

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR16 FROM INTERNATIONAL GOLF PKWY TO I-95(SR9)

District: FDOT District 2

County: St. Johns County

ETDM Number: 14535

Financial Management Number: 210447-5-22-02

Federal-Aid Project Number: N/A

Project Manager: Jared Sweat

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 23 CFR 771.115(b), 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:

Interim 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.

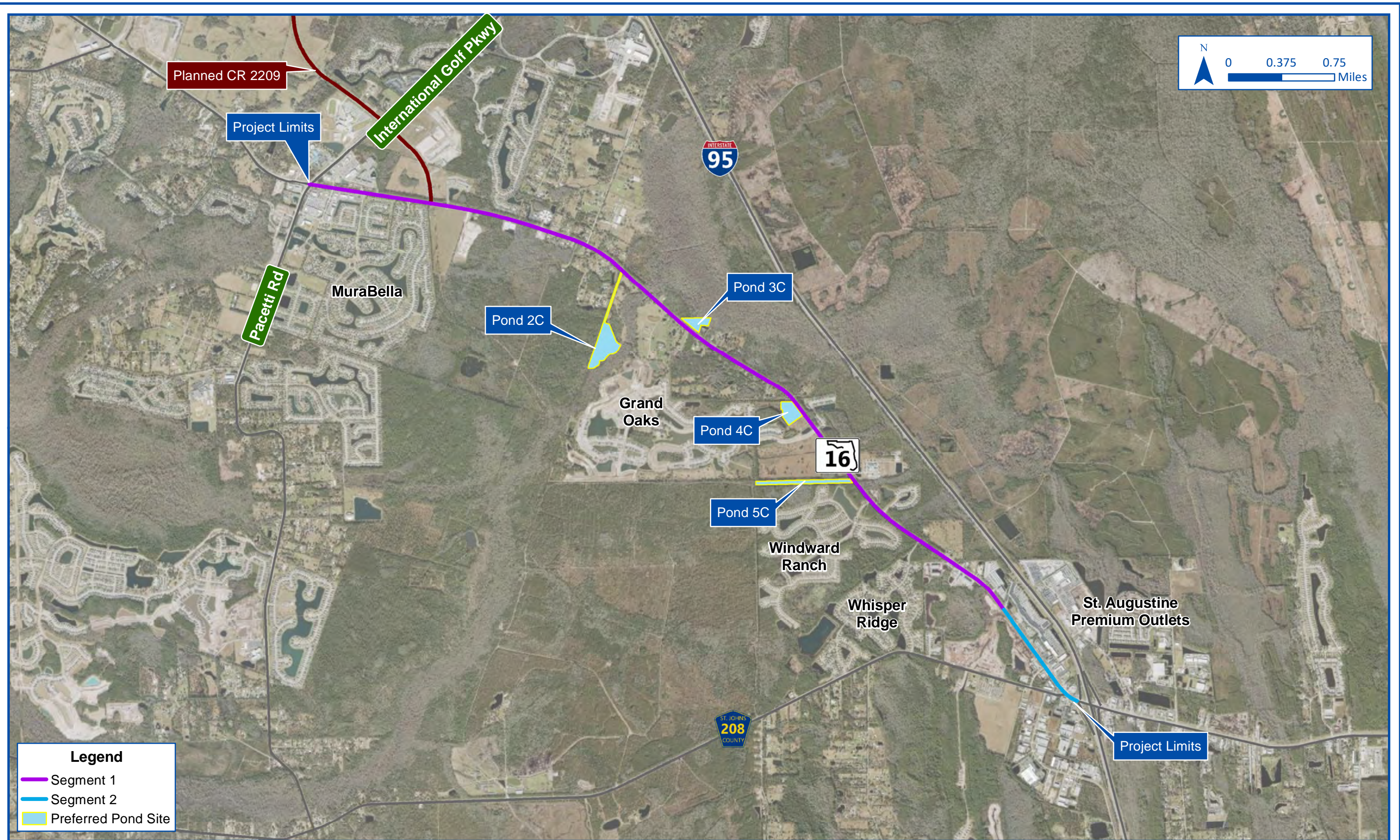
This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 12/20/2023 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) evaluated alternatives to improve safety and operations along State Road (SR) 16 from International Golf Parkway (IGP) to I-95, a distance of approximately 5.9 miles. The project is located in St. Johns County, Florida. A map of the project limits is shown in Figure 1.1.1. Within the project limits, SR 16 is a two-lane undivided facility and functionally classified as a rural principal arterial-other.

This study evaluated widening the existing two-lane undivided roadway to a four-lane divided roadway. In addition, multi-modal transportation improvements including continuous bicycle and pedestrian facilities were evaluated. SR 16 has one existing bridge (bridge number 780064) over Turnbull Creek, in which the structural integrity and functionality of this bridge was evaluated.

The existing typical section from IGP to the northern entrance of the St. Augustine Outlet Mall, approximately 5.1 miles, features a two-lane undivided roadway with sporadic turn lanes, paved outside shoulders, and no pedestrian or bicycle features. Figure 1.1.2 shows the existing typical section for Segment 1. From the northern entrance of the St. Augustine Outlet Mall to I-95, approximately 0.8 miles, SR 16 is generally a four-lane divided roadway with curb and gutter in the median, paved outside shoulders, and a sidewalk located on both sides of the road; however, there is a 0.3-mile stretch with no sidewalk from the start of the four-lane section to the southern entrance of the St. Augustine Outlet Mall. Figure 1.1.3 shows the existing typical section for Segment 2.

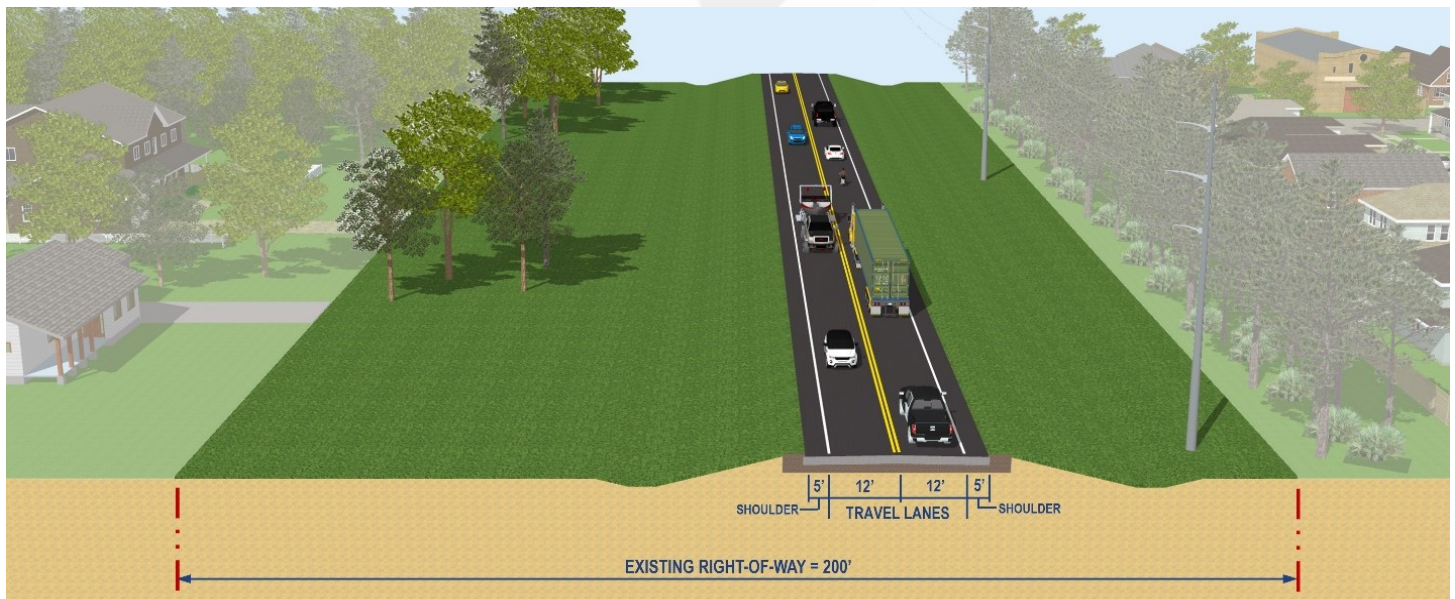


Figure 1.1.2: Existing Typical Section - Segment 1

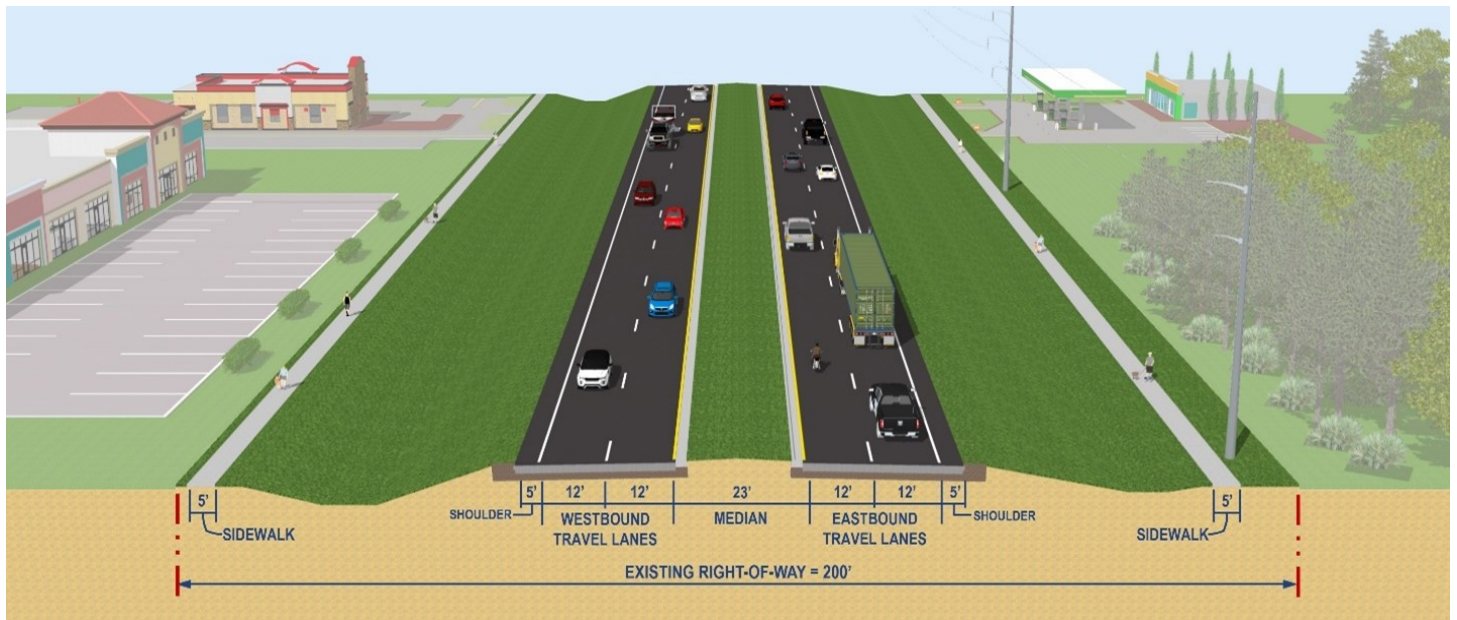


Figure 1.1.3: Existing Typical Section - Segment 2

The existing SR 16 over Turnbull Creek Bridge features two lanes, undivided, with outside shoulders. Figure 1.1.4 shows the existing typical section for the bridge over Turnbull Creek.

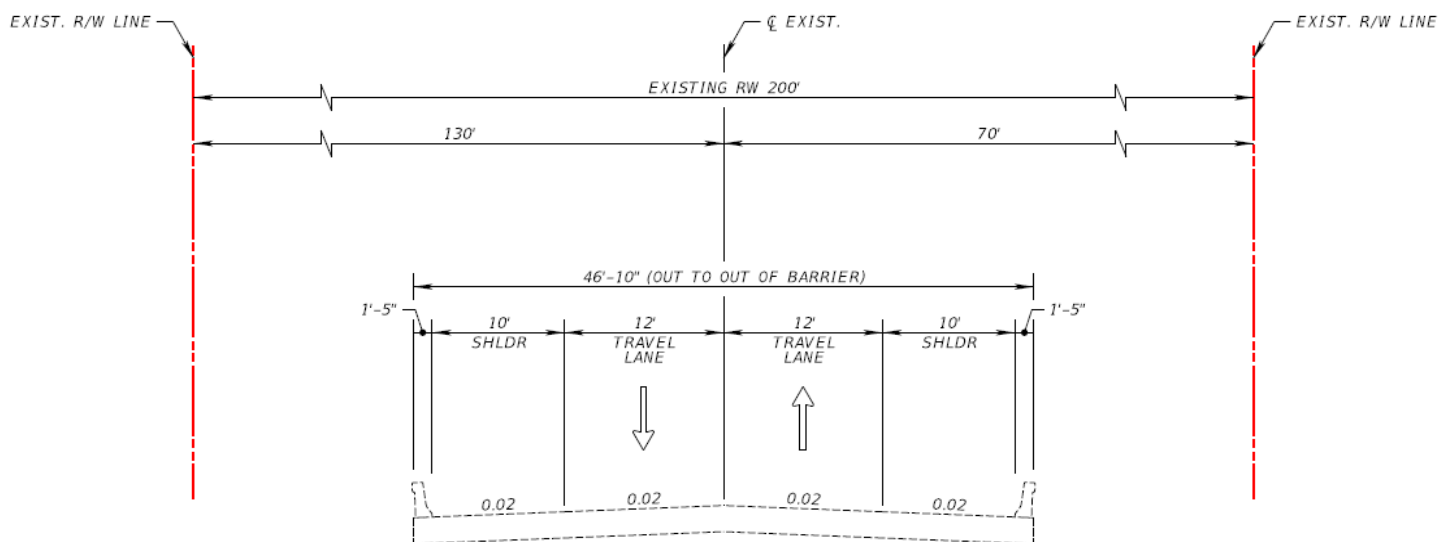


Figure 1.1.4: Existing Typical Section - Bridge Over Turnbull Creek

Preferred Alternative

The Preferred Alternative for SR 16 is divided into two segments: Segment 1: IGP to the St. Augustine Outlet Mall (western entrance), and Segment 2: St. Augustine Outlet Mall to I-95. St. Johns County is upgrading the portion of SR 16 between IGP and the proposed CR 2209, approximately 0.75 miles, to four lanes. The proposed improvements described below will tie into the County's project.

The Preferred Alternative will require milling, resurfacing, and widening of the existing SR 16 lanes (future eastbound lanes), along with constructing additional westbound lanes. The Preferred Alternative features a four-lane divided high-

speed arterial with curb and gutter in the median and flush outside shoulders. The roadway consists of two 12-foot-wide lanes in each direction with a four-foot-wide paved inside shoulder and a 10-foot-wide outside shoulder (five-foot paved). The opposing lanes are separated by a 33.5-foot-wide raised grassed median (including the inside four-foot paved shoulders). A 12-foot-wide shared use path is proposed 15 feet from the edge of the travel lane on both sides of the road. The existing right-of-way is approximately 200 feet, and no additional right-of-way is required to accommodate the proposed typical section. However, in areas with high fill, shoulder gutter will be required on the shared use paths and concrete gravity walls will be located outside of the shared use paths. Figure 1.1.5 shows the proposed typical section.

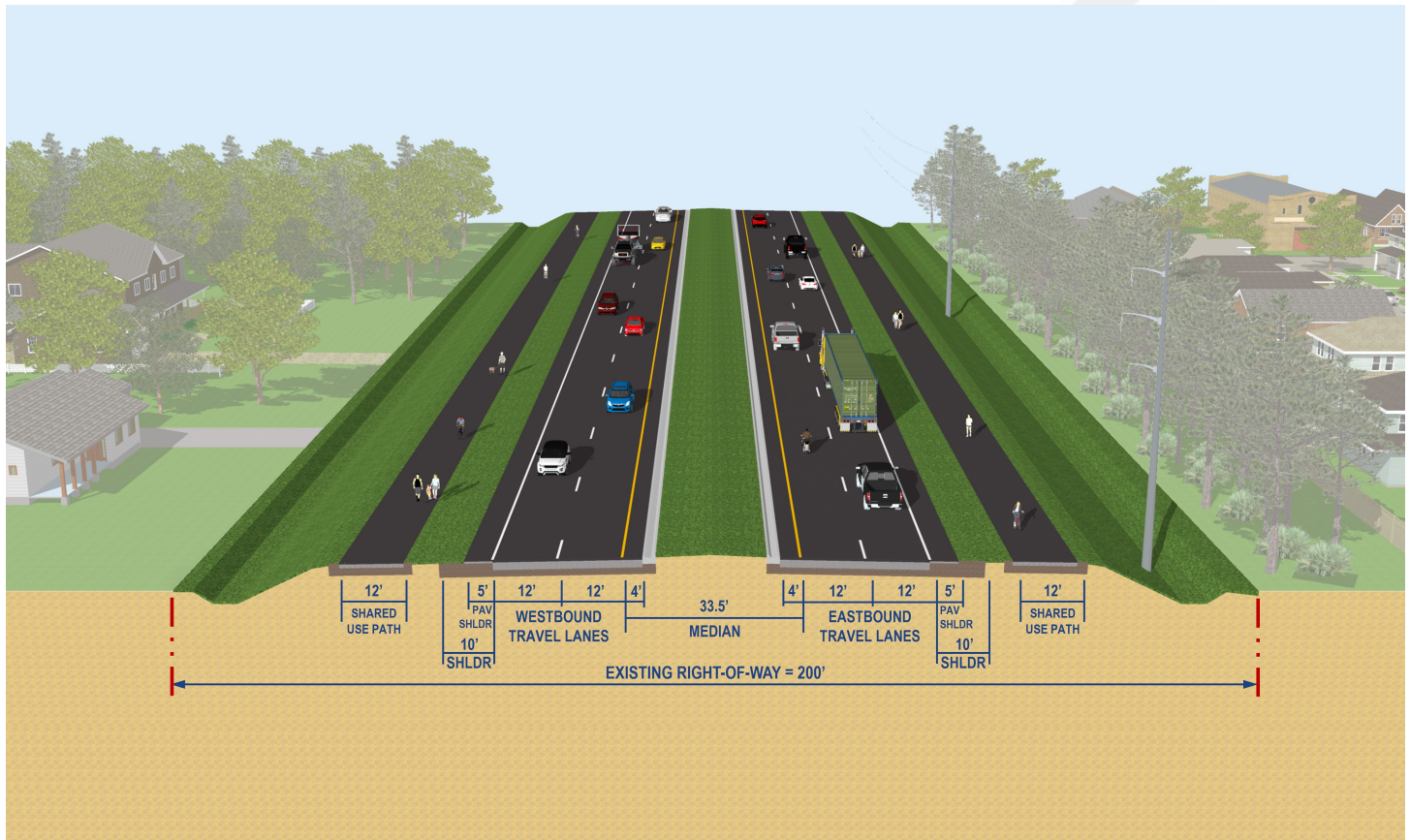


Figure 1.1.5: Preferred Alternative Section

Segment 2 is already four lanes in the existing condition and no additional capacity is recommended within this segment. The shared use paths from Segment 1 will be extended and will tie into the existing sidewalk.

The Preferred Alternative improvements include 14 signals at 10 intersections along SR 16 as described below:

- IGP / Pacetti Road (existing signal);
- CR 2209 Extension (proposed in St. Johns County SR 16 Improvements project) (signalized partial median U-turn (MUT) - two signals);
- South Francis Road (signalized hybrid MUT/thru-cut - two signals);
- Turnbull Creek Road / Grand Oaks (proposed signalized thru-cut - one signal);
- Windward Ranch Boulevard / Windward Ranch (proposed signal);
- Downs Corner Road / Park Place (proposed signal);
- Whisper Ridge Drive / Whisper Ridge (proposed signal);
- CR 208 Realignment (proposed in St. Johns County CR 208 Realignment project - one signal);

- Toms Road (existing signal) (signalized hybrid MUT/thru-cut - three signals); and
- I-95 Southbound Ramp (existing signal).

The Preferred Alternative improvements include the reconstruction of the bridge over Turnbull Creek. The length of the bridge is 140 feet, and the width is 59.5 feet. The bridges will be spaced 20 feet apart. The final configuration will be determined during the final design phase when the Bridge Development Report (BDR) is finalized. Figure 1.1.6 shows the typical section of the bridge over Turnbull Creek.

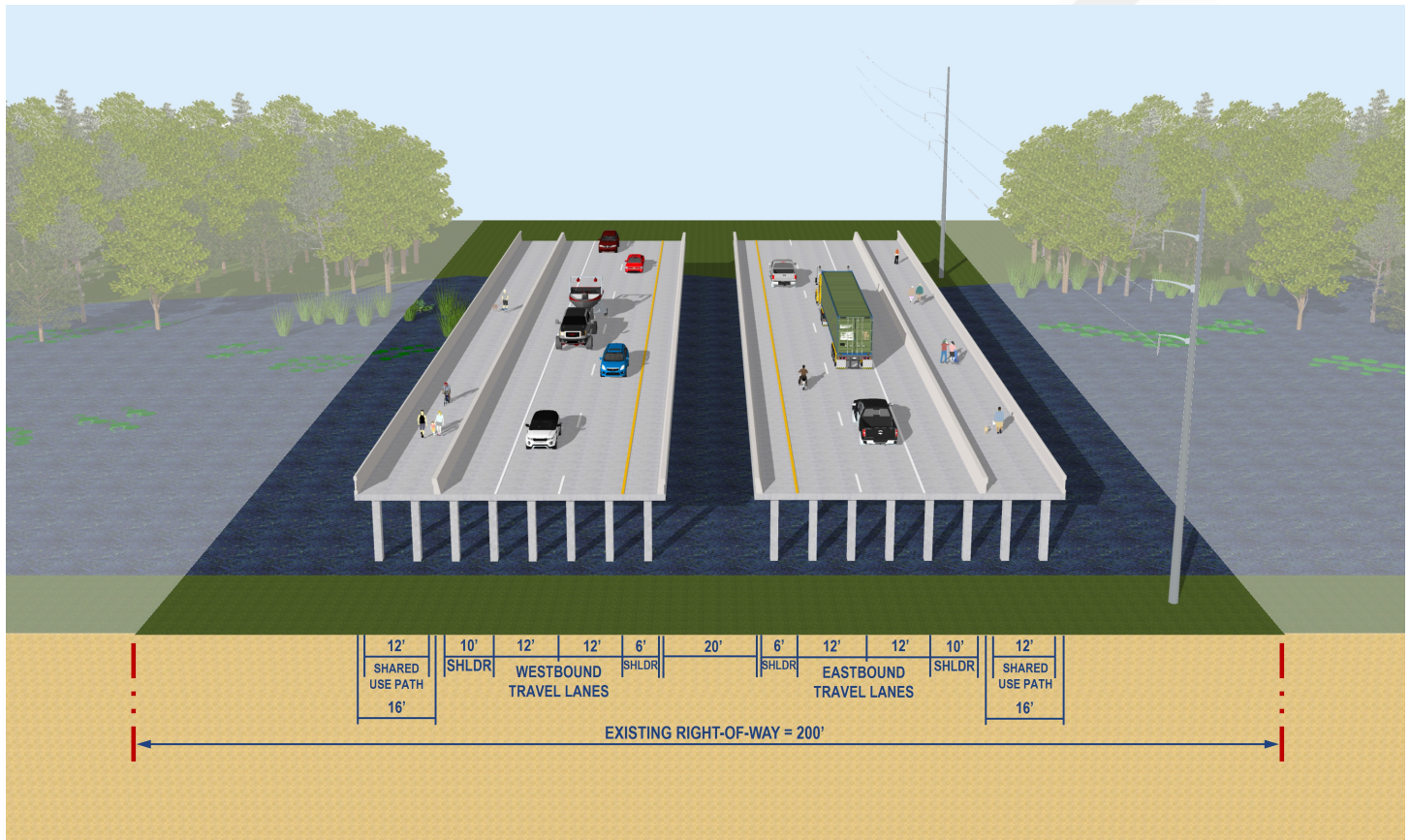


Figure 1.1.6: Typical Section of the Bridge over Turnbull Creek

The Preferred Alternative improvements include four pond sites, Ponds 2C, 3C, 4C, and 5C. These ponds were selected due to the minimal environmental impacts and cost savings and are displayed in Figure 1.1.1.

The Preferred Alternative roadway improvements do not impact any right-of-way or require any relocations; however, the preferred pond sites impact four parcels for a total of 39.8 acres. Temporary construction easements are also required for the roadway and pond improvements and are anticipated to impact 3.9 acres. No relocations are anticipated as a result of this project. Three design variations are anticipated for base clearance, roadway slopes outside of the clear zone, and maintenance buffers.

Further information about the Preferred Alternative, including concept plan sheets, can be found in the Preliminary Engineering Report (PER), in the technical materials and available in the project file.

1.2 Purpose and Need

The purpose of this project is to improve traffic mobility, reduce congestion, and address safety on SR 16 from IGP to I-95.

The project is needed to address traffic congestion and safety concerns. A secondary need for the project is to accommodate planned developments.

Project Status

The North Florida Transportation Planning Organization (TPO) fiscal year 2025 to 2029 Transportation Improvement Program (TIP) includes funding for preliminary engineering in fiscal year 2025 and right-of-way in fiscal years 2025 and 2026 for SR 16 from IGP to I-95. The project is also documented in the North Florida TPO's 2050 Long Range Transportation Plan (LRTP) as an adopted need and a cost feasible project. The 2050 Adopted Needs Plan includes SR 16 from St. Johns Parkway (County Road (CR) 2209) to the St. Augustine Outlet Mall Entrance. The segments from IGP to CR 2209 and the St. Augustine Outlet Mall to I-95 are not included as these sections of SR 16 are under construction to be four lanes or are already four lanes, respectively. The FDOT State Transportation Improvement Program (STIP) includes funding for the PD&E phase and the preliminary engineering phase prior to fiscal year 2025 and in 2025 and right-of-way in fiscal years 2025 and 2026.

Primary Need

Capacity

The preliminary traffic analysis indicated the existing (2023) annual average daily traffic (AADT) on SR 16 varies from 19,600 to 24,700. Based on this analysis, the segment of SR 16 from IGP to the St. Augustine Outlet Mall is over capacity and operates at Level of Service (LOS) E in the current condition. The segment from the St. Augustine Outlet Mall to I-95, which is currently four-lanes, operates at LOS C in the current condition.

In the future year (2050) No-Build condition, assuming historical growth rates, SR 16 is projected to experience between 30,200 and 44,700 AADT. Both segments of SR 16 are expected to operate at LOS F, while the target LOS is D for both segments.

Safety

A total of 735 crashes were reported on SR 16 between IGP and I-95 based on data from FDOT State Safety Office Geographic Information System (SSOGis) and Signal Four Analytics for the years 2018 to 2022. Of the 735 crashes, the majority were rear-end crashes (52.2%), turn crashes (13.9%), and sideswipe crashes (11.7%). Most crashes resulted in no injury (75.7%) or possible injury (14.1%). There were three fatal crashes and 176 injury crashes within the study area. Table 1.2.1 summarizes the number of crashes by type, severity, lighting conditions, and surface conditions for the analysis period.

| SR 16 from IGP to I-95 SB Ramp Terminal | | Number of Crashes | | | | | 5 Year Total Crashes | Percent |
|--|---------------------------|-------------------|------------|------------|------------|------------|----------------------------|---------------|
| | | 2018 | 2019 | 2020 | 2021 | 2022 | | |
| Crash Type | Rear End | 80 | 72 | 62 | 90 | 80 | 384 | 52.2% |
| | Left Turn | 19 | 18 | 18 | 22 | 25 | 102 | 13.9% |
| | Sideswipe | 14 | 14 | 15 | 22 | 21 | 86 | 11.7% |
| | Other | 5 | 9 | 6 | 14 | 10 | 44 | 6.0% |
| | Off Road | 8 | 5 | 4 | 6 | 7 | 30 | 4.1% |
| | Right Turn | 6 | 4 | 4 | 6 | 5 | 25 | 3.4% |
| | Angle | 3 | 6 | 2 | 4 | 2 | 17 | 2.3% |
| | Head On | 2 | 3 | 3 | 1 | 3 | 12 | 1.6% |
| | Animal | 1 | 2 | 2 | 2 | 3 | 10 | 1.4% |
| | Other Non-Collision | 2 | 1 | 2 | 2 | 1 | 8 | 1.1% |
| | Unknown | 0 | 1 | 2 | 0 | 3 | 6 | 0.8% |
| | Bicycle | 2 | 1 | 0 | 1 | 1 | 5 | 0.7% |
| | Rollover | 0 | 1 | 2 | 2 | 0 | 5 | 0.7% |
| | Other Non-Fixed Object | 0 | 1 | 0 | 0 | 0 | 1 | 0.1% |
| | Pedestrian | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| | Total | 142 | 138 | 122 | 172 | 161 | 735 | 100.0% |
| Crash Severity | No Injury | 111 | 104 | 87 | 133 | 121 | 556 | 75.7% |
| | Possible Injury | 23 | 20 | 16 | 20 | 25 | 104 | 14.1% |
| | Non-Incapacitating Injury | 7 | 13 | 14 | 16 | 11 | 61 | 8.3% |
| | Incapacitating Injury | 0 | 1 | 3 | 3 | 4 | 11 | 1.5% |
| | Fatal (within 30 days) | 1 | 0 | 2 | 0 | 0 | 3 | 0.4% |
| | | | | | | | | |
| Lighting Conditions | Daylight | 104 | 105 | 93 | 136 | 122 | 560 | 76.1% |
| | Dusk | 4 | 0 | 2 | 7 | 3 | 16 | 2.2% |
| | Dawn | 5 | 2 | 6 | 2 | 6 | 21 | 2.9% |
| | Dark - Not Lighted | 17 | 19 | 9 | 12 | 12 | 69 | 9.4% |
| | Dark - Lighted | 12 | 12 | 12 | 14 | 18 | 68 | 9.3% |
| | Dark - Unknown Lighting | 0 | 0 | 0 | 1 | 0 | 1 | 0.1% |
| | | | | | | | | |
| Surface Conditions | Dry | 116 | 120 | 102 | 143 | 144 | 625 | 85.0% |
| | Wet | 26 | 18 | 20 | 29 | 17 | 110 | 15.0% |

Table 1.2.1: Segment Crash Rate Summary

The Average Crash Rate Method of crash analysis, based on identifying intersections and segments, average daily traffic, and number of crashes, was used for calculating the actual crash rate for the intersections and arterial segments within the project study area. The actual crash rates for the SR 16 intersections and segments were compared with the most recent five-year statewide average crash rates available (2015-2019) for similar facilities to determine whether the intersection or segment was considered a high crash location during the analysis period.

The crash analysis results, as shown in Table 1.2.2, indicate that 10 out of the 12 intersections and 1 out of the 6 segments are high crash locations.

| Location | Analysis Type | Total Crashes (5 Years) | Actual Crash Rate | Statewide Average Crash Rate | High Crash Location | Crash Ratio |
|--|----------------------|--------------------------------|--------------------------|-------------------------------------|----------------------------|--------------------|
| International Golf Parkway | Intersection | 215 | 2.94 | 0.67 | Yes | 4.41 |
| Murabella Parkway | Intersection | 22 | 0.50 | 0.28 | Yes | 1.82 |
| Verona Way | Intersection | 16 | 0.41 | 0.20 | Yes | 2.10 |
| Between Verona Way and San Giacomo Road | Segment | 6 | - | - | - | - |
| San Giacomo Road | Intersection | 16 | 0.43 | 0.20 | Yes | 2.20 |
| Between San Giacomo Road and Francis Road | Segment | 12 | 0.38 | 1.29 | No | 0.29 |
| Francis Road | Intersection | 24 | 0.63 | 0.20 | Yes | 3.18 |
| Between Francis Road and Turnbull Creek Road | Segment | 29 | 0.47 | 1.29 | No | 0.36 |
| Turnbull Creek Road | Intersection | 11 | 0.29 | 0.28 | Yes | 1.04 |
| Between Turnbull Creek Road and Windward Ranch Boulevard | Segment | 6 | 0.51 | 1.29 | No | 0.39 |
| Windward Ranch Boulevard | Intersection | 2 | 0.05 | 0.20 | No | 0.26 |
| Between Windward Ranch Boulevard and Whisper Ridge Drive | Segment | 2 | 0.31 | 1.29 | No | 0.24 |
| Whisper Ridge Drive | Intersection | 8 | 0.23 | 0.20 | Yes | 1.15 |
| Between Whisper Ridge Drive and West Outlet Mall Access | Segment | 8 | 0.53 | 1.29 | No | 0.41 |
| West Outlet Mall Access | Intersection | 9 | 0.24 | 0.27 | No | 0.89 |
| Between West Outlet Mall Access and Toms Road | Segment | 20 | 2.01 | 1.75 | Yes | 1.15 |
| Toms Road | Intersection | 54 | 1.22 | 0.53 | Yes | 2.31 |
| Between Toms Road and CR 208 | Segment | 10 | - | - | - | - |
| CR 208 | Intersection | 70 | 1.36 | 0.53 | Yes | 2.59 |
| I-95 SB Off Ramp Terminal | Intersection | 195 | 3.04 | 1.51 | Yes | 2.02 |

Table 1.2.2: Intersection Crash Rate Summary

Secondary Need

Social and Economic Demand

During the last two decades, St. Johns County was one of the fastest growing counties in the State of Florida and the United States. According to the University of Florida Bureau of Economic and Business Research (BEBR), St. Johns County's population doubled between 2000 and 2020 and is projected to almost double again in the next 25 years. This population growth has resulted in the construction of several large subdivisions along SR 16 with an additional 2,500 homes planned, including the Grand Oaks development which is currently under construction.

SR 16 also connects the regional workforce to a 700,000 square foot commercial development known as the World Commerce Innovation Hub (Hub), which is located at I-95 and IGP, approximately 2.0 miles northeast of the western project limit. The Hub is expected to generate more than 1,200 jobs between the recently constructed businesses (Costco, Buc-ee's, Home Depot, and Bass Pro Shop) and the planned development (Field Motorcars).

These additional residential and commercial developments along and adjacent to SR 16 will put additional pressure on the already strained roadway network. Additional capacity on SR 16 is needed to accommodate the existing neighborhoods and businesses, as well as the planned developments.

1.3 Planning Consistency

This PD&E Study is included in the FDOT STIP as well as the North Florida TPO's TIP and 2050 LRTP. The STIP includes funding for the PD&E phase and the preliminary engineering phase of SR 16 from IGP to I-95 in prior to fiscal year 2025 and in 2025 and right-of-way in fiscal years 2025 and 2026. The TIP includes funding for preliminary engineering in year fiscal year 2025 and right-of-way in fiscal years 2025 and 2026 for SR 16 from IGP to I-95. The project is documented in the 2050 LRTP as an adopted need and a cost feasible project. The 2050 Adopted Needs Plan includes SR 16 from St. Johns Parkway (CR 2209) to the St. Augustine Outlet Mall Entrance. The segments from IGP to CR 2209 and the St. Augustine Outlet Mall to I-95 are not included as these sections of SR 16 are under construction to be four lanes or are already four lanes, respectively.

Planning consistency documentation is included as an attachment at the end of this report.

| Currently Adopted L RTP-CFP | COMMENTS | | | |
|-----------------------------|---|----------------------------|--------------|--|
| Yes | This project is included in the North Florida TPO's 2050 LRTP Cost Feasible Plan on page 4 and identified as a need on page A-13. | | | |
| | Currently Approved | \$ | FY | COMMENTS |
| PE (Final Design) | | | | |
| TIP | Y | \$1,000,000 | 2025 | The Draft FY 2025/26 - 2029/30 TIP includes \$4,000,000 of funding in FY 2026. |
| STIP | Y | \$2,239,379 | 2025 | |
| R/W | | | | |
| TIP | Y | \$1,025,000 \$2,426,033 | 2025 2026 | The Draft FY 2025/26 - 2029/30 TIP includes \$6,063,837 of funding in FY 2026. |
| STIP | Y | \$175,715 \$6,063,836 | 2025 2026 | |
| Construction | | | | |
| TIP | N | \$0 | | |
| STIP | N | \$0 | | |

2. Environmental Analysis Summary

| Issues/Resources | Significant Impacts?* | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| | Yes | No | Enhance | NoInv |
| 3. Social and Economic | | | | |
| 1. Social | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Economic | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Land Use Changes | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Mobility | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Aesthetic Effects | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Relocation Potential | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Farmland Resources | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Cultural Resources | | | | |
| 1. Section 106 of the National Historic Preservation Act | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Section 4(f) of the USDOT Act of 1966, as amended | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Section 6(f) of the Land and Water Conservation Fund | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Recreational Areas and Protected Lands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Natural Resources | | | | |
| 1. Protected Species and Habitat | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Wetlands and Other Surface Waters | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Essential Fish Habitat (EFH) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Floodplains | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Sole Source Aquifer | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| 7. Aquatic Preserves | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Outstanding Florida Waters | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Wild and Scenic Rivers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| 3. Contamination | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Utilities and Railroads | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Construction | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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.

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

A Sociocultural Effects Evaluation (SCE) was conducted for this project and is in the technical materials and available in the project file. Field reviews and existing Geographic Information Systems (GIS) data were used to assess the socioeconomic characteristics and impacts associated with the project.

Community 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. The sections below summarize the community focal points located within the 1/4-mile study area.

Schools

The five schools located within the 1/4-mile study area are listed below and depicted in Figure 3.1.1.

- Mill Creek Academy;
- Turning Point at Calvary Academy;
- Tadpole Prep Preschool;
- Florida Autism Center; and
- Toco Creek High School.

Mill Creek Academy, Turning Point at Calvary Academy, Tadpole Prep Preschool, and Florida Autism Academy are adjacent to SR 16. No direct impacts to the schools are anticipated as a result of this project. Access to Mill Creek Academy and Toco Creek High School are not impacted, as their access is located on IGP. Access to the Florida Autism Center, Tadpole Prep Preschool, and Turning Point at Calvary Academy is located on SR 16. Converting SR 16 to a divided four-lane facility results in the implementation of access management and median openings which control access points along the corridor. Murabella Parkway and Verona Way provide access to the Florida Autism Center. SR 16 will have a westbound directional median opening to Murabella Parkway to allow westbound traffic to turn left into the facility. However, Murabella Parkway will not allow traffic to turn left onto SR 16; traffic leaving the Florida Autism Center will turn right and travel eastbound to perform a U-turn or use the Murabella connection to IGP / Pacetti Road. No median opening is proposed at Verona Way. Access to Turning Point at Calvary Academy and Tadpole Prep Preschool will be provided by eastbound directional median openings. Those exiting the schools wishing to travel eastbound will turn right out of the facility and then do a U-turn west of the school. Right-in and right-out movements are allowed at all locations.

In order to minimize disruptions to school bus and route operations and ensure safety and access concerns are addressed during construction, coordination with St. Johns County will continue throughout the project. After the project is completed, access to schools in the study area will improve through the addition of bicycle and pedestrian accommodations via shared use paths and reduced congestion on SR 16.

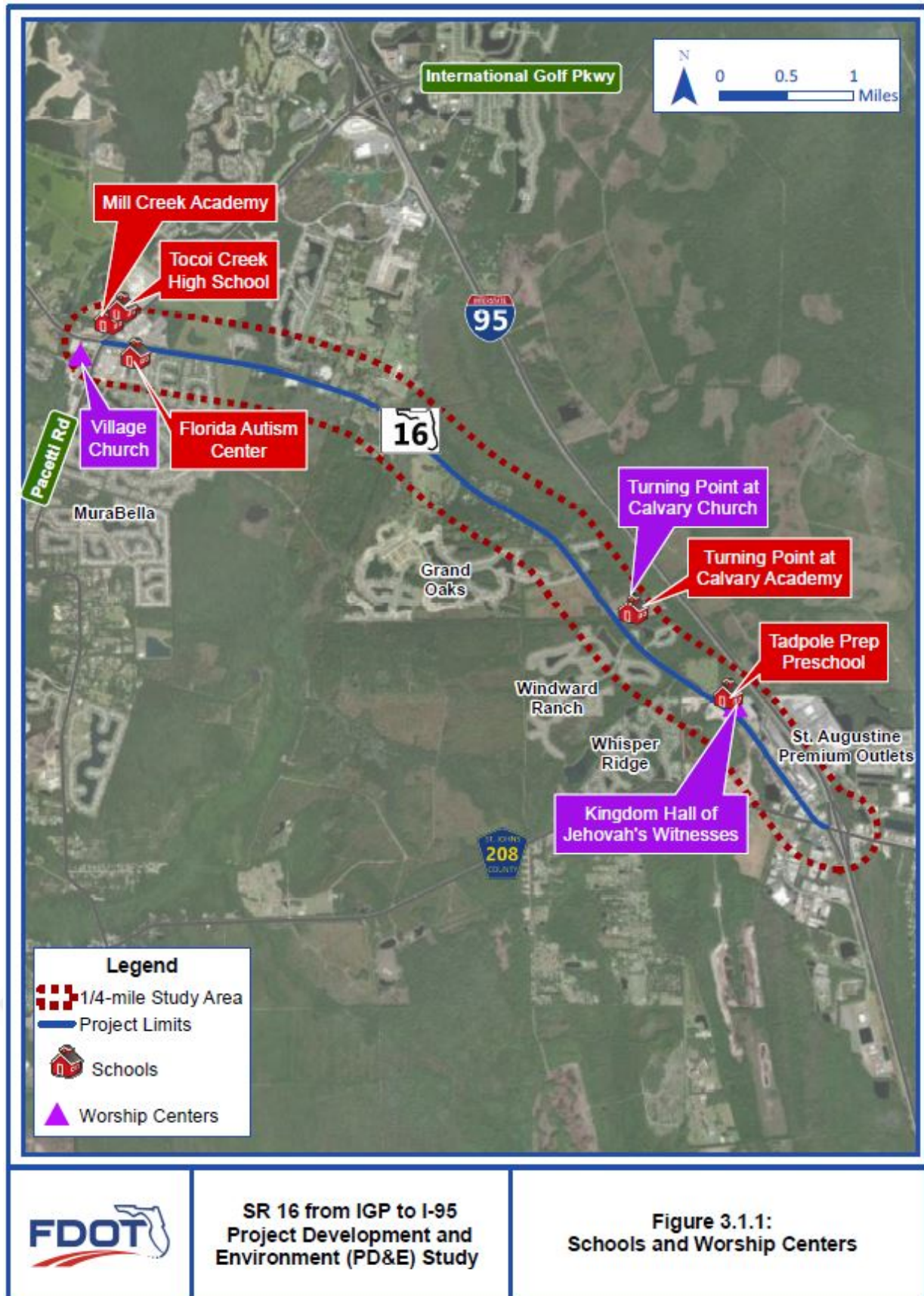


Figure 3.1.1: Schools and Worship Centers

Worship Centers

The three worship centers located within the 1/4-mile study area are listed below and depicted in Figure 3.1.1.

- Village Church;
- Kingdom Hall of Jehovah's Witnesses; and
- Turning Point at Calvary Church.

Kingdom Hall of Jehovah's Witnesses and Turning Point at Calvary Church are adjacent to SR 16. No direct impacts to worship centers are anticipated as a result of this project. Access to Turning Point at Calvary Church and Kingdom Hall of Jehovah's Witnesses is from SR 16 and therefore, access to the properties will be modified as a result of the proposed improvements. Access to the Turning Point at Calvary Church is identical to the Turning Point Academy discussed in the *Schools* section above. Kingdom Hall of Jehovah's Witness will have right-in and right-out access to westbound SR 16, no median opening is provided at this location. Those wishing to enter the facility from the eastbound direction will perform a U-turn east of the worship center. Those who exit Kingdom Hall of Jehovah's Witness wishing to travel eastbound will travel westbound and perform a U-turn west of the worship center.

Parks

Mill Creek Park is the only public park located within the 1/4-mile study area. Although access to Mill Creek Park is directly from SR 16, the actual park property and park features are not adjacent to SR 16. Mill Creek Park features a multipurpose field, two baseball fields, two softball fields, four batting cages, concessions, and restrooms. Mill Creek Park is a Section 4(f) resource but is not expected to be directly impacted as a result of this project. A Determination of Applicability (DOA) was completed for Mill Creek Park and the FDOT Office of Environmental Management concurred with the No Use determination on May 23, 2024. Access to Mill Creek Park will be maintained, including an eastbound right-turn lane into the park property, and a westbound directional median opening, as well as right-in and right-out movements. Those wishing to exit Mill Creek Park to travel westbound on SR 16 will travel eastbound to the directional median opening at Clyde E. Lassen Veterans Nursing Home and perform a U-turn. Figure 3.1.2 shows the park within the 1/4-mile study area.

Cemeteries

Our Lady of Good Counsel Catholic Cemetery is located adjacent to SR 16 west of IGP as shown in Figure 3.1.2. No impacts to the cemetery or access changes are anticipated as a result of this project.

Fire Stations

St. Johns County Fire Rescue Station 16 is located east of Pacetti Road approximately 1/4-mile south of SR 16, as shown in Figure 3.1.2. No impacts to the fire station are anticipated as a result of this project. The primary access to the fire station is from Pacetti Road via Turin Terrace. The fire station also has access from SR 16 via Murabella Parkway, which will have a westbound directional median opening from SR 16 to Murabella Parkway.

Healthcare Facilities

Five healthcare facilities are located within the 1/4-mile study area and are listed below:

- O'Connell Wellness Center;
- Flagler Health+ Village at Murabella (UF Health);
- First Coast Heart and Vascular Center
- CareFast+ Urgent Care; and
- OB-GYN Associates of St. Augustine.



Figure 3.1.2: Parks, Cemeteries, and Fire Stations

Located approximately 1,800 feet southeast of the IGP / Pacetti Road and SR 16 intersection are four healthcare facilities located at one property, 70 Turin Terrace, and includes: Flagler Health+ Village at Murabella, CareFast+ Urgent Care, First Coast Heart and Vascular Center, and OB-GYN Associates of St. Augustine. These facilities are accessed from Pacetti Road and no direct or indirect impacts are anticipated as a result of the project. The O'Connell Wellness Center is located on IGP approximately 1,000 feet northwest of the SR 16 and IGP intersection. No impact to this facility is anticipated. Figure 3.1.3 shows the healthcare facilities within the 1/4-mile study area.

Social Service Facilities

The Clyde E. Lassen State Veterans' Nursing Home is located adjacent to and north of SR 16 as shown in Figure 3.1.3. No direct impacts to the nursing home are anticipated as a result of this project. An eastbound directional median opening is provided at this location. Those exiting the nursing home wishing to travel eastbound will turn right out of the facility and then perform a U-turn west of the facility, near AAA Storage. Right-in and right-out movements are allowed.

No community centers, law enforcement facilities, government buildings, cultural facilities, civic centers, or historic places are located within the 1/4-mile study area.

Demographics

Demographic data describes a community's structure and is primarily collected by local, state, or federal agencies such as the Census Bureau and other local government departments. Demographic data covers a range of topics about communities, including population size, age composition, ethnic backgrounds, household characteristics, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the age, education, and economic backgrounds of the community.

The 2021 American Community Survey (ACS) was used to complete the demographic comparison and analysis contained in this document. Block groups are defined by the United States Census Bureau as "statistical divisions of census tracts and are generally defined to contain between 600 and 3,000 people." Census blocks are statistical areas bounded by visible features, such as streets, roads, streams, and railroad tracks, and by nonvisible boundaries, such as selected property lines and city, township, school district, and county limits.

The 1/4-mile study area buffer overlaps with eight census block groups in St. Johns County as shown in Figure 3.1.4. Tables 3.1.1 to 3.1.6 use the average from those eight census block groups to compare specific demographic information related to the 1/4-mile study area to all of St. Johns County.

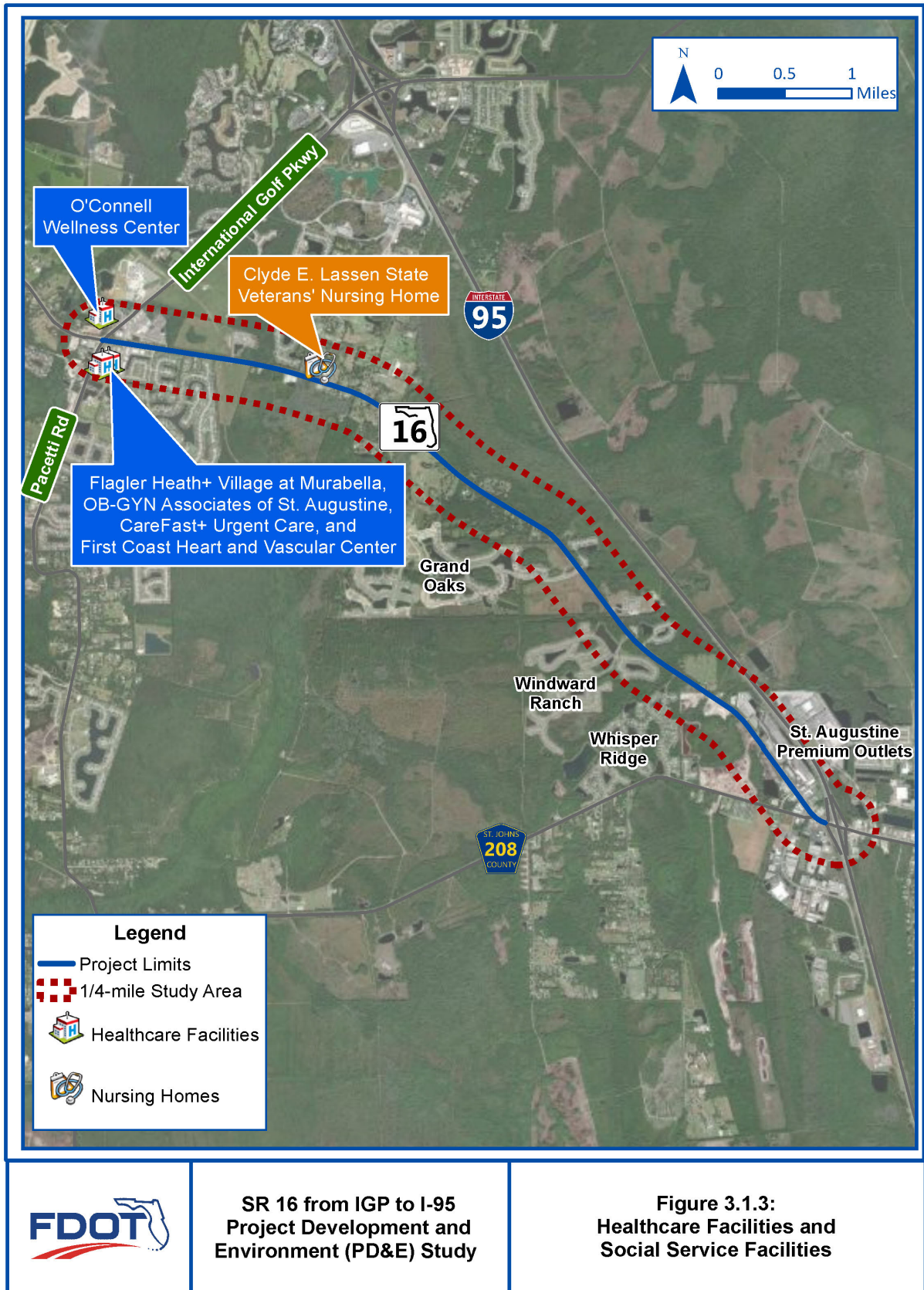


Figure 3.1.3: Healthcare Facilities and Social Service Facilities

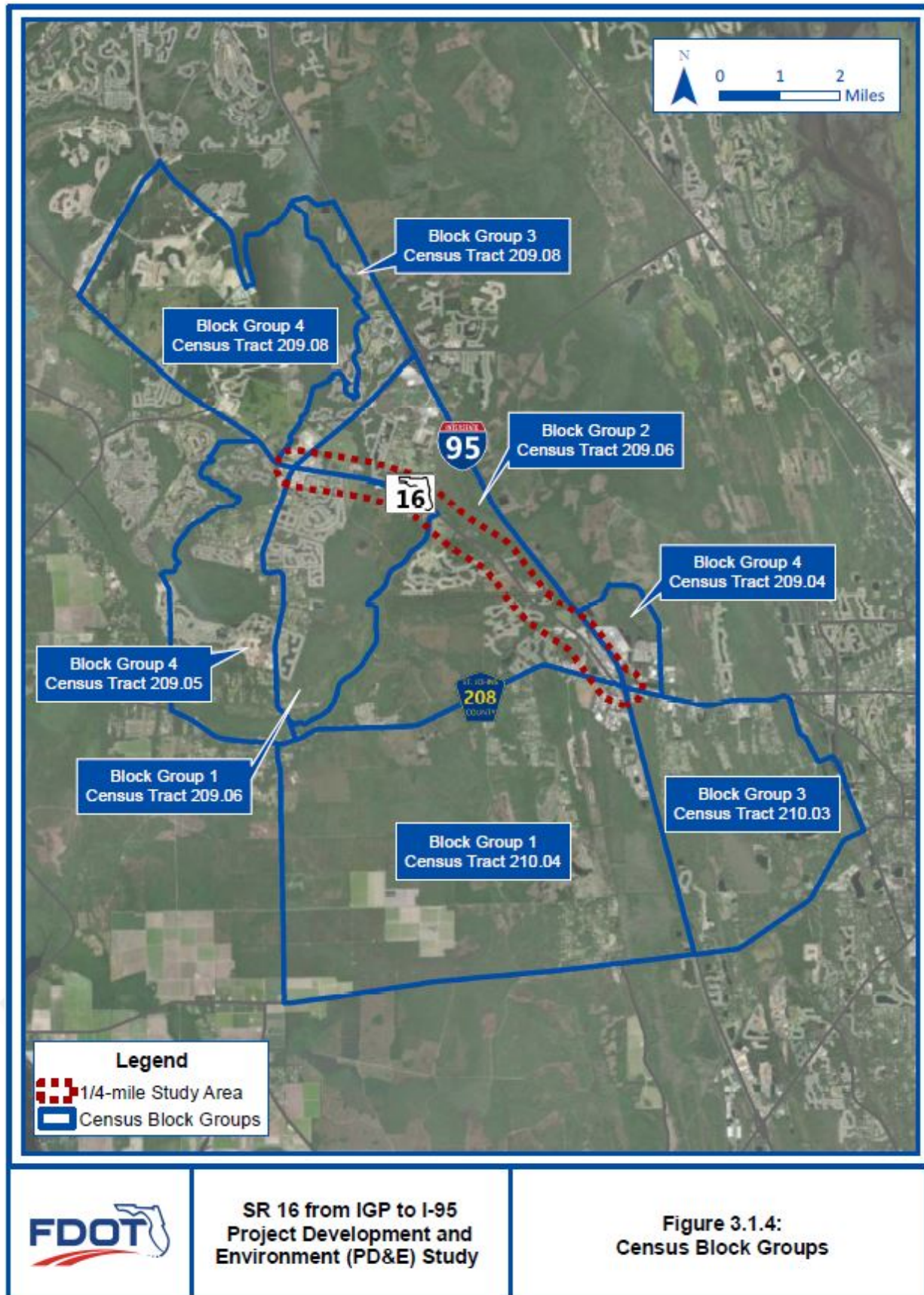


Figure 3.1.4: Census Block Groups

| Evaluation Criteria | St. Johns County | Study Area Block Groups |
|---|-------------------------|--------------------------------|
| Total population | 265,724 | 18,845 |
| Percent of the population that is White | 77.2% | 82.1% |
| Percent of the population that is Black | 5.4% | 2.0% |
| Percent of the population that is Hispanic | 7.6% | 9.6% |
| Percent of the population that is Asian | 3.0% | 0.4% |
| Percent of the population that is Other | 6.8% | 5.9% |
| Percent of the population that is considered 'Minority' | 22.8% | 17.9% |
| Median population age | 47.0 | 49.0 |
| Percent of the population that is above 65 years old | 20.1% | 23.0% |

Table 3.1.1: Demographic Comparison: Population

| Evaluation Criteria | St. Johns County | Study Area Block Groups |
|---------------------------------------|-------------------------|--------------------------------|
| Total acres | 525,782 | 41,191 |
| Population density (persons per acre) | 0.5 | 0.5 |
| Household density (houses per acre) | 0.2 | 0.2 |
| Percent of housing units occupied | 82.8% | 89.3% |
| Percent of housing units vacant | 17.2% | 10.7% |
| Average family size | 3.1 | 3.1 |
| Average household size | 2.6 | 2.7 |

Table 3.1.2: Demographic Comparison: Density

| Evaluation Criteria | St. Johns County | Study Area Block Groups |
|--|-------------------------|--------------------------------|
| Median Household Income (\$) | \$84,542 | \$76,296 |
| Median Family Income (\$) | \$99,415 | \$77,581 |
| Percent of households below the poverty line | 2.7% | 1.3% |
| Percent of the population below the poverty line | 7.6% | 6.1% |
| Note: The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. | | |

Table 3.1.3: Demographic Comparison: Income

| Evaluation Criteria | St. Johns County | Study Area Block Groups |
|---|-------------------------|--------------------------------|
| Percent of the population that commute to / from work via a car, truck or van | 80.0% | 88.1% |
| Percent of the population that does not commute to/from work | 16.7% | 11.2% |
| Percent of the population that bikes, walks, or takes public transportation to /from work | 1.7% | 0.0% |
| Percent of the population that travels to / from work via a motorcycle | 0.2% | 0.0% |
| Percent of the population that travels to work / from via "other" means | 1.1% | 0.7% |
| Percent of occupied housing units that do not have a vehicle | 2.3% | 6.6% |

Table 3.1.4: Demographic Comparison: Transportation

| Evaluation Criteria | St. Johns County | Study Area Block Groups |
|---|-------------------------|--------------------------------|
| Percent of the population that speaks only English | 90.6% | 90.7% |
| Percent of the population that speaks a language other than English and also speaks English "very well" | 6.7% | 7.7% |
| Percent of the population that is considered to be Limited English Proficient | 2.7% | 1.6% |

Table 3.1.5: Demographic Comparison: Language

| Evaluation Criteria | St. Johns County | Study Area Block Groups |
|---|-------------------------|--------------------------------|
| Percent of the population that is over 25 years old and has less than a 9th grade education | 1.6% | 0.1% |
| Percent of the population that is over 25 years old and has completed more than 9th grade but does not have a high school diploma | 3.7% | 3.4% |
| Percent of the population that is over 25 years old and has a high school diploma | 94.7% | 96.5% |
| Percent of the population that has some college or an associates degree | 27.0% | 29.2% |
| Percent of the population that has a bachelor's, master's, doctorate or professional degree | 46.0% | 41.3% |

Table 3.1.6: Demographic Comparison: Education

The percentage of population considered Hispanic is 2.0% higher in the 1/4-mile study area compared to St. Johns County at 9.6% and 7.6%, respectively. The percentage of population considered White is approximately 4.9% higher in the 1/4-mile study area compared to St. Johns County at 82.1% and 77.2%, respectively. As a result, the percentage of population that is considered "minority" is approximately 4.9% higher in St. Johns County compared at the 1/4-mile study area at 22.8% and 17.9%, respectively. Figure 3.1.5 shows the percentage of population that is considered "minority" in the 1/4-mile study area. As you can see from the figure, most census block groups have a minority percentage less than 5%, however, the two census block groups directly adjacent to SR 16 have a higher percentage of minority populations at 10% and 19%. The median population age is 47 in St. Johns County and 49 in the 1/4-mile study area and the population above the age of 65 years old is 20.1% in St. Johns County and 23.0% in the 1/4-mile study area. The two census block groups northeast of IGP have a high percentage of the population over age 65, 61% and 71%, respectively. The rest of the corridor ranges from 12% to 24%.

The population and household density in the 1/4-mile study area and St. Johns County are the same at 0.5 and 0.2 per acres, respectively. The percentage of housing units occupied is 6.5% higher in the 1/4-mile study area compared to St. Johns County. The average family size is the same in the 1/4-mile study area and St. Johns County at 3.1, and the average household size is 2.6 in St. Johns County and 2.7 in the 1/4-mile study area.

The median household income is \$84,542 in St. Johns County and \$76,296 in the 1/4-mile study area. Similarly, the median family income is \$99,415 in St. Johns County and \$77,581 in the 1/4-mile study area. However, the percentage of households and individuals below the poverty line in St. Johns County is 2.7% and 7.6%, respectively, compared to 1.3% and 6.1%, respectively, in the 1/4-mile study area. The majority of the census block groups have less than 3% of households below the poverty line. The two census block groups southeast of the project limits are slightly higher at 5% and 6%.

The percentage of the population that commute to and from work using a car, truck, or van is 8.1% higher in the 1/4-mile study area compared to St. Johns County; however, the 1/4-mile study area has a higher percentage (4.3%) of people that do not have a vehicle compared to the St. Johns County.

St. Johns County has a larger percentage of the population that is over 25 years old that have not completed 9th grade and have completed 9th grade but do not have a high school diploma compared to the 1/4-mile study area. The 1/4-mile study area has a slightly larger percentage of people that completed high school and have some college or an associate's degree compared to St. Johns County. The percentage of population that has at least a bachelor's degree is higher in St. Johns County compared to the 1/4-mile study area.

The percentage of the population that is considered Limited English Proficient (LEP) is lower in the 1/4-mile study area compared to St. Johns County - 1.6% compared to 2.7%. Most of the census block groups have no reported LEP populations. The two census block groups directly adjacent to SR 16 have an LEP percentage of 2% and 3%. Based on the LEP percentages, translation services were not needed at the Alternatives Public Meeting and are not anticipated for the Public Hearing but will be available upon request.

No changes to the population or demographic characteristics of the study area block groups are anticipated to result from the project, as residential relocations are not anticipated.

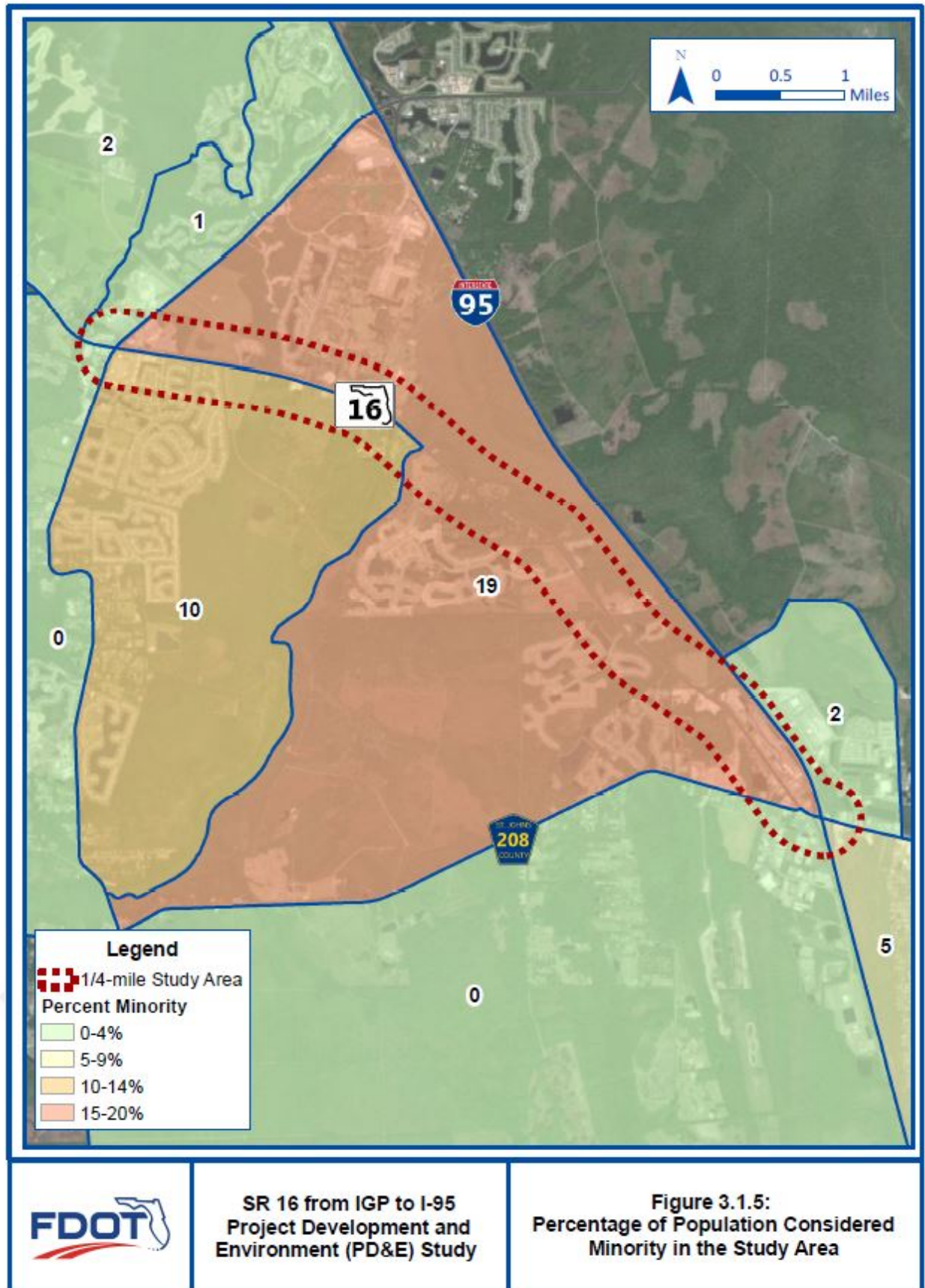


Figure 3.1.5: Percentage of Population Considered Minority in the Study Area

Community Cohesion

A community is made up of residences, businesses, and institutions within a defined geographic area. The people who comprise a community often share similar social, cultural, ethnic, economic, political, and / or religious characteristics and they may attend the same schools, worship centers, or social clubs, and often have similar values. According to the 2022 parcel data, "Residential" is the largest land use in the project corridor comprising 31% of the corridor (note - the corridor is rapidly developing, and parcels classified as vacant or agricultural in 2022 may now be developed). The commercial properties are primarily located on the two end points near IGP and I-95 and the middle of the corridor is primarily residential. SR 16 provides a connection between residential properties and businesses and currently offers discontinuous accommodations for multiple modes of transportation including vehicles, pedestrians, and bicyclists. The project provides the opportunity to enhance community cohesion with the addition of shared use paths on both sides of the road from IGP to Toms Road, where the shared use path will tie into the existing sidewalk. The addition of the shared use path is a major improvement for multimodal transportation in the corridor and will benefit transportation disadvantaged populations. Existing SR 16 does not have sidewalk or bicycle lanes for the majority of the study area. As SR 16 is an existing roadway, there will be no division or isolation of communities as a result of this project.

3.2 Economic

During the last two decades, St. Johns County was one of the fastest growing counties in the State of Florida and the United States. According to the University of Florida BEBR, St. Johns County's population doubled between the years 2000 and 2020 and is projected to almost double again in the next 25 years. This population growth has resulted in the construction of several large subdivisions along SR 16 with an additional 2,500 homes planned, including the Grand Oaks development which is currently under construction.

SR 16 also connects the regional workforce to a 700,000 square foot commercial development known as the World Commerce Innovation Hub (Hub), which is located at I-95 and IGP, approximately 2.0 miles northeast of the western project limit. The Hub is expected to generate more than 1,200 jobs between the recently constructed businesses (Costco, Buc-ee's, Home Depot, and Bass Pro Shop) and the planned development (Field Motorcars).

The proposed improvements includes widening SR 16 from a two-lane to a four-lane divided roadway with a raised median. The presence of the raised median will convert the road to a restrictive facility, meaning vehicles can only cross at specified locations (median openings and intersections). This will minimize the number of potential conflict points, thereby reducing the potential for crashes. Current safety and design standards for this type of roadway facility allow directional median openings every 1/4-mile and full median openings and traffic signals every 1/2-mile. The Preferred Alternative features 10 signalized intersections with an average spacing of approximately 3,500 feet. Access to businesses along the corridor may be modified, but safety along the corridor will be enhanced with left turn lanes and specified median openings / signals.

Although the project incorporates median openings and some changes to the existing intersections along the corridor, no major traffic pattern changes are anticipated as a result of this project.

The proposed roadway improvements fit within the existing right-of-way, no right-of-way impacts or relocations will be required. The stormwater ponds for the Preferred Alternative will require additional right-of-way, but no relocations are anticipated. Temporary construction easements are required for the proposed roadway and pond improvements and are anticipated to impact 3.1 acres. Minor tax base impacts are anticipated since the project will require right-of-way acquisition for stormwater ponds. The Preferred Alternative impacts a total of four parcels equaling 39.3 acres. The tax

base impacts were estimated using St. Johns County property appraiser. An impact assumed the percentage of the parcel being acquired would correlate to the percentage of value the parcel is worth. It is estimated that this project will impact \$2.4 million of the tax base as a result of this project. Therefore, minor adverse, but not significant tax base impacts are expected as a result of the property acquisition for this project.

As residential and commercial developments are completed, the congestion along SR 16 will continue to increase and the safety will continue to deteriorate. The Preferred Alternative will enhance economic development by alleviating congestion, providing non-motorized access to and from residential and commercial properties, and creating a safer corridor that not only increases capacity, but optimizes traffic flow with intentional median openings and signals.

3.3 Land Use Changes

The project study area is located within unincorporated St. Johns County. According to the 2022 parcel data, Residential is the largest land use type within the study area (31.2%). Agricultural (25.3%), Acreage Not Zoned for Agriculture (22.6%), and Public/Semi-Public (9.3%) make up the next largest land use types. Figure 3.3.1 shows the existing land use map for the project corridor. The corridor is rapidly developing, and parcels classified as vacant or agricultural in 2022 may now be developed or under construction. For example, in the southeast quadrant of IGP and SR 16, the land use is classified as vacant, this property has been developed into a large mixed-use development. Prime farmlands are located within the project study area west of Turnbull Creek Road; however, a large portion of the farmlands are now developed in the Grand Oaks community and in the northeast quadrant of the SR 16 / IGP intersection.

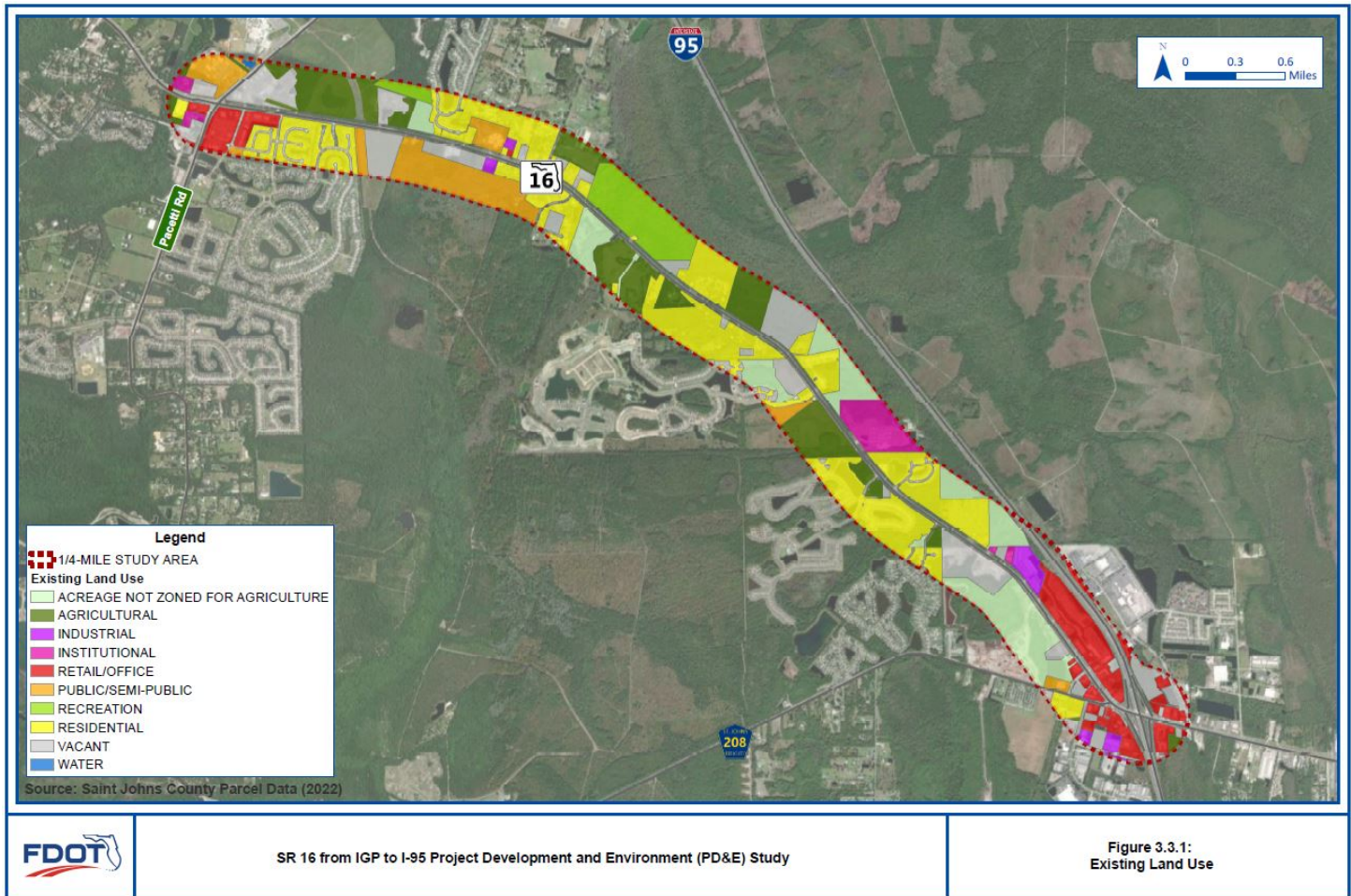


Figure 3.3.1: Existing Land Use

Figure 3.3.2 shows the future land use map for the project corridor based on the data from the St. Johns County GIS data center (last updated in 2017). The primary land use for the study area is mixed use district (34.9%) followed by rural / silviculture (29.9%), and residential (21.1%). Property indicated as rural / silviculture in the middle of the corridor are actively being developed into residential communities. The future land use is not anticipated to be impacted as a result of this project.

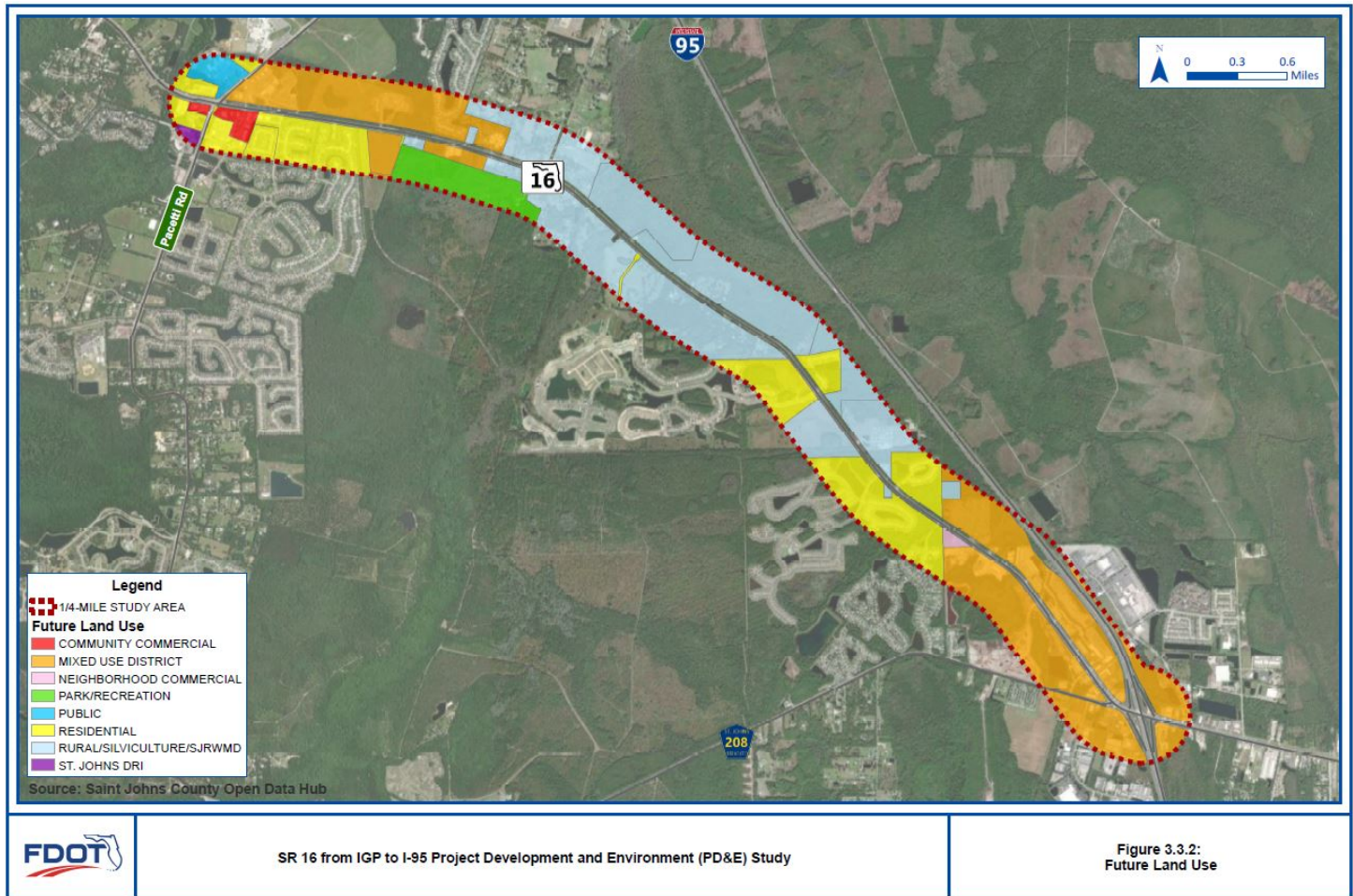


Figure 3.3.2: Future Land Use

3.4 Mobility

The proposed SR 16 improvements will provide enhanced pedestrian / bicycle mobility. A 12-foot-wide shared use path is proposed on both sides of SR 16 that will tie into the existing sidewalk to accommodate bicyclists and pedestrians. A five-foot paved outside shoulder is also typical throughout the project limits and can be used as a bicycle lane, although it will not be designated as such.

The Sunshine Bus Company operates the transit service for St. Johns County. There is one bus route, the purple line, that runs along SR 16 from the St. Augustine Outlet Mall east into downtown St. Augustine and then north to Jacksonville. There are no bus stops located within the study limits. The closest bus stop is at the St. Augustine Outlet Mall (labeled as "The Prime Mall") east of I-95 as shown in Figure 3.4.1. No impacts are expected to this transit service.

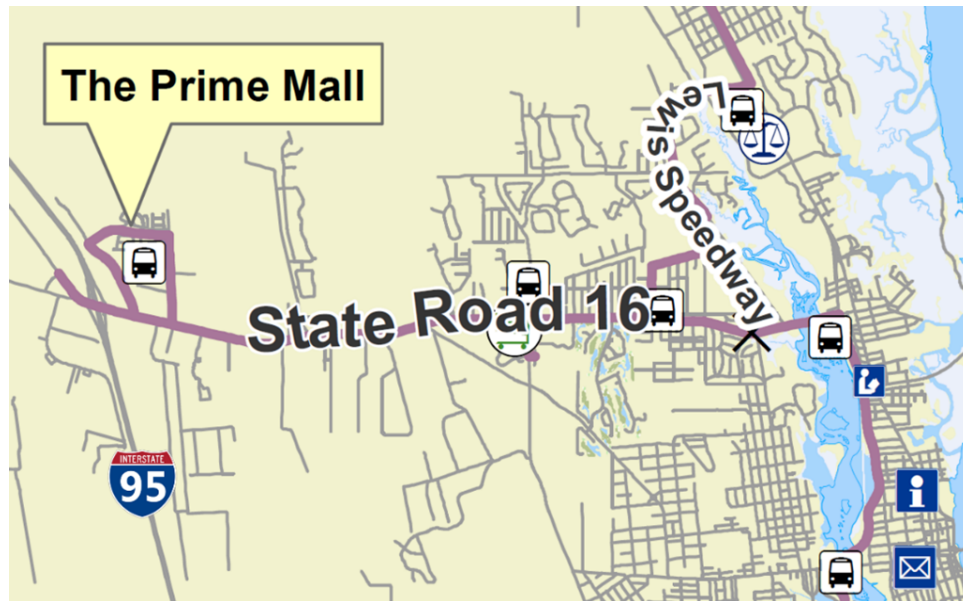


Figure 3.4.1: Purple Line Transit Map

Non-motorized access to businesses and community focal points will improve as a result of the pedestrian and bicycle improvements associated with this project. Access for transportation disadvantaged persons will also be improved with the addition of Americans with Disabilities Act (ADA) compliant shared use paths along SR 16.

The existing traffic congestion along SR 16 results in user delays that will continue to worsen if no improvements are implemented. The proposed project will enhance mobility, alleviate congestion, and promote regional connectivity by adding an additional lane in each direction on SR 16 and adding median openings to control access throughout the study area. The restrictive access, mentioned in *Section 3.2 Economic*, will result in vehicles traveling further downstream on SR 16 before making a U-turn, driving upstream, and then turning right into their final destination. Properties with access to SR 16 today will retain access with the proposed improvements. Driveway connections will be refined during the final design phase of the project.

3.5 Aesthetic Effects

The SR 16 corridor is a typical rural roadway with minimal aesthetic features inside the existing right-of-way. However, there are sections of trees within the existing right-of-way that provide some viewshed buffer between the road and the existing neighborhoods on the south side of SR 16. The trees that are located in the existing right-of-way will be removed. Noise walls were evaluated and may provide a similar visual buffer between the roadway and the neighborhoods along the corridor. The analysis recommends 18 to 22-foot noise walls in front of the following neighborhoods:

- Sevilla Community;
- Tomoka Pines Subdivision; and
- Soluna Apartments.

More information about the noise analysis and recommendations is located in Section 6.1 of this report and the Noise Study Report (NSR), located in the technical materials and available in the project file.

3.6 Relocation Potential

The Preferred Alternative roadway improvements do not impact any right-of-way or require any relocations, however, the preferred pond sites impact four parcels for a total of 39.8 acres. Temporary construction easements are also required for the roadway and pond improvements and are anticipated to impact 3.9 acres. No relocations are anticipated as a result of this project.

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 Section 421.55, Florida Statutes, 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

The Preferred Alternative requires right-of-way for pond sites and results in approximately 13.3 acres of prime and unique farmland impacts. Following the Farmland Protection Policy Act (FPPA) of 1981, FDOT coordinated with Natural Resources Conservation Service (NRCS) to ensure impacts to farmlands are minimized. The coordination is attached to this document and in the project file. A total of 70.9 out of 260 points were given to the farmland impacts as a result of this project. This falls below the 160-point threshold, so no additional coordination with NRCS is necessary. The Farmland Conversion Impact Rating Form is attached to this document and is also available in the project file.

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 these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 05/23/2024. Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

An APE was developed to consider visual, audible, and atmospheric effects that the project may have on historic resources. To account for the potential effects of the project on historic properties, the archaeological APE was defined to include the existing right-of-way where improvements are proposed. The architectural history APE included the existing right-of-way and was extended to the back or side property lines of parcels adjacent to the right-of-way, or a distance of no more than 328 feet from the right-of-way line. The term "project APE" refers to the combined archaeological and architectural history APE.

The architectural survey resulted in the identification and evaluation of 15 historic resources within the project APE, including four previously recorded resources. The previously recorded resources include four historic structures (8SJ04044, 8SJ05074-8SJ05076). Newly recorded resources include 11 historic structures (8SJ08214-8SJ08224). Based on the results of the current survey, one resource (8SJ08220) is obscured from the right-of-way and cannot be evaluated, and the 14 remaining resources lack the historical significance and architectural or engineering distinction necessary for NRHP eligibility. Resource 8SJ08220 is a newly recorded frame vernacular residence within St. Johns County. This resource is not anticipated to be impacted as a result of this project. Figure 4.1.1 shows the cultural resources sites within the study area.

The archaeological survey consisted of pedestrian survey and systematic shovel testing in portions of the project APE not covered by previous cultural resource surveys. As such, archaeological testing during the current survey was conducted within untested portions of the right-of-way, and a total of 14 shovel tests were excavated. All shovel tests were negative for artifacts; an additional 35 no dig points were recorded where testing was not possible due to disturbance, buried utilities, or ground-surface inundation.

Two CRAS addendums were also conducted for this project to evaluate pond sites. A Cultural Resources Effects Determination Letter for the first addendum was sent to the SHPO on May 28, 2024, and SHPO concurred with the findings on June 10, 2024. A Cultural Resources Effects Determination Letter for the second addendum was sent to the SHPO on May 16, 2025, and SHPO concurred with the findings on June 11, 2025. The letters are located in the technical materials and available in the project file. For more information about the historic or archaeological survey, refer to the CRAS or CRAS Pond Addendums, located in the technical materials and available in the project file.

Archaeological testing was conducted on untested portions of the four proposed pond footprints and easement / floodplain compensation area. In total, 31 shovel tests were excavated throughout the APE and five no-dig points were marked

where testing was not possible due to water inundation at the surface. All shovel tests were negative for artifacts and no archaeological sites or occurrences were identified.

No NRHP-listed or eligible cultural resources were identified within the project APE.

A technical memorandum was prepared regarding FDOT Bridge Number 780064 (Turnbull Creek) within the project limits and is located in the technical materials and available in the project file. Bridge Number 780064 is excluded from Section 106 consideration for the following reasons:

- This bridge is not listed in the NRHP and has not been determined eligible for such listing;
- This bridge is not located adjacent to or within a NRHP-listed or eligible historic district; and
- This bridge does not constitute an example 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.

For these reasons, the bridge was not recorded or evaluated by the present survey.

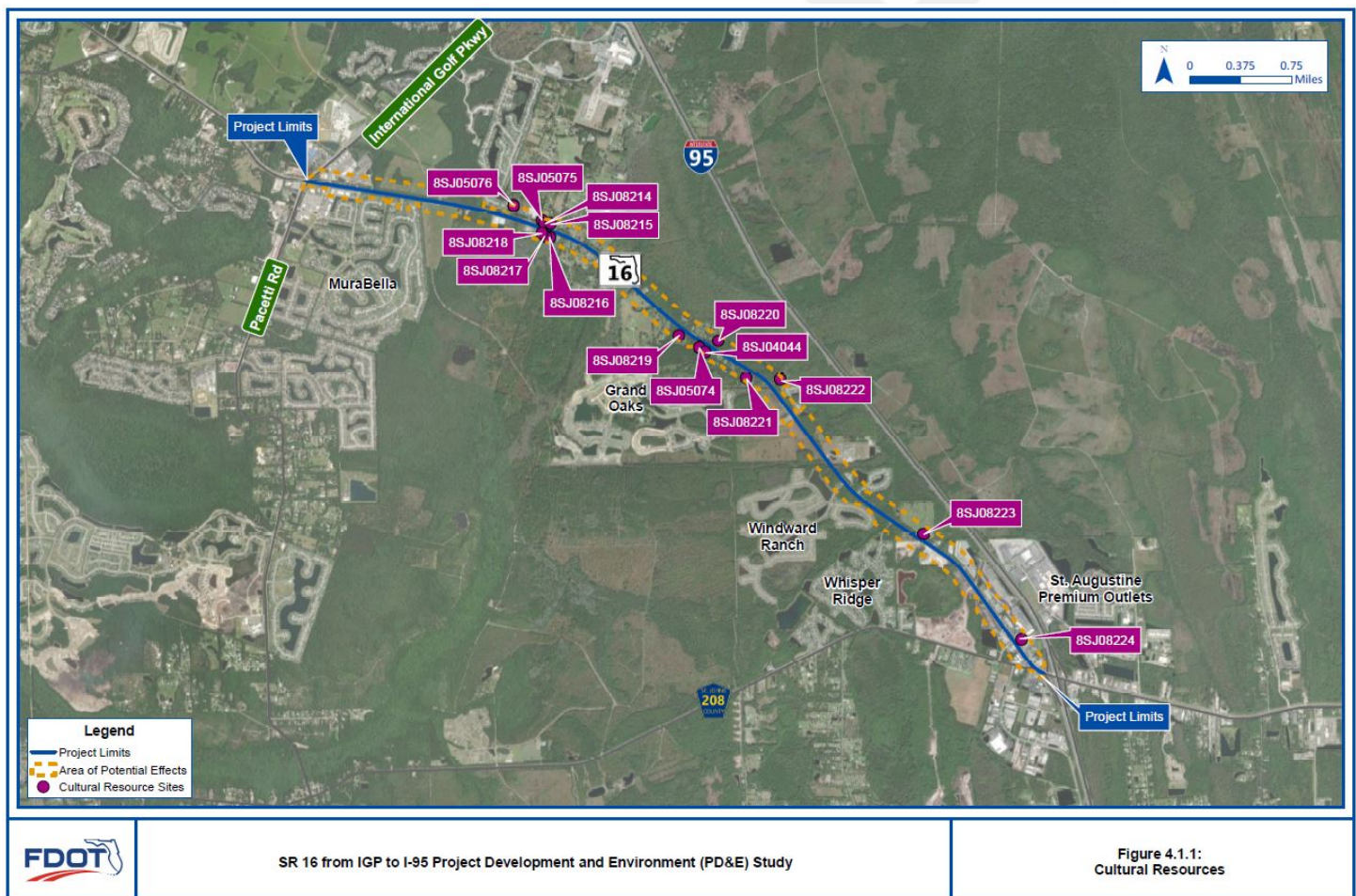


Figure 4.1.1: Cultural Resources

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.

There is one Section 4(f) resource within the study area, Mill Creek Park, as shown in Figure 4.2.1. Mill Creek Park features a multipurpose field, two baseball fields, two softball fields, four batting cages, concessions, and restrooms. The Preferred Alternative requires no temporary or permanent right-of-way acquisition from Mill Creek Park, and there will be no proximity impacts that rise to the level of substantial impairment. Access to Mill Creek Park will be maintained, including the eastbound right-turn lane into the park property, and a westbound directional median opening, as well as right-in and right-out movements. Those wishing to exit Mill Creek Park to travel westbound on SR 16 will travel eastbound to the directional median opening at Clyde E. Lassen Veterans Nursing Home and perform a U-turn. A Determination of Applicability (DOA) was completed for Mill Creek Park and the FDOT Office of Environmental Management concurred with the No Use determination on May 23, 2024. The DOA is located in the technical materials and available in the project file.

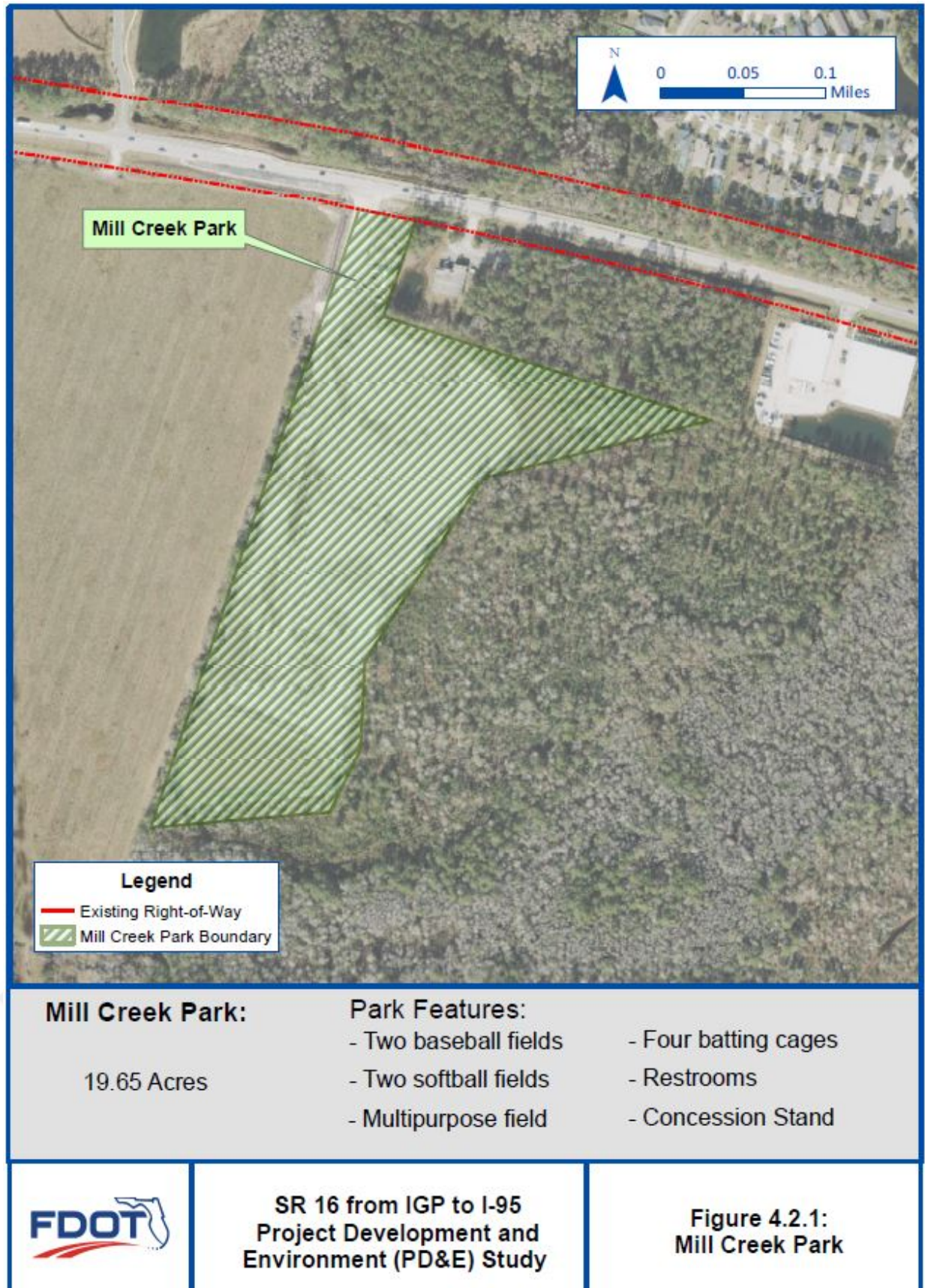


Figure 4.2.1: Mill Creek Park

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

There are no other protected public lands in the project area

There are two conservation areas located adjacent to the study area: Turnbull Creek Conservation Area and Twelve Mile Swamp Conservation Area, as shown in Figure 4.4.1. Turnbull Creek Conservation Area is a 700-acre property owned by St. Johns County and is located adjacent to SR 16 on the south side, next to Mill Creek Park. Turnbull Creek Conservation Area is part of a major wetland restoration, enhancement, and creation initiative by St. Johns County that includes removal of roads, ditches, berms, installation of ditch blocks and low water crossings, and creation of wetlands and native planting. This property is not open to the public and is not considered a Section 4(f) property. Twelve Mile Swamp Conservation Area is comprised of large swamps, planted pine forest and several small cypress domes totaling more than 2,000 acres. This site is located east of I-95 and is substantially set back from SR 16 but crosses the 1/4-mile study area near the St. Augustine Outlet Malls. This property includes 378 acres designated as a recreation area that is open to the public. This recreation area includes 2.2 miles of trails that are accessible for hiking, biking, and equestrian use. Twelve Mile Swamp Recreation Area is a Section 4(f) property however, it will not be directly, indirectly, or temporarily impacted by this project as the Section 4(f) property is located almost 1/4-mile from the project corridor.

No impacts to recreational areas or protected lands are anticipated as a result of this project.

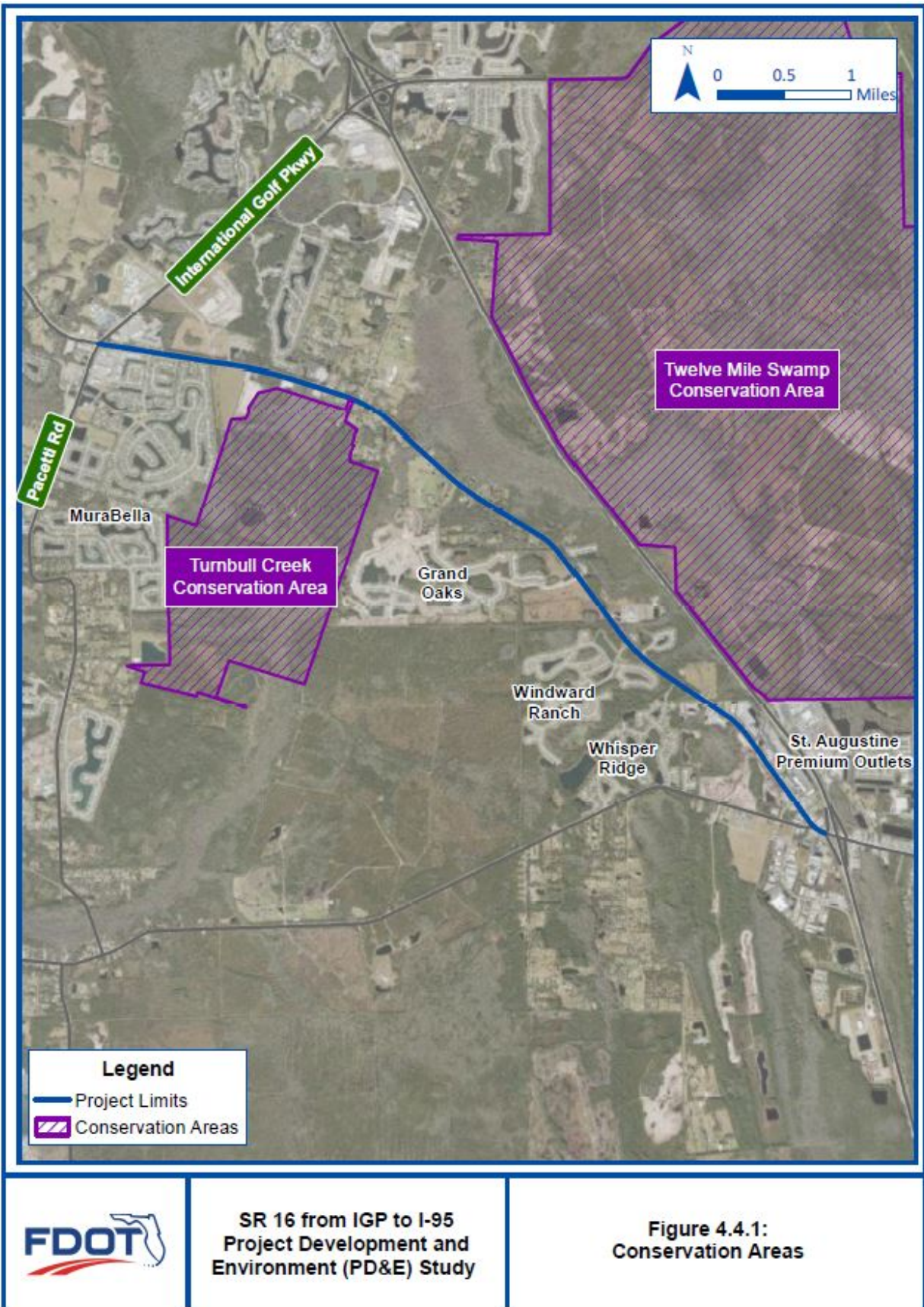


Figure 4.4.1: Conservation Areas

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.

A Natural Resource Evaluation (NRE) and NRE Addendum were conducted for this project and are available in the technical materials and project file. This section combines both reports. This project was evaluated for impacts to wildlife resources, including federally protected species, in accordance with Section 7 of the Endangered Species Act (ESA, 1973), as amended, and FDOT PD&E Manual. This report summarizes information pertaining to all federally listed, candidate, and proposed species for listing, and state-listed species that may occur within the project study area. Unless otherwise noted, all of these are collectively referred to as "listed species" in this report. In addition, this report contains information regarding non-listed wildlife species that may be impacted by the project.

Listed species known to occur in the county, but for which suitable habitat does not exist within the project study area and for which there have been no documented reports within one mile of the project study area were determined to have no probability of occurrence and will not be affected by this project. The majority of these species do not merit discussion in this report. The following listed species were determined to have no probability of occurrence but are discussed briefly in this report to clarify their evaluations.

The Black Creek crayfish (*procambarus pictus*); a state-threatened species and a proposed species for listing by United States Fish and Wildlife Service (USFWS) is known to occur in St. Johns County but was determined to have no probability of occurrence in the project study area because it is not known to occur in Turnbull Creek. For the eastern black rail (*laterallus jamaicensis*); a federally-threatened species, vegetative cover is too short and thin to provide sufficient suitable freshwater marsh and wet prairie habitats for this species. Therefore, there is no probability of occurrence in project study area. The West Indian manatee (*trichechus manatus*); a federally-threatened species, was also determined to have no probability of occurrence in the project study area because the portion of Turnbull Creek downstream of the SR 16 bridge is too shallow to allow this large species to access the project study area. These species will not be affected by this project and are not discussed further in this report.

A total of 38 species of protected plants and animals are known to occur in the project study area. A determination was made for each listed species based on the current understanding of the proposed project and its effects. These determinations were made using effect determination keys, where appropriate, and reasonable scientific judgement. A summary of the federally listed species and effect determinations are provided in Table 5.1.1.

| Scientific Name | Common Name | Federal Status | State Status | Preferred Habitat | Habitat Present in Study Area | Probability of Occurrence in the Study Area | Effect Determination |
|---|------------------------|----------------|--------------|--|-------------------------------|---|----------------------|
| Plants | | | | | | | |
| <i>Asarum Arifolium</i> (<i>Hexastylis Arifolia</i>) | Little Brown Jug | N | ST | Shady hammocks, slopes, and wetland edges. | Yes | Low | NAEA |
| <i>Asclepias Viridula</i> | Southern Milkweed | N | ST | Wet flatwoods and prairies, seepage slopes, pitcherplant bogs. | Yes | Low | NAEA |
| <i>Calopogon Multiflorus</i> | Manyflowered Grasspink | N | ST | Longleaf pine savannahs and flatwoods | Yes | Low | NAEA |
| <i>Calydorea Coelestina</i> | Bartram's Ixia | N | SE | Wet to mesic flatwoods | Yes | Low | NAEA |
| <i>Carex Chapmanii</i> | Chapman's Sedge | N | ST | Swamps, hydric hammocks, seepage slopes, and mesic hammocks | Yes | Low | NAEA |
| <i>Coreopsis Intergrifolia</i> | Ciliate Leaf Tickseed | UR | SE | Floodplains and swamps | Yes | Low | NAEA |
| <i>Gonolobus Suberosus</i> (<i>Matelea Gonocarpus</i>) | Anglepod | N | ST | Hammocks | Yes | Low | NAEA |
| <i>Helianthus Carnosus</i> | Lake-side Sunflower | N | SE | Wet flatwoods and prairies | Yes | Low | NAEA |
| <i>Lilium Catesbaei</i> | Pine Lily | N | ST | Pine savannas, marshes, flatwoods, and bogs | Yes | Moderate | NAEA |
| <i>Litsea Aestivalis</i> | Pondspice | N | SE | Pond margins, cypress dome, and swamp edges | Yes | Low | NAEA |
| <i>Lobelia Cardinalis</i> | Cardinalflower | N | ST | Swamps, riverbanks, and cypress domes. | Yes | Moderate | NAEA |
| <i>Lythrum Curtissii</i> | Curtiss' Loosestrife | UR | SE | Roadside ditches, wet flatwoods, and streambanks | Yes | Low | NAEA |
| <i>Nemastylis Floridana</i> | Celestial Lily | N | SE | Wet flatwoods, prairies, marshes, cabbage palm hammock edges | Yes | Low | NAEA |
| <i>Nolina Atopocarpa</i> | Florida Beargrass | N | ST | Wet pine flatwoods | Yes | Low | NAEA |

| | | | | | | | |
|--|-----------------------------|---|----|---|-----|------|------|
| <i>Orbexilum Virgatum</i> | Pineland Leatherroot | N | SE | Pine flatwoods and savannahs, usually in moist soils | Yes | Low | NAEA |
| <i>Pecluma Plumula</i> | Plume Polypody | N | SE | Epiphytic on tree branches or on limestone in hammocks and swamps | Yes | Low | NAEA |
| <i>Pinguicula Caerulea</i> | Blueflower Butterwort | N | ST | Marshes, swamp edges, and wet flatwoods | Yes | Low | NAEA |
| <i>Pinguicula Lutea</i> | Yellow Butterwort | N | ST | Sandy bogs and open wet flatwoods | Yes | Low | NAEA |
| <i>Platanthera Blephariglottis</i> Var. <i>Conspicua</i> | White Fringed Orchid | N | ST | Bogs, swamps, and marshes | Yes | Low | NAEA |
| <i>Platanthera Ciliaris</i> | Yellow Fringed Orchid | N | ST | Bogs, swamps, and marshes | Yes | Low | NAEA |
| <i>Platanthera Nivea</i> | Snowy Orchid | N | ST | Bogs, swamps, and marshes | Yes | Low | NAEA |
| <i>Pogonia Ophioglossoides</i> | Rose Pogonia | N | ST | Wet pine savannahs and flatwoods | Yes | Low | NAEA |
| <i>Pycnanthemum Floridanum</i> | Florida Mountain-mint | N | ST | Sandhills, mesic forests, and disturbed areas | Yes | Low | NAEA |
| <i>Rudbeckia Nitida</i> | St. Johns Blackeyed Susan | N | SE | Wet or mesic pine flatwoods, bogs, savannahs, seepage slopes, and roadside ditches. | Yes | Low | NAEA |
| <i>Ruellia Noctiflora</i> | Nightflowering Wild Petunia | N | SE | Wet flatwoods, seepage slopes, and hydric hammocks | Yes | Low | NAEA |
| <i>Sarracenia Minor</i> | Hooded Pitcherplant | N | ST | Wet flatwoods, swamps, marshes, and bogs | Yes | High | NAEA |
| <i>Verbesina Heterophylla</i> | Variable-leaf Crownbeard | N | SE | Flatwoods and dry mixed forests. | Yes | Low | NAEA |
| <i>Zephyranthes Atamasca</i> Var. <i>Atamasca</i> | Rainlily | N | ST | Swamps, floodplains, wet prairies, and wet roadsides | Yes | High | NAEA |
| <i>Zephyranthes Atamasca</i> Var. <i>Treatiae</i> | Treat's Rainlily | N | ST | Swamps, floodplains, wet prairies, and wet roadsides | Yes | High | NAEA |
| Insects | | | | | | | |

| | | | | | | | |
|----------------------------------|----------------------|----|----|---|---|----------|--------|
| <i>Danaus Plexippus</i> | Monarch Butterfly | PT | N | Breeding females lay eggs on Asclepias spp. (milkweeds) where the larvae develop. Non-breeding and breeding adults forage on many species of wildflowers, and so may occur in areas with high densities of wildflowers. | Yes | Moderate | N/A |
| Reptiles | | | | | | | |
| <i>Drymarchon Corais Couperi</i> | 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. | Xeric habitat and other desirable gopher tortoise habitat is absent but wetlands and other foraging habitats are present. | Low | MANLAA |
| <i>Gopherus Polyphemus</i> | Gopher Tortoise | N | ST | Sandhills, scrub, dry flatwoods, dry ruderal areas. | Uplands within the project study area are moderately to marginally suitable. | Moderate | NAEA |
| <i>Pituophis Melanoleucus</i> | Pine Snake | N | ST | Sandhill, sand pine scrub and scrubby flatwoods. | Pinelands in the project study area may be moderately suitable. | Low | NAEA |
| Birds | | | | | | | |
| <i>Egretta Caerulea</i> | 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. | Yes | High | NAEA |

| | | | | | | | |
|-----------------------------|-------------------|----|----|--|-----|----------|--------|
| <i>Egretta Tricolor</i> | 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. | Yes | Moderate | NAEA |
| <i>Mycteria Americana</i> | 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. | Yes | High | MANLAA |
| <i>Platalea Ajaja</i> | 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 flooded trees or shrubs or on islands. | Yes | Low | NAEA |
| Mammals | | | | | | | |
| <i>Perimyotis Subflavus</i> | Tricolored Bat | PE | N | Colonies prefer to roost in culverts (less often in other artificial structures) in the colder months and in trees or Spanish moss in the warmer months. | Yes | Low | N/A |

Key:**PT** = Proposed threatened.**T** = Threatened: species likely to become endangered within the foreseeable future throughout all or a significant portion of its range.**PE** = Proposed endangered.**N** = Not federally-listed.**UR** = Not listed, but under review.**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.**FT** = Federally threatened: species federally listed as likely to become endangered within the foreseeable future throughout all or a significant portion of its range.**NAEA** = No adverse effect anticipated**MANLAA** = May affect, not likely to adversely affect.**Table 5.1.1: Federally-Listed Species, Proposed Species, and State-Listed Species in the Project Study Area**Critical Habitats

Based on the USFWS Critical Habitat mapper, there is no designated Critical Habitat within the project study area.

Federally-Listed Plant Species

No federally-listed plant species were observed during the site inspections. No federally-listed plant species are known to occur in St. Johns County, and none were found to have any probability of occurrence within the project study area. (State-listed species noted as Under Review for federal listing are not considered federally-listed.)

Federally-Listed Animal SpeciesReptiles

Eastern Indigo Snake (*Drymarchon Corais Couperi*) - The eastern indigo snake is a federally threatened species that is linked to xeric habitats and gopher tortoise burrows, and forages in both uplands and wetlands. Indigo snakes prefer large tracts of undisturbed land. Most of the project study area consists of existing right-of-way. There has been no documented occurrence of this species within a five-mile radius of the project study area. Habitat mapping and preliminary gopher tortoise surveys conducted during the site visits on November 14, 15, and 17, 2023, July 10, 2024, and January 31, 2025 found no xeric habitats in the project study area and no active or inactive gopher tortoise burrows. The project study area is located in a region of Florida that is subject to the version of the USFWS Eastern Indigo Snake Programmatic Effect Determination Key that was updated in August 2017.

The sequence followed in the effect determination key is as follows: A) The project is not located entirely in open water or saltmarsh, B) the permit will be conditioned for the use of USFWS' Standard Protection Measures for the Eastern Indigo Snake, C) there are holes or other refugia where a snake could be buried, D) the project will not affect more than 25 acres of xeric habitat or more than 25 active and inactive gopher tortoise burrows, and E) the permit will be conditioned such that all active or inactive gopher tortoise burrows will be excavated and any indigo snakes encountered will be allowed to vacate the area. This sequence concludes that the project **may affect, but is not likely to adversely affect**, the eastern indigo snake, and further consultation is not required.

Birds

Wood Stork (*Mycteria Americana*) - The wood stork, federally-listed as threatened, is a wetland-dependent wading bird. It nests and roosts in areas containing woody vegetation over standing water, preferably in cypress trees or mangroves. The wood stork ranges across the state, except for the western half of the panhandle. It routinely travels six to 25 miles to feeding sites and is known to fly between 60 to 80 miles to find food. It feeds in areas of calm and clear water that is

between two to 16 inches deep. The wood stork requires areas that have long hydroperiods that allow for its prey to reproduce, and droughts that concentrate its prey into small pools making it easier to catch.

USFWS designates core foraging areas (CFAs) for each documented wood stork colony by region. St. Johns County is within the North Florida region which defines each CFA as a 13-mile radius surrounding the colony location. Wetlands and shallow waters within the regionally defined radii may be considered Suitable Foraging Habitat (SFH) for wood storks. The project study area is located within the CFA for the St. Augustine Alligator Farm wood stork colony, approximately 7.6 miles southeast of the project study area. No wood storks were observed in the project study area, but they are highly likely to occur in the project study area's wetlands and waters where surface water is present but shallow. The project is expected to incur more than 0.5 acre of impact to SFH. The project's potential effect on wood storks was evaluated using the United States Army Corp of Engineers (USACE)/USFWS Effect Determination Key for the Wood Stork in Central and North Peninsular Florida (2008).

The sequence followed in the effect determination key is as follows: A) The project is more than 2,500 feet from a colony site, will impact SFH, B) the project will impact more than 0.5 acre of SFH, C) the project is located in a CFA, and D) FDOT will provide SFH compensation within the service areas of FWS-approved mitigation banks. At this time, mitigation credits are available from the following mitigation banks: Fish Tail Swamp Mitigation Bank, Lake Swamp Mitigation Bank, St. Johns Mitigation Bank, St. Marks Pond Mitigation Bank, Star 4 Mitigation Bank, Town Branch Mitigation Bank, Tupelo Mitigation Bank, and Brick Road Mitigation Bank. Therefore, the project **may affect, but is not likely to adversely affect**, the wood stork. Mitigation is expected to be provided that will comply with FWS requirements.

State-Listed Plant Species

No state-listed plant species were observed during the site inspections. A total of 29 state-listed plant species were determined to have some probability of occurrence in the project study area. Probability of occurrence is based on rarity, quality of on-site habitats, and/or quantity of on-site habitats. Of these 29, 13 of them (the little brown jug, southern milkweed, manyflowered grasspink, Chapman's sedge, anglepod, Florida beargrass, blueflower butterwort, yellow butterwort, white fringed orchid, yellow fringed orchid, snowy orchid, rose pogonia, and Florida mountainmint) are state-listed as threatened and have been given a low probability of occurrence. A total of 11 (Bartram's ixia, ciliate leaf tickseed, lakeside sunflower, pondspice, Curtiss' loosestrife, celestial lily, pineland leatherroot, plume polypody, St. Johns blackeyed susan, nightflowering wild petunia, and variable-leaf crownbeard) are state-listed as endangered and have been given a moderate probability of occurrence. Two species (the pine lily and the cardinalflower) are state listed as threatened and have been given a moderate probability of occurrence, while the final three species (the hooded pitcherplant, rainlily, and Treat's rainlily) are state-listed as threatened and have been given a high probability of occurrence. None of these state-listed plant species were observed in the project study area. Potential impacts to individual plants of any of these 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.

State-Listed Animal Species

Reptiles

Gopher Tortoise (*Gopherus Polyphemus*) - The gopher tortoise is a state-threatened species that inhabits xeric and mesic forests, fields, and disturbed areas. Habitat assessment and preliminary gopher tortoise surveys conducted during the site visits on November 14, 15, and 17, 2023, July 10, 2024, and January 31, 2025 identified habitats suitable for gopher tortoises. However, these surveys found no xeric habitats and no potentially occupied gopher tortoise burrows. In general, open undeveloped areas consisted of pastures and similar managed land uses, and forested uplands generally appeared to have high water tables making them unattractive to gopher tortoises. The gopher tortoise has been given a low

probability of occurrence in the project study area. Therefore, **no adverse effect is anticipated** for this state-listed species.

Pine Snake (*Pituophis Melanoleucus*) - Similar to the eastern indigo snake, the state-threatened pine snake is linked to xeric habitats and to gopher tortoise burrows. This species is found throughout Florida, with suitable habitat including longleaf pine woodlands, xerophytic oak woodlands, sand pine scrub, pine flatwoods on well-drained soils, and old fields on former sandhill sites. The pine snake avoids hammocks and forests that have a thick canopy. It burrows through the ground and moves around using burrows left by pocket gophers and gopher tortoises. While on-site uplands are suitable for this species, no pine snakes were observed. Therefore, **no adverse effect is anticipated** for this state-listed species.

Birds

Wading Birds - Three state-listed wading bird species may occur in the project study area: the little blue heron (*egretta caerulea*), the tricolored heron (*egretta tricolor*), and the roseate spoonbill (*platalea ajaja*). These species, state-listed as threatened, may forage in wetlands and waters in the project study area when shallow water is present. These species typically nest in mixed-species colonies (rookeries). Rookery locations are documented by FWC and their activity status is tracked. The nearest documented wading bird rookery is located approximately 4.5 miles northeast of the project study area and was last documented as active in the 1970s by the FWC rookery survey. No undocumented rookeries were observed in the project study area during the site visits.

None of these species were observed during the site inspections. The little blue heron is equally likely to occur in inland wetlands/waters as in coastal ones, while the tricolored heron and roseate spoonbill increasingly prefer coastal wetlands/waters. Each state listed wading bird was given a probability of occurrence based on their preference for inland (where the project is located) versus coastal areas. The probability of occurrence was determined to be high for the little blue heron, moderate for the tricolored heron, and low for the roseate spoonbill. These wading birds are highly mobile species; if any individuals are present during construction, they can easily leave the area if disturbed. Therefore, **no adverse effect is anticipated** for these state-listed wading bird species.

Other Protected Species

Bald Eagle (*Haliaeetus Leucocephalus*) - While no longer considered a listed species under the ESA, the bald eagle is afforded protection under the Bald and Golden Eagle Protection Act (BGEPA) of 1940, as amended. Although the bald eagle has been delisted, restrictions regarding work around their nests are still in place. These restrictions vary based on the time of year and distance from the nest. USFWS defines two buffer zones (the primary and secondary zones) from the central location of a nest. Activity restrictions are based on the distance from the nest. The primary activity zone is 330 feet from the nest and the secondary activity zone is 660 feet from the central location of the nest. Generally, if work is proposed within 660 feet of the nest, restrictions may be applicable. If the nest is active and must be destroyed to construct the project, a permit from USFWS to take the nest will be required.

An active Bald Eagle nest (SJ056) occurs near the site of Pond 2C. The nest has been documented to be recently active; however, the pond was designed to eliminate any construction activities within the primary nest disturbance zone (330-foot radius from the nest tree). In addition, this zone consists of large trees that will block nesting eagles from visually observing any proposed construction. If the nest is active and work is proposed within the secondary nest protection zone during nesting season, nesting bald eagles will be afforded protection through the implementation of FDOT Special Provision 0070104-2.

Monarch Butterfly (*Danaus Plexippus*) - This species is designated as a proposed threatened species for federal listing by USFWS. Adult individuals of this species may reside in Florida year-round and breed in the state or may pass through the

state while migrating back and forth from breeding grounds in other states or from wintering sites in Mexico. Breeding females require milkweeds (*genus asclepias*) to lay their eggs on, and the larvae must feed on these milkweeds. The adults, like many other species of butterflies, rely on a variety of wildflowers as nectar food sources. No milkweeds were observed in the project study area; however, their presence cannot be ruled out. The project study area contains areas of grassy and weedy vegetation, and these areas have the potential to produce a variety of wildflowers upon which wandering (non-breeding) adult monarchs may feed. This species has been given a moderate probability of occurrence. No adult or larval individuals of this species were observed during the field investigation. The proposed project will not permanently eliminate all potential milkweed or wildflower habitats, nor will it alter the maintenance schedule to prevent flowering and seed set. Therefore, the project is unlikely to affect the monarch. If the monarch is listed by USFWS as threatened or endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

Tricolored Bat (*Perimyotis Subflavus*) - This species was recently proposed for listing as federally endangered (September 2022). In the Southeast, this is an uncommon species that is most likely to utilize culverts during the colder months and trees and Spanish moss (*Tillandsia usneoides*) in the warmer months. This species is rare in Florida and has been given a low probability of occurrence in the project study area. If the tricolored bat is listed by the USFWS as threatened or endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

Non-listed Bats - FWC regulates work that affects colonies of non-listed bats that may exist under bridges and inside culverts. The primary signs of bats include accumulation of guano, staining on vertical faces of the structure, and direct bat observations or hearing their vocalizations. In Florida, the most common bat species to utilize bridges are the Brazilian free-tailed bat (*tadarida brasiliensis*) and the big brown bat (*eptesicus fuscus*). The most common species to utilize culverts is the Southern myotis (*myotis austroriparius*). All three of these are non-listed species. The accessible and visible portion of the underside of the Turnbull Creek bridge were briefly inspected but no clear signs of bat occupation were observed. Bats can occupy, reoccupy, or abandon a site at any time. The bridge and all culverts will be inspected for the presence of bats prior to construction. The removal of any bats is subject to rules in 68A-9.010, F.A.C. If bats are present in the bridge or in or culverts, FDOT will follow current agency protection measures and will employ exclusion measures as necessary. Therefore, the project is unlikely to affect bats.

The NRE was sent to the USFWS, FWC, and FDACS on November 6, 2024. The FWC agreed with the NRE findings on December 9, 2024, and the USFWS concurred with the NRE findings on December 12, 2024. The FDACS commented on the NRE on November 7, 2024. The NRE Addendum was sent to the USFWS on May 16, 2025, and concurrence was received on May 19, 2025. All correspondence is attached to this report.

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.

Wetlands within the project study area were identified and classified using definitions and guidelines contained in the FDOT's Florida Land Use, Cover and Form Classification System (FLUCFCS) Handbook (1999) and the Cowardin System (1979). The USACE Wetland Delineation Manual (1987) and its regional supplements, the Florida Wetlands

Delineation Manual (Gilbert, et al., 1995), and several field guides aided in the identification of project wetlands. The attributes of the three parameters of vegetative composition, hydrologic regime, and soil classification are used to determine the presence and type of wetland system.

Wetlands and waters within the project study area were evaluated during the site visits on November 14, 15, and 17, 2023, July 10, 2024, and January 31, 2025. The boundaries of jurisdictional wetlands and waters within the project study area were estimated in accordance with Chapter 62-340, Florida Administrative Code (F.A.C.) and the USACE 1987 Manual and its subsequent addendums. All wetland and surface water boundaries and acreages given in this report are considered estimates and will be finalized during the permitting process.

For the purposes of this document, the conservative assumption is made that all wetlands and jurisdictional waters within the Preferred Alternative will be permanently and completely impacted, as complete design details that would precisely identify impact areas and types are not available at this time. The Preferred Alternative is anticipated to impact a total of 24.97 acres of wetlands.

The Preferred Alternative will impact a total of 24.97 acres of anticipated wetlands. Table 5.2.2 summarizes the expected UMAM mitigation requirements to offset the project's impacts to standard wetland functional values.

| Type | Wetland Impacts (acres) | UMAM Score | Required Standard Freshwater Functional Gain |
|--------------------------------------|----------------------------|------------|--|
| Streams and Waterways | 0.46 | 0.70 | 0.33 |
| Wetland-cut Ditches | 0.79 | 0.70 | 0.56 |
| Hydric Coniferous Plantations | 2.76 | 0.50 | 1.38 |
| Streams and Lake Swamps | 2.19 | 0.77 | 1.68 |
| Wetland Forested Mixed | 14.87 | 0.57 | 8.43 |
| Freshwater Marshes | 3.16 | 0.57 | 1.80 |
| Wet Prairies | 0.49 | 0.57 | 0.28 |
| Streams and Lake Swamps (Wetland 62) | 0.25 | 0.77 | 0.20 |
| Totals | 24.97 | - | 14.66 |

Table 5.2.2: Summary of UMAM Anticipated Functional Gain to be Required

It is estimated that the wetlands and waterways in the project study area will require a total of approximately 14.66 units of standard freshwater wetland functional gain to offset the impacts in both drainage basins.

Avoidance and Minimization

Wetland avoidance and minimization has been a priority throughout all phases of project development. As the project advances through subsequent phases, additional avoidance and minimization of wetland impacts will continue to be considered to the maximum extent practicable. As the project progresses into the design phase, it is possible that not all wetlands and jurisdictional waters in the Preferred Alternative will be permanently and completely impacted. For example, some wetland areas may be subject to temporary or partial impacts instead. At this time, it is estimated that a total of 24.97 acres of wetlands and jurisdictional waters will be permanently impacted. Temporary impacts, secondary impacts, and temporary work areas (if any) are not known at this time. Final impacts to wetlands and surface waters 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 (e.g.,

standard silt fencing, floating turbidity barriers, etc.) as necessary will protect the water quality of downstream systems.

The required wetland mitigation credits could be sourced from one or more than one of mitigation banks: Fish Tail Swamp Mitigation Bank, Lake Swamp Mitigation Bank, St. Johns Mitigation Bank, St. Marks Pond Mitigation Bank, Star 4 Mitigation Bank, Town Branch Mitigation Bank, Tupelo Mitigation Bank, Brick Road Mitigation Bank. FDOT will continue to consider all mitigation options to provide the necessary mitigation when the mitigation is required. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. Section 1344.

Wetland Findings

The Preferred Alternative has been evaluated in accordance with Federal Executive Order 11990 -"Protection of Wetlands." and U.S. Department of Transportation (USDOT) Order 5660.1A, Preservation of the Nation's Wetlands. The proposed project will have no significant short-term or long-term adverse impacts to wetlands, there is no practicable alternative to construction in wetlands, and measures have been taken to minimize harm to wetlands. Short-term construction-related impacts will be minimized in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.

Further information about wetlands and other surface waters can be located in the NRE and NRE Addendum, in the technical materials and available in the project file.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

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

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for St. Johns County were reviewed to determine the extents of the FEMA floodplains within the project limits. The anticipated floodplain impacts due to the proposed roadway construction were estimated to determine potential impacts to the 100-year floodplains and necessary compensation volumes. The exact impact volume from the proposed roadway construction will need to be assessed during the design phase, when survey, geotechnical data, and proposed cross-sections are available.

The project will impact the 100-year floodplain through both longitudinal and transverse encroachments. The longitudinal impacts result from fill within floodplain areas associated with the proposed roadway widening along the project. Transverse impacts result from roadway widening occurring at cross drain locations along the corridor. To minimize impacts, Floodplain Compensation Areas (FPCAs) or cut ditch sections will be considered for practicability and feasibility. Each FPCA site would provide compensation adjacent to the same encroachment location as the corresponding impact.

The floodplain impact volumes were calculated using the USGS LiDAR data and the 100-year FEMA floodplain. Table 5.4.1 shows the flood impact volume calculated using this method.

Roadway widening and construction of the additional westbound lanes will result in impacts to the adjacent FEMA floodplains. The anticipated floodplain impacts due to the proposed roadway improvements were calculated and FPCA alternatives were identified. The floodplain impact calculations are conservative and should be revised during design when survey, geotechnical data, and proposed cross sections are available. Floodplain compensation should be provided in roadside ditches and stormwater management facilities as the preferred alternative for floodplain compensation. Treatment and attenuation volumes provided in the stormwater management facilities should be used to demonstrate no adverse impact to the FEMA floodplain.

| Area | Location | Volume (ac-ft) | Total Volume (ac-ft) |
|--|--|----------------|----------------------|
| 1 | Pond Alternative 2A | 4.06 | 23.77 |
| | Pond Alternative 2B | 2.45 | |
| | Pond Alternative 3A | 0.07 | |
| | Pond Alternative 3B | 2.54 | |
| | Pond Alternative 3C | 12.51* | |
| | Pond Alternative 4A | 5.68 | |
| | Roadway right-of-way at Turnbull | 11.26* | |
| 2 | Roadway right-of-way west of Downs Corner Road | 1.84 | 1.84 |
| 3 | Roadway right-of-way east of Downs Corner Road | 1.90 | 1.90 |
| *Values used for Area 1 total volume based on roadway and preferred pond impacts | | | |

Table 5.4.1: Summary of Flood Impact Volumes

During the design phase, the roadway geometry should be optimized within the right-of-way to minimize the allowable floodplain impact volume to reduce the need for FPCA sites. Additionally, stormwater management facilities should be designed to provide additional floodplain compensation, where possible.

Further coordination with FEMA and local agencies shall occur throughout the PD&E study and final design to determine the requirements for the project. The final FPCA sites will be determined during final design. Floodplain encroachments will be mitigated on a cup-for-cup basis in floodplain compensation sites which have been designed such that there are no adverse impacts to the natural and beneficial floodplain values and no changes in flood risk. There will not be a change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that the encroachment type for this study is classified as "minimal."

More information about the floodplains can be found in the Location Hydraulic Report (LHR), in the technical materials and available in the project file.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

There are several existing ponds adjacent to the corridor that outfall into the SR 16 roadside ditches. In the proposed condition, a roadside ditch will be maintained. During the final design phase, the proposed drainage system will be designed to accept these offsite outfalls and convey them to Turnbull Creek.

Project improvements will be designed to meet the regulatory requirements of the applicable water management districts, the requirements outlined in the FDOT Drainage Manual, and the requirements of the FDOT Design Manual. For wet detention systems, the design treatment volume is the greater of the following: (a) one inch of runoff over the drainage area, (b) 2.5 inches times the impervious area (excluding water bodies).

The FDEP maintains the Statewide Comprehensive List of Impaired Waters, which contains waterbody-parameter combinations that have been verified as impaired based on criteria and assessment methodologies. The waters are identified by their respective waterbody ID (WBID). This project discharges into WBID 2411, Sixmile Creek. Total Maximum Daily Load (TMDL) requirements have not been adopted for this WBID. This project is within the Lower St. Johns Basin Management Action Plan (BMAP). No Special Basin Criteria were identified for this area.

When possible, a minimum of two off-site pond alternatives were analyzed for each pond basin. Ponds 2C, 3C, 4C, and 5C were selected as the preferred alternative pond sites due to the minimal environmental impacts and cost savings.

None of the pond alternatives in Basin 1 were considered as preferred ponds because of the potential impacts to residential and commercial parcels. Basin 1 was merged with Basin 2 for the drainage analysis therefore increasing the size of Ponds 2A, 2B, and 2C to accommodate both Basins 1 and 2. Pond 2C was also increased in size to offset attenuation requirements for Basin 3, in case treatment credits are available for Basin 3. Ponds 2A and 2B were not chosen as preferred alternatives due to the potential frontage impact to the respective parcel along SR 16.

Vacant parcels were selected for pond sites for Basin 3, 4, 5, and 6. Pond 3C was selected as the preferred alternative over Ponds 3A and 3B because of the cost of the parcel and the owner's willingness to sell. Basin 6 was integrated with Basins 4 and 5 for the drainage analysis of Ponds 4C and 5C as a cost saving alternative. The cost and feasibility of conveying Basin 6 was also considered due to the significant distance from Basin 6 to Basins 4 and 5. There is a considerable elevation difference from Basins 5 and 6 to Basin 4, which should facilitate the conveyance of stormwater runoff. The cost for Ponds 4C and 5C was found to be less than the cost of individual ponds and conveyance systems for Basins 4, 5, and 6. Table 5.6.1 shows the preferred pond sites for each basin along with the anticipated requirements.

| Basin | Preferred Pond Alternative | Right-of-way (acres) | Estimated Cost | |
|-------|----------------------------|----------------------|----------------|--------------|
| | | | Right-of-way | Construction |
| 1+2 | 2C | 18.6 | \$5,036,951 | \$6,199,165 |
| 3 | 3C | 5.2 | \$993,770 | \$1,483,104 |
| 4 | 4C | 7.4 | \$3,130,715 | \$2,974,389 |
| 5+6 | 5C | 8.1 | \$6,062,591 | \$6,054,293 |

Table 5.6.1: Preferred Pond Sites

Figure 1.1.1 shows the preferred pond alternatives. For more information on the proposed pond sizing and siting, refer to the Pond Siting Report (PSR), available in the technical materials and project file.

Drainage requirements for improvements to Segment 2 were not evaluated as this segment will maintain the existing four lanes with minimal widening at the Toms Road interchange.

Water Quality

A Water Quality Impact Evaluation (WQIE) Checklist was completed for this project and is available in the technical materials and project file. The results confirm that the project discharges to Sixmile Creek and Mill Creek. The project also alters the drainage system. The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the SJRWMD. It is therefore anticipated that no adverse effects will occur to the water quality within the project area. FDOT will continue to coordinate water quality and water quantity impacts and stormwater management with the appropriate regulatory agencies as required throughout the design and permitting phases of the project, as well as during and after construction. A pre-application meeting was held with SJRWMD on January 30, 2025. The meetings notes are located in WQIE.

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

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

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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.

A traffic noise study was performed for this Type I project and is documented in a Noise Study Report (NSR), available under separate cover. The traffic noise study was performed in accordance with the Federal Highway Administration's (FHWA) noise policy, Title 23 of the Code of Federal Regulations, Part 772 (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise and Construction Noise", the FDOT's PD&E Manual, and the FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook.

The existing noise levels and future design year (2050) noise levels for the No-Build and the Preferred Alternatives were predicted using the latest approved version of FHWA's Traffic Noise Model (TNM), Version 2.5. Design year (2050) traffic noise levels for the Preferred Alternative will approach or exceed the Noise Abatement Criteria (NAC) at 47 residences and a recreational area associated with Adventure Landing, an isolated non-residential / special land use site (NAC C) within the project limits. Therefore, the feasibility and reasonableness of noise barriers were considered for those noise sensitive sites predicted to be impacted by design year (2050) traffic noise in accordance with traffic noise study requirements set forth by both the FHWA and FDOT.

For 13 of the 47 impacted residences, noise barriers were not considered a feasible noise abatement options because they represent isolated residences. For a noise barrier to be considered an acoustically feasible abatement measure, it must benefit at least two impacted receptor sites. In addition, noise barriers were not determined to be a reasonable and feasible abatement measure for the recreational area associated with Adventure Landing. Due to the type of recreational area in Adventure Landing (i.e., mini-golf course), it's reasonable to assume that the usage would not be more than 44,326 person-hours per year. An isolated impacted special land use must have enough person-hour usage to equate to at least two residences to be found feasible.

Thirty-four of the 47 impacted residences are located within four single family / multi-family residential communities including Sevilla Community, Tomoka Pines Subdivision, Soluna Apartments, and Windward Ranch. The reasonableness and feasibility of noise barriers as an abatement measure were evaluated at these residential communities. The following summarizes the barriers analysis and recommendations at these locations. Note that the final decisions on noise barrier limits and heights are made during the project design phase. Also, during the design phase, an engineering constructability review will be conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined.

- **Sevilla Community** - Encompasses the impacted single-family residences (i.e., six) within the Sevilla Community located north of SR 16 and east of Winners Way. The 16- to 22-foot-tall ground mounted noise barriers evaluated at this location meet the minimum noise reduction design goal of seven dB(A) for at least one benefited receptor and all

barriers meet the reasonable cost criteria of equal to or less than \$64,000 per benefited receptor site. The 22-foot-tall barrier was determined to be most effective at this location and recommended for further consideration in the design phase. This barrier would benefit 14 receptors including the six impacted receptors and with an estimated construction cost of \$880,000 or \$62,857 per receptor site.

- **Tomoka Pines Subdivision** - Encompasses the impacted single-family residences (i.e., eight) within the Tomoka Pines Subdivision located north of SR 16 and east and west of Tomoka Pines Drive. Only the 22-foot-tall ground mounted barriers evaluated at this location meets the minimum noise reduction design goal of seven dB(A) for at least one benefited receptor and all barriers meet the reasonable cost criteria of equal to or less than \$64,000 per benefited receptor site. Therefore, the 22-foot-tall barrier was determined to be the only barrier configuration that would meet all criteria at this location and recommended for further consideration in the design phase. This barrier design would benefit 15 receptors including the eight impacted receptors and with an estimated construction cost of \$959,200 or \$63,947 per receptor site.
- **Soluna Apartments** - Encompasses the impacted multi-family residences (i.e., 20) within the Soluna Apartments located south of SR 16 and east of Amber Sun Way. The 20- to 22-foot-tall ground mounted noise barrier evaluated at this location meets the minimum noise reduction design goal of seven dB(A) for at least one benefited receptor and all barriers meet the reasonable cost criteria of equal to or less than \$64,000 per benefited receptor site. The 22-foot-tall barrier was determined to be most effective at this location and recommended for further consideration in the design phase. This barrier design would benefit 55 receptors, including 19 of the 20 impacted receptors and with an estimated construction cost of \$915,200 or \$16,640 per receptor site.

Noise barriers were also evaluated at the following location but are not recommended for further consideration at this time (unless otherwise noted below) since they did not meet FDOT's Noise Reduction Design Goal and/or FDOT's Noise Barrier Cost Reasonableness Criteria or were determined not to be feasible for construction:

- **Windward Ranch** - Encompasses the impacted single-family residences within the Windward Ranch Community located south of SR 16 and east of Windward Ranch Boulevard to west of Whisper Ridge Drive. The 18 to 22-foot-tall ground mounted noise barriers evaluated at this location meets the minimum noise reduction design goal of seven dB(A) for at least one benefited receptor. However, no barriers meet the reasonable cost criteria of equal to or less than \$64,000 per benefited receptor site. The lowest cost conceptual design (WR-CD1) is \$90,000 which exceeds the reasonableness cost criteria.

Noise barriers recommended for further consideration in the design phase for Sevilla Community, Tomoko Subdivision, and Soluna Apartments are expected to reduce traffic noise by at least five dB(A) at 84 residences including 33 of the 47 impacted sites. FDOT is committed to the construction of feasible noise abatement measures for the impacted sites associated with these residential communities contingent upon the following conditions:

FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified in Table 4.1 in the NSR and Figure 6.1.1 of this report, contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the County; and
- Safety and engineering aspects, as related to the roadway user and the adjacent property owner, have been reviewed, and any conflicts or issues resolved.

Figure 6.1.1 shows the potentially reasonable and feasible noise wall locations for this Study.

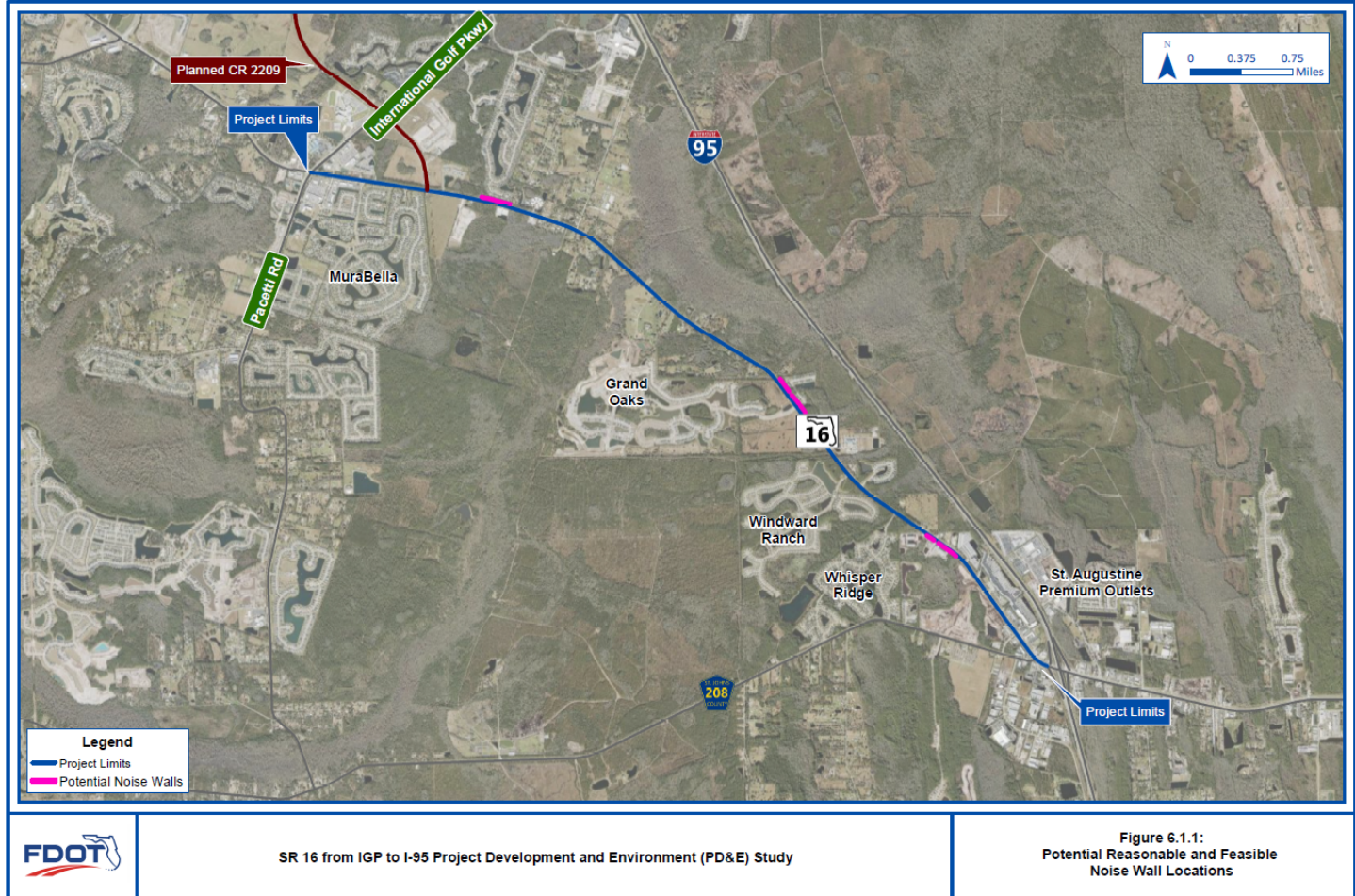


Figure 6.1.1: Potential Reasonable and Feasible Noise Wall Locations

During construction of the project, there is the potential for noise impacts to be greater than those resulting from normal traffic operations because heavy equipment is typically used to build roadways. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts. The project area does include residential, commercial, and institutional land uses. 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 conjunction 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 roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) and CSER Addendum was conducted for this project and are available in the project file. The objectives of this Level I Assessment were to identify and evaluate potential contamination sources that could impact the proposed project.

Based on the results of the contamination screening activities, Contamination Risk Ratings (CRRs), developed by FDOT, were used to assess each site: No, Low, Medium, and High. A total of 19 sites, six pond sites, and one preferred pond site have been identified as having potential to impact the subject corridor from hazardous substance and/or petroleum contamination. One site, three preferred pond sites, and a floodplain compensation area received a "No" risk rating. Nine sites, three pond sites, and one preferred pond site received a "Low" risk rating. Seven sites and three pond sites received a "Medium" risk rating. Two sites and no pond sites have been identified as "High" risk. Further assessment in the vicinity of the sites that received a "Medium" or "High" risk rating should include soil and/or groundwater sampling if subsurface work is proposed on, or adjacent to, the site. Impacts to construction are not anticipated at this time from the sites that received a "No" or "Low" risk rating. Table 6.3.1 lists the potential contamination sites within the project study area.

Based on the findings of this CSER, Level II Impact to Construction Assessments will be conducted for the medium and high-risk sites that are located in the immediate vicinity of proposed construction and excavation areas during the design phase of this project. The Preferred Alternative was designed to avoid or minimize involvement with known or potential contamination sites, where possible. However, some sites could not be avoided, and minor right of-way acquisition is required. The roadway improvements do not require right-of-way, so no direct impacts to the contamination sites are anticipated, however, a preferred pond site (4C) is classified as a low-risk site and no contamination impacts are anticipated.

More information about contamination is located in the CSER and CSER Addendum, in the technical materials and available in the project file.

An asbestos survey was conducted on the bridge over Turnbull Creek on July 15, 2024. Laboratory analyses of the collected suspect samples indicated that the sampled materials did not contain asbestos. Renovation or demolition can proceed without engineering controls. The bridge over Turnbull Creek is unpainted, therefore, a metals-based paint survey was not conducted. The Asbestos Survey Report is located in the technical materials and available in the project file.

| Number | Site Name | Site Address | Contamination Risk Rating |
|-----------------------------------|--|---------------------------------|---------------------------|
| Sites | | | |
| 1 | Hortons Store / Walgreens | 5445 SR 16 | Medium |
| 2 | Mill Creek Academy | 3720 International Golf Parkway | Low |
| 3 | CVS Pharmacy #0652 | 57 Tuscan Way | Low |
| 4 | 7-Eleven Store #42108 | 3735 International Golf Parkway | Medium |
| 5 | Publix Supermarket #1729 | 170 Village Commons Drive | Low |
| 6 | Senior Living at the Greens | 4950 SR 16 | Low |
| 7 | Former Bellsouth Communications Tower | 4881 SR 16 | Low |
| 8 | Bellsouth Tel Inc. 3K099 | 4875 SR 16 | Low |
| 9 | Clyde E. Lassen State Veterans Nursing Home | 4650 SR 16 | Low |
| 10 | Adventure Landing Station | 2780 SR 16 | Low |
| 11 | Flaglers Cleaners | 2730 SR 16 | Low |
| 12 | Racetrac #156 | 2711 SR 16 | Medium |
| 13 | Hustler's of Hollywood | 2575 SR 16 | Medium |
| 14 | Days Inn | 2560 SR 16 | Medium |
| 15 | Texaco #24-110-0001 / Pennzoil | 2500 SR 16 | High |
| 16 | Exxon Station / Cell Tower | 2450 SR 16 | High |
| 17 | Quality Inn Motel / Discount Tire | 2445-2453 (odd) SR 16 | Medium |
| 19 | Former Suspected Agriculture Areas (Right-of-way Only) | N/A | Medium |
| Proposed Pond Sites | | | |
| 1A | Undeveloped, Wooded Land | N/A | Medium |
| 1B | Undeveloped, Wooded Land | N/A | Medium |
| 1C | Undeveloped, Wooded Land | N/A | Low |
| 1D | Undeveloped, Wooded Land | N/A | Low |
| 4B | Undeveloped, Grassy land | N/A | Low |
| 4C* | Undeveloped, Grassy land | N/A | Low |
| 5B | Undeveloped, Wooded and Grassy land | N/A | Medium |
| * Signifies a Preferred Pond Site | | | |

Table 6.3.1: Contamination Sites and Risk Ratings

6.4 Utilities and Railroads

As part of the PD&E Study, a utility coordination effort was conducted with assistance from the FDOT District Utility Coordinator (DUC). A Sunshine 811 design ticket was used to identify and request information from utility owners within 200 feet of the existing centerline along SR 16 within the project limits. The utility owners along with their respective contact information is summarized in the Utility Assessment Report (UAR), available in the project file.

Segment 1 is anticipated to exhibit conflicts within the limits of new construction, including various buried gas and fiber optic lines that are currently located adjacent to the northern edge of pavement. Limited conflicts are anticipated between the southern edge of pavement and the proposed construction limits due to the addition of right turn lanes, bulb-outs, and shared use path. The improvements have been strategically located in effort to avoid impacts to existing transmission poles for the extent of the corridor. Additionally, the full reconstruction of the Turnbull Creek bridge will require temporary relocation and re-mounting of the TECO gas line.

Segment 2 is anticipated to have minimal impacts to existing utilities due to the large amount of milling and resurfacing of the existing roadway. However, possible impacts to gas and fiber optic lines located on the north side between the Shoppes at Mill Creek and The North Star (formerly Scottish Inns) are anticipated due to the reconstruction of the Toms Road intersection and construction of a shared use path.

The potential impacts detailed above will require further investigation due to the nature of the improvements. Existing sewer, water, and gas lines may conflict with minor earthwork behind the shared use path. Assuming that these facilities are sufficiently buried, they should not require relocation. No relocation is anticipated for the utilities located adjacent to the existing southern right-of-way.

Early coordination with AT&T Distribution will be crucial as duct banks have been identified within the study area and are anticipated to require a considerable amount of lead time to adjust or relocate.

Table 6.4.1 shows the assessment of conflicts from the responsive UAOs.

| Utility Owner | Utility Type | Anticipated Conflict |
|-------------------------------------|-----------------------|----------------------|
| AT&T Florida | Telephone | Minimal |
| Comcast | Fiber | Minimal |
| Florida Power & Light | Electric Distribution | Minimal |
| Florida Power & Light | Electric Transmission | Minimal |
| Hotwire Communications | Fiber | None |
| St. Johns County Utility Department | Sewer & Water | Minimal |
| TECO Peoples Gas | Gas | Minimal |

Table 6.4.1: Assessment of Conflicts from Responsive Utility Agency/Owners

There are no railroads within the project study area.

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.

Noise and vibration impacts may be generated by heavy equipment and construction activities such as pile driving and vibratory compaction of embankments. Adherence to local construction noise and/or construction vibration ordinances by the construction contractor will also be required, where applicable.

Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur but are temporary and short term. Long term visual impacts are not anticipated as the roadway improvements are in consistent with the existing character of the roadway.

Water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using BMPs. Erosion and sedimentation will be treated in accordance with the FDEP's National Pollutant Discharge Elimination System Permit and Stormwater Runoff Control Concept (SRCC).

Maintenance of traffic and construction sequencing will be planned to minimize traffic delays during project construction. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could inconvenience the community so that motorists, residents, and businesspersons can plan travel routes in advance. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report .

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired

To be acquired

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

A hybrid Alternatives Public Meeting was held on February 20, 2024 and February 22, 2024. The meeting was conducted both virtually via GoToWebinar and in-person. The virtual meeting was held on Tuesday, February 20, 2024 starting at 5:30 p.m. and the in-person meeting was held on Thursday, February 22, 2024 starting at 4:30 p.m. at the World Golf Village Renaissance.

Public meeting invitations consisted of a project flyer and were sent by e-mail to elected officials, appointed officials, and interested parties. The flyer was also mailed via first-class mail to 302 recipients which included property owners and tenants located within 300 feet of the SR 16 centerline, and homeowner associations adjacent to SR 16. The hybrid Alternatives Public Meeting was advertised in advance with a display ad in the *St. Augustine Record* on Tuesday, January 30, and Tuesday, February 13, 2024. An Alternatives Public Meeting notification was placed in the Florida Administrative Register (FAR) February 13, 2024 Edition, Volume 50 / Number 30, and the February 15, 2024 Edition, Volume 50 / Number 32. A public notice was created January 30, 2024, and posted on the FDOT public notice website in-advance of the meetings. A press release was distributed by FDOT to major local media outlets on February 13, 2024.

The virtual public meeting began at 5:30 p.m. with an open house where attendees were encouraged to submit comments via the GoToWebinar chat feature. At 6:00 p.m., attendees were briefly welcomed and elected officials were given the opportunity to be recognized. The St. Johns County Engineer was in attendance and stated support for the project. Then, the prerecorded presentation was played. Chat comments continued to be received and answered by FDOT and the project team. After the presentation, participants had an opportunity to make verbal comments, and the project team responded until there were no further questions, and the meeting concluded around 6:30 p.m.

Thirty-six people attended the virtual meeting, and the project team addressed 25 chat questions and five verbal comments during the meeting. The most common comment / question was regarding the location of proposed traffic signals, with the majority of the public wanting additional signals at the major neighborhood entrances. Other comments included questions on the proposed speed limit, turn lane locations, impacts to neighborhood entrances, timeline for construction, adjacent projects, and project cost.

The in-person public meeting was held at the World Golf Village Renaissance and began with an open house from 4:30 - 6:30 p.m. during which time attendees could review the project boards and engage with the project team to have their questions answered. At 6:30 p.m., FDOT provided a brief opening statement before playing the pre-recorded presentation. After the presentation, FDOT listened to and answered verbal comments and questions. The meeting concluded around 7:30 p.m.

The following project boards were displayed for attendees: Welcome, Title VI, Project Location Map, Typical Sections, Access Management, Existing Traffic Analysis (two boards), Intersections and Segments, Project Schedule, Federal and State Requirements, as well as two copies of the proposed improvements on 1" = 100' roll plots, spanning near 30 feet each.

Eighty-four people attended the in-person public meeting, 13 comment forms were received at the meeting, and 13 people spoke during the verbal comment period. The comments were generally in support of the project and the most common

comments included specific requests for lowering the speed limit and installing signals at the major neighborhood entrances. Other comments included, construction timeline, access management (additional median openings and U-turn locations), request for bicycle lanes and shared use path, and request for a smaller scale project.

Two comment forms, 32 emails, and one website comment were received during the 10-day comment period following the meeting. The comments were generally in support of the project and the most common comments included specific requests for lowering the speed limit and installing signals at the major neighborhood entrances. Other comments included a request to begin the project as soon as possible, construction timeline, request for additional turn lanes, and request for a noise wall.

Following the Alternatives Public Meeting the following decisions about the Preferred Alternative occurred:

- Traffic signals will be added to the following development entrances: Turnbull Creek Road, Whisper Ridge Road, Downs Corner, and Windward Ranch Boulevard; and
- Update bicycle / pedestrian facilities to 12-foot-wide shared use paths on both sides of SR 16 throughout the project limits.

The comments, exhibits, and presentation are located in the Comments and Coordination Report, in the technical materials and available in the project file.

Date of Public Hearing: 08/28/2025

Summary of Public Hearing

This section will be updated following the completion of the Public Hearing.

10. Commitments Summary

1. FDOT will utilize the most recent version of the USFWS Standard Protection Measures for the eastern indigo snake during construction.
2. FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the service area of a Service -approved wetland mitigation bank or wood stork conservation bank.
3. FDOT will re-initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the monarch butterfly if the monarch butterfly is listed by USFWS as threatened or endangered and the project may affect the species.
4. FDOT will re-initiate consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the tricolored bat if the tricolored bat is listed by USFWS as threatened or endangered and the project may affect the species.
5. FDOT will follow current agency protection measures and will employ exclusion measures as necessary to prevent negative impacts to roosting bats if bats are present in bridges or culverts. Structures within the project area will be fully inspected for the presence of bats, including the tricolored bat, during design and permitting and again prior to construction.
6. FDOT will ensure nesting bald eagles are afforded protection through the implementation of FDOT Special Provision 0070104-2.
7. FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified in Table 3.1 and Figure 4.1 of the Noise Study Report, contingent upon the following conditions:
 - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the County; and
 - Safety and engineering aspects, as related to the roadway user and the adjacent property owner, have been reviewed, and any conflicts or issues resolved.

11. Technical Materials

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

Cultural Resources Bridge Exclusion Memo
Cultural Resources Assessment Survey Addendum
Cultural Resources Assessment Survey
Cultural Resources Assessment Survey Addendum II
Natural Resources Evaluation Addendum
Location Hydraulic Report
Water Quality Impact Evaluation
Natural Resources Evaluation
Pond Siting Report
Contamination Screening Evaluation Report
Turnbull Bridge 780064 Asbestos Survey Report
Contamination Screening Evaluation Report Addendum
Utilities Assessment Package
Project Traffic Analysis Report
Project Traffic Analysis Report Appendices
Preliminary Engineering Report
Value Engineering Report
Public Involvement Plan
Alternatives Public Meeting Summary

Attachments

Planning Consistency

Planning Consistency

Social and Economic

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Farmlands Correspondence

Cultural Resources

SHPO Concurrence Letter Roadway

SHPO Concurrence Letter Addendum I

SHPO Concurrence Letter Addendum II

Section 4(f) Report

Natural Resources

FWC Confirms Original Coordination Letter Still Valid

USFWS Confirms Original Concurrence Letter Still Valid

DACS Coordination

USFWS Original Concurrence

FWC Coordination

Planning Consistency Appendix

Contents:

Planning Consistency

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Florida Department of

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Web Application

Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

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

| Selection Criteria | |
|--|-------------------------------|
| Current STIP Financial Project:210447 _ As Of:6/4/2025 | Detail Related Items Shown |

| HIGHWAYS | | | | | | | |
|---|----------------------|--|------|------|------|-------------------------|-----------------|
| Item Number: 210447 1 | | Project Description: SR-16 SR 16A BEGIN 4 LANE | | | | | |
| District: 02 | County: ST. JOHNS | Type of Work: RESURFACING | | | | Project Length: 7.210MI | |
| | | Fiscal Year | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 110,012 | | | | | 110,012 |
| | | | | | | | |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 4,384 | | | | | 4,384 |
| | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 2,450,683 | | | | | 2,450,683 |
| Item: 210447 1 Totals | | 2,565,079 | | | | | 2,565,079 |
| | | | | | | | |
| Item Number: 210447 2 | | Project Description: SR 16 AT COLLINS ROAD | | | | | |
| District: 02 | County: ST. JOHNS | Type of Work: TRAFFIC SIGNALS | | | | Project Length: 0.150MI | |
| | | Fiscal Year | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | |

| Fund Code: | -TOTAL OUTSIDE YEARS | 18,726 | | | | | | 18,726 | | | | | | | | | | | | | | | | | | |
|---|-------------------------------------|------------------|------------------|------|------------------|------|-------|-------------------|--|--|-------------|--|--|--|--|--|--|----------------------------|--|-------|------|------|------|------|-------|-----------|
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 252,230 | | | | | | 252,230 | | | | | | | | | | | | | | | | | | |
| Item: 210447 2 Totals | | 270,956 | | | | | | 270,956 | | | | | | | | | | | | | | | | | | |
| Item Number: 210447 3 Project Description: SR 16 FROM BEGIN 4 LANE TO GREEN ACRE ROAD District: 02 County: ST. JOHNS Type of Work: RESURFACING Project Length: 1.471MI | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th colspan="2"></th><th colspan="6">Fiscal Year</th><th></th></tr> <tr> <th colspan="2">Phase / Responsible Agency</th><th><2025</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>>2028</th><th>All Years</th></tr> </thead> </table> | | | | | | | | | | | Fiscal Year | | | | | | | Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| | | Fiscal Year | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years | | | | | | | | | | | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 347,843 | | | | | | 347,843 | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Code: | -TOTAL OUTSIDE YEARS | 1,854,813 | | | | | | 1,854,813 | | | | | | | | | | | | | | | | | | |
| Item: 210447 3 Totals | | 2,202,656 | | | | | | 2,202,656 | | | | | | | | | | | | | | | | | | |
| Item Number: 210447 4 Project Description: SR16 FROM CR13A(INTERNATIONAL GOLF PARKWAY) TO TOMS ROAD District: 02 County: ST. JOHNS Type of Work: RESURFACING Project Length: 5.661MI | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th colspan="2"></th><th colspan="6">Fiscal Year</th><th></th></tr> <tr> <th colspan="2">Phase / Responsible Agency</th><th><2025</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>>2028</th><th>All Years</th></tr> </thead> </table> | | | | | | | | | | | Fiscal Year | | | | | | | Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| | | Fiscal Year | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years | | | | | | | | | | | | | | | | | | |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Code: | ACNP-ADVANCE CONSTRUCTION NHPP | | 1,278,214 | | | | | 1,278,214 | | | | | | | | | | | | | | | | | | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 60,365 | | | | | 60,365 | | | | | | | | | | | | | | | | | | |
| Phase: PRELIMINARY ENGINEERING Totals | | | 1,338,579 | | | | | 1,338,579 | | | | | | | | | | | | | | | | | | |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Code: | ACNR-AC NAT HWY PERFORM RESURFACING | | | | 7,238,402 | | | 7,238,402 | | | | | | | | | | | | | | | | | | |
| | DDR-DISTRICT DEDICATED REVENUE | | | | 536,912 | | | 536,912 | | | | | | | | | | | | | | | | | | |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | | | 42,739 | | | 42,739 | | | | | | | | | | | | | | | | | | |
| | DS-STATE PRIMARY HIGHWAYS & PTO | | | | 616,379 | | | 616,379 | | | | | | | | | | | | | | | | | | |
| | SA-STP, ANY AREA | | | | 290,499 | | | 290,499 | | | | | | | | | | | | | | | | | | |
| Phase: CONSTRUCTION Totals | | | | | 8,724,931 | | | 8,724,931 | | | | | | | | | | | | | | | | | | |
| Item: 210447 4 Totals | | | 1,338,579 | | 8,724,931 | | | 10,063,510 | | | | | | | | | | | | | | | | | | |
| Item Number: 210447 5 Project Description: SR16 FROM INTERNATIONAL GOLF PKWY TO I-95(SR9) District: 02 County: ST. JOHNS Type of Work: ADD LANES & RECONSTRUCT Project Length: 5.906MI | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th colspan="2"></th><th colspan="6">Fiscal Year</th><th></th></tr> <tr> <th colspan="2">Phase / Responsible Agency</th><th><2025</th><th>2025</th><th>2026</th><th>2027</th><th>2028</th><th>>2028</th><th>All Years</th></tr> </thead> </table> | | | | | | | | | | | Fiscal Year | | | | | | | Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| | | Fiscal Year | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years | | | | | | | | | | | | | | | | | | |
| P D & E / MANAGED BY FDOT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Code: | CIGP-COUNTY INCENTIVE GRANT PROGRAM | 638,967 | | | | | | 638,967 | | | | | | | | | | | | | | | | | | |

| | | | | | | | | |
|--|--|------------------|------------------|------------------|--|--|--|-------------------|
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 45,065 | 44,935 | | | | | 90,000 |
| Phase: P D & E Totals | | 684,032 | 44,935 | | | | | 728,967 |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | ART-ARTERIAL HIGHWAYS PROGRAMS | | 1,000,000 | | | | | 1,000,000 |
| | DDR-DISTRICT DEDICATED REVENUE | | 1,133 | | | | | 1,133 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | 14,755 | 235,979 | | | | | 250,734 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 18,912 | 2,267 | | | | | 21,179 |
| | LF-LOCAL FUNDS | 5,040,000 | | | | | | 5,040,000 |
| | TRWR-2015 SB2514A-TRAN REG INCT PRG | | 1,000,000 | | | | | 1,000,000 |
| Phase: PRELIMINARY ENGINEERING Totals | | 5,073,667 | 2,239,379 | | | | | 7,313,046 |
| RIGHT OF WAY / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | | | 3,598,967 | | | | 3,598,967 |
| | DIH-STATE IN-HOUSE PRODUCT SUPPORT | | 35,000 | 28,654 | | | | 63,654 |
| | DS-STATE PRIMARY HIGHWAYS & PTO | 4,859 | | | | | | 4,859 |
| | TRIP-TRANS REGIONAL INCENTIVE PROGM | | 140,715 | 2,436,215 | | | | 2,576,930 |
| Phase: RIGHT OF WAY Totals | | 4,859 | 175,715 | 6,063,836 | | | | 6,244,410 |
| ENVIRONMENTAL / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | DDR-DISTRICT DEDICATED REVENUE | 3,400 | | | | | | 3,400 |
| Item: 210447 5 Totals | | 5,765,958 | 2,460,029 | 6,063,836 | | | | 14,289,823 |

| | | | | | | | | |
|---|---------------------------|---|------------|---|-----------|-------------------------|-------|------------|
| Item Number: 210447 8 | | Project Description: STATE ROAD 16 PHASE I - ST. JOHNS COUNTY | | | | | | |
| District: 02 | | County: ST. JOHNS | | Type of Work: WIDEN/RESURFACE EXIST LANES | | Project Length: 6.137MI | | |
| | | Fiscal Year | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| CONSTRUCTION / MANAGED BY ST. JOHNS COUNTY BOARD OF COUNT | | | | | | | | |
| Fund Code: | GR25-GAA EARMARKS FY 2025 | | 7,500,000 | | | | | 7,500,000 |
| Item: 210447 8 Totals | | | 7,500,000 | | | | | 7,500,000 |
| Project Totals | | 10,804,649 | 11,298,608 | 6,063,836 | 8,724,931 | | | 36,892,024 |
| Grand Total | | 10,804,649 | 11,298,608 | 6,063,836 | 8,724,931 | | | 36,892,024 |

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
 Sabrina Aubery: Sabrina.Aubery@dot.state.fl.us Or call 850-414-4449
 Or
 Dawn Rudolph: Dawn.Rudolph@dot.state.fl.us Or call 850-414-4465

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Office Home: [Office of Work Program](#)

[Contact Us](#)

| Phase | Fund Source | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | Total |
|--|--------------------------------|---------------------------------|---------------|-------------|--------------------|--------|---------------|
| 2104474 - SR16 FROM CR13A(INTERNATIONAL GOLF PARKWAY) TO TOMS ROAD | | | | | | | SIS: No |
| Resurfacing | | | | | | | Length: 5.661 |
| L RTP No: - | | Responsible Agency: Florida DOT | | | | | |
| Construction | STATE IN-HOUSE PRODUCT SUPPORT | \$0 | \$0 | \$43,987 | \$0 | \$0 | \$43,987 |
| Construction | STP, ANY AREA | \$0 | \$0 | \$298,978 | \$0 | \$0 | \$298,978 |
| Construction | STATE PRIMARY HIGHWAYS & PTO | \$0 | \$0 | \$710,472 | \$0 | \$0 | \$710,472 |
| Construction | AC NAT HWY PERFORM RESURFACING | \$0 | \$0 | \$6,787,817 | \$0 | \$0 | \$6,787,817 |
| Construction | DISTRICT DEDICATED REVENUE | \$0 | \$0 | \$551,432 | \$0 | \$0 | \$551,432 |
| Preliminary Engineering | STATE IN-HOUSE PRODUCT SUPPORT | \$60,365 | \$0 | \$0 | \$0 | \$0 | \$60,365 |
| Preliminary Engineering | DISTRICT DEDICATED REVENUE | \$362,193 | \$0 | \$0 | \$0 | \$0 | \$362,193 |
| Preliminary Engineering | ADVANCE CONSTRUCTION NHPP | \$1,690,233 | \$0 | \$0 | \$0 | \$0 | \$1,690,233 |
| | Total | \$2,112,791 | \$0 | \$8,392,686 | \$0 | \$0 | \$10,505,477 |
| Prior Cost < FY2025 | | \$0 | Future Cost > | \$0 | Total Project Cost | | \$10,505,477 |

| | | | | | | | |
|--|--------------------------------|---------------------------------|---------------|-----|--------------------|-----|---------------|
| 2104475 - SR16 FROM INTERNATIONAL GOLF PKWY TO I-95(SR9) | | | | | | | SIS: No |
| Add Lanes & Reconstruct | | | | | | | Length: 5.906 |
| L RTP No: - | | Responsible Agency: Florida DOT | | | | | |
| Preliminary Engineering | 2015 SB2514A-TRAN REG INCT PRG | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Right-of-Way Acquisition | TRANS REGIONAL INCENTIVE PROGM | \$1,000,000 | \$2,401,033 | \$0 | \$0 | \$0 | \$3,401,033 |
| Right-of-Way Acquisition | STATE IN-HOUSE PRODUCT SUPPORT | \$25,000 | \$25,000 | \$0 | \$0 | \$0 | \$50,000 |
| | Total | \$2,025,000 | \$2,426,033 | \$0 | \$0 | \$0 | \$4,451,033 |
| Prior Cost < FY2025 | | \$5,989,587 | Future Cost > | \$0 | Total Project Cost | | \$10,440,620 |

| | | | | | | | |
|-----------------------------------|--------------------------------|---------------------------------|---------------|-----|--------------------|-----|---------------|
| 2102216 - SR16 FROM SR13 TO CR16A | | | | | | | SIS: No |
| Resurfacing | | | | | | | Length: 1.677 |
| L RTP No: - | | Responsible Agency: Florida DOT | | | | | |
| Construction | DISTRICT DEDICATED REVENUE | \$0 | \$335,697 | \$0 | \$0 | \$0 | \$335,697 |
| Construction | AC NAT HWY PERFORM RESURFACING | \$0 | \$1,369,223 | \$0 | \$0 | \$0 | \$1,369,223 |
| Construction | STATE IN-HOUSE PRODUCT SUPPORT | \$0 | \$12,716 | \$0 | \$0 | \$0 | \$12,716 |
| Construction | STP, ANY AREA | \$0 | \$184,695 | \$0 | \$0 | \$0 | \$184,695 |
| | Total | \$0 | \$1,902,331 | \$0 | \$0 | \$0 | \$1,902,331 |
| Prior Cost < FY2025 | | \$453,614 | Future Cost > | \$0 | Total Project Cost | | \$2,355,945 |

| Phase | Fund Source | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | Total |
|--|-------------|---------------------------------|---------------|--------|--------------------|--------|---------------|
| 2104474 - SR16 FROM CR13A(INTERNATIONAL GOLF PARKWAY) TO TOMS ROAD | | | | | | | SIS: No |
| Resurfacing | | | | | | | Length: 5.661 |
| LRTP No: - | | Responsible Agency: Florida DOT | | | | | |
| Construction | ACNR | \$0 | \$7,238,402 | \$0 | \$0 | \$0 | \$7,238,402 |
| Construction | DDR | \$0 | \$536,912 | \$0 | \$0 | \$0 | \$536,912 |
| Construction | DIH | \$0 | \$42,739 | \$0 | \$0 | \$0 | \$42,739 |
| Construction | DS | \$0 | \$616,379 | \$0 | \$0 | \$0 | \$616,379 |
| Construction | SA | \$0 | \$290,499 | \$0 | \$0 | \$0 | \$290,499 |
| | Total | \$0 | \$8,724,931 | \$0 | \$0 | \$0 | \$8,724,931 |
| Prior Cost < FY2026 | | \$1,338,579 | Future Cost > | \$0 | Total Project Cost | | \$10,063,510 |

| | | | | | | | |
|--|-------|---------------------------------|---------------|-----|--------------------|-----|---------------|
| 2104475 - SR16 FROM INTERNATIONAL GOLF PKWY TO I-95(SR9) | | | | | | | SIS: No |
| Add Lanes & Reconstruct | | | | | | | Length: 5.906 |
| LRTP No: 423 | | Responsible Agency: Florida DOT | | | | | |
| Preliminary Engineering | CD24 | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 |
| Right-of-Way Acquisition | DDR | \$3,598,967 | \$4,985,440 | \$0 | \$0 | \$0 | \$8,584,407 |
| Right-of-Way Acquisition | DIH | \$28,654 | \$0 | \$0 | \$0 | \$0 | \$28,654 |
| Right-of-Way Acquisition | TRIP | \$2,436,215 | \$0 | \$0 | \$0 | \$0 | \$2,436,215 |
| | Total | \$10,063,836 | \$4,985,440 | \$0 | \$0 | \$0 | \$15,049,276 |
| Prior Cost < FY2026 | | \$8,211,618 | Future Cost > | \$0 | Total Project Cost | | \$23,260,894 |

| | | | | | | | |
|-----------------------------------|-------|---------------------------------|---------------|-----|--------------------|-----|---------------|
| 2102216 - SR16 FROM SR13 TO CR16A | | | | | | | SIS: No |
| Resurfacing | | | | | | | Length: 1.677 |
| LRTP No: - | | Responsible Agency: Florida DOT | | | | | |
| Construction | ACNR | \$1,830,609 | \$0 | \$0 | \$0 | \$0 | \$1,830,609 |
| Construction | DDR | \$429,196 | \$0 | \$0 | \$0 | \$0 | \$429,196 |
| Construction | DIH | \$12,356 | \$0 | \$0 | \$0 | \$0 | \$12,356 |
| Construction | SA | \$329,179 | \$0 | \$0 | \$0 | \$0 | \$329,179 |
| | Total | \$2,601,340 | \$0 | \$0 | \$0 | \$0 | \$2,601,340 |
| Prior Cost < FY2026 | | \$548,683 | Future Cost > | \$0 | Total Project Cost | | \$3,150,023 |

| St Johns County Roadway Needs Projects | | | | | | | |
|--|----------------------------|-----------|----------------------------|------------------------------|----------|--------------------------|---|
| Map ID | Facility | Status | From | To | County | Project Type | Project Description |
| 423 | SR 16 | Planned | St Johns Parkway (CR 2209) | Outlet Mall Entrance | St Johns | Roadway Widening | Widen from 2 to 4 lanes |
| 424 | SR 16 | Planned | Outlet Mall Entrance | SR 312 | St Johns | Roadway Widening | Widen from 4 to 6 lanes with operational improvements |
| 425 | St Johns Parkway (CR 2209) | Planned | SR 9B | CR 210 | St Johns | Roadway Widening | Widen to 6 lanes |
| 426 | St Johns Parkway (CR 2209) | Planned | at CR 210 | | St Johns | Intersection Improvement | Major Intersection Improvements |
| 427 | St Johns Parkway (CR 2209) | Planned | SR 9B/CR 210 | Silverleaf Parkway | St Johns | Roadway Widening | Widen from 4 to 6 Lanes |
| 428 | St Johns Parkway (CR 2209) | Planned | SR 16 | CR 208 | St Johns | New Roadway | Construction of new 4 lane road (may be constructed as a 2 lane road initially) |
| 429 | St Johns Parkway (CR 2209) | Planned | CR 208 | SR 207 | St Johns | New Roadway | Construction of new 4 lane road |
| 430 | CR 210 | Planned | at US 1 | | St Johns | Interchange Improvement | Add interchange ramps and widen to 4 lanes |
| 431 | CR 210 | Planned | I-95 (SR 9) | Trinity Way | St Johns | Roadway Widening | Widen from 4 to 6 lanes including I-95 interchange improvements |
| 432 | CR 210 | Planned | Greenbriar Road | CR 16A/Longleaf Pine Parkway | St Johns | Roadway Widening | Widen from 2 to 4 lanes |
| 433 | Green Briar Road | Planned | Long Leaf Pine Parkway | CR 210/Palm Valley Road | St Johns | Roadway Widening | Widen from 2 to 4 lanes |
| 434 | Racetrack Road | Committed | West Peyton Parkway | Bartram Springs Parkway | St Johns | Roadway Widening | Widen from 4 to 6 Lanes |

Final Report

Table 1-1 2050 Cost Feasible Plan

| Facility | County | Begin | End | Improvement |
|--|-----------|-------------------------------|------------------------|--|
| Main Street (US 17) | Duval | Airport Center Drive | Max Leggett Parkway | Widen from 2 to 4 lanes |
| Main Street (US 17) | Duval | South of New Berlin Road | Airport Center Drive | Add lanes and reconstruct |
| SR 16 | St. Johns | International Golf Parkway | I-95 | Add lanes and reconstruct |
| Beach Boulevard | St. Johns | Pope Road | SR A1A | Multi-Use Trail/Bike Path |
| SR A1A | St. Johns | SR 206 | Beach Boulevard | Multi-Use Trail/Bike Path |
| SR A1A/Anastasia State Park | St. Johns | Pope Road | Red Cox Drive | Multi-Use Trail/Bike Path |
| SR A1A | St. Johns | Marineland | Fort Matanzas Inlet | Multi-Use Trail/Bike Path |
| SR A1A | St. Johns | Fort Matanzas Inlet | SR 206 | Multi-Use Trail/Bike Path |
| SR A1A | St. Johns | Red Cox Drive | Bridge of Lions | Multi-Use Trail/Bike Path |
| King Street | St. Johns | US 1 | Bridge of Lions | Multi-Use Trail/Bike Path |
| I-10 (SR 8) | Duval | Regional | | Electric Vehicle GAP Phase 8 |
| Timucuan Trail | Duval | Fort George Island Trail Head | | Multi-Use Trail/Bike Path |
| Heckscher Drive (SR A1A) Core-to-Coast | Duval | Huguenot Park | George River Bridge | Multi-Use Trail/Bike Path |
| CR 210 | St. Johns | At US 1 | | Construct interchange with US 1 |
| CR 210 | St. Johns | Greenbriar Road | Cimarrone Boulevard | Widen from 2 to 4 lanes |
| CR 2209 | St. Johns | CR 210 | CR 208 | Construct new 4 lane road |
| Long Leaf Pine Parkway | St. Johns | Roberts Road | Veterans Parkway | Widen from 2 to 4 lanes |
| Racetrack Road | St. Johns | Peyton Parkway | Bartram Park Boulevard | Widen from 2 to 4 lanes |
| Kings Road Corridor | Duval | I-95 | MLK Parkway | Safety improvements at S-Line crossing and Transit stop improvements |
| Dunn Avenue Corridor | Duval | I-295 | I-95 | Road diet, ADA improvements, mid-block crossings and transit stop improvements |
| University Boulevard | Duval | Arlington Road | Arlington Expressway | Road diet, ADA improvements, mid-block crossings and transit stop improvements |

Social and Economic Appendix

Contents:

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Farmlands Correspondence

DRAFT

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106

(Rev. 1-91)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

| | | | |
|--|---|---|--|
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request 6/24/25 | 4. Sheet 1 of 6 |
| 1. Name of Project SR 16 PD&E Study (210447-5) | | 5. Federal Agency Involved FDOT [23 U.S.C. §327; FDOT/FHWA MOU] | |
| 2. Type of Project 2 to 4-lane widening PD&E Study | | 6. County and State St. Johns County, Florida | |
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS 6/25/25 | 2. Person Completing Form W.Nelson |
| 3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | 4. Acres Irrigated Average Farm Size 11650 179 | |
| 5. Major Crop(s) Vegetables | 6. Farmable Land in Government Jurisdiction Acres: 30,123 % 7.73 | 7. Amount of Farmland As Defined in FPPA Acres: 1,076 % 0.00 | |
| 8. Name Of Land Evaluation System Used None | 9. Name of Local Site Assessment System Soil Potential Rating | 10. Date Land Evaluation Returned by NRCS 7/18/25 | |

PART III (To be completed by Federal Agency)**Alternative Corridor For Segment**

| | Corridor A | Corridor B | Corridor C | Corridor D |
|---|--------------|------------|------------|------------|
| A. Total Acres To Be Converted Directly | 13.3 | | | |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | 0 | | | |
| C. Total Acres In Corridor | 183.0 | | | |

PART IV (To be completed by NRCS) Land Evaluation Information

| | | | | |
|--|--------------|--|--|--|
| A. Total Acres Prime And Unique Farmland | 13.3 | | | |
| B. Total Acres Statewide And Local Important Farmland | 0 | | | |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | 0.044 | | | |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | 73.9 | | | |

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

| | | | | |
|--|-------------|--|--|--|
| | 52.9 | | | |
|--|-------------|--|--|--|

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))

Maximum Points

| | | | | | |
|--|------------|-----------|----------|----------|----------|
| 1. Area in Nonurban Use | 15 | 6 | | | |
| 2. Perimeter in Nonurban Use | 10 | 5 | | | |
| 3. Percent Of Corridor Being Farmed | 20 | 0 | | | |
| 4. Protection Provided By State And Local Government | 20 | 0 | | | |
| 5. Size of Present Farm Unit Compared To Average | 10 | 0 | | | |
| 6. Creation Of Nonfarmable Farmland | 25 | 0 | | | |
| 7. Availability Of Farm Support Services | 5 | 2 | | | |
| 8. On-Farm Investments | 20 | 2 | | | |
| 9. Effects Of Conversion On Farm Support Services | 25 | 0 | | | |
| 10. Compatibility With Existing Agricultural Use | 10 | 3 | | | |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | 18 | 0 | 0 | 0 |

PART VII (To be completed by Federal Agency)

| | | | | | |
|---|------------|-------------|----------|----------|----------|
| Relative Value Of Farmland (From Part V) | 100 | 52.9 | 0 | 0 | 0 |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160 | 18 | 0 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | 260 | 70.9 | 0 | 0 | 0 |

| | | | |
|--|--|---|---|
| 1. Corridor Selected: Corridor A (Build Alt) | 2. Total Acres of Farmlands to be Converted by Project: 13.3 | 3. Date Of Selection: 6/25/25 | 4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
|--|--|---|---|

5. Reason For Selection:

The Build Alternative best balances mobility enhancements with environmental impacts. Significant farmland impacts are not anticipated as most vacant property along the corridor is being developed or is in conservation.*Kelsey Lucas*

Signature of Person Completing this Part:

DATE

7/18/25**NOTE: Complete a form for each segment with more than one Alternate Corridor**

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

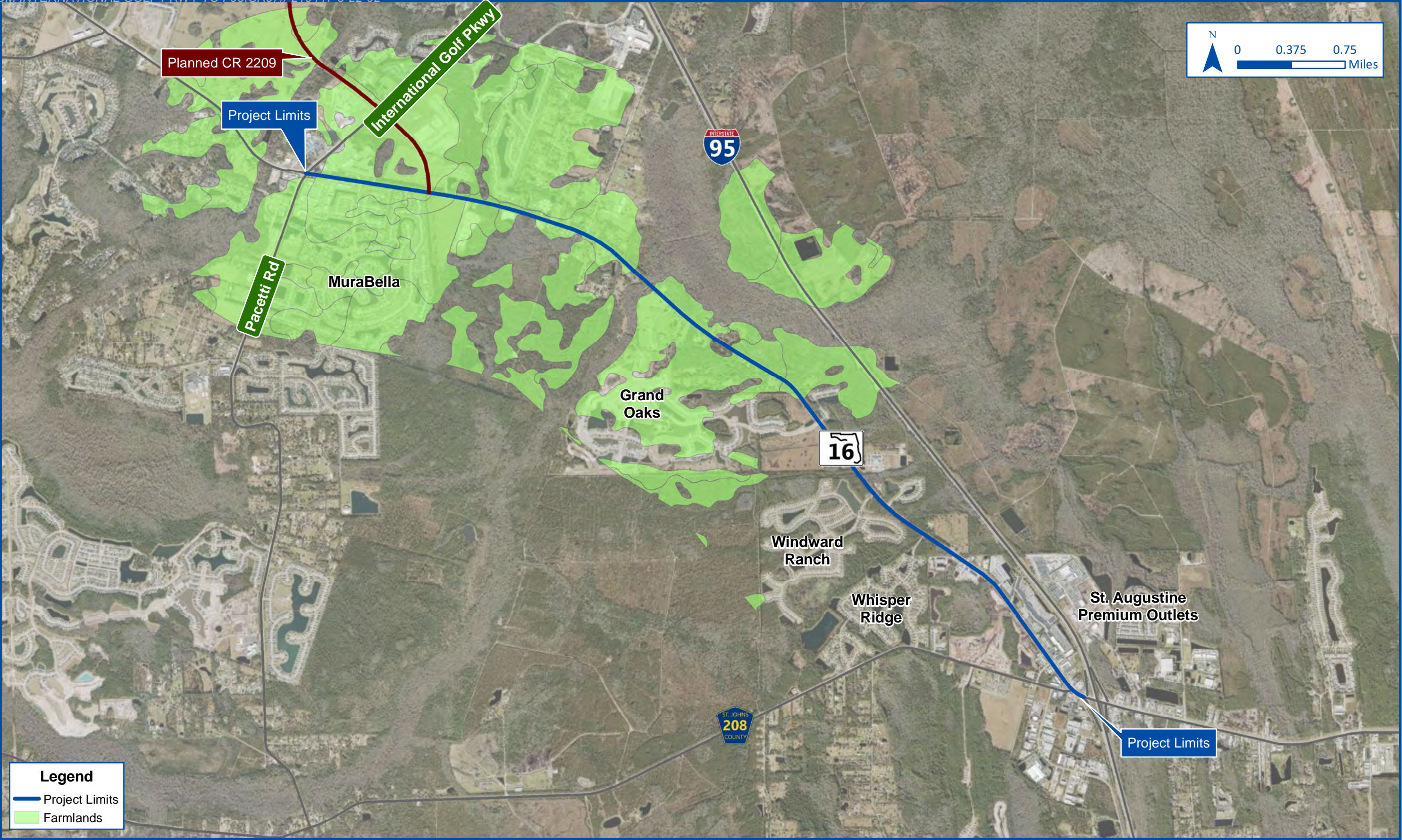
- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points





SR 16 from IGP to I-95 Project Development and Environment (PD&E) Study

Figure 2:
NRCS Farmlands



Lucas, Kelsey

Subject: FW: SR 16 from International Golf Parkway to Interstate 95 PD&E Study (Project ID: 210447-5) Farmlands Conversion Form
Attachments: 210447-5_SR 16 I-95 to IGP_NRCS_CPA 106 Form_Farmlands Preferred Ponds_Signed.pdf

From: Sweat, Jared
Sent: Monday, July 21, 2025 8:11 AM
To: 'Giuliani, Isabelle - FPAC-NRCS, FL' <isabelle.giuliani@usda.gov>; Nelson, Willie - FPAC-NRCS, FL <Willie.Nelson@usda.gov>
Cc: AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>
Subject: RE: SR 16 from International Golf Parkway to Interstate 95 PD&E Study (Project ID: 210447-5) Farmlands Conversion Form

Good morning,

Thank you for confirming! Please find attached the form signed and with all the additional information filled out by our consultant.

Let me know if you have any questions!

Thanks,

Jared Sweat, M.S., CPM

District Noise Specialist/Project Manager
FDOT District 2 Planning & Environmental Management Office
jared.sweat@dot.state.fl.us
Direct Line: (386) 961-7462



New Schedule – Off Fridays

From: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>
Sent: Monday, July 21, 2025 8:08 AM
To: Sweat, Jared <Jared.Sweat@dot.state.fl.us>; Nelson, Willie - FPAC-NRCS, FL <Willie.Nelson@usda.gov>
Cc: AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>
Subject: RE: SR 16 from International Golf Parkway to Interstate 95 PD&E Study (Project ID: 210447-5) Farmlands Conversion Form

Good morning Jared,

You are correct, see below information. If the project area was purchase on or before August 4,19884 is not subject to FPPA.

Activities not subject to FPPA include:

- Federal permitting and licensing

- Projects planned and completed without the assistance of a Federal agency
- Projects on land already in urban development or used for water storage
- Construction within an existing right-of-way purchased on or before August 4, 1984
- Construction for national defense purposes
- Construction of on-farm structures needed for farm operations
- Surface mining, where restoration to agricultural use is planned
- Construction of new minor secondary structures such as a garage or storage shed.

Thank you,

Isabelle Giuliani
State Soil Scientist
USDA-NRCS | Soil Division
Florida NRCS State Office

 **U.S. DEPARTMENT OF AGRICULTURE**
Natural Resources Conservation Service
4500 NW 27th Avenue, Building A, Gainesville, Florida, 32606
p: (352) 338-9500 ext. 9535 | c: (941) 889-9545

From: Sweat, Jared <Jared.Sweat@dot.state.fl.us>
Sent: Monday, July 21, 2025 7:32 AM
To: Nelson, Willie - FPAC-NRCS, FL <Willie.Nelson@usda.gov>
Cc: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>; AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>
Subject: RE: SR 16 from International Golf Parkway to Interstate 95 PD&E Study (Project ID: 210447-5) Farmlands Conversion Form

Good morning,

Thank you for that clarification! It may not have been in your records from the prior correspondence on SR 16, but I believe it's exempt from FPPA since the right-of-way was purchased before August 4, 1984.

Please find attached the existing right-of-way map for this corridor for your records. This was the reason why our form only discussed the acreage conversions for the preferred pond sites.

Let me know if this is incorrect.

Thank you,

Jared Sweat, M.S, CPM
District Noise Specialist/Project Manager
FDOT District 2 Planning & Environmental Management Office
jared.sweat@dot.state.fl.us
Direct Line: (386) 961-7462



New Schedule – Off Fridays

From: Nelson, Willie - FPAC-NRCS, FL <Willie.Nelson@usda.gov>
Sent: Friday, July 18, 2025 1:00 PM
To: Sweat, Jared <Jared.Sweat@dot.state.fl.us>
Cc: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>; AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>
Subject: RE: SR 16 from International Golf Parkway to Interstate 95 PD&E Study (Project ID: 210447-5) Farmlands Conversion Form

Afternoon Jared,

One form is for the **Preferred Pond sites** and the other form is for **State Road 16** they both are identified on the pdf name of each form

W.D.Nelson, Jr
Resource Soil Scientist
Florida NRCS-Soils

 **U.S. DEPARTMENT OF AGRICULTURE**
Natural Resource Conservation Service
2148 West Jefferson Street, Quincy, Florida-32351
p: (850) 627-6365 ext. 106 | c: (850) 756-0173

From: Sweat, Jared <Jared.Sweat@dot.state.fl.us>
Sent: Friday, July 18, 2025 11:25 AM
To: Nelson, Willie - FPAC-NRCS, FL <Willie.Nelson@usda.gov>
Cc: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>; AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>
Subject: RE: SR 16 from International Golf Parkway to Interstate 95 PD&E Study (Project ID: 210447-5) Farmlands Conversion Form

Good morning,

Thanks for sending this over! We greatly appreciate it.

I did want to ask why there were two different forms. One appears to be what we sent and the other has different numbers.

Thank you,

Jared Sweat, M.S, CPM

District Noise Specialist/Project Manager
FDOT District 2 Planning & Environmental Management Office
jared.sweat@dot.state.fl.us
Direct Line: (386) 961-7462



New Schedule – Off Fridays

From: Nelson, Willie - FPAC-NRCS, FL <Willie.Nelson@usda.gov>

Sent: Friday, July 18, 2025 10:15 AM

To: Sweat, Jared <Jared.Sweat@dot.state.fl.us>

Cc: Giuliani, Isabelle - FPAC-NRCS, FL <isabelle.giuliani@usda.gov>; AceitunoDiaz, Josue - FPAC-NRCS, FL <Josue.AceitunoDiaz@usda.gov>; Nelson, Willie - FPAC-NRCS, FL <Willie.Nelson@usda.gov>

Subject: SR 16 from International Golf Parkway to Interstate 95 PD&E Study (Project ID: 210447-5) Farmlands Conversion Form

EXTERNAL SENDER: Use caution with links and attachments.

Good Morning Jared,

Attached are the NRCS CPA 106 Forms for the **SR 16 from International Golf Parkway to Interstate 95 PD&E Study**

W.D.Nelson, Jr
Resource Soil Scientist
Florida NRCS-Soils



U.S. DEPARTMENT OF AGRICULTURE
Natural Resource Conservation Service
2148 West Jefferson Street, Quincy, Florida-32351
p: (850) 627-6365 ext. 106 | c: (850) 756-0173

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Cultural Resources Appendix

Contents:

SHPO Concurrence Letter Roadway

SHPO Concurrence Letter Addendum I

SHPO Concurrence Letter Addendum II

Section 4(f) Report

DRAFT



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025

JARED W. PERDUE, P.E.
SECRETARY

March 6, 2024

Alissa S. Lotane,
Director, Division of Historical Resources
& State Historic Preservation Officer
Office of Cultural and Historical Programs
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Ms. Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
State Road 16 from International Golf Parkway to I-95
St. Johns County, Florida
Financial Management No.: 210447-5-32-01

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for State Road 16 from International Golf Parkway to I-95, St. Johns County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the improvements to State Road (SR) 16 in St. Johns County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing improvements to SR 16 from International Golf Parkway to I-95. The proposed improvements include reconstructing the existing two-lane road to four lanes and adding multi-use paths. The project limits begin at International Golf Parkway and continue southeast, crossing over Turnbull Creek, to just west of Interstate 95. Proposed improvements will be constructed within the existing SR 16 right-of-way (ROW); no additional ROW is required.

The project area of potential effects (APE) was developed to consider visual, audible, and atmospheric effects that the project may have on historic resources. To encompass the project's potential effects to historic properties, the archaeological APE was defined to include the existing ROW where improvements are proposed. The architectural history APE included the existing ROW and was extended to the back or side property lines of parcels adjacent to the ROW or a distance of no more than 328 ft from the ROW line. In the enclosed document, the "APE" refers to the combined archaeological APE and architectural history APE.

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

Ms. Lotane, SHPO
FM #210447-5
January 24, 2024
Page 2

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 July 2020), 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 1974, as amended.

The archaeological survey consisted of pedestrian survey and systematic shovel testing in portions of the APE not covered by previous Module Three-compliant cultural resource surveys. As such, archaeological testing during the current survey was conducted within untested portions of the ROW, and a total of 14 shovel tests were excavated. All shovel tests were negative for artifacts; an additional 35 no-dig points were recorded where testing was not possible due to disturbance, buried utilities, or ground-surface inundation. No further archaeological survey is recommended in support of the SR 16 improvements project.

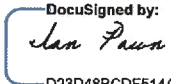
The architectural survey resulted in the identification and evaluation of 15 historic resources within the project APE, including four previously recorded resources and 11 newly recorded resources. The previously recorded resources include four historic structures (8SJ04044, 8SJ05074–8SJ05076). The newly recorded resources include 11 historic structures (8SJ08214–8SJ08224). Based on the results of the current survey, 14 remaining resources lack the historical significance and architectural or engineering distinction necessary for NRHP eligibility. One resource (8SJ08220) is obscured from the ROW and cannot be evaluated for eligibility; therefore, SEARCH evaluated effects to the resource that may occur because of this project, as currently proposed.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will have no effect on NRHP-listed or -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,


D23D48BCDF514AD...

Ian Pawn, Ph.D.
Cultural Resources Coordinator

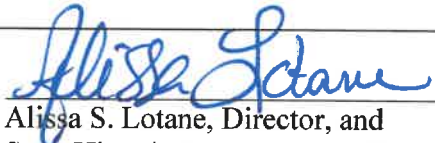
Ms. Lotane, SHPO
FM #210447-5
January 24, 2024
Page 3

cc: Terri Newman, Environmental Administrator, FDOT
Lindsay Rothrock, Cultural and Historic Resource Specialist

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 2024-2612. 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:



Alissa S. Lotane, Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

5/23/24
Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025

JARED W. PERDUE, P.E.
SECRETARY

May 28, 2024

Alissa S. Lotane
Director, Division of Historical Resources
& State Historic Preservation Officer
Office of Cultural and Historical Programs
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attn: Ms. Alyssa McManus, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey
SR 16 Ponds (Addendum)
St. Johns County, Florida
Financial Management No.: 210447-5-32-01

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey in Support of State Road 16 Ponds, St. Johns County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) of three preferred pond locations and one easement/flood compensation area in St. Johns County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to construct three stormwater ponds associated with improvements along State Road (SR) 16 in St. Johns County, Florida. This report serves as an addendum to the previous CRAS report titled *Cultural Resource Assessment Survey for State Road 16 from International Golf Parkway to I-95, St. Johns County, Florida* completed by SEARCH in 2024. The total area tested for the current survey is 54.2 acres (ac). The discussions of regional precontact and postcontact history and research design remain the same due to the broad scope of these discussions and the proximity of the current area of potential effects (APE) to the area covered by the 2024 report. Therefore, these sections are not repeated in the enclosed report.

The APE defines the area within which the proposed improvements and subsequent maintenance may cause visual, audible, or atmospheric effects to historic properties. The archaeological APE defined for this project includes the proposed pond and easement/flood compensation area footprints. The architectural history APE includes the archaeological APE and was expanded to include a 100-foot (ft) buffer.

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

Ms. Lotane, SHPO
FM # 210447-5
May 28, 2024
Page 2

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 July 2023), 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 1974, as amended.

The archaeological survey consisted of pedestrian survey and shovel testing in portions of the APE not covered by previous Module Three-compliant cultural resource surveys, primarily FMSF Survey No. 24323, which was conducted in support of the Grand Oaks Development project. As such, archaeological testing was limited to untested portions of the three proposed pond footprints and easement/floodplain compensation area. In total, 19 shovel tests were excavated throughout the APE and two no-dig points were marked where testing was not possible due to water inundation at the surface. All shovel tests were negative for artifacts and no archaeological sites or occurrences were identified. No further archaeological survey is recommended in support of the SR 16 ponds project.

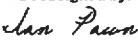
No historic buildings or structures were identified within the APE. No further architectural survey is recommended.

No NRHP-listed or -eligible cultural resources were identified within the project APE. No further cultural resources 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:

D23D48BCDF514AD...

Ian Pawn, Ph.D.
Cultural Resources Coordinator

cc: Terri Newman, Environmental Administrator, FDOT
Lindsay Rothrock, Cultural and Historic Resource Specialist

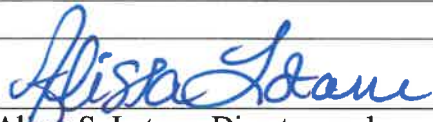
Ms. Lotane, SHPO
FM # 210447-5
May 28, 2024
Page 3

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 2024-2612B. 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 FDOT may pursue a de minimis use of the affected historic property in accordance with Section 4(f) as set forth within 23 CFR 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO Comments:

| |
|--|
| |
| |
| |
| |


Alissa S. Lotane, Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

6/10/24
Date



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

May 16, 2025

Alissa S. Lotane
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

RE: Section 106 Stipulation VII Submission
SR16 FROM INTERNATIONAL GOLF PKWY TO I-95(SR9)
St. Johns County
FM # 210447-5-22-02
DHR CRAT Number: 2025-3796

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Addendum in Support of State Road 16 Ponds, St. Johns County, Florida*. This report presents the findings of a cultural resource assessment survey (CRAS) of proposed pond locations and easement areas in St. Johns County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing to construct four stormwater ponds associated with improvements along State Road (SR) 16 in St. Johns County, Florida. This report serves as an addendum to the previous *CRAS report titled Cultural Resource Assessment Survey for State Road 16 from International Golf Parkway to I-95, St. Johns County, Florida* (Mele et al. 2024a; FMSF No. TBD) and an addendum report titled *Cultural Resource Assessment Survey in Support of State Road 16 Ponds, St. Johns County, Florida* (Mele 2024b, FMSF No. 29403) completed by SEARCH in January and May of 2024. The tested area for the current survey is 12.7 acres (ac).

The APE defines the area within which the proposed improvements and subsequent maintenance may cause visual, audible, or atmospheric effects to historic properties. The archaeological APE defined for this project includes the proposed pond and easement/flood compensation area footprints. The architectural history APE includes the archaeological APE and was expanded to include a 100-foot (ft) buffer.

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 July 2023), 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 1974, as amended.

The archaeological survey consisted of pedestrian survey and shovel testing in portions of the APE not covered by previous Module Three-compliant cultural resource surveys, primarily FMSF Survey No. 29403, which was also conducted in support of the SR 16 Ponds project. As such, archaeological testing was limited to untested portions of the one proposed pond footprint and easement. In total, 12 shovel tests were excavated throughout the APE and three no-dig points were marked where testing was not possible due to water inundation at the surface. All shovel tests were negative for artifacts and no archaeological sites or occurrences were identified. No further archaeological survey is recommended in support of the SR 16 ponds project.

No historic buildings or structures were identified within the APE. No further architectural survey is recommended.

No NRHP-listed or -eligible cultural resources were identified within the project APE. The project will result in No Historic Properties Affected, and no further cultural resources 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

Based on the review summarized above, FDOT has determined that this project 210447-5-22-02 will result in **No Historic Properties Affected**. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. 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 the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Ian Pawn on May 16, 2025

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (2023 PA), and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 *CFR*. 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments

Electronically signed by Pope, Natalie

June 11, 2025

Signed

Date

Alissa S. Lotane, Director

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [21044752202-CE2-D2-210447-5_SR_16_Ponds_CRAS_Addendum-2025-0515.pdf](#) (Cultural Resource Assessment Survey (CRAS) Addendum)
Cultural Resource Assessment Survey Addendum
- [21044752202-CE2-D2-SR_16_Ponds_Addendum_SHPO_Package-2025-0516.zip](#) (Florida Master Site File Forms)
Digital Files for State Historic Preservation Officer

Section 4(f) Resources

Florida Department of Transportation

SR16 FROM INTERNATIONAL GOLF PKWY TO I-95(SR9)

District: FDOT District 2

County: St. Johns County

ETDM Number: 14535

Financial Management Number: 210447-5-22-02

Federal-Aid Project Number: N/A

Project Manager: Jared Sweat

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

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Resource Attachments 3

DRAFT

Summary and Approval

| Resource Name | Facility Type | Property Classification | Owner/Official with Jurisdiction | Recommended Outcome | OEM SME Action |
|-----------------|--------------------|-------------------------|--|---------------------|--------------------------|
| Mill Creek Park | Future Public Park | Park/Rec Area | St. Johns County Parks and Recreation Department | No Use | Determination 05-23-2024 |

Mill Creek Park

Facility Type: Future Public Park

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 4625 State Road 16, Saint Augustine, FL, 32092, USA

Latitude: 29.95922 Longitude: -81.46735

Description of Property:

Mill Creek Park is a future St. Johns County public park located adjacent to SR 16 at 4625 SR 16, Saint Augustine, FL 32092. The park is located on a St. Johns County parcel (0286600000) that encompasses approximately 390 acres. Mill Creek Park is located on approximately 18.7 acres of this property and the remainder of the property is a regional offsite mitigation area. The park is currently under construction but is expected to include a multipurpose field, two baseball fields, two softball fields, four batting cages, and restrooms when completed in October 2024. The recreational amenities will be located approximately 300 feet from the SR 16 right-of-way. Access to the park will be accomplished from SR 16 via the proposed entrance road (Turnbull Parkway) that is included in the park parcel.

Owner/Official with Jurisdiction: St. Johns County Parks and Recreation Department

Relationship Between the Property and the Project

No additional right-of-way is required from this parcel. The proposed recreational features will be located over 300 feet from the SR 16 roadway improvements. Minor impacts to the proposed entrance road including slope corrections and modifications to the radius return may be required due to the expansion of SR 16 and the proposed increase of the roadway profile. Access to the park will be maintained during construction and with the proposed improvement.

Yes No

☐☒

Will the property be "used" within the meaning of Section 4(f)?

Recommended Outcome: No Use

OEM SME Determination Date: 05-23-2024

Resource Attachments

Mill Creek Park

Mill Creek Park

Mill Creek Site Plan

Mill Creek Park - Entrance Plan

DRAFT

Mill Creek Park

Contents:

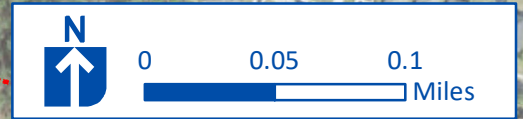
Mill Creek Park

Mill Creek Site Plan

Mill Creek Park - Entrance Plan

DRAFT





Mill Creek Park

Legend

- Existing Right-of-Way
- ▨ Mill Creek Park Boundary

Mill Creek Park:

18.7 Acres

Under Construction

Planned Features:

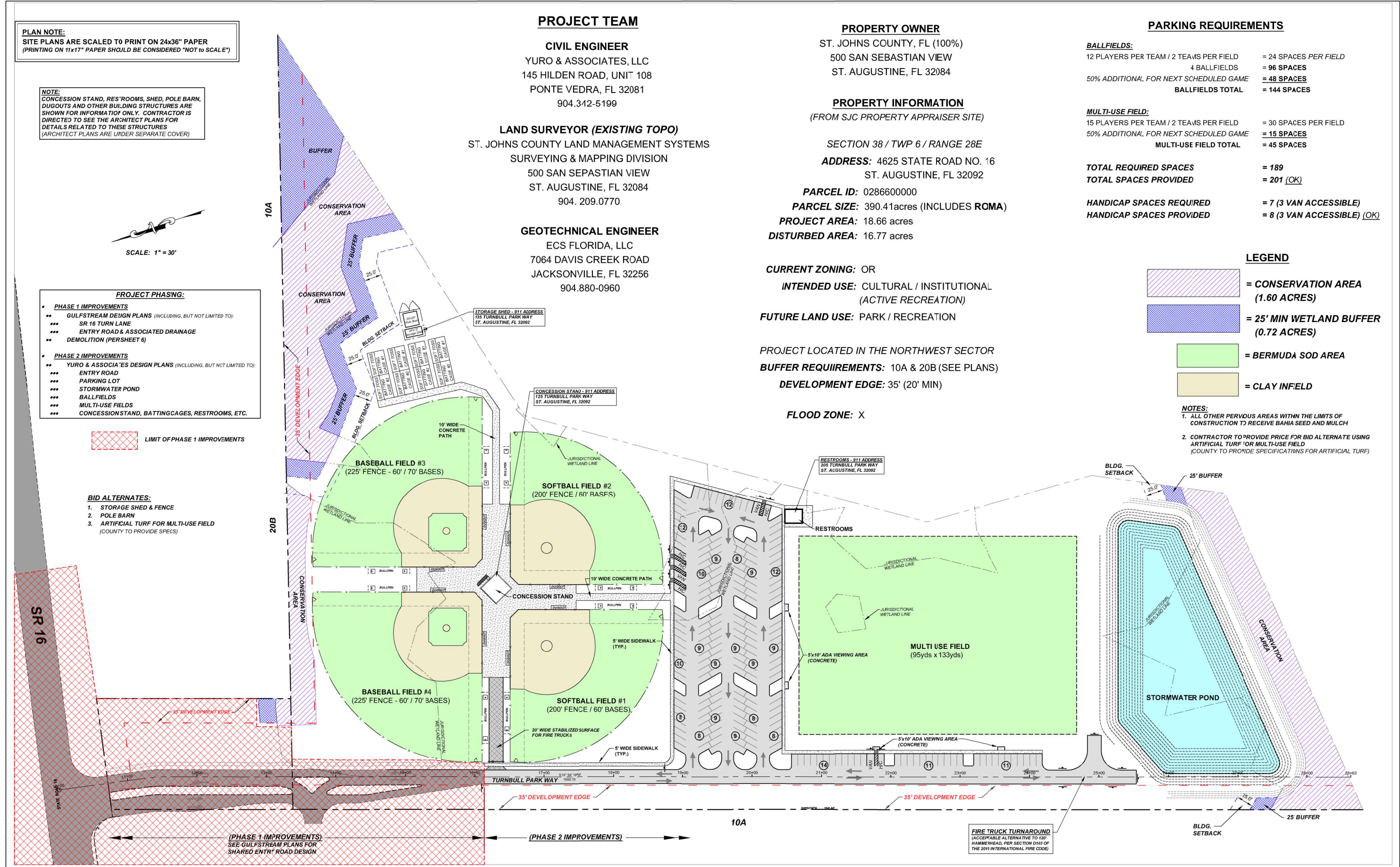
- Two baseball fields
- Two softball fields
- Multipurpose field

- Four batting cages
- Restrooms
- Concession Stand




**SR 16 from IGP to I-95
Project Development and
Environment (PD&E) Study**

Mill Creek Park



| NO. | DATE | REVISIONS | PROJECT NO. | Y17 - 519 | | | | |
|-----|------|-----------|-------------|-----------|--|--|--|--|
| | | | DRAWN BY: | RKC | | | | |
| | | | CHECKED BY: | MJY | | | | |
| | | | DATE: | 2/02/22 | | | | |



Yuro
&
Associates, LLC

145 Hilden Road, Unit 108
Ponte Vedra, FL 32081
(904) 342-5199

CERTIFICATE OF AUTHORIZATION NO. 28658

MICHAEL J. YURO, P.E.

FLORIDA P.E. LICENSE NO. 65247

REGISTERED PROFESSIONAL

SJC - TURNBULL PARK

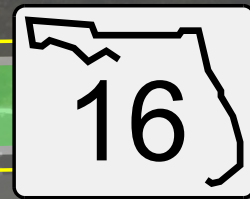
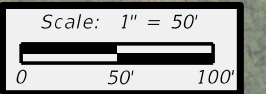
PREPARED FOR:

ST. JOHNS COUNTY - PARKS & RECREATION

MASTER SITE PLAN

SHEET NO.

4



Natural Resources Appendix

Contents:

FWC Confirms Original Coordination Letter Still Valid

USFWS Confirms Original Concurrence Letter Still Valid

DACS Coordination

USFWS Original Concurrence

FWC Coordination

DRAFT

Johns, Robert

From: DiGruttolo, Laura <Laura.DiGruttolo@MyFWC.com>
Sent: Monday, June 16, 2025 5:06 PM
To: Johns, Robert
Cc: Conservation Planning Services; McBride, Elijah
Subject: RE: 210447-5 SR 16 from International Golf Parkway to I-95

Good afternoon Scott

FWC staff have reviewed the NRE Addendum dated April 4, 2025, for the subject project in accordance with authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code. Our coordination letter dated December 9, 2024, remains valid for the project and we have no additional comments or recommendations to offer.

If anything additional is needed or if we can provide further assistance, please feel free to call me. Thank you -

Laura DiGruttolo
Land Use Planning Program Supervisor
Office of Conservation Planning Services
Florida Fish and Wildlife Conservation Commission
1875 Orange Avenue East
Tallahassee, FL 32311
(850) 728-5147

SR 16 from International Golf Parkway to I-95_62042

From: Johns, Robert <Robert.Johns@dot.state.fl.us>
Sent: Monday, May 19, 2025 10:08 AM
To: Conservation Planning Services <conservationplanningservices@MyFWC.com>
Cc: McBride, Elijah <Elijah.McBride@MyFWC.com>
Subject: FW: 210447-5 SR 16 from International Golf Parkway to I-95

[EXTERNAL SENDER] Use Caution opening links or attachments

Hi Laura, Kristee, and Elijah!

I hope things are going well. Attached is an NRE Addendum (2025) we recently completed concerning the subject project for your files and review.

Last December, you reviewed the 2024 NRE and provided FDOT a timely response (coordination letter attached). As design work on the project has progressed, 2 new retention ponds were needed and added to the project study area. To evaluate and document any changes to species potentially present or level of effects, the NRE Addendum was prepared.

The Addendum determined that the Preferred Alternative presents no new effects to any species and that the conclusions and commitments of the original 2024 NRE remain unchanged. In fact, one potential concern

discussed in the 2024 NRE has been reduced as Pond 2C was redesigned to decrease its proximity to Bald Eagle Nest SJ056.

The FDOT requests your review of the 2025 NRE Addendum. If the FWC agrees the original coordination letter is still valid, please provide an email response for documentation purposes. If you have additional questions or need more information, please let me know. Many thanks!

Robert "Scott" Johns
Natural Resources Program Leader
FDOT District 2 Planning & Environmental Management Office
386-961-7524



From: Johns, Robert
Sent: Monday, December 9, 2024 10:55 AM
To: DiGruttolo, Laura <Laura.DiGruttolo@MyFWC.com>
Cc: Newman, Terri <Terri.Newman@dot.state.fl.us>; Conservation Planning Services <conservationplanningservices@MyFWC.com>; McBride, Elijah <Elijah.McBride@MyFWC.com>
Subject: RE: 210447-5 SR 16 from International Golf Parkway to I-95

Laura, Kristee, and Elijah – Many Thanks!

Scott Johns

From: DiGruttolo, Laura <Laura.DiGruttolo@MyFWC.com>
Sent: Monday, December 9, 2024 10:35 AM
To: Johns, Robert <Robert.Johns@dot.state.fl.us>
Cc: Newman, Terri <Terri.Newman@dot.state.fl.us>; Conservation Planning Services <conservationplanningservices@MyFWC.com>; McBride, Elijah <Elijah.McBride@MyFWC.com>
Subject: RE: 210447-5 SR 16 from International Golf Parkway to I-95

EXTERNAL SENDER: Use caution with links and attachments.

Good morning Scott

FWC's comments on the NRE report for the State Road 16 project are attached. Please let us know if there are any questions or anything else is needed.

Thank you -

Laura DiGruttolo
Land Use Planning Program Supervisor
Office of Conservation Planning Services
Florida Fish and Wildlife Conservation Commission
1875 Orange Avenue East
Tallahassee, FL 32311

(850) 728-5147

From: Johns, Robert <Robert.Johns@dot.state.fl.us>

Sent: Wednesday, November 6, 2024 11:38 AM

To: Conservation Planning Services <conservationplanningservices@MyFWC.com>

Cc: Newman, Terri <Terri.Newman@dot.state.fl.us>

Subject: 210447-5 SR 16 from International Golf Parkway to I-95

[EXTERNAL SENDER] Use Caution opening links or attachments

Hi Kristee and Laura,

We request your review of the attached NRE and would like for you to provide concurrence with our effects determinations for state listed species. The proposed concept consists of widening SR 16 in St. Johns Co. from a two-lane road to a four-lane divided roadway. A bridge will also be replaced at Turnbull Creek to accommodate the widening. Some new rights-of-way will be acquired to allow for drainage retention ponds to be constructed. A Natural Resources Evaluation (NRE) that describes the project and discusses potential involvement with listed species is attached for your review and comment.

Robert "Scott" Johns
Natural Resources Program Leader
FDOT District 2 Planning & Environmental Management Office
386-961-7524



EXTERNAL SENDER: Use caution with links and attachments.

Hi Zakia,

I hope things are going well with the new arrangements. I know you'll do a great job for them like you did for District 2.

Recently, before the switch of responsibilities, you completed a concurrence review for the subject project (concurrence letter attached). As design work on the project has progressed, 2 new retention ponds were needed and added to the project study area. To evaluate and document any changes to species potentially present or level of effects, an NRE Addendum (2025, attached) was prepared. Since you are familiar with the project I have sent this request to you instead of Amber.

The Addendum determined that the Preferred Alternative presents no new effects to any species and that the conclusions and commitments of the original 2024 NRE remain unchanged. In fact, one potential concern discussed in the 2024 NRE has been reduced as Pond 2C was redesigned to decrease its proximity to Bald Eagle Nest SJ056.

The FDOT requests your review of the 2025 NRE Addendum. If the USFWS agrees that the original concurrence is still valid, please provide an email response for documentation and permitting purposes. If you have additional questions or need more information, please let me know. Many thanks!

Robert "Scott" Johns
Natural Resources Program Leader
FDOT District 2 Planning & Environmental Management Office
386-961-7524



From: Anderson, Patti
To: [Johns, Robert](#)
Cc: [Newman, Terri](#); [Vau, Silvia](#); [Stanley, Jason](#)
Subject: RE: 210447-5 SR 16 from International Golf Parkway to I-95
Date: Thursday, November 7, 2024 3:25:58 PM
Attachments: [image001.png](#)

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon, Scott. Thanks for the opportunity to learn about this project and review the list of plants that might occur in the project area.

I appreciate your concern for these plants and your effort to determine any adverse effects on them. As always, if protected plants are found over the course of the project, we will be happy to assist in efforts to locate organizations with volunteers able to rescue the plants.

I do have a few comments:

I noted the dates of the earlier surveys for these plants took place in November and July. As you go forward with the project, I hope you can schedule additional surveys in spring and winter months. Plants can be difficult to spot when not in flower, and several of the species on your list flower in seasons your surveys did not cover. I've listed them below.

I didn't see *Platanthera chapmanii*, a state endangered orchid, on your list. It is found growing in Duval County along roadsides and powerlines in wet areas, such as pine flatwoods and pitcher plant bogs. Since you have other *Platanthera* species on your list, I trust you will be looking for any of them in your surveys.

Also, you might want to correct the common name of *Litsea aestivalis* and change Pondspiece to Pondspice.

Spring flowering

Asarum arifolium (*Hexastylis arifolia*)
Calydorea coelestina
Carex chapmanii
Litsea aestivalis
Nolina atopocarpa
Pinguicula lutea
Platanthera nivea
Sarracenia minor
Zephyranthes atamasca, both varieties

Winter or Winter-Spring flowering

Calopogon multiflorus
Pinguicula caerulea

Thanks again, and best wishes with the project,
Patti

Patti J. Anderson, Ph.D., Botanist

Division of Plant Industry
Florida Department of Agriculture and Consumer Services
352/395-4701

Patti.Anderson@FDACS.gov

1911 SW 34th Street
Gainesville, FL 32608

PO Box 147100
Gainesville, FL 32614-7100
www.FDACS.gov

ORC ID: 0000-0002-0870-7858

Please note that Florida has a broad public records law (Chapter 119, Florida Statutes). Most written communications to or from state employees are public records obtainable by the public upon request. Emails sent to me at this email address may be considered public and will only be withheld from disclosure if deemed confidential pursuant to the laws of the State of Florida.

See my Palm Identification tool: <http://idtools.org/id/palms/palmid/>

From: Johns, Robert <Robert.Johns@dot.state.fl.us>
Sent: Wednesday, November 6, 2024 11:45 AM
To: Anderson, Patti <Patti.Anderson@fdacs.gov>
Cc: Newman, Terri <Terri.Newman@dot.state.fl.us>
Subject: 210447-5 SR 16 from International Golf Parkway to I-95

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.

Hi Patti,

We request your review of the attached NRE and would like for you to provide concurrence with our effects determinations for state listed plant species. The proposed concept consists of widening SR 16 in St. Johns Co. from a two-lane road to a four-lane divided roadway. A bridge will also be replaced at Turnbull Creek to accommodate the widening. Some new rights-of-way will be acquired to allow for drainage retention ponds to be constructed. A Natural Resources Evaluation (NRE) that describes the project and discusses potential involvement with listed species is attached for your review and comment.

Please provide any comments or recommendations you may have. If I can supply further

information, please let me know. Many thanks!

Robert "Scott" Johns
Natural Resources Program Leader
FDOT District 2 Planning & Environmental Management Office
386-961-7524



DRAFT



Florida Department of Transportation


RON DESANTIS
GOVERNOR

1109 South Marion Avenue

JARED W. PERDUE, P.E.

November 6, 2024

Zakia Williams
U.S. Fish and Wildlife Service
North Florida Ecological Service Office
7915 Baymeadows Way, Suite 200
Jacksonville, FL 32256-7517

| | |
|---|---|
|  | Florida Ecological Services Field Office |
| | Service Project 2025-I-0027705 Code No. _____ The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Services Field Office. This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary. |
| CATRINA MARTIN Digitally signed by CATRINA MARTIN Date: 2024.12.12 14:13:34 -06'00' | |
| Supervisor | |

RE: SR 16 from International Golf Parkway to I-95; FDOT Financial Project Number: 210447-5

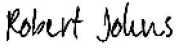
Ms. Williams,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environmental (PD&E) study to improve a 5.9-mile section of SR 16 in St. Johns Co. from International Golf Parkway to I-95. The proposed concept consists of widening SR 16 from a two-lane road to a four-lane divided roadway. A bridge will also be replaced at Turnbull Creek to accommodate the widening. Some new right-of-way will be acquired to allow for drainage retention ponds to be constructed. A Natural Resources Evaluation (NRE) that describes the project and discusses potential involvement with Endangered Species Act (ESA) listed species is attached for your review and comment.

Several species protected under the ESA have the potential to occur within the study area, but none were observed during the field reviews. The most recent effects determination keys were used to reach may affect, not likely to adversely affect (MANLAA) determinations for the Eastern Indigo Snake and the Wood Stork. Consultation may need to be re-initiated due to two species that may soon be listed: the Monarch Butterfly and the Tricolored Bat. If these are listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the species. 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 and Wood Stork. Continued agency coordination will occur during permitting to address final determination of impacts, implementation of protection measures, and mitigation if necessary.

FDOT requests your review and concurrence with our determinations at your earliest convenience. If you have questions regarding the project, please contact Scott Johns at Robert.Johns@dot.state.fl.us or at 386-961-7524.

Sincerely,

DocuSigned by:

901DB895BD764D2...

11/06/2024 | 11:21 AM EST

Robert Scott Johns
Environmental Supervisor

Attachments: *210447-5 SR 16 from International Golf Parkway to I-95 Natural Resources Evaluation*

CC: Terri Newman



**Florida Fish
and Wildlife
Conservation
Commission**

Commissioners
Rodney Barreto
Chairman
Coral Gables

Steven Hudson
Vice Chairman
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Office of the
Executive Director
Roger A. Young
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Charles "Rett" Boyd
Assistant Executive Director

George Warthen
Chief Conservation Officer

Jessica Crawford
Chief of Staff

850-487-3796
850-921-5786 FAX

*Managing fish and wildlife
resources for their long-term
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620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: 850-488-4676

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

MyFWC.com

December 9, 2024

Robert Scott Johns
Florida Department of Transportation District 2
1109 S. Marion Ave.
Lake City, FL 32025-5874
Robert.Johns@dot.state.fl.us

Re: State Road 16 from International Golf Parkway to I-95, Natural Resource Evaluation, St. Johns County

Dear Mr. Johns:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District 2 is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of a 5.9-mile section of State Road 16 from two lanes to four lanes from International Golf Parkway to I-95 in St. Johns County. The existing bridge over Turnbull Creek (No. 780064) will be replaced to meet proposed profile changes, and multi-modal transportation improvements will be evaluated. The purpose of the project is to meet traffic mobility needs and accommodate planned developments.

The NRE report was prepared as part of the PD&E study to document wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species. During our assessment, data indicated an historical rooftop colony of least terns (*Sterna antillarum*, State Threatened) located within one-quarter mile of the project area. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Elijah McBride at (904) 603-1200 or Elijah.Mcbride@myfwc.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/em
SR 16 from International Golf Parkway to I-95 NRE_60378_12092024