced any cultural materials or destroyed the integrity of the site within the archaeological APE.

Evaluation: 8DU22134 was determined to be eligible in 2017 based on Criterion D and was recommended as such to the NRHP. Current testing to the west of the site within the archaeological APE indicates that the site does not extend any farther west than currently shown on the FMSF. No intact historic deposits associated with the site were encountered within the archaeological APE, and the small portion of the site located within the APE is currently occupied by trees and a chain link fence. This chain link fence is described in the 2017 CRAS (FMSF Survey No. 24493) as the limits of the site. As no intact portions of the site were identified within the current APE, no further archaeological work is recommended for 8DU22134 within the current project boundaries. If the project boundaries are modified to include more of the site or if the chain link fences or trees at the edge of the site are slated for removal as part of the current project, additional archaeological testing may be necessary.

ARCHITECTURAL RESOURCES

The architectural survey resulted in the identification and evaluation of 10 historic resources within the I-95 from I-10 to SR 115 APE, including six previously recorded resources and four newly recorded resources (**Table 4; Figure 17**).

Table 4. Historic Resources Recorded within the I-95 from I-10 to SR 115 APE.

FMSF No.	Name/Address	Style	Year Built	Recommended NRHP Status
8DU01547	Riverside Historic District	No Style	1871-1935	Listed
8DU13284	Myrtle Avenue Subway Bridge	No Style	ca. 1908	Eligible
8DU17461	1501 Dennis Street	Industrial Vernacular	ca. 1940	Ineligible
8DU17719	FEC Railroad	No Style	ca. 1881	Eligible
8DU17724	I-95 Through Arch Bridge	Moderne	ca. 1955	Eligible
8DU19659	US 90/Beaver Street	No Style	ca. 1917	Ineligible
8DU22669	711 Margaret Street	Mid-Century Modern	ca. 1958	Ineligible
8DU22670	1902 North Davis Street	Bungalow	ca. 1922	Ineligible
8DU22671	Railroad Bridge Abutment	No Style	ca. 1918	Ineligible
8DU22672	Railroad Structure	Industrial Vernacular	ca. 1918	Ineligible

Yellow shading indicates NRHP-listed or -eligible resources.

Descriptions and evaluations are provided below for the Riverside Historic District (8DU01547); the Myrtle Avenue Subway Bridge (8DU13284); Florida East Coast (FEC) Railroad (8DU17719); I-95 Through Arch Bridge (8DU17724); US 90/Beaver Street (8DU19659); Railroad Bridge Abutment (8DU22671); and Railroad Structure (8DU22672) as the presentation of their attributes in a table was deemed insufficient. Additional detail on the remaining resources is provided in the architectural resource table in **Appendix C**. FMSF forms and their associated maps and photographs are provided in **Appendix D**. The FDHR survey log sheet is provided in **Appendix E**. Finally, the following 12 previously recorded resources were determined to have been demolished within the I-95 from I-10 to SR 115 APE: 8DU00340, 8DU11933, 8DU11934, 8DU11935, 8DU11936, 8DU11937, 8DU11938, 8DU07848, 8DU07849, 8DU07850, 8DU07853, and 8DU17726. Furthermore, 8DU13271 and 8DU12903 appear to be misplotted within the present APE. A misplot/demolition letter is included in **Appendix F.**

Architectural Styles Represented in the APE

The I-95 from I-10 to SR 115 APE contains architectural styles that represent the development of architecture in America during the twentieth century. **Table 5** provides the major architectural styles in the APE along with the number and percentages of resources of each style.

Table 5. Major Architectural Styles within the I-95 from I-10 to SR 115 APE.

Architectural Style	Number of Examples	Percentage
Bungalow	1	10.00%
Mid-Century Modern	1	10.00%
Moderne	1	10.00%
Industrial Vernacular	2	20.00%
No Style	5	50.00%

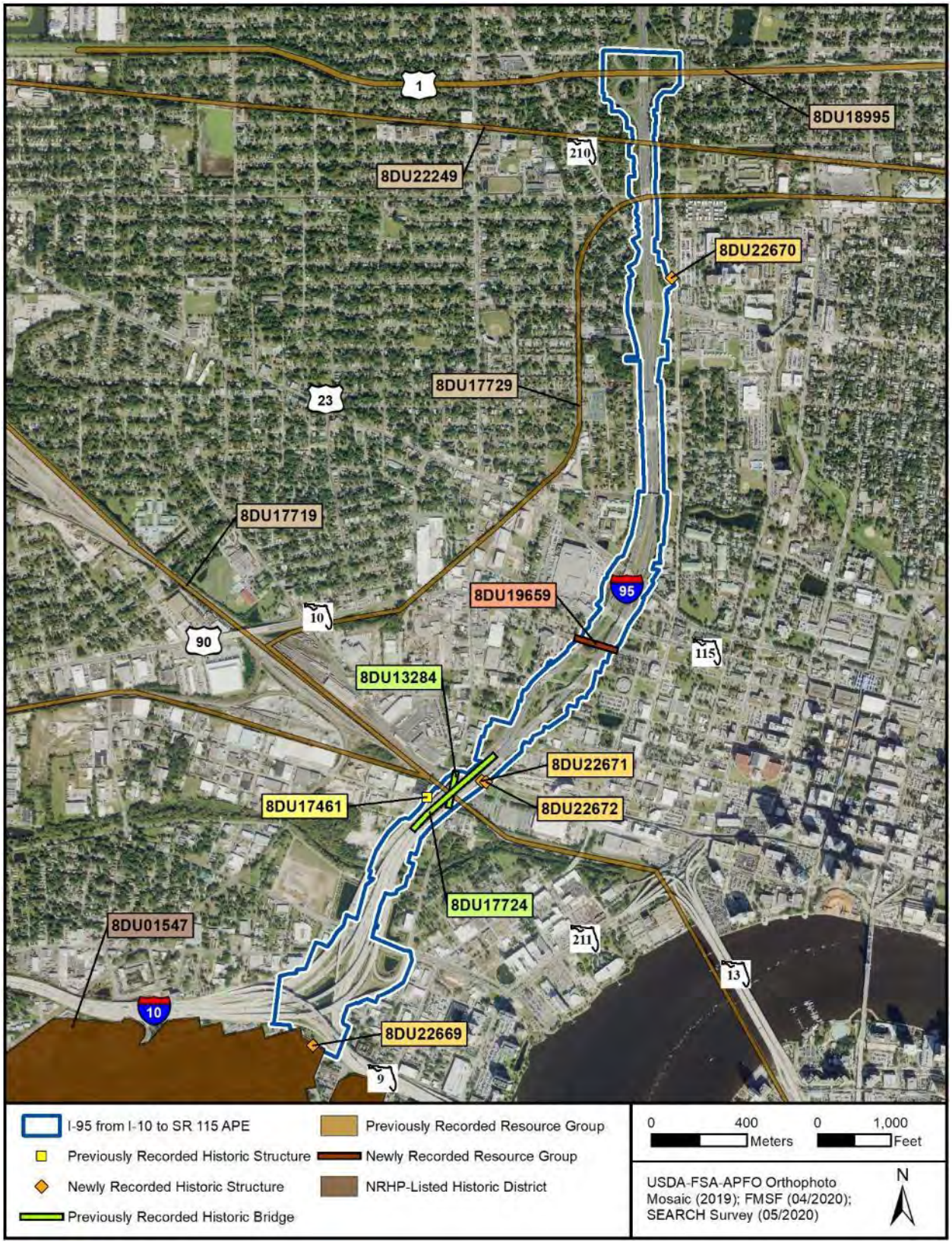


Figure 17. Historic resources recorded within the I-95 from I-10 to SR 115 APE.

Bungalow



Figure 18. Resource 8DU22670 provides an example of the Bungalow style within the I-95 from I-10 to SR 115 APE.

The I-95 from I-10 to SR 115 APE has one historic resource that display elements of the Bungalow style (**Figure 18**). The Bungalow in American architectural practice was established between 1890 and 1930. Derived from the Bengali word *bangala*, the word Bungalow was associated with low-lying houses, adjusted for the heat of India through the design of galleries or porches around the periphery (Faragher 2001). Due to Colonial ties, England saw to the adaptation of the Bungalow for summer homes before it was popularized in the United States. The rise of the Bungalow in the United States broke from its original associations with India and took on the aesthetic of the Arts and Crafts Movement. The simplistic nature of the Bungalow form emphasized integration with the surrounding environment (Lancaster 1958). Due to its particular applicability to a warmer climate, the Bungalow gained its popularity first in California (Faragher 2001). The Bungalow, or California Bungalow as it was sometimes called, was one of the first architectural forms in the United States to find its popularity on the West Coast and transferred west to east (Faragher 2001). This popularity saw its transition from a form thought only suitable to a summer home to that of a year-round residence, suited to the suburbs and adapted to a variety of climates. In this way, the Bungalow became imbued with economic and social meaning (Giberti 1991). Charles Sumner Greene and Henry Mather Greene are particularly known for their Bungalow designs, and they heavily advocated for the craft of the style, disparaging the use of plan books to create cookie-cutter Bungalows (Faragher 2001). Characteristics of the Bungalow style include, but are not limited to:

- Spacious porch, across the width of the façade, often wrapping around the structure;
- Low profile;
- Raised foundation to allow for air circulation;
- Wide, low pitched roof;
- Substantial eave overhang;
- Open interior plan; and
- One to one and a half or two stories (Pennsylvania Historical and Museum Commission [PHMC] 2015)

Industrial Vernacular

There is one historic resource in the I-95 from I-10 to SR 115 APE that displays elements of the Industrial Vernacular style (**Figure 19**). Buildings erected for commercial and industrial use

characterize the Industrial Vernacular style. Steel and wood framing members were used in construction. Wood, brick, and steel exterior fabrics sheath the buildings, with steel becoming more prevalent during the twentieth century. There are usually no predominant stylistic details, as the buildings "responded to the functional needs of the operations they housed and seldom were influenced by design innovations or stylistic movements" (Ochsner 2014:353). Industrial Vernacular buildings are typically found in Florida's citrus, phosphate, and railroad industries. Characteristics of the Industrial Vernacular style often include, but are not limited to:



Figure 19. Resource 8DU17461 provides an example of the Industrial Vernacular style within the I-95 from I-10 to SR 115 APE.

- Utilitarian aesthetic;
- Use of modern materials such as concrete, iron, glass, steel, asbestos, and plastics;
- Large, expansive windows;
- Flat roofs; and
- Mass produced materials (Jevremovic et al. 2012).

Mid-Century Modern

The I-95 from I-10 to SR 115 APE has one historic resource that displays elements of the Mid-Century Modern style (**Figure 20**). The Mid-Century Modern Style rose to popularity from the 1940s through the 1960s. World War II introduced experimental technologies and materials that were used after the war in building new homes for the returning veterans and their families. The increasing popularity of the suburbs created new ideas on healthy living and new design challenges for architecture. Furthermore, an influx of European immigration during the war led to the blending of the earlier Bauhaus movement with American architectural traditions (Eng n.d.; Sadowsky n.d.). In response to these stimuli, Mid-Century Modern was



Figure 20. Resource 8DU22669 provides an example of the Mid-Century Modern style within the I-95 from I-10 to SR 115 APE.

characterized by a futuristic aesthetic with an emphasis on function (Richman-Abdou 2017). In an effort to harmonize the exterior natural world with the interior space, large expanses of plate glass and sliding glass doors were employed in design. The style is further characterized by:

- low profile;
- horizontal composition;
- the use of modern materials;
- angular shapes and flat planes;
- open floor plans;
- oversized flared eaves and butterfly roofs;
- changes in elevation;
- lack of reference to earlier styles; and
- natural light (Carney 2018; Eng n.d.; Sadowsky n.d.; Richman-Abdou 2017).

Moderne

One historic resource within the I-95 from I-10 to SR 115 APE has characteristics of the Moderne style (**Figure 21**). This style was popular from the 1930s through the 1950s and was closely related to the Art Deco style that preceded it. Both styles are often grouped together within a broader term, Modernistic. The Art Deco style had its defining moments in the *Chicago Tribune* Headquarters Competition of 1922 and the Exposition Internationale des Arts Decoratifs et Industriel Modernes of 1925 (McAlester 2013). The first created conversation around the new style and the second fully introduced it on a worldwide scale. The Moderne style rejected the revival styles of the age and provided buildings with smooth wall surfaces and highly stylized motifs. Moderne arose from this precedent in the 1930s and was further inspired by advancements in industrial design and the popularity of streamlined design in automobiles, ships, trains, and airplanes. It abstained from the geometric motifs of Art Deco, and instead provided a simpler, streamlined appearance with an emphasis on horizontality, line detailing and curved corners (Colorado Preservation, Inc. 2019; McAlester 2013). Moderne provided a bridge between the high art mentality of Modern art and architecture and more popular, consumerist trends (Curtis 2011). Examples of the Moderne style are seen in the Coca-Cola Bottling Company in Los Angeles, the Cardozo Hotel in Miami Beach, and the Merritt Parkway bridges in Connecticut (Connecticut Department of Transportation 2020; City of Miami Beach n.d.; Library of Congress n.d.). Characteristics of the Moderne style include:



Figure 21. Resource 8DU17724 provides an example of a bridge with elements of the Moderne style within the I-95 from I-10 to SR 115 APE.

- Flat roof;
- Smooth surfaces;
- Rounded corners, sometimes with curved glass windows;
- Emphasis on horizontality, horizontal banding;
- Glass block, continuous horizontally banded windows, or small round "porthole" windows; and
- Aluminum or stainless-steel detailing (Colorado Preservation, Inc. 2019; McAlester 2013).

No Style

There are five historic resources within the I-95 from I-10 to SR 115 APE that do not have a style. This term is generally applied to structures, objects, districts, cemeteries, or previously recorded resources that do not display one singular style or to which style does not pertain.

NRHP EVALUATIONS

Historic District

Riverside Historic District (8DU01547)

The Riverside Historic District (8DU01547) is an NRHP-listed historic district within Duval County (see **Figure 17**). It was listed in the NRHP on March 22, 1985, for significance under Criteria A and C (Werndli and Paarlberg 1985) and reassessed in 1992 (Historic Property Associates, Inc. 1992). The section of the historic district located within the I-95 from I-10 to SR 115 APE is situated in Section 22 of Township 2 South, Range 26 East, as shown on the 2018 *Jacksonville, Fla.* USGS quadrangle map. According to the NRHP nomination, 8DU01547 is an irregularly-shaped district containing 2,550 resources, of which 2,120 contribute to the historic district. The full district is roughly bounded by the St. Johns River, I-10, the CSX Railroad corridor, the Roosevelt Expressway, and McDuff Street. Resource 8DU01547 is significant for the period 1875 to 1935 (Werndli and Paarlberg 1985). Within the I-95 from I-10 to SR 115 APE, 8DU01547 contains one non-contributing resource, 711 Margaret Street (8DU22669). Only approximately 0.5 acres of 8DU01547 are located within the current APE, consisting of approximately 238.5 feet (72.7 meters) of Rosselle Street and approximately 405.4 feet (123.6 meters) of Dellwood Avenue, their adjacent parcels, and portions of the I-95 right-of-way (**Figure 22**).

The neighborhood of Riverside (8DU01547) began to develop in the late nineteenth century, but expanded rapidly southward along the St. Johns River after the disastrous fire of 1901. John M. Forbes of Boston purchased the former Ross land in 1868 and created plans for a neighborhood that he called Riverside. The neighborhood that came about was centered along today's Riverside Avenue and became a suburb for the affluent families of Jacksonville. By the 1880s, Riverside had streetcar service and more than 500 residents. These attributes warranted its annexation by the City of Jacksonville in 1887. Telephone, electric, and water services followed in the 1890s, as did brick-paved streets (Werndli and Paarlberg 1985).



Figure 22. Representative views of 8DU01547. Left, facing northwest; right, facing south.

Riverside played a visible role in this period of Jacksonville's expansion. Between 1901 and 1930, the development of the neighborhood surged southward along the St. Johns River. A number of spirited architects, including Arthur Gilkes, J. William Hawkins, Rutledge Holmes, and Henry J. Klutho, were hired to design homes and parks, many of which still stand. Theaters, schools, apartment buildings, sidewalks, and commercial and medical facilities rounded out the neighborhood. The vision of the various architects, combined with the specific desires of the homeowners, resulted in a diversity of architectural styles throughout the Riverside neighborhood (Werndli and Paarlberg 1985).

Assessment

Only a small portion of the Riverside Historic District (8DU01547) falls within the current I-95 from I-10 to SR 115 APE, and a full re-evaluation of the historic district was outside of the scope of the current project. Due to insufficient information, an eligibility recommendation is not provided for the Riverside Historic District (8DU01547). However, an effects evaluation is provided based on its previous listing.

Effects

No project activities are proposed within the boundaries of 8DU01547. Proposed improvements adjacent to 8DU01547 consist of minor widening of the I-95 corridor, construction of sidewalks, and landscaping. The adjacent I-95 corridor has been significantly modernized and contains asphalt-paved multi-lane highway, concrete bridge and ramp structures, and steel highway traffic signage. A concrete highway barrier wall separates the northeast corner of 8DU01547 from the I-95 corridor where work is proposed. No historic fabric associated with 8DU01547 will be impacted by the proposed improvements, and no new viewshed concerns will be introduced. The modernization of I-95 within the viewshed of 8DU01547 has not significantly diminished the resource's integrity, and the minor proposed activities are in keeping with the existing setting of I-95 and 8DU01547. Therefore, the proposed work will not significantly alter the appearance or viewshed of the section of 8DU01547 within the APE, nor will it diminish the integrity of the larger

district as a whole. As such, it is the opinion of SEARCH that the current project poses no adverse effect to the Riverside Historic District (8DU01547).

Bridges

Myrtle Avenue Subway Bridge (8DU13284)

The Myrtle Avenue Subway Bridge (8DU13284) is a previously recorded, NRHP-eligible historic bridge in Duval County (see **Figure 17**). Resource 8DU13284 within the current APE is located in Section 14 of Township 2 South, Range 26 East, as seen on the 2018 *Jacksonville, Fla.* USGS quadrangle map. The Myrtle Avenue Subway Bridge was completed in 1908 under the direction of the Jacksonville Terminal Company. Bids were received on January 15, 1907, by Jacksonville Terminal Company for the construction of the Myrtle Avenue subway under its tracks (*The Railway and Engineering Review* 1907*)*. Approximately six months later, J. E. Bryan and Co. of Jacksonville secured the $100,000 contract for constructing the subway to carry Myrtle Avenue under the railroad tracks (*Engineering News-Record* 1907).

The subway bridge consists of three segmented concrete arch tunnels and has overall dimensions of approximately 225 feet (68.6 meters) long and 60 feet (18.3 meters) wide (**Figures 23** and **24**). Abutment materials consisted of concrete for walls. The bridge's piers were constructed from poured concrete columns between tunnels (Mann 2014).



Figure 23. Resource 8DU13284, facing southwest.

The central bay originally housed a trolley line and is now a raised concrete pedestrian walkway bounded on one side by a raised steel pipe set in concrete. The Myrtle Avenue Subway Bridge would have been part of the Lemon Street Line, which included "Turtleback cars" from St. Louis Car Company (Mann 2014). No remnants of the Lemon Street Line remain. The east-west tunnels of the bridge currently carry one lane of vehicular traffic in each direction. The original steel structure of the bridge was encased with concrete around 1930. Resource 8DU13284 is located under an NRHP-eligible section of the FEC Railroad (8DU17719) and the NRHP-eligible I-95 Through Arch Bridge (8DU17724).



Figure 24. Resource 8DU13284, facing southeast.

Assessment

Resource 8DU13284 was determined individually eligible for the NRHP by the SHPO in 2006 under Criterion A for associations with the Jacksonville Terminal Company and the development of suburban communities in the area (SEARCH 2006). Resource 8DU13284 maintains its historic integrity with minor changes to its location, design, materials, workmanship, feeling, and association. Its historic setting has changed over time as the City of Jacksonville has developed and changed since Resource 8DU13284 was built in 1908. Based on the results of the present survey, SEARCH concurs with the previous NRHP eligibility SHPO determination.

Effects

No project activities are proposed within the boundaries of 8DU13284. Proposed improvements adjacent to and above 8DU13284 consist of minor widening of the I-95 corridor, construction of sidewalks, and landscaping. The adjacent I-95 corridor has been significantly modernized and contains asphalt-paved multi-lane highway, concrete bridge and ramp structures, and steel highway traffic signage. Within the APE, 8DU13284 passes beneath I-95 as it is carried by the I-95 Through Arch Bridge (8DU17724) and also is beneath the FEC Railroad (8DU17719), which it was originally designed to carry. No historic fabric associated with 8DU13284 will be impacted by the proposed improvements, and no new viewshed concerns will be introduced. The modernization of I-95 within the setting and viewshed of 8DU13284 has not significantly diminished the resource's integrity, and the minor proposed activities are in keeping with the existing setting of I-95 and 8DU13284. Therefore, the proposed work will not significantly alter the appearance or viewshed of 8DU13284. As such, it is the opinion of SEARCH that the present project poses no effect to 8DU13284 within the current I-95 from I-10 to SR 115 APE.

I-95 Through Arch Bridge (8DU17724)

The I-95 Through Arch Bridge (8DU17724), alternately known as the Myrtle Avenue Overpass, ca. 1957, is a previously recorded NRHP-eligible resource in Duval County (see **Figure 17**). Resource 8DU17724 is located in Section 40 of Township 2 South, Range 26 East, as seen on the 2018 *Jacksonville, Fla.* USGS quadrangle map. As part of the Interstate Highway System, resources such as 8DU17724 are typically exempt from Section 106 consideration as part of the *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System*. However, Resource 8DU17724 is one of the four structures in Florida that qualifies as a defined element that is excluded from the exemption. The included qualifications are listed as Florida's only steel through arch bridge carrying interstate traffic and the only grade separated steel arch bridge in the state. The other three resources are the I-75 Snake Wall, Alligator Alley (I-75), and the Bob Graham/Sunshine Skyway Bridge (I-275) (FHWA 2019).

The main span of 8DU17724 was finished in 1955, and construction continued on the approach spans through 1957. The bridge's plaque indicates the superstructure contract was awarded to Bethlehem Steel (Sollee n.d.). The bridge's main span is 386 feet (117.7 meters) long and 88 feet (26.8 meters) wide. Its overall length is approximately 1,400 feet (426.7 meters) and includes



Figure 25. Representative views of 8DU17724. Top left, facing southwest; top right, facing south; bottom left, facing southwest; bottom right, facing southwest.

16 steel girder approach spans. The approach spans are supported by a series of concrete bents and piers (**Figure 25**). Resource 8DU17724 carries four lanes of traffic (two northbound/two southbound) over the FEC Railroad (8DU17719) and the Myrtle Avenue Subway Bridge (8DU13284). The bridge is flanked by non-historic bridges that carry additional travel lanes over Resource 8DU17719 and 8DU13284. Resource 8DU17724 displays subtle elements of the Moderne style, most noticeably in the curved "fenders" and decorative narrow channels on the concrete piers (**Figure 26**). The bridge appears to be in excellent condition, with the exception of its concrete deck, and has seen minor alterations to its original historic elements over time, including bridge painting and repaving of the roadway, which are both normal maintenance procedures.



Figure 26. Resource 8DU17724, facing northwest.

Assessment

Resource 8DU17724 was determined NRHP eligible by the SHPO in 2014 under Criterion A for its association with the development of the Interstate Highway System through Jacksonville and Criterion C for Engineering (Lund 2013). Resource 8DU17724 maintains its historic integrity with no changes to its location, design, materials, workmanship, feeling, and association. Its historic setting has changed over time, as seen in **Figure 27**, but has not been fully diminished. Based on the results of the present survey, SEARCH concurs with the previous SHPO determination.



Figure 27. Historic photograph of the Myrtle Avenue Overpass, September 17, 1958. Source: Florida Memory 1958.

Effects

The current project proposes repair and maintenance of the bridge, which is limited to concrete deck replacement and bridge painting (no widening or other major construction will occur on the bridge structure). Additional proposed improvements are located on non-historic bridges adjacent to 8DU17724 and on segments of I-95 north and south of 8DU17724 consisting of minor widening of the I-95 corridor, construction of sidewalks, and landscaping. The adjacent I-95 corridor has been significantly modernized and contains asphalt-paved multi-lane highway, concrete bridge and ramp structures, and steel highway traffic signage. Within the APE, I-95 passes through the I-95 Through Arch Bridge (8DU17724) and above the FEC Railroad (8DU17719) and the Myrtle Avenue Subway Bridge (8DU13284). No alterations to the bridge's character-defining features, including its steel through arch and Moderne elements, are proposed, and no new viewshed concerns will be introduced. The modernization over time of I-95 within the setting and viewshed of 8DU17724 has not significantly diminished the resource's integrity, and the minor proposed activities are in keeping with the existing setting of I-95 and 8DU17724. Therefore, the proposed work will not significantly alter the appearance or viewshed of 8DU17724. As such, it is the opinion of SEARCH that the present project poses no adverse effect to 8DU17724 within the current I-95 from I-10 to SR 115 APE.

Linear Resources

Florida East Coast (FEC) Railroad (8DU17719)

The FEC Railroad (8DU17719), also known as Railroad Segment 8SX, is a previously recorded resource in Duval County (see **Figure 17**). The segment within the current I-95 from I-10 to SR 115

APE was previously recorded in 2010, but was not evaluated by the SHPO (Panamerican Consultants, Inc. and Janus Research 2010). Within the current APE, 8DU17719 is situated within Section 14 of Township 2 South, Range 26 East, as seen on the 2018 *Jacksonville, Fla.* USGS quadrangle map. The railway corridor features two tracks with standard gauge steel rails and timber crossties over a gravel ballast (**Figure 28**). Within the I-95 from I-10 to SR 115 APE, the railway corridor travels roughly northwest-southeast beneath I-95 and the I-95 Through Arch Bridge (8DU17724) and over Myrtle Avenue and the Myrtle Avenue Subway Bridge (8DU13284).



Figure 28. Resource 8DU17719, facing southwest.

In 1882, the Florida Central and Western (FC&W) Railroad was organized from the individual railroad lines constructed in Duval County. The FC&W Railroad improved the existing trackage, which was later consolidated into other railroad companies, among them Henry Flagler's FEC Railway (Pettengill 1998).

When Henry Morrison Flagler moved to Florida in 1883, he originally set his sights on the development of St. Augustine and began to build the Hotel Ponce de Leon (Henry Morrison Flagler Museum 2016). Soon after, he realized that an expansive transportation network was key to any long-lasting development in Florida. Flagler embarked on the transportation venture in 1885, purchasing existing railways and then expanding and improving upon them (Henry Morrison Flagler Museum 2016; Pettengill 1998; Turner 2003). In 1885, he purchased the Jacksonville, St. Augustine, and Halifax River Railway Co., through which he expanded over the St. Johns River to provide passenger and freight service from the northern border of Florida to Jacksonville (Bramson 2003). He also continued construction southward, having received a charter from the State of Florida allowing him to build a railway south to Miami. His railway reached West Palm Beach in 1894 (Lopez-Keough 2016). In September 1895, Flagler's consolidated railroad companies officially became known as the "Florida East Coast Railway" (Pettengill 1998). Freezes in the mid-1890s and the persuasion of landowners in the Miami area caused Flagler to continue construction ever southward, reaching Miami in 1896 (Turner 2008).

Through consolidation of smaller railroads and construction of new trackage, the FEC Railroad operated routes from Jacksonville to Miami from the late 1800s through the mid-twentieth century (Turner 2003). Flagler's railway network would become known for its impact on tourism on the east coast of Florida, as well as its facilitation of the agricultural industry, through the shipment of produce and the efforts made to assist during uncharacteristic freezes. Though the FEC continues to offer freight service, passenger service ended in 1963 following a labor dispute (Bramson 2003; FEC Railway 2019).

The introduction of the FEC Railroad to the eastern coast of Florida had a huge impact on the development of towns, small and large. Flagler's railway system not only brought in tourists and connected Florida with states to the north, but also opened up large swaths of the state to settlement and supported the economy through transportation of agricultural products.

Assessment

Florida's Historic Railroad Resources, the NRHP Multiple Property Nomination Form, was used as a guide to evaluate this segment of 8DU17719 (Johnston and Mattick 2001). The nomination establishes the historic contexts for Florida's railroad resources to aid in the evaluation of their eligibility for the NRHP. According to the nomination, a rail roadbed is an F.3 property type (Rail Structure: Roadbed) and consists of ballast, cross ties, rails, and tie plates, all of which are present in this section of 8DU17719 (Johnston and Mattick 2001:F-63). To be eligible for listing in the NRHP, rail roadbeds must have served a historic railroad transportation function and have been constructed during one of Florida's historic railroad periods (Johnston and Mattick 2001:67). Resource 8DU17719 satisfies these stipulations: it was constructed as an early railroad in the Jacksonville area, and it was improved upon and incorporated into the FEC Railroad connecting Jacksonville with Miami during the Disston Era of Expansion and Consolidation (1881–1903) (Johnston and Mattick 2001:6-10).

To be significant, the railroad also must be associated with an important local historical event (Johnston and Mattick 2001:67). As previously determined, 8DU17719 is significant for its association with the establishment of the expanded railroad network along Florida's east coast as a means to transport agricultural products and timber to markets, to transport tourists to areas along the eastern coast of Florida, and to open up the area to settlement. During the late nineteenth and early twentieth centuries, the development of Jacksonville's railroad network transported goods and passengers from adjoining states and throughout Florida, thus integrating Florida into the national economy and aiding the development of Florida's hinterlands. The creation of the overall transportation network, not just the main lines, represented the expansion of the local economy and its integration into the larger national economy, an important historical theme.

Railroads are dynamic and changing. As parts of an engineering system that must be improved over time, updates are often made, including the replacement of rails and cross ties. Such maintenance typically does not adversely affect the integrity of a railroad. Types of changes that could substantially affect the integrity of a linear resource such as a railroad include the following:

- Rerouting of the railroad corridor
- Disruption of the railroad, such as dead-ending or removal of roadbed
- Substantial widening or substantial loss of width
- Concentrated number of roadways or other crossovers that prohibit travel
- Severing of the railroad from other transportation resources such as other railroad, stations, depots, railyards, or shipyards that results in change of historic function

- Removal of historic ancillary structures original to the Railroad's design and purpose such as roundhouses, water tanks, turntables, or siding (the loss of one feature may not be enough to substantially damage integrity, but the removal of many such features may collectively inhibit the resource's ability to convey its significance)

Within the current project APE, none of the above-mentioned conditions apply to 8DU17719. Therefore, it is the opinion of SEARCH that the segment of 8DU17719 within the APE retains a high level of its historic integrity.

Segments of the FEC Railroad (8DU17719) have been previously determined eligible for the NRHP based on its association with tourism and the development of Jacksonville's transportation network, as well as its association with Henry Morrison Flagler, an influential figure in the development of the eastern coast of Florida (SEARCH 2011). Based on the results of the current survey, it is the opinion of SEARCH that the segment within the APE retains enough historic integrity to continue to express its significance under Criteria A and B and to contribute to the overall linear resource. However, 8DU17719 is not significant under Criterion C for engineering merit or Criterion D as it lacks the potential to yield further information of historical importance. Therefore, it is the opinion of SEARCH that the section of 8DU17719 within the APE is eligible as a contributing segment to the overall NRHP-eligible 8DU17719 linear resource.

Effects

No project activities are proposed within the boundaries of 8DU17719. Proposed improvements adjacent to and above 8DU17719 consist of minor widening of the I-95 corridor, construction of sidewalks, and landscaping. The adjacent I-95 corridor has been significantly modernized and contains asphalt-paved multi-lane highway, concrete bridge and ramp structures, and steel highway traffic signage. Within the APE, 8DU17719 passes beneath I-95 as it is carried by the I-95 Through Arch Bridge (8DU17724). No historic fabric associated with 8DU17719 will be impacted by the proposed improvements, and no new viewshed concerns will be introduced. The modernization of I-95 within the setting and viewshed of 8DU17719 has not significantly diminished the resource's integrity, and the minor proposed activities are in keeping with the existing setting of I-95 and 8DU17719. Therefore, the proposed work will not significantly alter the appearance or viewshed of the section of 8DU17719 within the APE, nor will it diminish the integrity of the larger resource as a whole. As such, it is the opinion of SEARCH that the present project poses no effect to the segment of the FEC Railroad (8DU17719) within the current I-95 from I-10 to SR 115 APE.

US 90/Beaver Street (8DU19659)

US 90/Beaver Street (8DU19659) is a newly recorded segment of a previously recorded linear resource in Duval County (see **Figure 17**). The resource was determined eligible for the NRHP by the SHPO under Criteria A and C (SEARCH 2008). Previously recorded sections have been determined as contributing and non-contributing to the overall NRHP-eligible resource by the SHPO in Duval County (SEARCH 2008, 2010, 2013). Within the current APE, 8DU19659 is situated

within Section 14 of Township 2 South, Range 26 East, as seen on the 2018 *Jacksonville, Fla.* USGS quadrangle map. This segment of 8DU19659 runs roughly east to west for approximately 507.9 feet (154.8 meters). It has been modernized into a four-lane, asphalt-paved road bounded by concrete curbs, sidewalks, and/or barriers (**Figure 29**).



Figure 29. Representative view of 8DU19659, facing northwest.

US 90/Beaver Street was part of the original "Old Spanish Trail" intended to connect Jacksonville to the Pacific Ocean. Envisioned in 1913 by the Florida State Press Association during a meeting in Jacksonville, the project was further developed by the West Florida Good Roads Association and officially organized in Mobile in 1915. The Old Spanish Trail project was indicative of Florida's need for a cohesive infrastructure capable of facilitating the state's tourism, agricultural, and commercial economy; by 1916, a road was in place connecting Jacksonville to Pensacola. This road, including 8DU19659, was designated SR 1 in 1917 (Rucker and Mattick 1994). Florida's SR 1 formed part of the Old Spanish Trail, which was finally completed in 1929 (Drive the Old Spanish Trail 2018). At this point, the Old Spanish Trail was assumed into the US Numbered Highway System as US 90, and SR 1 was renamed following the US 90 designation (Rucker and Mattick 1994).

When constructed, 8DU19659 was composed of varying material types, including clay, brick, and concrete. The segments in the Jacksonville area were improved upon with concrete segments and expanded to two lanes in the 1920s (Davis 1925; Kendrick 1964). The road was heavily traveled throughout the 1930s, but with the creation of the interstate system in the 1950s, older routes such as US 90 declined in prominence (Federal Writers' Project 1939; Eschner 2017).

Assessment

Previously recorded segments of 8DU19659 have been determined as contributing and non-contributing to the overall NRHP-eligible resource by the SHPO in Duval County under Criteria A and C (SEARCH 2008, 2010, 2013), and a section of the historic road in Santa Rosa County has been listed in the NRHP (Rucker and Mattick 1994). Based on a comparison of modern and historic aerial imagery, the segment within the APE retains its historic alignment (USDA 1952, 1980). The current roll plots (**Appendix A**) indicate a possible roundabout along US 90/Beaver Street (8DU19659) between the I-95 northbound-southbound lanes. However, historic aerial imagery also indicates that the road has been expanded from its original two-lane design into its current four-lane design since at least 1952 (USDA 1952). In addition, 8DU19659 within the APE has been paved with modern asphalt, and its environment has been developed with commercial structures, modern traffic signage, utility poles, and the construction of I-95 overhead.

It therefore no longer retains its integrity of setting, design, materials, or workmanship. While it retains its integrity of location, the loss of these other aspects of integrity diminish its integrity of feeling and association.

Based on the results of the current survey, it is the opinion of SEARCH that this segment of 8DU19659 is not significant under Criterion A because it does not possess sufficient integrity to illustrate its connection with the Old Spanish Trail or Florida SR 1. The resource is not significant under Criterion B as it lacks association with any person(s) significant in history. Resource 8DU19659 is not significant under Criterion C as it has been modernized from its original construction and therefore is not a rare or early example of a standard type of road, does not display any distinctive or character-defining engineering or aesthetic elements, and does not have a significant association with a prominent builder, designer, engineer, or planner. Finally, the resource is not significant under Criterion D because it lacks the potential to yield further information of historical importance. Therefore, it is the opinion of SEARCH that this section of 8DU19659 lacks the minimum criteria for NRHP listing and is ineligible as a non-contributing segment to the overall NRHP-eligible resource.

Structures

Railroad Bridge Abutment (8DU22671)

Resource 8DU22671 is a newly recorded historic structure in Duval County in Section 14 of Township 2 South, Range 26 East, as seen on the 2018 *Jacksonville, Fla.* USGS quadrangle map (see **Figure 17**). This ca. 1918 structure appears to be the remnants of a railroad bridge that once spanned across West Forsyth Street and carried a spur line off the main FEC Railroad (8DU17719). The spur line led to a rail yard that was located just north of West Forsyth Street. Resource 8DU22671 and the railroad structure described below, 8DU22671, are the only physical remnants of this spur line (**Figure 30**). The location and date of construction for Resource 8DU22671 was determined by reviewing historic topographic maps of Jacksonville and the spur line appears on 1918 maps, though it may have been constructed earlier (USGS 1918). Based on a review of historic maps, SEARCH was unable to determine the exact date of the bridge's removal.



Figure 30. Resource 8DU22671, facing southwest.

Resource 8DU22671 is incorporated into a modern concrete retaining wall on the south side of West Forsyth Street directly under I-95. The concrete abutment features sloped sides and the rectangular base that supported the bridge's superstructure. The top of the abutment and the

surrounding area displayed no signs of railroad ties, tracks, or other historic railroad elements. As such, Resource 8DU22671 only maintains its integrity of location and minimal amounts of design and materials since the majority of the bridge has been removed.

Assessment

Based on the historic context, it is the opinion of SEARCH that Resource 8DU22671 is not significant under NRHP Criterion A because it is not indicative of a particular era and is not associated with any significant period, event, or theme. What remains of the of the original bridge carried a spur line to a rail yard and was once one of numerous spur lines in the area, all of which no longer exist. Typically, spur lines are not NRHP eligible unless they functioned in a significant transportation role. There is no evidence to suggest this short spur line was important in local, regional, or national transportation or commerce. The resource is not significant under Criterion B because it lacks association with any person(s) significant in history. Additionally, the resource is not significant under Criterion C due to its lack of engineering distinction. Furthermore, 8DU22671 is not significant under Criterion D because it lacks the potential to yield additional information of historical importance. Therefore, it is the opinion of SEARCH that Resource 8DU22671 is ineligible for listing in the NRHP, individually or as a contributing element to a resource group.

Railroad Structure (8DU22672)

Resource 8DU22672 is a newly recorded historic structure in Duval County in Section 14 of Township 2 South, Range 26 East, as seen on the 2018 *Jacksonville, Fla.* USGS quadrangle map (see **Figure 17**). This ca. 1918 structure appears to be the remnants of a railroad control booth associated with a spur line off the main FEC Railroad (8DU17719). The spur line led to a rail yard that was located just north of West Forsyth Street. Resource 8DU22672 and the railroad structure described above, 8DU22671, are the only physical remnants of this spur line (**Figure 31**). The location and date of construction for Resource 8DU22672 was determined by reviewing historic topographic maps of Jacksonville and the spur line appears on 1918 maps, though it may have been constructed earlier (USGS 1918).



Figure 31. Resource 8DU22672, facing southwest.

Resource 8DU22672 is incorporated into a modern concrete retaining wall on the south side of West Forsyth Street directly under I-95. The structure is surrounded by tall chain link fence on three sides. The rectangular brick structure features a flat roof and is set on a brick foundation.

An arched window opening is located on the north façade, and the rusted steel window frame is still intact. The interior contains various non-functioning electric control boxes and circuitry.

Assessment

Based on the historic context, it is the opinion of SEARCH that Resource 8DU22672 is not significant under NRHP Criterion A because it is not indicative of a particular era and is not associated with any significant period, event, or theme. What remains of the railroad control booth was likely associated with the spur line that led to the rail yard across West Forsyth Street. Typically, spur lines and their associated structures are not NRHP eligible unless they functioned in a significant transportation role. There is no evidence that Resource 8DU22672 had a critical role in the functioning of the short spur line. Furthermore, SEARCH found no evidence that the spur line was important to local, regional, or national transportation or commerce. The resource is not significant under Criterion B because it lacks association with any person(s) significant in history. Additionally, the resource is not significant under Criterion C due to its lack of engineering or architectural distinction. Furthermore, 8DU22672 is not significant under Criterion D because it lacks the potential to yield additional information of historical importance. Therefore, it is the opinion of SEARCH that Resource 8DU22672 is ineligible for listing in the NRHP, individually or as contributing element to a resource group.

CONCLUSION AND RECOMMENDATIONS

This report presents the findings of a Phase I CRAS conducted in support of the PD&E Study for improvements to I-95 in Duval County, Florida. The FDOT, District 2, is proposing to widen and improve access lanes along I-95 from I-10 to SR 115/Martin Luther King Jr. Boulevard, a total distance of approximately 2.8 miles (4.5 kilometers). Construction of additional lanes will take place within the existing right-of-way; acquisition of right-of-way will be limited to small corner clips and narrow, undeveloped slivers along the corridor. Construction is federally funded.

The purpose of this project is to increase capacity on I-95 from I-10 to SR 115 (US 1)/MLK to improve mobility at this location and to take advantage of recent adjacent interstate widenings such as the Overland Bridge project and the I-10/I-95 improvements. In addition, this project will address structural deficiencies and functional obsolescence of Myrtle Avenue Bridge (Bridge No. 720163).

This segment of I-95 currently experiences severe peak-hour congestion. This project is intended to address this congestion. Recent improvements to the interstate segments adjacent to this project have resulted in the widening of these areas; however, this segment of I-95 creates a bottleneck that is most substantial during the peak hour. This project will allow this segment of I-95 to reap the benefits of these recent interstate widenings. This project also is needed to improve safety along the I-95 corridor as this segment consistently has a higher crash rate than the statewide average for similar facilities.

Also included in this project is the replacement of the Myrtle Avenue bridge deck. This bridge is considered a critical need and has a low sufficiency rating and declining Health Index. In addition, the Myrtle Avenue Bridge is considered functionally obsolete by the FDOT. During the latest routine bridge inspection report, the bridge was given a sufficiency rating of 66.0 and a health index of 72.14, which is down from 82.72 in the previous 2016 routine bridge inspection. A deck replacement study was conducted for this bridge, and it was determined that a deck replacement was the best option.

All proposed improvements are limited to the existing right-of-way; additional right-of-way acquisition is limited to corner clips and narrow slivers of undeveloped land along the project corridor. Based on the limited scope of the proposed improvements, the APE was defined to include the existing and proposed right-of-way within which improvements are proposed. Based on the limited potential for these improvements to affect any recorded or unrecorded resources beyond the existing or proposed right-of-way, no additional buffer was analyzed. Roll plots are provided in **Appendix A** to document the limited nature of the proposed work.

Due to the heavy development within the APE, including numerous buried utilities and paved surfaces, the I-95 from I-10 to SR 115 APE was investigated for archaeological resources via a combination of judgmental shovel testing and pedestrian survey. One previously recorded archaeological site, the West Duval Street site (8DU22134), is located within the APE and has been previously determined eligible for the NRHP by the SHPO. Two shovel tests were excavated to delineate the northwestern edge of the site, both of which were negative. The small portion of the site within the APE is occupied by a chain link fence and trees. If the chain link fence or trees are removed as part of the current project, additional testing may be necessary; otherwise, the proposed work has no potential to adversely affect 8DU22134. No artifacts were recovered, and no other archaeological sites or occurrences were noted within the APE. No further archaeological survey is recommended in support of the proposed I-95 improvements.

The architectural survey resulted in the identification and evaluation of 10 historic resources within the I-95 from I-10 to SR 115 APE, including six previously recorded resources and four newly recorded resources. The previously recorded resources include one historic structure (8DU17461); one NRHP-eligible railroad (8DU17719); a newly recorded segment of an NRHP-eligible road (8DU19659); a portion of an NRHP-listed historic district (8DU01547); and two NRHP-eligible bridges (8DU13284 and 8DU17724). The four newly recorded resources are historic structures.

Based on the results of the current survey, it is the opinion of SEARCH that 8DU01547, 8DU13284, 8DU17719, and 8DU17724 within the I-95 from I-10 to SR 115 APE remain eligible for listing in the NRHP. The section of 8DU19659 within the present APE is recommended as a non-contributing segment to the overall NRHP-eligible resource group due to its loss of historic integrity. The remaining five historic structures (8DU17461 and 8DU22669-8DU22672) are ineligible for the NRHP due to a lack of the significant historic associations and architectural distinction.

The current project is proposing minor widening of I-95 from I-10 to SR 115/Martin Luther King Jr. Boulevard, a total distance of approximately 2.8 miles (4.5 kilometers). Other improvements include construction of sidewalks within the I-95 right-of-way beneath the elevated roadway and landscaping in the existing median. All proposed improvements are limited to the existing right-of-way; additional right-of-way acquisition is limited to corner clips and narrow, undeveloped parcels along the project corridor. No historic fabric that contributes to the significance of resources 8DU01547, 8DU13284, 8DU17719, and 8DU17724 will be removed or altered by the project.

One previously recorded and 11 unrecorded historic-aged (pre-1976) bridges were identified within the I-95 from I-10 to SR 115 APE: FDOT Bridge Nos. 720164/FMSF No. 8DU17725, 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301. All of these bridges are examples of post-1945 stringer/multi-beam bridges that were originally constructed during 1958 and 1959. As such, all 12 bridges fit the description of common bridges within the scope of the 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* and are excluded from Section 106 consideration (Federal Register 2012:68793). Further discussion of the application of the Program Comment is provided in the Methods section of this document. Finally, all these bridges meet the stipulation outlined in the aforementioned program comment; therefore, further evaluation of these bridges is beyond the scope of the current project.

In addition, construction of the section of I-95 within the APE began ca. 1955, then known as the Jacksonville Expressway, thereby constituting a historic-aged roadway. The 2005 *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System* exempts the Interstate Highway System from Section 106 consideration (Federal Register 2005:11928). However, there is one historic bridge within the I-95 from I-10 to SR 115 APE that is excluded from the aforementioned 2005 Exemption. Such exemptions are provided for in the original text, and the State of Florida has four structures that are included in the *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*, of which FDOT Bridge No. 720163/FMSF No. 8DU17724 is one (FHWA 2019). As noted above, the present project proposes the repair and maintenance of the bridge, which is limited to replacing the existing concrete bridge deck and bridge painting. No widening or additional alterations to the bridge's character-defining features, including its steel through arch and Moderne elements, are proposed. Further discussion of this exemption and the three additional excluded structures is provided in the Methods section of this document.

Furthermore, the previously recorded historic resources, Seaboard Airline Railway (8DU17729), US 1/Philips Highway (8DU18995), and the St. Johns River Terminal Railroad (8DU22249), are within the I-95 from I-10 to SR 115 APE. These three resources were surveyed less than five years ago as part of a separate CRAS. The SHPO concurred with the findings for 8DU17729, 8DU18995, and 8DU22249 presented in that report (SEARCH 2018). Finally, as part of the present architectural survey effort, SEARCH architectural historians confirmed that there had been no substantial changes to 8DU17729, 8DU18995, and 8DU22249 within the I-95 from I-10 to SR 115 APE; therefore, they were not resurveyed and re-evaluated for this CRAS.

Given the results of the CRAS, it is the opinion of SEARCH that the proposed I-95 improvements project will have no adverse effect to Resource 8DU01547 and 8DU17724, and no effect on Resources 8DU13284 and 8DU17719, which are listed or eligible for listing in the NRHP. No further work is recommended.

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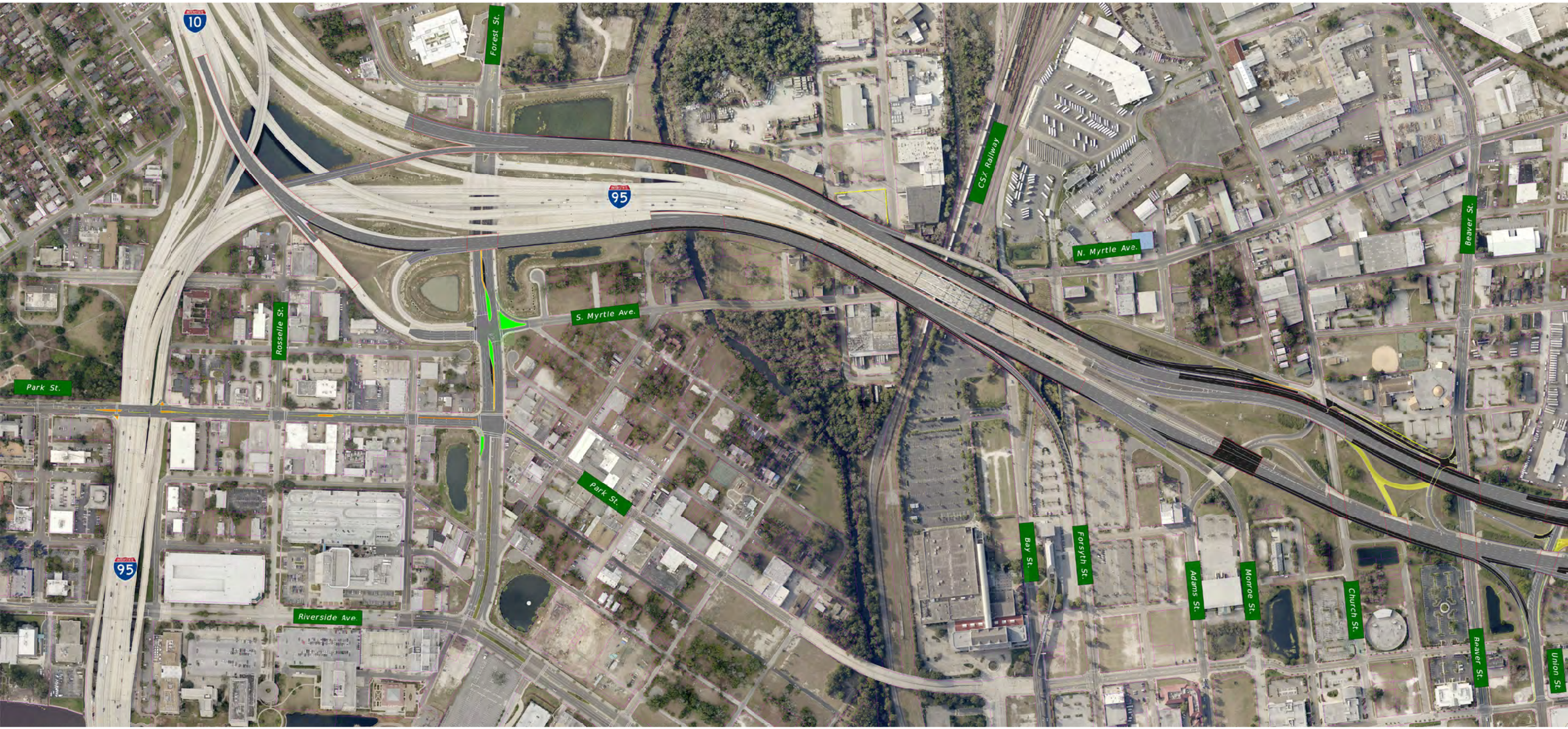
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APPENDIX A.

ROLL PLOTS

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I-10
Forest St.
I-95
CSX Railway
N. Myrtle Ave.
Beaver St.
Rosselle St.
S. Myrtle Ave.
Park St.
Park St.
I-95
Riverside Ave.
Bay St.
Forsyth St.
Adams St.
Monroe St.
Church St.
Beaver St.
Union St.


Kings Rd.
State St.
Davis St.
8th St.
Davis St.
MLK Pkwy
95


CSX Railway
N. Myrtle Ave.
Beaver St.
Kings Rd.
Bay St.
Forsyth St.
Adams St.
Monroe St.
Church St.
Beaver St.
Union St.
State St.
Davis St.

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APPENDIX B.

MARKED FIELD MAPS

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Project #T20051 - I-95 to I-10, Duval County - APE Map - Page 1 of 8



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Project #T20051 - I-95 to I-10, Duval County - APE Map - Page 2 of 8


N
435600
435700
435800
435900
436000
3357800
3357700
3357600
3357500
3357400
3357300
3357200
Monetta Rd
Frazier St
Mt Herman St
Scriven St
Reiman St
Girardeau St
N Davis St
W 11th St
Dr Roy Baker St
Doctor Rd
Francis St
W 8th St
Mount Herman St
Arch St
W 7th St
W 6th St
BERM
BERM
BERM
Grave?
Chimney
Grave
Grave
Grave

I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST # 449778-1-31-01

Project #120051 - I-95 to I-10, Duval County - APE Map - Page 3 of 8

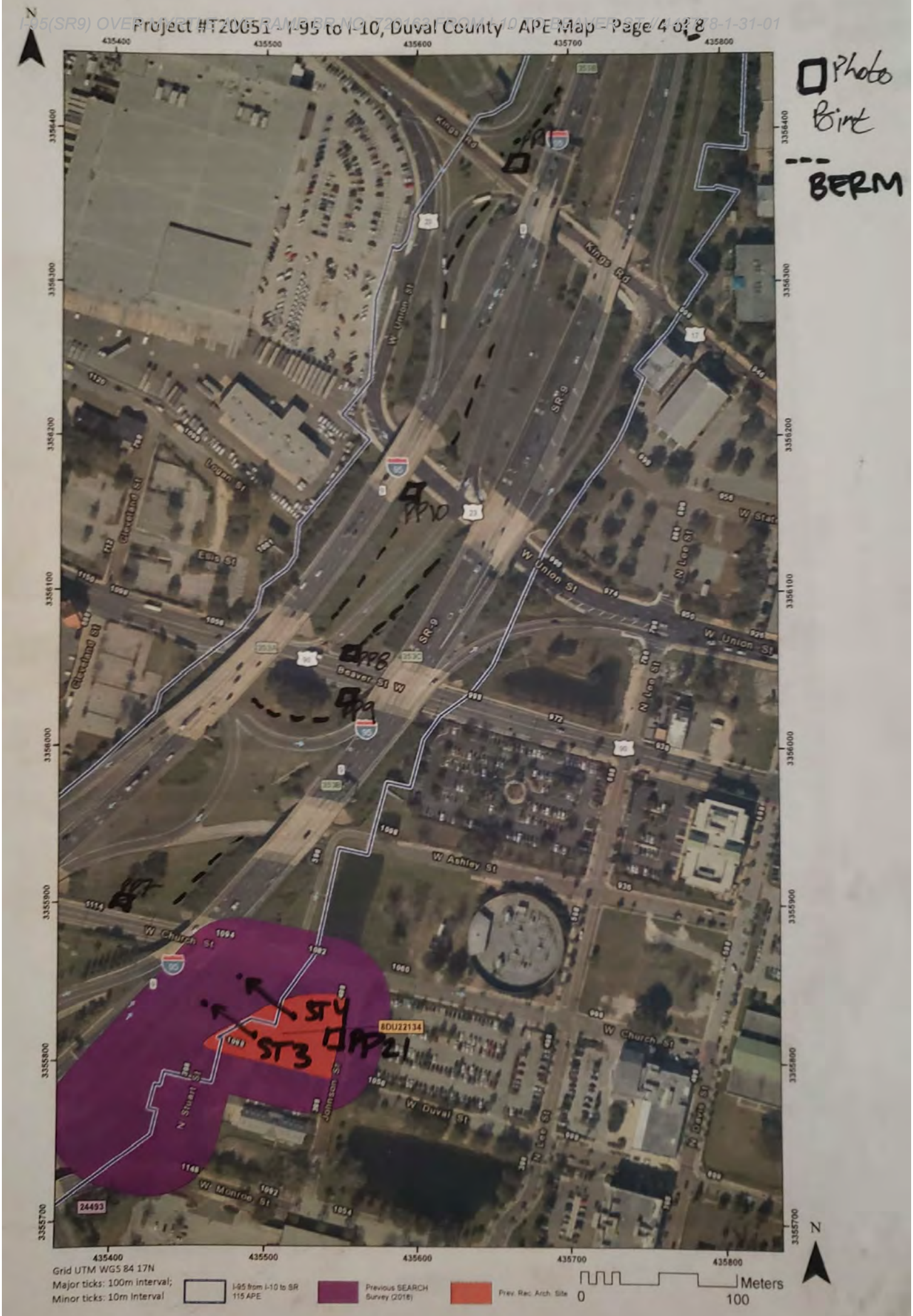


photo point 11 2-track dirt/gravel Road

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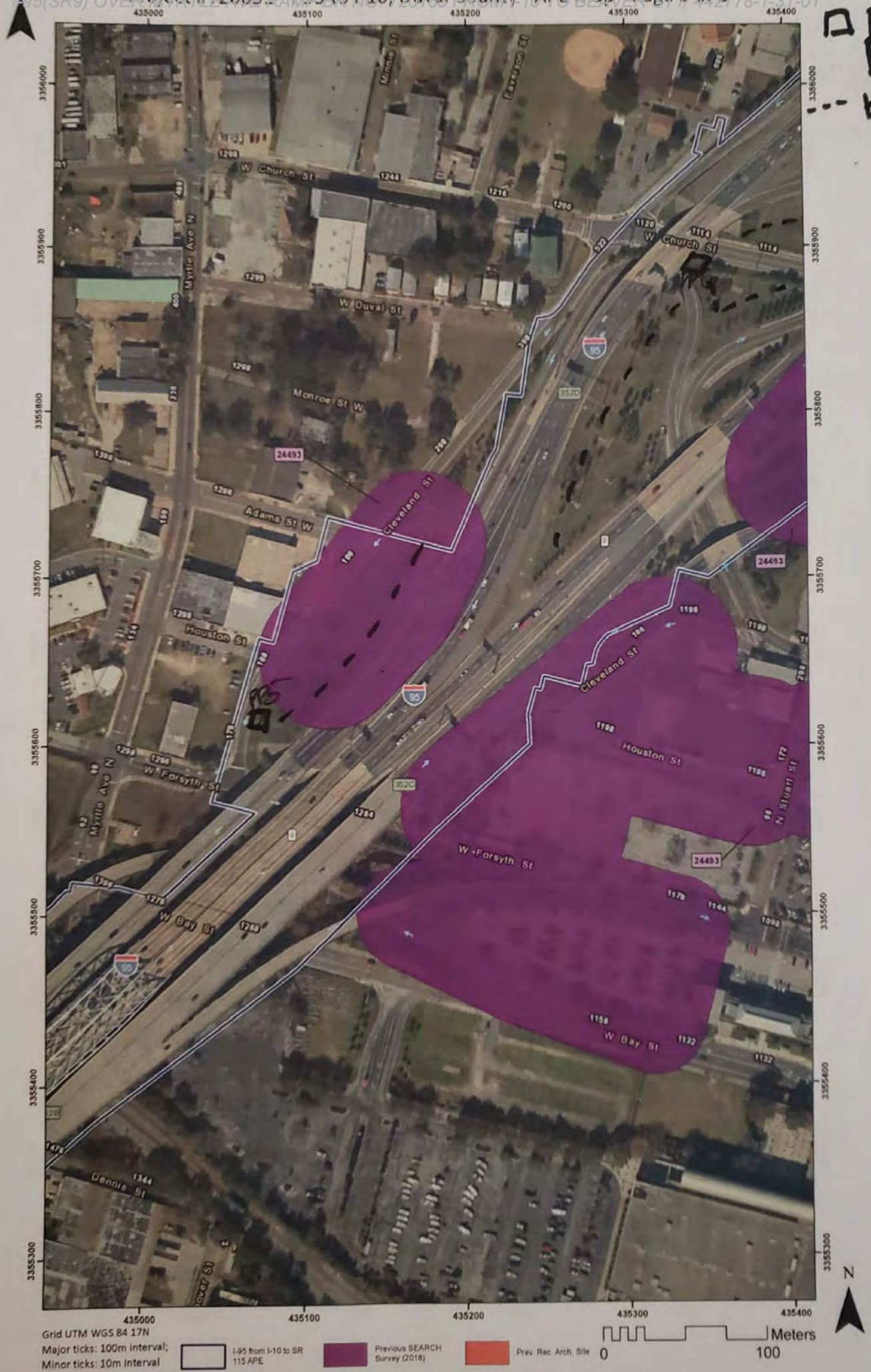
I-95(SR9) OVER [illegible] BRIDGE NO. 720163 FROM I-10 TO BEAVER ST (SR 228) 78-1-31-01

Project #T20051 - I-95 to I-10, Duval County - APE Map - Page 4 of 8



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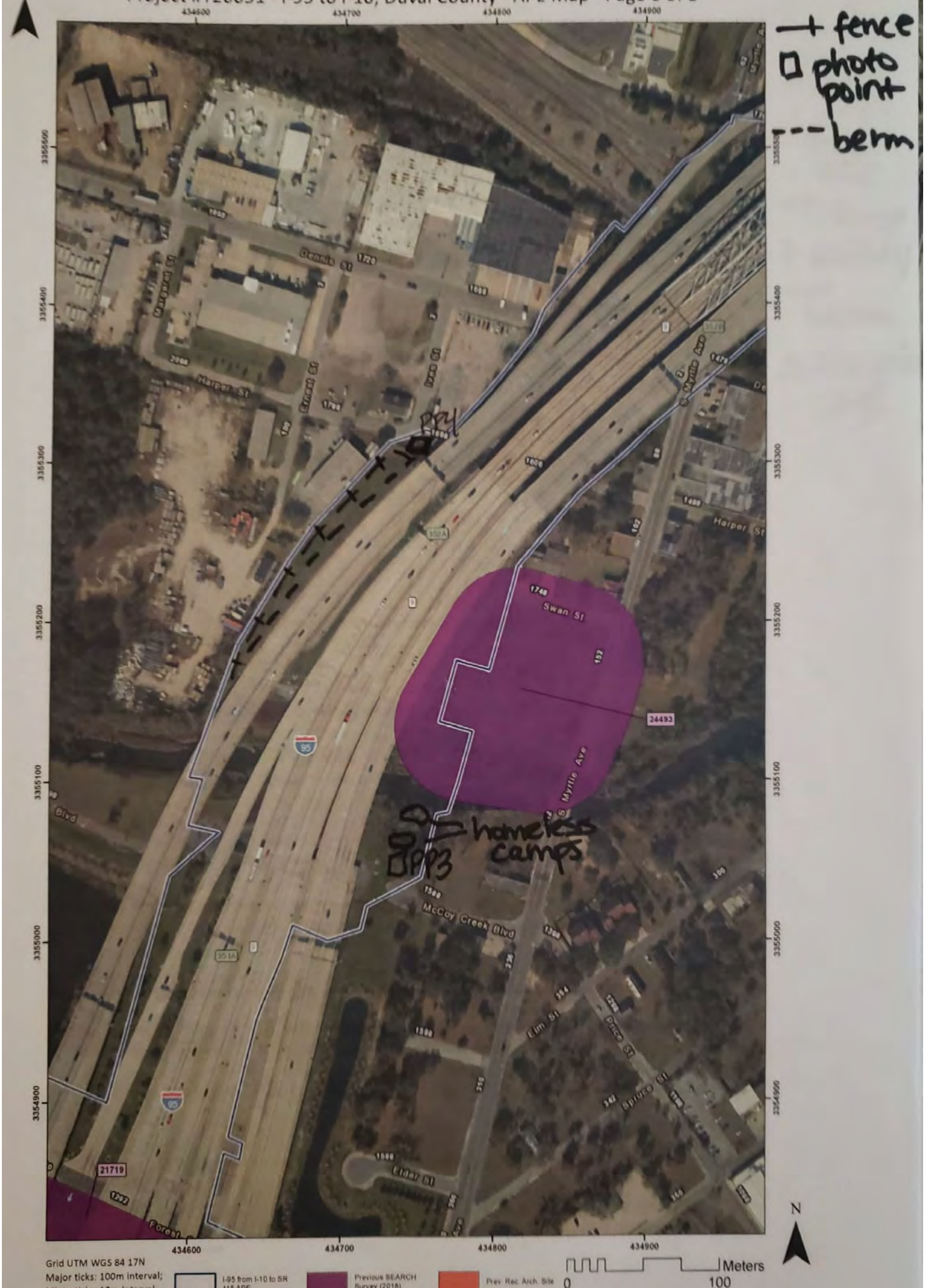
I-95(SR9) OVER MYRTLE AVE RAMP EB, DUVAL COUNTY, FL TO BE LET BY: 112778-1-31-01



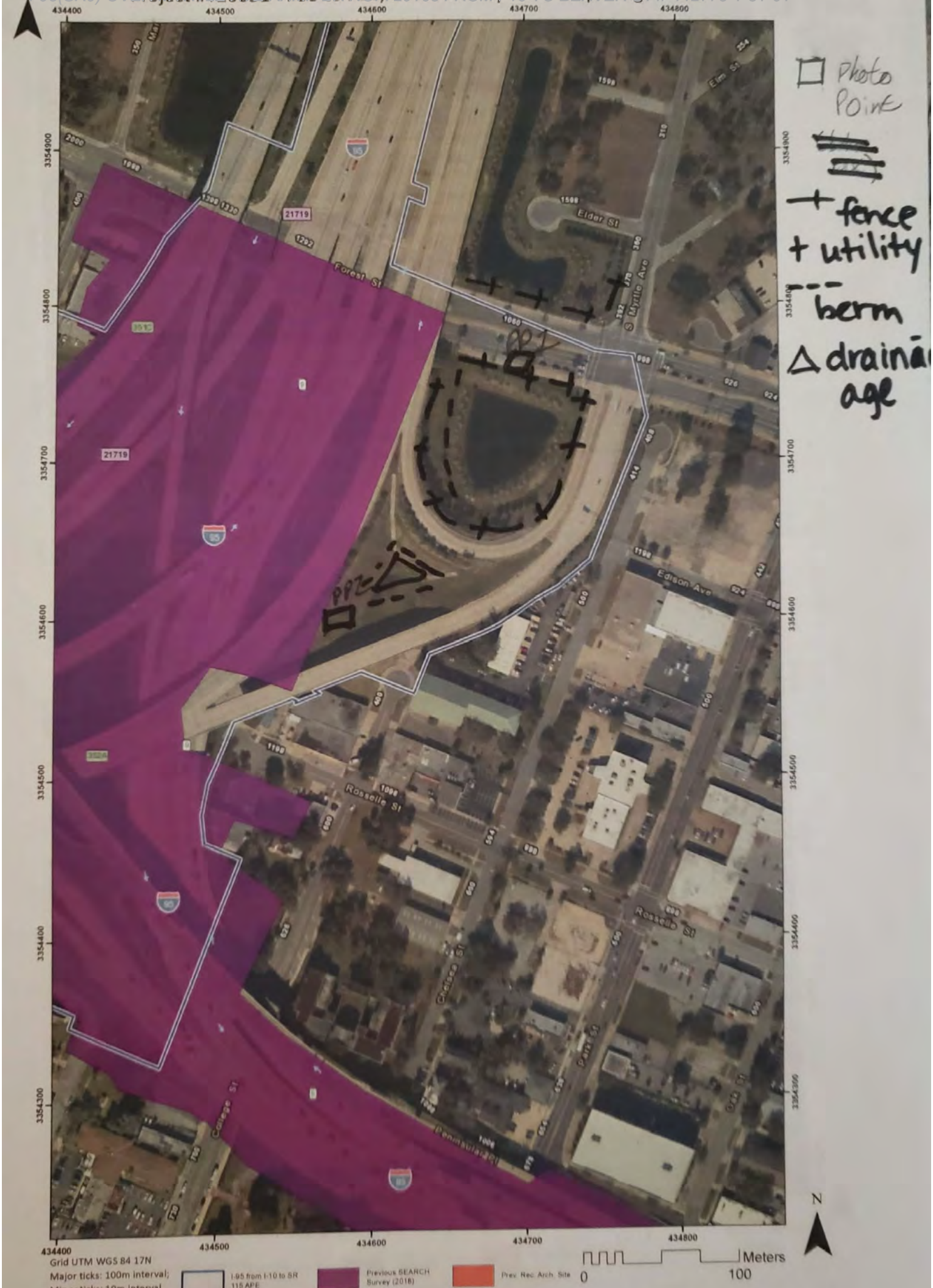
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I-95(SR9) OVER MYRTLE AVE RAMP BR NO. 720163 FROM I-10 TO BEAVER ST // 449778-1-31-01

Project #120051 - I-95 to I-10, Duval County - APE Map - Page 6 of 8



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I-95(SR9) OVER [illegible] FROM I-10 TO BEAVER ST FPID 438-1-31-01



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APPENDIX C.

ARCHITECTURAL RESOURCES TABLE

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Historic Resources within the Project APE

8DU01547

Name: Riverside Historic District **Built:** ca. 1871

Original or Update: Update **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E22

See Report for Description and Assessment

Individually Eligible: INSF

Contributing Resource: INSF

Evaluation: Resource 8DU01547 was listed in the NRHP in March 1985 for significance under Criteria A and C. Only a small part of 8DU1547, including 1 non-contributing resource (8DU22669), is located within the APE. A full reevaluation is outside the project scope.

8DU13284

Name: Myrtle Avenue Subway Bridge **Built:** ca. 1908

Original or Update: Update **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E14

See Report for Description and Assessment

Individually Eligible: YES

Contributing Resource: NO

Evaluation: Resource 8DU13284 was determined individually eligible for the NRHP by SHPO in July 2006 under Criterion A for associations with the Jacksonville Terminal Co. and the development of suburban commuter communities. It remains eligible for listing.

8DU17461

Name: 1501 Dennis Street **Built:** ca. 1940

Original or Update: Update **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E14

Original Use: Industrial plant **Present Use:** Vacant **Structural System:** Concrete block **Relocated:** NO

Style: Industrial Vernacular **Plan:** Rectangular **Exterior Fabric:** Concrete block **Stories:** 1

Additions and Alterations: Windows and doors boarded **Chimneys:** 0



Foundation: Slab **Foundation Material:** Concrete, Generic

Roof: Flat **Roof Material:** Built-up

Main Entry: NW façade N and W of cen., 2 single door entries boarded w/plywood

Porch(es): None

Windows: All windows boarded w/plywood or sheet metal, appears to have been fixed, metal-framed, individual and paired, 1-light and 1/1

Distinguishing Features: Rowlock course windowsills; all windows and doors boarded; vacant since 2007 or earlier

Ancillary Features: Shares a parcel with 2 non-historic (ca. 1985) structures to the W

Individually Eligible: NO

Contributing Resource: NO

Evaluation: 8DU17461 was not previously evaluated by SHPO. Due to lack of sufficient historic significance and architectural distinction, 8DU17461 is ineligible for listing in the NRHP, either individually or as part of a potential or existing historic district.

Historic Resources within the Project APE

8DU17719

Name: FEC Railroad **Built:** ca. 1881

Original or Update: Update **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E14

See Report for Description and Assessment

Individually Eligible: YES

Contributing Resource: YES

Evaluation: Segments of 8DU17719 were determined eligible for listing in the NRHP in June 2009 and July 2011. This segment was recorded in 2011 but not evaluated by SHPO. It is the opinion of SEARCH that this segment contributes to the NRHP-eligible 8DU17719.

8DU17724

Name: I-95 Through Arch Bridge **Built:** ca. 1955

Original or Update: Update **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E14

See Report for Description and Assessment

Individually Eligible: YES

Contributing Resource: NO

Evaluation: Resource 8DU17724 was determined to be eligible for listing in the NRHP by SHPO in February 2014 for significance under Criterion A for development of the interstate through Jacksonville and under Criterion C as the only steel through arch bridge in FL.

8DU19659

Name: I-90/Beaver Street **Built:** ca. 1917

Original or Update: Update **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E14

See Report for Description and Assessment

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Previously recorded segments of 8DU19659 were determined eligible for the NRHP in September 2013 or having insufficient information to make a determination. Due to loss of historic integrity, 8DU19659 within the APE is ineligible for the NRHP.

Historic Resources within the Project APE

8DU22669

Name: 711 Margaret Street **Built:** ca. 1958

Original or Update: Original **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E22

Original Use: Office **Present Use:** Office **Structural System:** Concrete block **Relocated:** NO

Style: Mid-Century Modern **Plan:** Rectangular **Exterior Fabric:** Molded concrete block, Concrete **Stories:** 1

Additions and Alterations: None **Chimneys:** 0



Foundation: Slab **Foundation Material:** Concrete, Generic

Roof: Flat **Roof Material:** Composition roll

Main Entry: NW façade W of cen, double metal-framed glass commercial-style doors

Porch(es): Closed partial-width porch NW façade, concrete block walls w/metal-framed windows supporting flat roof

Windows: Fixed, metal-framed, continuous, alternating 1-light and 3-light

Distinguishing Features: Molded concrete block NW façade; NE/SW facades stucco w/projecting full-height mullions btwn contiguous windows

Ancillary Features: Concrete sidewalk and parking to NE/W/SW of structure; non-contributing structure to historic district 8DU01547

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8DU22669 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8DU22670

Name: 1902 North Davis Street **Built:** ca. 1922

Original or Update: Original **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E11

Original Use: Private Residence **Present Use:** Private Residence **Structural System:** Wood frame **Relocated:** NO

Style: Bungalow **Plan:** Rectangular **Exterior Fabric:** Aluminum **Stories:** 1.5

Additions and Alterations: Small rect. add. W; Windows, siding, door replaced **Chimneys:** 0



Foundation: Piers **Foundation Material:** Concrete, Generic

Roof: Gable **Roof Material:** Composition shingles

Main Entry: E façade cen., single wood 6-paneled door w/wood door frame

Porch(es): Raised closed porch E façade, shed extension roof w/gable extension over main entry, aluminum siding walls w/metal-framed windows, raised on concrete pier foundation w/concrete infill

Windows: SHS, aluminum-framed, individual, 1/1; awning, metal-framed, individual and paired, 4-light; jalousie, metal-framed, paired, multi-light

Distinguishing Features: Gable end vents; exposed rafter tails; concrete infill between foundation piers; boxed eaves

Ancillary Features: Chain link fence to N/S of structure; concrete sidewalk to E of structure

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8DU22670 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

8DU22671

Name: Railroad Bridge Abutment **Built:** ca. 1918

Original or Update: Original **US Quad Map:** JACKSONVILLE (2018) **TRS:** 02S26E14

Original Use: Bridge **Present Use:** Vacant **Structural System:** Concrete **Relocated:** NO

Style: No style **Plan:** Rectangular **Exterior Fabric:** Concrete **Stories:** 1

Additions and Alterations: None Bridge demo. btwn 1982 and 1988 **Chimneys:** 0



Foundation: Slab **Foundation Material:** Concrete, Generic

Roof: Not applicable **Roof Material:**

Main Entry: None

Porch(es): None

Windows: None

Distinguishing Features: Concrete wall abutment w/horizontal concrete support, incorporated into W Bay St ROW concrete wall

Ancillary Features: Part of demolished bridge associated w/a demolished spur line off the FEC RR (8DU17719) main line. 8DU22672 situated to NE

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8DU22671 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Historic Resources within the Project APE

8DU22672

Name: Railroad Structure

Built: ca. 1918

Original or Update: Original

US Quad Map: JACKSONVILLE (2018)

TRS: 02S26E14

Original Use: Transportation
Style: Industrial Vernacular
Additions and Alterations: None

Present Use: Vacant
Plan: Rectangular

Structural System: Brick
Exterior Fabric: Brick

Relocated: NO
Stories: 1
Chimneys: 0



Foundation: Continuous
Roof: Flat
Main Entry: Obscured
Porch(es): None

Foundation Material: Brick
Roof Material: Unspecified

Windows: Fixed, wood-framed, individual, 1-light opening w/no glass, shallow arch

Distinguishing Features: Rowlock course windowsills, shallow brick arch header; metal-covered control units visible in interior

Ancillary Features: Concrete wall topped w/chain link fence to E/W; originally associated w/a demo. spur line from FEC RR (8DU17719) main line, 8DU22671 situated to SW

Individually Eligible: NO

Contributing Resource: NO

Evaluation: Due to lack of sufficient historic significance and architectural distinction, 8DU22672 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

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APPENDIX D.

FMSF RESOURCE FORMS

DRAFT

Page 1

☐Original
☒Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site #8 DU01547
Field Date 4-28-2020
Form Date 7-22-2020
Recorder# _____

NOTE: **Use this form to document districts, landscapes, building complexes and linear resources** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions** (MPSs). National Register MPSs are treated as Site File manuscripts and are associated with the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☒ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☐ **Linear resource** (NR category usually "structure"): Linear resources are a special type of structure or historic landscape and can include canals, railways, roads, etc.

Resource Group Name Riverside Historic District Multiple Listing [DHR only] _____
Project Name I-95 I-10 to SR 115 FMSF Survey #_____
National Register Category (please check one): ☐building(s) ☐structure ☒district ☐site ☐object
Linear Resource Type (if applicable): ☐canal ☐railway ☐road ☐other (describe): _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Address: Street Number | Direction | Street Name | Street Type | Suffix Direction

City/Town (within 3 miles) Jacksonville In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Duval
Name of Public Tract (e.g., park) _____
1) Township 2S Range 26E Section 22 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name JACKSONVILLE USGS Date 2018
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

Within the APE, 8DU01547 is bound by approx. 238.5 ft (72.7 m) of Rosselle St and approx. 405.4 ft (123.6 m) of Dellwood Ave and adjacent parcels.

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

RESOURCE GROUP FORM

Site #8 DU01547

HISTORY & DESCRIPTION

Construction Year: 1871 ☒approximately ☐year listed or earlier ☐year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing 1120 # of non-contributing 430
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Reconstruction 1866-1879 3. American-20th Century
2. American-19th century 1821-1899 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

Resource 8DU01547 is a historic district significant for the period 1871-1935. The Riverside neighborhood was established in 1871 and became an affluent suburb of Jacksonville with streetcar service. It expanded south in the 1930s.

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey	☒historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (specify) Pedestrian/windshield survey
Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☐no ☒insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☐no ☒insufficient information
Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

Resource 8DU01547 was listed in the NRHP in March 1985 for significance under Criteria A and C. Only a small part of 8DU1547, including 1 non-contributing resource (8DU22669), is located within the APE. A full reevaluation is outside the project scope.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. Architecture 3. _____ 5. _____
2. Exploration/settlement 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources) When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



8DU01547_a Facing Northwest



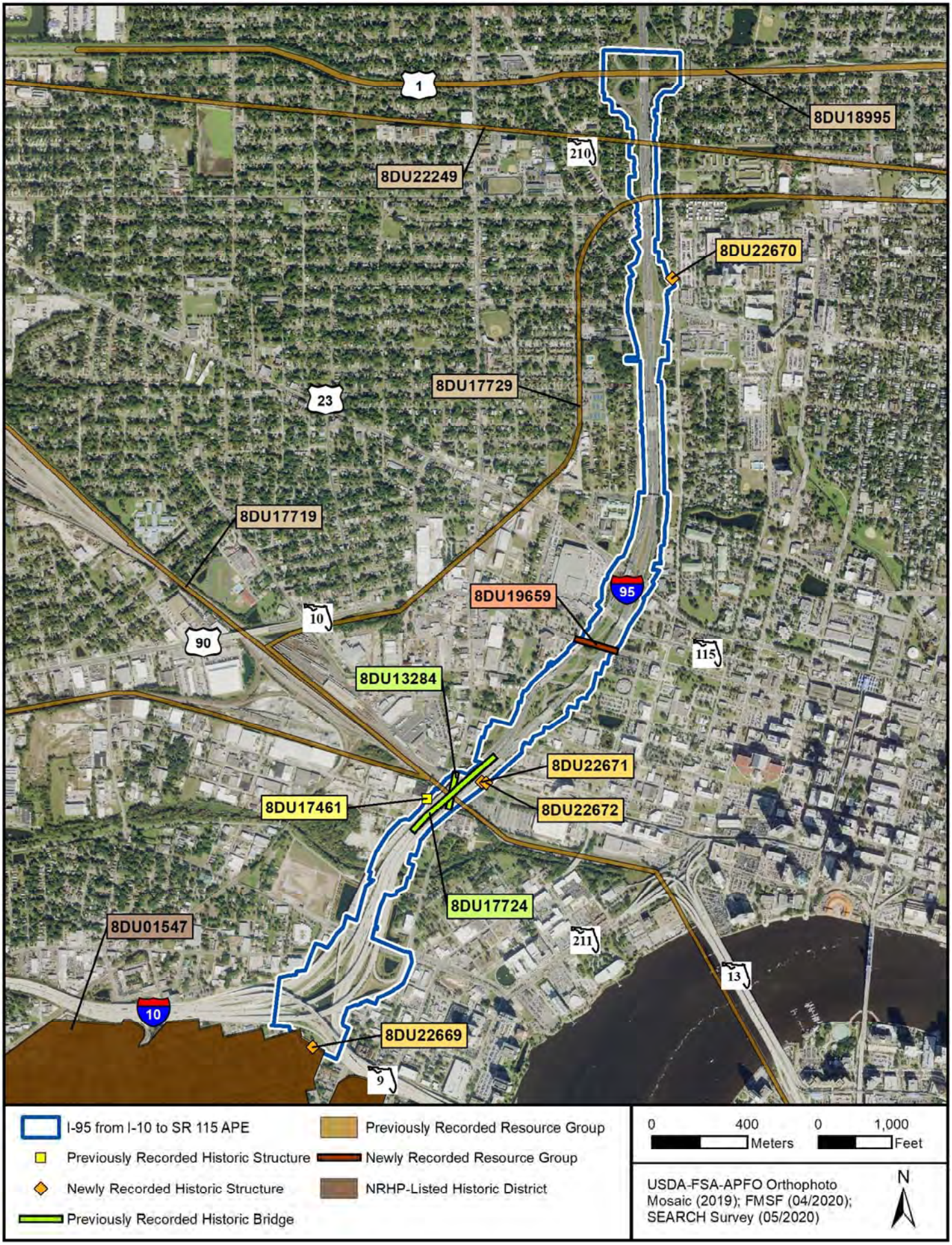
8DU01547_b Facing Northwest



8DU01547_c Facing South



8DU01547_d Facing Southwest


1
8DU18995
210
8DU22249
8DU22670
8DU17729
23
8DU17719
95
8DU19659
10
90
115
8DU13284
8DU22671
8DU17461
8DU22672
8DU17724
8DU01547
211
13
10
8DU22669
9
I-95 from I-10 to SR 115 APE
Previously Recorded Resource Group
Previously Recorded Historic Structure
Newly Recorded Resource Group
Newly Recorded Historic Structure
NRHP-Listed Historic District
Previously Recorded Historic Bridge
0 400 Meters
0 1,000 Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
N


8DU18995
8DU22249
8DU22670
8DU17729
8DU17719
8DU19659
8DU13284
8DU22671
8DU22672
8DU17461
8DU17724
8DU01547
8DU22669
Brooklyn
Edward Waters College
Florida State College at Jacks
Acosta Bridge
Hendricks Point
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 0 1,000
Meters Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

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Page 1

☐Original
☒Update

HISTORICAL BRIDGE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 DU13284
Field Date 4-28-2020
Form Date 7-21-2020
Recorder # _____
FDOT Bridge # _____

Bridge Name(s) Myrtle Avenue Subway Bridge Multiple Listing (DHR only) _____
Project Name I-95 I-10 to SR 115 Survey # (DHR only) _____
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed CSX RR/Myrtle Ave S
USGS 7.5 Map Name JACKSONVILLE USGS Date 2018 Plat or Other Map _____
City/Town (within 3 miles) Jacksonville In City Limits? ☒yes ☐no ☐unknown County Duval
Township 2S Range 26E Section 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
Landgrant _____ Tax Parcel # _____
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1908 ☒approximately ☐year listed or earlier ☐year listed or later
Still in use? ☒yes ☐no ☐restricted use (describe) _____
Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)
Original (1908-UNK): Subway; Current (UNK-2020): Auto/pedestrian

Ownership history

Original: Jacksonville Terminal Company. Current: CSX Transportation

Designers/Engineers Jacksonville Terminal Company
Builders/Contractors _____
Text of Plaque or Inscription

None

Narrative History (How did bridge come to be built? How was it financed?, etc.)

Constructed by the Jacksonville Terminal Company in 1908, 8DU13284 was constructed with an exposed steel segmental arch design and 3 tunnels forming one span. It is now owned by CSX transportation and carries the CSX RR over a walkway and Myrtle Ave S.

DESCRIPTION

GENERAL

Overall Bridge Design 1. Tunnel 2. Arch--Deck
Overall Condition ☐excellent ☐good ☒fair ☐deteriorated ☐ruinous
Style and Decorative Details

3 segmented arch tunnels: central originally subway now pedestrian, E/W tunnels auto. Poured concrete columns separate tunnels, poured concrete balustrades, concrete-encased steel substructure

Tender Station Description

None

Alterations: Dates and Descriptions

Central bay originally for trolley line, now pedestrian walkway. Steel structure encased in concrete ca. 1930.

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

DESCRIPTION (continued)

SUPERSTRUCTURE

Spans: Total Number 3 Total Length(ft) 225

Main Spans: Number 3 Length(ft) 225 Width(ft) 60 Roadway width(ft) _____
Main Span Design Arch--Deck
Main Span Materials 1. Concrete 2. _____

Approach Spans: Number_____ Length(ft)_____ Width(ft)_____ Roadway width(ft)_____
Approach Span Design Not Applicable
Approach Span Materials 1._____ 2. _____

Deck Materials 1. Concrete 2. Other

SUBSTRUCTURE

Abutment Materials 1. Concrete 2. _____
Abutment Description Walls

Pier Materials 1. Concrete 2. _____
Pier Description Poured concrete columns between tunnels

RESEARCH METHODS (check all that apply)

☒FDOT database search	☐Fla. Archives / photo collection	☐newspaper files	☐informal archaeological inspection
☐HABS/HAER record search	☐property appraiser / tax records	☐city directory	☐formal archaeological survey
☒FMSF record search (sites/surveys)	☐library research	☐Public Lands Survey (DEP)	☒cultural resource survey

☒Other methods (specify) Pedestrian/windshield survey

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒yes ☐no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information

Explanation of Evaluation (required, use separate sheet if needed)

Resource 8DU13284 was determined individually eligible for the NRHP by SHPO in July 2006 under Criterion A for associations with the Jacksonville Terminal Co. and the development of suburban commuter communities. It remains eligible for listing.

Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1._____ 3._____ 5._____
2._____ 4._____ 6._____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
❷ PHOTO OF BRIDGE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



8DU13284_a Facing Southwest



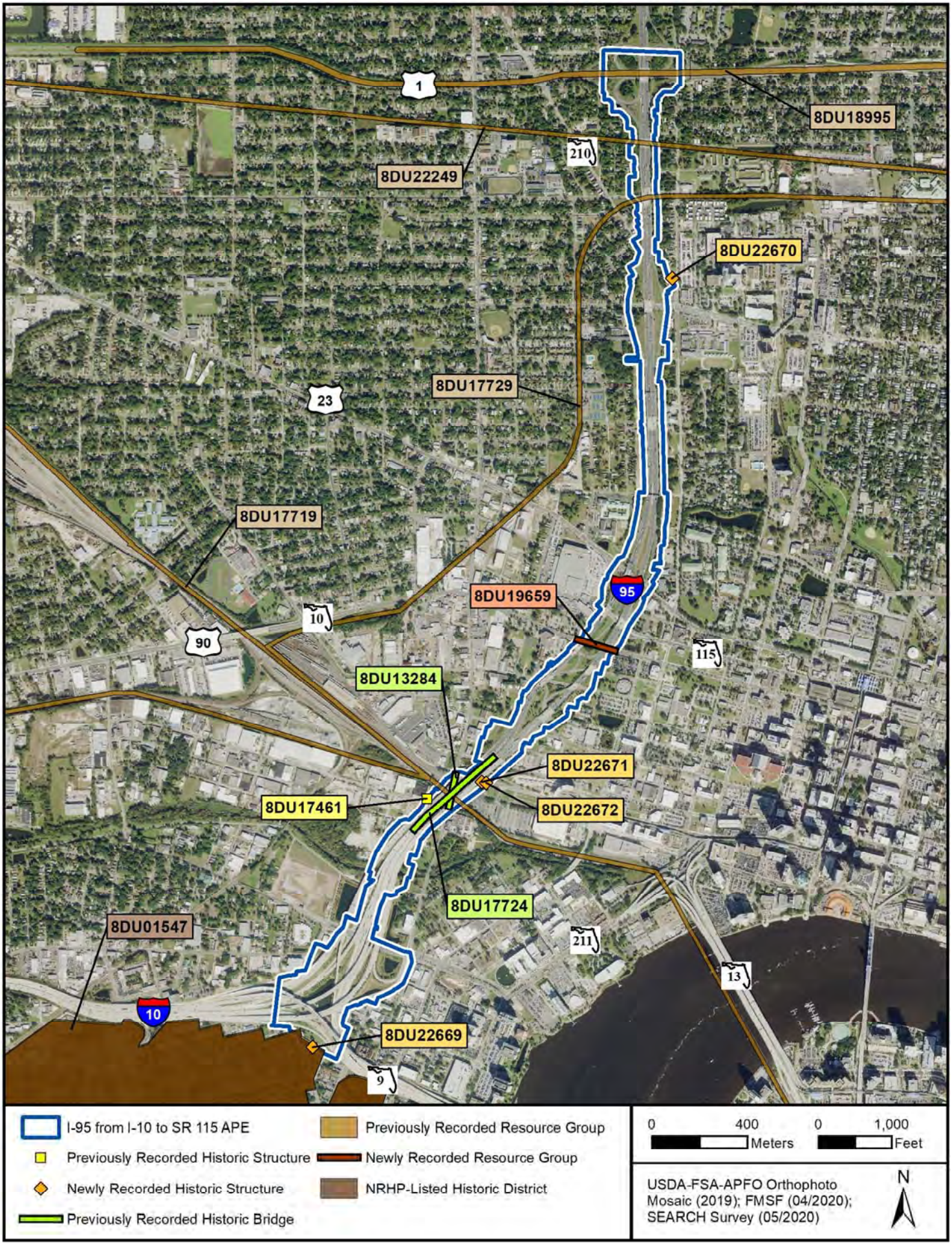
8DU13284_b Facing South

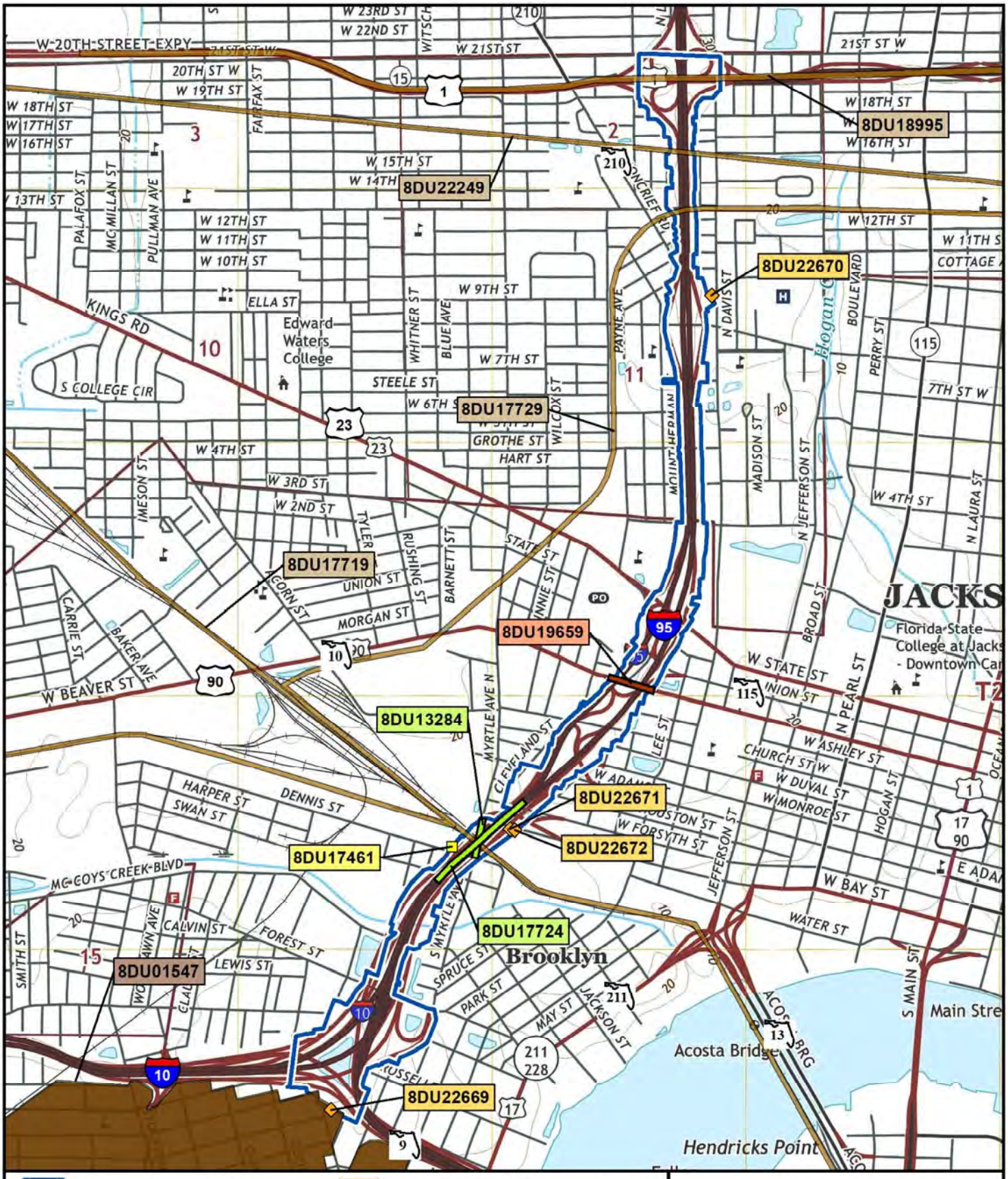


8DU13284_c Facing Southeast



8DU13284_d Facing Southwest


1
8DU18995
210
8DU22249
8DU22670
8DU17729
23
8DU17719
8DU19659
95
10
90
115
8DU13284
8DU22671
8DU17461
8DU22672
8DU17724
8DU01547
211
13
10
8DU22669
9
I-95 from I-10 to SR 115 APE
Previously Recorded Resource Group
Previously Recorded Historic Structure
Newly Recorded Resource Group
Newly Recorded Historic Structure
NRHP-Listed Historic District
Previously Recorded Historic Bridge
0
400
Meters
0
1,000
Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
N


8DU18995
8DU22249
8DU22670
8DU17729
8DU17719
8DU19659
8DU13284
8DU22671
8DU22672
8DU17461
8DU17724
8DU01547
8DU22669
Brooklyn
Edward Waters College
Florida State College at Jacks
Acosta Bridge
Hendricks Point
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

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Page 1

☐ Original
☒ Update



HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 DU17461
Field Date 4-28-2020
Form Date 7-21-2020
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 1501 Dennis Street Multiple Listing (DHR only) _____
Survey Project Name I-95 I-10 to SR 115 Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	1501		Dennis	Street	

Cross Streets (nearest / between) Ives St & Myrtle Ave N
USGS 7.5 Map Name JACKSONVILLE USGS Date 2018 Plat or Other Map _____
City / Town (within 3 miles) Jacksonville In City Limits? ☒yes ☐no ☐unknown County Duval
Township 2S Range 26E Section 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 076737-0000 Landgrant _____
Subdivision Name N/A Block N/A Lot N/A
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1940 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Factory/Plant/Industrial From (year): 1940 To (year): 2007
Current Use Abandoned/Vacant From (year): 2007 To (year): 2020
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: 1-1-2007 Nature Or earlier. Windows and doors boarded.
Additions: ☐yes ☒no ☐unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

Current owner, 95 Arch Partners LLC, purchased 2019.

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Block-concrete 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Built-up 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

All windows boarded w/plywood or sheet metal, appears to have been fixed, metal-framed, individual and paired, 1-light and 1/1

Distinguishing Architectural Features (exterior or interior ornaments)

Rowlock course windowsills; all windows and doors boarded; vacant since 2007 or earlier

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Shares a parcel with 2 non-historic (ca. 1985) structures to the W

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

HISTORICAL STRUCTURE FORM

Site # 8 DU17461

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Concrete block 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

NW façade N and W of cen., 2 single door entries boarded w/plywood

Porch Descriptions (types, locations, roof types, etc.)

None

Condition (overall resource condition): ☐excellent ☐good ☐fair ☒deteriorated ☐ruinous
Narrative Description of Resource

Resource 8DU17461 is a 1-story Industrial Vernacular structure with a rectangular plan set at grade on a concrete slab foundation. The flat roof is built-up, and the walls are concrete block. It has been vacant since 2007 or earlier.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☒library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) Pedestrian/Windshield Survey
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

8DU17461 was not previously evaluated by SHPO. Due to lack of sufficient historic significance and architectural distinction, 8DU17461 is ineligible for listing in the NRHP, either individually or as part of a potential or existing historic district.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aeria File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

DRAFT



8DU17461_a Facing Northwest

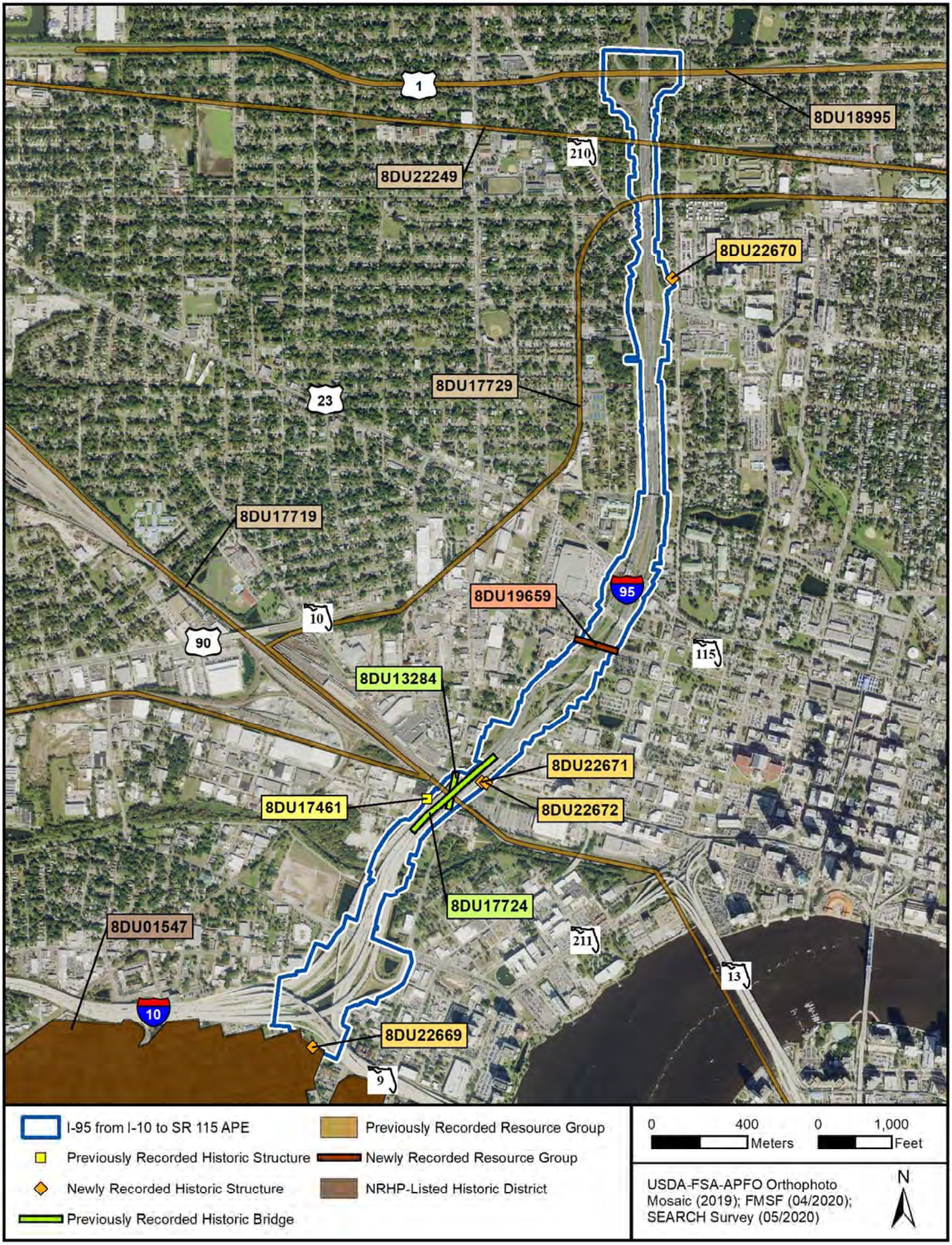


8DU17461_b Facing Northeast



8DU17461_c Facing Northeast

DRAFT


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I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
N


8DU18995
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8DU22669
Brooklyn
Edward Waters College
Florida State College at Jacks
Acosta Bridge
Hendricks Point
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

DRAFT

Page 1

☐Original
☒Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site #8 DU17719
Field Date 4-28-2020
Form Date 7-22-2020
Recorder# _____

NOTE: **Use this form to document districts, landscapes, building complexes and linear resources** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions** (MPSs). National Register MPSs are treated as Site File manuscripts and are associated with the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of structure or historic landscape and can include canals, railways, roads, etc.

Resource Group Name FEC Railroad Multiple Listing [DHR only] _____
Project Name I-95 I-10 to SR 115 FMSF Survey #_____
National Register Category (please check one): ☐building(s) ☒structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☐canal ☒railway ☐road ☐other (describe): _____
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Address: Street Number | Direction | Street Name | Street Type | Suffix Direction
City/Town (within 3 miles) Jacksonville In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Duval
Name of Public Tract (e.g., park) _____
1) Township 2S Range 26E Section 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name JACKSONVILLE USGS Date 2018
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

Within the APE, 8DU17719 runs roughly NW-SE for approx. 376.4 ft (114.7 m) beneath 8DU17724 and the adjoining I-95 on/off ramps.

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

RESOURCE GROUP FORM

Site #8 DU17719

HISTORY & DESCRIPTION

Construction Year: 1881 ☒approximately ☐year listed or earlier ☐year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing _____ # of non-contributing _____
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Post-Reconstruction 1880-1897 3. Twentieth C American
2. Nineteenth C. American 1821-1899 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

This segment of Resource 8DU17719 was constructed ca. 1881 as part of Henry Flagler's original line from Jacksonville to Key West. The Duval County line was the first leg to be constructed. 8DU17719 was significant to FL's 19th and 20th cen. development.

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey	☒historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (specify) Pedestrian/windshield survey
Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒yes ☐no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☒yes ☐no ☐insufficient information
Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

Segments of 8DU17719 were determined eligible for listing in the NRHP in June 2009 and July 2011. This segment was recorded in 2011 but not evaluated by SHPO. It is the opinion of SEARCH that this segment contributes to the NRHP-eligible 8DU17719.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. Transportation 3. _____ 5. _____
2. Community planning & developm 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources) When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



8DU17719_a Facing Southwest



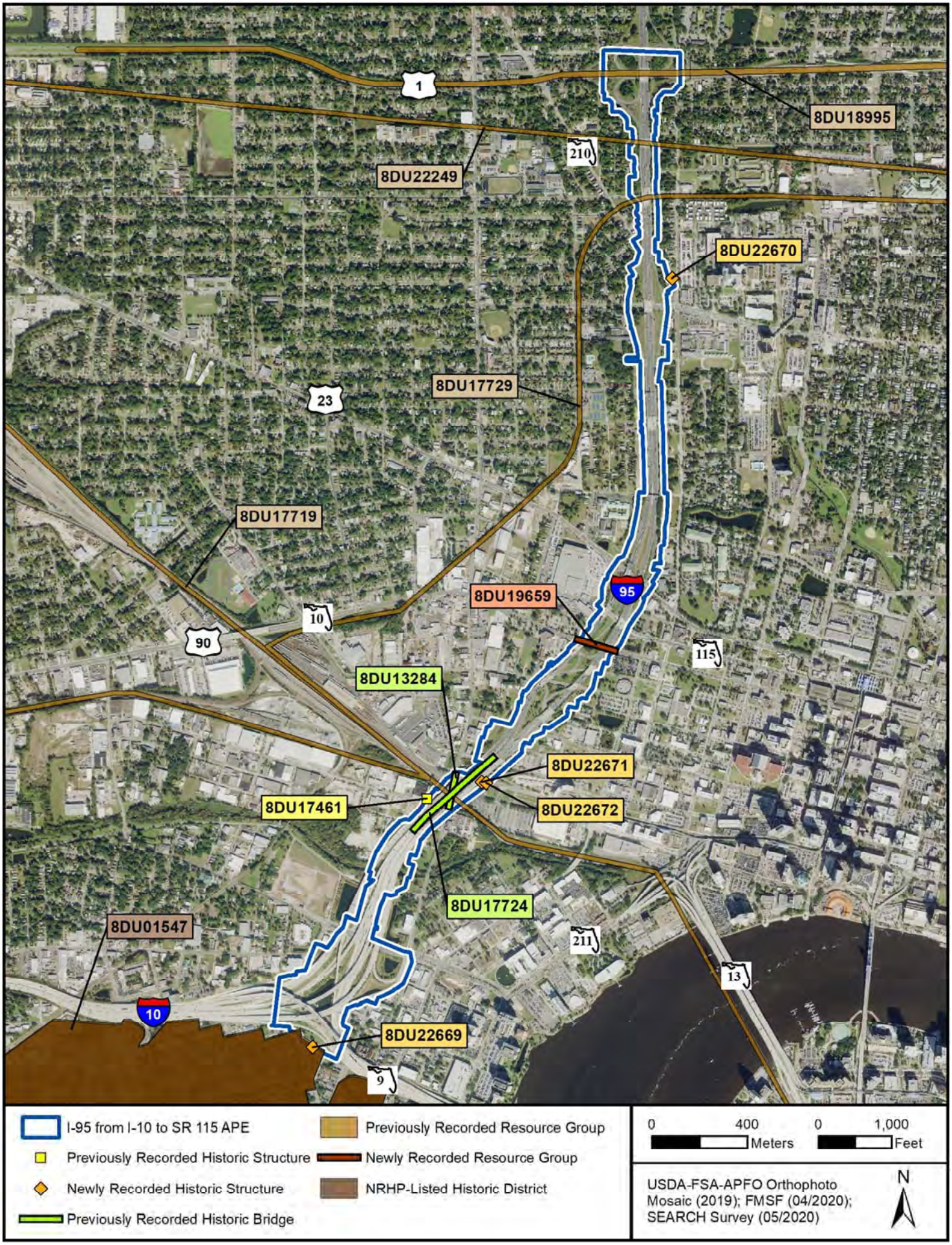
8DU17719_b Facing Southwest



8DU17719_c Facing Southwest



8DU17719_d Facing Southwest


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I-95 from I-10 to SR 115 APE
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Newly Recorded Historic Structure
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Newly Recorded Resource Group
NRHP-Listed Historic District
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0 1,000 Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
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Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

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☐Original
☒Update

HISTORICAL BRIDGE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 DU17724
Field Date 4-28-2020
Form Date 7-22-2020
Recorder #
FDOT Bridge # 720163

Bridge Name(s) I-95 Through Arch Bridge Multiple Listing (DHR only)
Project Name I-95 I-10 to SR 115 Survey # (DHR only)
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☒federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed I-95/Myrtle Ave
USGS 7.5 Map Name JACKSONVILLE USGS Date 2018 Plat or Other Map
City/Town (within 3 miles) Jacksonville In City Limits? ☒yes ☐no ☐unknown County Duval
Township 2S Range 26E Section 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name:
Township Range Section ¼ section: ☐NW ☐SW ☐SE ☐NE
Landgrant Tax Parcel #
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: Y: Coordinate System & Datum
Name of Public Tract (e.g., park)

HISTORY

Year Built 1955 ☒approximately ☐year listed or earlier ☐year listed or later
Still in use? ☒yes ☐no ☐restricted use (describe)
Prior Fords, Ferries, or Bridges at this Location

None

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)
Original and current: Auto bridge

Ownership history

Owned by US DOT as part of I-95 highway system

Designers/Engineers UNK
Builders/Contractors UNK
Text of Plaque or Inscription

None

Narrative History (How did bridge come to be built? How was it financed?, etc.)

Resource 8DU17724 was constructed ca. 1955 to carry I-95 over Myrtle Ave and the CSX RR corridor. It is the only steel through arch in FL. The US govt. funded 90% of the bridge costs, and the FL govt. funded 10%.

DESCRIPTION

GENERAL

Overall Bridge Design 1. Arch--Through 2.
Overall Condition ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Style and Decorative Details

8DU17724 is composed of a bowstring cross-braced steel truss superstructure with steel cross-bracing below the concrete deck. It is the only steel through arch bridge in FL.

Tender Station Description

N/A

Alterations: Dates and Descriptions

N/A

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date Init. KEEPER – Determined eligible: ☐yes ☐no Date NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

DESCRIPTION (continued)

SUPERSTRUCTURE

Spans: Total Number 17 Total Length(ft) 1431

Main Spans: Number 1 Length(ft) 386 Width(ft) 87 Roadway width(ft) 79

Main Span Design Arch--Through

Main Span Materials 1. Steel 2. _____

Approach Spans: Number 16 Length(ft) 65 Width(ft) 87 Roadway width(ft) 79

Approach Span Design Beam & Girder

Approach Span Materials 1. _____ 2. _____

Deck Materials 1. Concrete 2. _____

SUBSTRUCTURE

Abutment Materials 1. Not Applicable 2. _____

Abutment Description _____

Pier Materials 1. Concrete 2. _____

Pier Description Concrete 3-column piers connected w/horizontal cap

RESEARCH METHODS (check all that apply)

- ☒ FDOT database search
- ☐ Fla. Archives / photo collection
- ☐ newspaper files
- ☐ informal archaeological inspection
- ☐ HABS/HAER record search
- ☐ property appraiser / tax records
- ☐ city directory
- ☐ formal archaeological survey
- ☒ FMSF record search (sites/surveys)
- ☐ library research
- ☐ Public Lands Survey (DEP)
- ☒ cultural resource survey
- ☒ Other methods (specify) Pedestrian/windshield survey

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☒ yes ☐ no ☐ insufficient information

Potentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, use separate sheet if needed)

Resource 8DU17724 was determined to be eligible for listing in the NRHP by SHPO in February 2014 for significance under Criterion A for development of the interstate through Jacksonville and under Criterion C as the only steel through arch bridge in FL.

Area(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. Engineering 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field & analysis notes, photos, plans, other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research

Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED

❷ PHOTO OF BRIDGE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



8DU17724_a Facing Southwest



8DU17724_b Facing Southwest



8DU17724_c Facing South



8DU17724_d Facing South



8DU17724_e Facing South

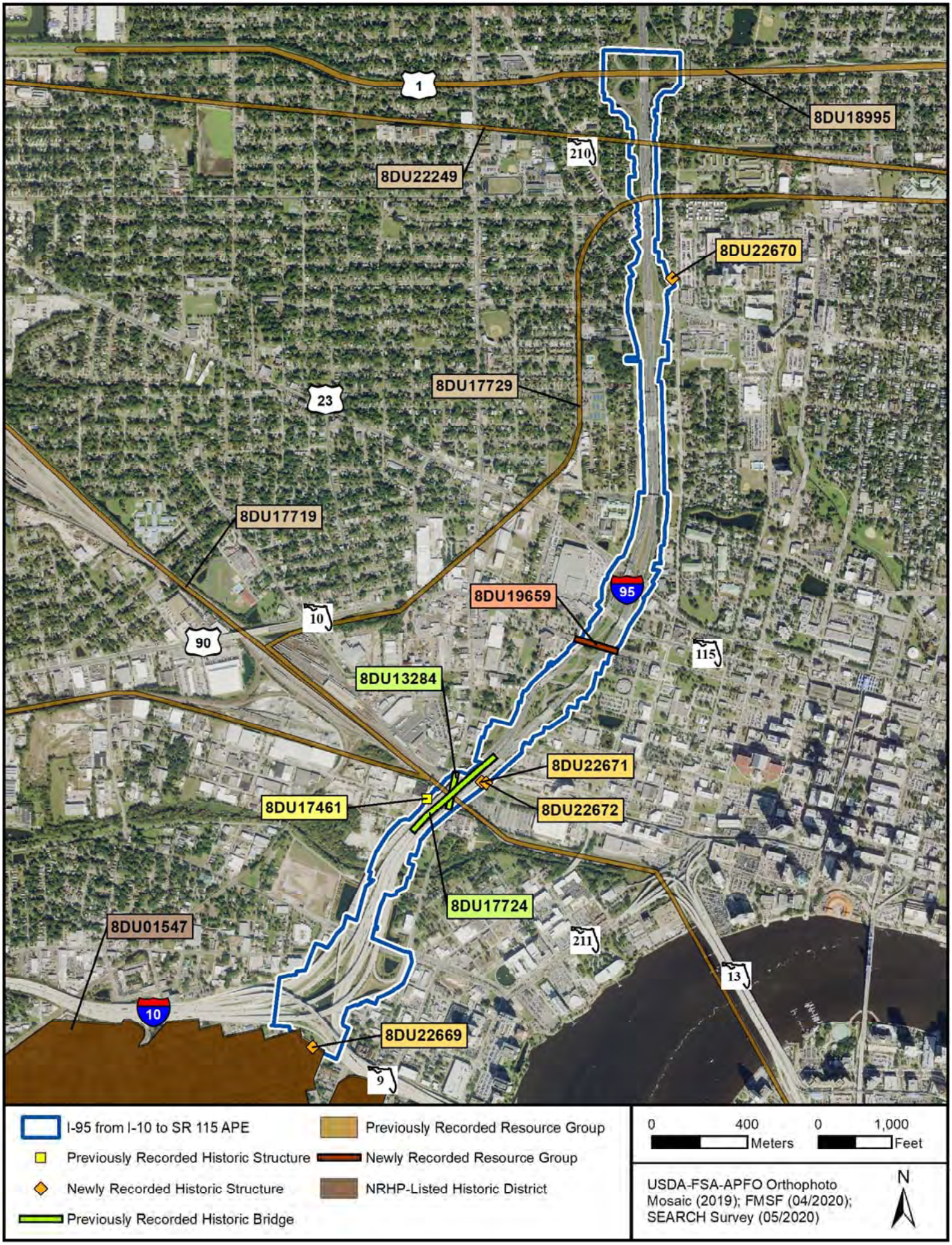


8DU17724_f Facing Southwest



8DU17724_g Facing Southwest

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I-95 from I-10 to SR 115 APE
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I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
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Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
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Meters Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

Page 1

☐Original
☒Update

RESOURCE GROUP FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult the *Guide to the Resource Group Form* for additional instructions

Site #8 DU19659
Field Date 4-28-2020
Form Date 7-22-2020
Recorder# _____

NOTE: **Use this form to document districts, landscapes, building complexes and linear resources** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions** (MPSs). National Register MPSs are treated as Site File manuscripts and are associated with the individual resources included under the MPS cover using the Site File manuscript number.

Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of structure or historic landscape and can include canals, railways, roads, etc.

Resource Group Name I-90/Beaver Street Multiple Listing [DHR only] _____
Project Name I-95 I-10 to SR 115 FMSF Survey #_____
National Register Category (please check one): ☐building(s) ☒structure ☐district ☐site ☐object
Linear Resource Type (if applicable): ☐canal ☐railway ☒road ☐other (describe): _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☒federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:			Beaver	Street	

City/Town (within 3 miles) Jacksonville In Current City Limits? ☒yes ☐no ☐unknown
County or Counties (do not abbreviate) Duval
Name of Public Tract (e.g., park) _____
1) Township 2S Range 26E Section 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
2) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
3) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
4) Township _____ Range _____ Section _____ ¼ section: ☐NW ☐SW ☐SE ☐NE
USGS 7.5' Map(s) 1) Name JACKSONVILLE USGS Date 2018
2) Name _____ USGS Date _____
Plat, Aerial, or Other Map (map's name, originating office with location) _____
Landgrant _____
Verbal Description of Boundaries (description does not replace required map)

Within the APE, 8DU19659 runs roughly E-W for approx. 507.9 ft (154.8 m), beginning approx. 47.9 ft (14.6 m) E of the SR 10 off-ramp.

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

RESOURCE GROUP FORM

Site #8 DU19659

HISTORY & DESCRIPTION

Construction Year: 1917 ☒approximately ☐year listed or earlier ☐year listed or later
Architect/Designer: _____ Builder: _____
Total number of individual resources included in this Resource Group: # of contributing 0 # of non-contributing 1
Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)
1. Twentieth C American 3. _____
2. WW I & Aftermath 1917-1920 4. _____
Narrative Description (*National Register Bulletin 16A* pp. 33-34; attach supplementary sheets if needed)

Resource 8DU19659 is part of SR 1, designed to connect the FL panhandle with the eastern US. The Florida State Press Association met in Jacksonville in 1913 to design SR 1. Within the APE, 8DU19659 is a 4-lane asphalt-paved modern roadway.

RESEARCH METHODS (check all that apply)

☒FMSF record search (sites/surveys)	☐library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey	☒historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (specify) Pedestrian/windshield survey
Bibliographic References (give FMSF Manuscript # if relevant)

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.)

Previously recorded segments of 8DU19659 were determined eligible for the NRHP in September 2013 or having insufficient information to make a determination. Due to loss of historic integrity, 8DU19659 within the APE is ineligible for the NRHP.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED
❸ TABULATION OF ALL INCLUDED RESOURCES - Include name, FMSF #, contributing? Y/N, resource category, street address or other location information if no address.
❹ PHOTOS OF GENERAL STREETSCAPE OR VIEWS (Optional: aerial photos, views of typical resources) When submitting images, they must be included in digital AND hard copy format (plain paper grayscale acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



8DU19659_a Facing Northwest



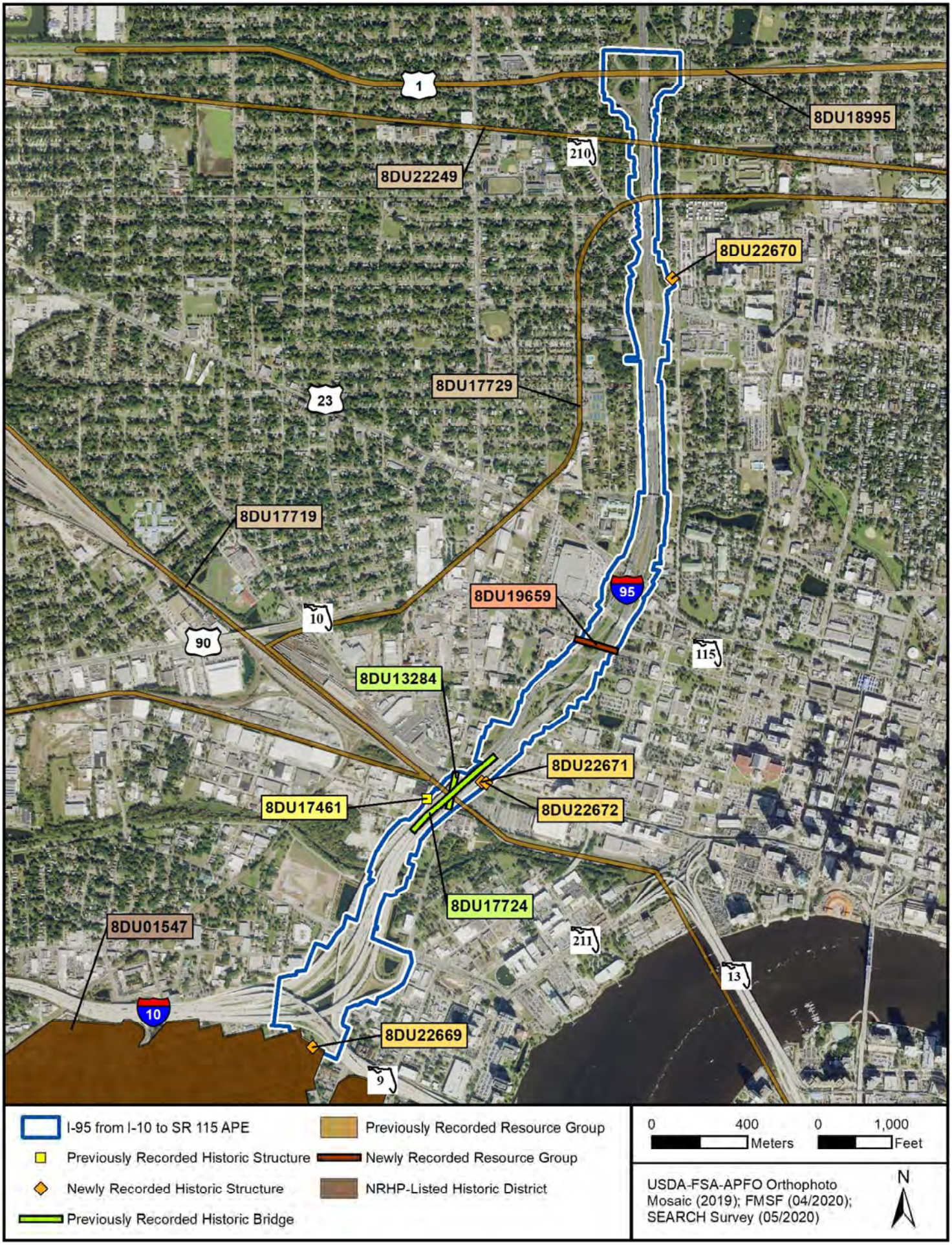
8DU19659_b Facing Southest



8DU19659_c Facing Northwest



8DU19659_d Facing Northwest


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8DU17461
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8DU17724
8DU01547
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8DU22669
9
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
N


8DU18995
8DU22249
8DU22670
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8DU17719
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8DU13284
8DU22671
8DU22672
8DU17461
8DU17724
8DU01547
8DU22669
Brooklyn
Edward Waters College
Florida State College at Jacks
Acosta Bridge
Hendricks Point
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters 0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

DRAFT

☒ Original
☐ Update



HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 DU22669
Field Date 4-28-2020
Form Date 7-21-2020
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 711 Margaret Street Multiple Listing (DHR only) _____
Survey Project Name I-95 I-10 to SR 115 Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	711		Margaret	Street	

Cross Streets (nearest / between) Dellwood Ave
USGS 7.5 Map Name JACKSONVILLE USGS Date 2018 Plat or Other Map _____
City / Town (within 3 miles) Jacksonville In City Limits? ☒yes ☐no ☐unknown County Duval
Township 2S Range 26E Section 22 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 090474-0000 Landgrant _____
Subdivision Name Riverside Block 36 Lot 4
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1958 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Office From (year): 1958 To (year): 2020
Current Use Office From (year): 1958 To (year): 2020
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☐yes ☒no ☐unknown Date: _____ Nature _____
Additions: ☐yes ☒no ☐unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

Current owner, Heth Realty Inc, purchased 2013.

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Mid-Century Modern Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Block-concrete-mold 2. Block-concrete 3. Stucco
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Composition roll 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

Fixed, metal-framed, continuous, alternating 1-light and 3-light

Distinguishing Architectural Features (exterior or interior ornaments)

Molded concrete block NW façade; NE/SW facades stucco w/projecting full-height mullions btwn contiguous windows

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Concrete sidewalk and parking to NE/W/SW of structure; non-contributing structure to historic district 8DU01547

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

HISTORICAL STRUCTURE FORM

Site # 8 DU22669

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Concrete block 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

NW façade W of cen, double metal-framed glass commercial-style doors

Porch Descriptions (types, locations, roof types, etc.)

Closed partial-width porch NW façade, concrete block walls w/metal-framed windows supporting flat roof

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

Resource 8DU22669 is a 1-story Mid-Century Modern office building with a rectangular plan set at grade on a concrete slab foundation. Composition roll covers the flat roof, and stucco partially clads the concrete block walls. A closed porch is on the NW.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☒library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) Pedestrian/Windshield Survey
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

Due to lack of sufficient historic significance and architectural distinction, 8DU22669 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aeria File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

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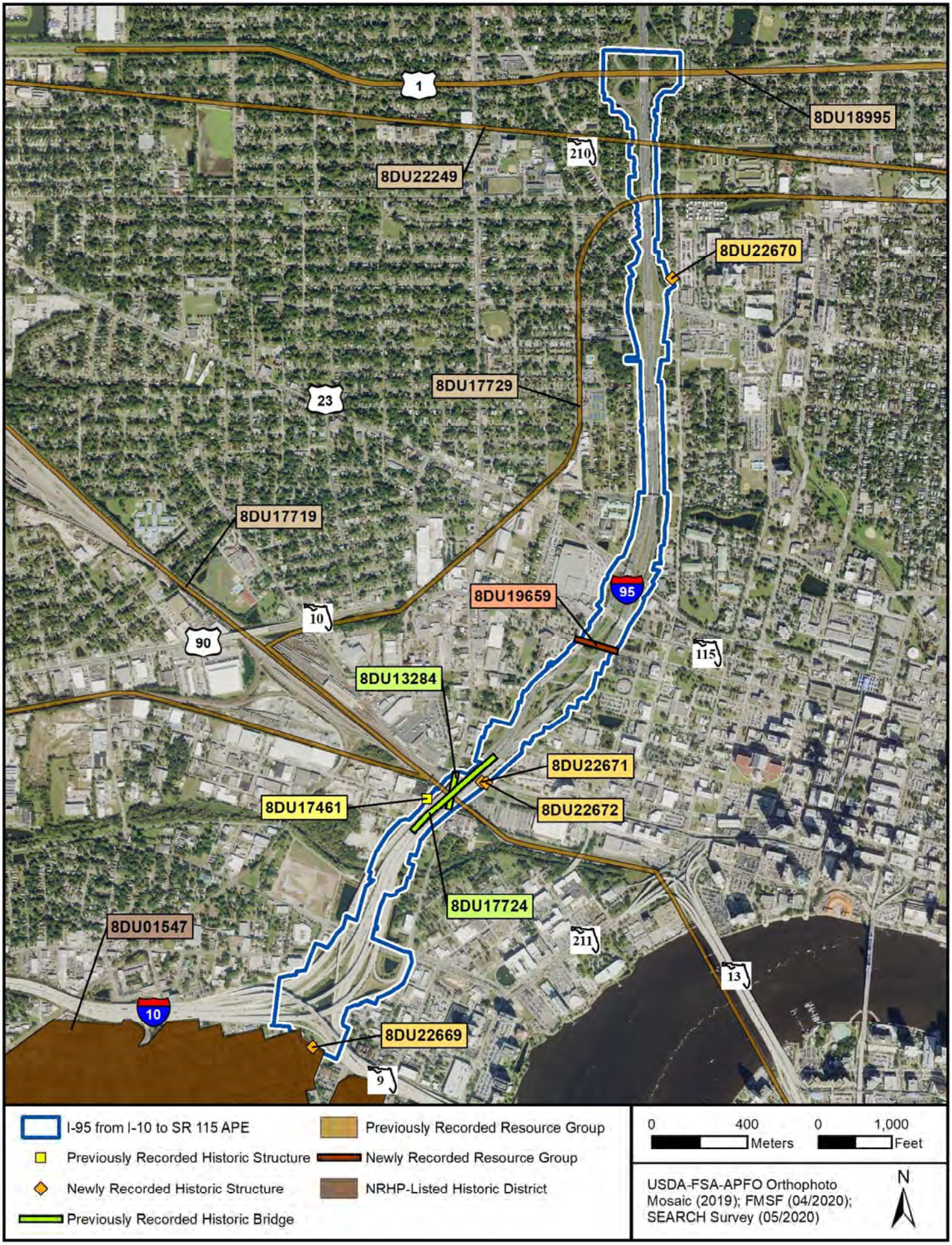


8DU22669_a Facing South



8DU22669_b Facing West

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8DU22672
8DU17724
8DU01547
211
13
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8DU22669
9
I-95 from I-10 to SR 115 APE
Previously Recorded Resource Group
Previously Recorded Historic Structure
Newly Recorded Resource Group
Newly Recorded Historic Structure
NRHP-Listed Historic District
Previously Recorded Historic Bridge
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Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
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8DU01547
8DU22669
Brooklyn
Edward Waters College
Acosta Bridge
Hendricks Point
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

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Page 1

☒ Original
☐ Update



HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 DU22670
Field Date 4-28-2020
Form Date 7-21-2020
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) 1902 North Davis Street Multiple Listing (DHR only) _____
Survey Project Name I-95 I-10 to SR 115 Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	1902	N	Davis	Street	

Cross Streets (nearest / between) W 8th St & Reiman St
USGS 7.5 Map Name JACKSONVILLE USGS Date 2018 Plat or Other Map _____
City / Town (within 3 miles) Jacksonville In City Limits? ☒yes ☐no ☐unknown County Duval
Township 2S Range 26E Section 11 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # 053206-0000 Landgrant _____
Subdivision Name Hendersonville Block 12 Lot 24-25
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1922 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Private Residence (House/Cottage/Ca From (year): 1922 To (year): 2020
Current Use Private Residence (House/Cottage/Ca From (year): 1922 To (year): 2020
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: _____ Nature UNK date. Windows, siding, door replaced
Additions: ☒yes ☐no ☐unknown Date: _____ Nature UNK date. Small rect. add. W
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

Current owner, Tempo Property Holdings, LLC

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Bungalow Exterior Plan Rectangular Number of Stories 1.5
Exterior Fabric(s) 1. Aluminum 2. _____ 3. _____
Roof Type(s) 1. Gable 2. _____ 3. _____
Roof Material(s) 1. Composition shingles 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. Shed extension 2. Gable extension

Windows (types, materials, etc.)

SHS, aluminum-framed, individual, 1/1; awning, metal-framed, individual and paired, 4-light; jalousie, metal-framed, paired, multi-light

Distinguishing Architectural Features (exterior or interior ornaments)

Gable end vents; exposed rafter tails; concrete infill between foundation piers; boxed eaves

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Chain link fence to N/S of structure; concrete sidewalk to E of structure

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

HISTORICAL STRUCTURE FORM

Site # 8 DU22670

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Wood frame 2. _____ 3. _____
Foundation Type(s): 1. Piers 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

E façade cen., single wood 6-paneled door w/wood door frame

Porch Descriptions (types, locations, roof types, etc.)

Raised closed porch E façade, shed extension roof w/gable extension over main entry, aluminum siding walls w/metal-framed windows, raised on concrete pier foundation w/concrete infill

Condition (overall resource condition): ☐excellent ☒good ☐fair ☐deteriorated ☐ruinous
Narrative Description of Resource

Resource 8DU22670 is a 1.5-story Bungalow residence with a rectangular plan set at grade on concrete piers. Composition shingles cover the gable roof and shed and gable extensions, and aluminum siding clads the walls.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☒library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) Pedestrian/Windshield Survey

Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

Due to lack of sufficient historic significance and architectural distinction, 8DU22670 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



8DU22670_a Facing Northwest



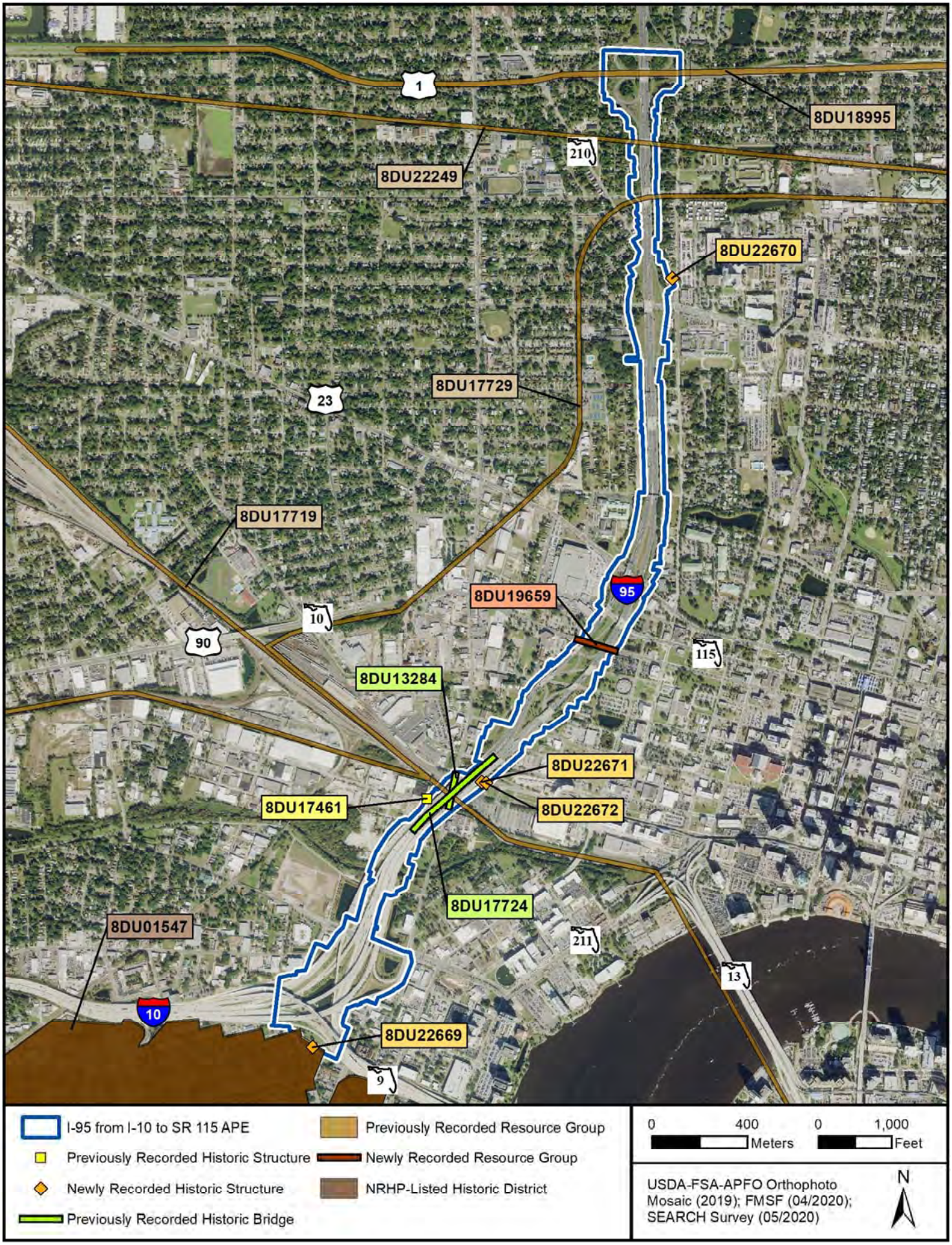
8DU22670_b Facing Southwest

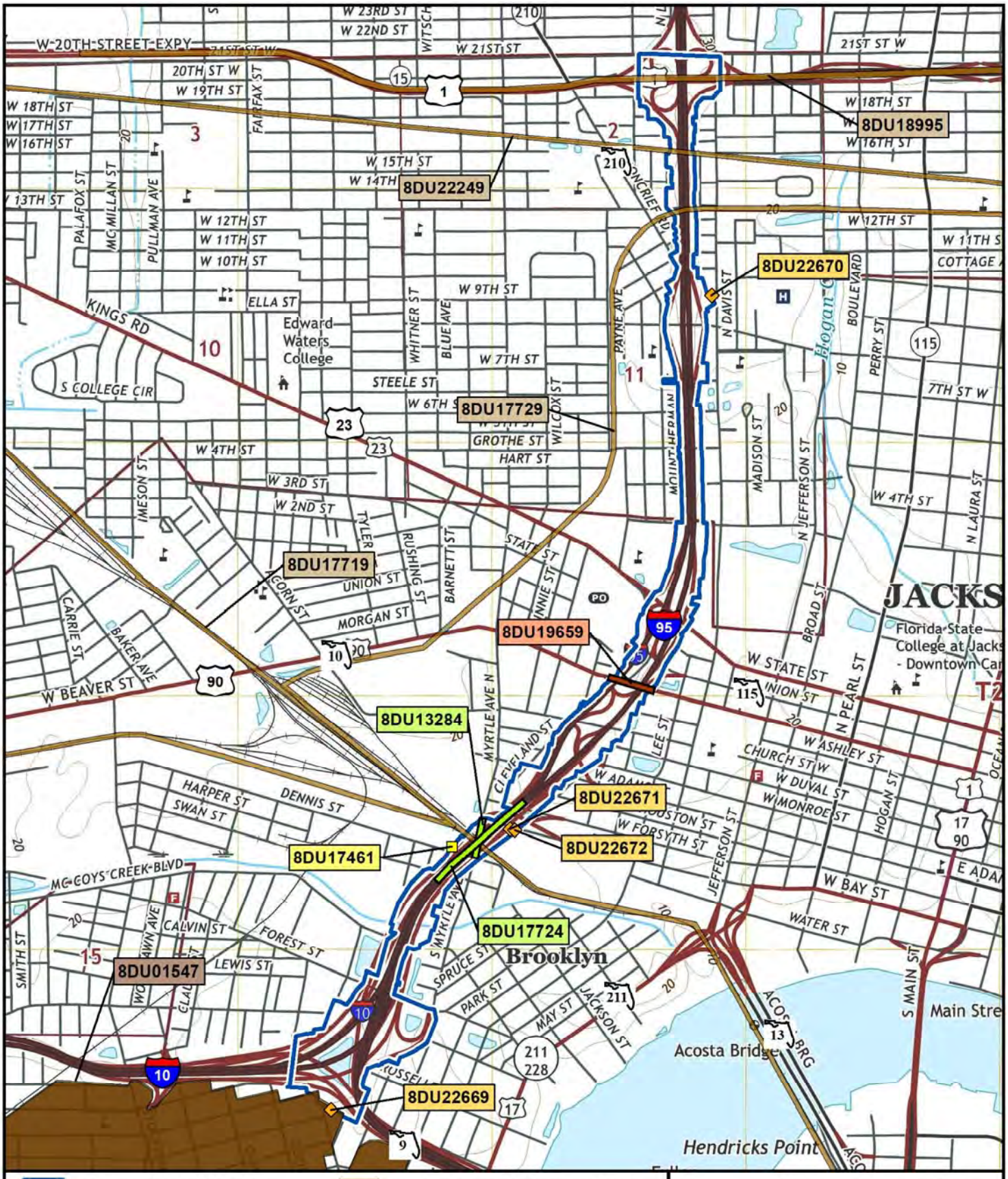


8DU22670_c Facing West



8DU22670_d Facing West


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8DU22672
8DU17724
8DU01547
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8DU22669
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I-95 from I-10 to SR 115 APE
Previously Recorded Resource Group
Previously Recorded Historic Structure
Newly Recorded Resource Group
Newly Recorded Historic Structure
NRHP-Listed Historic District
Previously Recorded Historic Bridge
0 400 Meters
0 1,000 Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
N


8DU18995
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Brooklyn
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Florida State College at Jacks
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I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters 0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

DRAFT

☐ Original
☐ Update



HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 DU22671
Field Date 4-28-2020
Form Date 7-22-2020
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Railroad Bridge Abutment Multiple Listing (DHR only) _____
Survey Project Name I-95 I-10 to SR 115 Survey # (DHR only) _____
National Register Category (please check one) ☐building ☒structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☒city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

	Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:		W	Bay	Street	

Cross Streets (nearest / between) Myrtle Ave N & Johnson St
USGS 7.5 Map Name JACKSONVILLE USGS Date 2018 Plat or Other Map _____
City / Town (within 3 miles) _____ In City Limits? ☐yes ☐no ☐unknown County Duval
Township 2S Range 26E Section 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # N/A Landgrant _____
Subdivision Name N/A Block N/A Lot N/A
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1918 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Bridge From (year): 1918 To (year): 1982
Current Use Abandoned/Vacant From (year): 1983 To (year): 2020
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☒yes ☐no ☐unknown Date: 1-1-1983 Nature Bridge demo. btwn 1982 and 1988
Additions: ☐yes ☒no ☐unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

Current owner, City of Jacksonville. Constructed by FEC RR.

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style No style Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Concrete 2. _____ 3. _____
Roof Type(s) 1. Not applicable 2. _____ 3. _____
Roof Material(s) 1. _____ 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

None

Distinguishing Architectural Features (exterior or interior ornaments)

Concrete wall abutment w/horizontal concrete support, incorporated into W Bay St ROW concrete wall

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Part of demolished bridge associated w/a demolished spur line off the FEC RR (8DU17719) main line. 8DU22672 situated to NE

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

HISTORICAL STRUCTURE FORM

Site # 8 DU22671

DESCRIPTION (continued)

Chimney: No.____ Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Concrete 2. _____ 3. _____
Foundation Type(s): 1. Slab 2. _____
Foundation Material(s): 1. Concrete, Generic 2. _____
Main Entrance (stylistic details)

None

Porch Descriptions (types, locations, roof types, etc.)

None

Condition (overall resource condition): ☐excellent ☐good ☐fair ☐deteriorated ☒ruinous
Narrative Description of Resource

Resource 8DU22671 is a former railroad bridge originally associated with a demolished spur line off the FEC RR (8DU17719) main line. All that remains are the lower portions of the concrete wall abutments along W Bay St.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☒library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) Pedestrian/Windshield survey
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

Due to lack of sufficient historic significance and architectural distinction, 8DU22671 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1._____ 3._____ 5._____
2._____ 4._____ 6._____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Guerrieri, Kelly Affiliation Southeastern Archaeological Research
Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

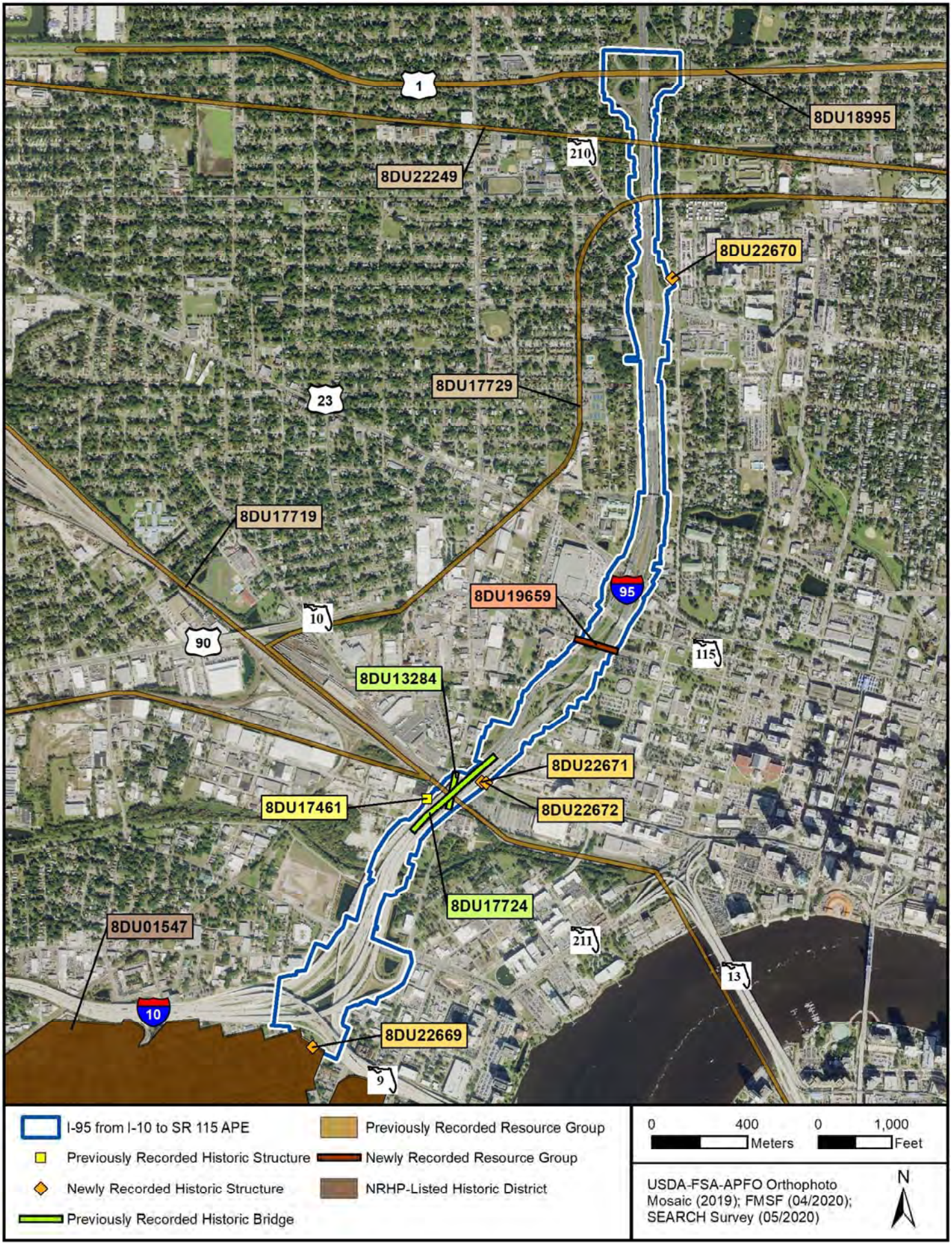


8DU22671_a Facing Northwest



8DU22671_b Facing Southwest

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8DU18995
8DU22249
8DU22670
8DU17729
8DU17719
8DU19659
8DU13284
8DU22671
8DU17461
8DU22672
8DU17724
8DU01547
8DU22669
1
210
23
95
10
90
115
211
13
9
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
N


8DU18995
8DU22249
8DU22670
8DU17729
8DU17719
8DU19659
8DU13284
8DU22671
8DU22672
8DU17461
8DU17724
8DU01547
8DU22669
Brooklyn
Edward Waters College
Florida State College at Jacks
Acosta Bridge
Hendricks Point
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters 0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

DRAFT

☒ Original
☐ Update



HISTORICAL STRUCTURE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Site#8 DU22672
Field Date 4-28-2020
Form Date 7-21-2020
Recorder # _____

Shaded Fields represent the minimum acceptable level of documentation.
Consult the *Guide to Historical Structure Forms* for detailed instructions.

Site Name(s) (address if none) Railroad Structure Multiple Listing (DHR only) _____
Survey Project Name I-95 I-10 to SR 115 Survey # (DHR only) _____
National Register Category (please check one) ☒building ☐structure ☐district ☐site ☐object
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☒unknown

LOCATION & MAPPING

Street Number	Direction	Street Name	Street Type	Suffix Direction
Address:	W	Bay	Street	

Cross Streets (nearest / between) Myrtle Ave N & Johnson St
USGS 7.5 Map Name JACKSONVILLE USGS Date 2018 Plat or Other Map _____
City / Town (within 3 miles) Jacksonville In City Limits? ☒yes ☐no ☐unknown County Duval
Township 2S Range 26E Section 14 ¼ section: ☐NW ☐SW ☐SE ☐NE Irregular-name: _____
Tax Parcel # N/A Landgrant _____
Subdivision Name N/A Block N/A Lot N/A
UTM Coordinates: Zone ☐16 ☐17 Easting ☐☐☐☐☐☐ Northing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
Name of Public Tract (e.g., park) _____

HISTORY

Construction Year: 1918 ☒approximately ☐year listed or earlier ☐year listed or later
Original Use Transportation From (year): 1918 To (year): UNK
Current Use Abandoned/Vacant From (year): UNK To (year): 2020
Other Use _____ From (year): _____ To (year): _____
Moves: ☐yes ☒no ☐unknown Date: _____ Original address _____
Alterations: ☐yes ☒no ☐unknown Date: _____ Nature _____
Additions: ☐yes ☒no ☐unknown Date: _____ Nature _____
Architect (last name first): _____ Builder (last name first): _____
Ownership History (especially original owner, dates, profession, etc.)

Current owner, City of Jacksonville. Constructed by FEC RR.

Is the Resource Affected by a Local Preservation Ordinance? ☐yes ☐no ☒unknown Describe _____

DESCRIPTION

Style Industrial Vernacular Exterior Plan Rectangular Number of Stories 1
Exterior Fabric(s) 1. Brick 2. _____ 3. _____
Roof Type(s) 1. Flat 2. _____ 3. _____
Roof Material(s) 1. Unspecified 2. _____ 3. _____
Roof secondary strucs. (dormers etc.) 1. _____ 2. _____
Windows (types, materials, etc.)

Fixed, wood-framed, individual, 1-light opening w/no glass, shallow arch

Distinguishing Architectural Features (exterior or interior ornaments)

Rowlock course windowsills, shallow brick arch header; metal-covered control units visible in interior

Ancillary Features / Outbuildings (record outbuildings, major landscape features; use continuation sheet if needed.)

Concrete wall topped w/chain link fence to E/W; originally associated w/a demo. spur line from FEC RR (8DU17719) main line, 8DU22671 situated to SW

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

HISTORICAL STRUCTURE FORM

Site # 8 DU22672

DESCRIPTION (continued)

Chimney: No. 0 Chimney Material(s): 1. _____ 2. _____
Structural System(s): 1. Brick 2. _____ 3. _____
Foundation Type(s): 1. Continuous 2. _____
Foundation Material(s): 1. Brick 2. _____
Main Entrance (stylistic details)

Obscured

Porch Descriptions (types, locations, roof types, etc.)

None

Condition (overall resource condition): ☐excellent ☐good ☐fair ☒deteriorated ☐ruinous
Narrative Description of Resource

Resource 8DU22672 is a 1-story Industrial Vernacular railroad control booth with a square plan set at grade on a continuous brick foundation. The flat roof is covered with an obscured material, and the walls are brick. It is abandoned.

Archaeological Remains _____ ☐Check if Archaeological Form Completed

RESEARCH METHODS (select all that apply)

☒FMSF record search (sites/surveys)	☒library research	☐building permits	☐Sanborn maps
☐FL State Archives/photo collection	☐city directory	☐occupant/owner interview	☐plat maps
☒property appraiser / tax records	☐newspaper files	☐neighbor interview	☐Public Lands Survey (DEP)
☒cultural resource survey (CRAS)	☐historic photos	☐interior inspection	☐HABS/HAER record search

☒other methods (describe) Pedestrian/Windshield Survey
Bibliographic References (give FMSF manuscript # if relevant, use continuation sheet if needed)

OPINION OF RESOURCE SIGNIFICANCE

Appears to meet the criteria for National Register listing individually? ☐yes ☒no ☐insufficient information
Appears to meet the criteria for National Register listing as part of a district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required, whether significant or not; use separate sheet if needed)

Due to lack of sufficient historic significance and architectural distinction, 8DU22672 is ineligible for listing in the NRHP, either individually or as a contributing resource within a potential or existing historic district.

Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. _____ 3. _____ 5. _____
2. _____ 4. _____ 6. _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Southeastern Archaeological Research
Document description Photos, Maps, Field Notes, Aerial File or accession #'s T20051

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

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Recorder Contact Information 3117 Edgewater Dr., Orlando, FL 32804/4072367711/4072367799/kelly.guerrieri
(address / phone / fax / e-mail)

Required Attachments

❶ USGS 7.5' MAP WITH STRUCTURE LOCATION CLEARLY INDICATED
❷ LARGE SCALE STREET, PLAT OR PARCEL MAP (available from most property appraiser web sites)
❸ PHOTO OF MAIN FACADE, DIGITAL IMAGE FILE
When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.



8DU22672_a Facing Southwest



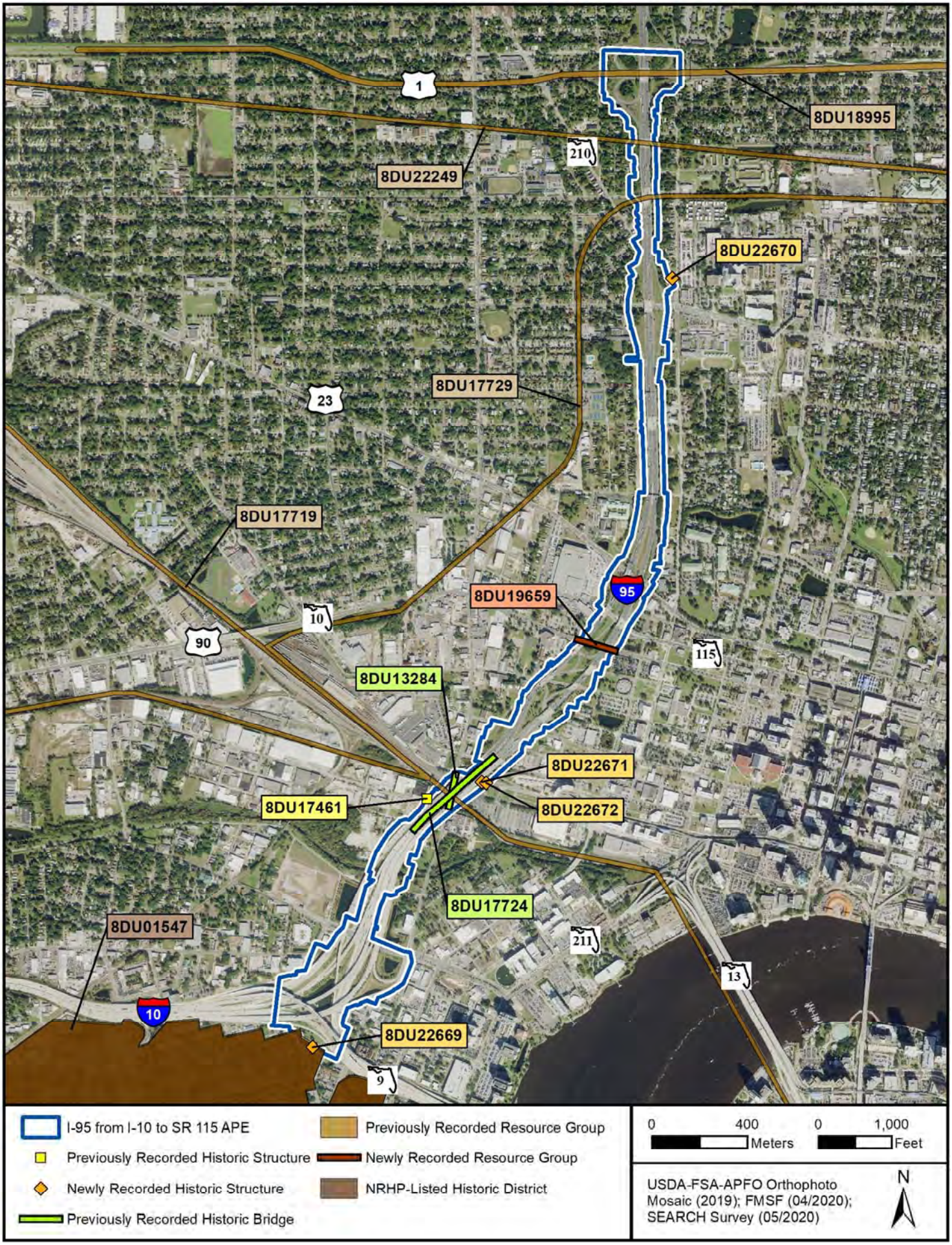
8DU22672_b Facing Southwest



8DU22672_c Facing Southwest



8DU22672_d Facing Southeast


1
8DU18995
210
8DU22249
8DU22670
8DU17729
23
8DU17719
8DU19659
95
10
90
115
8DU13284
8DU22671
8DU17461
8DU22672
8DU17724
8DU01547
211
13
10
8DU22669
9
I-95 from I-10 to SR 115 APE
Previously Recorded Resource Group
Previously Recorded Historic Structure
Newly Recorded Resource Group
Newly Recorded Historic Structure
NRHP-Listed Historic District
Previously Recorded Historic Bridge
0
400
Meters
0
1,000
Feet
USDA-FSA-APFO Orthophoto Mosaic (2019); FMSF (04/2020); SEARCH Survey (05/2020)
N


8DU18995
8DU22249
8DU22670
8DU17729
8DU17719
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8DU13284
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8DU01547
8DU22669
Brooklyn
Edward Waters College
Florida State College at Jacks
Acosta Bridge
Hendricks Point
I-95 from I-10 to SR 115 APE
Previously Recorded Historic Structure
Newly Recorded Historic Structure
Previously Recorded Historic Bridge
Previously Recorded Resource Group
Newly Recorded Resource Group
NRHP-Listed Historic District
0 400 Meters
0 1,000 Feet
USGS 7.5' Quadrangle: Jacksonville, FL (2018); FMSF (04/2020); SEARCH Survey (05/2020)
N

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DRAFT

APPENDIX E.

FDHR SURVEY LOG SHEET

DRAFT

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)
CRAS for the I-95 from I-10 to SR 115 PD&E Study, Duval County, Florida

Report Title (exactly as on title page)
Cultural Resource Assessment Survey for the I-95 Widening from I-10 to State Road 115 (US 1) Project Development and Environment (PD&E) Study, Duval County, Florida

Report Authors (as on title page) 1. Stahl, Joey 2. Travisano, Mikel 3. Fish, Jessica 4. _____

Publication Year 2020 **Number of Pages in Report** (do not include site forms) 68

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
On file at SEARCH, Newberry, Florida. SEARCH Project No. T20051. Financial Management No. 442414-1-22-01.

Supervisors of Fieldwork (even if same as author) Names Jessica Fish

Affiliation of Fieldworkers: Organization Southeastern Archaeological Research City Orlando

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey, architecture, etc.*)
1. I-95 2. DU22134 3. DU17710 4. DU19659 5. DU01547 6. DU13284 7. DU17724 8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)
Name _____ Organization Florida Dept of Transportation - District 2
Address/Phone/E-mail _____

Recorder of Log Sheet Jessica Fish **Date Log Sheet Completed** 7-27-2020

Is this survey or project a continuation of a previous project? ☒No ☐Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

Counties (select every county in which field survey was done; attach additional sheet if necessary)
1. Duval 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)
1. Name JACKSONVILLE Year 2018
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 4-27-2020 End 4-29-2020 **Total Area Surveyed** (fill in one) _____hectares 179.00 acres
Number of Distinct Tracts or Areas Surveyed 1
If Corridor (fill in one for each) **Width:** _____meters 170 feet **Length:** _____kilometers 2.80 miles

Page 2 **Survey Log Sheet** Survey #_____

Research and Field Methods

Types of Survey (select all that apply): ☒archaeological ☒architectural ☐historical/archival ☐underwater ☐damage assessment ☐monitoring report ☐other(describe): _____

Scope/Intensity/Procedures

Judgmental shovel testing in undisturbed areas and pedestrian survey for archaeological resources; recording structures built prior to 1976

Preliminary Methods (select as many as apply to the project as a whole)

☐Florida Archives (Gray Building) ☐library research- *local public* ☐local property or tax records ☐other historic maps ☐LIDAR
☐Florida Photo Archives (Gray Building) ☐library-special collection ☐newspaper files ☐soils maps or data ☐other remote sensing
☐Site File property search ☐Public Lands Survey (maps at DEP) ☐literature search ☐windshield survey
☐Site File survey search ☐local informant(s) ☐Sanborn Insurance maps ☐aerial photography

☐other (describe): _____

Archaeological Methods (select as many as apply to the project as a whole)

☐Check here if **NO** archaeological methods were used.

☐surface collection, controlled ☐shovel test-other screen size ☐block excavation (at least 2x2 m) ☐metal detector
☐surface collection, **un**controlled ☐water screen ☐soil resistivity ☐other remote sensing
☒shovel test-1/4"screen ☐posthole tests ☐magnetometer ☒pedestrian survey
☐shovel test-1/8" screen ☐auger tests ☐side scan sonar ☐unknown
☐shovel test 1/16"screen ☐coring ☐ground penetrating radar (GPR)
☐shovel test-unscreened ☐test excavation (at least 1x2 m) ☐LIDAR

☐other (describe): _____

Historical/Architectural Methods (select as many as apply to the project as a whole)

☐Check here if **NO** historical/architectural methods were used.

☐building permits ☐demolition permits ☐neighbor interview ☐subdivision maps
☐commercial permits ☒windshield survey ☐occupant interview ☐tax records
☐interior documentation ☒local property records ☐occupation permits ☐unknown

☐other (describe): _____

Survey Results

Resource Significance Evaluated? ☒Yes ☐No

Count of Previously Recorded Resources 6 **Count of Newly Recorded Resources** 4

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

DU01547, DU13284, DU17461, DU17719, DU17724, DU19659

List Newly Recorded Site ID#s (attach additional pages if necessary)

DU22669-DU22672

Site Forms Used: ☐Site File Paper Forms ☐Site File PDF Forms

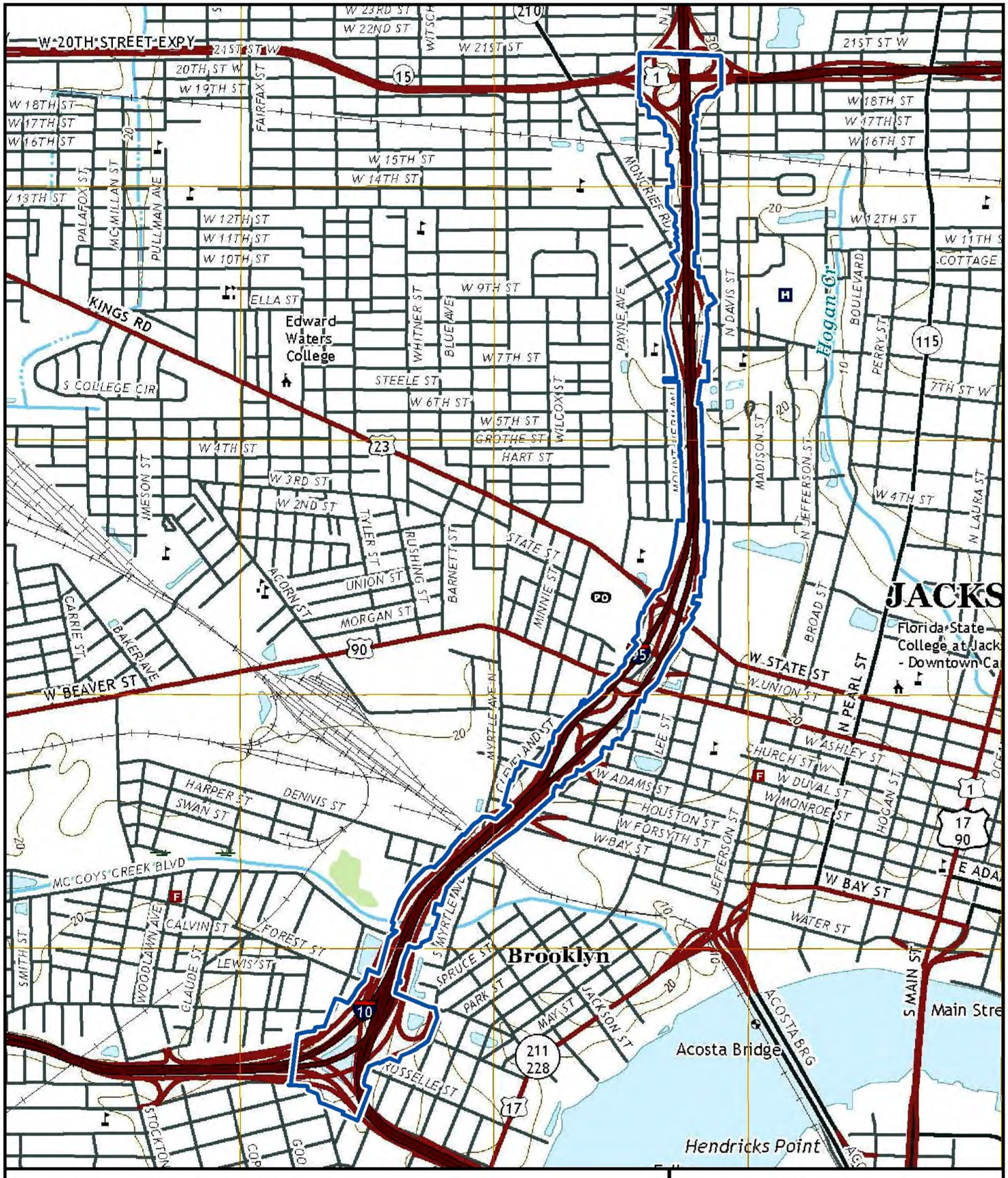
REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY	SHPO USE ONLY	SHPO USE ONLY

Origin of Report: ☐872 ☐Public Lands ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational ☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report ☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc ☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: Plottable Projects **Plotability:** _____



I-95 from I-10 to SR 115 APE

0 400 0 1,000
Meters Feet

USGS 7.5' Quadrangle Map:
Jacksonville (2018)

N

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APPENDIX F.

DEMOLITION/MISPLOT LETTER

DRAFT

July 27, 2020

Dr. Eman M. Vovsi
Historical Data Analyst
Florida Master Site File
500 S. Bronough St.
Tallahassee, FL 32399-0250

Subject: Demolished and Misplotted Resources for the Cultural Resource Assessment Survey for the Interstate 95 from Interstate 10 to State Road 115 (US 1) Project Development and Environment Study, Duval County, Florida

Dear Dr. Vovsi,

The following 12 previously recorded resources were determined to have been demolished within the Area of Potential Effects (APE) for the above-referenced project: 8DU00340, 8DU11933, 8DU11934, 8DU11935, 8DU11936, 8DU11937, 8DU11938, 8DU07848, 8DU07849, 8DU07850, 8DU07853, and 8DU17726. Furthermore, Resources 8DU13271 and 8DU12903 appear to be misplotted within the present APE. The demolitions of the aforementioned previously recorded resources were verified during the architectural history field survey on April 28, 2020.

If there are any questions, please contact me at mikel.travisano@searchinc.com

Sincerely,

Mikel Travisano

Principal Investigator, Architectural History

DRAFT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

KEVIN J. THIBAULT, P.E.
SECRETARY

November 23, 2020

Timothy A. Parsons, Ph.D.,
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Lindsay Rothrock, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
I-95 from I-10 to SR 115
Duval County, Florida
Financial Management No.: 442414-1

Dear Dr. Parsons,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for the I-95 Widening from I-10 to State Road 115 (US 1) Project Development and Environment (PD&E) Study, Duval County, Florida.* This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the proposed widening of Interstate 95 (I-95) from I-10 to State Road (SR) 115/Martin Luther King Jr. Boulevard in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to widen I-10 within the additional right-of-way as well as the replace the Myrtle Avenue bridge deck and other minor improvements to facilitate access to I-10. Total project length is approximately 2.8 miles (4.5 kilometers). Minor right-of-way acquisition will be necessary and will be limited to corner clips and small slivers of right-of-way along the corridor. This project is federally funded.

The project Area of Potential Effects (APE) for the archaeological and architectural history survey was defined to include the existing and proposed I-95 right-of-way from I-10 to SR 115. Based on the limited potential for the proposed improvements to affect any recorded or unrecorded resources beyond the existing or proposed right-of-way, no additional buffer was considered necessary.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual

(revised January 2019), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals. The Principal Investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1979, as amended.

Due to heavy development within the APE, the archaeological survey was conducted via a combination of judgmental shovel testing and pedestrian survey. One previously recorded archaeological site, the West Duval Street site (8DU22134), has been recorded within the APE and determined eligible for the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO). Shovel testing conducted in proximity to the site was negative and the small portion of the site within the APE is occupied by a chain link fence and trees. If the chain link fence or trees are removed as part of the current project, additional testing may be necessary; otherwise, the proposed work has no potential to adversely affect 8DU22134. No other sites or archaeological occurrences were recorded within the APE and no further archaeological survey is recommended.

Current construction plans indicate that work will be conducted approximately 76 feet (23 meters) west of the historic boundaries of the Mount Herman Cemetery (8DU13271). Given the possibility for unmarked human burials outside of the cemetery footprint, an archaeological monitor is recommended for subsurface construction planned within 100 feet (30.5) of the cemetery limits. If project plans change such that no work is proposed with 100 feet (30.5 meters) of the cemetery, this recommendation should be revisited in consultation with SHPO.

The architectural survey resulted in the identification and evaluation of four newly recorded historic and six previously recorded resources. The previously recorded resources include one historic structure (8DU17461), one NRHP-eligible railroad (8DU17719), a newly recorded segment of an NRHP-eligible road (8DU19659) a portion of an NRHP-listed historic district (8DU01547), and two NRHP-eligible bridges (8DU13284 and 8DU17724). The four newly recorded resources (8DU22669-8DU22672) are historic structures. Based on the results of the survey, 8DU01547, 8DU13284, 8DU177149, and 8DU17724 all remain eligible for the NRHP. However, no historic fabric that contributes to the significance of these resources will be removed or altered by the project and, therefore, the proposed project poses no adverse effects to these resources.

The section of 8DU19659 is recommended as a non-contributing segment to the overall NRHP-eligible resource due to its loss of historic integrity. The remaining five historic structures (8DU17461 and 8DU2269-8DU22672) are recommended ineligible for the NRHP due to a lack of significant historic associations and architectural distinction.

One previously recorded and 11 unrecorded historic bridges were identified within the APE. These include FDOT Bridge Nos. 720164 (8DU17725), 720165, 720169, 720170, 720171, 720172, 720173, 720174, 720297, 720299, 720300, and 720301. All of these bridges fall within the scope of the 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* and are excluded from Section 106 consideration.

In addition, construction of the section of I-95 within the APE began ca. 1955, then known as the Jacksonville Expressway, thereby constituting a historic-aged roadway. The 2005 *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System* exempts the Interstate Highway System from Section 106 consideration (Federal Register 2005:11928). However, there is one historic bridge within the I-95 from I-10 to SR 115 APE that is excluded from the aforementioned 2005 Exemption. Such exemptions are provided for in the original text, and the State of Florida has four structures that are included in the *Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System*, of which FDOT Bridge No. 720163/FMSF No. 8DU17724 is one (Federal Highway Administration [FHWA] 2019). As noted above, the present project proposes the repair and maintenance of the bridge, which is limited to replacing the existing concrete bridge deck and bridge painting. No widening or removal of historic fabric that contributes to significance of the bridge's character defining features including its steel through arch and Moderne elements are proposed. Further discussion of this exemption and the three additional excluded structures is provided in the Methods section of this document.

Furthermore, the previously recorded historic resources, Seaboard Airline Railway (8DU17729), US 1/Philips Highway (8DU18995), and the St. Johns River Terminal Railroad (8DU22249), are within the I-95 from I-10 to SR 115 APE. These three resources were surveyed less than five years ago as part of a separate CRAS. The SHPO concurred with the findings for 8DU17729, 8DU18995, and 8DU22249 presented in that report (SEARCH 2018). Finally, as part of the present architectural survey effort, SEARCH architectural historians confirmed that there had been no substantial changes to 8DU17729, 8DU18995, and 8DU22249 within the I-95 from I-10 to SR 115 APE; therefore, they were not resurveyed and re-evaluated for this CRAS.

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

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

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

Sincerely,

DocuSigned by:
Ian Pawn
D23D48BCDF514AD...
Stephen Browning

Dr. Parsons, SHPO
FM # 442414-1
November 23, 2020
Page 4

District Planning and Environmental Manager

cc: Terri Newman, Environmental Administrator, FDOT
Ian Pawn, Cultural Resources Coordinator, FDOT
Matt Marino, State Cultural Resource Specialist, OEM
Roy Jackson, State Cultural and Recreational Resources Coordinator, OEM

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and ☑ concurs / ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2019-1555-C. Or, the SHPO finds the attached document contains _____ insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

Jason Aldridge DSHPO

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

December 8, 2020
Date

DRAFT

Natural Resources Appendix

Contents:

Floodplain Map McCoy's Creek
WQIE review request
Drainage Engineer Notification
DACs Response to NRE
USFWS Concurrence
NMFS Technical Assistance
FWC Response and Concurrence

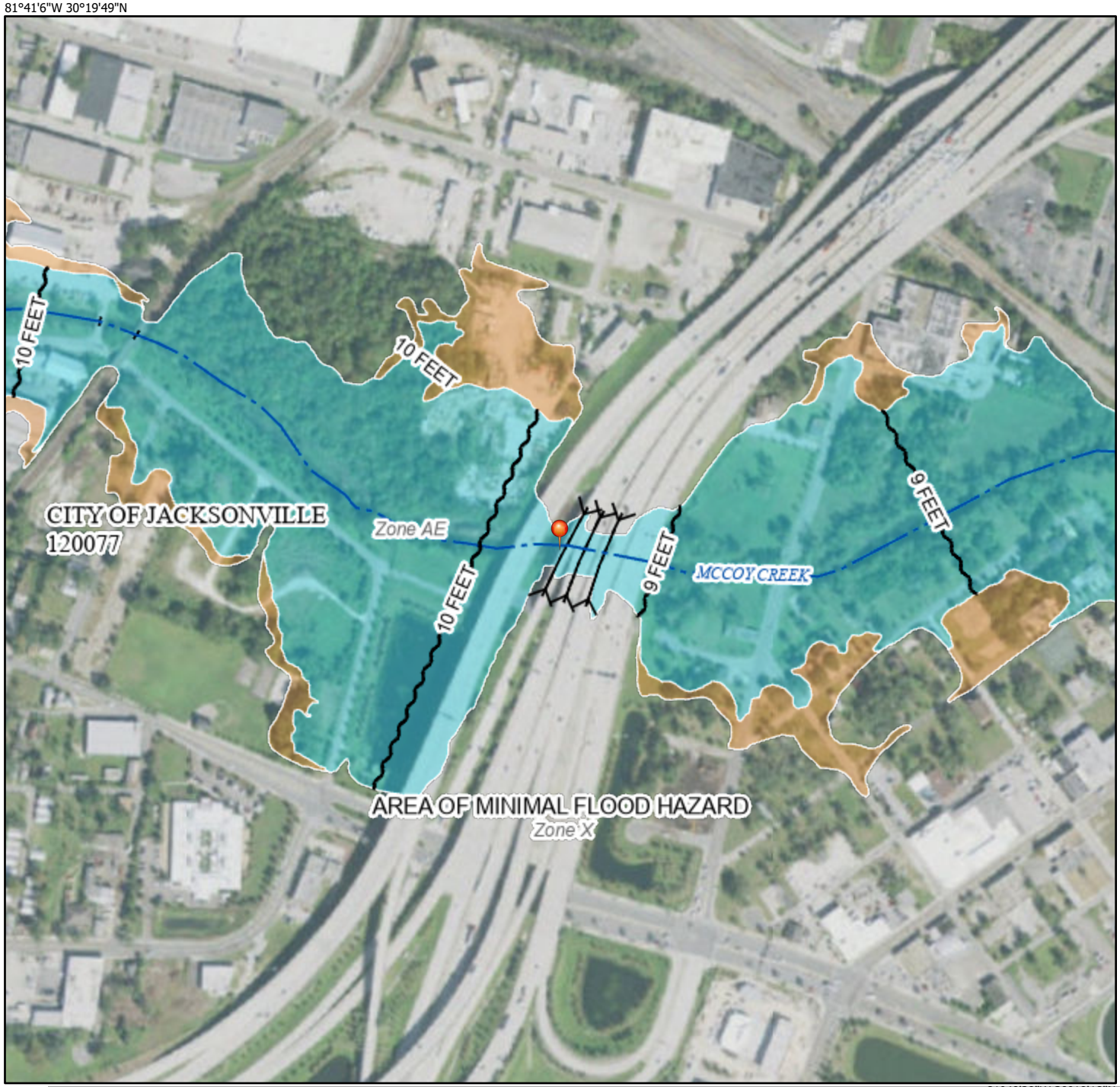
DRAFT

National Flood Hazard Layer FIRMette

USGS 1/3 ARC SECOND RIVER MOUTH AREA 2021 BRO_TO_USE_FROM_AR_TO_NEAR_ST // 442778-1-3

FEMA

81°41'6"W 30°19'49"N



81°40'29"W 30°19'18"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/18/2021 at 8:44 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Type 2 Categorical Exclusion

From: Crabb, Caryn
To: Johns, Robert
Cc: Yancey, Katrina; ODonnell, Kevin
Subject: RE: WQIE review request
Date: Wednesday, March 30, 2022 8:16:26 AM
Attachments: 2020-2022-Northeast-cml-draft-I95_032522.xlsx

EXTERNAL SENDER: Use caution with links and attachments.

Good Morning Scott,

To help you with populating some of the information for Table 1, we have prepared similar information as your previous request. Below, is a brief summary of parameters that are impaired (or are potentially impaired) and the applicable TMDLs/BMAPs/SSACs (if any) - for each WBID in this request.

Based on the 2020-2022 Draft Biennial Assessments:

1. **McCoys Creek (WBID 2257):** Ongoing Restoration Activities (*Escherichia coli (E. coli)),* Study List (Dissolved Oxygen (Percent Saturation)), Planning List (Decreasing Trend in Dissolved Oxygen Levels, Nutrients (Algal Mats), and Nutrients (Macrophytes)) | **BMAP:** Lower St. Johns River Tributaries II Basing Management Action Plan (Addressing *E. coli* impairment) | **TMDL:** Fecal Coliform (Does not apply to *E. coli*)
2. **Hogan Creek (WBID 2252):** Ongoing Restoration Activities (*Escherichia coli (E. coli)),* Planning List (Nutrients (Chlorophyll-a) and Specific Conductance) | **BMAP:** Lower St. Johns River Tributaries II Basing Management Action Plan (Addressing *E. coli* impairment) | **TMDL:** Fecal Coliform (Does not apply to *E. coli*)
3. **St. Johns River Above Trout River (WBID 2213D):** Impaired (Iron), TMDL Complete (Mercury (in fish tissue), Nutrients (Total Nitrogen), Nutrients (Total Phosphorous)), Planning List (Copper) | **BMAP:** Lower St. Johns River- Mainstem BMAP | **TMDL:** DEP Adopted Hierarchy 1 Nutrient TMDL (TN) | **SSAC:** Lower St Johns River Dissolved Oxygen SSAC

The current draft water quality assessments for the WBIDs listed in this request are provided on the attached spreadsheet (**2020-2022 Northeast CML Draft I95_032522**). Sheet 1 (**All NE Draft Assessments**) of the attached spreadsheet contains the draft assessments completed for all waterbodies within the Northeast Basins of the state. Sheet 2 (**I95 WBIDs**) has been filtered on the assessments completed for the WBIDs listed in this request.

The NNC limits for each WBID you have listed in your Table 1 are correct. Again, these limits can be found in the "**Criterion Concentration or Threshold Not Met**" column, of the attached spreadsheet – just in case.

- WBID 2213D Nutrient Parameters Chlorophyll-a and Total Phosphorous are assessed against the NNC limits established for the Estuary Nutrient Region ENRBB1, paragraph 62-302.532(bb), FAC. Total Nitrogen is assessed against the Hierarchy 1 criterion established in the Nutrient TMDL, found on the states list of fully approved TMDLs.

- WBID 2257 and 2252 are Class 3 Freshwater stream waterbodies, both are assessed against the numeric nutrient criteria for streams.

BMAPs/SSACs/RAPs:

- Similar to your first request. All WBIDs in this request fall within the Lower St. Johns River-Mainstem BMAP. The BMAP is intended to assist stakeholders in the Lower St Johns River Basin, with restoration activities set to address nutrient reductions in impaired waterbodies and tributaries of the Lower St. Johns. This BMAP would apply to WBID 2213D; however, it will need to be confirmed if there are any restoration activities being implemented within these specific WBIDs to address the nutrient impairment.
- WBID 2213D is also covered by the Lower St Johns River Dissolved Oxygen SSAC, but it includes a continuous monitoring component so we don't have the data to assess at this time.
- WBID 2257 and 2252 are covered by the Lower St. Johns River Tributaries II Basing Management Action Plan that will address the *E. coli* impairments. They are also covered by a Fecal Coliform TMDL, but the applicable bacteriological parameter is *E. coli.*

*Regarding the "Special Designations" - all WBIDs in this request fall within the MS4 Permit Area detailed below (same MS4 Permit area as the previous request):

NPDES Stormwater MS4 Permits - City of Jacksonville and Co Permittees

OBJECTID	43
PHASE	I_C
PERMIT_ID	FLS000012
PERMITTEE	Jacksonville, City of
PERMIT_NAME	City of Jacksonville and Co Permittees
COUNTY	Duval
FDOT	District 2
Shape_Length	314069.148483
Shape_Area	2144194765.022137

I hope this information helps your with your request. Please review the attached spreadsheet for more detailed information about these assessments, and please let me know if you have any questions about the information in this email. Thank you

Sincerely,

Caryn Crabb
Florida Department of Environmental Protection
Division of Environmental Assessment & Restoration
Watershed Assessment Section
Environmental Specialist II
2600 Blair Stone Rd
Tallahassee, FL 32399
(850)245-8433

From: ODonnell, Kevin <Kevin.ODonnell@FloridaDEP.gov>
Sent: Friday, March 25, 2022 2:19 PM
To: Yancey, Katrina <Katrina.Yancey@dep.state.fl.us>; Crabb, Caryn <Caryn.Crabb@FloridaDEP.gov>
Subject: FW: WQIE review request

Hi Katrina and Caryn,
Can you take a look at the attached and respond to Scott? The table 1 is the summary table that includes WBIDs and listing/TMDL/BMAP actions. These WBIDs may be part of the SSAC too, and they may not know where to find that. I thought we could get a response to him next week with all that is going on. If not, let me know and I can help out.

Thanks,
Kevin

From: Johns, Robert <Robert.Johns@dot.state.fl.us>
Sent: Friday, March 25, 2022 9:32 AM
To: ODonnell, Kevin <Kevin.ODonnell@FloridaDEP.gov>
Subject: WQIE review request

EXTERNAL MESSAGE
This email originated outside of DEP. Please use caution when opening attachments, clicking links, or responding to this email.

Hi Kevin,

I am working on another Water Quality Impact Evaluation for an FDOT project. I am hoping that you or your staff (BTW, Caryn did an excellent job on the last one!) would review the document and provide input with particular attention to Table 1. We want to make sure it is as accurate as possible as we move forward with our retention pond design planning.

The proposed project will add 2 lanes to I-95 going from the I-10 interchange north to Beaver St. in Jacksonville. For treatment of water from the new impervious surfaces, we plan to modify 3 existing ponds and create 2 new ponds. Receiving waterbodies are listed in the attachment.

I also would be interested in any other comments or concerns you may have. Many thanks for your help.

Robert “Scott” Johns
Natural Resources Program Leader
FDOT District 2 Planning & Environmental Management Office
386-961-7524



DRAFT

From: Majboor, Mohammed
To: Johns, Robert
Subject: RE: 442778-1 (aka 442414-1) I-95 (SR9) over Myrtle Ave. Ramp BR No. 720163 from I-10 to Beaver St..
Date: Wednesday, March 30, 2022 10:10:04 AM
Attachments: image001.png

Thanks for letting me know.

Mo Majboor, P. E.
FDOT District Drainage Design Engineer
1109 South Marion Ave.
Lake City, Florida 32025
(386) 961 - 7633
mohammed.majboor@dot.state.fl.us

From: Johns, Robert <Robert.Johns@dot.state.fl.us>
Sent: Wednesday, March 30, 2022 10:07 AM
To: Majboor, Mohammed <Mohammed.Majboor@dot.state.fl.us>
Cc: Newman, Terri <Terri.Newman@dot.state.fl.us>; Klemm, Tyler <Tyler.Klemm@dot.state.fl.us>
Subject: 442778-1 (aka 442414-1) I-95 (SR9) over Myrtle Ave. Ramp BR No. 720163 from I-10 to Beaver St..

Mr. Majboor,

I have recently completed the Water Quality Impact Evaluation for FDOT project 442778-1 as part of the Environmental Certification process for the Type 2 Categorical Exclusion which is in progress. The document requires me to notify you that one (St. Johns River above Trout River WBID 2213D) of the three WBID's in the project corridor are Verified Impaired in accordance with Chapter 62-303, F.A.C. A higher level of water treatment may be needed for this project since it is located within a Verified Impaired WBID. If you have any questions, please don't hesitate to contact me.

Robert "Scott" Johns
Natural Resources Program Leader
FDOT District 2 Planning & Environmental Management Office
386-961-7524

From: Anderson, Patti
To: Newman, Terri; Stanley, Jason
Subject: RE: FDOT Project No. 442778-1 - Natural Resources Evaluation - Interstate 95 Widening and Bridge Deck Replacement
Date: Friday, August 20, 2021 8:58:27 AM

EXTERNAL SENDER: Use caution with links and attachments.

Terri,
Thank you for the message and the information about this project.
If any of the four species you mention are discovered on the site, please let us know. If that should occur, we will attempt to inform conservation groups about the need to coordinate with you about any efforts to rescue and relocate the plants.
Best wishes,
Patti

From: Newman, Terri <Terri.Newman@dot.state.fl.us>
Sent: Friday, August 20, 2021 8:52 AM
To: Anderson, Patti <Patti.Anderson@fdacs.gov>; Stanley, Jason <Jason.Stanley@fdacs.gov>
Subject: [External] FDOT Project No. 442778-1 - Natural Resources Evaluation - Interstate 95 Widening and Bridge Deck Replacement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning DACs,

Please find attached the final Natural Resources Evaluation (NRE) for the above referenced project.

The Florida Department of Transportation (FDOT) District 2 is providing a copy of the NRE to your agency for your use and information. The NRE identifies and makes effects determinations for protected species and habits which may occur in the project area.

A total of four state-listed species were determined to have some probability of occurrence in the project study area. Chapman's sedge and cardinalflower may occur in wetlands like McCoy's Creek, and anatomical features necessary for identification may not have been present on the date of the survey. Neither species were observed during the site inspection but have been given a low probability in the McCoy's Creek system. The two species of rainlily have inconspicuous leaves and are best located when flowers are present. Rainlilies may occur in mowed land uses such as ROW edges and the grassy areas between the north- and southbound sections of the interstate. Neither species were observed during the site inspection but due to the presence of potential habitat have been given a moderate probability of occurrence. Potential impacts to individual plants of any of the four listed plant species will not affect the species as a whole. Therefore, **no adverse effect is anticipated** for state-listed plant species. Additional survey work for listed plant species is

anticipated during the permitting phase.

If you have any questions or comments please feel free to email or contact me below. Thank you.

Terri Newman, Environmental Manager
Planning and Environmental Management Office (PLEMO)
District 2, Florida Department of Transportation
Lake City, Florida
Office 386-961-7713
Email: terri.newman@dot.state.fl.us

DRAFT

DocuSign Envelope ID: 6498A294-8D71-41CD-BF91-033DEA3CE879

Florida Department of Transportation

RON DESANTIS
GOVERNOR

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

KEVIN J. THIBAULT, P.E.
SECRETARY

June 22, 2021

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

RE: I-95 from I-10 to Beaver Street, Project Development and Environment Study
FDOT Financial Project Number: 442778-1, Duval County, Florida

Ms. Williams,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the potential environmental effects of improvements to Interstate 95 (I-95) from Interstate 10 (I-10) to north of US 90 (Beaver Street). The approximate 1.7-mile project corridor is located within a highly urbanized area of downtown Jacksonville in Duval County, Florida. The proposed project includes widening of I-95 to provide two additional lanes in each direction (predominantly within the median) along with intersection and interchange/access modifications to improve safety along the I-95 corridor. In addition, the project includes re-decking of the I-95 Myrtle Avenue Bridge (Bridge No. 720163), adjacent arterial intersection improvements, stormwater management system upgrades, and other similar work. A Natural Resources Evaluation (NRE) was prepared for the project and is attached for your reference. The NRE evaluates involvement with federally listed species protected under the Endangered Species Act (ESA).

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

A single adult monarch butterfly was observed feeding on wildflowers in the project study area. The project study area is unlikely to contain milkweeds that could support the breeding of the species. A federal effects determination will be made for this species if it becomes federally-listed before the project is constructed.

DocuSign Envelope ID: 6498A294-8D71-41CD-BF91-033DEA3CE879

FDOT requests your review and concurrence with these findings at your earliest convenience. FDOT will coordinate these findings with National Marine Fisheries Service, for ESA-listed species within their purview. If you have questions regarding the project or FDOT's findings, please contact me.

Respectfully,

DocuSigned by:
Terri Newman
3EBF0D0EAE23451...

Terri Newman
D2 FDOT Environmental Manager
terri.newman@dot.state.fl.us

Attachment: *442778-1 I-95 from I-10 to Beaver Street – Natural Resources Evaluation*

DRAFT

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

October 5, 2021 F/SER47:KG/pw

(Sent via Electronic Mail)

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

Dear Ms. Newman:

NOAA's National Marine Fisheries Service (NMFS) reviewed the letter dated September 2, 2021, from the Florida Department of Transportation District 2 (FDOT) regarding a Project Development and Environment study for widening I-95 from I-10 to north of Beaver Street (FPN 442778-1), City of Jacksonville, Duval County. The project includes adding two lanes in each direction, a bridge over McCoy Creek, intersection and interchange improvements, and re-decking the Myrtle Avenue Bridge. FDOT estimates 0.79 acres of impacts to tidal freshwater wetlands and 0.39 acres of impacts to non-tidal wetlands associated with McCoy Creek. The letter includes a Natural Resource Evaluation (NRE) examining potential impacts to surface waters and wetlands, Essential Fish Habitat (EFH) designated under the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), and species and habitats protected under the Endangered Species Act (ESA). FDOT requests the NMFS provide a general review of the project and the NRE.

Essential Fish Habitat within the Project Area
The general location of the project is a tidal estuarine system associated with the St. Johns River. McCoy Creek is a small, shallow water tributary to the river and extensive suburban development occurs along both sides of the creek. The project site includes tidal and non-tidal freshwater wetlands. The South Atlantic Fishery Management Council (SAFMC) designates tidal freshwater wetlands as EFH for penaeid shrimp because larvae and juvenile shrimp may concentrate and feed within this habitat. Consequently, growth rates may be high and predation rates low, making tidal freshwater wetlands an effective nursery area. The SAFMC provides additional information on EFH and its support of federally managed fishery species in the *Fishery Ecosystem Plan of the South Atlantic Region*, which is available at *www.safmc.net*.

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

Recommendations for Essential Fish Habitat
FDOT anticipates the only impacts to EFH will be to tidal wetlands in a highly modified creek bed. FDOT should avoid and minimize impacts to EFH to the extent practicable by selecting construction methods, including staging, that cause the least disruption to tidal wetlands and surrounding estuarine habitats. FDOT should employ best management practices to control turbidity and prevent sediments disturbed by this project from affecting areas outside the project site. As the project develops, FDOT may anticipate additional project impacts. FDOT should communicate with NMFS to review these impacts, and any additional impacts to EFH may require offsetting using an appropriate mitigation strategy, ideally within the same watershed and habitat type as the project.

Recommendations for the Endangered Species Act
For completeness, FDOT should consider adding Atlantic sturgeon and shortnose sturgeon to the NRE. The NMFS is the lead agency for these species under the ESA. While these fish historically occurred in the St. Johns River, it is very unlikely they occurred in McCoy Creek due to its shallow depths. If the project design changes, FDOT may need to reevaluate whether the project will affect ESA listed species in the NMFS' purview. Ultimately, as the Federal Highway Administration's non-federal designee, it is incumbent upon FDOT to make effects determinations regarding ESA-listed species. If necessary, an Endangered Species Biological Assessment should be prepared and submitted to the NMFS for review.

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

Sincerely,

/ for
Rusty Swafford
Acting Assistant Regional Administrator
Habitat Conservation Division

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

DRAFT

September 2, 2021

Terri Newman
Environmental Manager
Planning and Environmental Management Office
Florida Department of Transportation- District 2
1109 S. Marion Avenue, MS 2007
Lake City, Florida 32025
terri.newman@dot.state.fl.us

Re: I-95 Widening From I-10 to North of US 90/SR 10 (Beaver Street), Natural Resources Evaluation, Duval County, Florida

Dear Ms. Newman:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the Natural Resources Evaluation (NRE) for the above-referenced project in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code. The Florida Department of Transportation District 2 is studying the potential environmental effects of widening I-95 from I-10 to North of US 90/SR 10 (Beaver Street) in Duval County. The NRE was prepared as part of the Project Development and Environment Study for the proposed project.

FWC staff agrees with the determinations of effect and supports the project implementation measures and commitments for protected species. If you have specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or email KristeeBooth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

Jason Hight, Acting Director
Office of Conservation Planning Services

jh/kb
I-95 Widening From I-10 to North of US 90/SR 10 (Beaver Street) _NRE_45292_09022021

Florida Fish and Wildlife Conservation Commission

Commissioners
Rodney Barreto
Chairman
Coral Gables

Michael W. Sole
Vice Chairman
Tequesta

Steven Hudson
Fort Lauderdale

Gary Lester
Oxford

Gary Nicklaus
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Key West

Office of the Executive Director
Eric Sutton
Executive Director

Thomas H. Eason, Ph.D.
Assistant Executive Director

Jennifer Fitzwater
Chief of Staff

850-487-3796
850-921-5786 FAX

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

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

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

MyFWC.com

Public Involvement Appendix

Contents:

Publick Kickoff Meeting Advertisement

DRAFT

From: FDOT-D2COMM
To: FDOT-D2COMM
Subject: FDOT to Host Public Kickoff Meeting Next Week for Proposed Improvements to I-95 from I-10 to Beaver Street
Date: Tuesday, July 26, 2022 3:34:29 PM

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

JARED W. PERDUE, P.E.
SECRETARY

For Immediate Release
July 26, 2022

Contact: Sara Pleasants
(386) 269-3490 | Sara.Pleasants@dot.state.fl.us

FDOT to Host Public Kickoff Meeting Next Week for Proposed Improvements to I-95 from I-10 to Beaver Street

JACKSONVILLE, Fla. – The Florida Department of Transportation will hold a public kickoff meeting to discuss proposed improvements to I-95 from I-10 to Beaver Street. The meeting will be held virtually on Tuesday, August 2 and in person on Thursday, August 4.

On Tuesday, August 2 from 6 to 7:30 p.m., citizens who would like to participate virtually can register online at nflroads.com/VPH or join by phone at (213) 929-4212 using access code 523-657-785.

The in-person meeting will be held on Thursday, August 4, with an open house from 4:30 to 6:30 p.m. followed by a public comment period at 6:30 p.m. at the FDOT Jacksonville Urban Office Training Center, 2198 Edison Avenue, Jacksonville, FL 32204. Department personnel will be available to discuss project details and answer questions.

Both virtual and in-person participants will be given equal opportunity to ask questions and make oral statements. Project information is now available for review at nflroads.com/i95.

Improvements being considered along the corridor include:

- The addition of up to two 12-foot travel lanes in each direction on I-95.
- Myrtle Avenue Bridge (Bridge No. 720163) deck replacement and rehabilitation.
- Intersection and roadway improvements at Church Street, Beaver Street and West Union Street.
- Potential changes in access to and from I-95.

A Project Development & Environment Study is currently underway to evaluate alternatives to improve safety, capacity and traffic operations on I-95. The purpose of the meeting is to give interested persons an opportunity to express their views regarding the proposed project.

FDOT asks motorists to always obey the posted speed limit, do not drive distracted, never drive impaired and always buckle up! Let's get everyone home. Learn more about Florida's statewide initiative to reduce transportation-related crashes by visiting TargetZeroFL.com.

Drivers seeking real-time traffic alerts are encouraged to visit www.FL511.com or download the FL511 app prior to their journey.

Stay informed about lane closures and roadwork in your area by following FDOT District 2 at @MyFDOT_NEFL on Twitter or at MyFDOTNEFL on Facebook.

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Improve Safety, Enhance Mobility, Inspire Innovation
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The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors, but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities.

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