Florida Department of Transportation

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ETDM Summary Report

Project #14384 - SR 789 (Ringling) Bridge Reconstruction/Rehabilitation

Final Programming Screen - Published on 07/30/2020

Generated by Amanda Chornoby (on behalf of FDOT District 1)

Printed on: 7/30/2020

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Specific information regarding the potential transportation improvement such as alternatives or road segments that were reviewed; an overview of ETAT Programming Screen reviews; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources
- Project Scope information, consisting of general project recommendations resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 Sec. USC 168(4)(d) or the state project development process.

#14384 SR 789 (Ringling) Bridge Reconstruction/Rehabilitation

District: District 1
County: Sarasota
Planning Organization: FDOT District 1
Plan ID: Not Available
Federal Involvement: FHWA Funding Other Federal Permit

Phase: Programming Screen
From: Bird Key Drive
To: Sarasota Harbor West
Financial Management No.: 436680-1-22-01

Contact Information: Jonathon Adam Bennett (863) 519-2495 x2495 Jonathon.Bennett@dot.state.fl.us
Snapshot Data From: Programming Screen Summary Report Re-published on 07/30/2020 by Amanda Chornoby
Topics and Categories are reflective of what was in place at the time of the screening event.

	Social and Economic							Cultural			Natural					Physical						
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative 1 From: Bird Key Drive To: Sarasota Harbor West *Re-Published: 07/30/2020 Reviewed from 01/24/2020 to 03/09/2020)*	2	2	2	N/A	3	2	1	3	3	3	3	3	2	3	3	2	2	2	2	3	3

Purpose and Need

Purpose and Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 (Ringling) bridge [Structure Numbers 170022 and 170951]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project will evaluate alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club). The need for the project is based on the following criteria:

BRIDGE DEFICIENCIES: Address Structural Integrity and Operational Deficiencies

The current SR 789 (Ringling) bridge opened in 2003; however, the original structure was built in 1958. Despite being less than fifty-years old, the typical expected design life for transportation infrastructure, the SR 789 (Ringling) bridge between downtown Sarasota and St. Armand's Key and Lido Key is operationally deficient, particularly for transit. SR 789 (Ringling), including the bridge, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO), meaning it does not preclude any type of improvement in the future, but it identifies that the corridor has physical or policy challenges associated with a widening/capacity project.

Based on a January 2017 FDOT bridge inspection report, the SR 789 (Ringling) bridge received a sufficiency rating of 78.1 (northbound) and 77.9 (southbound) on a scale of 0-100. Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or les is eligible for bridge rehabilitation funding. The bridge conditions are as follows:

- Northbound
  - Overall Condition: Fair
  - Deck: Satisfactory
  - Superstructure: Satisfactory
  - Substructure: Satisfactory
  - Deck Geometry Appraisal: basically intolerable requiring a high priority replacement
  - Countermeasures have been installed to mitigate an existing problem with scour.

- Southbound
  - Overall Condition: Fair
  - Deck: Satisfactory
  - Superstructure: Good
  - Substructure: Satisfactory
  - Deck Geometry Appraisal: basically intolerable requiring a high priority replacement
  - Countermeasures have been installed to mitigate an existing problem with scour.

MODAL INTERRELATIONSHIPS: Improve Multimodal Transportation Options

SR 789 (Ringling) serves as the primary connection from downtown Sarasota to St. Armand's Key and Lido Key is frequently used by bicyclists and pedestrians due to the adjacent parks and recreational facilities [Bird Key Park South / Bird Key Park, West MURT Bird Key / Coon Key Phase I, John Ringling Trail and Longboat Key Trail Corridor]. While there are five-foot wide sidewalks on both sides of the bridge, there are currently no shoulders or designated bicycle facilities across the bridge. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway on SR 789 (Ringling).

SAFETY: Improve Emergency Evaluation and Response Times

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 (Ringling) plays a critical role in facilitating traffic during emergency evacuation periods as the primary connection between downtown Sarasota and St. Armand's Key and Lido Key. The entire project corridor is located in the City of Sarasota's Hurricane Storm Surge Category "A."
The *City of Sarasota Climate Adaptation Plan (December 4, 2017)* studied and evaluated climate threats to public infrastructure to understand how sea level rise, storm surge, extreme precipitation, and extreme heat might impact the City of Sarasota's transportation network; stormwater management, water supply, and wastewater systems; public lands; and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 (Ringling) [Project ID T15, pg. 31]. When prioritizing transportation vulnerabilities, the SR 789 (Ringling) bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction and/or rehabilitation of SR 789 (Ringling) bridge would make it more resilient to climate vulnerabilities.

PROJECT STATUS

The proposed project is identified in the Florida Department of Transportation (FDOT) FY 2019/2020 - FY 2023/2024 Work Program with $422,500 programmed for a Project Development and Environment (PD&E) Study and $1,732,500 programmed for Preliminary Engineering, both in FY 2020. The project is also included in the FDOT State Transportation Improvement Program. Additionally, the project is identified in the Sarasota / Manatee MPO's FY 2019/2020 - FY 2023/2024 Transportation Improvement Program (TIP) as MPO Priority #18a3 [page 45]. SR 789 (Ringling) is identified in the Sarasota County Comprehensive Plan [Element 4: Mobility - Chapter 10 - Transportation] Table 10-5. 2040 Future Thoroughfare Plan Roads [pg. V 1-437] as a roadway needed to accommodate the traffic circulation system needs through the year 2040.The project is not identified in the Sarasota City Plan (2030) [Comprehensive Plan, Capital Improvements Plan (CIP)]; however, it should be noted that Project Number L-O-S 001659 in the CIP is the design and construction of various Multi-Use-Recreational-Trails (MURTS) including connections between John Ringling Bridge and Lido Beach or South Lido Park. Coordination will need to take place between the FDOT, Sarasota/Manatee MPO, Sarasota County, and City of Sarasota to ensure the project is consistent with the STIP, LRTP, TIP, and local government comprehensive plans.

Project Description

This project involves the potential reconstruction and/or rehabilitation of SR 789 (Ringling) bridge [Structure Numbers 170022 and 170951] in Sarasota County to address structural integrity and operational deficiencies. SR 789 (Ringling) is classified as an Urban, Minor Arterial and consists of a four-lane, divided typical section between Bird Key Drive and Sarasota Harbor West. SR 789 (Ringling) serves as the primary connection from downtown Sarasota to St. Armand's Key and Lido Key. The bridge crosses the Coon Key Waterway, a non-navigable waterway. The current prestressed stringer/multi-beam or girder bridge is the third bridge that has existed at its location, with the original constructed in 1958. The existing bridge opened in 2003 after the previous bridge was unable to handle increasing amounts of traffic. Several sections of the deck were replaced on the northbound bridge in 2016 along with other repair-type work throughout the years. The bridge spans are 48' while the total length of the bridge is 1,006'-10" feet. The existing bridge has four twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridge.

If bridge replacement is determined to be the best option, alternate alignments within the existing right-of-way including single-bridge and twin bridge alternatives, as well as alternate vertical alignments, will be evaluated. Specific right-of-way requirements will be determined during the Project Development and Environment Study. The project segment is 0.741 miles in length.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Planning Consistency Status

Are the limits consistent with the plans?	Yes
MPOs	Sarasota/Manatee MPO
Attachments	LRTP Pages - https://www.fla-etat.org/est/servlet/blobViewer?blobID=29141 TIP Pages - https://www.fla-etat.org/est/servlet/blobViewer?blobID=29142 STIP Pages - https://www.fla-etat.org/est/servlet/blobViewer?blobID=29143

Federal Consistency Determination

Date of Determination: 03/20/2020 by Chris Stahl

FDEP Clearinghouse Determination: CONSISTENT, WITH COMMENTS with Coastal Zone Management Program.

Comment:

See agency comments on this project

Lead Agency

FDOT Office of Environmental Management

Cooperating and Participating Agencies

Cooperating Agencies

- US Coast Guard

Participating Agencies

- US Army Corps of Engineers

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	11/07/2018

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

Census Places Within 500 Feet

- Sarasota (city)

Purpose and Need Reviews

FDOT Office of Environmental Management

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	03/05/2020	Harrison Garrett (harrison.garrett@dot.state.fl.us)	No Purpose and Need comments found.

FL Department of Agriculture and Consumer Services

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	03/08/2020	Brian Camposano (Brian.Camposano@FreshFromFlorida.com)	No Purpose and Need comments found.

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	03/09/2020	Matt Preston (matt.preston@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	02/18/2020	Lindsay Rothrock (lindsay.rothrock@dos.myflorida.com)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	03/26/2020	Jason Hight (Jason.Hight@MyFWC.com)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	01/29/2020	David Rydene (David.Rydene@noaa.gov)	No Purpose and Need comments found.

National Park Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	03/27/2020	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Southwest Florida Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	03/06/2020	Monte Ritter (Monte.Ritter@swfwmd.state.fl.us)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	03/09/2020	Cynthia Ovdenk (Cynthia.D.Ovdenk@usace.army.mil)	No Purpose and Need comments found.

US Coast Guard

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	02/28/2020	Lisia Kowalczyk (Lisia.J.Kowalczyk2@uscg.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	03/09/2020	Roshanna White (White.Roshanna@epa.gov)	In future documents, please provide details on the future height of the bridge and if additional lanes will be constructed.

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	01/29/2020	John Wrublik (john_wrublik@fws.gov)	No comments provided

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Environmental Protection
- Natural Resources Conservation Service
- Seminole Tribe of Florida

Alternative 1

Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative 1	Bird Key Drive	Sarasota Harbor West	Bridge	ETAT Review Complete	0.741 mi.		Roadway Bicycle Pedestrian	N

Segment Description(s)

Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-002	SR 789 (Ringling)	SR 789 (Ringling)	Bird Key Drive	Sarasota Harbor West	0.741	Digitized		

Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-002	SR 789 (Ringling)		In/Out	

Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-002	SR 789 (Ringling)				

Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-002	SR 789 (Ringling)				

Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-002	SR 789 (Ringling)				

Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-002	SR 789 (Ringling)				

Funding Sources

No funding sources found.

Project Effects Overview for Alternative 1

Topic	Degree of Effect	Organization	Date Reviewed
Social and Economic			
Mobility	1 Enhanced	FDOT District 1	02/28/2020
Aesthetic Effects	3 Moderate	FDOT District 1	02/28/2020
Land Use Changes	1 Enhanced	FL Department of Economic Opportunity	03/09/2020
Land Use Changes	2 Minimal	FDOT District 1	02/28/2020
Relocation Potential	2 Minimal	FDOT District 1	02/28/2020
Economic	0 None	FL Department of Economic Opportunity	03/09/2020
Economic	2 Minimal	FDOT District 1	02/28/2020
Social	2 Minimal	US Environmental Protection Agency	03/09/2020
Social	1 Enhanced	FDOT District 1	02/28/2020
Cultural			
Historic and Archaeological Sites	0 None	Southwest Florida Water Management District	03/06/2020

Historic and Archaeological Sites	3 Moderate	FL Department of State	02/18/2020
Recreation Areas	3 Moderate	National Park Service	03/27/2020
Recreation Areas	2 Minimal	FL Department of Environmental Protection	03/09/2020
Recreation Areas	0 None	Southwest Florida Water Management District	03/06/2020
Natural			
Water Quality and Quantity	3 Moderate	US Environmental Protection Agency	03/09/2020
Water Quality and Quantity	2 Minimal	FL Department of Environmental Protection	03/09/2020
Water Quality and Quantity	3 Moderate	Southwest Florida Water Management District	03/06/2020
Wetlands and Surface Waters	4 Substantial	US Army Corps of Engineers	03/09/2020
Wetlands and Surface Waters	3 Moderate	US Environmental Protection Agency	03/09/2020
Wetlands and Surface Waters	3 Moderate	FL Department of Environmental Protection	03/09/2020
Wetlands and Surface Waters	3 Moderate	Southwest Florida Water Management District	03/06/2020
Wetlands and Surface Waters	3 Moderate	National Marine Fisheries Service	01/29/2020
Wetlands and Surface Waters	3 Moderate	US Fish and Wildlife Service	01/29/2020
Wildlife and Habitat	N/A N/A / No Involvement	FL Department of Agriculture and Consumer Services	03/08/2020
Wildlife and Habitat	3 Moderate	FL Fish and Wildlife Conservation Commission	03/06/2020
Wildlife and Habitat	2 Minimal	Southwest Florida Water Management District	03/06/2020
Wildlife and Habitat	3 Moderate	US Fish and Wildlife Service	01/29/2020
Floodplains	2 Minimal	Southwest Florida Water Management District	03/06/2020
Coastal and Marine	2 Minimal	Southwest Florida Water Management District	03/06/2020
Coastal and Marine	3 Moderate	National Marine Fisheries Service	01/29/2020
Physical			
Air Quality	2 Minimal	US Environmental Protection Agency	03/09/2020
Infrastructure	2 Minimal	Southwest Florida Water Management District	03/06/2020
Navigation	3 Moderate	US Army Corps of Engineers	03/09/2020
Navigation	2 Minimal	US Coast Guard	03/03/2020
Contamination	2 Minimal	US Environmental Protection Agency	03/09/2020
Contamination	0 None	FL Department of Environmental Protection	03/09/2020
Contamination	2 Minimal	Southwest Florida Water Management District	03/06/2020
Special Designations			
Special Designations	3 Moderate	US Environmental Protection Agency	03/09/2020
Special Designations	3 Moderate	Southwest Florida Water Management District	03/06/2020

ETAT Reviews and Coordinator Summary: Social and Economic

Mobility

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 04/30/2020 by FDOT District 1

Comments:
FDOT District One reported that the project will provide an east-west connection between downtown Sarasota and St. Armand's Key and Lido Key. FDOT District One noted that there are mobility related features within the project vicinity including two bus transit routes and several multi-use/hiking and paddling trails. **Coordination Document:** PD&E Support Document as per PD&E Manual.

Overall, the proposed project intends to enhance mobility by 1) evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on a roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club) and 2) better facilitating emergency evacuations. Based on the foregoing, a Summary Degree of Effect of Enhanced has been assigned to the Mobility issue.

Next Steps: During the Project Development phase, the FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit community opinions and preferences on potential project-related effects and enhancements regarding mobility within the area and measures to avoid or minimize possible adverse effects.

Technical Study: None

Degree of Effect: 1 *Enhanced* assigned 02/28/2020 by Amanda Douglas Chornoby, FDOT District 1

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:
500-Foot Buffer:
2010 Census Designated Places (1)
- Sarasota

Bus Transit Routes (2)
- Route 4
- Route 18

Existing Recreation Trails (2)
- Long Boat Key Bike Trail
- Sarasota Bay Trail

Office of Greenways and Trails (OGT): Hiking Trails Priorities (2)
- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Multi-Use Trails Opportunities (2)
- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Paddling Trails Opportunities (1)
- Paddle Sarasota Blueway

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)
- Florida Gulf Coast Trail (one existing and one programmed/funded)

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida (1)
- Sarasota County Area Transit

Housing Units with No Vehicle Available (Total / Percentage)
- 77 / 3.8%

Comments on Effects to Resources:
Located in Sarasota County, the SR 789 (Ringling) corridor serves as the primary east-west connection between downtown Sarasota and St. Armand's Key and Lido Key. SR 789 (Ringling) not only carries local traffic to and from communities in the area but also serves as a primary link between downtown Sarasota and St. Armand's Circle. Additionally, the corridor serves as part of the

emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota. The existing bridges have two twelve-foot travel lanes each and a five-foot wide sidewalk on both sides of each bridge. There are currently no shoulders or designated bicycle facilities across the bridge. Other mobility related features within the vicinity of the project corridor include two bus transit routes [Sarasota County Area Transit Routes 4 and 18], two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and one OGT paddling trail opportunity [Paddle Sarasota Blueway]. Overall, the proposed project intends to enhance mobility by 1) evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on a roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club) and 2) better facilitating emergency evacuations.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:
During the Project Development phase, the FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit community opinions and preferences on potential project-related effects and enhancements regarding mobility within the area and measures to avoid or minimize possible adverse effects.

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Farmlands

Project Effects

Coordinator Summary Degree of Effect: N/A *N/A / No Involvement* assigned 04/30/2020 by FDOT District 1

Comments:
No ETAT members provided comments for this issue.

There are no agricultural lands or soils classified as Farmlands of Unique Importance reported within the 200-foot project buffer. In addition, the project occurs within the Sarasota-Bradenton Urbanized Area, and the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan] shows that the project area will continue to support residential and recreational land uses with some community office/institutional and metropolitan/regional [retirement center] activities. For these reasons, no further coordination with NRCS is needed as the project does not meet the definition of farmland as defined in 7 CFR 658 and the provisions of the Farmland Protection Policy Act of 1981. Based on the foregoing, a Summary Degree of Effect of N/A / No Involvement has been assigned to the Farmlands issue.

Next Steps: None.

Technical Study: *None.*

None found
The following organization(s) were expected to but did not submit a review of the Farmlands topic for **Alternative 1**: Natural Resources Conservation Service

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Aesthetic Effects

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:

FDOT District One noted that the area surrounding the proposed project consists primarily of residential and recreational land uses. FDOT District One also noted several features associated with aesthetics that occur within the vicinity of the proposed project including several parks and recreational facilities. FDOT District One indicated that the project appears to be consistent with existing land uses as well as the future land use vision and aesthetic character of the corridor. FDOT District One also noted that the existing bridge does not meet minimum navigational or splash zone clearance requirements. **Document:** PD&E Support Document as per PD&E Manual.

Based on the foregoing, a Summary Degree of Effect of Moderate has been assigned to the Aesthetic Effects issue.

Next Steps: During the Project Development phase, the FDOT District One will engage residents and business owners in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input on potential project effects as well as opinions and preferences regarding general design concepts related to aesthetics.

Technical Study: None

Degree of Effect: 3 *Moderate* assigned 02/28/2020 by Amanda Douglas Chornoby, FDOT District 1

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
Sarasota City Plan (City of Sarasota's Comprehensive Plan)

500-Foot Buffer:
Census Designated Places (1)
- Sarasota

Office of Greenways and Trails (OGT): Multi-Use Trails Opportunities (2)
- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Paddling Trails Opportunities (1)
- Paddle Sarasota Blueway

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)
- Florida Gulf Coast Trail (one existing and one programmed/funded)

SWFWMD Residential Areas 2011 / Acres/ Percent (2)
- Residential High Density / 20.38 / 18.98%
- Residential Medium Density (2-5 Dwelling Units) / 11.17 / 10.41%

Comments on Effects to Resources:
The project area primarily consists of residential with some recreational land uses. The area surrounding the project corridor is expected to consist primarily of single family (medium density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. It was noted that the current bridge profile does not meet minimum navigational or splash zone clearance requirements. While design plans have not been developed for the proposed project, the project is anticipated to be consistent with the future land use vision and aesthetic character of the corridor. However, given that viewsheds of the area will likely be altered depending on the bridge alternative selected, moderate involvement regarding aesthetic effects is anticipated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:
During the Project Development phase, the FDOT District One will engage residents and business owners in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input on potential project effects as well as opinions and preferences regarding general design concepts related to aesthetics.

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Land Use Changes

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
FDEO noted that the proposed project is consistent with Sarasota's development goals and is consistent with the comprehensive plan as well as supports the City's Transportation Master Plan, *Sarasota in Motion*. FDEO stated that the project is included on the City of Sarasota's transportation maps. FDEO added that the project is not located within an Area of Critical State Concern nor does it encroach on any military installations. However, it is located within the Coast High Hazard Area (CHHA). **Coordination Document:** No Involvement.

FDOT District One commented that the area surrounding the proposed project primarily consists of residential with some recreational land uses. FDOT District One noted that the area will continue to support these uses. FDOT District One also noted that project is anticipated to accommodate existing and any proposed development within the area. **Coordination Document:** PD&E Support Document as per PD&E Manual.

Overall, the project is consistent with the land use vision for the project area. As such, limited impacts or changes to proximate land uses are anticipated as a result of the project. For these reasons, a Summary Degree of Effect of Minimal has been assigned to the Land Use Changes issue.

Next Steps: During the Project Development phase, the FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to obtain feedback from residents and business owners that may be affected by the project. FDOT will also coordinate with the listed agencies to ensure that required project funding is identified in the LRTP, TIP, Work Program, and STIP and that the project is consistent with the local government comprehensive plans.

Technical Study: None

Degree of Effect: 1 *Enhanced* assigned 03/09/2020 by Matt Preston, FL Department of Economic Opportunity

Coordination Document:
No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comprehensive Plan(s) Reviewed:
Sarasota City Plan, adopted December 1, 2008. *Sarasota County: Comprehensive Plan: A Planning Tool for the Future of Sarasota County,* adopted on October 25, 2016.

Comments on Effects to Resources:

Compatibility with Community Development Goals and Comprehensive Plan:
The proposed project is compatible with Sarasota's development goals and is consistent with the comprehensive plan. The project supports the City's Transportation Master Plan, *Sarasota in Motion.*

Future Transportation Map:
The project is included on the City of Sarasota Future Transportation LOS Service Map, the Future Transportation Facility Classification Map, and the Future Transportation Number of Lanes Map.

Land Uses:
Future Land Use Map categories that surround the project include: Downtown Bayfront, Multiple Family (Medium Density), Single Family (Very Low Density), Community Office/Institutional, Metropolitan/Regional, and Open Space-Recreational-Conservation.

Parks:
N/A.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and Military Bases:
The proposed project is not located within an Area of Critical State Concern, nor does it encroach on any military installations. The project is located within the CHHA.

Other Planning Related Items:
N/A.

Contact Information:
Megan Lui - 941-263-6362. Colleen McGue - 941-263-6756.Alex Davis Shaw - 941-263-6465.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 02/28/2020 by Amanda Douglas Chornoby, FDOT District 1

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
Sarasota City Plan (City of Sarasota's Comprehensive Plan)

500-Foot Buffer:
2010 Census Designated Places (1)
- Sarasota

1,320-Foot (Quarter-Mile) Buffer:
2010 Census Designated Places (2)
- Sarasota

Generalized Land Uses \ Acres \ Percent
- Institutional \ 5.83 \ 1.61%
- Public/Semi-Public \ <0.1 \ 0.1%
- Recreation \ 19.59 \ 5.42%
- Residential \ 68.7 \ 19%
- Vacant Residential \ 2.32 \ 0.64%

Comments on Effects to Resources:
The project segment of SR 789 (Ringling) bridge traverses one U.S. Census Designated Place, Sarasota. The project area primarily consists of residential with some recreational land uses. The area surrounding the project corridor is expected to consist primarily of single family (medium density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. The project is anticipated to accommodate existing and any potentially proposed development within the area. For these reasons, minimal impacts or changes to proximate land uses are anticipated as a result of the project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:
During the Project Development phase, the FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to obtain feedback from residents and business owners that may be affected by the project. FDOT will also coordinate with the listed agencies to ensure that required project funding is identified in the LRTP, TIP, Work Program, and STIP and that the project is consistent with the local government comprehensive plans.

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Relocation Potential

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
FDOT District One noted that the area surrounding the proposed project consists primarily of residential and recreational land uses. FDOT District One also stated that the corridor and the bridge are identified as constrained roadways, which indicates that there are either physical or policy challenges associated with a widening or capacity improvement project. FDOT District One reported that no residential or business parcels are anticipated to be impacted. **Coordination Document:** PD&E Support Document as per PD&E Manual.

Access to proximate residences and businesses may temporarily be affected and/or modified as a result of the project. Encroachment into surrounding parcels [if necessary] will be coordinated with the appropriate property owners. The project will be designed to minimize right-of-way acquisition. Specific right-of-way requirements will be determined during the Project Development and Environment Study. Based on the foregoing, a Summary Degree of Effect of Minimal has been assigned to the Relocation Potential issue.

Next Steps: During the Project Development phase, FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input on potential project effects to adjacent properties and identify alternatives that may minimize impacts. Specific right-of-way requirements will be determined during the Project Development and Environment Study. A Conceptual Stage Relocation Plan [conducted and prepared in accordance with Part 2, Chapter 4 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Studies: *Conceptual Stage Relocation Plan.*

Degree of Effect: 2 *Minimal* assigned 02/28/2020 by Amanda Douglas Chornoby, FDOT District 1

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
500-Foot Buffer:
Census Designated Places (1)
- Sarasota

Office of Greenways and Trails (OGT): Multi-Use Trails Opportunities (2)
- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Paddling Trails Opportunities (1)
- Paddle Sarasota Blueway

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)
- Florida Gulf Coast Trail (one existing and one programmed/funded)

SWFWMD Residential Areas 2011 / Acres/ Percent (2)
- Residential High Density / 20.38 / 18.98%
- Residential Medium Density (2-5 Dwelling Units) / 11.17 / 10.41%

Comments on Effects to Resources:
The 500 -foot project buffer primarily consists of residential with some recreational and institutional land uses. Within the same buffer are two OGT Hiking Trail Priorities/Multi-Use Trails Opportunities (John Ringling Trail and Longboat Key Corridor), one Paddling Trails Opportunity (Paddle Sarasota Blueway), and two Shared-Use Nonmotorized (SUN) Trail Networks. The corridor and the bridge are identified as constrained roadways, which indicates that there are either physical or policy challenges associated with a widening or capacity improvement project. Although the project is not anticipated to impact any residential or business parcels, specific right-of-way requirements will be determined during the Project Development and Environment Study. For these reasons, minimal involvement regarding relocation potential is anticipated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:
During the Project Development phase, FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input on potential project effects to adjacent properties and identify alternatives that may minimize impacts. Specific right-of-way requirements will be determined during the Project Development and Environment Study.

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Economic

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
FDEO indicated that the project is not located within a Rural Area of Opportunity. FDEO stated that the project has little to no potential to attract new development; however, short-term construction-related jobs could potentially be generated by the project.
Coordination Document: No Involvement.

FDOT District One noted that the area surrounding the proposed project consists primarily of residential and recreational land uses. FDOT District One stated there are two businesses in the area including the Sarasota Yacht Club and Reeling Chillin Charters. FDOT District One noted that SR 789 (Ringling) carries not only local traffic to and from communities in the area but it also serves as the only link between downtown Sarasota and St. Armand's Circle and serves as Longboat Key's only link to mainland Sarasota County. FDOT District One further states that the project has the potential to enhance the economic vitality of the area by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on the roadway.
Coordination Document: PD&E Support Document as per PD&E Manual.

Access to the two proximate businesses along the corridor may temporarily be affected and/or modified during the project

construction. Based on the foregoing, a Summary Degree of Effect of Minimal has been assigned to the Economic issue.

Next Steps: During the Project Development phase, FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input from proximate residents and business owners regarding potential economic enhancements/impacts as a result of the project as well as potential solutions

Technical Study: None

Degree of Effect: 0 *None* assigned 03/09/2020 by Matt Preston, FL Department of Economic Opportunity

Coordination Document:
No Involvement

Direct Effects
Identified Resources and Level of Importance:
Comprehensive Plan(s) Reviewed:
Sarasota City Plan, adopted December 1, 2008. *Sarasota County: Comprehensive Plan: A Planning Tool for the Future of Sarasota County,* adopted on October 25, 2016.

Comments on Effects to Resources:
The project *is not* located within a Rural Area of Opportunity.

The project has little to no potential to attract new development. Short-term construction-related jobs could be generated by the proposed project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 02/28/2020 by Amanda Douglas Chornoby, FDOT District 1

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
Sarasota City Plan (City of Sarasota's Comprehensive Plan)
1,320-Foot (Quarter Mile) Buffer:
2010 Census Designated Places (1)
- Sarasota
Generalized Land Uses \ Acres \ Percent
- Institutional \ 5.83 \ 1.61%
- Public/Semi-Public \ <0.1 \ 0.1%
- Recreation \ 19.59 \ 5.42%
- Residential \ 68.7 \ 19%
- Vacant Residential \ 2.32 \ 0.64%

Comments on Effects to Resources:
The project area primarily consists of residential with some recreational land uses. The area surrounding the project corridor is expected to remain primarily of single family (medium density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. Businesses in the area include the Sarasota Yacht Club and Reelin and Chillin Charters. SR 789 (Ringling) carries not only local traffic to and from communities in the area but it also serves as the only link between downtown Sarasota and St. Armand's Circle [a major shopping and dining destination of the area] and Longboat Key's only link to mainland Sarasota County. By increasing the operational capacity along the corridor, the proposed project is intended to enhance the economic vitality of the area by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on the roadway. However, due to the fact that access to/from downtown Sarasota and the beaches may temporarily be affected during project construction, minimal economic impacts are anticipated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:
During the Project Development phase, FDOT District One will conduct public outreach in coordination with the Sarasota/Manatee MPO, Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input from proximate residents and business owners regarding potential economic enhancements/impacts as a result of the project as well as potential solutions.

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Social

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
FDOT District One indicated several community features present within the quarter-mile (1,320-foot) project buffer including several health care facilities, homeowner and condominium associations, and parks and recreational features. FDOT District One added that compared to the demographic characteristics for Sarasota County, the 500-foot project buffer contains a lower percentage of African American, Hispanic, and Other Race individuals, a notably higher percentage of individuals age 65 and over, a slightly lower percentage of individuals under the age of 18, a lower percentage of housing units with no vehicle available, and a significantly higher median family income [$82,505 more]. FDOT District One stated that no neighborhood division or social isolation is expected to occur as a result of the project. **Coordination Document:** PD&E Support Document as per PD&E Manual.

USEPA reported that there are no potential Environmental Justice (EJ) communities within the 500-foot project buffer. USEPA noted that meaningful collaboration within the community should occur to help identify whether any "pockets" (concentrations) of EJ communities exist in U.S. Census Blocks that otherwise (as a whole) may not be recognized. **Coordination Document:** To Be Determined: Further Coordination Required.

In the long term, the proposed improvements to SR 789 (Ringling) bridge are intended to enhance the overall social fabric and cohesion of the community by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club).

Next Steps: During the Project Development phase, the Florida Department of Transportation (FDOT) District One will conduct public outreach in coordination with the Sarasota/Manatee Metropolitan Planning Organization (MPO), Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input from the general public (targeting special population groups) on potential project effects related to community cohesion and social interaction as well as potential solutions to ensure that both the social and

transportation needs of the surrounding communities are addressed through the project. A Public Involvement Plan [prepared in accordance with Part 1, Chapter 11 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Studies: *Public Involvement Plan.*

Degree of Effect: 2 *Minimal* assigned 03/09/2020 by Roshanna White, US Environmental Protection Agency

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
According to the Sociocultural Data Report for the current project alternative and GIS for Social 2010 US Census Block Data-Minority Population greater than 40%, there are no potential Environmental Justice communities within a 500-ft buffer of the proposed project. Therefore, the EPA does not anticipate adverse impacts to EJ communities from the proposed project.

Comments on Effects to Resources:
At a minimum, the percentages of minority and low-income populations within these census blocks should be documented and compared against other demographics of the area, as well as against the county and state. Additionally, consider meaningful collaboration with the community to help identify whether any "pockets" (concentrations) of EJ communities exist within a census block that otherwise (as a whole) may not have been recognized.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 1 *Enhanced* assigned 02/28/2020 by Amanda Douglas Chornoby, FDOT District 1

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
500-Foot Buffer:
2010 Census Designated Places (1)
- Sarasota
FDOT Site File Historic Bridges (2)
-Bridge No. 170022 (Ineligible for NRHP)
-Bridge No. 170951 (Ineligible for NRHP)
Health Care Facilities (1)
- Plymouth Harbor Nursing Home
Group Care Facilities (1)
- Plymouth Harbor Assisted Living Center
Homeowner/Condominium Associations (2)
- Sarasota Harbor East Condo
- Sarasota Harbor Apartments Inc.
Local Florida Parks Recreational Facility Boundaries (2)

- Bird Key Park South
- Bird Key Park

Marina (1)

- Sarasota Yacht Club

Office of Greenways and Trails (OGT): Hiking Trails Priorities (2)

- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Multi-Use Trails Opportunities (2)

- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Paddling Trails Opportunities (1)

- Paddle Sarasota Blueway

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)

- Florida Gulf Coast Trail (one existing and one programmed/funded)

1,320-Foot (Quarter-Mile) Buffer:

2010 Census Designated Places (1)

- Sarasota

FDOT Site File Historic Bridges (2)

-Bridge No. 170022 (Ineligible for NRHP)
-Bridge No. 170951 (Ineligible for NRHP)

Florida Site File Historic Standing Structures (10)

Florida Site File Resource Groups (1)

- St. Armand's Key District

Health Care Facilities (2)

- Plymouth Harbor Nursing Home
- St. Armand's Medical Center

Group Care Facilities (1)

- Plymouth Harbor Assisted Living Center

Homeowner/Condominium Associations (2)

- Sarasota Harbor East Condo
- Sarasota Harbor Apartments Inc.

Local Florida Parks and Recreational Facility Boundaries

- Bird Key Park South
- Bird Key Park

Marina (1)

- Sarasota Yacht Club

National Register of Historic Places (4)

- Harding Circle Historic District
- William Burns House
- Casa Del Mar
- George Schueller House

Office of Greenways and Trails (OGT): Hiking Trails Priorities (2)

- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Multi-Use Trails Opportunities (2)

- John Ringling Trail
- Longboat Key Trail Corridor

Office of Greenways and Trails (OGT): Paddling Trails Opportunities (1)

- Paddle Sarasota Blueway

Shared-Use Nonmotorized (SUN) Trail Network in Florida (2)

- Florida Gulf Coast Trail (one existing and one programmed/funded)

Religious Centers

- St. Armand's Key Lutheran Church

Generalized Land Uses \ Acres \ Percent

- Institutional \ 5.83 \ 1.61%
- Public/Semi-Public \ <0.1 \ 0.1%
- Recreation \ 19.59 \ 5.42%
- Residential \ 68.7 \ 19%

- Vacant Residential \ 2.32 \ 0.64%

Comments on Effects to Resources:
The project segment of SR 789 (Ringling) bridge traverses one U.S. Census Designated Place, Sarasota. The project area primarily consists of residential with some recreational land uses. Community features reported within the quarter-mile (1,320-foot) project buffer include: two health care facility, one group care facility, two homeowner and condominium associations, one religious center, two parks and recreation facilities, one marina, four buildings in the National Register of Historic Places, two OGT: hiking trail priorities, two OGT: multi-use trail opportunities, one OGT: paddling trail opportunity, and two SUN (Shared-Use Nonmotorized) Trail Networks.

Compared to the demographic characteristics for Sarasota County, the 500-foot project buffer contains a lower percentage of African American, Hispanic, and Other Race individuals, a notably higher percentage of individuals age 65 and over, a slightly lower percentage of individuals under the age of 18, a lower percentage of housing units with no vehicle available, and a significantly higher median family income [$82,505 more]. The table below presents the demographic data for both the 500-foot project buffer and Sarasota County.

Demographic / 500-Foot Buffer / Sarasota County
White (Race)* / 97.6% / 90.2%
African American (Race)* / 0.5% / 4.7%
"Other" *** (Race)* / 1.9% / 5.2%
Hispanic (Ethnic Group) * / 1.4% / 7.9%
Age 65+** / 57.8% / 31.28%
Under Age 18** / 5.4% / 15.7%
HH w/o car** / 3.8% / 5.3%
Med. Family Income** $152,403 / $69,898
* Source: US Census Bureau (2010 US Census)
** Source: US Census Bureau (2010 American Community Survey)
*** "Other" includes Asian, Native American, Native Hawaiian & Other Pacific Islander Alone, & Other Race.

No neighborhood division or social isolation is expected to occur as a result of the project. Minor impacts on the social environment as a result of the project are anticipated given that access to proximate residences and recreational features could temporarily be affected during project construction. However, in the long term, the proposed improvements to SR 789 (Ringling) bridge are intended to enhance the overall social fabric and cohesion of the community by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club).

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:
During the Project Development phase, the Florida Department of Transportation (FDOT) District One will conduct public outreach in coordination with the Sarasota/Manatee Metropolitan Planning Organization (MPO), Sarasota County, the City of Sarasota, and the Town of Longboat Key to solicit input from the general public (targeting special population groups) on potential project effects related to community cohesion and social interaction as well as potential solutions to ensure that both the social and transportation needs of the surrounding communities are addressed through the project.

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Cultural

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:
No ETAT members provided comments for this issue.

Potentially protected Section 4(f) resources within the 200-foot project buffer include two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], one OGT paddling trail opportunity [Paddle Sarasota Blueway], and two local parks / recreation facilities [Bird Key Park South / Bird Key Park]. Potential Section 6(f) resources within the 200-foot project buffer include one National Park Project [West MURT Bird Key / Coon Key Phase I]. Additionally, no comprehensive survey has been conducted in the project area. A Summary Degree of Effect of Moderate has been assigned to Section 4(f) Potential issue due to possible impacts on: 1) access to recreational features within the area and 2) potential National Register-eligible cultural resources [recorded, unrecorded, or unknown].

Next Steps:A Section 4(f) Determination of Applicability Form (Form No. 650-050-45), prepared in accordance with Part 2, Chapter 7 of the FDOT PD&E Manual, will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Section 4(f) Determination of Applicability Form (Form No. 650-050-45).*
None found

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:
FDOS stated that the project area has not been comprehensively surveyed. FDOS noted that specifically, a submerged (remote sensing) Cultural Resource Assessment Survey (CRAS) should be conducted to locate any potential submerged cultural resources. FDOS added that consultation with the project sponsor will take place to avoid, minimize, or mitigate any adverse effects to significant cultural resources. **Coordination Document:** PD&E Support Document as per PD&E Manual.

SWFWMD stated that there are no District owned/controlled lands within one-mile of the project. **Coordination Document:** No Involvement

Based on the lack of a systematic survey, a Summary Degree of Effect of Moderate has been assigned to the Historic and Archaeological Sites issue.

Next Steps: A Cultural Resource Assessment Survey [conducted in accordance with applicable federal or state historic preservation laws and Part 2, Chapter 8 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Studies: *Cultural Resource Assessment Survey.*

Degree of Effect: 0 *None* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
No Involvement

Direct Effects

Identified Resources and Level of Importance:
SWFWMD's responsibility in the ETDM review process is to identify only those historical and archeological sites located on District owned/controlled lands. From review of the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within one (1) mile of the proposed bridge replacement.

It should be noted, however, that impacts to all historical and archaeological sites shall be considered in evaluation of the application

for an environmental resource permit.

Comments on Effects to Resources:
Pursuant to Subsection 10.2.3.6 of the Environmental Resource Permit Applicant's Handbook Volume I, work proposed in, on, or over wetlands and/or surface water will require communications from the Department of State, Division of Historical Resources (DHR) indicating there will be no impacts to significant historical or archaeological resources. "The applicant may be required to perform an archeological survey and to develop and implement a plan as necessary to demarcate and protect the significant historical or archeological resources, if such resources are reasonably expected to be impacted by the regulated activity." [Subsection 10.2.3.6 ERP AP Vol. I].

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 02/18/2020 by Lindsay S Rothrock, FL Department of State

Coordination Document:
PD&E Support Document As Per PD&E Manual

Coordination Document Comments:
Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a Submerged (remote sensing) CRAS should be conducted to locate any potential submerged cultural resources. Our office is available to provide additional consultation on the scope of work for both the terrestrial and submerged CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

Direct Effects
Identified Resources and Level of Importance:
As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

The potential for unrecorded submerged cultural resources was not noted in the above summary, but should be specifically addressed during the PD&E scoping phase.

Comments on Effects to Resources:
The project has the potential to impact cultural resources within and adjacent to the proposed project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

Additional Comments (optional):
Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a Submerged (remote sensing) CRAS should be conducted to locate any potential submerged cultural resources. Our office is available to provide additional consultation on the scope of work for both the terrestrial and submerged CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:
As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

The potential for unrecorded submerged cultural resources was not noted in the above summary, but should be specifically addressed during the PD&E scoping phase.

Comments on Effects to Resources:
The project has the potential to impact cultural resources within and adjacent to the proposed project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites topic for **Alternative 1**: Seminole Tribe of Florida

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Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:
FDEP noted that there are several public conservation lands, trails, and other public recreational opportunities located within the 500 -foot project buffer including Sarasota Bay Trail, Longboat Key Bike Trail and Bird Key Park. **Coordination Document:** PD&E Support Document as per PD&E Manual.

SWFWMD stated that there are no District owned/controlled lands within one-mile of the project. **Coordination Document:** No Involvement

Recreational areas/features identified within the 200-foot project buffer include: two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], one OGT paddling trail opportunity [Paddle Sarasota Blueway], two local parks / recreation facilities [Bird Key Park South / Bird Key Park], and one National Park Project [West MURT Bird Key / Coon Key Phase I]. Another recreational feature reported within the project vicinity includes the Sarasota Yacht Club. Given the proximity of these features to the project corridor and the fact that access to and enjoyment of these amenities may temporarily be impacted during project construction, a Summary Degree of Effect of Moderate has been assigned to the Recreation Areas issue.

Next Steps:Refer to Section 4(f) Potential issue.

Technical Study: *Refer to Section 4(f) Potential issue.*

Degree of Effect: 3 *Moderate* assigned 03/27/2020 by Anita Barnett, National Park Service

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
The National Park Service has reviewed ETDM # 14384, Ringling Bridge Reconstruction/Rehab in Sarasota County, Florida. The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 (Ringling) bridge [Structure Numbers 170022 and 170951]. West MURT Bird Key/Coon Key Phase 1 is a Land and Water Conservation Fund (LWCF) site within 200 feet of the proposed project. This park is not to be used as a staging area.
If it is determined that right of way is needed from West MURT Bird Key/Coon Key Phase 1, in whole or in part, that converts the use of the park to other than public outdoor recreation, would trigger a) conversion of an LWCF protected facility under 54 USC 200305(f) (formerly Section 6(f)(3) of the LWCF Act) .A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3). If a conversion should occur, the Florida Department of Environmental Protection (FDEP), Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The point of contact with FDEP is Linda Reeves, Operations Management Consultant Manager Linda.reeves@dep.state.fl.us (850) 245-2501. Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov.
Thank you for the opportunity to review and provide comments. If you have any questions please contact Anita Barnett at 404-507-5706.

Comments on Effects to Resources:
The National Park Service has reviewed ETDM # 14384, Ringling Bridge Reconstruction/Rehab in Sarasota County, Florida. The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 (Ringling) bridge [Structure Numbers 170022 and 170951]. West MURT Bird Key/Coon Key Phase 1 is a Land and Water Conservation Fund (LWCF) site within 200 feet of the proposed project. This park is not to be used as a staging area.
If it is determined that right of way is needed from West MURT Bird Key/Coon Key Phase 1, in whole or in part, that converts the use of the park to other than public outdoor recreation, would trigger a) conversion of an LWCF protected facility under 54 USC 200305(f) (formerly Section 6(f)(3) of the LWCF Act) .A conversion of use will include the Florida Department of Transportation providing replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3). If a conversion should occur, the Florida Department of Environmental Protection (FDEP), Division of State Lands, 3900 Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination. The point of contact with FDEP is Linda Reeves, Operations Management Consultant Manager Linda.reeves@dep.state.fl.us (850) 245-2501. Please keep us informed as the project progresses through the PD&E phase and if the proposed project changes please contact Anita Barnett at National Park Service, 100 Alabama Street, 1924 Bldg., Atlanta Georgia, 30303, 404-507-5706; Anita_Barnett@nps.gov.
Thank you for the opportunity to review and provide comments. If you have any questions please contact Anita Barnett at 404-507-5706.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 03/09/2020 by Chris Stahl, FL Department of Environmental Protection

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
There are sevral public conservation lands, trails and other public recreational opportunities located within the 500-foot buffer zone of the project. These include: Sarasota Bay Trail, Long Boat Key Bike Trail and Bird Key Park

Comments on Effects to Resources:
Please coordinate with local officials on these resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
No Involvement

Direct Effects
Identified Resources and Level of Importance:
SWFWMD's responsibility in the ETDM review process is to identify only those recreation areas located on District owned/controlled lands. From the SWFWMD's Geographic Information System (GIS), there are no District owned / controlled lands within one (1) mile of the proposed bridge replacement. It should be noted, however, that impacts to all recreation areas shall be considered in the evaluation of the application for an environmental resource permit.

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Natural

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:

FDEP commented that the water within the Sarasota Bay Estuarine System, located within the 500-foot project buffer, is an Outstanding Florida Water (OFW). Stormwater runoff may alter adjacent wetlands and surface water through increased pollutant loading. Natural resource impacts, within and adjacent to the proposed right-of-way, will likely include the alteration of existing hydrology and natural drainage patterns, and a reduction in flood attenuation capacity as a result of increased impervious area within the watershed. Every effort should be made to maximize the treatment of stormwater runoff to prevent contamination of the ground and surface water. Stormwater treatment should maintain the natural hydroperiod, water quality and natural function that existed predevelopment. **Coordination Document:** PD&E Support Document as Per PD&E Manual.

SWFWMD commented the method of construction will determine the permitting status for this project. The project may qualify for an exemption under Rule 62-330.051(4)(e), F.A.C., a General Permit under Rule 62-330.443, F.A.C., or an Individual Permit under Rule 62-330.054, F.A.C. The District believes future ERP permitting is expected to be non-routine for potential water quality impacts to OFWs, they expect the effort by FDOT and District regulatory staff to be normal. Potential impacts to existing stormwater management systems may decrease performance in terms of flood management and treatment. As of January 2020, EST and SWFWMD GIS layers indicate nine (9) ERPs have been applied for within 500 feet of the proposed project. Six (6) of these permits may be of interest to the future PD&E and design phases of the bridge rehabilitation/reconstruction: 1) 00685.000 - Plymouth Harbor Medical Center; 2) 00978.003 - Plymouth Harbor Parking Addition; 3) 000978.004 - Plymouth Harbor ALF; 4) 18555.001 - FDOT SR 789 Ringling Causeway Bridge #170021; 5) 18555.004 - FDOT - Ringling Bridge - FPN-197942-1-52; and 6) 18555.006 - FDOT - Ringling Bridge - FPN-197942-1-52. The district has assigned a pre-application file (PA #407431) for the purpose of tracking its participation in the ETDM review of this project. EST indicated the project is within 500 feet of an OFW, identified as the Sarasota Bay Estuarine System. This project occupies four (4) drainage basins, none of which are listed for nutrient related impairments: 1) Ringling Causeway (WBID 1968BA); 2) Lido Key (WBID 1954); 3) Sarasota Bay (WBID 1968B); and 4) Sarasota Bay (WBID 1968C). For water quality impacts, SWFWMD will require stormwater management systems that discharge directly into OFWs provide treatment for a volume 50 percent more than required for this project's selected treatment system. Runoff generated by this project could impact the waterbodies identified if untreated or under-treated. SWFWMD recommends that FDOT participate as a stakeholder in future FDEP TMDL and BMAP activities, as future development activities could cause increases in nutrient related impairments for these waterbodies. The FDOT must reasonably demonstrate the following if equivalent stormwater treatment is to be considered: 1) alternate, contributing areas are hydrologically equivalent to new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system; 2) the pollution source and loading characteristics are reasonably equivalent; and 3) the treatment benefits occur in the same receiving waters and in the a same general locality as the existing points of discharge. It is recommended that FDOT consider stormwater treatment together with impacts to wetlands and other surface waters when designing the stormwater management system for this project. Water quantity impacts associated with this project will depend on the required filling, encroachment or alteration of Historic Basin Storage areas or existing (and future) Zone A and AE Floodplains. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management and drainage conveyance facilities. Water quantity concerns must be addressed in accordance with Part III, Section 3.8 of the SWFWMD's Applicant's Handbook Volume II. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality. **Coordination Document:** To Be Determined: Further Coordination Required.

USEPA identified the Sarasota Bay Estuarine System within a 500-foot project buffer of the proposed project. This water body is impaired for bacteria in shellfish. According the Sarasota Bay Estuary Program, nitrogen pollution from stormwater runoff is the primary pollutant of concern and water quality goals are focused on reduction nitrogen pollution in stormwater runoff. Nitrogen can contribute to algal growth which reflects sunlight and reduces the amount of sunlight available for photosynthesis by seagrass in the bay. Additionally, the following waterbodies are verified nutrient or dissolved oxygen impairment: Ringling Causeway, Sarasota Bay and Lido Key. The reduction of natural surfaces and increase in impervious surfaces from urbanization can increase the amount of pollutants carried into waterbodies. Stormwater runoff carries dissolved or suspended contaminants such as volatile organics, petroleum hydrocarbons, heavy metals and pesticides/herbicides. The increase in contaminants increases turbidity and causes more rapid heating and a decrease in primary production and oxygen levels. Impacts on water quality resources can be mitigated through the design of sufficient stormwater systems that follow design and performance criteria noted in the PED, and properly treat stormwater runoff. The EPA recommends the following for water quality and quantity impacts: 1) maximize surface roughness and flow paths; 2) reduce the impact of pollution runoff from construction activities; 3) use BMPs to control erosion, sediment release and surface runoff to minimize adverse impacts; 4) stabilize soils to reduce the effects of erosion, sedimentation and runoff to maintain or improve water quality; 5) identify and quantify incremental and cumulative impacts on water quality as a result of the past, present and reasonably foreseeable actions, including the proposed project and other land use actions; and 6) include

drainage design as a major part of the project planning. **Coordination Document:** To Be Determined: Further Coordination Required.

The project corridor and 200-foot project buffer occur within the watershed of one verified impaired water: Sarasota Bay [WBID 1968B (impaired for bacteria in shellfish)]. Also present within the 200-foot project buffer are several SWFWMD permits [including 9 Environmental Resource Permit (ERP) Project Activity Areas, one Water Use Permit and three Well Construction Permits]; one limited use drinking water well; one NPDES Stormwater Permit; two U.S. EPA National Pollutant Discharge Elimination Systems; one EPA Water Quality Data Monitoring Station; the Surficial Aquifer System [a principal aquifer of the State of Florida]; and a recharge area of the Floridan Aquifer. The project is not located within an EPA-designated sole source aquifer. Stormwater runoff from SR 789 is currently collected and treated by linear ditches and swales within the existing right-of-way or sheet flows across the vegetated shoulders before offsite conveyance. This runoff is ultimately discharged into the Gulf of Mexico via existing cross drains or depressional areas. Stormwater is conveyed directly to the Gulf of Mexico in both directions along the SR 789 (Little Ringling) bridge. Any stormwater management system for the project will meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies, including impaired waters; the design will make every effort to maximize the treatment of stormwater runoff from the proposed roadway improvements. Additionally, best management practices will be employed during project construction activities. A Storm Water Pollution Prevention Program (SWPPP) will also be implemented (as required by the National Pollutant Discharge Elimination System permit) to control the effects of stormwater runoff during construction. For these reasons and due to the presence of Outstanding Florida Waters and impaired waters within the project area, a Summary Degree of Effect of Moderate has been assigned for the Water Quality and Quantity issue.

Next Steps: A Water Quality Impact Evaluation [conducted and prepared in accordance with Part 2, Chapter 11 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Studies: *Water Quality Impact Evaluation.*

Degree of Effect: 3 *Moderate* assigned 03/09/2020 by Roshanna White, US Environmental Protection Agency

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:
GIS analysis for Water Quality and Quantity identified the Sarasota Bay Estuarine System within a 500-ft buffer of the proposed project. The Sarasota Bay is impaired for bacteria in shellfish. According to the Sarasota Bay Estuary Program, the Sarasota Bay Estuary primary pollutant of concern is nitrogen and water quality goals are focused on reducing nitrogen pollution in storm water runoff.
Additionally, the following waterbodies are verified nutrient or dissolved oxygen impairment: Ringling Causeway, Sarasota Bay, and Lido Key. Impervious surfaces from urbanization increases the amount of pollutants carried into water bodies. Contaminants can increase the turbidity of a water body. Turbid waters heat more rapidly when exposed to sunlight and decrease primary production and dissolved oxygen levels.
The EPA understands that impacts on water quality resources may be mitigated through design and performance criteria established as noted in the Preliminary Environmental Discussion. The EPA assigns at this time a Moderate Degree of Effect to Water Quality and Quantity. Detailed resource impacts and protection measures for these resources or an explanation of the project's no involvement in future phases of development will further determine the degree of effect for Water Quality and Quantity.

Comments on Effects to Resources:
Nitrogen pollution can contribute to algal growth. Algal reflects sunlight which reduces the amount of sunlight available for photosynthesis by seagrass within the bay.
Stormwater runoff, which contains dissolved or suspended anthropogenic contaminants, from the built environment is a principal contributor to water quality impairment of waterbodies. Stormwater runoff from urban sources, including roadways, carries pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. The reduction in natural surfaces from impervious surfaces, improperly treated storm water runoff, insufficient storm water systems contribute to the degradation of water bodies.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
The EPA recommends for Water Quality and Quantity impacts:
-Maximize surface roughness and flow paths
-Reduce the impact of pollution runoff from construction activities.

-Use best management practices to control erosion, sediment release, and stormwater surface runoff to minimize adverse impacts on water resources.
-Stabilize soils to reduce the effects of erosion, sedimentation, and runoff to maintain or improve water quality.
-Identify and quantify incremental and cumulative impacts on water quality as a result of the past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.
-The drainage design should be a major part of planning for the project

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 03/09/2020 by Chris Stahl, FL Department of Environmental Protection

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
The EST GIS analysis identified the water within the Sarsota Bay Estuarine System as Outstanding Florida Waters, within the 500-foot project buffer.Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way will likely include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

Comments on Effects to Resources:
Every effort should be made to maximize the treatment of stormwater runoff from the proposed road project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
Depending upon the construction methods for the proposed reconstruction/rehabilitation bridge, the project may qualify for an

exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this bridge replacement project, a DOE of "Moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:
- Potential water quality impacts to Outstanding Florida Waters.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and stormwater treatment. Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically).

As of January, 2020, the FDOT's EST, supplemented with the SWFWMD's GIS, indicates nine (9) ERP's have been applied for within 500 feet of this project. This information can be obtained from the SWFWMD's Permits Map Viewer and Environmental Resource Permit Search web sites as follows:
https://www31.swfwmd.state.fl.us/maps/pages/viewer_erp.html
http://www18.swfwmd.state.fl.us/erp/erp/search/ERPSearch.aspx

Previous permits and applications that may be of interest to in the future PD&E and design phases of the bridge reconstruction/rehabilitation project are as follows:
Environmental Resource Permits (6):

- 00685.000 - PLYMOUTH HARBOR MEDICAL CENTER
- 00978.003 - Plymouth Harbor Parking Addition
- 00978.004 - Plymouth Harbor ALF
- 18555.001 - DOT-SR 789-RINGLING CSWY BRIDGE #170021
- 18555.004 - FDOT - Ringling Bridge - FPN-197942-1-52
- 18555.006 - FDOT - Ringling Bridge - FPN-197942-1-52

For ETDM #14384, the District has assigned a pre-application file **(PA #407431)** for the purpose of tracking its participation in the ETDM review of this project. File **PA# 407431** is maintained as part of the Water Management Information System (WMIS) available through the SWFWMD, www.watermatters.org . Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:
Water Quality:
The Environmental Screening Tool (EST) indicates this project is within 500-feet of Outstanding Florida Waters identified as the Sarasota Bay Estuarine System.

The following information was obtained from the SWFWMD's Geographic Information System (GIS) and supplemented with information from the FDOT's Environmental Screening Tool (EST) and FDEP's Statewide Comprehensive Verified List of Impaired Waters and Statewide Comprehensive Delist List, accessible at:
https://floridadep.gov/dear/watershed-assessment-section/documents/comprehensive-verified-list
https://floridadep.gov/dear/watershed-assessment-section/documents/comprehensive-delist-list

The project occupies four (4) drainage basins within the 500-foot buffer: Ringling Causeway (WBID 1968BA), Lido Key (WBID 1954), Sarasota Bay (WBID 1968C), and Sarasota Bay (WBID 1968B). An approximate (graphical) location of these WBIDs can be viewed within the EST. As of January, 2020, none of these waterbodies are listed for nutrient related impairments by FDEP:
Water Quantity:
Floodplain issues for this bridge replacement project were addressed in a previous section of this document.

Comments on Effects to Resources:
Water Quality:
The SWFWMD will require that stormwater management systems that discharge directly into Outstanding Florida Waters (OFWs) provide treatment for a volume 50 percent more than required for this project's selected treatment systems (Reference: Section 4.1.f of the District's "Applicant's Handbook Volume II", available at http://www.swfwmd.state.fl.us/permits/rules/).

Untreated or under-treated runoff generated by this project could impact the water bodies identified in the previous section. As of January, 2020, none of these waterbodies are currently listed by the FDEP for nutrient related impairments. However, this could change in the future as development activities increase within these respective WBIDs. The SWFWMD recommends that FDOT participate as a stakeholder in future TMDL and BMAP activities by the FDEP.

As applicable, the SWFWMD will require that stormwater management systems that discharge directly or indirectly into waters not meeting standards, including impaired waters, provide a net improvement condition in the water body in terms of the pollutants that contribute to the water body's impairment. A higher level of treatment may be necessary (Reference: Section 4.1.g of the District's "Applicant's Handbook Volume II", available at http://www/.swfwmd.state.fl.us/permits/rules). If applicable, reductions in pollutant loading from stormwater runoff via stormwater treatment facilities or other BMPs will be required to implement future TMDLs and BMAPs should they be finalized and adopted.

Water Quantity:
Potential impacts from this bridge project will depend upon the required filling, encroachment or alteration of Historic Basin Storage areas or existing (or future) Zone A and AE Floodplains. Un-attenuated or under-attenuated runoff could cause flooding impacts to existing off-site stormwater management systems and drainage conveyance facilities.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:
- The alternate, contributing areas are hydrologically equivalent to the new and existing, directly-connected impervious watershed areas that would otherwise contribute to the treatment system;
- The pollution source and loading characteristics are reasonably equivalent, and
- The treatment benefits occur in the same receiving waters and in the same general locality as the existing point(s) of discharge from the new project area.

It is recommended that the FDOT consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the stormwater management components of this project.

Water quantity concerns must be addressed for the project in accordance with Part III of the SWFWMD's Applicant Handbook II. This includes making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality (refer to Section 3.8 of the SWFWMD's Applicant Handbook II, available at http://www.swfwmd.state.fl.us/permits/rules/).

Additional Comments (optional):
Depending upon the construction methods for the proposed reconstruction/rehabilitation bridge, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this bridge replacement project, a DOE of "Moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for:
- Potential water quality impacts to Outstanding Florida Waters.

However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

Impacts to existing permitted stormwater management systems may decrease performance in terms of flood management and stormwater treatment. Information on Environmental Resource Permits (ERPs), Storm Water Permits, Dredge & Fill Permits and Works of the District Permits is now available in the EST under Water Quality & Quantity > Permits. Useful (but limited) information includes the permit number, a short description of the project, name of the permittee, project acreage and an approximate location of the project (shown graphically).

As of January, 2020, the FDOT's EST, supplemented with the SWFWMD's GIS, indicates nine (9) ERP's have been applied for within 500 feet of this project. This information can be obtained from the SWFWMD's Permits Map Viewer and Environmental Resource Permit Search web sites as follows:
https://www31.swfwmd.state.fl.us/maps/pages/viewer_erp.html
http://www18.swfwmd.state.fl.us/erp/erp/search/ERPSearch.aspx

Previous permits and applications that may be of interest to in the future PD&E and design phases of the bridge reconstruction/rehabilitation project are as follows:
Environmental Resource Permits (6):

- 00685.000 - PLYMOUTH HARBOR MEDICAL CENTER
- 00978.003 - Plymouth Harbor Parking Addition
- 00978.004 - Plymouth Harbor ALF
- 18555.001 - DOT-SR 789-RINGLING CSWY BRIDGE #170021
- 18555.004 - FDOT - Ringling Bridge - FPN-197942-1-52
- 18555.006 - FDOT - Ringling Bridge - FPN-197942-1-52

For ETDM #14384, the District has assigned a pre-application file **(PA #407431)** for the purpose of tracking its participation in the ETDM review of this project. File **PA# 407431** is maintained as part of the Water Management Information System (WMIS) available through the SWFWMD, www.watermatters.org . Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Wetlands and Surface Waters

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 07/30/2020 by FDOT District 1

Comments:
FDEP reported that the National Wetlands Inventory (NWI) GIS layer indicated 50.18 acres of jurisdictional wetlands within the 500-foot project buffer and that the proposed construction may require an environmental resource permit (ERP) from the Southwest Florida Water Management District (SWFWMD). The ERP would require the applicant to eliminate or reduce proposed impacts to wetland resources to the greatest extent possible. Minimization should emphasize avoidance-oriented alignments and fill reductions via pile bridging and median width reductions within safety limits. Stormwater conveyance and treatment swales should not displace wetlands and should be installed in upland sites. Once avoidance and minimization options are exhausted, mitigation will be required to offset adverse impacts to existing wetland functions and values, and significant attention should be given to forested wetland systems which are difficult to mitigate. Cumulative impacts of concurrent and future road improvement projects in the vicinity of this project should be also addressed. FDEP also reported six acres of continuous and four acres of discontinuous seagrass within the 500-foot project buffer. FDEP did not identify any issues or potential project effects related to wetlands and surface waters. **Coordination Document:** PD&E Support Document as Per PD&E Manual.

NMFS identified seagrass and other nearby estuarine habitats utilized by federally managed fish species and their prey, as resources of concern. Based on a site inspection conducted on January 28, 2020 and the EST seagrass GIS layer, seagrass occurs adjacent to and beneath the existing SR 789 Ringling Bridge. NMFS recommends that this area should be surveyed during the Spring/Summer growing season to determine where potential impacts from the new bridge construction may occur. Estuarine habitats within the project area have been identified as Essential Fish Habitat (EFH) for juvenile and subadult penaeid shrimp; post-larval juvenile, sub-adult and adult red drum; juvenile and adult schoolmaster and mutton snapper; and juvenile gag, goliath, red, black and yellowfin

grouper as well as lane, dog, yellowtail and cubera snapper. EFH is managed by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Fishery Conservation and Management Act. Several other species using these habitats are prey for the above-listed federally managed species. Seagrass, the estuarine water column, and mud, sand, shell and rock substrates are categories of EFH that may be directly impacted by the project. Therefore, NFMS has requested that an EFH Assessment be prepared and included in the Natural Resources Evaluation Report (NRE). In addition to impacts to EFH, mangroves, seagrass and salt marsh at the southern end of Sarasota Bay may be indirectly impacted by runoff pollutants including sediment, oil, grease and metals. NMFS recommends that the bridge's stormwater be conveyed off the bridge for treatment before being discharged into the estuarine environment. Best management practices (BMPs) should also be employed during bridge construction to prevent sedimentation of marine and estuarine habitats. Federal agencies are required to consult with NMFS when they permit, fund or undertake any activities that may adversely impact EFH. As part of this consultation, an EFH assessment must be prepared and must include the following: 1) a description of the proposed action; 2) a scientific analysis of the effects, including cumulative, of the proposed action on EFH, managed species and associated species such as prey. 3) the Federal agency's views regarding the effects of the action on EFH; and 4) proposed mitigation if applicable. Whether EFH consultation is undertaken by FHWA or the designated state agency (FDOT), it should be initiated as soon as specific design and construction impact information becomes available. Upon review of the assessment, NMFS will determine if EFH Conservation Recommendations are necessary. Lastly, NFMS recommends that Section 7 consultation be conducted for smalltooth sawfish swimming sea turtles (green, loggerhead and Kemp's ridley). **Coordination Document:** Permit or Technical Study Required.

SWFWMD stated the need for wetlands to be delineated, quantified and labeled on the construction plans as part of the permit application review. SWFWMD also mentioned a need for a Proprietary Authorization for the Sovereign Submerged Lands (SSL) portion of the project. The expected permitting process, however, should be straightforward and a normal effort from SWFWMD's regulatory staff is expected. The District will require a delineation of the landward extent of wetland and surface water features within the project limits by a qualified environmental scientist, pursuant to Chapter 62-340 F.A.C. The district also recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal. Proprietary authorization associated with a new or modified perpetual easement will entail meeting the requirements of Chapter 18-21.009, F.A.C., including MHWL surveys, surveys showing the proposed or existing structures, location of shoreline vegetation and a non-refundable processing fee. Coordination with FDEP Title and Lands Record Section will be also be required. A Uniform Mitigation Assessment Method (UMAM) analysis may be required to demonstrate wetland impacts have been offset appropriately. There are no mitigation banks located in the Sarasota/Lemon Bay Drainage Basin at this time, and FDOT is considering using out of basin mitigation banks, including Mangrove Point (ERP 43020546.042) and Tampa Bay Mitigation Banks (ERP 43035355.002). A cumulative impacts analysis may be required for the use of out of basin mitigation which would entail additional coordination with the District during the permitting process and could result in a longer review time. Coordination with the mitigation banks should be done to confirm the proper type and amount of credits are available to offset the functional wetland impacts assess through a UMAM. An ERP may be required for the proposed bridge replacement or rehabilitation, however, the final determination on permit type will depend on the final design. A review of EST GIS layers identified 12.21 acres of estuarine wetlands and 0.19 acres of palustrine wetlands with a 200-foot project buffer of the project area not included in the 2011 SWFWMD Wetlands layer due to the fact that area is shown as a surface water (FLUCCS 540 - Bays and Estuaries). Discontinuous seagrass (FLUCCS 9113), continuous seagrass (FLUCCS 9116) and tidal flats (FLUCCS 651) were also identified with the 200-foot project buffer. In addition to seagrass, there is also substrate composed of course sand within embedded rock rubble with the potential to support colonies of soft coral, gorgonians and sponges. Complete replacement or rehabilitation of the SR 789 Bridge, both of which are being considered, will most likely result in unavoidable wetland and surface water impacts to a Class 2 waterway. Currently, no additional traffic lanes or bike lanes are proposed, and the project qualifies for an exemption or General ERP. However, if additional lanes are to be constructed, an Individual ERP will be required. Sarasota Bay, classified as an OFW, would require a mixing zone for any in-water work. The required mixing zone may not be degraded for a period exceeding 30 days and will not exceed 29 NTU above background for the specific area, pursuant to 62 -4.242(2)(a) and (b), F.A.C. Construction plans must also show the limits of the mixing zone and include a turbidity monitoring plan that would be in place prior to the installation of replacement bridges and demolition of existing bridges. Seagrass impacts, including direct impacts and shading impacts, may occur during construction. Direct impacts would occur from installation of new pilings and removal of existing pilings. Shading impacts would occur based on the height of temporary and replacement bridges as well as the use of barges. Shading impacts could be minimized if the bridge is replaced within the existing footprint. A Submerged Aquatic Vegetation Survey (SAV) must be conducted, between the months of April and October, and will be reviewed as part of the permit application process (General Guideline: The survey should be no older than 2 years old). Any potential impacts within the footprint of the bridges would be factored into the wetland acreage impact in the ERP. Substrate for supporting soft coral and sponges falls within the limits of the wetland/open water environment. These areas should be surveyed and identified during the SAV to assist in the assessment of total wetland/open water impacts. Destruction of the existing habitat and any colonies would require mitigation. Relocation of embedded rocks and colonies may be enough to offset impacts and most of the conditions conduce to coral and sponge growth are located outside of the deeper boating canals. In addition, a matting material could be installed which may encourage the expansion of existing colonies outside the project area. There is potential for the installation of an outfall pipe into the Sarasota Bay from the designed stormwater management system. Manatee grating would be required for any outfall pipe, greater than eight (8) inches but less than eight (8) feet in diameter, located below the mean high-

water line for Sarasota Bay. This area is also potential habitat for threatened and endangered species, including but not limited to, piping plover, Kemp's ridley sea turtle, loggerhead sea turtle and green sea turtle. Additional value may be assigned to wetland impacts due to the potential for threatened and/or endangered species. Two pre-application meetings (402030 and 406905) have been held relating to the SR 789 Bridge. Due to the potential for wetland impacts, FDOT will need to provide reasonable assurance that alternatives were considered to reduce and eliminate impacts, during the permitting process. The permit application should also include a section that addresses the requirements of Subsection 10.2.1 of the ERP Applicant's Handbook Volume I. Reductions to impacts will be considered based upon bridge width, type of pilings and construction methods for piling and concrete slab installation. Surface water impacts, except those associated with open water impacts to Sarasota Bay, may have a de minimis impact on fish and wildlife habitat, and would therefore not require mitigation. Additional communication with the District's Project Management Bureau may be required to address mitigation concerns pertaining to use of the FDOT Senate Bill Mitigation Program or the purchase of credits from privately-owned mitigation banks. The installation of stormwater management ponds and conveyance ditches may cause additional wetland impacts outside the project area. The impacts need to be accounted for during permitting and mitigation may be required. This project has the potential to impact the 25-foot defined wetland buffer relating to the wetlands adjacent to and within the existing/proposed right-of-way. The removal of the buffer increases the possibility for secondary impacts during and post-construction and should be maintained if possible. If the minimum 15-foot project buffer cannot be maintained, a buffer planting plan including shrubbery and other transitional species, should be utilized to avoid unnecessary wetland impacts. The slope of the existing bridge approaches presents the potential for untreated water from the construction area to discharge into tidal flats or mangroves near the abutments. Discharges to these areas may cause potential secondary impacts due to changes in water quality. A contingency plan should be in place for any unanticipated water quality impacts in these areas. **Coordination Document:** To Be Determined: Further Coordination Required.

USACE reported a significant difference between the NWI and the 2016 SWFWMD wetlands data in EST. The NWI data in EST identified 50.49 acres of wetlands (50 acres of estuarine wetlands and 0.49 acres of palustrine wetlands) within the 500-foot study area buffer, and the 2016 SWFWMD data identified no wetlands within the 500-foot project buffer. A wetland survey using USACE methodology should be conducted to identify wetlands, and a jurisdictional determination should be completed. USACE recommends a continued emphasis on wetland avoidance and minimization throughout the planning process. All wetland impacts should be limited to the maximum extent possible, and FDOT will be responsible for the mitigation of any unavoidable impacts. A review of the USACE RIBITS indicates there are currently no mitigation banks within an area that encompasses the project area. **Coordination Document:** To Be Determined: Further Coordination Required.

USEPA commented that GIS analysis identified Environmentally Sensitive Shorelines within the proposed project area. These sensitive shorelines include tidal wetlands that support several unique species and help reduce flooding by limiting wave action by acting as an intermediate habitat between the land and the water. Shorelines in the project area my experience increased water temperatures and decreased dissolved oxygen levels due to the construction of riprap or seawalls. To protect the shoreline, the USEPA recommends incorporating natural shoreline protection with hard engineering to minimize erosion, increase shoreline diversity, reduce energy and treat stormwater runoff. **Coordination Document:** To Be Determined: Further Coordination Required.

USFWS commented that wetlands provide important habitat for fish and wildlife, and that wetlands may occur within and near the project site. USFWS recommends that wetlands be avoided to the greatest extent possible, and that if impacts are unavoidable, FDOT should provide mitigation to fully compensate for the loss of these resources. **Coordination Document:** To Be Determined: Further Coordination Required.

The NWI reports 11.97 acres (30.38%) of estuarine wetlands and 0.19 acres (0.49%) of palustrine wetlands within the project corridor and 200-foot project buffer. The Coastal Change Analysis Program reports 2.93 acres (7.43%) of estuarine emergent wetland, 0.68 acres (1.71%) of estuarine scrub/shrub wetland, 0.23 acres (0.57%) of palustrine emergent wetland, and 0.23 acres (0.57%) of palustrine scrub/shrub wetland within the same designated area. The Florida Fish and Wildlife Conservation Commission's (FFWCC) Fish and Wildlife Research Institute also documents the presence of 177.42 ft of environmentally sensitive shoreline type 10D: scrub-shrub wetlands in the project area. The Cooperative Land Cover database (CLC v3.2) reports 9 acres (22.86%) of estuarine wetlands within the project corridor and 200-foot project buffer. The SWFWMD 2011 database does not report any wetlands within the same designated area. Two other surface waters (OSW), Sarasota Bay and the Gulf of Mexico, are also present on both sides of the project area throughout the entire corridor, and approximately 2.09 acres (5.3%) of the Sarasota Bay Estuarine System OFW are located within the project corridor and 200-foot project buffer. There are no mitigation bank service areas present in the project area. The nearest mitigation bank service areas are the Mangrove Point and Braden River mitigation bank service areas, which are located approximately 6.4 miles northeast of the project. Avoidance and minimization measures will be incorporated into the project's design, best management practices will be utilized during project construction activities, and compensatory mitigation will be provided for any adverse wetland impacts resulting from the proposed project improvements. Mitigation to offset wetland impacts can potentially be accomplished using the nearby Mangrove Point or Braden River mitigation banks. Further, any proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the

treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to nearby wetlands. While the proposed improvements are anticipated to be constructed primarily within existing right-of-way, additional right-of-way may be necessary for stormwater retention and treatment. A Summary Degree of Effect of Moderate has been assigned for the Wetlands and Surface Waters issue due to the presence of wetlands and other surface waters throughout the corridor, particularly those wetlands that exist in close proximity to the proposed right-of-way. It should be noted that FDOT coordinated with USACE regarding the assigned Summary Degree of Effect. While USACE understands that FDOT will assign a Summary Degree of Effect of Moderate, USACE will maintain the assigned Degree of Effect of Substantial to indicate the importance of the estuarine wetlands within the project buffer and the fact that there are no mitigation banks within the geographical boundary that service the project area.
Next Steps: A Natural Resources Evaluation [conducted in accordance with Part 2, Chapter 9 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Natural Resources Evaluation.*

Degree of Effect: 4 *Substantial* assigned 03/09/2020 by Cynthia Ovdenk, US Army Corps of Engineers

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
National Wetlands Inventory data provided in the EST indicates there are approximately 50.49 acres of wetlands describNational Wetlands Inventory data provided in the EST indicates there are approximately 50.49 acres of wetlands described as 50 acres of estuarine wetlands and 0.49 acres of Palustrine Wetlands within the 500-foot study area buffer. SWFWMD Wetlands 2016 GIS data provided in the EST indicates there are no wetlands within the 500-foot study area buffer. Please note there is a significant difference between the NWI and SWFWMD wetlands data. The Advance Notification indicates "A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations." ed as 50 acres of estuarine wetlands and 0.49 acres of Palustrine Wetlands within the 500-foot study area buffer. SWFWMD Wetlands 2016 GIS data provided in the EST indicates there are no wetlands within the 500-foot study area buffer. Please note there is a significant difference between the NWI and SWFWMD wetlands data. The Advance Notification indicates "A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations."

Comments on Effects to Resources:
Unknown

Recommended Avoidance, Minimization, and Mitigation Opportunities:
The Corps recommends a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A wetland survey using Corps methodology should be conducted within the study area to identify the wetlands and a jurisdictional determination should be completed. A review of the EST and the Corps RIBITS indicates there are currently NO mitigation banks with a geographical service area that encompasses the project area.

Current credit types potentially available: NONE

Please note all wetland impacts should be limited to the maximum extent practicable. Permittee responsible mitigation may need to be considered for all unavoidable wetland impacts.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:
See direct effects

Comments on Effects to Resources:
Secondary impacts should be assessed for all unavoidable impacts to wetlands and surface waters.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
See direct effects

Degree of Effect: 3 *Moderate* assigned 03/09/2020 by Roshanna White, US Environmental Protection Agency

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
Tidal wetlands are dynamic systems that constantly change. The changes support several unique species that rely on changing water level to survive. Tidal wetlands are also important for humans because that can help reduce flooding by limiting wave action and can act as an intermediate habitat between the land and the water. GIS analysis for Floodplains identified Environmentally Sensitive Shorelines within the proposed project area. Therefore, EPA assigns a Moderate degree of effect to Wetlands and Surface Waters.

Comments on Effects to Resources:
The Estuarine System consists of deepwater tidal habitats and adjacent tidal wetlands that is semi-enclosed by land but have open, partly obstructed, or sporadic access to the open ocean, and in which ocean water is at least occasionally diluted by freshwater runoff from the land. The salinity may be periodically increased above that of the open ocean by evaporation.
Additionally, the shorelines in the proposed project area may experience increase in water temperatures and decreased dissolved oxygen levels due to the riprap or seawalls.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
Protect the shoreline and minimize erosion by incorporating natural shoreline protection with the present hard engineering to keep or increase shoreline diversity and reduce stream energy, and treat stormwater runoff that may be discharged into nearby waterbodies.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 03/09/2020 by Chris Stahl, FL Department of Environmental Protection

Coordination Document:
PD&E Support Document As Per PD&E Manual

Direct Effects
Identified Resources and Level of Importance:
The National Wetlands Inventory GIS report indicates that there are 50.18 acres of jurisdictional wetlands within the 500-ft. project buffer zone.

Comments on Effects to Resources:
The proposed construction project may require an environmental resource permit(s) (ERP) from the Southwest Florida Water Management Districts. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable:
- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. All stormwater treatment should be located in upland sites.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.

- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:
There are 6 acres of continuous and 4 acres of discontinuous seagrasses within the 500-ft. project buffer zone.

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Moderate" was assigned to this issue due to the fact the wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the application review along with the Proprietary Authorization for the SSL portion of the project. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

The District will require a delineation of the landward extent of wetland and surface water features by a qualified environmental scientist, pursuant to Chapter 62-340, F.A.C, as located within the defined project limits. The District recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal.

Proprietary authorization associated with a new or modified perpetual easement will entail meeting the requirements pursuant to Chapter 18-21.009, F.A.C. including, but not limited to, MHWL surveys, surveys showing the proposed or existing structures, location of the shoreline vegetation and a non-refundable processing fee. Coordination with the Florida Department of Environmental Protection (FDEP) Title and Lands Record Section will be required and the permit application should include any communication between the FDOT and FDEP.

For wetland impacts, an analysis utilizing the Uniform Mitigation Assessment Method (UMAM) may be required to demonstrate wetland impacts have been appropriately offset. This project is located within the Sarasota/ Lemon Bay Drainage Basin. There are no mitigation banks located within this basin at the time of this report and the applicant is considering use of an out of basin mitigation bank, including the Mangrove Point Mitigation Bank and the Tampa Bay Mitigation Bank. A cumulative impact analysis may be required to use out of basin mitigation, and this will require additional coordination with District staff during the permitting process.

An Environmental Resource Permit may be required for the proposed bridge replacement or rehabilitation. However, the final determination of the type of permit will depend upon the final design configuration.

For **ETDM #14384**, the District has assigned a pre-application file (**PA# 407431**) for the purpose of tracking its participation in the ETDM review of this project. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects
Identified Resources and Level of Importance:
Review of the EST GIS Analysis (run January 25, 2020) shows there are 12.21 acres of estuarine wetlands and 0.19 acres of palustrine wetlands within the 200 foot buffer, which was not included under the 2011 SWFWMD Wetlands layer due to the fact the area is shown as a surface water (FLUCCS 540 - Bays and Estuaries). Discontinuous seagrass coverage (FLUCCS 9113), continuous

seagrass coverage (FLUCCS 9116), and tidal flats (FLUCCS 651) were shown within the 200 foot buffer as used through this Programming Screen. In addition to the seagrass habitat on the bottom lands, there is also a substrate composed of course sand with embedded rock rubble which has the potential to support colonies of soft coral/gorgonians and sponges.

Comments on Effects to Resources:
Replacement or rehabilitation of the SR 789 (Ringling) Bridge over Sarasota Bay will most likely result in unavoidable wetland and surface water impacts to a Class 2 waterway. The project description provided with the Programming Screen indicates the Department is considering rehabilitation of the existing bridge or complete replacement, either of which may also result in the replacement of the piling and concrete slabs to address structural deficiencies. However, the report does not specifically state additional traffic lanes or bike lanes are to be constructed as part of the replacement bridge. If additional traffic lanes or bike lanes are to be constructed, an Individual Environmental Resource Permit (ERP) will be required. If no additional traffic lanes or bike lanes are to be constructed, the proposed activity may qualify for an exemption or General ERP.

Sarasota Bay is classified as an Outstanding Florida Waterway (OFW) and will require a mixing zone for any work proposed in water, if the proposed activity qualifies for a General Permit or an Individual ERP. Pursuant to Rule 62-4.242(2)(a) and (b), F.A.C., the required mixing zone located within the OFW may not be degraded for a period exceeding 30 days and will not exceed 29 NTU above the natural background for this specific area. The construction plans will be required to show the limits of the mixing zone and include a turbidity monitoring plan.
Seagrass impacts may occur during the rehabilitation or replacement of the SR 789 (Ringling) bridge. It is possible the seagrass coverage will increase prior to the commencement of construction. A Submerged Aquatic Vegetation (SAV) Survey will need to be conducted between the months of April and October. The SAV Survey will be reviewed as part of the permit application process. As a general guideline, the SAV Survey should be no older than 2 years due to the dynamic nature of seagrasses.

Seagrass impacts would be in the form of direct impacts and also shading impacts. The direct impacts would occur from the installation of the new pilings for both the temporary and new bridges and also from the removal of the existing pilings during the demolition phase. Depending on the height of the replacement and potential temporary bridges, shading impacts to the seagrass beds may also be expected. Both potential direct and shading impacts to seagrasses within the footprint of the replacement bridge would be factored in as part of the wetland impact acreage accounted for through the Environmental Resource Permit (ERP).

While soft coral and sponges are classified as fauna, the substrate supporting their habitat would fall within the limits of the wetland / open water environment. Destruction of the existing habitat and colonies would require mitigation to offset the impact. Most of the conditions conducive to these environments are located outside of the boating canals, due to water depths, so the relocation of the embedded rocks and colonies may be sufficient to offset the impacts. In addition, a matting material can be installed which may encourage an expansion of the existing colonies or habitats outside the project area. These areas should be identified and/or surveyed during the SAV survey to assist in the permit application review and assessment of total wetland / open water impacts. Based on the vicinity of the terminal ends of the existing bridge to the Sarasota Bay, there is potential for the installation of an outfall pipe into these waters from the designed stormwater management system. Please note that manatee grating will be required for any outfall pipe that is located below the mean high water line for Sarasota Bay and is greater than eight (8) inches but less than eight (8) feet in diameter.

As noted in the Preliminary Environmental Discussion Report, the area around the Longboat Key bridge has documented siting and potential habitat for threatened or endangered species, including but not limited to Piping Plover, Kemp's Ridley Sea Turtle, Loggerhead Sea Turtle, and Green Sea Turtle. Additional value may be assigned to wetland and seagrass impacts, regardless of the size of the wetlands, due to the potential for threatened and/or endangered species.

Two pre-application meetings (PA 402030 and 406905) have been held as they relate to the SR 789 (Ringling) Bridge. PA 406905, held on July 11, 2019, was specific to the replacement of the bridge over tidal waters.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
Based on the proposed rehabilitation or replacement of the SR 789 (Ringling) bridge, wetland and/or surface water impacts will most likely occur. As part of the permitting process the applicant will need to provide reasonable assurance that alternatives were considered to reduce and eliminate wetland impacts. Please include a section of the narrative for the permit application that addresses the elimination and reduction requirements of Subsection 10.2.1 of the ERP Applicant's Handbook Volume I. Reductions of direct and secondary impacts will be considered based upon the proposed width of the bridge, type of pilings to be utilized, and construction methods for the installation of the piling and concrete slabs

For the wetland impacts and the impacts to the freshwater and tidally influenced wetlands, an analysis utilizing the Uniform Mitigation Assessment Method (UMAM) to determine the wetland mitigation may be required to offset the wetland impacts. This project is located within the Sarasota/Lemon Bay Drainage Watershed. As noted in the Preliminary Environmental Discussion Report,

there are no mitigation banks serving the project area. The report indicated the Department would try to use the Tampa Bay Mitigation Bank (ERP 43020546.042) and Mangrove Point Mitigation Bank (ERP 43035355.002), which are out of basin and will require a cumulative impact analysis to provide justification. The processing and approval of a cumulative impact analysis may result in a longer review time due to the additional coordination required with District staff. Mangrove Point does have seagrass mitigation as part of their design; however, the credits associated with that mitigation portion has not been released at this point. Please coordinate with the mitigation banks to confirm the proper type and amount of mitigation credits are available to offset the wetland impact functional loss as assessed through UMAM.

The surface water impacts, except those associated with open water impacts to Sarasota Bay, may have a de minimis impact on fish and wildlife habitat; therefore, wetland mitigation would not be required to offset the impacts.

Review of the 2019 FDOT Mitigation Plan indicates there are no projects listed that meet the perimeters of this Programming Screen. During the permitting phase with the District, additional communication with the District's Project Management Bureau to address the mitigation concerns pertaining to use of the FDOT Senate Bill Mitigation Program or the purchase of credits from a privately-owned mitigation bank may be required.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Moderate" was assigned to this issue due to the fact the wetlands will need to be delineated, quantified, and labeled on the construction plans as part of the application review along with the Proprietary Authorization for the SSL portion of the project. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

The District will require a delineation of the landward extent of wetland and surface water features by a qualified environmental scientist, pursuant to Chapter 62-340, F.A.C, as located within the defined project limits. The District recommends that the FDOT submit a Formal Wetland Determination Petition prior to the ERP application submittal.

Proprietary authorization associated with a new or modified perpetual easement will entail meeting the requirements pursuant to Chapter 18-21.009, F.A.C. including, but not limited to, MHWL surveys, surveys showing the proposed or existing structures, location of the shoreline vegetation and a non-refundable processing fee. Coordination with the Florida Department of Environmental Protection (FDEP) Title and Lands Record Section will be required and the permit application should include any communication between the FDOT and FDEP.

For wetland impacts, an analysis utilizing the Uniform Mitigation Assessment Method (UMAM) may be required to demonstrate wetland impacts have been appropriately offset. This project is located within the Sarasota/ Lemon Bay Drainage Basin. There are no mitigation banks located within this basin at the time of this report and the applicant is considering use of an out of basin mitigation bank, including the Mangrove Point Mitigation Bank and the Tampa Bay Mitigation Bank. A cumulative impact analysis may be required to use out of basin mitigation, and this will require additional coordination with District staff during the permitting process.

An Environmental Resource Permit may be required for the proposed bridge replacement or rehabilitation. However, the final determination of the type of permit will depend upon the final design configuration.

For **ETDM #14384**, the District has assigned a pre-application file (**PA# 407431**) for the purpose of tracking its participation in the ETDM review of this project. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:
SR 789 (Ringling) Bridge is located over Sarasota Bay and extends over sensitive environmental areas, which potentially could provide habitat to seagrasses, soft coral, sponges, algae, and numerous other flora and fauna. The shorelines adjacent to the existing approaches have established mangrove fringes with other salt tolerate species diversifying the ecosystem. These areas are also providing habitat and foraging areas for both saltwater dependent and non-saltwater dependent wildlife.

Comments on Effects to Resources:
The wetlands located within the project area for ETDM# 14384 are not isolated to the project area. Therefore, there is potential for additional wetland impacts resulting from the installation of the stormwater management ponds and conveyance ditches. These impacts will need to be accounted for during the permitting phase of development and wetland mitigation to offset wetland impacts

may be required.

The bridge reconstruction or rehabilitation project has the potential to impact the 25-foot defined wetland buffer as they relate to the wetlands adjacent to and within the existing / proposed Right Of Way (ROW). The removal of the wetland buffer increases the possibility for secondary impacts to occur to the wetlands during and post-construction. It is reasonable to assume the widening / extension of the roadway will result in increased traffic, which without the proper wetland buffer may result in a higher risk of unanticipated wetland impacts.

The construction / alteration of stormwater facilities adjacent to wetlands, particularly forested wetlands, could intercept groundwater and surface water that has historically maintained wetland hydroperiods. Such wetlands may be dewatered and altered, with impacts to wetland vegetation communities, habitat, and wildlife populations.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
Secondary impacts associated with the rehabilitation or replacement of the SR 789 (Ringling) Bridge will most likely occur as a result of turbidity and shading impacts. A proper turbidity monitoring program should be defined during the permitting process and put into place prior to the installation of the replacement bridge and the demolition of the existing bridge. If a General Permit or an Individual ERP is required, please include information regarding the proper mixing zones or variances required for discharges to OFWs. Due to the slope of the existing approaches to SR 789 (Ringling) Bridge, there is a potential for discharge of untreated water from the construction site. This may result in secondary impacts to the tidal flats or mangrove swamps near the abutments. It is recommended that a contingency plan be in place in case an unforeseen event occurs where turbid, untreated water is discharged into the mangrove area or Sarasota Bay. Shading impacts of seagrass beds will be minimized for the permanent bridge structure if the bridge remains within the existing footprint of SR 789 (Ringling) Bridge. Secondary impacts to the ecosystems are primarily associated with water quality impacts and a contingency plan should be discussed during the permitting process in order to take a proactive stance if unanticipated impacts should occur.
During the pond siting stage, it is advised that the FDOT communicate with District environmental staff to clearly identify wetlands to avoid unnecessary wetland impacts.

Maintaining the 25-foot average wetland buffer can greatly reduce the secondary impacts to the wetlands located within the project area. If the minimum 15-foot wetland buffer cannot be maintained throughout the project, a buffer planting plan, including shrubbery and other transitional species, may be utilized to minimize these secondary impacts.

Degree of Effect: 3 *Moderate* assigned 01/29/2020 by David A. Rydene, National Marine Fisheries Service

Coordination Document:
Permit or Technical Study Required

Direct Effects

Identified Resources and Level of Importance:
Resources of concern include seagrasses that occur adjacent to and beneath the existing SR 789 Ringling Bridge in Sarasota Bay, and other nearby estuarine habitats. These habitats are utilized by federally-managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 14384. The Florida Department of Transportation District 1 proposes the replacement of the existing SR 789 Ringling Bridge in Sarasota County, Florida.

NMFS staff conducted a site inspection of the project area on January 28, 2020, to assess potential concerns related to living marine resources within Sarasota Bay. It appears that seagrasses occur adjacent to and beneath the SR 789 Ringling Bridge (based on the seagrass GIS layer in the EST). This area should be surveyed during the Spring/Summer growing season to determine where potential impacts from new bridge construction might occur.

Certain estuarine habitats within the project area are designated as EFH as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Estuarine habitats, which exist in the project area, have been identified as EFH for juvenile and subadult penaeid shrimp, postlarval, juvenile, subadult and adult red drum, juvenile and adult schoolmaster and mutton snapper, and juvenile gag, goliath grouper, red grouper, black grouper, yellowfin grouper, lane snapper, dog snapper, yellowtail snapper, and cubera snapper by the Gulf of Mexico

Fishery Management Council under provisions of the Magnuson-Stevens Act. Also, a number of other species using these habitats are prey species for federally-managed species. Seagrasses, estuarine water column, and mud, sand, shell, and rock substrates are specific categories of EFH that may be directly impacted by the project. Therefore, NMFS requests that an EFH Assessment be prepared and included in the Natural Resources Evaluation Report.

Also, mangroves, seagrasses, and salt marshes at the southern end of Sarasota Bay may be indirectly affected by the project. Sediment, oil and grease, metals and other pollutants coming off the bridge may reach these nearby estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that the bridge's stormwater be conveyed off the bridge for treatment before it is discharged into the estuarine environment. In addition, best management practices should be employed during bridge construction to prevent sedimentation of estuarine and marine habitats.

Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:

1. A description of the proposed action;

2. a scientific analysis of the effects, including cumulative effects, of the proposed action on EFH, the managed fish species, and associated species, such as major prey species.

3. the Federal agency's views regarding the effects of the action on EFH; and,

4. proposed mitigation, if applicable (50 CFR 600.920 (g) [2]).

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, such as FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or a designated state agency, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project.

In addition, NMFS recommends that an Endangered Species Act section 7 consultation be conducted for smalltooth sawfish and swimming sea turtles (green, loggerhead, and Kemp's ridley) when sufficient project details become available to conduct the Section 7 consultation.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 01/29/2020 by John Wrublik, US Fish and Wildlife Service

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
Wetlands

Comments on Effects to Resources:
Wetlands provide important habitat for fish and wildlife. Wetlands may occur within and near the project site. We recommend that

these valuable resources be avoided to the greatest extent practicable. If impacts to these wetlands are unavoidable, we recommend the Florida Department of Transportation provide mitigation that fully compensates for the loss of important resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:
FDACS did not identify any issues or potential project effects related to wildlife and habitat resources. **Coordination Document:** No Involvement.

FWC stated the assessment area is composed of roadway, urban (53.03%, 51.2 acres) and estuarine (46.97%, 45.35 acres) of landcover types. The estuarine landcover includes continuous and discontinuous seagrass beds near the shorelines around the bridge which provide valuable fish and wildlife habitat. Based on range and preferred habitat type, the following listed Federally Endangered (FE), Federally Threatened (FT) or State-Threatened (ST) species have the potential to occur in the project area: smalltooth sawfish (FE), green sea turtle (FT), loggerhead sea turtle (FT), leatherback sea turtle (FE) Kemp's ridley sea turtle (FE), Eastern indigo snake (FT), piping plover (FT), red knot (FT), wood stork (FT), Florida manatee (FE), gopher tortoise (ST), black skimmer (ST), American oystercatcher (ST), least tern (FT), snowy plover (ST), reddish egret (ST), little blue heron (ST), tricolored heron (ST), and roseate spoonbill (ST). All of the aquatic and wetland species likely or potentially utilize appropriate habitats in the vicinity of the bridge. The project is also within the US Fish and Wildlife Service Consultation Areas for the Florida bonneted bat, West Indian manatee, piping plover and scrub jay, and is within the Core Foraging Area of three wood stork colonies. Primary wildlife impacts associated with this project include: potential adverse impacts to seagrass habitat; potential injury to manatees, sea turtles and other aquatic life during in-water construction operations; potential adverse impacts to species listed by the Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened; and potential for water quality impacts during construction. FWC believes direct and indirect effects could be moderated based on the project information provided, as long as seagrass habitat impacts are appropriately mitigated, manatee and sea turtle special provisions and protection measures are implemented for in-water work, and BMPs are included in the project design to avoid water quality degradation. FWC recommends that the PD&E Study addresses natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area: 1) The Preliminary Environmental Discussion Comments Report referenced FDOT's commitment to prepare a Natural Resources Evaluation during the PD&E Study. This should include plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened, and should be performed along the ROW and within sites proposed for equipment staging. Basic guidance for conducting wildlife surveys may be found in the FWC's Florida Wildlife Conservation Guide; 2) Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. Equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. The plan should address specific habitat needs which are biologically compatible with the recovery of the target species. For guidance in this effort, FWC's Species Action Plans should be consulted; 3) Since no information was provided on any required in-water work, including seasonality, the length or duration of project work, methods of construction, and whether dredging will be utilized, it would be premature for us to recommend specific avoidance and minimization measures for manatees and sea turtles at this time. However, based on the information currently available, protection measures that may be needed include, but are not limited to, Standard Manatee Conditions for In-Water Work, monitoring of turbidity barriers, presence of manatee/sea turtle observers during in-water work, ramp up procedures for large concrete piling installation, no in-water work

between November and March, and no nighttime work. Further coordination with our agency will be necessary in order to determine specific measures for this project. For technical assistance and coordination on manatees and sea turtles, please contact our Imperiled Species Management Section in Tallahassee; 4) The proposed project is in an area where smalltooth sawfish may occur. The potential "take" of this species associated with this project may only be authorized by the National Marine Fisheries Service (NMFS). The FWC defers to NMFS, and requests that FDOT take into consideration any project-specific permit conditions, comments, recommendations and Biological Opinions regarding smalltooth sawfish that NMFS may provide for federal permitting activities associated with this project; 5) A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat functional values for listed species which are lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations; 6) The use of clean concrete bridge material for offshore artificial reef construction has been a highly successful program in Florida for providing reef fish habitat enhancement and offshore recreational fishing and diving opportunities. If this is being considered for the Longboat Key Bridge, early coordination with our agency and our county partners is essential due to required permitting, scheduling, the reef site selection and approval process, coordination with potential contractors for selection and transport of material, and to ensure that special conditions and standards are defined and adhered to, such as removal of any exposed steel rebar from bridge reef material to ensure public safety, minimize loss of fishing gear, and avoid entanglement hazards for marine life. There are active permitted offshore artificial reef sites located in the Gulf of Mexico available to accept concrete bridge material. For further coordination on artificial reef development, and input on the protection of marine resources, please contact FWC Division of Marine Fisheries Management in Tallahassee. **Coordination Document:** To Be Determined: Further Coordination Required.

SWFWMD noted additional coordination with FWC may be required. An ERP may be required, but the final determination of the type of permit will depend on the final design. The rehabilitation/reconstruction of the SR 789 bridge will occur over open water and in wetlands which provide habitat and feeding areas for several bird and marine species. The substrate under the existing bridge and potential bridge locations is indicative of habitat for soft coral or sponges. In addition to corals and sponges, the following threatened and endangered species may occur within the project area: Kemp's ridley sea turtles, green sea turtles, leatherback sea turtles, smalltooth sawfish, Gulf sturgeon and Florida manatee. The project limits are within a State Manatee Protection Zone and designation requirements will need to be addressed during the permit application phase. Seagrass beds in the project area serve as fishery habitat for shallow-water feeders and bottom feeders. These fish species serve as food for other aquatic animals and birds. Based on NOAA Navigational Chart bathymetry, the shallow water may draw coelenterates, mollusks, baitfish and birds of prey. While mammal, avian and aquatic species can be found in the area surrounding the SR 789 Bridge, SWFWMD permits will be written as they relate to threatened/endangered species and the potential habitat impacts associated with wetlands and bottom lands. As discussed in the wetlands section, seagrass impacts may need to be mitigated to offset habitat loss. A UMAM analysis would account for the time lag associated with the time it would take for the seagrass bed to be restored to tis current production level, both as a food source and for the habitat value for marine species. This value may affect the total area to be preserved, restored or created to offset the wetland impacts. Additional value may be assigned to wetland and seagrass impacts, regardless of the size, due to the potential for threatened and/or endangered to exist in the project area. A survey of the area will be necessary to determine the type and coverage area of soft corals, gorgonians and sponges as part of the permit application for disruption of the coarse sand substrate with embedded rocks. The Florida manatee, listed as a threatened species, has been observed in Sarasota Bay and will require additional measures to be in place to protect this species during construction. A specific condition will be used in the ERP outlining the standard operating procedure during the demolition of the existing bridge and construction of the temporary and replacement bridges. Stormwater outfall pipes and structures extending below the mean high-water line exceeding eight inches in diameter will require grating to be installed to ensure no manatees can become entrapped. **Coordination Document:** To Be Determined: Further Coordination Required.

USFWS identified federally listed species and fish and wildlife resources within the project area. Based on a review of USFWS GIS database layers the following species have the potential to occur in or near the project area: West Indian manatee - *Trichechus manatus* (Threatened); Florida bonneted bat - *Eumops floridanus* (Endangered); piping plover - *Charadrius melodus* (threatened) and federally listed plant species. Accordingly, USFWS recommends that FDOT prepare a Biological Assessment for the project (as required by 50 CFR 402.12), during the FDOT PD&E process. Since manatees are known to use the waters within the project corridor, the USFWS recommends that FDOT follow the USFWS *Standard Manatee Protection Construction Conditions for Aquatic Related Activities* for any in-water activities. The USFWS further recommends that demolition of the existing bridge be completed without the use of explosives if possible. If explosives are necessary, USFWS recommends FDOT follow the FWC *Guidelines for the Protection of Marine Animals During the Use of Explosives in the Waters of the State of Florida*. The contractor shall maintain a log detailing sightings, collisions or injuries to manatees should they occur and submit an annual report summarizing incidents and sightings to Florida Depart of Protection, Office of Protected Species Management. The project has the potential to affect mangroves, seagrass, and benthic marine resources. USFWS recommend that a survey of the shoreline and marine substrate be conducted to determine the status of these resources. If effects to these resources cannot be avoided, the appropriate mitigation will be required to fully compensate for the loss of these resources. **Coordination Document:** To Be Determined: Further Coordination Required.

Approximately 39.39 acres (100.00%) of the project corridor and the 200-foot project buffer occur within the Sarasota Bay Ecosystem Management Area (EMA), a Critical Lands and Waters Identification Project (CLIP) Version 4 Strategic Habitat Conservation Area, a CLIP Version 4 Florida Ecological Greenways Network, and an FFWCC Strategic Habitat Conservation Area. Three NOAA Marine Protected Areas are located within the project area: 3.71 acres (9.41%) exist within Maximum 25 MPH Manatee Protection Zones, 7.93 acres (20.13%) occur within Slow Speed Manatee Protection Zones, and 2.09 acres (5.3%) are located within the Sarasota Bay Estuarine System Outstanding Florida Water. Two All Year FFWCC State Manatee Protection Zones also exist within the project corridor and 200-foot project buffer: 1.42 acres (3.61%) occur within a Maximum 25 MPH zone, and 10.98 acres (27.87%) are located within a Slow Speed zone. Approximately 0.79 acres (2%) of the project area are located within continuous seagrass beds and 1.66 acres (4.21%) exist within discontinuous seagrass beds. Additionally, portions of the project and 200-foot project buffer are located within or adjacent to a Land and Water Conservation Funded National Parks Project [Bird Key Park]. According to the Florida Natural Areas Inventory (FNAI), Kemp's Ridley sea turtle and the least tern have the potential to occur within the project area. The project area also falls within the FWS Consultation Area and Service Area for the Florida scrub jay; West Indian manatee consultation area; piping plover consultation area; rare range for the Florida black bear; and Core Foraging Areas of at least three active wood stork colonies. No designated critical habitat for any federally-listed species occurs within the 200-foot project buffer; however, additional assessment will be required to determine the presence and quality of potential habitat, especially for the Florida scrub jay, West Indian manatee, piping plover, Kemp's Ridley sea turtle, least tern, and wood stork, as well as the need for consultation with the USFWS. Due to the proposed scope of work, the presence of wildlife and habitat resources within the project vicinity, and the potential need for future agency coordination regarding the noted listed species, a Summary Degree of Effect of Moderate has been assigned for the Wildlife and Habitat issue.
Next Steps: A Natural Resources Evaluation [conducted in accordance with Part 2, Chapter 16 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Natural Resources Evaluation.*

Degree of Effect: N/A *N/A / No Involvement* assigned 03/08/2020 by Brian Camposano, FL Department of Agriculture and Consumer Services

Coordination Document:
No Involvement

Direct Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 03/06/2020 by Jason Hight, FL Fish and Wildlife Conservation Commission

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27.

For general information on Florida imperiled species and species conservation programs, go to https://myfwc.com/wildlifehabitats/wildlife/

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Our assessment reveals that landcover within the assessment area is composed of the roadway and Urban (53.03%, 51.2 acres) and Estuarine (46.97%, 45.35 acres). The Estuarine landcover includes continuous or discontinuous seagrass beds near the shorelines around the bridge, which provide the most valuable fish and wildlife habitats in the project area.

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), or State-Threatened (ST) have the potential to occur in the project area: smalltooth sawfish (FE), green sea turtle (FT), loggerhead sea turtle (FT), leatherback sea turtle (FE), Kemp's ridley sea turtle (FE), Eastern indigo snake (FT), piping plover (FT), red knot (FT), wood stork (FT), Florida manatee (FE), gopher tortoise (ST), black skimmer (ST), American oystercatcher (ST), least tern (FT), snowy plover (ST), reddish egret (ST), little blue heron (ST), tricolored heron (ST), and roseate spoonbill (ST). All the aquatic and wetland species either likely or potentially utilize appropriate habitats in the vicinity of the bridge. The project is within the U.S. Fish and Wildlife Service Consultation Areas for Bonneted Bat, Manatee, Piping Plover, and Scrub Jay, and is within the Core Foraging Area of three wood stork colonies.

Comments on Effects to Resources:

Primary wildlife issues associated with this project include: potential adverse impacts to seagrass habitat resulting from project works; potential for injury to manatees, sea turtles, and other aquatic life during in-water construction operations; potential adverse effects to a significant number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened; and potential for water quality impacts during construction.

Based on the project information provided, we believe that direct and indirect effects of this project could be moderate, if any seagrass habitat impacts are appropriately mitigated, special manatee and sea turtle protection measures are adopted for any in-water work, and Best Management Practices are included in the project design to avoid water quality degradation.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

We recommend that the Project Development and Environment (PD&E) Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area.

1. The Preliminary Environmental Discussion Comments Report referenced FDOT's commitment to prepare a Natural Resources Evaluation during the PD&E Study. This should include plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened, and should be performed along the ROW and within sites proposed for equipment staging. Basic guidance for conducting wildlife surveys may be found in the FWC's Florida Wildlife Conservation Guide at http://myfwc.com/conservation/value/fwcg/.

2. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. Equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. The plan should address specific habitat needs which are biologically compatible with the recovery of the target species. For guidance in this effort, FWC's Species Action Plans should be consulted at http://myfwc.com/wildlifehabitats/imperiled/species-action-plans/.

3. Since no information was provided on any required in-water work, including seasonality, the length or duration of project work, methods of construction, and whether dredging will be utilized, it would be premature for us to recommend specific avoidance and minimization measures for manatees and sea turtles at this time. However, based on the information currently available, protection measures that may be needed include, but are not limited to, Standard Manatee Conditions for In-Water Work, monitoring of turbidity barriers, presence of manatee/sea turtle observers during in-water work, ramp up procedures for large concrete piling installation, no in-water work between November and March, and no nighttime work. Further coordination with our agency will be necessary in order to determine specific measures for this project. For technical assistance and coordination on manatees and sea turtles, please contact our Imperiled Species Management Section in Tallahassee at imperiledspecies@myfwc.com or (850) 922-4330 early in the planning process.

4. The proposed project is in an area where smalltooth sawfish may occur. The potential "take" of this species associated with this project may only be authorized by the National Marine Fisheries Service (NMFS). The FWC defers to NMFS, and requests that FDOT take into consideration any project-specific permit conditions, comments, recommendations and Biological Opinions regarding smalltooth sawfish that NMFS may provide for federal permitting activities associated with this project.

5. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat functional values for listed species which are lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

6. The use of clean concrete bridge material for offshore artificial reef construction has been a highly successful program in Florida for providing reef fish habitat enhancement and offshore recreational fishing and diving opportunities. If this is being considered for the Longboat Key Bridge, early coordination with our agency and our county partners is essential due to required permitting, scheduling, the reef site selection and approval process, coordination with potential contractors for selection and transport of material, and to ensure that special conditions and standards are defined and adhered to, such as removal of any exposed steel rebar from bridge reef material to ensure public safety, minimize loss of fishing gear, and avoid entanglement hazards for marine life. There are active permitted offshore artificial reef sites located in the Gulf of Mexico available to accept concrete bridge material. For further coordination on artificial reef development, and input on the protection of marine resources, please contact FWC staff Keith Mille at keith.mille@MyFWC.comor (850) 617-9633, and Lisa Gregg at lisa.gregg@MyFWC.comor (850) 617-9621, within the Division of Marine Fisheries Management in Tallahassee.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
A Degree of Effect of "Minimal" was assigned to this issue due to the fact there may need to be some additional coordination with FFWCC.

An Environmental Resource Permit (ERP) may be required for this project. However, the final determination of the type of permit will depend upon the final design configuration.

For ETDM #14384, the District has assigned a pre-application file **(PA# 40743)** for the purpose of tracking its participation in the ETDM review of this project. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects
Identified Resources and Level of Importance:
The SR 789 (Ringling) bridge rehabilitation or reconstruction and other associated roadway improvements will occur over open water and in wetlands, which provide habitat and feeding areas for several birds and aquatic life forms. As discussed briefly in the Wetland Section of SWFWMD's EST comments, the substrate under the bridges and potential temporary bridge location is indicative of habitats for soft coral and sponges.

In addition to the corals and sponges, threatened species that may be located within the scope of the project area for Sarasota Bay includes the Kemp's Ridley Sea Turtle, Green sea turtles, Leatherback sea turtles, Small Tooth Sawfish, Gulf Sturgeon, and the Florida Manatee. The proposed project limits are within a State Manatee Protection Zone and the requirements from that designation will need to be addressed during the permit application stage.

Seagrass beds serve as a fishery for shallow-water feeders and bottom feeders. These fish serve as food for other aquatic animals and birds alike. Based on the bathymetry shown on the NOAA Navigational Chart 11424, it appears the shallow water would draw

coelenterates, mollusks, baitfish and birds of prey.

Comments on Effects to Resources:
While there are many mammals, ovarian, and aquatic species that can be found in the water and air surrounding the SR 789 (Ringling) bridge, SWFWMD permits will be written as they relate to threatened / endangered species and the potential habitat impacts associated with wetlands and the protected bottom lands.

As discussed in the Wetlands Section of SWFWMD's EST comments, impacts to seagrasses may need to be mitigated in a manner which would offset the habitat loss. The UMAM would account for the time lag associated with the time it would take for the seagrass bed to be restored to its current production level, both for the seagrasses as food for certain species and for the habitat value for the fish, crustaceans, and snails. This value may affect the total area to be preserved, restored, or created to offset the wetland impact.

Disruption of the coarse sand substrate with embedded rocks will have a negative influence on the current production levels for colonies of soft corals and sponges. A survey of the area will be needed to determine the type and coverage area for these gorgonians and sponges as part of the evaluation for the permit application.

The Florida Manatee has been observed in Sarasota Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. A Specific Condition will be used in the ERP outlining the standard operating procedure during the demolition of the old bridge and construction of the replacement bridge. Please be advised that stormwater outfall pipes and structures extending below the Mean High Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. **[FWC "*Grates and Other Manatee Exclusion Devices for Culverts and Pipes (February 2011)*"** http://myfwc.com/media/415238/manatee_grates.pdf ***]***
As noted in the Preliminary Environmental Discussion Report, the area around the SR 789 (Ringling) bridge has documented siting and potential habitat for threatened or endangered species, including but not limited to Piping Plover, Kemp's Ridley Sea Turtle, Loggerhead Sea Turtle, and Green Sea Turtle. Additional value may be assigned to wetland and seagrass impacts, regardless of the size of the wetlands, due to the potential for threatened and/or endangered species.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):
A Degree of Effect of "Minimal" was assigned to this issue due to the fact there may need to be some additional coordination with FFWCC.

An Environmental Resource Permit (ERP) may be required for this project. However, the final determination of the type of permit will depend upon the final design configuration.

For ETDM #14384, the District has assigned a pre-application file **(PA# 40743)** for the purpose of tracking its participation in the ETDM review of this project. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 01/29/2020 by John Wrublik, US Fish and Wildlife Service

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
Federally listed species and fish and wildlife resources

Comments on Effects to Resources:
Federally-listed species -

The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources. Based on review of our GIS database, the Service notes that the following federally listed species may occur in or near the project area.
West Indian manatee

The project occurs within the geographic range of the endangered West Indian manatee (*Trichechus manatus*). The Service notes that manatees are known to use the waters within the project corridor. If removal/rehabilitation of the existing bridge requires in-water work, we recommend that the Florida Department of Transportation (FDOT) follow the Service's *Standard Manatee Protection Construction Conditions For Aquatic-Related Activities* (see below)

The permittee/grantee/lessee shall ensure that:

1. The contractor instructs all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with manatees. All construction personnel are responsible for observing water-related activities for the presence of manatee(s), and shall implement appropriate precautions to ensure protection of the manatee(s).

2. All construction personnel are advised that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972, the Endangered Species Act of 1973, and the Florida Manatee Sanctuary Act. The permittee and/or contractor may be held responsible for any manatee harmed, harassed, or killed as a result of construction activities.

3. Prior to commencement of construction, the prime contractor involved in the construction activities shall construct and display at least two temporary signs (placard) concerning manatees. For all vessels, a temporary sign (at least 8 1/2" x 11") reading "Manatee Habitat/Idle Speed In Construction Area" will be placed in a prominent location visible to employees operating the vessels. In the absence of a vessel, a temporary sign (at least 2' x 2') reading "Warning: Manatee Habitat" will be posted in a location prominently visible to land based, water-related construction crews.

A second temporary sign (at least 8 1/2" x 11") reading "Warning, Manatee Habitat: Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment. Any collision with and/or injury to a manatee shall be reported immediately to the Florida Marine Patrol at 1-800-DIAL-FMP" will be located prominently adjacent to the displayed issued construction permit. Temporary notices are to be removed by the permittee upon completion of construction.

4. Siltation barriers are properly secured so that manatees cannot become entangled, and are monitored at least daily to avoid manatee entrapment. Barriers must not block manatee entry to or exit from essential habitat.

5. All vessels associated with the project operate at "idle speed/no wake" at al times while in the construction area and while in waters where the draft of the vessel provides less than a four foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.

6. If manatees are seen within 100 yards of the active daily construction/dredging operation, all appropriate precautions shall be implemented to ensure protection of the manatee. These precautions shall include the operation of all moving equipment no closer than 50 feet of a manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment.

7. Any collision with and/or injury to a manatee shall be reported immediately to the Florida Marine Patrol (1-800-DIALFMP) and to the Florida Department of Protection, Office of Protected Species Management at (904)922-4330.

The contractor maintains a log detailing sightings, collisions, or injuries to manatees should they occur during the contract period. A report summarizing incidents and sightings shall be submitted to the Florida Department of Protection, Office of Protected Species Management, Mail Station 245, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399 and to the U.S. Fish and Wildlife Service, 3100 University Boulevard, Jacksonville, FL 32216. This report must be submitted annually or following the completion of the project if the contract period is less than a year.

We further recommend that, if possible, removal of the existing bridge structures be conducted without the use of explosives. If the use of explosives is necessary, we recommend that the FDOT follow the Florida Fish and Wildlife Conservation Commission's draft *Guidelines for the Protection of Marine Animals During the Use of Explosives In the Waters of the State of Florida* (https://www.fws.gov/verobeach/MammalsPDFs/FloridaBlastingGuidelinesMay2006draft.pdf).

The Service believes that the following federally listed species have the potential to occur in or near the project site: West Indian manatee, Florida bonneted bat (*Eumops floridanus*), piping plover (*Charadrius melodus*), and Federally listed plants (http://www.fws.gov/verobeach/Listed SpeciesPlants.html). .Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

Fish and wildlife resources -

The project has the potential to affect mangroves, seagrasses and benthic marine resources. We recommend that a survey of the shorelines and marine bottoms within the project footprint be conducted to determine the status of these valuable resources. The project should be sited to avoid these resources to the greatest extent practicable. If effects to marine resources cannot be avoided, then appropriate mitigation should be provided that fully compensates for the loss of important resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
SWFWMD reiterated that the construction methods for the proposed rehabilitation/reconstruction will determine whether the project qualifies for an exemption, General ERP or Individual ERP. Digital Flood Insurance Rate Map (DFIRM) date identified the following areas of interest: 1) areas outside the 100-year Floodplain: approximately 8% of the project area within the 500-foot project buffer; and 2) areas within the 100-year Floodplain: approximately 92% of the project are within the 500-foot project buffer. As of January 2020, FIRM Panel #12115C0129F: Effective 11/04/2016 and FIRM Panel # 12115C0133F: Effective 11/04/2016 can be obtained from the FEMA Map Service Center. The proposed project is within the limits of the Coastal Fringe - Phase 3 (Sarasota Bay) watershed study. SWFWMD supported Watershed Management Models are considered the most accurate information available for establishing floodplains. SWFWMD recommends that FDOT utilize data from these studies in preference to generalized information on flows and stages, if available. FDOT should coordinate with District Engineering and Watershed Management Section staff in Brooksville regarding the status and data availability of these models. Potential floodplain impacts will depend on the required filling, encroachment or alteration of existing (or future) Zone A and AE Floodplains, Historic Basin Storage areas and Floodways (if applicable). Encroachment within any floodplain, floodway or historic basin storage area may decrease stormwater storage and increase flooding depth and duration. SWFWMD may require compensation for fill (or other encroachments) of these areas up to the 100-year event if such encroachments will adversely affect conveyance, storage, water quality or adjacent lands. FDOT may reduce the degree of effect for flooding by restricting the filling/encroachment into floodplains, floodways and historic basin storage areas to only areas that are necessary; constructing stormwater treatment ponds outside floodplains, floodways and historic basin storage areas; and providing equivalent compensation for lost floodplain, floodway and historic basin storage. **Coordination Document:** To Be Determined: Further Coordination Required.

Based on FEMA's most recent Digital Flood Insurance Rate Map (DFIRM), 30.24 acres (76.77%) of the project corridor and the

project's 200-foot project buffer occur within 100-year floodplain Flood Zone AE and 9.15 acres (23.23%) occur within Flood Zone VE. The entirety of the project area [39.39 acres (100.00%)] is located within both the 100-year floodplain and the 500-year floodplain. Although the 100-year and 500-year floodplains are reported within the project area, a Summary Degree of Effect of Minimal has been assigned for the Floodplains issue due to the fact that these are coastal floodplains and are not subject to compensation.

Next Steps: A Bridge Hydraulic Report and A Location Hydraulic Report [conducted in accordance with Part 2, Chapter 13 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Location Hydraulic Report.*

Degree of Effect: 2 *Minimal* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
Depending upon the construction methods for the proposed bridge reconstruction/rehabilitation, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Minimal" was assigned to this issue due to the present belief that little or no adverse impacts to flood plains are expected, as the majority of the floodplain is tidally influenced. However, if impacts are proposed to non-tidal floodplains, options are available to address this issue. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

Direct Effects
Identified Resources and Level of Importance:
The following information was obtained from the FDOT's Environmental Screening Tool (EST) and supplemented with information from the SWFWMD's Geographic Information System (GIS):

Digital Flood Insurance Rate Map (DFIRM) areas of interest include the following:
- Outside 100 Year Floodplain: representing approximately 8% of the project area within the 500-foot buffer.
- 100 Year Floodplain: representing approximately 92% of the project area within the 500-foot buffer.

Approximate locations of DFIRM Zones can be viewed within the EST under the "Floodplains" map and > *Water Resource* > *Flood Zones* > *DFIRM 100 Year Floodplain* layer. Of particular interest are the wetlands & water bodies within the Ringling Causeway (WBID 1968BA), Lido Key (WBID 1954), Sarasota Bay (WBID 1968C), and Sarasota Bay (WBID 1968B) watersheds.

As of January, 2020, the following FIRM Panel Numbers for the proposed project can be obtained from the FEMA Map Service Center at:
https://msc.fema.gov/portal

Panel # 12115C0129F: Effective Date - 11/04/2016
Panel # 12115C0133F: Effective Date - 11/04/2016

Within the 500-foot buffer, the proposed project is within the limits of the Coastal Fringe - Phase 3 (Sarasota Bay) watershed study. SWFWMD supported Watershed Management Models are generally based on more recent land cover and topographic information and are considered the most accurate information available for establishing floodplains. The SWFWMD recommends that the FDOT utilize data from these flood studies, if available, in preference to generalized information on flows and stages. FDOT should coordinate with District Engineering & Watershed Management Section staff in Brooksville regarding the status & data availability of these Watershed Management Models. Information on the Coastal Fringe - Phase 3 (Sarasota Bay) Watershed Management Model is included below:

Watershed Name: Coastal Fringe - Phase 3 (Sarasota Bay)
Project Status: **Completed**
SWFWMD Contact: Jezabel Pagan Garcia

Comments on Effects to Resources:
Potential impacts for the proposed project will depend upon the required filling, encroachment or alteration of existing (or future) Zone A and AE Floodplains, Historic Basin Storage areas and (if applicable) Floodways.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
Encroachment within any floodplain, floodway or historic basin storage area may decrease stormwater storage which could increase flooding depth and duration. The SWFWMD may require compensation for fill (or other encroachments) into floodplains, floodways and historic basin storage areas up to the 100-year event if such encroachment(s) will adversely affect conveyance, storage, water quality or adjacent lands (Reference: Sections 3.3 and 3.7 of the District's "Applicant's Handbook Volume II", available at http://www/.swfwmd.state.fl.us/permits/rules).

The FDOT may reduce the degree of effect for flooding by:
- restricting the filling / encroachment into floodplain, floodway and historic basin storage areas to only those areas that are necessary;
- constructing stormwater treatment ponds outside floodplain, floodway and historic basin storage areas;
- providing equivalent compensation for lost floodplain, floodway and historic basin storage.

Additional Comments (optional):
Depending upon the construction methods for the proposed bridge reconstruction/rehabilitation, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Minimal" was assigned to this issue due to the present belief that little or no adverse impacts to flood plains are expected, as the majority of the floodplain is tidally influenced. However, if impacts are proposed to non-tidal floodplains, options are available to address this issue. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:
NFMS staff conducted a site inspection of the project area on January 28, 2020 to assess potential concerns to marine resources related to the proposed bridge project. Seagrass was observed adjacent to and beneath the existing bridge, which is habitat utilized by federally managed fish species and their prey. This area should be surveyed during the Spring/Summer growing season to determine where potential impacts from new bridge construction might occur. Certain estuarine habitats within the project area are designated as EFH and managed by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Fishery Conservation and Management Act. Information on species covered under EFH jurisdiction can be found in the wetlands section of this summary report. Specific categories of EFH that may be impacted include seagrass, the estuarine water column and mud, sand, shell and rock substrates. In order to prevent impacts to mangroves, seagrass and salt marshes at the southern end of Sarasota Bay, NMFS recommends that stormwater be conveyed off the bridge for treatment before being discharged into the estuarine environment. BMPs should also be employed during construction to prevent sedimentation of estuarine and marine habitats. NMFS requests that an EFH assessment be prepared by FDOT and included in the NRE. NMFS will review the EFH assessment and determine if EFH Conservation Recommendations are necessary. In addition to the EFH assessment, NMFS recommends ESA Section 7 consultation for the smalltooth sawfish, swimming sea turtles (green, loggerhead and Kemp's ridley)

once sufficient project details are available. **Coordination Document:** Permit or Technical Study Required.

SWFWMD permitting efforts will be determined based on the construction methods proposed for the reconstruction/rehabilitation of the existing bridge. Manatee County is listed as a coastal county through the Coastal Zone Management (CZM) Act. If an Individual ERP is required, impacts wetlands and/or surface waters within the project limits will require additional noticing to coordinating agencies such as, FWC and the Department of State. Noticing will be completed by the District at the receipt of the application. Should these agencies request additional information, this information may require final CZM noticing once the application is deemed complete by District staff. **Coordination Document:** To Be Determined: Further Coordination Required.

Approximately 26.18 acres (66.47%) of the project corridor and the 200-foot project buffer occur within the Sarasota Bay Estuarine Drainage Area (EDA). The project area contains 2884.64 linear feet of water bodies associated with the Florida coastline, including Sarasota Bay and the Gulf of Mexico, which cross the SR 789 (Little Ringling) corridor. Approximately 2764.77 linear feet of environmentally sensitive shorelines are also present within the project area, including fine-to-medium-grained sand beaches and mixed sand and gravel beaches. According to NOAA's Coastal Change Analysis Program, the primary coastal land use classifications in the project area consist of developed land (high, medium, and low intensity) and open water. Approximately 11.19 acres (28.41%) of the project corridor and 200-foot project buffer fall within Coastal Emergency Management Flood Zone VE and 14.25 acres (36.18%) are protected under the Submerged Lands Act. The project is located within a coastal county pursuant to the Coastal Zone Management Act (CZMA) and crosses Sarasota Bay and the Gulf of Mexico. Therefore, additional interagency coordination associated with the CZMA noticing requirements is anticipated. The project will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to downstream coastal and marine habitats. Due to the proposed scope of work and the presence of coastal and marine resources within the project vicinity, a Summary Degree of Effect of Moderate has been assigned for the Coastal and Marine issue.

Next Steps:A Natural Resources Evaluation, including EFH Assessment [conducted in accordance with Part 2, Chapter 9 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Natural Resources Evaluation.*

Degree of Effect: 2 *Minimal* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
Depending upon the construction methods for the proposed reconstruction/rehabilitation bridge, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

If an Individual Environmental Resource Permit (ERP) is required, impacts to wetlands and/or surface waters located within the project boundaries will require additional noticing to be sent to coordinating agencies, such as Florida Fish and Wildlife Conservation Commission and Department of State. This noticing will be completed by the District at the initial receipt of the application. Should one of the coordinating agencies request additional information as part of the permitting process, this information will become a completeness item and may require final CZM noticing once the permit application is deemed complete by District staff.

Direct Effects
Identified Resources and Level of Importance:
Manatee County is listed as a coastal county through the Coastal Zone Management Act.

Comments on Effects to Resources:
None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):
Depending upon the construction methods for the proposed reconstruction/rehabilitation bridge, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

If an Individual Environmental Resource Permit (ERP) is required, impacts to wetlands and/or surface waters located within the project boundaries will require additional noticing to be sent to coordinating agencies, such as Florida Fish and Wildlife Conservation Commission and Department of State. This noticing will be completed by the District at the initial receipt of the application. Should one of the coordinating agencies request additional information as part of the permitting process, this information will become a completeness item and may require final CZM noticing once the permit application is deemed complete by District staff.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 01/29/2020 by David A. Rydene, National Marine Fisheries Service

Coordination Document:
Permit or Technical Study Required
Technical Studies

Essential Fish Habitat Assessment

Direct Effects
Identified Resources and Level of Importance:
Resources of concern include seagrasses that occur adjacent to and beneath the existing SR 789 Ringling Bridge in Sarasota Bay, and other nearby estuarine habitats. These habitats are utilized by federally-managed fish species and their prey.

Comments on Effects to Resources:
NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 14384. The Florida Department of Transportation District 1 proposes the replacement of the existing SR 789 Ringling Bridge in Sarasota County, Florida.

NMFS staff conducted a site inspection of the project area on January 28, 2020, to assess potential concerns related to living marine resources within Sarasota Bay. It appears that seagrasses occur adjacent to and beneath the SR 789 Ringling Bridge (based on the seagrass GIS layer in the EST). This area should be surveyed during the Spring/Summer growing season to determine where potential impacts from new bridge construction might occur.

Certain estuarine habitats within the project area are designated as EFH as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Estuarine habitats, which exist in the project area, have been identified as EFH for juvenile and subadult penaeid shrimp, postlarval, juvenile, subadult and adult red drum, juvenile and adult schoolmaster and mutton snapper, and juvenile gag, goliath grouper, red grouper, black grouper, yellowfin grouper, lane snapper, dog snapper, yellowtail snapper, and cubera snapper by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Also, a number of other species using these habitats are prey species for federally-managed species. Seagrasses, estuarine water column, and mud, sand, shell, and rock substrates are specific categories of EFH that may be directly impacted by the project. Therefore, NMFS requests that an EFH Assessment be prepared and included in the Natural Resources Evaluation Report.

Also, mangroves, seagrasses, and salt marshes at the southern end of Sarasota Bay may be indirectly affected by the project. Sediment, oil and grease, metals and other pollutants coming off the bridge may reach these nearby estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that the bridge's stormwater be conveyed off the bridge for treatment before it is discharged into the estuarine environment. In addition, best management practices should be employed during bridge construction to prevent sedimentation of estuarine and marine habitats.

Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:

1. A description of the proposed action;

2. a scientific analysis of the effects, including cumulative effects, of the proposed action on EFH, the managed fish species, and associated species, such as major prey species.

3. the Federal agency's views regarding the effects of the action on EFH; and,

4. proposed mitigation, if applicable (50 CFR 600.920 (g) [2]).

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, such as FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or a designated state agency, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project.

In addition, NMFS recommends that an Endangered Species Act section 7 consultation be conducted for smalltooth sawfish and swimming sea turtles (green, loggerhead, and Kemp's ridley) when sufficient project details become available to conduct the Section 7 consultation.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Physical

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
USEPA commented that a wide variety of air pollutants can be emitted from stationary and mobile sources. The USEPA established the National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and regulates emissions of hazardous air pollutants. The proposed project is in an attainment area, so criteria pollutants under NAAQS are considered to be at an acceptable level. Therefore, USEPA expects the project to have minimal impact on air quality. The project area may possibly be affected by airborne dust and other ambient air pollutants from project construction. To maintain healthy air quality USFWS recommends considering the use of diesel controls, cleaner fuel and cleaner construction practices for on and off-road equipment used for transportation, soil movement and other activities. **Coordination Document:** To Be Determined: Further Coordination Required.

The project is not located within a USEPA-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards; therefore, the Clean Air Act conformity requirements do not currently apply to this project. However, due to the fact that minimal, localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction, a Summary Degree of Effect of Minimal has been assigned to the Air Quality issue.
Next Steps:None.

Technical Study: *None.*

Degree of Effect: 2 *Minimal* assigned 03/09/2020 by Roshanna White, US Environmental Protection Agency

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:
A wide variety of air pollutants can be emitted from stationary and mobile sources. The EPA establishes the National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and regulates emissions of hazardous air pollutants. The proposed project is in an attainment area, so criteria pollutants under NAAQS are considered to be an acceptable level. Therefore, EPA expects the project to have Minimal impact on air quality.

Comments on Effects to Resources:
The project area air quality can possibly be affected by airborne dust, and other ambient air pollutants from project construction

Recommended Avoidance, Minimization, and Mitigation Opportunities:
To maintain healthy air quality consider the use of diesel controls, cleaner fuel and cleaner construction practices for on-road and off -road equipment used for transportation, soil movement, or other project activities.

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
SWFWMDidentified District funded data collection sites within 500 feet of the project area. Construction activities related to the project and associated stormwater management facilities have the potential to damage these stations or impair their collection functions. SWFWMD requested that FDOT avoid disturbing these collection sites. Coordination with the District's Data Collection Bureau in Brooksville will be helpful in protecting these infrastructure components. **Coordination Document:** To Be Determined: Further Coordination Required.

One USEPA water quality data monitoring station and one limited use drinking water well occur within the 200-foot project buffer. Power lines are present and are predominantly located in the median on the west side of the corridor. Streetlights are additionally present throughout the corridor on both sides. There are no railway lines or railroad crossings present within the project area. Despite potential conflicts with existing infrastructure and the possible need for utility relocations, a Summary Degree of Effect of Minimal has been assigned to the Infrastructure issue due to the proposed scope of work and relatively low presence of existing infrastructure throughout the entirety of the segment.

Next Steps:A Utility Assessment Technical Memorandum [conducted in accordance with Part 2, Chapter 21 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Utility Assessment Technical Memorandum.*

Degree of Effect: 2 *Minimal* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. A DOE of "Minimal" was assigned to these issues due to the fact that a SWFWMD funded data collection site is located within 500 feet of the proposed bridge reconstruction/rehabilitation project.

The SWFWMD requests that FDOT avoid disturbing the data collection sites. Coordination with the District's Data Collection Bureau in Brooksville will be helpful in protecting these infrastructure components.

For ETDM #14384, the District has assigned a pre-application file **(PA #407431)** for the purpose of tracking its participation in the ETDM review of this project. File **PA# 407431** is maintained as part of the Water Management Information System (WMIS) available through the SWFWMD, www.watermatters.org. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

Direct Effects

Identified Resources and Level of Importance:
The following information (regarding SWFWMD owned / controlled / cooperative data collection sites) was obtained from the SWFWMD's GIS system, and was analyzed for information within 500 feet of the proposed bridge reconstruction/rehabilitation project:

SITE_ID: 670461
SITE_NAME: Sarasota Bay 10-4-03
SITE_PRIMARY_TYPE_DESC: Bay/Harbor
SITE_STATUS_DESC: Inactive
LATITUDE: 27 19 32.05
LONGITUDE: 82 34 01.41

Comments on Effects to Resources:
Construction activities related to the project and associated storm water management facilities have the potential to damage the District's data collection stations or to impair their collection functions.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
Communication with the District's Data Collection Bureau (Brooksville) during the design phase can greatly reduce the potential for impacts to this data collection site.

Additional Comments (optional):
The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. A DOE of "Minimal" was assigned to these issues due to the fact that a SWFWMD funded data collection site is located within 500 feet of the proposed bridge reconstruction/rehabilitation project.

The SWFWMD requests that FDOT avoid disturbing the data collection sites. Coordination with the District's Data Collection Bureau in Brooksville will be helpful in protecting these infrastructure components.

For ETDM #14384, the District has assigned a pre-application file **(PA #407431)** for the purpose of tracking its participation in the ETDM review of this project. File **PA# 407431** is maintained as part of the Water Management Information System (WMIS) available through the SWFWMD, www.watermatters.org. Please refer to this pre-application file whenever contacting District regulatory staff regarding this project.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Noise

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:
No ETAT members provided comments for this issue.

The project area primarily consists of bays and estuaries, residential, and transportation uses. Approximately 9.76 acres (24.78%) of the project area occur within residential areas, 2.29 acres (5.82%) have recreational use, and 0.98 acres (2.49%) have commercial use. There are no agricultural or industrial uses along the project corridor. Community features reported within the 200-foot project buffer that may be sensitive to noise and vibration effects include: one assisted living facility [Plymouth Harbor], two recreational facilities [Bird Key Park South and Bird Key Park], two recreational trails [Long Boat Key Bike Trail and Sarasota Bay Trail], one Office of Greenways and Trails (OGT) paddling trail opportunity [Paddle Sarasota Blueway], two OGT hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and potential historic features. There are no eye clinics, laser facilities, hospitals, healthcare facilities, community centers, mobile home parks, religious facilities, or golf clubs within proximity to the project. Increased noise levels during construction and presumable noise level increases from higher traffic volumes as a result of improved operational conditions along SR 789 (Little Ringling) could have impacts on nearby residences, recreational features, and businesses. However, due to the relatively low number of sensitive noise receptors within proximity to the project, a Summary Degree of Effect of Minimal has been assigned to the Noise issue.

Next Steps:A Noise Study Report [conducted in accordance with Part 2, Chapter 18 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.
Technical Study: *Noise Study Report.*
None found

Navigation

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:
USACE stated that a review of aerials indicated there is a major marina adjacent to the project site which indicates the waterways within the project area are navigable. These waterways are regulated under Section 10 of the Rivers and Harbors Act of 1899 and are considered waters of the United States under Section 404 of the Clean Water Act. As such, this project would require a Corps permit for the placement of any fill related to the construction of the proposed project. **Coordination Document:** To Be Determined: Further Coordination Required.

USCG stated a Coast Guard Bridge permit will be required for the modification or replacement of the SR 789 Bridge (Structure numbers 170022 and 170951) as the bridge structures cross navigable waters of the United States. If the structures are replaced, they should provide navigation clearances (vertical and horizontal) equal to or greater than the existing structure. USCG did not identify any issues or potential project effects related to navigation. **Coordination Document:** Permit or Technical Study Required

The project corridor crosses Sarasota Bay and the Gulf of Mexico. Due to potential adverse impacts to commercial and recreational navigation and the fact that temporary impacts to navigation may occur during project construction as a result of potential bridge reconstruction or modifications, a Summary Degree of Effect of Moderate has been assigned to the Navigation issue. USACE and USCG coordination will occur if the existing bridge is proposed to be reconstructed or modified to accommodate the project during project development.

Next Steps:A USCG Bridge Questionnaire will be included in the Project Development and Environment Study scoping recommendations for this project. Coordination will also occur with USACE and USCG if the existing bridge is proposed to be reconstructed or modified.

Technical Studies: *USCG Bridge Questionnaire.*

Degree of Effect: 3 *Moderate* assigned 03/09/2020 by Cynthia Ovdenk, US Army Corps of Engineers

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
The advance notification package indicates "Although the project corridor crosses Sarasota Bay and the Gulf of Mexico, neither of these waterbodies are navigable at this location; therefore, no involvement regarding navigation is anticipated." Review of aerials indicate there is a major marina adjacent to the project site which clearly indicates the waterways within the project area are navigable. These waterways are regulated under Section 10 of the Rivers and Harbors Act of 1899 and are considered waters of the U.S. under Section 404 of the Clean Water Act and as such would require a Corps permit for placement of any fill related to the construction of the proposed project. The level of importance is moderate.

Comments on Effects to Resources:
Unknown

Recommended Avoidance, Minimization, and Mitigation Opportunities:
Unknown

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:
See direct effects

Comments on Effects to Resources:
Unknown

Recommended Avoidance, Minimization, and Mitigation Opportunities:
Unknown

Degree of Effect: 2 *Minimal* assigned 03/03/2020 by Randall D Overton, US Coast Guard

Coordination Document:
Permit or Technical Study Required

Direct Effects
Identified Resources and Level of Importance:
Navigation and Navigable waters of the United States

Comments on Effects to Resources:
A Coast Guard Bridge permit will be required for the modification or replacement of the SR 789 (Ringling) bridge [Structure Numbers 170022 and 170951]. The bridge structures cross navigable waters of the United States. If the structures are replaced they should provide navigational clearances (vertical and horizontal) equal to or greater than the existing structures.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Contamination

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 04/30/2020 by FDOT District 1

Comments:

FDEP did not identify any issues or potential project effects related to contamination resources. **Coordination Document:** No Involvement.

SWFWMD utilized EST supplemented with information from the SWFWMD's GIS data for identifying potential contaminated sites that may affect subsequent ERPs for FDOT. Two (2) reported Petroleum Contamination Monitoring Sites were reported. The proposed bridge does not lie within a Sensitive Karst area, and no sinkholes were reported within a mile of this project. The project area is characterized by a three-aquifer system that includes the Surficial, Intermediate and Floridan aquifers. Within the 500-foot project buffer, the pollution potential of the intact Surficial Aquifer is high as indicated by DRASTIC weighted index of 169, and the pollution potential of the Intermediate Aquifer is low as indicated by DRASTIC weighted index of 51. No data was available in EST for the Floridan Aquifer. Water use and well construction information is now available in EST. As of January 2020, the EST indicated fifteen (15) permits have been issued within 500 feet of the proposed project. EST also indicates one (1) limited use Drinking Water Well located within 500 feet of the project area. Any contaminated site encountered or disturbed during construction, could result in surface and/or groundwater pollution. While the footprint may not directly impact contaminated sites, proposed stormwater management systems and other activities should avoid these areas. Contamination sources such as existing fuel storage tanks, fuel pumps and septic tanks shall be removed or abandoned properly. In addition, existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor per Rule 40D-3.531, F.A.C. In order to minimize groundwater and surface water pollution, the following actions should be considered by FDOT: 1) conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment; 2) coordinate with FDEP and USEPA and prepare an appropriate Contamination Assessment Report; 3) avoid known contaminated sites where possible in the selection of project alignment and contamination discovered during the recommended soils investigation should be remediated properly; 4) if applicable, avoid/minimize all construction activity in proximity to known sinkholes along or near the project's alignment; 5) confirm the presence or absence of existing potable supply wells, and identify all potential sources of contamination within the path of construction or in proximity of the proposed stormwater management systems; 6) thoroughly evaluate the potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as potential pond sites; 7) design and construct stormwater management facilities to avoid breaching the upper confining unit; and 8) consider temporary drainage and erosion control through areas of potential contamination. **Coordination Document:** To Be Determined: Further Coordination Required.

USEPA did not identify any potential sources of contamination through GIS analysis. They commented that impervious surfaces from urbanization increases the amount of pollutants carried into water bodies. Stormwater runoff contains dissolved or suspended contaminants and is a principal contributor to water quality impairment. The USEPA recommends FDOT reduce the impact of pollution runoff from construction activities and use BMPs to control erosion, sedimentation release and stormwater surface runoff to minimize adverse impacts to water quality. **Coordination Document:** To Be Determined: Further Coordination Required.

One biomedical waste facility is reported within the project corridor and 200-foot project buffer; this is the only known potential source of contamination within the project area. This site will be investigated during the Project Development and Environment Study to identify potential risk, and the potential presence of unreported sources of subsurface contamination within the project right-of-way will also be determined. Proper mitigation will take place if medium to high risk sites are identified. For these reasons, and due to the presence of only one reported facility within the project area, a Summary Degree of Effect of Minimal has been assigned to the Contamination issue.

Next Steps: Preparation of a Contamination Screening Evaluation Report [in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Contamination Screening Evaluation Report.*

Degree of Effect: 2 *Minimal* assigned 03/09/2020 by Roshanna White, US Environmental Protection Agency

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects
Identified Resources and Level of Importance:
GIS analysis did not identify potential sources of contamination. Therefore, EPA assigns a Minimal degree of effect.

Comments on Effects to Resources:
Impervious surfaces from urbanization increases the amount of pollutants carried into water bodies. Stormwater runoff, which contains dissolved or suspended anthropogenic contaminants, from the built environment is a principal contributor to water quality impairment of waterbodies.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
The EPA recommends:
-Reduce the impact of pollution runoff from construction activities.
-Use best management practices to control erosion, sediment release, and stormwater surface runoff to minimize adverse impacts on water resources

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 03/09/2020 by Chris Stahl, FL Department of Environmental Protection

Coordination Document:
No Involvement

Direct Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
Depending upon the construction methods for the proposed bridge reconstruction/rehabilitation, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Minimal" was assigned to these issues due to the present belief that little or no adverse impacts from Contaminated Sites are expected. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

Direct Effects

Identified Resources and Level of Importance:
The SWFWMD utilized the FDOT's Environmental Screening Tool (EST) (supplemented with information from the SWFWMD's Geographic Information System (GIS) for identifying potential contaminated sites that may affect subsequent Environmental Resource Permits (ERPs) for the FDOT. The following contamination sites of particular interest to the SWFWMD are located within 500-feet of the proposed roadway widening project:

Petroleum Contamination Monitoring Sites: Two (2) reported locations.

From the SWFWMD's GIS, this proposed bridge reconstruction/rehabilitation project does not lie within a Sensitive Karst Area. Also, no sinkholes were reported within a mile of this project.

From the SWFWMD's GIS and the FDOT's EST, the bridge reconstruction/rehabilitation project area is characterized by a three-aquifer system that includes the Surficial, Intermediate and Floridan aquifers.

Within a 500 foot buffer of the proposed project, the pollution potential of the intact Surficial Aquifer is high as indicated by DRASTIC weighted index of 169. The pollution potential of the Intermediate Aquifer is low as indicated by DRASTIC weighted index of 51. No data was available in the EST for the Floridan Aquifer.

Water use and well construction information is now available in the EST under Contamination > Permits > SWFWMD Well Construction Permits. Useful information includes the permit number, name of the permittee, well casing diameter(s), street address of the well(s), well driller name and the approximate location(s) by latitude / longitude. As of January, 2020, the EST indicated fifteen (15) permits have been issued within 500 feet of the proposed bridge reconstruction/rehabilitation project area. Similar information can be obtained from the SWFWMD's Permits Map Viewer, Well Construction Permit Search and Water Use Permit Search web sites as follows:
http://www18.swfwmd.state.fl.us/search/search/wcpsimple.aspx
http://www18.swfwmd.state.fl.us/search/search/searchwupsimple.aspx

The EST also indicates one (1) Limited Use Drinking Water Well is located within 500 feet of the proposed bridge reconstruction/rehabilitation project.

Comments on Effects to Resources:
If encountered and disturbed during construction, any contaminated site could result in surface and / or groundwater water pollution. While the proposed bridge reconstruction/rehabilitation footprint may not directly impact contaminated sites, proposed storm water management systems (if applicable) and other project construction activities should avoid these areas.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
To minimize groundwater and surface water pollution potential, the following actions should be considered by the FDOT:
- Conduct an Environmental Audit at the appropriate level to identify specific facilities of interest and to develop a plan for their proper removal or abandonment;
- Coordinate with FDEP & USEPA, and prepare an appropriate Contamination Assessment Report;
- Avoid known contaminated sites where possible in the selection of the project alignment. If discovered during the recommended soils investigation, contamination should be remediated properly so as to eliminate the potential for ground water contamination;
- If applicable, avoid / minimize all construction activity in proximity to known sinkholes along or near the project's alignment;
- Confirm the presence or absence of existing potable supply wells, both public and domestic (refer to the GIS well information

above), and identify precisely all potential sources of contamination within the path of construction or in proximity of the proposed surface water management systems;
- Thoroughly evaluate potential stormwater treatment pond sites for the presence of contamination and eliminate contaminated sites as potential pond sites;
- Design and construct stormwater management facilities to avoid breaching the upper confining unit;
- Temporary drainage & erosion control through areas of potential contamination may be important considerations for the FDOT and their construction contractor.

Contamination sources such as existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly. In addition, existing wells in the path of construction shall be properly plugged and abandoned by a licensed well contractor - Reference: Rule 40D-3.531, Florida Administrative Code, available at http://www.swfwmd.state.fl.us/permits/rules/.

Additional Comments (optional):
Depending upon the construction methods for the proposed bridge reconstruction/rehabilitation, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Minimal" was assigned to these issues due to the present belief that little or no adverse impacts from Contaminated Sites are expected. Future permitting should involve routine interaction with the SWFWMD's regulatory staff.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Special Designations

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 04/30/2020 by FDOT District 1

Comments:
SWFWMD identified the potential need for increased coordination efforts associated with SWFWMD's proprietary or regulatory interests and obligations. SWFWMD believes that future ERP permitting is expected to be non-routine for temporary and permanent water quality discharges to OFWs identified as the Sarasota Bay Estuarine System. Additional effort to address SSL issues may also be necessary. However, the expected permitting effort by FDOT should be straightforward and a normal effort on the part of SWFWD's regulatory staff is expected. The EST indicated that the project is within 500-feet of the Sarasota Bay Estuarine System, identified as an OFW. The bottomlands have been classified as SSL. Therefore, SSL authorization needs to be addressed since the submerged lands are owned by the State. Currently the existing bridge is associated with Public Easement #21193 (State Road Department) and Easement #41315 (City of Sarasota). Impacts to wetlands will require meeting criteria in 18-21, F.A.C and may require a modification to the existing easements, and changes may take a considerable amount of time. EST also indicated that the project lies within 500 feet of the following FDEP watersheds (WBIDs): Ringling Causeway (WBID 1968BA), Lido Key (WBID 1954), Sarasota Bay (WBIDs 1968B and 1968C). None of these watersheds are listed for nutrient related impairments by FDEP. Additional comments on impaired waters can be found in the Water Quality and Quantity Section. This project has the potential to result in water quality impacts to an OFW as a result of stormwater runoff during and after construction. Depending on the method of construction this project may qualify for an exemption under Rule 62-330.051(4)(e), F.A.C., a General Permit under Rule 62-330.443, F.A.C., or an Individual Permit under Rule 62-330.054, F.A.C. **Coordination Document:** To Be Determined: Further Coordination Required.

USEPA mentioned that the primary pollutant of concern in the Sarasota Bay Estuary is nitrogen. Water quality goals are focused on

reduction nitrogen pollution in stormwater runoff according to the Sarasota Bay Estuary Program. A 50% increase in stormwater runoff into the bay is due to development practices, and impervious surface from urbanization increases the amount of pollutants carried into the water body. Stormwater runoff contains dissolved or suspended contaminants from the developed environment and is a principal contributor to water quality impairment. During construction, the impact of runoff pollution should be reduced. This can be accomplished using BMPS to control erosion, sediment release and stormwater surface runoff. FDOT should identify and quantify incremental and cumulative impacts on water quality as a result of past, present and reasonably foreseeable actions. The drainage design should be a major part of the planning for this project. **Coordination Document:** To Be Determined: Further Coordination Required.

Approximately 2.09 acres (5.3%) of the Sarasota Bay Estuarine System OFW is located within the project corridor and 200-foot project buffer. Avoidance and minimization measures will be incorporated into the project's design, best management practices will be utilized during project construction activities, and compensatory mitigation will be provided for any adverse OFW impacts resulting from the proposed project improvements. Mitigation to offset any OFW impacts can potentially be accomplished using the nearby Mangrove Point or Braden River mitigation banks. Further, any proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to the Sarasota Bay Estuarine System OFW. While the proposed improvements are anticipated to be constructed primarily within existing right-of-way, additional right-of-way may need to be acquired for stormwater retention and treatment. Due to the presence of the Sarasota Bay Estuarine System OFW throughout the corridor, a Summary Degree of Effect of Moderate has been assigned to the Outstanding Florida Waters issue. No designated Aquatic Preserves, Scenic Highways or Wild and Scenic Rivers are reported within the project corridor and 200-foot project buffer. Therefore, no involvement regarding these specially designated resources is anticipated.

Next Steps: A Natural Resources Evaluation [conducted in accordance with Part 2, Chapter 9 of the FDOT PD&E Manual] will be included in the Project Development and Environment Study scoping recommendations for this project.

Technical Study: *Natural Resources Evaluation*

Degree of Effect: 3 *Moderate* assigned 03/09/2020 by Roshanna White, US Environmental Protection Agency

Coordination Document:
To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:
According to the Sarasota Bay Estuary Program, the Sarasota Bay Estuary primary pollutant of concern is nitrogen and water quality goals are focused on reducing nitrogen pollution in storm water runoff. A 50% increase in stormwater runoff into the bay is due to development practices. Impervious surfaces from urbanization increases the amount of pollutants carried into water bodies. Therefore, EPA assigns a Moderate degree of effect to Special Designations.

Comments on Effects to Resources:
Stormwater runoff, which contains dissolved or suspended anthropogenic contaminants, from the built environment is a principal contributor to water quality impairment of waterbodies. Stormwater runoff from urban sources, including roadways, carries pollutants such as volatile organics.

Recommended Avoidance, Minimization, and Mitigation Opportunities:
-Reduce the impact of pollution runoff from construction activities.
-Use best management practices to control erosion, sediment release, and stormwater surface runoff to minimize adverse impacts on water resources.
-Identify and quantify incremental and cumulative impacts on water quality as a result of the past, present, and reasonably foreseeable actions

-The drainage design should be a major part of planning for the project

Additional Comments (optional):

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 03/06/2020 by Monte Ritter, Southwest Florida Water Management District

Coordination Document:
To Be Determined: Further Coordination Required

Coordination Document Comments:
Depending upon the construction methods for the proposed reconstruction/rehabilitation bridge, the project may qualify for an exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for temporary and permanent water quality discharges to Outstanding Florida Waters identified as the Sarasota Bay Estuarine System and the additional effort to address Sovereign Submerged Land (SSL) issues. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

SSL Authorization needs to be addressed since the submerged lands have been determined to be owned by the State. Changes to Perpetual Easement # 21193 and 41315 have the potential to take a considerable amount of time.

Direct Effects
Identified Resources and Level of Importance:
The Environmental Screening Tool (EST) indicates this project is within 500-feet of Outstanding Florida Waters identified as the Sarasota Bay Estuarine System. The bottomlands have been determined to be classified as sovereign submerged lands (SSL) and the existing bridge is associated with Public Easement # 21193 with State Road Department as the easement holder and Easement # 41315 with the City of Sarasota as the easement holder. Impacts to wetlands will require meeting the criteria addressed in Chapter 18-21, F.A.C. and may require a modification to the existing easement.

The EST also indicates the proposed bridge reconstruction/rehabilitation project lies within 500 feet of the following Florida Department of Environmental Protection (FDEP) watersheds (WBIDs):
- Ringling Causeway (WBID 1968BA)
- Lido Key (WBID 1954)
- Sarasota Bay (WBID 1968C)
- Sarasota Bay (WBID 1968B)

An approximate (graphical) location of these four (4) WBIDs can be viewed within the EST. WBIDs 1968BA, 1954, 1968C and 1968B are not listed for nutrient related impairments by FDEP. Additional comments (by the SWFWMD) on impaired waters can be found in the Water Quality & Quantity section of the EST.

Comments on Effects to Resources:
The proposed bridge reconstruction/rehabilitation project has the potential to result in water quality impacts to Outstanding Florida Waters, as a result of undertreated or untreated stormwater runoff during and after construction.

The bottom lands have been determined to be titled to the State of Florida. A Sovereign Submerged Land (SSL) Authorization from the Board of Trustees (BOT) will need to be obtained or the existing authorization will need to be modified to account for the changes along (SR 789) John Ringling Boulevard.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Additional Comments (optional):
Depending upon the construction methods for the proposed reconstruction/rehabilitation bridge, the project may qualify for an

exemption under Rule 62-330.051(4)(e), Florida Administrative Code (F.A.C.), a General Permit under Rule 62-330.443, F.A.C.; or an Individual Permit under Rule 62-330.054, F.A.C.

The SWFWMD has assigned a Degree of Effect (DOE) based on the potential need for increased coordination or effort associated with the SWFWMD's proprietary or regulatory interests and obligations. For this project, a DOE of "Moderate" was assigned to this issue due to the present belief that future ERP permitting is expected to be non-routine for temporary and permanent water quality discharges to Outstanding Florida Waters identified as the Sarasota Bay Estuarine System and the additional effort to address Sovereign Submerged Land (SSL) issues. However, the expected permitting effort by FDOT should be straight forward and a normal effort is expected on the part of SWFWMD's regulatory staff.

SSL Authorization needs to be addressed since the submerged lands have been determined to be owned by the State. Changes to Perpetual Easement # 21193 and 41315 have the potential to take a considerable amount of time.

CLC Recommendations:

Indirect Effects
Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Recommendations

There are no general project recommendations identified for this project in the EST.

Anticipated Permits

Permit	Type	Comments	Assigned By	Date
Section 404 - Individual or General	USACE		FDOT District 1	11/25/19
Bridge Permit	USCG		US Coast Guard	02/28/20
National Pollutant Discharge Eliminated System	FDEP		FDOT District 1	11/25/19
Environmental Resource Permit	Water		FDOT District 1	11/25/19

Permitting Timetable

Federal Permitting Agencies identified are also Co-operating Agencies for the development of this project. Permit application occurs when design plans are developed with sufficient engineering detail to support a complete permit application. This is expected to occur within one year FEIS/ROD approval and Location Design Concept Approval for the selected alternative, unless otherwise agreed upon during project development.

Anticipated Technical Studies

Technical Study Name	Type	Comments	Assigned By	Date
Location Hydraulics Report	ENGINEERING		FDOT District 1	11/25/2019
Bridge Hydraulic Report	ENGINEERING	(potentially)	FDOT District 1	01/22/2020
Noise Study Report	ENVIRONMENTAL		FDOT District 1	11/25/2019
Cultural Resource Assessment Survey Report	Other		FDOT District 1	11/25/2019
Water Quality Impact Evaluation	Other		FDOT District 1	11/25/2019
Utility Assessment Technical Memorandum	ENGINEERING		FDOT District 1	11/25/2019
Section 4(f) Determination of Applicability	ENVIRONMENTAL	[Form No. 650-050-45]	FDOT District 1	01/22/2020
Natural Resources Evaluation (NRE)	ENVIRONMENTAL		FDOT District 1	11/25/2019
Essential Fish Habitat Assessment	ENVIRONMENTAL		FDOT District 1	04/30/2020
Public Involvement Plan	ENVIRONMENTAL		FDOT District 1	11/25/2019
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 1	11/25/2019
Conceptual Stage Relocation Plan	ENVIRONMENTAL	(potentially)	FDOT District 1	01/22/2020

Class of Action

Potential for Significant Impacts? *

Issues/Resources	Sig	Sig?	NoSig	NoInv	NoIm	Comments

*** Potential Impact Determination:** Sig = Significant Impact; Sig? = Question of Significance; NoSig = No Significant Impact; NoInv = No Involvement, Resource is absent; NoIm = No Impact

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Type 2 Categorical Exclusion	Section 4(f) Evaluation Section 106 Consultation Endangered Species Assessment Consultation	FDOT Office of Environmental Management	US Coast Guard	US Army Corps of Engineers

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Gwen G. Pipkin	FDOT District 1	ACCEPTED	06/17/2020	FDOT DEA

Comments:
Of the 21 issues examined for the project as part of the latest Preliminary Programming Screen Summary Report (published on April 30, 2020), the following Summary Degrees of Effect (DOE) were assigned:

N/A / No Involvement - 1 issue
None - No issue
Enhanced - 1 issue
Minimal - 9 issues
Moderate - 10 issues
Substantial - No issue

Reasons for the assigned DOE of Moderate to the 10 issues are described below. A supporting statement for the recommended Class of Action is also included.

Aesthetic Effects: The existing bridge does not meet minimum navigation or splash zone clearance requirements. Depending on the bridge alternative selected, viewsheds of the area may be altered. There a higher bridge design will likely be chosen which may impact certain viewsheds. Input from residents and business owners will be solicited regarding design preferences related to aesthetics.

Section 4(f) Potential: There are several parks and recreational facilities within the 200-foot project buffer and potential National Register-eligible cultural resources [recorded, unrecorded, or unknown] that would need to be evaluated by the State Historic Preservation Officer (SHPO)]. No comprehensive Cultural Resource Assessment Survey (CRAS) has been conducted for the project corridor. The proposed project improvements will be designed to minimize right-of-way acquisition and, therefore, potential impacts to identified Section 4(f) resources. A Section 4(f) Determination of Applicability Form [Form No. 650-050-45] will be included in the Project Development and Environment (PD&E) Study scoping recommendations for this project.

Historic and Archaeological Sites: No systematic survey has been conducted for the project corridor. There are potential National Register-eligible cultural resources [recorded, unrecorded, or unknown] within proximity to the project. The project will be designed to avoid, minimize, or mitigate any potential adverse effects to identified cultural resources. A Cultural Resource Assessment Survey, including a submerged (remote sensing) CRAS, will be included in the PD&E Study scoping recommendations for this project.

Recreation Areas: Recreation areas/features within the 200-foot project buffer include: two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], one OGT paddling trail opportunity [Paddle Sarasota Blueway], two local park/recreational facilities [Bird Key Park South/Bird Key Park], and one National Park Project [West MURT Bird Key/Coon Key Phase I]. Access to and enjoyment of these noted features could temporarily be impacted during project construction. The project will be designed to avoid, minimize, or mitigate any potential adverse effects to identified recreational areas/features.

Wetlands and Surface Waters: The National Wetlands Inventory reports 11.97 acres (30.38%) of estuarine wetlands and 0.19 acres (0.49%) of palustrine wetlands within the 200-foot project buffer. Two other surface waters, Sarasota Bay and the Gulf of Mexico, are also present on both sides of the project area. There are no mitigation bank service areas present in the project area; the nearest mitigation bank service areas are Mangrove Point and Braden River, which are located approximately 6.4 miles northeast of the project. While the proposed improvements are anticipated to be constructed primarily within existing right-of-way, additional right-of-way may be necessary for stormwater retention and treatment. A Natural Resources Evaluation will be included in the PD&E Study scoping recommendations for this project.

Water Quality and Quantity: The project corridor and 200-foot project buffer occur within the watershed of one verified impaired water: Sarasota Bay. Also present within the 200-foot project buffer are several SWFWMD permits, one NPDES Stormwater Permit, two EPA National Pollutant Discharge Elimination Systems, one EPA Water Quality Data Monitoring Station, the Surficial Aquifer System [a principal aquifer of the State of Florida], and a recharge area of the Floridan Aquifer. A Storm Water Pollution Prevention Program will be implemented (as required by the National Pollutant Discharge Elimination System permit) to control the effects of stormwater runoff during construction. A Water Quality Impact Evaluation will be included in the PD&E Study scoping recommendations for this project.

Wildlife and Habitat: Several protected and/or rare species have the potential to occur within the project area. Habitat supporting these species is additionally present. Avoidance and minimization measures will be implemented for the noted species to the greatest extent practicable. FDOT will coordinate with FWC and FWS to address potential project impacts to each identified listed species. A Natural Resources Evaluation, including an Essential Fish Habitat (EFH) Assessment, will be included in the PD&E Study scoping recommendations for this project.

Coastal and Marine: The project corridor occurs within the Sarasota Bay Estuary Drainage Area and is associated with waterbodies along the Florida coastline, including Sarasota Bay and the Gulf of Mexico. Environmentally sensitive shorelines and lands protected under the Submerged Lands Act are additionally present. The project is also located within a coastal county pursuant to the Coastal Zone Management Act (CZMA); additional interagency coordination associated with the CZMA noticing requirements is anticipated. The project will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to downstream coastal and marine habitats. A Natural Resources Evaluation, including an EFH Assessment, will be included in the PD&E Study scoping recommendations for this project.

Name	Agency	Review Status	Date	ETDM Role
Navigation: The project crosses navigable waterways [Sarasota Bay and the Gulf of Mexico]. A USCG Bridge Questionnaire, and possibly a Navigation Impact Report, will be included in the PD&E Study scoping recommendations for this project. Special Designations: The Sarasota Bay Estuarine System is an Outstanding Florida Water (OFW) and is located within the 200-foot project buffer. No Aquatic Preserves, Scenic Highways, or Wild and Scenic Rivers are within the 200-foot project buffer. As part of the PD&E Study, FDOT District One will continue to conduct agency coordination and research to further address potential project-related impacts. All pertinent technical studies will be performed in accordance with the PD&E Manual, and preliminary measures will be established to offset unavoidable impacts. The project is identified in local and state plans and will address the structural integrity and operational deficiencies of the SR 789 (Ringling) Bridge. For these reasons, FDOT District One recommends a Type 2 Categorical Exclusion (Type 2 CE) as the appropriate Class of Action for this project.				
Harrison Garrett	FDOT Office of Environmental Management	ACCEPTED	07/02/2020	Lead Agency ETAT Member

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated 12/14/2016 and executed by FHWA and FDOT.

Issue Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Appendices

Preliminary Environmental Discussion Comments

Social and Economic

Social

Analysis Area

Areas: Alternative 1

Degree of Effect: Enhanced

The project segment of SR 789 (Little Ringling) bridge borders one U.S. Census Designated Place, Sarasota. The project area primarily consists of residential with some recreational land uses. Community features within the 500-foot project buffer include: two homeowner and condominium associations, one group care facility [nursing home], one marina, two local parks / recreation facilities [Bird Key Park South / Bird Key Park], one National Park Project [West MURT Bird Key / Coon Key Phase I], two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and one OGT paddling trail opportunity [Paddle Sarasota Blueway]. Compared to the demographic characteristics for Sarasota County, the 500-foot project buffer contains a lower percentage of African American, Hispanic, and Other Race individuals, a notably higher percentage of individuals age 65 and over, a slightly lower percentage of individuals under the age of 18, a lower percentage of housing units with no vehicle available, and a significantly higher median family income [$82,505 more]. Limited English Proficiency (LEP) accommodations will not be required during public involvement efforts of the Project Development phase as less than one percent or 11 persons within the census block groups containing the project corridor "speak English less than very well". No neighborhood division or social isolation is expected to occur as a result of the project. Minor impacts on the social environment as a result of the project are anticipated given that access to proximate residences and recreational features could temporarily be affected during project construction. However, in the long term, the proposed improvements to SR 789 (Little Ringling) bridge are intended to enhance the overall social fabric and cohesion of the community by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club). It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study. A Public Involvement Plan will be included in the Project Development and Environment Study scoping recommendations.

Economic

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

The project area primarily consists of residential with some recreational land uses. According to the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan], the area surrounding the project corridor is expected to consist primarily of single family (very low density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. A business of the area includes Sarasota Yacht Club, located adjacent to the western bridge approach on the southern side. SR 789 (John Ringling Boulevard / John Ringling Causeway), which includes the bridge, not only carries local traffic to and from communities in the area but it also serves as a primarily link between downtown Sarasota and St. Armand's Circle [a major shopping and dining destination of the area]. By increasing the operational capacity along the corridor, the proposed project is intended to enhance the economic vitality of the area by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between downtown Sarasota and the beaches. However, due to the fact that access to/from downtown Sarasota and the beaches may temporarily be affected during project construction, minimal economic impacts are anticipated. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

Land Use Changes

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

The project segment of SR 789 (Little Ringling) bridge borders one U.S. Census Designated Place, Sarasota. The project area primarily consists of residential with some recreational land uses. According to the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan], the area surrounding the project corridor is expected to consist primarily of single family (very low density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. The project is anticipated to accommodate existing and proposed development within the area. For these reasons, minimal impacts or changes to proximate land uses are anticipated as a result of the project. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

Mobility

Analysis Area

Areas: Alternative 1

Degree of Effect: Enhanced

Located in the northwest quadrant of Sarasota County, the SR 789 (John Ringling Boulevard / John Ringling Causeway) corridor (which includes the bridge) serves as the primary east-west connection between downtown Sarasota and St. Armand's Key and Lido Key. SR 789 (John Ringling Boulevard / John Ringling Causeway) not only carries local traffic to and from communities in the area but also serves as a primarily link between downtown Sarasota and St. Armand's Circle [a major shopping and dining destination of the area]. Additionally, the corridor serves as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota. The existing bridge has four twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridge. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists as observed on a March 28, 2019 field review. Other mobility related features within the vicinity of the project corridor include two bus transit routes [Sarasota County Area Transit Routes 4 and 18], two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and one OGT paddling trail opportunity [Paddle Sarasota Blueway]. Overall, the proposed project intends to enhance mobility by 1) evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club) and 2) enhancing emergency evacuation and response times through improved operational capacity. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

Aesthetic Effects

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

The project area primarily consists of residential with some recreational land uses. According to the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan], the area surrounding the project corridor is expected to consist primarily of single family (very low density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. Overall, the proposed project appears to be consistent with the future land use vision and aesthetic character of the corridor as the improvements intend to enhance safety conditions and the visual appeal of the bridge and corridor with the inclusion of multimodal facilities. However, given that viewsheds of the area may be altered depending on the bridge alternative selected, moderate involvement regarding aesthetic effects is anticipated. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

Relocation Potential

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

The project area primarily consists of residential with some recreational land uses. Existing right-of-way along the project corridor is between 90-100 feet in width. SR 789 (John Ringling Boulevard / John Ringling Causeway), which includes the bridge, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO). Encroachment into surrounding

parcels (if necessary) will be coordinated with the appropriate property owners. Specific right-of-way requirements will be determined during the Project Development and Environment Study. For these reasons, minimal involvement regarding relocation potential is anticipated. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study. A Conceptual Stage Relocation Plan may be included in the Project Development and Environment Study scoping recommendations.

Farmlands

Analysis Area

Areas: Alternative 1

Degree of Effect: N/A / No Involvement

There are no agricultural lands or soils classified as Farmlands of Unique Importance reported within the 200-foot project buffer. In addition, the project occurs within the Sarasota-Bradenton Urbanized Area, and the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan] shows that the project area will continue to support residential and recreational land uses with some community office/institutional and metropolitan/regional [retirement center] activities. Therefore, no involvement regarding farmlands is anticipated.

Cultural and Tribal

Section 4(f) Potential

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

Potentially protected Section 4(f) resources within the 200-foot project buffer include two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], one OGT paddling trail opportunity [Paddle Sarasota Blueway], and two local parks / recreation facilities [Bird Key Park South / Bird Key Park]. A potential Section 6(f) resource within the 200-foot project buffer includes one National Park Project [West MURT Bird Key / Coon Key Phase I]. Additionally, there are potentially eligible National Register of Historic Places resources within the project vicinity. Moderate involvement regarding Section 4(f), as well as Section 6(f), potential is anticipated due possible impacts on access to proximate public recreational features, the present National Park Project, and the known and potential presence of additional historic cultural resources within the vicinity of the project corridor. A Section 4(f) Determination of Applicability [Form No. 650-050-45] will be included in the Project Development and Environment Study scoping recommendations.

Historic and Archaeological Sites

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

A review of the Florida Master Site File (FMSF) data indicates that the northbound and southbound spans of the SR 789 (Little Ringling) bridge [Structure Numbers 170022 and 170951] were recorded and determined to be National Register of Historic Places (National Register)-ineligible in 2011. An updated FMSF form will likely be required to document the current conditions of the spans and confirm the previous evaluation. No other previously recorded historic resources or archaeological sites are within the 500-foot project buffer of SR 789 (Little Ringling) bridge. No comprehensive cultural resource assessment survey that meets current standards or that addresses potential resources within new alternative alignments has been conducted. Property appraiser data suggests the potential for several unrecorded historic resources to be within the viewshed of any potential new alignments. Based on this and the potential for new alternative alignments, moderate involvement regarding cultural resources is anticipated. A Cultural Resource Assessment Survey will be included in the Project Development and Environment Study scoping recommendations.

Recreational and Protected Lands

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

The following recreation areas/features are reported within the 200-foot project buffer: two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], one OGT paddling trail

opportunity [Paddle Sarasota Blueway], two local parks / recreation facilities [Bird Key Park South / Bird Key Park], and one National Park Project [West MURT Bird Key / Coon Key Phase I]. Another recreational feature reported within the project vicinity includes the Sarasota Yacht Club. Due to temporary impacts on access to and enjoyment of the noted amenities during project construction, moderate involvement regarding recreation areas is anticipated.

Natural

Wetlands and Surface Waters

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

The National Wetlands Inventory reports 12.21 acres (30.39%) of estuarine wetlands and 0.19 acres (0.49%) of palustrine wetlands within the 200-foot project buffer. The SWFWMD 2011 database does not report any wetlands within the same designated area. There are no mitigation bank service areas present in the project area. Mangrove Point and Braden River mitigation bank service areas are the nearest ones, which are located approximately 6.4 miles northeast of the project. Avoidance and minimization measures will be incorporated into the project's design, best management practices will be utilized during project construction activities, and compensatory mitigation will be provided for any adverse wetland impacts resulting from the proposed project improvements. Mitigation to offset wetland impacts can potentially be accomplished using the nearby Mangrove Point or Braden River mitigation banks. Further, any proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to nearby wetlands. While the proposed improvements are anticipated to be constructed primarily within existing right-of-way, additional right-of-way may be necessary for stormwater retention and treatment. Moderate involvement regarding wetland resources is anticipated due to the presence of wetlands and other surface waters throughout the corridor, particularly those wetlands that exist in close proximity to the proposed right-of-way. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Water Resources

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

The watershed of one verified impaired water, Sarasota Bay [WBID 1968B (impaired for bacteria in shellfish)], occurs within the 200-foot project buffer. In addition, the Sarasota Bay Estuarine System Outstanding Florida Water (OFW) is located within the 200-foot project buffer. Also present within the 200-foot project buffer are several SWFWMD permits [including 9 Environmental Resource Permits, one Water Use Permit, and three Well Construction Permits]; one limited use drinking water well; one National Pollutant Discharge Elimination System (NPDES) Stormwater Permit; the Surficial Aquifer System [a principal aquifer of the State of Florida]; and a recharge area of the Floridan Aquifer. Stormwater runoff from SR 789 (John Ringling Boulevard / John Ringling Causeway), which includes the bridge, is currently collected and treated by linear ditches and swales within the existing right-of-way or sheet flows across the vegetated shoulders before offsite conveyance. This runoff is ultimately discharged into the Gulf of Mexico via existing cross drains or depressional areas. Specifically, stormwater is conveyed directly to the Gulf of Mexico in both directions along the SR 789 (Little Ringling) bridge. Any stormwater management system for the project will meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies, including impaired waters; the design will make every effort to maximize the treatment of stormwater runoff from the proposed roadway improvements. Additionally, best management practices will be employed during project construction activities. A Storm Water Pollution Prevention Program (SWPPP) will also be implemented (as required by the NPDES permit) to control the effects of stormwater runoff during construction. For these reasons, minimal involvement regarding water quality and quantity resources is anticipated. A Water Quality Impact Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Floodplains

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

Based on FEMA's most recent Digital Flood Insurance Rate Map (DFIRM), 38.62 acres (100%) of the 200-foot project buffer occur within the 100-year floodplain [29.82 acres (77.20%) of Flood Zone AE and 8.81 acres (22.80%) of Flood Zone VE]. Moderate

involvement regarding floodplain resources is anticipated due to the extent of 100-year floodplain reported within the project area and potential issues associated with providing floodplain compensation. A Location Hydraulic Report and potentially a Bridge Hydraulic Report will be included in the Project Development and Environment Study scoping recommendations.

Protected Species and Habitat

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

The 200-foot project buffer occurs within the Sarasota Bay Ecosystem Management Area, FWS Consultation Areas for the Florida scrub jay, West Indian manatee, and piping plover; FWS Service Area for the Florida scrub jay; Rare Range for the Florida black bear; and Core Foraging Areas of at least three active wood stork colonies. Two All Year FWC State Manatee Protection Zones also exist within the 200-foot project buffer. No designated critical habitat for any federally-listed species occurs within the 200-foot project buffer; however, additional assessment will be required to determine the presence and quality of potential habitat (especially for the Florida scrub jay, West Indian manatee, piping plover, and wood stork) as well as the need for consultation with the FWS. Due to the proposed improvements, the presence of wildlife and habitat resources within the project vicinity, and the potential need for future agency coordination regarding the noted listed species, moderate involvement regarding wildlife and habitat resources is anticipated. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Coastal and Marine

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

Approximately 26.86 acres (66.86%) of the 200-foot project buffer occur within the Sarasota Bay Estuarine Drainage Area. In addition, approximately 3029.45 linear feet of environmentally sensitive shorelines are present within the project area, including fine-to-medium-grained sand beaches and mixed sand and gravel beaches. Further, 14.54 acres (36.19%) of the 200-foot project buffer area are protected under the Submerged Lands Act. The project is located within a coastal county pursuant to the Coastal Zone Management Act (CZMA) and crosses Sarasota Bay and the Gulf of Mexico. Therefore, additional interagency coordination associated with the CZMA noticing requirements is anticipated. The project will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to downstream coastal and marine habitats. Moderate involvement regarding coastal and marine resources is anticipated due to the proposed improvements and the presence of these resources within the project vicinity. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

Physical

Noise

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

The project area primarily consists of residential with some recreational land uses. Community features reported within the 200-foot project buffer that may be sensitive to noise and vibration effects include: two homeowner and condominium associations, one group care facility [nursing home], one marina, two local parks / recreation facilities [Bird Key Park South / Bird Key Park], one National Park Project [West MURT Bird Key / Coon Key Phase I], two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and one OGT paddling trail opportunity [Paddle Sarasota Blueway], and potential historic features. There are no eye clinics, laser facilities, hospitals, healthcare facilities, or religious centers within proximity to the project. Increased noise levels during construction and presumable noise level increases from higher traffic volumes as a result of improved operational conditions along SR 789 (Little Ringling) bridge could have impacts on nearby residences and recreational features. However, due to the relatively low number of sensitive noise receptors within proximity to the project, potential noise and vibration related impacts are anticipated to be minimal. A Noise Study Report will be included in the Project Development and Environment Study scoping recommendations.

Air Quality

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

The project is not located within a USEPA-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards; therefore, the Clean Air Act conformity requirements do not currently apply to this project. Minimal, localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction; however, no permanent effects to air quality are anticipated.

Contamination

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

No potential sources of contamination are reported within the 200-foot project buffer. However, given the presence of a marina within proximity to the project, unreported sources of subsurface contamination could potentially exist. For this reason, minimal involvement regarding contamination is anticipated. A Contamination Screening Evaluation Report will be included in the Project Development and Environment Study scoping recommendations.

Infrastructure

Analysis Area

Areas: Alternative 1

Degree of Effect: Moderate

One USEPA water quality data monitoring station and one limited use drinking water well occur within the 200-foot project buffer. Power lines are present and are predominantly located in the median on the west side of the corridor. Streetlights are additionally present throughout the corridor on both sides as well as located on the two bridge spans. Utility cabinet boxes/equipment are located near the eastern bridge approach. Due to potential conflicts with existing infrastructure and the possible need for utility relocations [and any required additional right-of-way], moderate involvement regarding infrastructure-related features is anticipated. A Utility Assessment Technical Memorandum will be included in the Project Development and Environment Study scoping recommendations.

Navigation

Analysis Area

Areas: Alternative 1

Degree of Effect: N/A / No Involvement

Although the project corridor crosses Sarasota Bay and the Gulf of Mexico, neither of these waterbodies are navigable at this location; therefore, no involvement regarding navigation is anticipated.

Special Designations

Special Designations: Outstanding Florida Waters

Analysis Area

Areas: Alternative 1

Degree of Effect: Minimal

The Sarasota Bay Estuarine System Outstanding Florida Water (OFW) is located within the 200-foot project buffer. Avoidance and minimization measures will be incorporated into the project's design, best management practices will be utilized during project construction activities, and compensatory mitigation will be provided for any adverse impacts to this OFW resulting from the proposed project improvements. Mitigation to offset impacts can potentially be accomplished using the nearby Mangrove Point or Braden River mitigation banks. Further, any proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to the Sarasota Bay Estuarine System OFW. While the proposed improvements are anticipated to be constructed primarily within existing right-of-way, additional right-of-way may be needed for stormwater retention

and treatment. Based on the foregoing, minimal involvement regarding this specially designated resource is anticipated.

Special Designations: Aquatic Preserves

Analysis Area

Areas: Alternative 1

Degree of Effect: N/A / No Involvement

No designated Aquatic Preserves are reported within the 200-foot project buffer; therefore, no involvement regarding this specially designated resource is anticipated.

Special Designations: Scenic Highways

Analysis Area

Areas: Alternative 1

Degree of Effect: N/A / No Involvement

The project is not located along, nor does it intersect, any designated Scenic Highway; therefore, no involvement regarding this specially designated resource is anticipated.

Special Designations: Wild and Scenic Rivers

Analysis Area

Areas: Alternative 1

Degree of Effect: N/A / No Involvement

No designated Wild and Scenic Rivers or waters that are part of the Nationwide Rivers Inventory (NRI) are reported within the 200-foot project buffer; therefore, no involvement regarding this specially designated resource is anticipated.

Advance Notification Comments

FL Department of Agriculture and Consumer Services Comment --
No additional comment

--Brian Camposano, 3/8/2020

No response

US Army Corps of Engineers Comment --
See direct effects, and indirect or cumulative effects for wetlands and navigation

--Cynthia Ovdenk, 3/9/2020

No response

GIS Analyses

Since there are so many GIS Analyses available for Project #14384 - SR 789 (Ringling) Bridge Reconstruction/Rehabilitation, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

http://etdmpub.fla-etat.org/est/index.jsp?tpID=14384&startPageName=GIS%20Analysis%20Results

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 07/30/2020 by Amanda Chornoby Milestone** is selected. GIS Analyses snapshots have been taken for Project

#14384 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

There are no attachments for this project.

Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the topic in relationship to the project, or the topic is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The topic is present, but the project will have no impact on the topic; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The *None* degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Issue (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Issue Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Issue resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding topic for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Project-Level Hardcopy Maps

No Project-Level Hardcopy Maps Available.