ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR13 @ NEW ROSE CREEK BRIDGE #720029

District: FDOT District 2

County: Duval County

ETDM Number: N/A

Financial Management Number: 448853-1-32-01

Federal-Aid Project Number: D222-102-B

Project Manager: Thomas Redding

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

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

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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

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

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# 1. Project Information

## 1.1 Project Description

The project is located on SR 13 (San Jose Boulevard) in the City of Jacksonville, Duval County, Florida (see **Figure 1-1**). This project is being conducted to replace the existing four-lane bridge over New Rose Creek and approximately 310 feet of the SR 13 roadway supported by timber piles. The existing bridge is a low-level, single-span bridge (Bridge No. 720029), 48 feet long and 94 feet wide that carries vehicles, pedestrians, and bicyclists on SR 13 over New Rose Creek. SR 13 is a four-lane divided roadway, functionally classified as Urban Minor Arterial, with a context classification of C3R - Suburban Residential. The Annual Average Daily Traffic (AADT) on the project corridor was 25,000 in 2022 (source: Florida Traffic Online).


**Figure 1-1. Project Location Map**

Existing Typical Section

The existing bridge (Bridge No. 720029) was constructed in 1960 and crosses the New Rose Creek, a waterbody connected to the St. Johns River. The single-span four-lane bridge is approximately 35 feet long and 94 feet wide. The existing bridge is a prestressed, post-tensioned hollow-core slab structure with asphalt overlay, supported by driven piles. Two pile-bent structures embedded in the abutments support the bridge. Sheet pile retaining walls at these end bents

reduce the bridge hydraulic opening to a width of 28 feet 11 inches. The bridge deck carries four 11- to 13.5-foot travel lanes, a 10.5-foot left-turn lane, two 5-foot bicycle lanes, and two 5-foot sidewalks. The typical section of the existing SR 13 Bridge over New Rose Creek is shown below in **Figure 1-2 .**

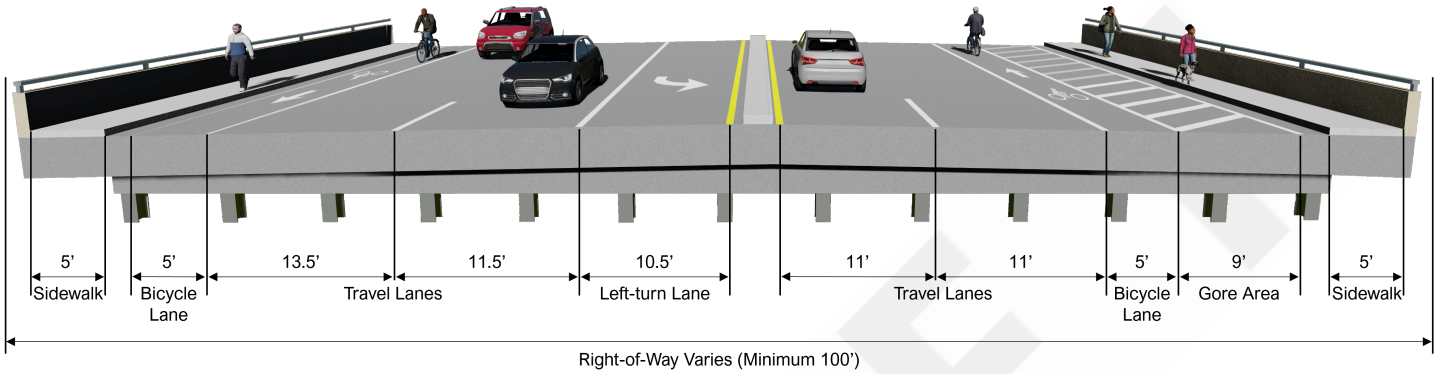


**Figure 1-2. Existing Typical Section**

Preferred Alternative

The Preferred Alternative will provide a new single-span bridge on SR 13 over New Rose Creek. The proposed bridge typical section includes four 11- to 13.5-foot travel lanes, a 10.5-foot median, two 5-foot bicycle lanes, and two 5-foot sidewalks. The proposed bridge typical section over New Rose Creek is shown in **Figure 1-3 .**

The bridge will be 48 feet long by 94 feet wide with a low member elevation at +4.0 ft NAVD88. New sheet pile retaining walls are proposed to be installed in front of the new end bents (see **Figure 1-4**). The proposed superstructure will be a 15-inch Precast Concrete Florida Slab Beam (FSB) with a 6-inch topping.

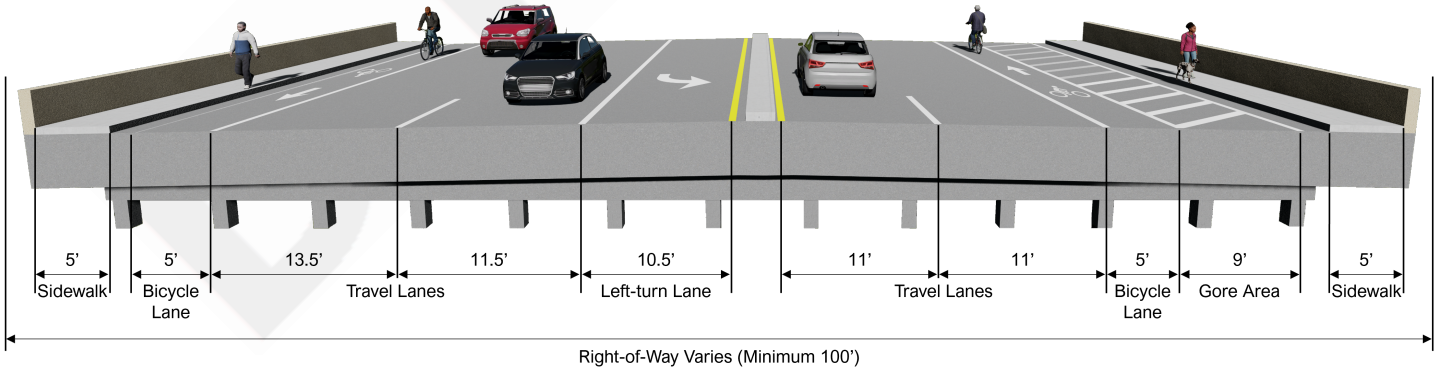


**Figure 1-3. Proposed Typical Section**

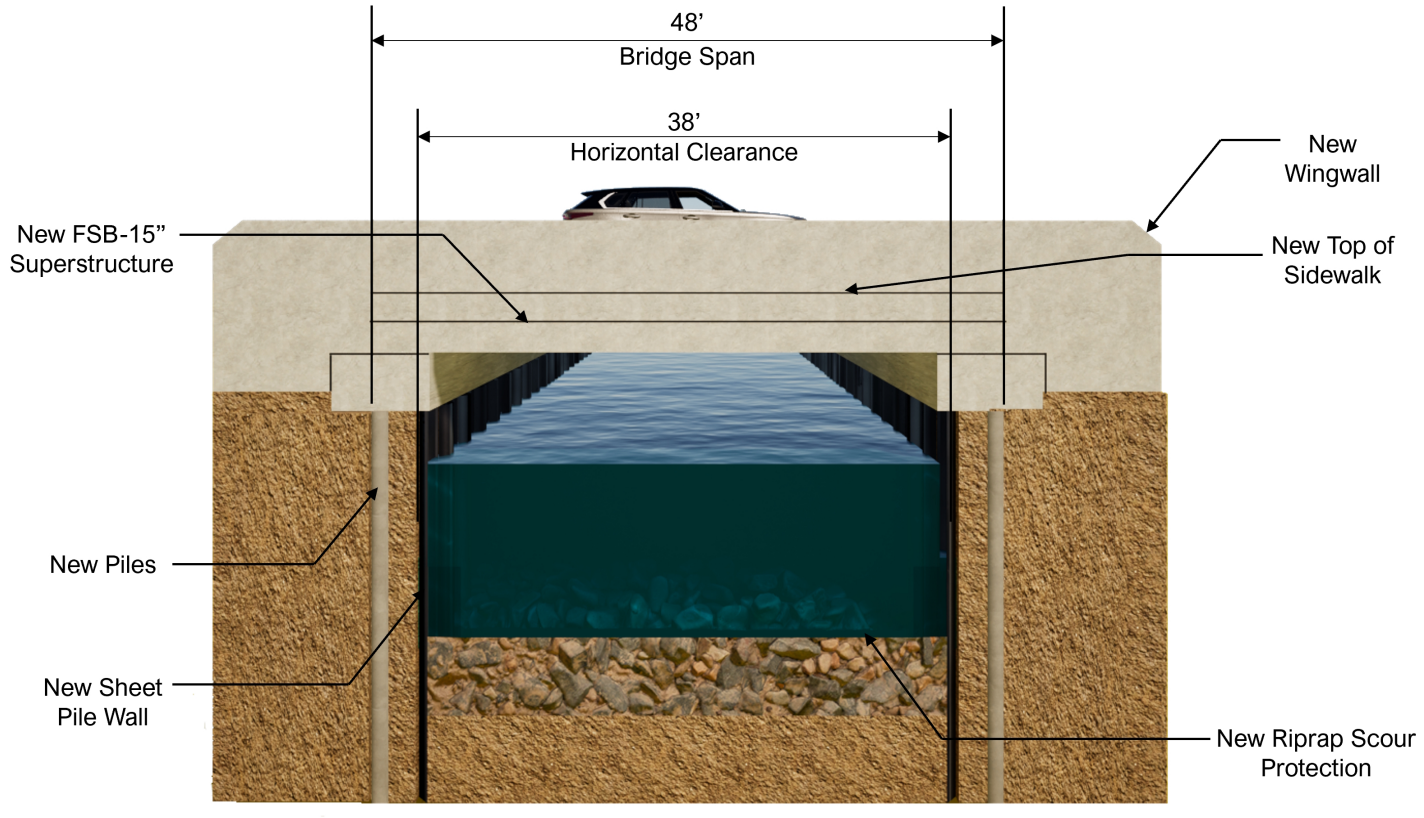


**Figure 1-4. Proposed Bridge Horizontal Clearance**

In addition, approximately 310 feet of the existing timber pile-supported roadway will be replaced with a roadway supported by a load transfer platform. The load transfer platform will be supported by rigid inclusion columns.

**Coastal Zone Consistency**

The project is not a capacity project and was not screened through ETDM. Coastal Zone Consistency will be obtained during the permitting phase.

## 1.2 Purpose and Need

The purpose of the project is to address the structural deficiencies of the SR 13 Bridge over New Rose Creek.

The primary need for this project is based on structural deficiency. The 2021 FDOT Bridge Management System Inspection Report classified the SR 13 Bridge over New Rose Creek as "Structurally Deficient." FDOT policy is to repair or replace all structurally deficient state-owned bridges within the following six years. The inspection report also rated the deck and the superstructure as "4 - Poor Condition" and documented active corrosion present in transverse post-tensioning rods and moderate-size cracking in abutment and abutment caps.

Without any improvements, the continued deterioration of the bridge will require weight restrictions and possible bridge closure to public use. Closing the bridge would require the 25,000 motorists, who use the bridge daily, to find alternate routes, resulting in increased travel times and congestion on nearby roadways.

## 1.3 Planning Consistency

The Project Development and Environment (PD&E) and Design phases were advertised and executed concurrently. Right-of-Way and Construction phases are funded in 5-Year Work Program and State Transportation Improvement Plan.

| Currently Adopted LRTP-CFP | COMMENTS |
|---|---|
| Yes | This project is not a capacity project and is not listed individually in the Long Range Transportation Plan. However, bridge replacement projects are covered under GOAL 6: Preserve and Maintain our Existing System and more specifically under OBJECTIVE 6.2: Maintain and update bridge to current standards. |

| | Currently Approved | $ | FY | COMMENTS |
|---|---|---|---|---|
| **PE (Final Design)** | | | | |
| **TIP** | N | NA | NA | |
| **STIP** | Y | 68,598 | 2024 | |
| **R/W** | | | | |
| **TIP** | Y | 1,681,700<br>1,948,813 | 2025<br>2026 | |
| **STIP** | Y | 145,000<br>900,522 | 2025<br>2026 | |
| **Construction** | | | | |
| **TIP** | Y | 20,858,385 | 2027 | |
| **STIP** | Y | 5,349,611 | 2027 | |

# 2. Environmental Analysis Summary

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

**USCG Permit**

☒ A USCG Permit IS NOT required.

☐ A USCG Permit IS required.

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

# 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 Report was prepared for the project and is included in the Project File.

Demographics

A demographic profile of the study area was prepared and compared against Duval County. The demographic profile utilizes data from the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) Sociocultural Data Report (SDR). The SDR uses the 2018 to 2022 American Community Survey (ACS) from the U.S. Census Bureau data and reflects the approximation of the population based on the area of a 1/4-mile buffer intersecting the Census block groups along the project corridor. The most current ACS data is used to characterize the population with the potential to be directly affected by the project. The project limits cover San Jose Boulevard (SR 13) over New Rose Creek Bridge and traverse four Census block groups (120310165001, 120310165004, 120310164002, and 120310164003). Using the 1/4-mile project buffer area, the SDR identified that the total population is approximately 1,198 people among 579 households. **Table 3-1** shows comparisons of the demographic and socio-economic estimates for the study area and Duval County.

**Table 3-1. Demographic Profile Comparison of Study Area and Duval County**

| | **Study Area** | **Duval County** |
|---|---|---|
| **Overall Statistic** | | |
| Total Population | 1,198 | 995,708 |
| Total Households | 579 | 396,132 |
| **Race** | | |
| White Alone | 83.14% | 54.68% |
| Black or African American Alone | 4.01% | 29.18% |
| Native Hawaiian and Other Pacific Islander Alone | 0.67% | 0.07% |
| Asian Alone | 6.01% | 4.72% |
| American Indian and Alaska Native Alone | 0.33% | 0.20% |
| Claimed Two or More Races | 5.59% | 7.82% |
| Some Other Race Alone | 0.08% | 3.32% |
| **Ethinicity** | | |
| Hispanic or Latino of Any Race | 5.43% | 11.03% |
| Not Hispanic or Latino | 94.57% | 88.97% |
| **Minority Population** | | |
| Minority | 19.45% | 49.88% |
| Non-Minority | 80.55% | 50.12% |
| **Age Trends*** | | |
| Young (Age under 18) | 12.6% | 22.38% |
| Adult (Age 18-64) | 58.51% | 62.89% |
| Elderly (Age 65 and over) | 28.46% | 14.73% |
| Median Age | 51.0 | 36.6 |

| | | |
|---|---|---|
| **Income Trends** | | |
| Median Household Income | $94,343 | $65,579 |
| **Poverty Trends** | | |
| Population below Poverty | 6.09% | 14.34% |
| Households below Poverty | 8.64% | 13.42% |
| Households receiving Public Assistance Income | 0.52% | 3.05% |
| **Disability Trends** | | |
| Population (20-64 years) with a Disability | 4.92% | 11.03% |
| **Language Trends** | | |
| Speak English "Less than Very Well" | 0.78% | 6.02% |
| **Housing Trends** | | |
| Occupied Housing with No Vehicle | 6.38% | 7.15% |
| **Age Trends for the Study Area do not add up to 100%, but reflect the data provided in the 2018 - 2022 SDR.* | | |

According to the SDR, the study area comprises approximately 19.45% minority (race and ethnicity) population. The study area contains a much lower percentage of "Black or African American Alone" population (difference of over 25.17%) and a higher percentage of "White Alone" population (difference of 28.46%) than Duval County. There is also a lower percentage of "Claimed Two or More Races" population (difference of 2.23%) and "Some Other Race Alone" population (difference 3.24%) than Duval County. The "Asian Alone" population is higher than Duval County (difference of 1.29%).

The median household income of the study area is much higher than Duval County (with a difference of almost $30,000). The study area contains a lower percentage of "Households below Poverty" with 8.64% than 13.42% in Duval County.

The population that speaks English "less than very well" (i.e., Limited-English Proficiency) represents 0.78% of the study area population, compared to the County's limited-English proficient population which is higher at 6.02%.
The median age of 51.0 within the study area indicates an older population than the countywide median age of 36.6. The study area has a lower percentage of population under the age 18 with 12.6% than Duval County with 22.38%. Persons aged 20 to 64 with a disability represent 4.92% in the study area as compared to 11.03% in Duval County.

Community Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to local resident's daily lives. Community focal points include schools, religious facilities, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. All community focal points within a 1/4-mile study area are listed below and shown in **Figure 3-1**.

Religious Centers

- Lakewood Church of Jacksonville
- San Jose Baptist Church
- San Jose Church of Christ

Parks and Recreational Facilities

- Crabtree Park

Healthcare Facilities

- River Oaks Dental
- Pain Relief Institute

Educational Facilities (Schools - Public and Private)

- Learning Tree Preschool Center at San Jose Baptist Church


**Figure 3-1. Community facilities Map**

Social Resources Analysis Results

No changes to the population or demographic characteristics of the study area are anticipated to result from the project. No information about previous impacts to minority populations by other public projects in the area has been identified.

The project does not divide or isolate portions of the community, generate new development, change the neighborhood character, or impact travel patterns that could affect neighborhood quality of life. With the exception of one commercial parcel acquisition and temporary easements during construction, the project will be constructed within the existing right-of-way. There will be temporary impacts to pedestrian facilities as the northbound sidewalk will be closed during construction. However, the southbound sidewalk will be remain open during the entire construction period. Transit dependent, elderly, and/or disabled populations will be able to access destinations using the southbound sidewalk. Once construction is complete the new bridge will provide sidewalk on each side. No adverse impacts to any underrepresented populations is anticipated.

The proposed project is not anticipated to have an adverse impact on safety/emergency response as all four lanes of traffic will remain open during construction of the new bridge.

## 3.2 Economic

A Sociocultural Effects Evaluation Report was prepared for the project and is included in the Project File.

The University of Florida's Bureau of Economic and Business Research (BEBR), forecasts that with medium population growth, Duval County's population will grow to 1,285,000 by 2050. This represents a 24.33% increase in the County's 2022 population estimate of 1,033,533. As the population increases, traffic volumes are projected to increase as well. Consequently, a long-term mobility option is needed that will provide a bridge with a 75-year long service life to accommodate existing travel needs and to meet the population growth demands anticipated between 2022 and 2050.

The proposed project will require right-of-way from one commercial retail business. However, the acquisition of right-of-way will have a negligible impact on Duval's County tax base.

The proposed construction activities will generate construction-related jobs. Construction activity will contribute to regional economic output and household incomes. However, these potential positive effects will be temporary, lasting only for the duration of construction.

## 3.3 Land Use Changes

A Sociocultural Effects Evaluation Report was prepared for the project and is included in the Project File.

The project is located within the City of Jacksonville. The existing land use adjacent to SR 13 consists of commercial/office development and low density residential.

**Figure 3-2** illustrates the existing land uses while **Figure 3-3** illustrates the future land uses within the study area limits.

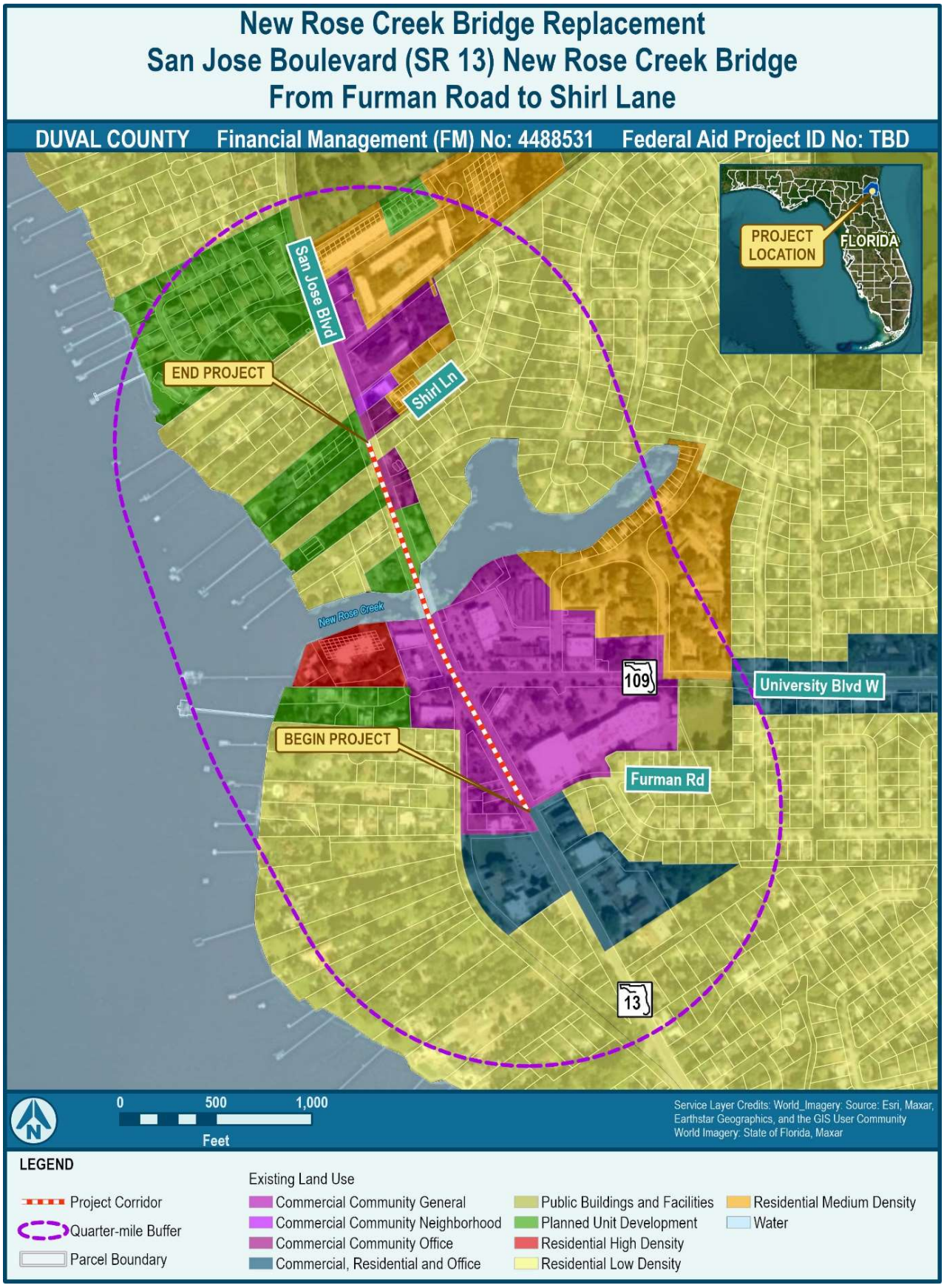


**Figure 3-2. Existing Land Use Map**

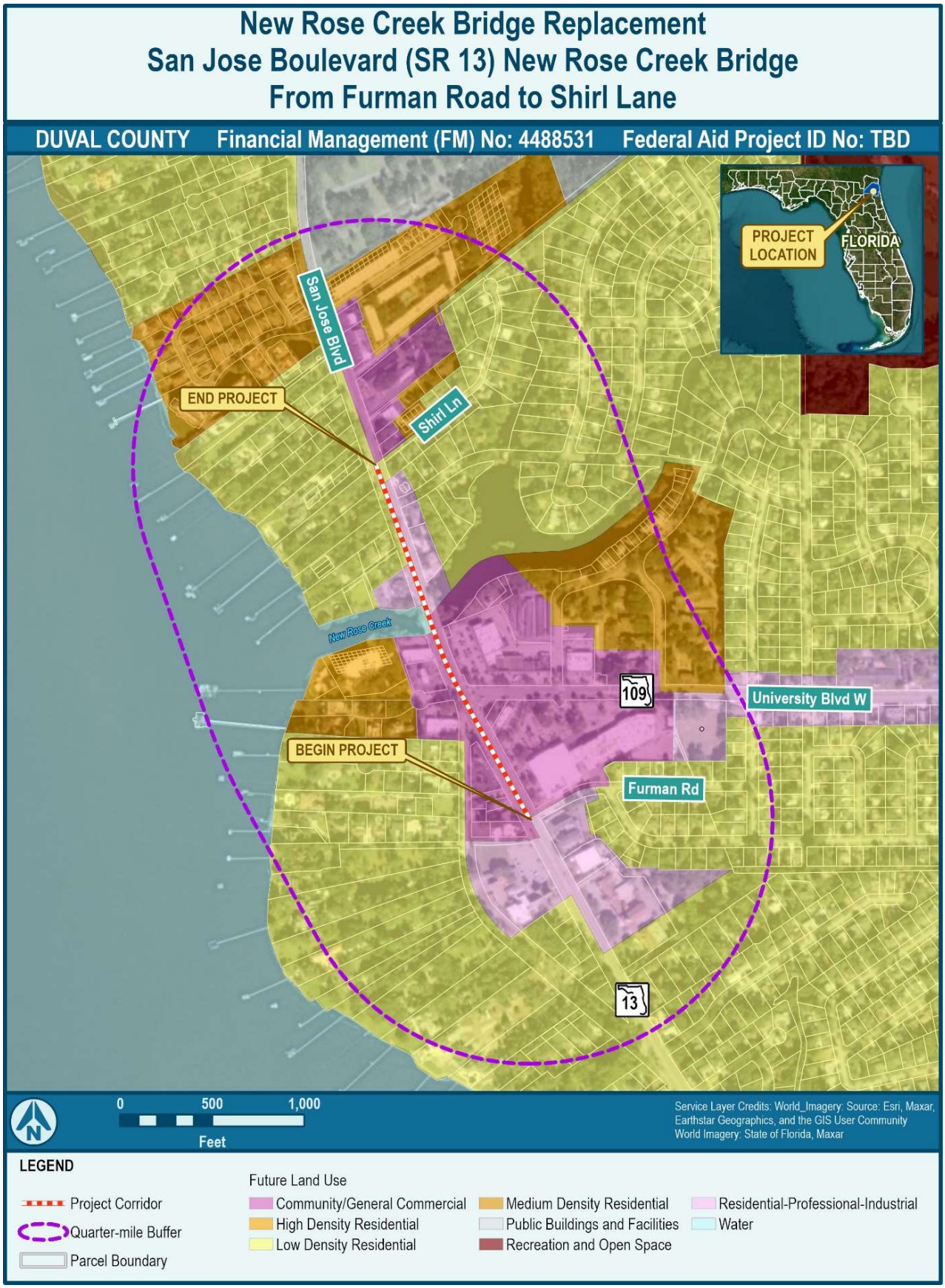


**Figure 3-3. Future Land Use Map**

The future land use mirrors the existing land use. The proposed project will not change travel patterns and is consistent with the community's land use vision, existing/planned developments and urban form.

## 3.4 Mobility

A Sociocultural Effects Evaluation Report was prepared for the project and is included in the Project File.

The proposed project will replace the existing bridge with a new bridge on existing alignment. The typical section of the proposed project will match the existing typical section and provide four travel lanes and one southbound left turn lane. Bicycles lanes and sidewalks will be provided in both directions. As a result, there will no change in mobility.

A review of the Jacksonville Transit Authority (JTA) route maps and schedules shows that Route 25 (Moncrief) travels over the bridge. The proposed project will have no impact to Route 25.

The proposed project will increase the hydraulic opening underneath the SR 13 bridge. However, New Rose Creek is not a navigable waterway.

The project area is located in Evacuation Zone A. San Jose Boulevard (SR 13) is a designated evacuation route by the Florida Division of Emergency Management. The proposed project will not change the roadway typical section and therefore, have no impact on hurricane evacuation.

## 3.5 Aesthetic Effects

A Sociocultural Effects Evaluation Report was prepared for the project and is included in the Project File.

Viewshed and Compatibility

The proposed project will replace the existing bridge with a new in-kind bridge on existing alignment. The project will not add lanes or additional capacity and will not have a significant change to its vertical (height) profile. Therefore, the project viewshed should be visually consistent with the current bridge and is likely to be perceived as being compatible and in character with the community's aesthetic values.

Visual impacts associated with clearing and grubbing, storage of construction materials, and establishment of temporary construction facilities are expected to be minimal and temporary in duration.

Noise/Vibration

The new bridge will have a Temporary Traffic Control Plan (TTCP) utilizing a portion of the existing structure during the construction of the new bridge structure for the two southbound lanes in Phase I which will then be shifted to the constructed east side of the bridge in Phase II. The two northbound traffic lanes will be moved to the ACROW bridge during both construction phases.

The proposed project is a Type III project and, therefore a noise study is not required for this project. There could be temporary noise and vibration impacts due to construction and pile driving required to construct the new bridge.

In conclusion, the project will not have an adverse effect on aesthetics.

## 3.6 Relocation Potential

A Sociocultural Effects Evaluation Report and a Conceptual Stage Relocation Plan was prepared for the project and are included in the Project File.

The proposed project will replace the existing bridge with a new in-kind bridge on existing alignment utilizing a temporary ACROW bridge (*ACROW is the name of the company that sells permanent and temporary modular bridges for use on construction sites. These bridges are used to divert traffic around work zones and to enable access for heavy equipment, workers, and vehicles*) during construction to be located east of the existing bridge.

The Preferred Alternative proposes to install a temporary ACROW bridge as part of the TTCP to maintain two lanes of traffic in each direction and will require additional right-of-way. The right-of-way acquisition is a commercial retail business, Watson Reality office building. The proposed project will require relocation of two affected businesses, Watson Reality and Ashley M. Myers, P.A. This right-of-way acquisition is depicted in **Figure 3-4**.

As of February 8, 2024, multiple commercial properties are listed near the project that are comparable to the displaced business. The commercial properties are expected to meet the need and preferences of the displaced businesses.

The FDOT provides advance notification of impending right-of-way acquisition. All properties will be appraised based on the Uniform Standard of Professional Appraisal Practices. Owners of the acquired property will be offered and paid fair market value for their property rights. Persons and businesses displaced by the project would receive relocation advisory services in accordance with the Uniform Relocation Act. Relocation resources are available to all relocatees without discrimination.

No adverse relocation impacts are anticipated for the proposed project. The project requires the two businesses to be relocated. Per market research, replacement commercial properties are available for the displaced businesses in the area.

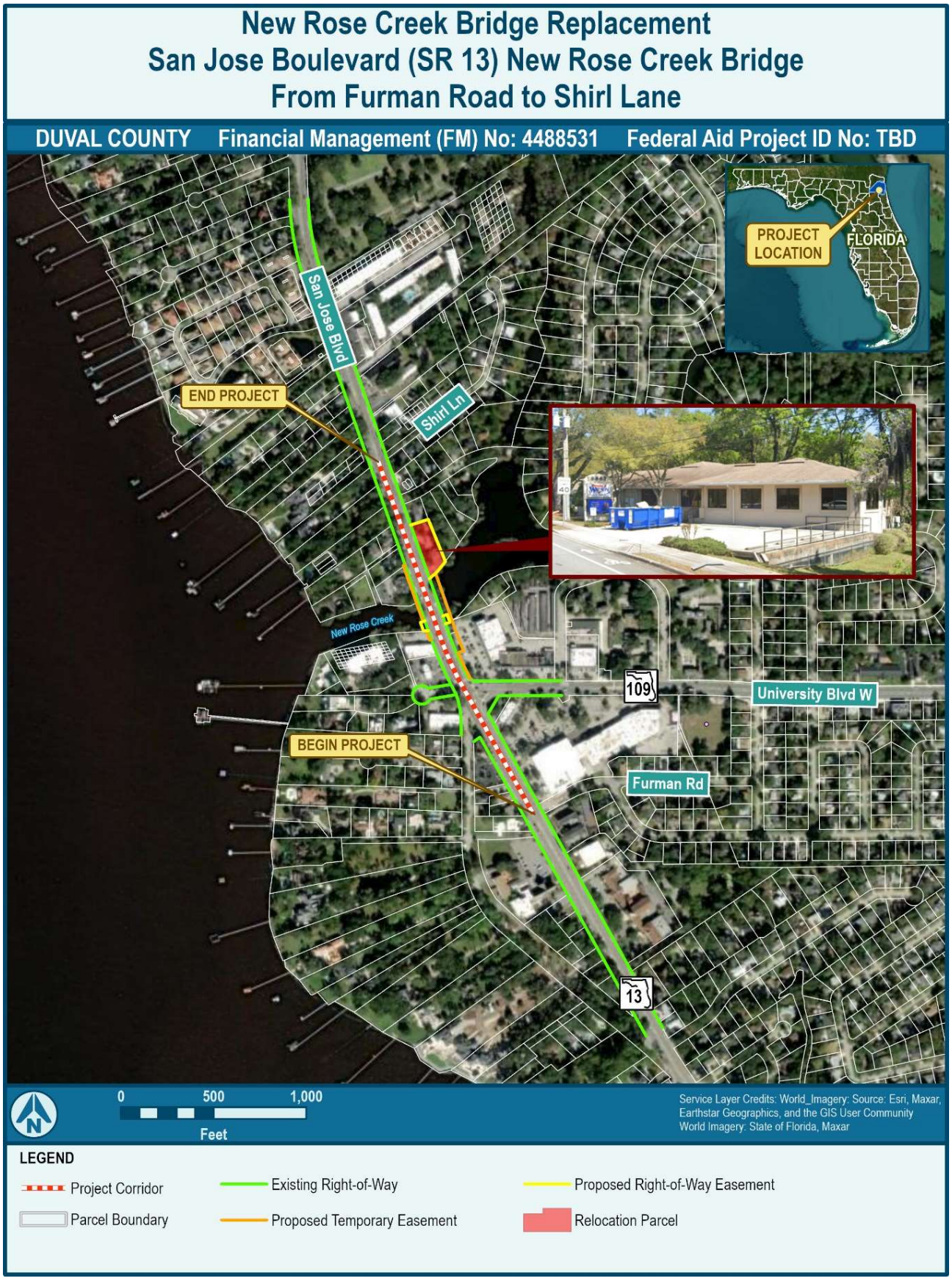


**Figure 3-4. Relocation Map**

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

## 3.7 Farmland Resources

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

# 4. Cultural Resources

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

## 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that 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 05/16/2024. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

To encompass all proposed work, the archaeological APE was defined to include the existing and proposed ROW where improvements are proposed. The architectural history APE included the existing and proposed ROW 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 330 feet (ft) from the right-of-way line.

The archaeological survey consisted of pedestrian survey and the excavation of one shovel test, which was negative for artifacts. Additionally, 21 no-dig locations were recorded where subsurface testing was not possible due to buried utilities and modern disturbances. Extensive ground-disturbing activities, including utility installation and modern development, have left no portion of the corridor undisturbed. No archaeological occurrences or sites were identified, and no artifacts were recovered from the APE. No further archaeological survey was recommended.

The architectural survey resulted in the identification and evaluation of 41 newly recorded historic resources within the APE. The 41 historic resources include 38 buildings (8DU23482-8DU23519) and three resource groups (8DU23526-8DU23528). All 41 resources are ineligible for the NRHP due to a lack of significant historic associations and architectural distinction. No further architectural history work was recommended.

Bridge No. 720029 is a prestressed concrete slab bridge built in 1960. The bridge is a post-1945 concrete bridge excluded from Section 106 consideration (Federal Register 2012:68793). As such, the bridge was not recorded or evaluated by the present study. No additional architectural survey is recommended.

Based on these findings, this project will result in No Historic Properties Affected. The SHPO concurred with these findings on May 16, 2024 and the concurrence letter is included in Attachments and project file.

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

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

## 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.

# 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 Protected Species and Habitat survey was conducted to identify state and federal species listed as Threatened, Endangered, or candidate species with the potential to occur on or near the project area, and to provide recommendations for avoidance, minimization, and mitigation of potential impacts as needed. A desktop analysis determined a total of 18 listed species have some probability of occurrence within the project study area based on the presence of suitable habitat according to the USFWS Information for Planning and Consultation (IPaC) database, and the Florida Natural Areas Inventory's Biodiversity Matrix. These species were assigned a probability of occurrence defined as:

- Low - minimal amounts of suitable habitat exist within or adjacent to the project study area. There are no documented occurrences of the species in the vicinity of the project, and it was not observed during the field reviews.
- Moderate - suitable habitat is represented within or adjacent to the project study area. There are no documented occurrences of the species in the vicinity of the project, and it was not observed during the field reviews.
- High - suspected to occur based on the existence of suitable habitat within or immediately adjacent to the project study area, species which have been previously observed or documented within the project study area or any listed species observed during the field review.

The listed species, critical habitat, and habitat assessments are described in detail below, in **Table 5-1**.

**Table 5-1. State and Federally Listed Wildlife Species**

| Common Name | Scientific Name | Federal Status | State Status | Probability of Occurrence | Effect of Determination |
|---|---|---|---|---|---|
| **Insects** | | | | | |
| Monarch Butterfly | *Danaus plexippus* | C | ----- | Low | Pending listing decision |
| **Reptiles** | | | | | |
| Green Sea Turtle | *Chelonia mydas* | T | FT | Low | MANLAA |
| Loggerhead Sea Turtle | *Caretta caretta* | T | FT | Low | MANLAA |
| **Birds** | | | | | |
| Wood Stork | *Mycteria americana* | T | FT | Moderate | MANLAA |
| Little Blue Heron | *Egretta caerulea* | ----- | ST | Moderate | NAEA |
| Tricolored Heron | *Egretta tricolor* | ----- | ST | Moderate | NAEA |
| Roseate spoonbill | *Platalea ajaja* | ----- | ST | Low | NAEA |
| Bald Eagle * | *Haliaeetus leucocephalus* | ----- | ----- | High | N/A |
| **Fish** | | | | | |
| Shortnose Sturgeon | *Acipenser brevirostrum* | E | FE | Low | MANLAA |
| Atlantic Sturgeon | *Acipenser oxyrinchus oxyrinchus* | E | FE | Low | MANLAA |
| Smalltooth Sawfish | *Pristis pectinata* | E | FE | Low | MANLAA |

| | | | | | |
|---|---|---|---|---|---|
| **Mammals** | | | | | |
| West Indian Manatee | *Trichechus manatus* | T | FT | High | MANLAA |
| Tricolored Bat | *Perimyotis subflavus* | PE | ----- | Low | MANLAA |
| **Plants** | | | | | |
| Variable-leaved Indian Plantain | *Arnoglossum diversifolium* | ----- | T | Low | NAEA |
| Many flowered Grass Pink | *Calopogon multiflorus* | ----- | T | Low | NAEA |
| Bartram's Ixia | *Calydorea coelestina* | ----- | E | Low | NAEA |
| Florida Spiny Pod | *Matelea floridana* | ----- | E | Low | NAEA |
| Celestial Lily | *Nemastylis floridana* | ----- | E | Low | NAEA |
| Giant Orchid | *Pteroglossaspis ecristata* | ----- | T | Low | NAEA |
| Florida Mountain-mint | *Pycnanthemum floridanum* | ----- | T | Low | NAEA |
| Small-Flowered Meadowbeauty | *Rhexia parviflora* | ----- | E | Low | NAEA |
| St. John's Blackeyed Susan | *Rudbeckia nitida* | ----- | E | Low | NAEA |
| Florida Willow | *Salix floridana* | ----- | E | Low | NAEA |
| Variable-leaf Crownbeard | *Verbesina heterophylla* | ----- | E | Low | NAEA |

T = Threatened, E = Endangered, C = Candidate Species, PE = Proposed Endangered; ST = State Threatened, SE = State Endangered, FT = Federally Threatened, FE = Federally Endangered, NE = No Effect, NAEA = No Adverse Effect Anticipated, MANLAA = May Affect, Not Likely to Adversely Affect. * = Protected by Migratory Bird Treaty Act (16 U.S. Code [U.S.C.] 703-712), the Federal Bald and Golden Eagle Act, and the Species Action Plan for the Bald Eagle (FWC, 2017). N/A = Not Applicable

**Federally Listed Species**

The literature and field review identified seven federally listed species, one candidate, and one proposed endangered species. No critical habitat for any federally listed species was identified during the review. Therefore, the proposed project will not result in the destruction or adverse modification of critical habitat.

Sea Turtles

The **green sea turtle** (*Chelonia mydas*) and **loggerhead sea turtle** (*Caretta caretta*) are federally threatened species of marine sea turtles that have a low probability of occurrence this far up the St. Johns River. The project site is located well inland with no nesting habitat, but the potential does exist for swimming turtles to enter the area. To provide additional protection to swimming sea turtles, the project will adhere to the National Oceanic and Atmospheric Administration's (NOAA) Southeast Regional Office (SERO) *Measures for Reducing Entrapment Risk to Protected Species* and *Protected Species Construction Conditions*. Therefore, an effect determination of **may affect, not likely to adversely affect** is made.

Fish

The **shortnose sturgeon** (*Acipenser brevirostrum*) is a state- and federally- endangered species that may occur in Duval County. A single specimen was found in the St. Johns River by FWC during extensive sampling of the river in 2002 and 2003; subsequent sampling by different researchers in 2014 and 2015 found no shortnose sturgeon. For these reasons, the shortnose sturgeon has been given a low probability of occurrence in the project study area. During in-water work, the contractor will be required to adhere to NOAA SERO's *Measures for Reducing Entrapment Risk to Protected Species* and *Protected Species Construction Conditions*. Therefore, this project **may affect, but is not likely to adversely affect** this species.

The **Atlantic sturgeon** (*Acipenser oxyrinchus oxyrinchus*) is a state- and federally- endangered species that may occur in Duval County. A study published in 2018 reported that one individual Atlantic sturgeon was captured in the St. Johns River in July 2015 but found no evidence of a well-established population. For this reason, the Atlantic sturgeon has been given a low probability of occurrence in the project study area. During in-water work, the contractor will be required to adhere to NOAA SERO's *Measures for Reducing Entrapment Risk to Protected Species* and *Protected Species Construction Conditions*. Therefore, this project **may affect, but is not likely to adversely affect** this species.
The **smalltooth sawfish** (*Pristis pectinata*) is a federally endangered species that historically occurred in Florida's shallow coastal waters. Currently, this species is primarily found along the Southwest Florida coast and is unlikely to occur in Northeast Florida. Because all known observations and preferred habitat of this species is more than 15 miles from New Rose Creek, it has been given a low probability of occurrence. During in-water work, the contractor will be required to adhere to NOAA SERO's *Measures for Reducing Entrapment Risk to Protected Species* and *Protected Species Construction Conditions*. Therefore, this project **may affect, but is not likely to adversely affect** this species.

Wood Stork

The **wood stork** (*Mycteria americana*) is a federally threatened species of wading bird. There has been no documented occurrence of the species on site, and none were observed during the site review. This is probably due to the permanent nature of the deep water adjacent to the project site which is held in place by a weir and sea walls that created an upstream pool for neighborhood aesthetics and recreational boating. Additionally, impacts will be limited to less than 0.1 acres of suitable foraging habitat. Therefore, based on the most recent USACE Effects Determination Key for Wood Stork in Central and North Peninsular Florida (key pathway: A > B > C > MANLAA), the project **may affect but is not likely to adversely affect** the wood stork. Based on use of the key resulting in "MANLAA", no further coordination is required.

West Indian Manatee

The **West Indian manatee** (*Trichechus manatus*) is a federally threatened species of marine mammal afforded protection under the ESA and the Marine Mammal Protection Act of 1972, as amended. Manatees are common within the St Johns River system, and commonly observed in this area. The FWC Manatee Carcass Recovery Location database indicates a manatee carcass was recovered from the mouth of New Rose Creek on February 1, 2010, whose demise was attributed to cold stress. No manatees or submerged aquatic vegetation were observed during the field review on October 18, 2022, and the site is not listed as critical habitat for manatees. In-water work for the project will require the installation of sheet piles and installation of riprap to prevent scouring. No vessels or barges are needed for this work, and the bridge demolition will be controlled, with no use of explosives. Demolition debris will not be allowed to enter the water or wetlands. Floating turbidity barriers and turbidity curtains will be installed prior to water work. Based on the USACE Effect Determination Key for the Manatee in Florida (key pathway: A > B > C > G > N > O > P > MANLAA), the project will result in a **may affect not likely to adversely affect** determination. The Standard Mantee Conditions for In-Water Work will be required during project construction. Based on use of the key resulting in "MANLAA", no further coordination is required.

Monarch Butterfly

The **monarch butterfly** (*Danaus plexippus*) is a candidate species for federal listing. This species is widely distributed and is host specific to milkweed plants of the genus *Asclepius*. The site is highly impacted by urban development, foot traffic, and any green areas are mowed frequently down to the waterline or sea wall. It is highly unlikely that milkweeds exist within the project limits or surrounding area. The project is not expected to affect the Monarch Butterfly or its habitat.

Tricolored Bat

The **Tricolored bat** (*Perimyotis subflavus*) has been proposed for federal listing as endangered by the USFWS due to its drastic population decline following the appearance of white-nose syndrome in the U.S. This species is widely distributed and could potentially utilize the project area for foraging and the nearby trees and bridge for roosting. Evidence of bat

presence (guano, vocalizations) was not observed in the bridge or project area during any of the field reviews. The species was proposed for federal listing on September 14, 2022, and is currently awaiting regulatory guidance from USFWS on protection measures. The project does include the clearing of trees within the right-of-way on the east side of SR 13 that could potentially provide roost habitat for this species. FDOT commits to no tree clearing when day-time high temperatures are below 45 degrees, nor during maternity season (May 1st through July 15th). With implementation of the commitments the project results in a may affect, not likely to adversely affect determination for the tricolored bat. FDOT is seeking a conference opinion for the tricolored bat as a proactive step to avoid delays to the project construction schedule once the bat becomes listed. If tree clearing is required during these months, consultation will be reinitiated.

Bald Eagle

The **bald eagle** (*Haliaeetus leucocephalus*) is no longer listed by the USFWS or FWC; however, the species is protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act (1940), by Chapter 68A-16.002, F.A.C., and by the FWC's Species Action Plan for the Bald Eagle. Audubon's Eagle Watch Nest App database shows two known bald eagle nests (DU037a and DU037) are located within 1 mile of the site. The project is located within the 660-foot buffer of nest DU037a, which is located east of SR 13 on an artificial structure. It is known as a secondary nest to DU037 and was in a state of disrepair and not used during the 2024 nesting season. However, it was recorded as active in 2022 and upon which the parents successfully fledged young. Since the site is located within the 660-foot protective nest buffer, FDOT will be required to monitor for eagle nesting use if occupied during project construction to ensure that activities do not cause identifiable disturbances to nesting eagles.

USFWS concurred with effect determination to wood stork, West Indian manatee, and tricolored bat on June 04, 2024. The concurrence letter is included in the Attachments and project file.

**State Listed Species**

The literature and field review identified suitable habitat present at the project for three wildlife species and 11 plant species listed as threatened or endangered. Such habitat is very limited for plants due to the large areas of impervious surfaces and the frequent maintenance of surrounding vegetation.

Wading Birds

Three species of wading birds with suitable habitat present are listed by the State of Florida as threatened: the **little blue heron** (*Egretta caerulea*), the **tricolored heron** (*Egretta tricolor*), and the **roseate spoonbill** (*Platalea ajaja*). No wading bird colonies are present on site due to the lack of suitable nesting habitat in the area, and disturbance due to a high volume of vehicular and foot traffic. Although no potential nests or nesting rookeries are known or detected during the field reviews, all of these species have a moderate potential to occur due to the presence of foraging habitat. The proposed improvements will result in minimal impacts to such foraging habitat. Based on the project's limited temporary impacts and nearby suitable habitat available along the St. Johns River, it is determined there is **no adverse effect** anticipated.

Bats

Bats often utilize bridges as roosting sites and a survey of the spaces under the existing bridge did not identify any evidence of bats within the project footprint or immediately adjacent area. If bats are found in the structure, they will be excluded from the bridge in accordance with F.A.C rule 68A-4.001 General Prohibitions and rule 68A-9.010 Taking Nuisance Wildlife. All bats are protected under F.A.C rule 68A-4.00.

Plants

A total of 11 state-listed plant species were identified during the desktop screening process. These are: the variable-leaved Indian plantain (*Amoglossum diversifolium*), many flowered grass pink (*Calopogon multiflorus*), Bartram's Ixia (

*Calydorea coelestina*), Florida spiny pod (*Matelea floridana*), celestial lily (*Nemastylis floridana*), giant orchid ( *Pteroglossaspis ecristata*), florida mountain-mint (*Pycnanthemum floridanum*), small-flowered meadowbeauty (*Rhexia parviflora*), St. John's Blackeyed Susan (*Rudbeckia nitada*), Florida Willow (*Salix floridana*), and variable-leaf crownbeard (*Verbesina heterophylla*). The vegetative community on site is highly disturbed and there is a low likelihood that any of these species would be present on site. During the site review no listed plant species were identified and based on the project's limited temporary impacts and suitable habitat availability adjacent to the project site, it is determined that there is **no adverse effect** anticipated.

Florida Fish and Wildlife Conservation Commission (FWC) concurred with the effect determinations and supports the project implementation measures and commitments for protected species on May 17, 2024. The concurrence letter is included in the Attachments and project file.

Florida Department of Agriculture and Consumer Services (FDACS) concurred with effect determination to plants on May 8, 2024. This correspondence is included in the Attachments and project file.

## 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.

New Rose Creek is a channelized tidally-influenced stream that runs through the urban Lakewood area of Jacksonville, Florida. The project is located along New Rose Creek, approximately 0.1 miles east and upstream of the confluence with the St. Johns River. The stream is channelized and heavily altered by seawalls and riprap armored banks with little aquatic vegetation.

A *Natural Resources Evaluation (NRE)* Report was prepared to identify, map, and evaluate jurisdictional wetland impacts associated with the construction of the project and to briefly assess the function and value of each wetland area.

The wetland delineation was completed in November 2022 during which time the landward extent of the wetland boundary of New Rose Creek was delineated both upstream and downstream of the project. Wetland impacts from the project will result in approximately 0.04 acres of permanent impacts and 0.16 acres of temporary impacts to the surface water. Secondary impacts are not anticipated as the project will be utilizing appropriate erosion and sediment control measures including the use of turbidity barriers and silt fencing. The project will be for the replacement of a similar bridge in place and will not result in a significant change to the existing water resources. The proposed impacts are anticipated to be temporary in nature and the aquatic communities and vegetation will be allowed to return to a similar condition following the completion of the project. Therefore, no cumulative impacts are anticipated.

The bridge replacement project will maintain the existing SR 13 alignment, and given the presence of wetlands along New Rose Creek, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action will include all practicable measures to minimize harm to wetlands. The proposed project will have no significant short-term or long-term adverse impacts to wetlands. Short-term construction-related impacts will be minimized in accordance with the FDOT's *Standard Specifications for Road and Bridge Construction*.
Wetland characteristics and ecological function were assessed in accordance with the F.A.C. 62-345, Uniform Mitigation Assessment Method (UMAM). The UMAM uses standardized metrics to calculate the functional value of each wetland and is used to determine the functional loss associated with proposed impacts, and the amount of mitigation necessary to

offset these functional losses.

**Table 5-2. UMAM Summary of Wetland Impacts**

| Wetland ID | Impact Acreage | UMAM Score | Functional Loss |
|---|---|---|---|
| Other Water Surface-1(OSW-1) | 0.04 | 0.57 | 0.02 |

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, Florida Statutes (F.S.), to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S. Code (U.S.C.) 1344. Due to the minimal amount of permanent wetland impact (0.04 acres), mitigation is not anticipated. If mitigation is required, the project is located within the Northern St. Johns River and Northern Coastal Basin which include several mitigation banks; however, none currently have the appropriate state or federal wetland mitigation credits available.

Wetland impact acreages and mitigation requirements will be finalized during design and permitting. The New Rose Creek should be considered a jurisdictional Water of the U.S. (WOTUS) and a USACE retained water based on the State of Florida 404 Program (2020). The project qualifies for a U.S. Army Corps of Engineers (USACE) Nationwide Permit 3 (NWP 3) and will not require pre-construction notification for impacts to Clean Water Act Section 404 regulated waters. The project also qualifies for a St. Johns River Water Management District (SJRWMD) General Environmental Resource Permit (ERP) under Florida Administrative Code (F.A.C.) 62-330.443 for FDOT bridge replacements.

## 5.3 Essential Fish Habitat (EFH)

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

The project was evaluated for the presence of and potential impacts to EFH and Habitat Areas of Particular Concern (HAPC) using multiple resources. These include the National Marine Fisheries Service (NMFS) Inland EFH mapper tool for the Southeast Region, the FDOT PD&E Manual Chapter Essential Fish Habitat, and field reviews to observe tidal activity and aquatic vegetation. These field reviews indicated the area is tidally influenced, confirming the site contains EFH. No Submerged Aquatic Vegetation (SAV) was detected during the field reviews and is not anticipated. This is because the area was observed at low tide and only unconsolidated mud was detected beyond the emergent aquatic vegetation line.

It was determined the project is located within EFH-HAPC for penaeid shrimp: the white shrimp (Litopenaeus setiferus), pink shrimp (Farfantepenaeus duorarum), and brown shrimp (Farfantepenaeus aztecus) and has the potential of utilization by 8 fish species (**Table 5-3**). These species utilize inland waters for spawning and nursery areas.

**Table 5-3. Species Mapped in the Essential Fish Habitat**

| Common Name | Scientific Name | Life Stages |
|---|---|---|
| Brown shrimp | *Farfantepenaeus aztecus* | Post-larvae/juvenile/subadult |
| Pink shrimp | *Farfantepenaeus duorarum* | Juveniles/subadults |
| White shrimp | *Litopenaeus setiferus* | All Life Stages |
| Red drum | *Sciaenops ocellatus* | All Life Stages |
| Spanish mackerel | *Scomberomorus maculatus* | Juveniles/adults |
| Gag grouper | *Mycteroperca microlepis* | Early Juveniles |

| | | |
|---|---|---|
| Red grouper | *Epinephelus morio* | Early Juveniles |
| Goliath grouper | *Epinephelus itajara* | Juveniles |
| Gray snapper | *Lutjanus griseus* | Post-larvae/juveniles/adults |
| Cobia | *Rachycentron canadum* | Eggs/larvae |
| Mutton snapper | *Lutjanus analis* | Juveniles/adults |

EFH consultation cannot be completed during the PD&E phase as final impact quantities are not known and currently there are no appropriate state or federal wetland mitigation credits available. The NMFS recommends the avoidance and minimization of these impacts to the extent practicable by selecting appropriate construction methods. These methods include staging of materials that would cause the least disruption to tidal wetlands and surrounding habitats, and using modern construction materials and techniques that could reduce the number of piles needed. The FDOT will continue to work with the NMFS and other regulatory agencies as the project progresses into design and permitting to better refine the expected impacts and develop an appropriate mitigation strategy.

The preferred alternative was the least impactful of the evaluated alternatives as there will be no bridge pilings placed in the water. The proposed bridge will span the breadth of New Rose Creek with one continuous span. Only sheet pilings will be installed at the waters' edge to protect the new end bents. All impacts to in water habitats will be considered impacts to EFH, therefore 0.04 acres of EFH will potentially be impacted by the project through the installation of riprap and sheet pilings during the construction phase. During the permitting phase of the project, coordination will occur with NMFS to determine the preferred method of offsetting the loss of EFH values.

## 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 (FIRM) were used to identify potential flooding and floodway encroachment associated with this project. The proposed project is located within FEMA Zone AE within a Base Flood Elevation (BFE) of 6 feet. Zone AE is described as areas that are inundated by the 100-year floodplain with a determined BFE.

A Bridge Hydraulic Study was performed for the project. The proposed project will increase the hydraulic opening under the bridge from 28 feet 11 inches to 38 feet. The proposed new bridge will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

## 5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

## 5.6 Water Resources

The existing drainage system is a longitudinal closed system that collects runoff from 700 feet north of the bridge and 1000 feet south of the bridge, as well as a 300 feet area along University Blvd, in curb inlets and discharges at the bridge in 18" and 36" pipes. The outfall of these pipes is New Rose Creek.

A Water Quality Impact Evaluation (WQIE) has been prepared for this study to assist in documentation of potential impacts to water resources. Two Water Body Identification Number (WBIDs) were identified in proximity of study area: New Rose Creek (WBID 2306) and St. Johns River Above Warren Bridge (WBID 2213E). New Rose Creek is designated as impaired for bacteria (*Escherichia coli*).

The proposed project is replacing the bridge with the same typical section and there will be no increase in impervious area or runoff. Therefore, attenuation or stormwater treatment is not required.

## 5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

## 5.8 Outstanding Florida Waters

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

## 5.9 Wild and Scenic Rivers

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

## 5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

# 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

This project is a Type III project according to the provisions of 23 CFR 772 and Section 335.17, F.S., therefore noise analysis or consideration of abatement measures is not required.

## 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 not change the Level of Service (LOS) and not change 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 Level 1 Contamination Screening Evaluation Report (CSER) was prepared to identify and evaluate known or potential contamination problems and is included in the Project File. The screening utilized FDOT District 2 and Florida Department of Environmental Protection's (FDEP) Geographic Information System (GIS) databases (OCULUS) of known hazardous material storage and/or contamination sites. The following screening limits were used:

- 500 feet from the right-of-way line for petroleum, drycleaners, and non-petroleum sites
- 1000 feet from the right-of-way line for non-landfill solid waste sites (such as recycling facilities, transfer stations and debris placement areas)
- 0.5 mile from the right-of-way line for Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), National Priorities List (NPL) Superfund sites, or Landfill sites

The results of the literature and field review for the project area identified 12 potential contamination sources within the recommended review distances (see **Table 6-1**). A rating of LOW is indicative of sites where the field review and the data review indicated that contamination would not generally be expected; however, it is potentially possible. A rating of MEDIUM has been assigned to sites where there is reasonable suspicion that contamination may exist. Sites rated HIGH have known contamination within the limits of the property.

**Table 6-1. Contamination Sites and Rating**

| Site Number | Site Name | Site Address | Contamination Rating | Likely Contaminant |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 1 | Shell-First Coast Energy #3029/2030 (Former) | 5640 San Jose Blvd Jacksonville, FL 32207 | High | Leaded/Unleaded Gasoline, Heating Oil, Diesel Fuel, Waste Oil, Heavy Metals |
| 2 | Delux Laundry & Dry Cleaners | 1547 University Blvd West #1 Jacksonville, FL 32217 | Low | Laundry Detergents, Solvents |
| 3 | Lakewood Printing & Office | 1567 University Blvd West Jacksonville, FL 32217 | Low | Heavy Metals, Acids, Solvents, Glues, Disinfectants, Ink |
| 4 | Martinizing Dry Cleaning (Formerly Dry Clean City and Dry Clean City at Lakewood) | 1607-1 University Blvd Jacksonville, FL 32217 | Low | Petroleum, Solvents, Mineral Spirits |
| 5 | Greyhound Lines Inc | 6005 San Jose Blvd Jacksonville, FL 32217 | High | Leaded Gasoline |
| 6 | Rahaims Walls & Floors | 6022 San Jose Blvd Jacksonville, FL 32217 | Low | Petroleum |
| 7 | Winn Dixie #190 | 1520 University Blvd W Jacksonville, FL 32217 | Low | Cleaning Supplies, Pharmaceutical Waste |
| 8 | Dixie Cleaners/Professional Cleaners #2 | 6052 San Jose Blvd Jacksonville, FL 32217 | High | Petroleum, Solvents, Mineral Spirits |
| 9 | JEA Lift Station LS002190 | 5621 Stanford Road Jacksonville, FL 32217 | Medium | Hydrogen Peroxide, Metals, Organics, Bacteria |
| 10 | San Jose Square Cleaners/San Jose-Flanders Road | 5039 San Jose Blvd Jacksonville, FL 32207 | High | Petroleum, Chlorinated Solvents, Mineral Spirits |
| 11 | Shell-First Coast Energy #1033 | 5005 San Jose Blvd Jacksonville, FL 32207 | Low | Petroleum, Heavy Metals |
| 12 | Kelly's Refinishing, Inc. | 5121 San Jose Blvd Jacksonville, FL 32207 | Medium | Chlorinated Solvents, Heavy Metals, Paint, Volatile Organic Compounds (VOCs) |

Further environmental investigations are recommended for any site rated MEDIUM or HIGH if land acquisition or construction will result in soil and/or groundwater disturbance on or near those parcels.

Structural Surveys for Asbestos Containing Materials and Metals Based Coating

The regulations restricting the use of asbestos-containing materials (ACM) and lead-based paint (LBP) were enacted in 1978/1979. Structures built prior to 1980 have a potential for hazardous material impacts during demolition. The SR 13 Bridge over New Rose Creek was built in 1960 at a time when construction materials often contained asbestos materials and LBP coatings. There is a potential that hazardous materials may be encountered during the removal, handling, and disposal of some of the materials on the existing bridge. However, no paint has been observed on the bridge structure. Hence, an LBP survey is not required.

An asbestos survey on the SR 13 Bridge over New Rose Creek was conducted on August 17, 2022, and the sampled materials did not contain asbestos. The D2 ROW office will conduct ACM and metal-based coating (MBC) surveys for any building structures that are acquired for demolition.

## 6.4 Utilities and Railroads

A Utility Assessment Package was prepared for the project and is included in the Project File.

The existing Utility Agency/Owner (UAO) along the SR 13 corridor were identified using the Sunshine 811 One Call ticket. All UAOs were contacted to obtain available as-built information for their infrastructure along this corridor and to discuss the impact of replacing SR 13 bridge on utilities (see **Table 6-2**). Additionally, Subsurface Utility Engineering (SUE) investigations were performed on June 7, 2023, to verify the location, size and depth of each utility within the corridor.

**Table 6-2 Utility Agency/Owners and Impact on Utilities**

| Company | Contact Name and Information | Utility Detail | Impact on Utility |
|---|---|---|---|
| Jacksonville Electric Authority (JEA) | Bryan McMahan<br>mcmajb2@jea.com<br>904-625-5307 | 26kV Overhead electric distribution line with 120/140V secondary attachment | Overhead line approved for a two-year outage. Impacted utility poles will be removed and aerial facilities will be replaced following construction |
| JEA Fiber | Kim Traylor<br>trayka@jea.com<br>904-665-8983<br><br>Alex Zecher<br>zechaa@jea.com<br>904-763-3317 | Two (2) 4-inch PVC conduits attached to the bridge on the west side of the corridor | Mitigation measures unknown at this time |
| JEA Water/Sewer | Daniel Colley<br>colldm2@jea.com<br>904-431-2385 | 8-inch forcemain on the west side of the corridor, pile supported at bridge.<br>24-inch watermain on the east side of the corridor, bridge attached.<br>6-inch out-of-service watermain on the east side of the corridor.<br>8-inch sewer (possibly force main) with two manholes crossing the corridor on the south side of the bridge | JEA provided utility replacement options. JEA is interested in installing watermain and force main replacements during construction as a joint project with FDOT |
| ATT/ Distribution | PK Patel<br>pp5963@att.com<br>904-699-4976 | Four (4) 4-inch PVC buried telephone duct | Preference to support the existing duct bank with specialized contractor throughout construction. |
| Comcast Cable Communications | James Graham<br>james_graham@cable.comcast.com<br>904-509-6472<br><br>Andrew Sweeney<br>904-738-6898 | Overhead cable along the eastern side of the bridge | Mitigation measures unknown at this time |

| | | | |
|---|---|---|---|
| IQ Fiber | Les Guthrie<br>les.guthrie@iqfiber.com<br>407-722-2300 | Three (3) fiber sheaths with a total of 360 fibers with a total of 379 active circuits | Mitigation measures unknown at this time |
| Teco Peoples Gas Jacksonville | Joan Domning<br>JDomning@tecoenergy.com<br>813-275-3783<br><br>Landon Meahl<br>lmeahl@tecoenergy.com<br>407-408-5566 | 2-inch PE Gas Main | Mitigation measures unknown at this time |

There are no railroads present within the 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 would be temporary and associated with the movement of heavy equipment and construction activities. Noise control measures would include those contained in the FDOT Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the contractor would also be required where applicable.

Water quality impacts resulting from erosion and sedimentation would be controlled in accordance with the FDOT Standard Specifications for Road and Bridge Construction and through the use of Best Management Practices as required by the National Pollution Discharge Elimination System (NPDES) construction permit and development of the required Stormwater Pollution Prevention Plan during Design.

# 7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the DRAFT Bridge Replacement Report (v10).

# 8. Permits

The following environmental permits are anticipated for this project:

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

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

# 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 comprehensive Public Involvement Plan was prepared for the project.

Public involvement strategies were developed and carried out as an integral part of the PD&E study. The purpose of the Public Involvement Plan is to establish and maintain communication with the public at-large, adjacent property owners, interested stakeholders and agencies interested in the project and its potential impact. A summary of the outreach efforts will be provided after the Public Hearing.

**Date of Public Hearing:** 07/30/2024
**Summary of Public Hearing**
A virtual public hearing is scheduled for July 29, 2024, and in-person public hearing is scheduled for July 30, 2024.

A summary of the public hearing will be provided after the public hearing.

# 10. Commitments Summary

1. The United States Fish and Wildlife Services (USFWS) and Florida Fish and Wildlife Conservation Commission (FWC) *Standard Manatee Construction Conditions for In-Water Work* will be utilized during construction.
2. FDOT will adhere to the National Oceanic and Atmospheric Administration (NOAA) Southeast Regional Office *Protected Species Construction Conditions* for in-water work
3. FDOT will adhere to the NOAA Southeast Regional Office *Measures for Reducing Entrapment Risk to Protected Species*.
4. Active eagle nesting has been identified within 660 feet of the project. Surveys to update locations of active bald eagle nest sites will be conducted during the design phase, and permits will be acquired if there will be unavoidable impacts during construction. Coordination with USFWS and FWC will take place as necessary.
5. FDOT commits to no tree clearing when day-time high temperatures are below 45 degrees, nor during maternity season (May 1st through July 15th) for the tricolored bat.
6. If the status of the Monarch Butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the Monarch.

## 11. Technical Materials

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

Conceptual Stage Relocation Plan
Sociocultural Effects Evaluation Report
Cultural Resources Assessment Survey (CRAS)
Water Quality Impact Evaluation
Natural Resource Evaluation Report
Utilities Assessment Package
DRAFT Bridge Replacement Report (v10)

# Attachments

## Planning Consistency

Project Plan Consistency Documentation

## Cultural Resources

SHPO Concurrence Letter

## Natural Resources

DACS Concurrence
USFWS Concurrence
NMFS Technical Assistance
FWC Concurrence

# Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

# Planning Consistency Documentation

# North Florida TPO 2045 Long Range Transportation Plan

- **OBJECTIVE 5.4**: Provide Ladders of Opportunity.

| Performance Measure | | Benchmark |
|---|---|---|
| 5.4.1 | Number of projects in low income and minority census tracts | Evaluation of projects/scenario |
| 5.4.2 | Jobs within a half-mile of a state road | Maintain or improve access to jobs<br>Existing value is reported in the Congestion Management Process. |
| 5.4.3 | Projects that enhance access to jobs through transit | Evaluation of projects/scenarios |

## GOAL 6: PRESERVE AND MAINTAIN OUR EXISTING SYSTEM

Preserving and maintaining the existing system is integral to the optimization of mobility. The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) established formal goals and objectives for systems preservation that are proposed for adoption as part of this LRTP. They include:

1. Have 95 percent of the Strategic Intermodal System in good or better condition.

2. Have 85 percent of other arterials in good or better condition.

3. Strengthen bridges that are either (1) structurally deficient or (2) posted for weight restriction within six years on FDOT facilities.

4. Replace bridges that require structural repair and are more cost-effective to replace within nine years on FDOT facilities.

5. Satisfy FDOT's off-system bridge replacement goals.

6. Maintain signing and pavement markings to accommodate all users including automated vehicles.

7. Maintain technology/infrastructure introduced to accommodate connected vehicles.

In addition, the objective of the systems preservation and maintenance goal is to provide a transit fleet that meets Federal Transit Administration's (FTA's) requirements for system preservation, vehicle age and maintenance.

The objectives for preserving and maintaining the existing system are listed below.

- **OBJECTIVE 6.1:** Maintain and update roadways to current standards.

| Performance Measure | | Benchmark |
|---|---|---|
| 6.1.1 | Percent of Interstate Pavement in Good Condition | Maintain or improve<br>Existing value is reported in the Congestion Management Process. |
| 6.1.2 | Percent of Interstate Pavement in Poor Condition | Maintain or reduce<br>Existing value is reported in the Congestion Management Process. |
| 6.1.3 | Percent of Non-Interstate Pavement in Good Condition | Maintain or improve<br>Existing value is reported in the Congestion Management Process. |
| 6.1.4 | Percent of Non-Interstate Pavement in Poor Condition | Maintain or reduce<br>Existing value is reported in the Congestion Management Process. |

- **OBJECTIVE 6.2:** Maintain and update bridges to current standards

| Performance Measure | | Benchmark |
|---|---|---|
| 6.2.1 | Percent of National Highway System Bridges in Good Condition | Maintain or improve<br>Existing value is reported in the Congestion Management Process. |
| 6.2.2 | Percent of National Highway System Bridges in Poor Condition | Maintain or reduce<br>Existing value is reported in the Congestion Management Process. |
| 6.2.3 | Percent of State Highway Bridges in Good Condition | Maintain or improve<br>Existing value is reported in the Congestion Management Process. |
| 6.2.4 | Percent of State Highway Bridges in Poor Condition | Maintain or reduce<br>Existing value is reported in the Congestion Management Process. |
| 6.2.5 | Percent of Non-State Highway Bridges in Good Condition | Maintain or improve<br>Existing value is reported in the Congestion Management Process. |
| 6.2.6 | Percent of Non-State Highway Bridges in Poor Condition | Maintain or reduce<br>Existing value is reported in the Congestion Management Process. |

# North Florida TPO Transportation Improvement Program FY 2024/25 – 2028/29

| Phase | Fund Source | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | Total |
|---|---|---|---|---|---|---|---|
| **4457401 - SR115(SOUTHSIDE BLVD) AND FRONTAGE RD @ OLD BAYMEADOWS RD** | | | | | | | **SIS: No** |
| **Intersection Improvement** | | | | | | | **Length: 0.485** |
| **LRTP No: -** | | | **Responsible Agency: Florida DOT** | | | | |
| Preliminary Engineering | STP, ANY AREA | $0 | $0 | $0 | $190,900 | $0 | **$190,900** |
| | **Total** | **$0** | **$0** | **$0** | **$190,900** | **$0** | **$190,900** |
| | *Prior Cost < FY2025* | *$0* | *Future Cost >* | *$0* | | *Total Project Cost* | *$190,900* |
| **4338993 - SR115(US1) MLK(20TH STREET) AT I-95(SR9) INTERCHANGE LANDSCAPING** | | | | | | | **SIS: Yes** |
| **Landscaping** | | | | | | | **Length: 0.627** |
| **LRTP No: -** | | | **Responsible Agency: Florida DOT** | | | | |
| Construction | STATE IN-HOUSE PRODUCT SUPPORT | $0 | $0 | $7,577 | $0 | $0 | **$7,577** |
| Construction | DISTRICT DEDICATED REVENUE | $0 | $0 | $498,196 | $0 | $0 | **$498,196** |
| | **Total** | **$0** | **$0** | **$505,773** | **$0** | **$0** | **$505,773** |
| | *Prior Cost < FY2025* | *$0* | *Future Cost >* | *$0* | | *Total Project Cost* | *$505,773* |
| **4260781 - SR13 @ ACOSTA BRIDGE & CONNECTOR BRIDGE NO720570 TO BRIDGE NO720584** | | | | | | | **SIS: No** |
| **Bridge - Painting** | | | | | | | **Length: 1.986** |
| **LRTP No: -** | | | **Responsible Agency: Florida DOT** | | | | |
| Railroad/Utilities | STATE BRIDGE REPAIR & REHAB | $0 | $0 | $0 | $0 | $250,000 | **$250,000** |
| | **Total** | **$0** | **$0** | **$0** | **$0** | **$250,000** | **$250,000** |
| | *Prior Cost < FY2025* | *$446,260* | *Future Cost >* | *$0* | | *Total Project Cost* | *$696,260* |
| **4488531 - SR13 @ NEW ROSE CREEK BRIDGE #720029** | | | | | | | **SIS: No** |
| **Bridge Replacement** | | | | | | | **Length: 1.01** |
| **LRTP No: -** | | | **Responsible Agency: Florida DOT** | | | | |
| Construction | ADVANCE CONSTRUCTION (BRT) | $0 | $0 | $20,858,385 | $0 | $0 | **$20,858,385** |
| Right-of-Way Acquisition | ADVANCE CONSTRUCTION (BRT) | $1,681,700 | $1,948,813 | $0 | $0 | $0 | **$3,630,513** |
| Railroad/Utilities | LOCAL FUNDS | $0 | $150,056 | $1,575,056 | $0 | $0 | **$1,725,112** |
| | **Total** | **$1,681,700** | **$2,098,869** | **$22,433,441** | **$0** | **$0** | **$26,214,010** |
| | *Prior Cost < FY2025* | *$1,421,304* | *Future Cost >* | *$0* | | *Total Project Cost* | *$27,635,314* |

# FDOT State Transportation Improvement Program (STIP)

Florida Department of

# TRANSPORTATION



Web Application

## Federal Aid Management David Williams - Manager

# STIP Project Detail and Summaries Online Report

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

| Selection Criteria | |
|---|---|
| **Approved STIP**<br>**Financial Project:**448853 1<br>**County/MPO Area:**North Florida MPO | **Detail**<br>**Related Items Shown**<br>**As Of:**7/1/2023 |

**HIGHWAYS**

**Item Number:** 448853 1 **Project Description:** SR13 @ NEW ROSE CREEK BRIDGE #720029

**District:** 02 **County:** DUVAL **Type of Work:** BRIDGE REPLACEMENT **Project Length:** 1.010MI

| | | Fiscal Year | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Phase / Responsible Agency** | | **<2024** | **2024** | **2025** | **2026** | **2027** | **>2027** | **All Years** |
| **P D & E / MANAGED BY FDOT** | | | | | | | | |
| **Fund Code:** | ACBR-ADVANCE CONSTRUCTION (BRT) | 768,025 | 132,095 | | | | | **900,120** |
| **PRELIMINARY ENGINEERING / MANAGED BY FDOT** | | | | | | | | |
| **Fund Code:** | ACBR-ADVANCE CONSTRUCTION (BRT) | 449,434 | 68,598 | | | | | **518,032** |
| **RIGHT OF WAY / MANAGED BY FDOT** | | | | | | | | |
| **Fund Code:** | ACBR-ADVANCE CONSTRUCTION (BRT) | | | 145,000 | 900,522 | | | **1,045,522** |
| **CONSTRUCTION / MANAGED BY FDOT** | | | | | | | | |
| **Fund Code:** | ACBR-ADVANCE CONSTRUCTION (BRT) | | | | | 5,349,611 | | **5,349,611** |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **ENVIRONMENTAL / MANAGED BY FDOT** | | | | | | | | |
| **Fund Code:** | ACBR-ADVANCE CONSTRUCTION (BRT) | 3,400 | | | | | | **3,400** |
| | **Item: 448853 1 Totals** | **1,220,859** | **200,693** | **145,000** | **900,522** | **5,349,611** | | **7,816,685** |
| | **Project Totals** | **1,220,859** | **200,693** | **145,000** | **900,522** | **5,349,611** | | **7,816,685** |
| | **Grand Total** | **1,220,859** | **200,693** | **145,000** | **900,522** | **5,349,611** | | **7,816,685** |

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
David Williams: David.Williams@dot.state.fl.us Or call 850-414-4449
Or
Denise Strickland: Denise.Strickland@dot.state.fl.us Or call 850-414-4491

Reload STIP Selection Page

**Office Home:** Office of Work Program

- Contact Us
- Employment
- MyFlorida.com
- Performance
- Statement of Agency
- Web Policies & Notices



Florida Department of Transportation

**Consistent, Predictable, Repeatable**

## Cultural Resources Appendix

Contents:

SHPO Concurrence Letter

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 South Marion Street
Lake City, FL 32025

JARED W. PERDUE, P.E.
SECRETARY

April 11, 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 13 at New Rose Creek Bridge (Bridge No. 720029)
Duval County, Florida
Financial Management No.: 448853-1

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey for SR 13 at New Rose Creek Bridge (Bridge No. 720029), Duval County, Florida.* This report presents the findings of a Phase I cultural resource assessment survey (CRAS) conducted in support of the bridge replacement over New Rose Creek at State Route (SR) 13 in Duval County, Florida. The Florida Department of Transportation (FDOT), District 2, is proposing the replacement of Bridge No. 720029 and various roadway improvements, including driveway, curb, and gutter reconstruction, to SR 13 along San Jose Boulevard at New Rose Creek. The project's total distance is 1.01 miles (mi). The bridge replacement will take place within the existing right-of-way (ROW). Temporary ROW is proposed along the northeast side of SR 13 near the bridge to accommodate a temporary route. This project is federally funded for construction in 2028.

To encompass all proposed work, the archaeological area of potential effects (APE) was defined to include the existing and proposed ROW where improvements are proposed. The architectural history APE included the existing and proposed ROW and was extended to the back or side property lines of parcels adjacent to the ROW or a distance of no more than 330 feet (ft) from the right-of-way 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 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 the excavation of one shovel test, which was negative for artifacts. Additionally, 21 no-dig locations were recorded where subsurface testing was not possible due to buried utilities and modern disturbances. Extensive ground-disturbing activities, including utility installation and modern development, have left no portion of the corridor undisturbed. No archaeological occurrences or sites were identified, and no artifacts were recovered from the APE. No further archaeological survey is recommended.

The architectural survey resulted in the identification and evaluation of 41 newly recorded historic resources within the APE. The 41 historic resources include 38 buildings (8DU23482–8DU23519) and three resource groups (8DU23526–8DU23528). The District recommends all 41 resources ineligible for the NRHP due to a lack of significant historic associations and architectural distinction. No further architectural history work is recommended.

Bridge No. 720029 is a prestressed concrete slab bridge built in 1960. The bridge is a post-1945 concrete bridge excluded from Section 106 consideration (Federal Register 2012:68793). As such, the bridge was not recorded or evaluated by the present study. No additional architectural survey is recommended.

The District recommends that this project will result in No Historic Properties Affected. 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:
Ian Pawn
D23D48BCDF514AD...

Ian Pawn, Ph.D.
Cultural Resources Coordinator

Ms. Lotane, SHPO
FM # 448853-1
April 11, 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 2024-2250. 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

Date 5/16/24

# Natural Resources Appendix

Contents:

**From:** Anderson, Patti
**To:** Johns, Robert
**Cc:** Newman, Terri
**Subject:** RE: 448853-1 SR 13 (San Jose Blvd.) at New Rose Creek Bridge Replacement
**Date:** Wednesday, May 8, 2024 11:35:48 AM
**Attachments:** image001.png
Questions from Table 3 SR 13 New Rose Creek Bridge Replacement.docx

**EXTERNAL SENDER:** Use caution with links and attachments.

Thank you for the opportunity to review this document. I agree there's a low probability of finding protected plants at the project site, but I'm attaching some comments in case they are helpful. Feel free to use them or not.
Best wishes,

**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



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

**From:** Johns, Robert <Robert.Johns@dot.state.fl.us>
**Sent:** Wednesday, May 8, 2024 8:58 AM
**To:** Anderson, Patti <Patti.Anderson@fdacs.gov>
**Cc:** Newman, Terri <Terri.Newman@dot.state.fl.us>
**Subject:** 448853-1 SR 13 (San Jose Blvd.) at New Rose Creek Bridge Replacement



Hi Patti,

FDOT has another project in which we desire your input. This one is in Jacksonville (Duval Co.) on San Jose Blvd. (SR 13) just north of University Blvd. The proposed project consists of replacing an old bridge with a new one over New Rose Creek. This is a highly developed area, but some grassy areas exist in the project corridor. We did not observe any threatened or endangered plants at the site and concluded that there is a low probability for their presence. Attached is the Natural Resources Evaluation for your review.

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

**Florida Department of Transportation**

RON DESANTIS
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025

JARED W. PERDUE, P.E.
SECRETARY

May 8, 2024

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

RE: SR 13 (San Jose Blvd.) at New Rose Creek Bridge Replacement Bridge No. 720029; FDOT Financial Project Number: 448853-1

Ms. Williams,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environmental (PD&E) study to replace a bridge over New Rose Creek on SR 13 (San Jose Blvd.). The project is located in Jacksonville, Duval Co., just north of the intersection of San Jose Blvd. and University Blvd. The work consists of replacing the old bridge with a new one along the same alignment. Some new right-of-way will be acquired to allow for the project 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 West Indian manatee and the Wood Stork. We were unable to avoid the need to remove a few trees on the east side of the proposed bridge. These trees could potentially provide roost habitat for the tricolored bat, but FDOT commits to no tree clearing when day-time high temperatures are below 45 degrees, or during the maternity season. Based upon the findings of the NRE, FDOT has determined the project may affect but is not likely to adversely affect the wood stork, West Indian manatee, and tricolored bat. 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:
Robert Johns
901DB895BD764D2...

05/08/2024 | 8:11 AM EDT

Robert Scott Johns
Environmental Supervisor

Attachments: *448853-1 New Rose Creek Bridge Replacement Natural Resources Evaluation*

CC: Terri Newman

**From:** Kurtis Gregg - NOAA Federal
**To:** Johns, Robert
**Cc:** Pace Wilber; Newman, Terri
**Subject:** FDOT SR13 New Rose Creek Bridge Replacement FPN 448853-1, Duval County
**Date:** Thursday, June 6, 2024 4:05:59 PM



Dear Mr. Johns,

NOAA's National Marine Fisheries Service (NMFS) reviewed a letter dated May 8, 2024 from the Florida Department of Transportation District 2 (FDOT) requesting a technical assistance review for SR13 Bridge Replacement at New Rose Creek (FPN 448853-1), City of Jacksonville, Duval County at 30.261850° Latitude -81.645937 Longitude. The project consists of replacing the existing bridge with a new bridge in the same alignment and at the same grade. The new bridge will include upland retaining walls that increase the hydraulic opening under the bridge by removing existing sheet pile seawalls that encroach into New Rose Creek. Placement of piles for support of the new bridge within New Rose Creek is not proposed; however, FDOT estimates 0.11 acres of impacts to tidal freshwater habitat in New Rose Creek. The letter includes a Natural Resource Evaluation (NRE) examining potential impacts to surface waters and wetlands, Essential Fish Habitat (EFH) designated under the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), and species and habitats protected under the Endangered Species Act (ESA). FDOT requests the NMFS provide a general review of the project and the NRE.

*Essential Fish Habitat within the Project Area*
The general location of the project is a tidal estuarine system associated with the St. Johns River. New Rose Creek is a small, shallow water tributary to the river with extensive suburban development along both sides of the creek. The project is located approximately 27.8 miles upstream of the St Johns River Inlet and includes tidal freshwater habitats. The South Atlantic Fishery Management Council (SAFMC) designates tidal freshwater habitats as EFH for penaeid shrimp because larvae and juvenile shrimp may concentrate and feed within this habitat. Consequently, growth rates may be high and predation rates low, making tidal freshwater wetlands an effective nursery area. The SAFMC provides additional information on EFH and its support of federally managed fishery species in the *Fishery Ecosystem Plan of the South Atlantic Region*, which is available at *www.safmc.net*.

The project area connects to the Atlantic Ocean via the estuarine portion of the St. Johns River. The river's estuarine ecosystems serve as nursery and forage habitat for state-managed species such as red drum, black drum, Atlantic menhaden, southern flounder, spotted seatrout, and blue crab. Many of these species are prey for other fish managed under the Magnuson-Stevens Act, such as mackerels, snappers, groupers, billfish, and sharks. Red drum is important as

a recreationally caught species, and estuarine wetlands within the project area provide habitat necessary for development and survival throughout all life stages of red drum.

*Recommendations for Essential Fish Habitat*

FDOT anticipates the only impacts to EFH will be to tidal creek habitat in a highly modified creek bed. FDOT should avoid and minimize impacts to EFH to the extent practicable by selecting construction methods, including staging, that cause the least disruption to the tidal creek and surrounding estuarine habitats. FDOT should employ best management practices to control turbidity and prevent sediments disturbed by this project from affecting areas outside the project site. As the project develops, FDOT may anticipate additional project impacts. FDOT should communicate with NMFS to review these impacts, and any additional impacts to EFH may require offsetting using an appropriate mitigation strategy, ideally within the same watershed and habitat type as the project.

*Recommendations for the Endangered Species Act*

The NRE includes a preliminary analysis for effects to ESA listed species under NMFS' purview. The NRE indicates not likely to adversely affect (NLAA) for green and loggerhead sea turtles, small tooth sawfish, shortnose and Atlantic sturgeon. Based on the NMFS', SERO ESA Section 7 Mapper, only Atlantic sturgeon are expected to occur in the SR13 New Rose Creek Bridge project area. We recommend FDOT coordinate development of an expedited ESA Section 7 consultation request with the NMFS' FDOT Liaison for Atlantic sturgeon.

Ultimately, as the Federal Highway Administration's non-federal designee, it is incumbent upon FDOT to make effects determinations regarding ESA-listed species. We recommend the rationale for determinations of no effect for ESA listed species be documented in FDOT's project records.

*Conclusion*

The NMFS will continue to work with FDOT and other regulatory agencies as the project progresses into permitting. We appreciate the opportunity to provide these comments and look forward to reviewing the project again as FDOT refines the scale and scope of the project and any associated environmental impacts. Please direct related correspondence to the attention of Kurtis Gregg in the FDOT District 2 Jacksonville Urban Office, located at 2198 Edison Avenue, Jacksonville, FL 32204. Kurtis Gregg can be reached by telephone at (561) 291-9843 or by email at Kurtis.Gregg@noaa.gov.

--

Kurtis Gregg,
Natural Resource Specialist,
NOAA, National Marine Fisheries Service,
Southeast Regional Office, Habitat Conservation Division,
C/O FDOT District 2
2198 Edison Avenue, MS2814
Jacksonville, FL 32204
Office Phone (561) 291-9843

Florida Fish and Wildlife Conservation Commission

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Office of the Executive Director
**Roger A. Young**
Executive Director

**Charles "Rett" Boyd**
Assistant Executive Director

**George Warthen**
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**Jessica Crawford**
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850-921-5786 FAX

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

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32399-1600
Voice: 850-488-4676

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

MyFWC.com

May 17, 2024

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

RE: State Road 13 at New Rose Bridge Replacement, Natural Resource Evaluation, Duval 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 Two is conducting a Project Development and Environment (PD&E) study for the replacement of the State Road 13 (San Jose Boulevard) bridge over New Rose Creek (Bridge No. 720029) in Duval County. The project is located approximately 0.1 miles north of the intersection with University Boulevard. The proposed project would replace the existing bridge on the existing alignment. The preferred alternative consists of a single span, and the project footprint and environmental impacts are assessed on this design alternative and includes the area within a temporary construction easement.

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. 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 (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
State Road 13 at New Rose Bridge Replacement NRE_58914_05172024