PUBLIC NOTICE (01-16)

All interested parties are notified that the Commander, Seventh Coast Guard District has received an application from Amec Foster Wheeler Environment & Infrastructure, Inc., on behalf of All Aboard Florida, requesting approval of the location and plans for the modification of an existing bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Hillsboro Canal, mile 1.6, near Deerfield Beach, FL. Latitude 26°19’22.23” N, Longitude 80°05’55.82” W (26.322842,-80.098839).

CHARACTER OF WORK: This is the second public notice for this proposed bridge widening project. Based on input from waterway users, the design for new bridge structure has changed (see attached drawings). The proposed project includes the addition of a single-track railroad bridge and associated pilings built to the west of and parallel to the existing single track railroad bridge. The piles will be constructed directly in line with the existing piles, however the new bridge will not have a pile bent in the center of the waterway (see drawings). The out-to-out width of the proposed new structure is approximately 15’ 6”. Navigation lighting and a vessel rub-rail have been added to address navigation concerns (see drawings). The existing railway bridge is currently used for freight transport and will remain in place. The proposed bridge is necessary to create a double-track for use as a passenger rail corridor.

MINIMUM NAVIGATIONAL CLEARANCES:

<table>
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<tr>
<th>Existing</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>Horizontal:</td>
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<tr>
<td>24.5 ft between face of piles</td>
<td>24.5 ft between face of piles</td>
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<tr>
<td>Vertical:</td>
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<tr>
<td>10.31 ft above Mean High Water</td>
<td>10.31 ft above Mean High Water</td>
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<tr>
<td>12.64 ft above Mean Low Water</td>
<td>12.64 ft above Mean Low Water</td>
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New bridge clearance is 49.5 ft however existing bridge remains at 24.5 ft

ENVIRONMENTAL CONSIDERATIONS:
The Federal Railroad Administration (FRA), the lead federal agency, approved a Final Environmental Impact Statement (FEIS) on 4 August 2015 for the purposes of the National Environmental Policy Act. The FEIS and associated documents are available for review at the above address, Monday through Friday, 7:30 a.m. to 4:00 p.m. The bridge is located in the floodplain. The 100-year flood elevation is 5.6 ft. and the bridge low member elevation is 10.68 ft;
elevations are reference to NAVD 88 datum. The area surrounding the project site is primarily mowed and covered in riprap in association with the existing bridge. Vegetation in the project area is dominated by invasive Brazilian pepper. Australian pine and White mangrove are present in the surrounding area. In accordance with the SFWMD and USACE guidelines, the project will not impact wetland resources within Palm Beach or Broward counties. Under Broward County Environmental Protection and Growth Management Department (BCEPGMD) guidelines, 0.004 acres of White mangrove will be permanently impacted. As such, BCEPGMD is requiring the applicant to purchase saltwater credits from the Everglades mitigation bank to offset the impacts. The South Florida Water Management District (SFWMD) is the certifying agency, as defined in 40 CFR § 121.1(e), for issuance of Water Quality Certification (WQC) pursuant to Section 401, Public Law 92-500, 33 U.S.C. Section 1341. The SFWMD issued Environmental Resource Standard General Permit (ERP) No. 13-05321-P dated 7 March 2014. The USACE is reviewing the application for a nationwide permit. The proposed project does not involve any demolition and is not expected to impact any historic properties listed or eligible for listing in the National Register of Historic Places. Preliminary analysis indicates that the project would not result in adverse effects as described in Section 106 of the National Historic Preservation Act of 1966. A concurrence letter was issued by the Florida Department of State dated 6 November 2012. A Biological Assessment (BA) was completed and submitted in September 2013 for species under USFWS and NMFS jurisdiction. The USFWS is currently reviewing the BA for species under their jurisdiction. NMFS has issued a concurrence letter with respect to the Endangered Species and Biological Assessment dated 26 February 2015. Temporary impacts to navigation during construction are anticipated. Navigational impacts include crane barges working in and around the navigation channel and intermittent reoccurring blockage of the navigation channel. Mariners will be notified of the details of in-water construction activities which will impact the navigation channel at and around the bridge site. Details of navigational impacts including dates and durations of full and partial channel blockage will be disseminated to mariners via the Coast Guard’s Local Notice to Mariners (LNM).

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed vertical and horizontal navigational clearances and other navigational safety issues, including but not limited to impacts due to construction activities.

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 population, if any, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the office of: Commander (dpb), Seventh Coast Guard District, 909 SE 1st Ave., Ste 432, Miami, Florida 33131-3028, for a 30-day period from the date of this public notice. Our project manager for this application is Mr. Randall Overton. He can be contacted by telephone at (305) 415-6736, by mail at the above address, or e-mail at randall.d.overton@uscg.mil. Comments received will be made part of the case record.

Map of location and plans attached.
NOTES:
1. THERE ARE NO WILDLIFE OR WADING FOWL REFUGES OR ANY KNOWN HISTORICAL AND ARCHAEOLOGICAL SITES IN THE VICINITY OF THE PROPOSED BRIDGE.
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PROPOSED NAVIGATIONAL TYPICAL SECTION