

**FINAL ENVIRONMENTAL IMPACT STATEMENT
MITIGATION STATUS AND COMMITMENT COMPLIANCE
PROJECT RE-EVALUATION**

ADDRESSED
PENDING/ONGOING

2/24/2017 9:52

COMMITMENT		ACTION BY WHOM	STATUS	REMARKS
Item #	Description			
SECTION VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE				
1	The City will elicit input from the community at one or more City Council meetings regarding the lighting and visual aspects of the bridge and landscaping for the project. Visual treatments for the bridge design, such as concrete cap shapes, colors, surface finishes, or decorative features (e.g., lighting or decorative ironwork) will be finalized or selected during detailed design and after consideration of public input.	D/B TEAM	COMPLETE-DESIGN COMPLIES	THE CITY HAS BEEN SOLICITING INPUT ON THE PROJECT VIA THEIR WEBSITE AND HELD A PUBLIC MEETING 3/26/14 FOR SAME. THE RFP HAS INCLUDED THE RESULTS OF THAT INPUT
2	Several permits and other actions will require coordination with the following agencies during the design phase: U.S. Army Corps of Engineers Permit under section 404 of the Clean Water Act, U.S. Coast Guard Permit for the construction of bridges crossing navigable waters of the United States, Florida Department of Environmental Protection National Pollutant Discharge Elimination System (NPDES) permit to control and minimize potential water quality impacts generated by construction operations and an authorization for construction or use on, over, or under submerged lands owned by the State, South Florida Water Management District Individual Environmental Resource Permit (ERP) water Use permit for dewatering, An ERP will also provide Water Quality Certification, as required by the Clean Water Act Section 401, Florida Fish and Wildlife Conservation Commission: Relocation permit for gopher tortoises and their commensal species and Florida Department of Transportation right of way Utilization Permit from FDOT for a connection to US-1 and for drainage work in FDOT rights of way.	D/B TEAM	CITY HAS SUBMITTED PERMITS	D/B TEAM WILL NEED TO ACQUIRE PERMIT MODIFICATIONS IF NECESSARY AND PROCURE PERMITS THE CITY DID NOT YET RECEIVE
3	The USCG determined that the clearances for the new bridges over the NFSLR and the North Coral Reef Waterway must meet or exceed those of the downstream (and controlling elevation) Port St. Lucie Boulevard Bridge. Those clearances are 18.6 feet vertically and 75.5 feet horizontally.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
4	Prior to construction, a site specific assessment including soil and groundwater testing will be performed to further define the nature and extent of contamination and, if necessary, to evaluate avoidance or remediation options.	CITY	PHASE ONE REPORT	D/B TEAM WILL DO ADDITIONAL ASSESSMENTS AND INVESTIGATION IF WARRANTED BY PHASE ONE REPORT
5	Bridge piers in the water will be oriented to avoid restriction of water movement and to maximize the River's hydraulic section.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	THE CITY HAS INCLUDED THIS IN THE CONCEPT PLANS
6	Maintenance of traffic and sequence of construction will be planned and scheduled to minimize delays throughout the project. In addition, local news media will be notified in advance of road closings and other construction related activities. Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling.	D/B TEAM	ONGOING	CEI WILL PROVIDE NOTIFICATIONS AND COORDINATION VIA PIO

COMMITMENT		ACTION BY WHOM	STATUS	REMARKS
Item #	Description			
7	The suburban typical section west of Manth lane will include a wide area of green space with 8 foot meandering sidewalks along both sides of the roadway. The green space will include berms to aid in buffering the adjacent residential areas from the roadway. Bicycles will be accommodated by a 5 foot designated bicycle lane within the outside shoulder on both sides of the roadway. The urban typical section between the bridge and US-1 will accommodate pedestrians with 8 foot sidewalks on both sides of the roadway, and bicycles will be accommodated with a 5 foot designated bicycle lane adjacent to the outside travel lanes along both sides of the roadway. The bridge typical section will accommodate pedestrians with a 6 foot sidewalk and a 5 foot bicycle lane/paved shoulder on each side of the roadway. The bicycle lane/ paved shoulder and sidewalk will be separated by a traffic barrier between them.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	THE CITY HAS INCLUDED THIS IN THE CONCEPT PLANS
8	Landscaping within the right of way will incorporated where space and safety allows.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	THE CITY HAS INCLUDED THIS IN THE CONCEPT PLANS
9	To improve traffic and pedestrian safety, a signal at the major intersection of Floresta Drive and a signalized pedestrian control at the major intersection of Floresta Drive will be provided.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	THE CITY HAS INCLUDED THIS IN THE CONCEPT PLANS
10	An addendum to the EFH Assessment will be prepared during the design phase. The addendum will include detailed impacts to EFH, assurance the compensatory mitigation plan has been completed, and amended responses to the CR, if necessary.	City of PSL /ACP	COMPLETE AND APPROVED	NMFS GAVE CONCURRENCE 1/5/15
11	Prior to construction, the City in coordination with FDOT will conduct a site-specific survey to determine the presence of bald eagle nests in or near the construction area. Additional coordination will be conducted with USFWS and FWC should any new nests be identified that would be impacted by the project.	D/B TEAM	COMPLETE	PRE-CONSTRUCTION BALD EAGLE NEST SURVEY COMPLETED. ACTIVE NESTS ARE BEYOND THE 660-FOOT DISTANCE REQUIRED BY USFWS AND FWC.
12	Prior to construction, the City in coordination with FDOT will conduct a site-specific survey to determine if gopher tortoises are present within the construction zone/right of way and within 25 feet of any other construction-related activity (i.e., ponds, staging areas etc.).If active gopher tortoise burrows are identified, the City will coordinate with FWC to relocate the gopher tortoises and commensal species.	D/B TEAM	WESTERN PROJECT LIMITS COMPLETE; EASTERN LIMITS PENDING	FWC PERMITTED GOPHER TORTOISE RELOCATION COMPLETE FROM MANTH LANE TO CORAL REEF STREET.

COMMITMENT		ACTION BY WHOM	STATUS	REMARKS
Item #	Description			
13	Prior to construction, the City in coordination with the FDOT will conduct a site specific survey to determine if any gopher frogs are present within the area of the Preferred Alternative. The gopher frogs will be relocated as part of the gopher tortoise relocation effort.	D/B TEAM	WESTERN PROJECT LIMITS COMPLETE; EASTERN LIMITS PENDING	SURVEY COMPLETE FROM MANTH LANE TO CORAL REEF STREET - NO GOPHER FROGS IDENTIFIED
14	The contractor will be required to follow the National Marine Fisheries Service "Sea Turtle and Smalltooth Sawfish Construction Conditions "during all construction activities.	D/B TEAM	ON-GOING	CONTRACTOR COMMITTED TO FOLLOWING SEA TURTLE AND SAWTOOTH SAWFISH CONSTRUCTION CONDITIONS
15	The contractor will be required to follow the "Standard Protection Measures for the Eastern Indigo Snake" during all construction activities.	D/B TEAM	ON-GOING	CONTRACTOR COMMITTED TO FOLLOWING STANDARD PROTECTION MEASURES FOR THE EASTERN INDIGO SNAKE
16	The contractor will be required to follow the "Standard Manatee Protection Measures "during bridge construction.	D/B TEAM	ON-GOING	CONTRACTOR COMMITTED TO FOLLOWING STANDARD MANATEE PROTECTION MEASURES DURING BRIDGE CONSTRUCTION
17	The mitigation measures and other provisions described in the Memorandum of Understanding dated April 26, 2010 and updated on March 13, 2014 between the City of Port St. Lucie and DEP, and the Memorandum of Agreement dated July 27, 2010 between the City of Port St. Lucie and St. Lucie County will be followed.	CITY	ON-GOING	THE MOU DESCRIBING MITIGATION MEASURES TO BE FOLLOWED HAS BEEN COMMITTED TO
18	The City has committed to build a bridge over the North Fork St. Lucie River Aquatic Preserve (AP) and the Savannas Preserve State Park (SPSP) using a top down method, or construction from temporary platforms, trestles or similar methods to avoid impacts to the maximum extent practicable. The top down construction method constructs a bridge span from a previously completed span. Construction from temporary platforms, trestles or other similar methods constructs a work platform known as a "trestle". One of these methods will be employed to avoid and minimize potential impacts to environmentally- sensitive resources.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
19	On the east side of the NFSLR, construction staging and construction site access will be limited to the footprint of the bridge approach roadway.	D/B TEAM	PENDING	NO CONSTRUCTION /FILL OUTSIDE DEP EASEMENT
20	Residences were identified as the only land use sensitive to vibration during construction. During final design, vibration sensitive sites will be confirmed and if it determined that provisions to control vibration are necessary, the construction provisions will be modified as needed.	D/B TEAM	PENDING	CITY HAS CONFIRMED THAT RESIDENCES ARE THE ONLY VIBRATION SENSITIVE SITES ALONG THE CORRIDOR
21	Retaining wall and/or MSE walls will be used to minimize the right of way needed. Sloped bridge approaches will not be used.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	THE CITY HAS INCLUDED THIS IN THE CONCEPT PLANS

COMMITMENT		ACTION BY WHOM	STATUS	REMARKS
Item #	Description			
22	To mitigate for noise impacts, noise barriers will be constructed for the Preferred Alternative at the noise-impacted locations contingent upon the following conditions: Subsequent to any significant design changes, the noise analysis conducted during the final design continues to support the need, feasibility, and reasonableness for providing abatement: Community input during the design phase supporting the types, height and locations of the noise barriers is provided to the City, and the assessment of noise impact of noise barriers on billboards that may be affected has already been made and the billboards were found to be blocked by noise barriers. A final determination of impacted billboards will be made based on the final design vertical and horizontal alignments. Public involvement related to billboards will occur in accordance with Section 479.25, F.S.	D/B TEAM	ONGOING	CITY HAS CONDUCTED A DESIGN TRAFFIC NOISE STUDY
23	To reduce the impacts of the Preferred Alternative to wetlands, species habitats and essential fish habitat, the bridge typical section was reduced from 143 feet to 103 feet. Wetland impacts were reduced from 10.1 acres to 6.83 acres, a reduction of 3.27 acres. The reduced typical section also resulted in a reduction in wetland functional loss from 11.26 to 8.34 functional loss units (includes direct and indirect impacts) Upland impacts were reduced from 6.45 acres to 2.96 acres.	D/B/TEAM	ONLY IF DESIGN CHANGE REQUIRES EXTRA MITIGATION	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
24	No haul roads within the bridge easement will be used.	D/B TEAM	PENDING	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
25	The top down construction method, or construction methods from temporary platforms, trestles or other similar methods will use driven precast concrete pile supported or drilled shaft bent foundations (versus other types of excavated foundations) to reduce benthic impacts within the NFSLR. No water jetting will be allowed.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
26	Scuppers will not be used. All storm water runoff will be directed to a drainpipe mounted below the bridge which will convey runoff to the storm water management system.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
27	Contractors will use noise attenuation techniques during in-water construction (e.g. bubble curtains).	D/B TEAM	PENDING	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
28	Construction activities will be limited to timeframes that minimize disruption to wildlife.	D/B TEAM	ON-GOING	PERMITTING BY THE CITY INCLUDES THIS REQUIREMENT
29	In response to concerns expressed by USACE about geotechnical investigation in the natural habitat, the City will use specialized equipment, such as rubber tire mounted equipment, amphibious track rigs, rigs mounted on all-terrain vehicles, and tripod drill rigs, during geotechnical / soil investigations in sensitive habitats to minimize the impacts of drilling rigs.	D/B TEAM	BORING WILL TAKE PLACE FROM TEMPORARY TRESTLE	THE CITY HAS ELECTED TO HAVE THE D/B TEAM DO THE SOILS INVESTIGATION

COMMITMENT		ACTION BY WHOM	STATUS	REMARKS
Item #	Description			
30	Specialized lighting fixtures will be used to direct light onto the pavement (rather than lighting mounted on poles) to reduce light trespass into natural habitat and surrounding areas to the maximum extent practicable.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	CONCEPT PLANS AND PERMITTING BY THE CITY INCLUDE THIS REQUIREMENT
31	The St. Lucie County Long Range Transportation Organization will amend the Long Rang Transportation Plan to reflect current funding commitments prior to authorization of construction of the project and prior to approval of the next State Transportation Improvement Plan.	SLCTPO	COMPLETE	
32	Storm water management systems (ponds) have been located within the right of way or within already developed areas to avoid additional impacts to wetlands or other sensitive habitats.	D/B TEAM	DESIGN COMPLETE AND COMPLIES	CONCEPT PLANS COMPLY WITH THIS REQUIREMENT