



June 24, 2016

PUBLIC NOTICE (04-16)

BRIDGE PERMIT APPLICATION TO REPLACE THE BRIDGE PENSACOLA BAY, MILE 0.0, AT STATE ROAD 30, U.S. HIGHWAY 98, IN PENSACOLA AND GULF BREEZE, ESCAMBIA AND SANTA ROSA COUNTIES, FLORIDA

All interested parties are notified that an application from FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) has been received by the Commander, Eighth Coast Guard District, for approval of the enclosed plans to construct a bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Pensacola Bay, Mile 0.0 at State Road (SR) 30, U.S. Highway 98, in Pensacola and Gulf Breeze, Escambia and Santa Rosa Counties, Florida (hereinafter "Pensacola Bay Bridge").

CHARACTER OF WORK: The applicant proposes to replace the Pensacola Bay Bridge under a design-build concept. The purpose is to allow bridge builders to be innovative, yet cost effective in their designs. This will allow for bridge builders to bid on a bridge in which they do detailed design of the bridge within parameters set by the bridge owner

FDOT proposes replace the existing fixed, vehicular traffic bridge across Pensacola Bay and remove the associated fender system. The existing bridge is a significant transportation corridor in the project region, and upon last inspection of the bridge, it was found to be functionally obsolete and structurally deficient. The importance of replacing the bridge is magnified given SR 30's/US 98's use as a hurricane evacuation route, and projects that the proposed bridge will handle the level of service necessary in year 2040.

By constructing two parallel bridges, with three through lanes each, transit beneath the existing structure will be improved as will public safety for traffic using Pensacola Bay. The existing bridge will be removed. The existing fender system will be removed but not replaced given that a clear width of 325 feet between foundation elements will be available. Further, vertical clearance across the main channel will be improved with the bridge replacement.

MINIMUM NAVIGATIONAL CLEARANCES:

Existing:

Horizontal: 125.00 feet
between piers, normal to the axis of
the channel

Vertical: 50.0 feet above Mean High Water
(MHW), MHW elevation 0.91 feet
North American Vertical Datum of 1988
(NAVD 88)

Proposed:

Horizontal: 325.0 feet
between piers, normal to the axis of
the channel

Vertical: 65.0 feet above MHW (NAVD 88)

ENVIRONMENTAL CONSIDERATIONS: In compliance with the National Environmental Policy Act (NEPA), the applicant prepared an Environmental Assessment (EA), and determined that the preferred (Central West) project alternative will have no significant impact on the quality of the human environment. Thereafter, the Federal Highway Administration (FHWA), as lead federal agency, independently evaluated the project and adopted and signed the Finding of No Significant Impact on May 5, 2015. Unless significant impacts are revealed by this public notification process to warrant the preparation of an environmental impact statement, tentatively, the United States Coast Guard will adopt, or adopt in part, the aforementioned EA and prepare a Finding of No Significant Impact (FONSI) for the proposed project. The environmental assessment is available for review at this office.

Construction is in a floodplain with a 100-year flood elevation of 7.4 feet, North American Vertical Datum of 1988 (NAVD88). No parkland, recreational areas, or wildlife refuges are affected. The project does not have any effects on environmental justice.

The applicant proposes to impact a maximum of 0.07 acre of jurisdictional wetlands with construction of the “Central West Alternative.” The applicant will be required to make application with the U.S. Army Corps of Engineers for permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. A portion of the proposed work may qualify for a Nationwide Permit. Further, the applicant may be required to develop a compensatory mitigation plan to offset unavoidable functional loss to the aquatic environment. The applicant will be required to furnish a Water Quality Certification (WQC) or proof of an exemption.

The project is located in the Florida’s coastal zone, and the applicant will be required to obtain a finding of consistency with Florida’s Coastal Zone Management Program, as required by Section 307 of the Coastal Zone Management Act.

According to the Environmental Protection Agency (EPA), Escambia and Santa Rosa Counties are in attainment status for 2016 for criteria pollutants. The permit applicant may be required to furnish a statement from Florida Department of Environmental Protection, Division of Air Resource Management that the project meets the requirements of the State Implementation Plan on air quality.

A Cultural Resources Assessment Report was prepared on behalf of the applicant in support of this project by Southeastern Archaeological Research, Inc. (SEARCH or “contractor”). In a letter dated March 11, 2013, the applicant provided the letter of regarding the report to the Federal Highway Administration. The letter stated in part:

“No potential NRHP districts were identified due to the lack of concentration of historic structures. It is the opinion of the District that the proposed bridge replacement will have no effect on historic resources listed or eligible for listing in the NRHP and no further architectural history survey is recommended. ... It is the opinion of the District that no terrestrial archaeological resources listed or eligible for listing in the NRHP will be affected by the proposed bridge replacement and no further archaeological survey is recommended for the terrestrial portion of the project APE [Area of Potential Effect].”

Further, the applicant stated in the letter of March 2013, “[t]he maritime remote-sensing survey identified 12 targets that are recommended for additional archaeological investigations should any bottom impacts, including anchoring, spudding, or mooring of construction vessels, be proposed in their vicinity.”

The letter of March 11, 2013, stated the proposed project will have no adverse effect on terrestrial archaeological or historical properties listed or eligible for listing in the National Register of Historic Places, or otherwise of archaeological, historical, or architectural value. The letter further requested concurrence from the State Historic Preservation Officer (SHPO) with the recommendation of the contractor, “that a 50-meter buffer is appropriate for consideration of the maritime targets, and that because they are located at least 50 meters beyond the project alternatives, no further work will be conducted on Targets M06, M1 1, M12, M15, M18, M19, and M20 at this time.”

In accordance with Section 106 of the National Historic Preservation Act of 1966, the findings were coordinated with the Florida Division of Historical Resources, State Historic Preservation Officer, who provided a stamp and signature indicating concurrence with the applicant’s findings on April 11, 2013.

The Gulf sturgeon, smalltooth sawfish, West Indian manatee and sea turtles (loggerhead, green sea, leatherback, Kemp's ridley, hawksbill) are species that may be impacted by the proposed project. A Final Biological Opinion was provided by the USFWS in April 2015. To minimize adverse impacts to the protected species within the vicinity of the project area, FDOT will implement conservation measures and abide by commitments set forth in the terms and conditions therein:

The applicant has coordinated with the National Marine Fisheries Service (NMFS), which reviewed the project for Essential Fish Habitat (EFH) coordination. NMFS has reviewed the information concerning the potential impacts from construction activity to target EFH species for protection and responded “impacts to estuarine wetland and other NMFS trust resources comprising EFH will be relatively minor.” NMFS indicated that with appropriate compensatory mitigation for those unavoidable wetland impacts, the project will not have adverse impacts on EFH.

The FDOT has committed to reinitiate consultation with the NMFS and the USFWS prior to advancing the project to construction. At that time, the FDOT will provide additional

information, as needed, which will allow the USFWS to complete its analysis of the project's effects to the Gulf sturgeon, smalltooth sawfish, and sea turtles and complete consultation on the project. The FDOT must document this commitment in the final Environmental Document for the project and in documents for any subsequent Re-evaluation(s) of the project.

This is a design-build project. The information represented on the project drawings is conceptual and subject to change. The proposed horizontal and vertical clearances prescribed in this document will not be reduced. If this permit is approved, the applicant must provide the final design drawing for arrival prior to the commencement of construction.

SOLICITATION OF COMMENTS: Comments will be received at the Eighth Coast Guard District, Bridge Administration Branch, at the address given in the letterhead through July 29, 2016.

Mariners and other interested parties are requested to submit comments on the proposed bridge project. Comments are solicited relative to the proposed navigational clearances, the possible need for a pier protection fender system, the possible need for clearance gauges on the bridge, the extent of nighttime traffic at the bridge site and other navigational safety issues. Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impact on minority and/or low income populations, if any, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work.

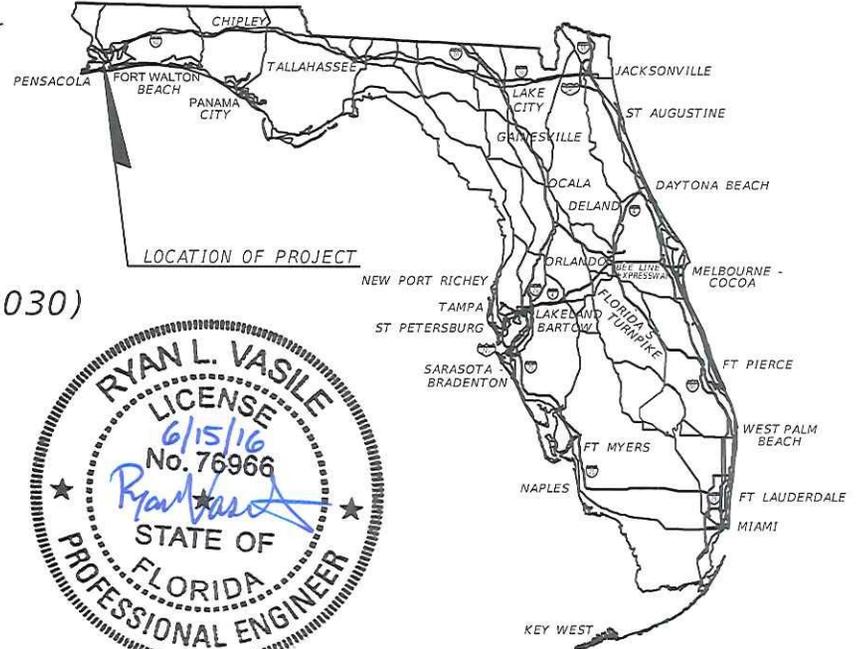
//s//

DAVID M. FRANK
Chief, Bridge Administration Branch
By direction of the Commander
Eighth Coast Guard District

This is a web-searchable copy and it is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
BRIDGE PLANS

PENSACOLA BAY BRIDGE
 FINANCIAL PROJECT ID 409334-1-52-01
 FEDERAL AID PROJECT NO. 4221-091-C
 ESCAMBIA & SANTA ROSA COUNTY (48100 & 58030)
 STATE ROAD NO. 30

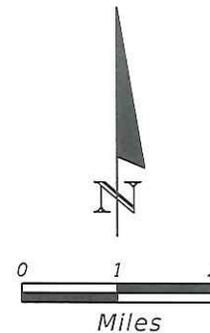


INDEX OF SHEETS

- BRIDGE PLANS:
 1 LOCATION MAP
 2-4 BRIDGE PLAN AND ELEVATION
 5 BRIDGE PLAN AND ELEVATION
 NAVIGATIONAL CHANNEL
 6 BRIDGE TYPICAL SECTION

NOTE:

1. THE BRIDGE WILL BE DESIGNED FOR THE EQUIVALENT STATIC LATERAL IMPACT FORCES PER AASHTO LRFD.



NOT FOR CONSTRUCTION
 PRELIMINARY AND SUBJECT TO CHANGE

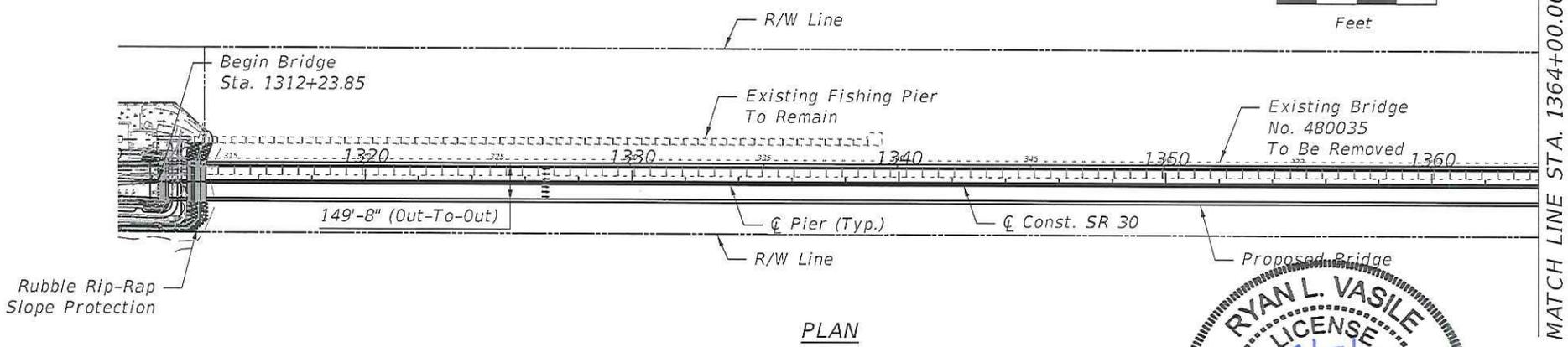
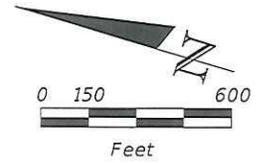
APPLICANT:
 FLORIDA DEPARTMENT OF TRANSPORTATION
 CONSULTANT:
 RS&H, INC.

PENSACOLA BAY BRIDGE
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 BEGIN PROJECT M.P. 3.425 SR 30
 ESCAMBIA & SANTA ROSA COUNTY, FLORIDA

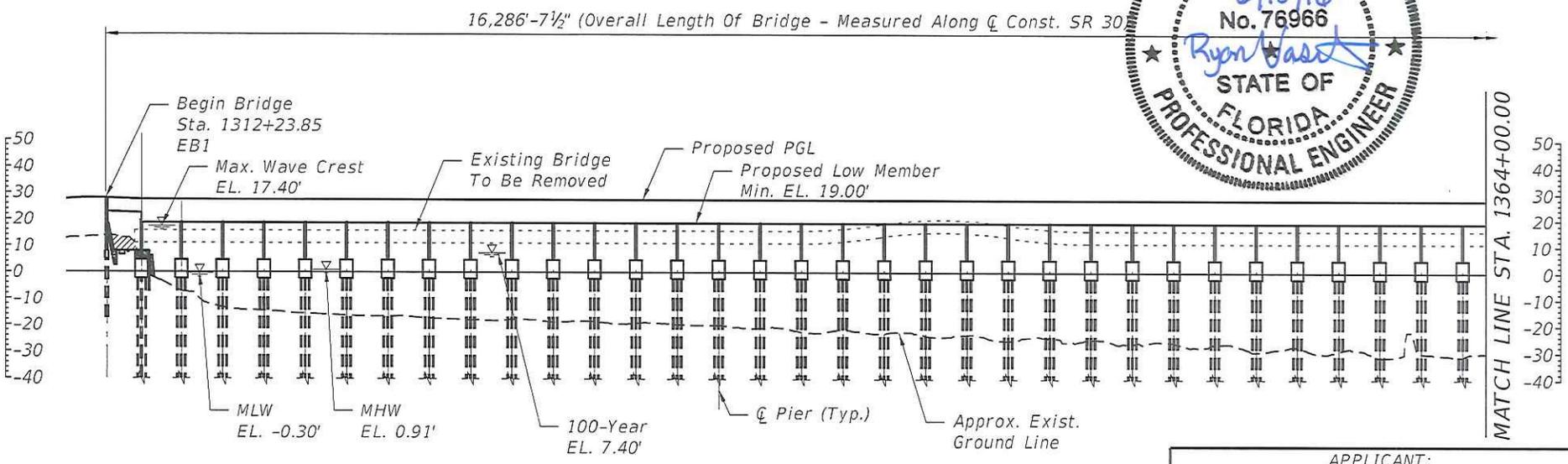
RS&H, Inc. 10748 Deerwood Park Blvd. South Jacksonville, Florida 32256 904-256-2500 FL Cert. No.: 5620 Ryan L. Vasile, P.E. No.: 76966	VERT. DATUM
	NAVD-88
	PLANS DATE
	02/05/2016

LOCATION MAP	SHEET NO. 1 OF 6
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R-30-W
 R-29-W
LOCATION MAP



PLAN



ELEVATION

LEGEND

MLW = Mean Low Water
 MHW = Mean High Water
 PGL = Profile Grade Line

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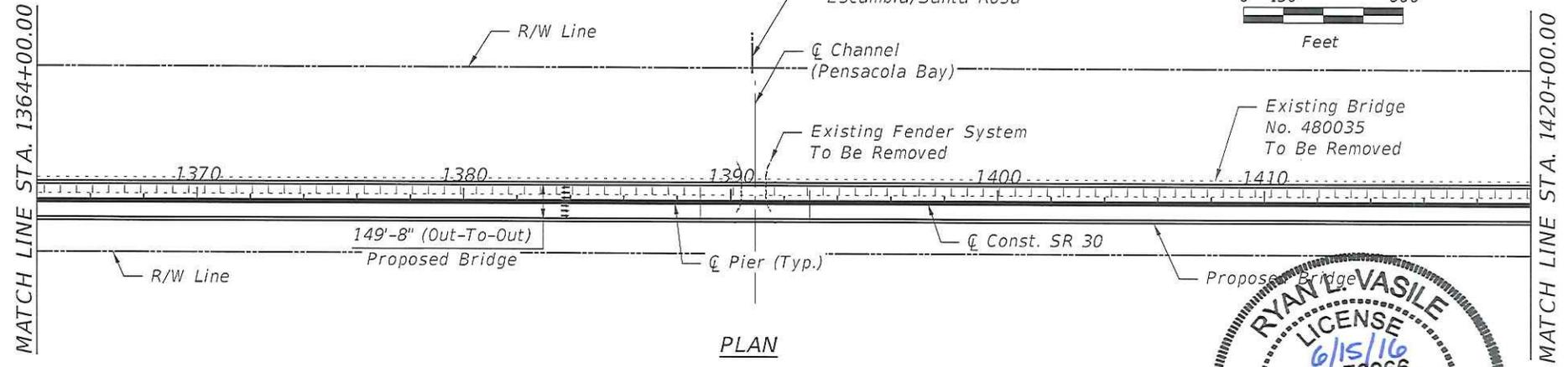
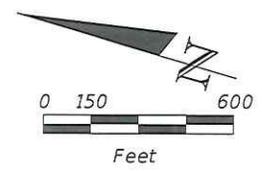
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 BEGIN PROJECT M.P. 3.425 SR 30
 ESCAMBIA & SANTA ROSA COUNTY, FLORIDA

BRIDGE PLAN AND ELEVATION

SHEET NO.
 2 OF 6

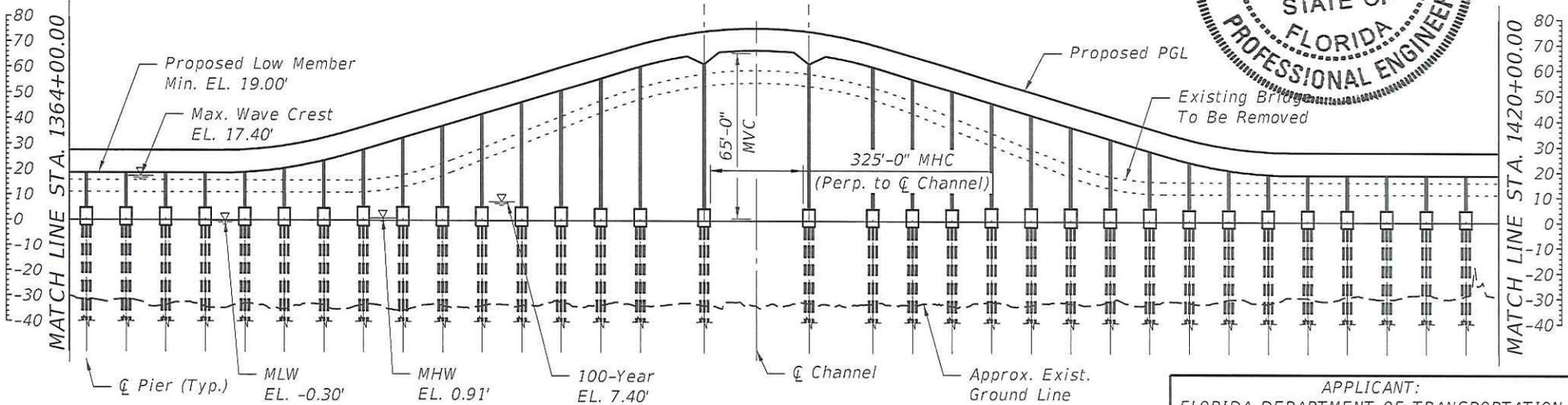
MATCH LINE STA. 1364+00.00

MATCH LINE STA. 1364+00.00



PLAN

16,286'-7 1/2" (Overall Length Of Bridge - Measured Along ɪ Const. SR 30)



ELEVATION

LEGEND

- MLW = Mean Low Water
- MHW = Mean High Water
- MVC = Minimum Vertical Clearance (Above MHW)
- MHC = Minimum Horizontal Clearance
- PGL = Profile Grade Line

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PRELIMINARY AND SUBJECT TO CHANGE

RS&H, Inc.
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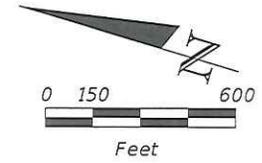
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CONSULTANT:
RS&H, INC.

PENSACOLA BAY BRIDGE
PROPOSED BRIDGE, M.P. 0.0 WATERWAY
BEGIN PROJECT M.P. 3.425 SR 30
ESCAMBIA & SANTA ROSA COUNTY, FLORIDA

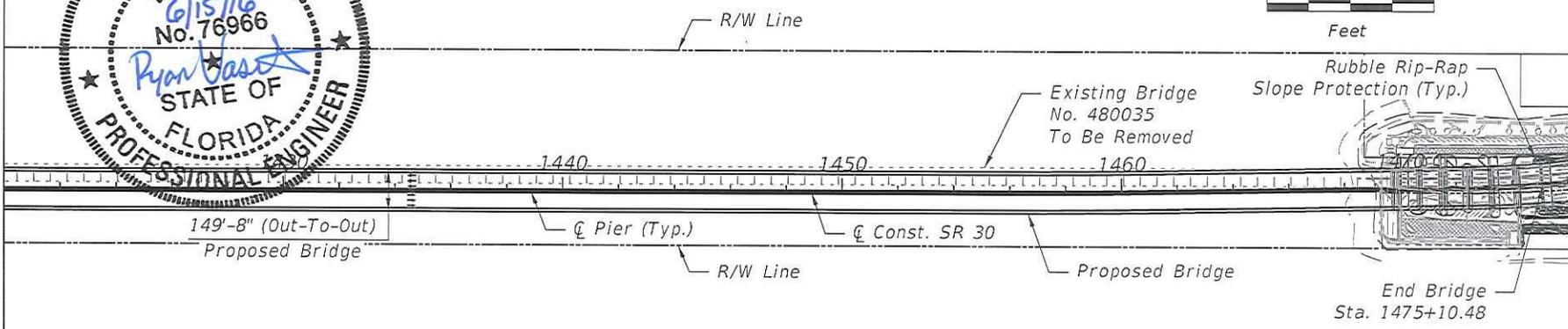
BRIDGE PLAN AND ELEVATION

SHEET NO.

3 OF 6



MATCH LINE STA. 1420+00.00

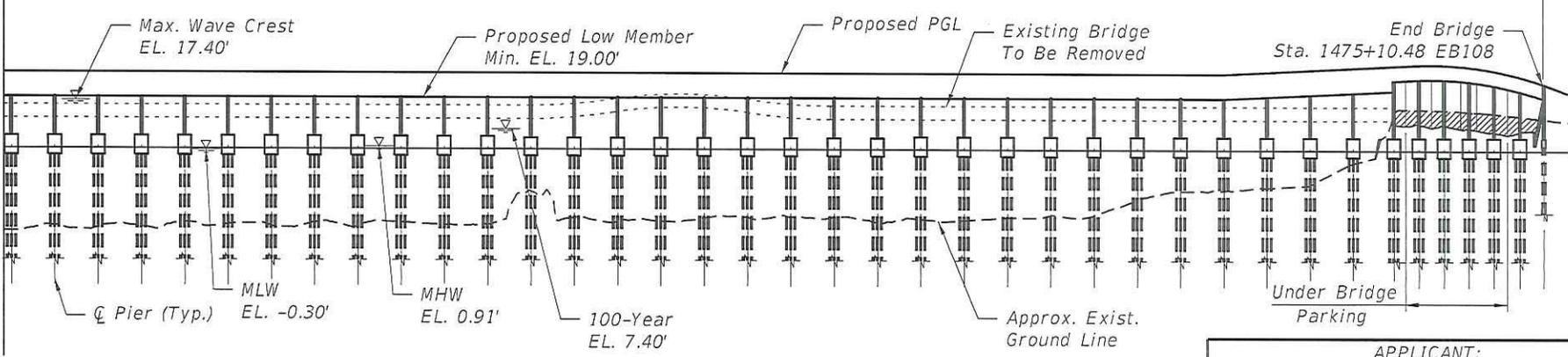


PLAN

16,286'-7 1/2" (Overall Length Of Bridge - Measured Along ϕ Const. SR 30)

MATCH LINE STA. 1420+00.00

50
40
30
20
10
0
-10
-20
-30
-40



ELEVATION

LEGEND
 MLW = Mean Low Water
 MHW = Mean High Water
 PGL = Profile Grade Line

NOT FOR CONSTRUCTION
 PRELIMINARY AND SUBJECT TO CHANGE

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 FLORIDA DEPARTMENT OF TRANSPORTATION
 CONSULTANT:
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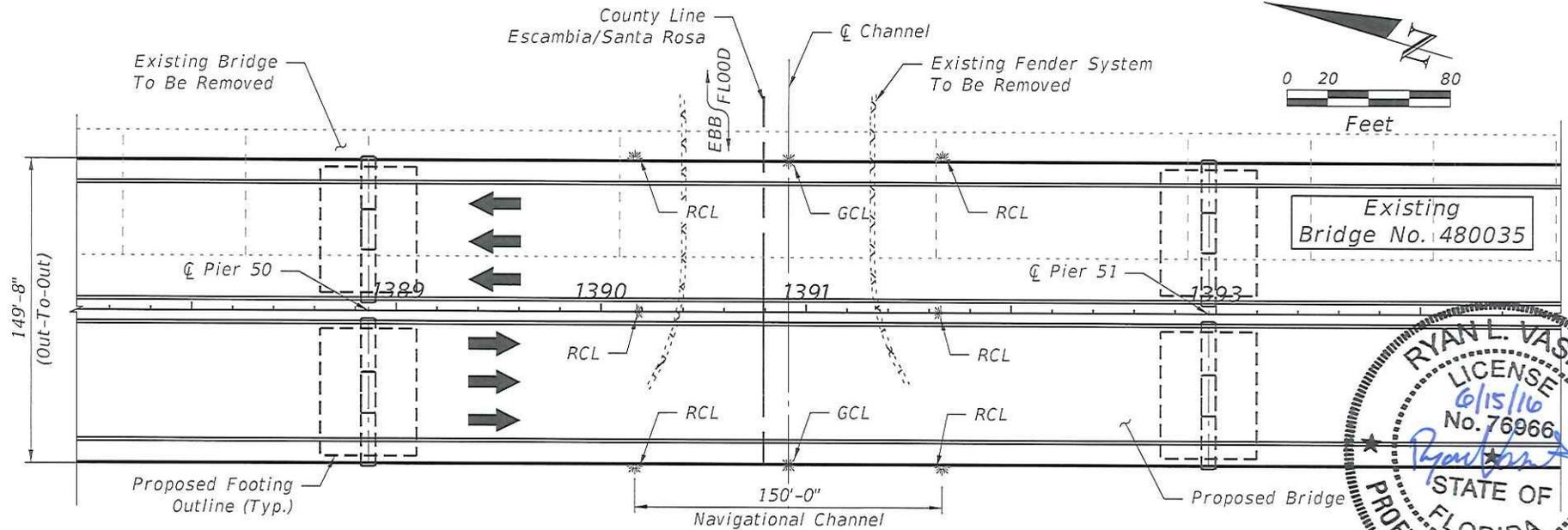
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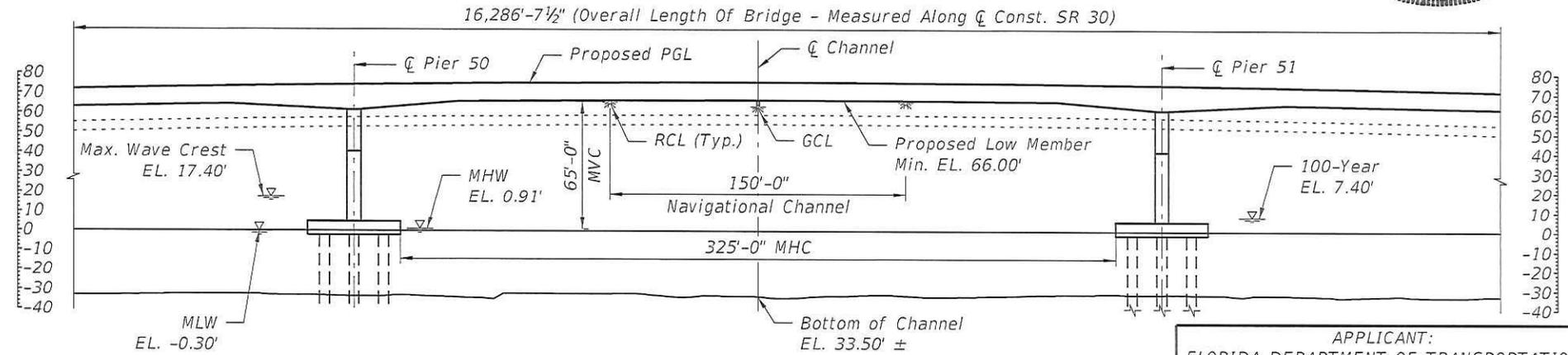
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BRIDGE PLAN AND ELEVATION

SHEET NO.
 4 OF 6



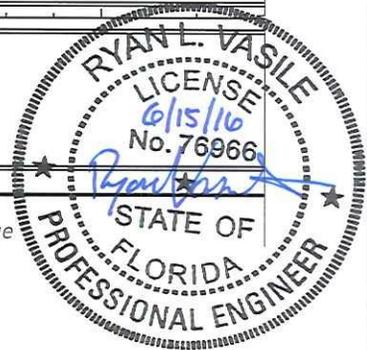
PLAN



ELEVATION

LEGEND:

- CGL = Clearance Gauge Light
- GCL = Green Center Channel Light
- RCL = Red Channel Margin Light (180° Visibility)
- MLW = Mean Low Water
- MHW = Mean High Water
- MVC = Minimum Vertical Clearance (Above MHW)
- MHC = Minimum Horizontal Clearance
- PGL = Profile Grade Line



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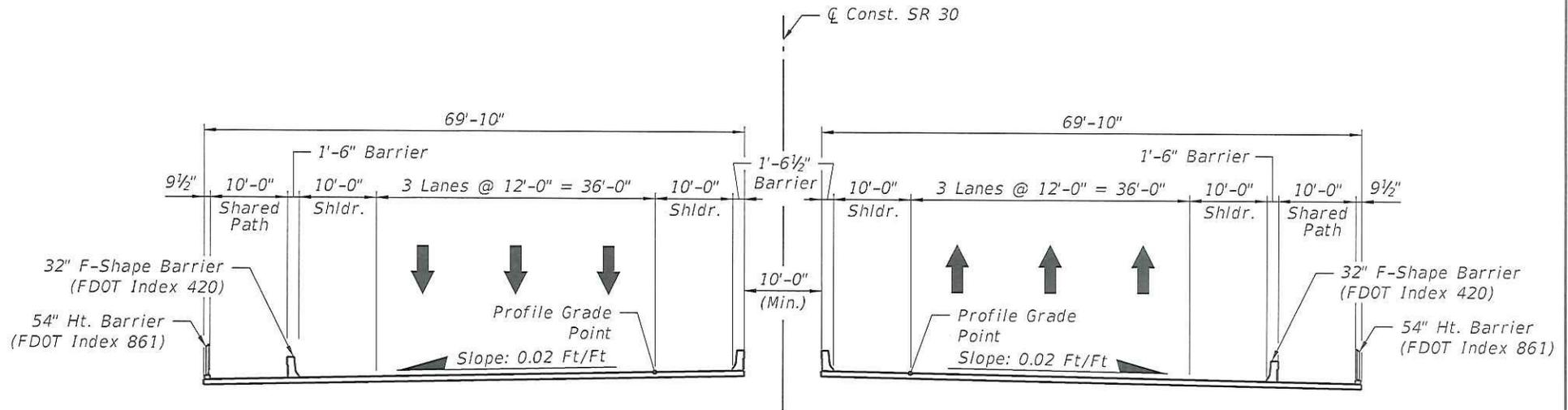
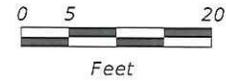
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PROPOSED BRIDGE, M.P. 0.0 WATERWAY
BEGIN PROJECT M.P. 3.425 SR 30
ESCAMBIA & SANTA ROSA COUNTY, FLORIDA

BRIDGE PLAN AND ELEVATION
NAVIGATIONAL CHANNEL

SHEET NO.
5 OF 6



TYPICAL SECTION - PROPOSED BRIDGE

(Looking Ahead Station)



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BRIDGE TYPICAL SECTION

SHEET NO.

6 OF 6