US Army Corps of Engineers
BUILDING STRONG®

SAJ-2012-02348 (SP-AWP)

Posted 12/11/2012

ATTACHMENTS

Graphics

TO WHOM IT MAY CONCERN: The Jacksonville District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. §403) as described below:

APPLICANT: Florida Department of Transportation, District 3

Attn: Joy Giddens

1074 Highway 90

Chipley, Florida 32428

WATERWAY AND LOCATION: The project would affect waters of the United States associated with St. Joseph Bay. The project area extends along State Road (SR) 30A from SR 30E (Cape San Blas Road) to SR 30 (US 98), Port St. Joe, Gulf County, Florida. The project begins at Latitude 29.6861 North, Longitude 85.3091 West and ends at Latitude 29.7805 North, Longitude 85.3000 West.

Directions to the site are as follows: From the intersection of US 98 and SR 30A proceed south on SR 30A.

APPROXIMATE CENTRAL COORDINATES:

Latitude 29.7369

Longitude -85.3015

PROJECT PURPOSE:

Basic: Road

Overall: Milling and Resurfacing SR 30A, the widening of the traffic lanes to meet current safety standards, and the addition of roadside paved shoulders.

EXISTING CONDITIONS: The review of the aerial photographs for the SR 30A project location indicates that this segment of SR 30A is surrounded primarily by lowland forests and swamps to the east, St. Joseph Bay to the west, and small areas of business and residential development along the corridor. Along the west side of SR 30A, the coastline of St. Joseph Bay is generally within 0.25 to 0.5-mile of the roadway. The forests, wetlands, and open fields found on the east side of SR 30A are part of a vast expanse of forested acreage.

Residents and businesses are found scattered along the corridor, though not densely populated.

A review of the U.S. Fish and Wildlife National Wetlands Map was conducted to identify and classify the wetland areas.

Systems found adjacent to SR 30A	Estuarine
	Palustrine
Subsystems found adjacent to SR 30A	Intertidal
Classes found adjacent to SR 30A	Emergent
	Forested
Subclasses found adjacent to SR 30A	Persistent Plant Species
	Needle-Leaved Evergreen
Water Regimes found adjacent to SR 30A	Irregularly Flooded
	Saturated

Special Modifiers found adjacent to SR 30A	Partially Drained/ Ditched

The area from the edge of road to the right-of-way limits to SR 30A was divided into the

following 4 categories:

Wetland Areas:

Natural Wetland Systems: Extending from toe of slope to beyond limits of construction

Manmade Wet Ditches: Constructed road ditches with wetland emergent vegetation and periodic standing water (often tidally influenced)

Upland Areas:

- Other Surface Waters: Manmade dry ditches within upland areas which do not qualify for the swale definition

- Swales: Manmade swales with a top width to depth ratio of 6:1, side slopes equal to or greater than 3:1, has standing water only following a rainfall event, has stabilized vegetation, and shows no signs of erosion.

A review of the plan set indicates that the construction activities within the wetland areas associated with the SR 30A roadway improvements will result in the following amount of area of impact, volume of excavation, and volume of fill within wetland areas:

Wetland Areas	
Wetland Impact Area	0.192 acres
Wet Ditch Impact (Manmade)	1.552 acres
Volume of Fill	1213.8 cubic yards
Volume of Temporary Fill	425.0 cubic yards
Volume of Excavation	0 cubic yards

Volume of Temporary Excavation	0 cubic yards
Upland Areas	
Other Surface Waters(Dry Ditches with upland vegetation)	2.564 acres

PROPOSED WORK: The applicant seeks authorization to impact 1.74 acres of jurisdictional surface waters and wetlands to retrofit the existing roadway conditions to comply with current state safety standards. The proposed improvements to SR 30A include the following:

Milling and resurfacing of the existing roadway;

Widening the roadway to accommodate 12-foot travel lanes;

Construction of new 5-foot paved shoulders on each side of the roadway;

Removal of trees adjacent to the edge of pavement;

Extension of twelve (12) existing culverts along the segment;

General roadway maintenance to existing drainage ditches; and,

Miscellaneous related rehabilitation and maintenance safety improvements, as needed.

To reduce the impact to the environmentally sensitive areas, the widening will be conducted from the edge of the existing pavement to the toe of slope.

AVOIDANCE AND MINIMIZATION INFORMATION: The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment:

SR 30A currently exists as an undivided two-lane rural roadway with 10-foot travel lanes and no paved shoulders. Sections of the roadway have trees immediately adjacent to the edge of road. Rehabilitation of the existing roadway is being proposed to prevent the hazardous driving conditions that could impact the health and safety of area residents and individuals traveling on SR 30A.

The proposed improvements are part of an effort to retrofit the existing roadway conditions to comply with current state and federal safety standards. Current safety standards would require two 12-ft lanes with 5-ft paved shoulders and 3-ft grassed shoulders constructed at the existing grade. Because

the rehabilitation will include widening the roadway to standard 12-ft lanes and adding paved shoulders, impacts to existing wetlands cannot be avoided.

To reduce the wetland impacts to their greatest extent, the grassed shoulder was reduced to 1-ft; thereby eliminating 4-ft of impact on both sides of the roadway. In addition, the front slope for the roadside swales and ditches is designed to connect to the existing toe-of-slope while maintaining the design capacity for the flow characteristics. As a result, the wetland impact was minimized to the greatest extent feasible for this construction.

COMPENSATORY MITIGATION:

The applicant has provided the following explanation why compensatory mitigation should not be required:

To compensate for this impact, the following wetland benefits have been included in the design in lieu of compensatory mitigation:

The front slope of the existing swales and ditches has been designed to “tie-in” to the existing toe-of-slope to reduce wetland impact.

The roadway is constructed on fill with compacted front slopes. The wetland impact is within the area of the compacted front slopes.

The front slopes have been designed as a 1V on 3H to reduce the potential for erosion.

The design will maintain the capacity of the manmade swales and ditches currently located at the toe-of-slope which directs stormwater flow to discharge points; therefore the pre-post hydration of the wetlands will remain the same.

The bottom and back slope of the existing roadside swales and ditches will not be impacted or relocated.

Best Management Practices have been included in the Stormwater Pollution Prevention Plan to prevent the migration of sediments during construction.

The project is being conducted to meet current state and federal safety standards.

CULTURAL RESOURCES:

The Corps has determined the permit area the activity is of such limited scope there is little likelihood of impact upon a historic property; therefore, the proposed project would have “No Potential to Cause Effect”.

ENDANGERED SPECIES:

By electronic letter dated November 6, 2012 the U.S. Fish and Wildlife Service (FWS) concurred with the applicant’s determination that the proposed project “may affect, but is not likely to adversely affect nesting sea turtles, Gulf sturgeon, St. Andrews beach mice, and the West Indian manatee. The FWS Consultation Number for this project is 2012-I-0022. The Corps will verify FWS determination via separate letter.

ESSENTIAL FISH HABITAT (EFH): The applicant consulted with the National Marine Fisheries Service (NMFS) by electronic letter dated April 18, 2012, and determined the proposed work would have “no effect” to EFH within the project area. NMFS concurred with this determination via electronic letter dated May 29, 2012. Corps will verify NMFS determination via separate letter.

NOTE: This public notice is being issued based on information furnished by the applicant. This information has not been verified or evaluated to ensure compliance with laws and regulation governing the regulatory program. The jurisdictional line has not been verified by Corps personnel.

AUTHORIZATION FROM OTHER AGENCIES: Water Quality Certification may be required from the Florida Department of Environmental Protection and/or one of the state Water Management Districts.

COMMENTS regarding the potential authorization of the work proposed should be submitted in writing to the attention of the District Engineer through the Cocoa Permits Section, 400 High Point Drive, Suite 600, Cocoa, Florida 32926 within 15 days from the date of this notice.

The decision whether to issue or deny this permit application will be based on the information received from this public notice and the evaluation of the probable impact to the associated wetlands.

This is based on an analysis of the applicant's avoidance and minimization efforts for the project, as well as the compensatory mitigation proposed.

QUESTIONS concerning this application should be directed to the project manager, Andrew Phillips, in writing at the Cocoa Permits Section, 400 High Point Drive, Suite 600, Cocoa, Florida 32926, by electronic mail at andrew.w.phillips@usace.army.mil, by fax at (321)504-3803, or by telephone at (321)504-3771 extension 14.

IMPACT ON NATURAL RESOURCES: Preliminary review of this application indicates that an

Environmental Impact Statement will not be required. Coordination with U.S. Fish and Wildlife Service, Environmental Protection Agency (EPA), the National Marine Fisheries Services, and other Federal, State, and local agencies, environmental groups, and concerned citizens generally yields pertinent environmental information that is instrumental in determining the impact the proposed action will have on the natural resources of the area. By means of this notice, we are soliciting comments on the potential effects of the project on threatened or endangered species or their habitat

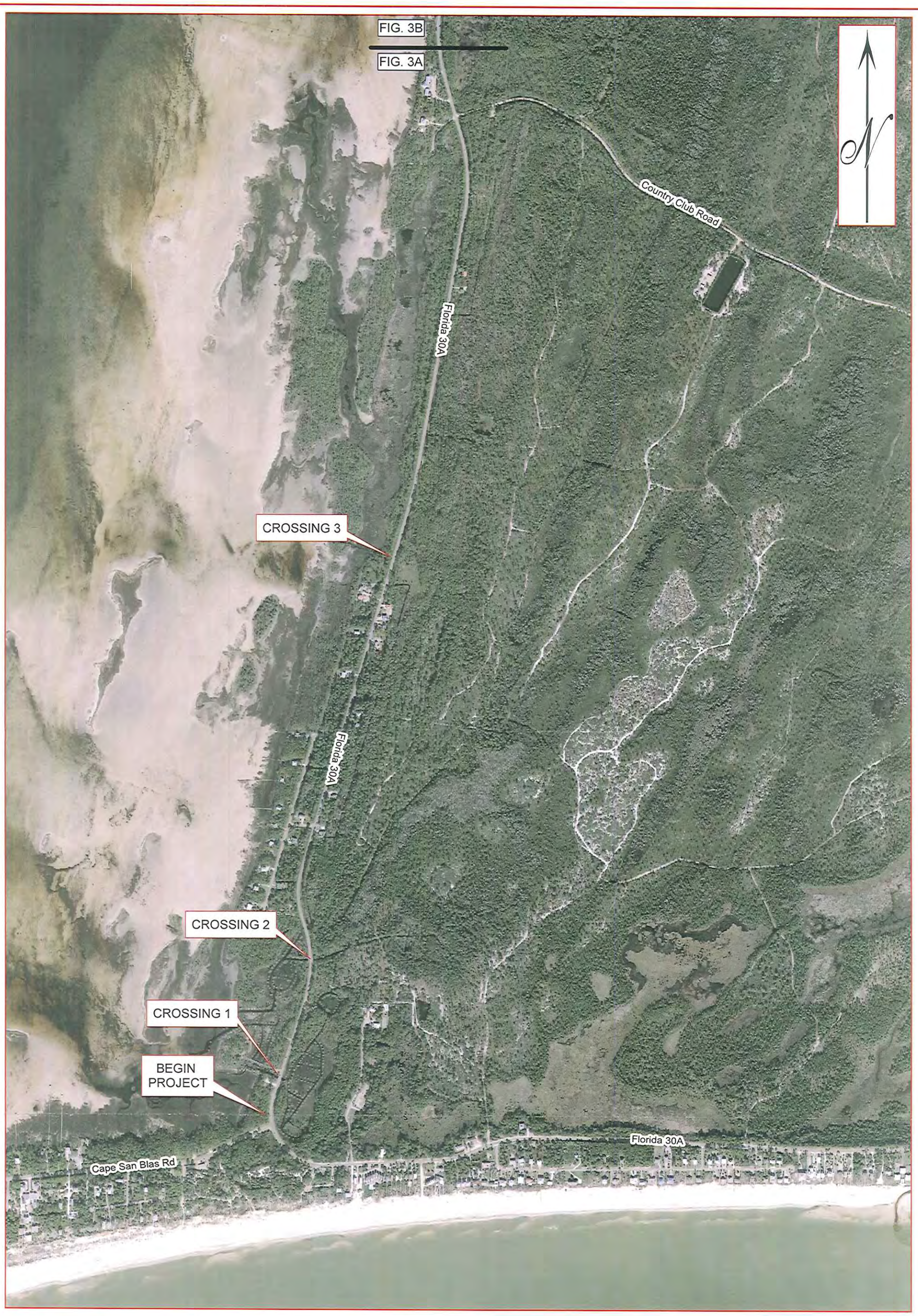
EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Clean Water Act of the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

The US Army Corps of Engineers (Corps) is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other Interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

COASTAL ZONE MANAGEMENT CONSISTENCY: In Florida, the State approval constitutes compliance with the approved Coastal Zone Management Plan. In Puerto Rico, a Coastal Zone Management Consistency Concurrence is required from the Puerto Rico Planning Board, in the Virgin Islands, the Department of Planning and Natural Resources permit constitutes compliance with the Coastal Zone Management Plan.

REQUEST FOR PUBLIC HEARING: Any person may request a public hearing. The request must be submitted in writing to the District Engineer within the designated comment period of the notice and must state the specific reasons for requesting the public hearing.

DRAWN: N. BOTTS	CHECKED: J. HAYDEN, P.E.	EGS Environmental and Geotechnical Specialists, Inc.	TITLE: SITE LOCATION MAP SR 30A IMPROVEMENTS PROJECT GULF COUNTY, FLORIDA FPID NO: 423064-1-52-01
ENGINEER: J. HAYDEN, P.E.		104 N MAGNOLIA DRIVE | TALLAHASSEE, FLORIDA 32301 OFFICE #: (850) 386-1253 | FAX #: (850) 385-8050	
CLIENT: JACOBS ENGINEERING			
PROJ. NO.: 50-04-10-02	SCALE:		DATE: JUNE 2012 / FIGURE NO.: 2



0 500 1,000 2,000 Feet

DRAWN: N. BOTTS	CHECKED: J. HAYDEN, P.E.	EGS **Environmental and Geotechnical Specialists, Inc.** 104 North Magnolia Drive Tallahassee, Florida 32301 Office #: (850) 386-1253 Fax #: (850) 385-8050	TITLE: AERIAL PHOTOGRAPH OF PROJECT LOCATION SR 30A CULVERT EXTENSIONS GULF COUNTY, FLORIDA FPID: 423064-1-52-01
ENGINEER: J. HAYDEN, P.E.			
CLIENT: JACOBS ENGINEERING			
PROJ. NO.: 50-04-10-02	SCALE:		DATE: JUNE 2012 / FIGURE NO.: 3A

0 500 1,000 2,000 Feet

DRAWN: N. BOTTS	CHECKED: J. HAYDEN, P.E.	EGS **Environmental and Geotechnical Specialists, Inc.** 104 North Magnolia Drive Tallahassee, Florida 32301 Office #: (850) 386-1253 Fax #: (850) 385-8050	TITLE: AERIAL PHOTOGRAPH OF PROJECT LOCATION SR 30A IMPROVEMENTS PROJECT GULF COUNTY, FLORIDA FPID: 423064-1-52-01
ENGINEER: J. HAYDEN, P.E.			
CLIENT: JACOBS ENGINEERING			
PROJ. NO.: 50-04-10-02	SCALE:		DATE: JUNE 2012 / FIGURE NO.: 3B

0 500 1,000 2,000 Feet

DRAWN: N. BOTTS	CHECKED: J. HAYDEN, P.E.	EGS Environmental and Geotechnical Specialists, Inc. 104 North Magnolia Drive Tallahassee, Florida 32301 Office #: (850) 386-1253 Fax #: (850) 385-8050	TITLE: AERIAL PHOTOGRAPH OF PROJECT LOCATION SR 30A IMPROVEMENTS PROJECT GULF COUNTY, FLORIDA FPID: 423064-1-52-01
ENGINEER: J. HAYDEN, P.E.			
CLIENT: JACOBS ENGINEERING			
PROJ. NO.: 50-04-10-02	SCALE:		DATE: JUNE 2012 / FIGURE NO.: 3C

PHOTOGRAPH OF TYPICAL WETLAND

PHOTOGRAPH OF TYPICAL MANMADE WET DITCH

DRAWN:	FIGURE:		TITLE:
D. CROMBIE, E.I.	9A	EGS Environmental and Geotechnical Specialists, Inc.	PHOTOGRAPHS SR 30A ROADWAY IMPROVEMENTS

PHOTOGRAPH OF TYPICAL OTHER SURFACE WATER

PHOTOGRAPH OF TYPICAL SWALE

DRAWN:	FIGURE:		TITLE:
D. CROMBIE, E.I.	9B	EGS Environmental and Geotechnical Specialists, Inc.	PHOTOGRAPHS SR 30A ROADWAY IMPROVEMENTS

CONSTRUCTION CONTRACT NO. <<T00000>>

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
STRUCTURE PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

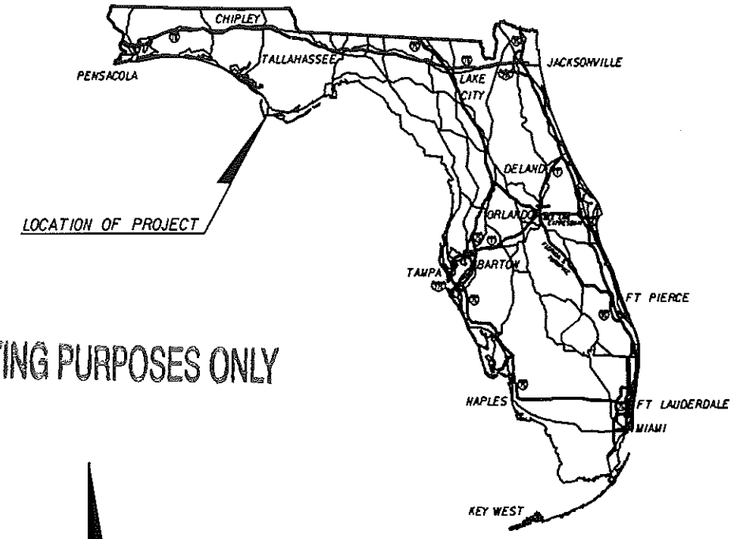
CONTRACT PLANS

FINANCIAL PROJECT ID 423064-1-52-01

GULF COUNTY (51502)

STATE ROAD NO. 30A

FOR PERMITTING PURPOSES ONLY



INDEX OF ROADWAY PLANS

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS FISCAL YEAR 2012/2013, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED 2010, AS AMENDED BY CONTRACT DOCUMENTS.

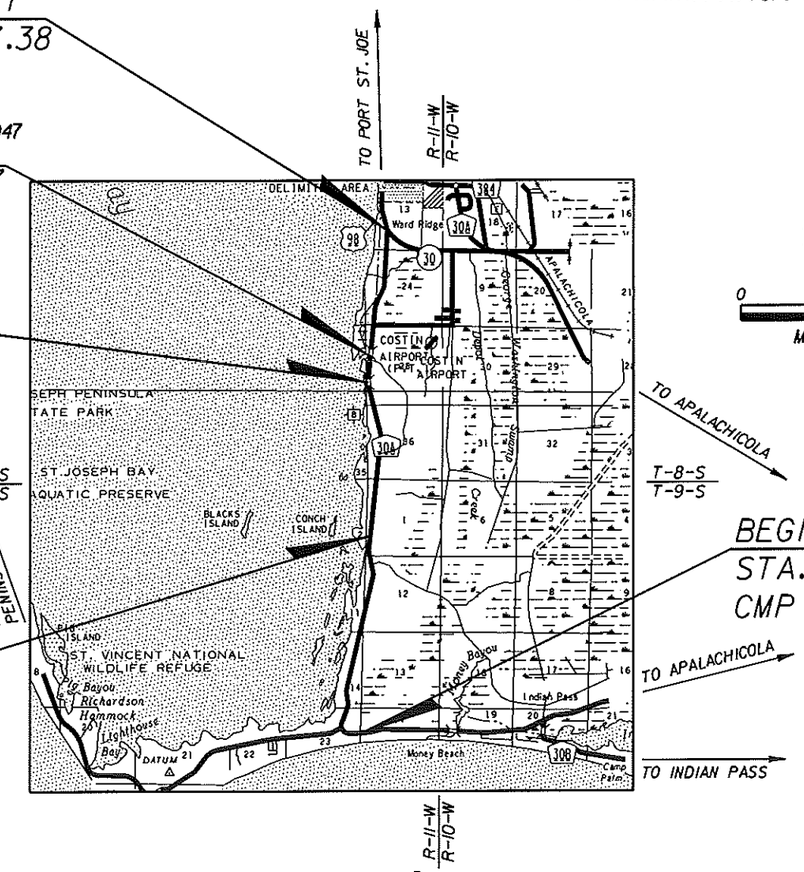
APPLICABLE DESIGN STANDARDS REVISIONS: 07/01/12
For Design Standards Revisions click on "Design Standards" at the following web site:
http://www.dot.state.fl.us/rddesign/

END PROJECT
STA. 688+07.38
CMP 12.464

BEGIN BRIDGE 510047
STA. 587+11.89
END BRIDGE 510047
STA. 587+46.56

BEGIN EXCEPTION 1
STA. 565+29.00
END EXCEPTION 1
STA. 565+64.00

BEGIN BRIDGE 510071
STA. 469+19.50
END BRIDGE 510071
STA. 469+54.50



BEGIN PROJECT
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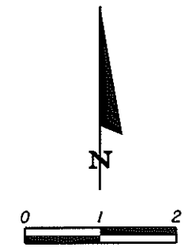
CMP 5.618



ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO:

CHRIS R. PRESNELL, P.E.
3606 MACLAY BLVD. SOUTH, SUITE 201
TALLAHASSEE, FL 32312
TELEPHONE NO. 850-878-1971
FAX NO. 850-878-5345

PLANS PREPARED BY:

JACOBS ENGINEERING GROUP, INC.
3606 MACLAY BLVD. SOUTH, SUITE 201
TALLAHASSEE, FL 32312
TELEPHONE NO. 850-878-1971
FAX NO. 850-878-5345
CERTIFICATE OF AUTHORIZATION NO.2822
CONTRACT NO. C-8Z76
VENDOR NO. F954081636

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

RECEIVED JUL 27 2012 NWFLD/ARNOLD

PROJECT LENGTH IS BASED ON ℄ OF SURVEY

LENGTH OF PROJECT

	LINEAR FEET	MILES
ROADWAY	36042.99	6.826
BRIDGES	69.39	0.013
NET LENGTH OF PROJECT	36112.38	6.839
EXCEPTIONS	35.00	0.007
GROSS LENGTH OF PROJECT	36147.38	6.846

KEY SHEET REVISIONS

DATE	DESCRIPTION

PHASE III SUBMITTAL
JUNE 29, 2012

CHRIS R. PRESNELL LICENSE STATE OF FLORIDA PROFESSIONAL ENGINEER
7-27-12

ROADWAY PLANS ENGINEER OF RECORD: CHRIS R. PRESNELL, P.E.
P.E. NO. 56913

FDOT PROJECT MANAGER: SANDRA LAMB, P.E. (ATKINS)

SR 30A FROM SR 30E (CAPE SAN BLAS RD) TO SR 30 (US 98)

FISCAL YEAR	SHEET NO.
13	1

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

USER: tweedle 6/28/2012 2:02:04 PM P:\E9\10\00\600CADD\423064152O1\roadway\keysrd01.dgn