

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

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16591
July 24, 2009

PUBLIC NOTICE (05-09)

All interested parties are notified that an application dated 16 March 2009, revised on 29 May 2009, has been received from the LPA Group, Inc. on behalf of the Florida Department of Transportation, District Six and the Florida Department of Environmental Protection (FDEP) by the Commander, Seventh Coast Guard District, for approval of location and plans for a bridge conversion over a navigable waterway of the United States. The bridge owner is the Florida Department of Environmental Protection

WATERWAY AND LOCATION: Kemp Channel, mile 0.0, on the Old Florida East Coast Railroad (FEC) corridor adjacent to U. S. Highway 1 between Cudjoe Key and Summerland Key on Mile Marker 23.5 to 23.8, Monroe County, Florida.

CHARACTER OF WORK: The proposed project consists of preservation of a segment of an abandoned railway corridor including a bridge conversion for use as a pedestrian crossing adjacent to the U.S. Highway 1 Bridge. FDEP is proposing to replace three gaps within the existing structure with one steel and two concrete pedestrian bridges (Kemp Channel Pedestrian Bridges). The overall length of the three bridges will be 116 feet between abutments. The out to out width of all three bridges will be 11 feet 6 inches. The project also includes repairing and resurfacing the existing structure and adds railings in missing areas. The project will serve as part of the FDEP Office of Greenways and Trails, Florida Keys Overseas Heritage Trail and be used for various recreational activities. The steel pedestrian bridge will exhibit navigational lights marking the navigational channel for boaters. Lane closures on U.S. Highway 1 Bridge may be required to place structural members and proprietary pedestrian bridges.

MINIMUM NAVIGATIONAL CLEARANCES:

Existing Structure

Horizontal: 88 feet between pilings,
normal to the axis of the channel

Vertical: 16 feet above Mean High
Water (existing US Hwy 1 Bridge -
adjacent to proposed bridge - existing
structure has a gap)

Proposed Steel Bridge

Horizontal: 88 feet between pilings,
normal to the axis of the channel

Vertical 16 feet above Mean High
Water

Existing Structure

Horizontal: 26 feet between pilings,
normal to the axis of the channel

Proposed Concrete Bridges (2)

Horizontal: 26 feet between pilings,
normal to the axis of the channel

West Concrete Bridge

Vertical: 14.09 feet above Mean High
Water (existing US Hwy 1 Bridge -
Existing structure has a gap)

Vertical 15.14 feet above Mean High
Water

East Concrete Bridge

Vertical: 14.68 feet above Mean High
Water (existing US Hwy 1 Bridge -
Existing structure has a gap)

Vertical 15.14 feet above Mean High
Water

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration, the lead federal agency, has determined that the proposed action is a Programmatic Categorical Exclusion for the purposes of the National Environmental Policy Act. The documents are available for review at the above address, Monday through Friday, 7:30 a.m. to 5:00 p.m. The bridges are located in the floodplain. The 100-year flood level is 13.6 feet, mean sea level (MSL) at the proposed steel bridge, while elevation of the low member of the bridge is 15.62 feet, mean sea level. At the west concrete bridge the 100-year flood level is 10.6 feet, MSL, while elevation of the low member is 14.7 feet, MSL. At the east concrete bridge the 100-year flood level is 9.6 feet, MSL, while elevation of the low member is 14.7 feet, MSL.

There is no fill associated with the construction and repair the proposed Kemp Channel Pedestrian Bridges. It has been confirmed by the Army Corps of Engineers (ACOE) that the proposed project has no in water work, therefore no ACOE Section 10 permit is required. No wetlands will be impacted by the proposed project. South Florida Water Management District has issued an Environmental Resource Standard General Permit dated May 19, 2009 satisfying water quality certification pursuant to Section 401, Public Law 92-500, 33 USC Section 1341, as amended. No parklands, wildlife refuges, critical habitat for threatened or endangered species will be affected by the proposed project.

The existing Old FEC Railroad corridor has been determined to be eligible for inclusion in the National Register of Historic Places (NRHP). In compliance with the National Historic Preservation Act of 1966, Section 106 (16 U.S.C 470) coordination between the State Historic Preservation Office (SHPO), FHWA, lead federal agency and FDEP has been completed. SHPO concluded that the proposed project will not adversely affect the Kemp Channel Bridges. No residential or business displacements are anticipated in association with the proposed bridge conversion project.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the placement of a bridge protective fendering system and other navigational safety issues, including need for clearance gauges and extent of nighttime navigation past the bridge site.

Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impact on minority and/or low income population, if any, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments should be sent to Commander (dpb), Seventh Coast Guard District, 909 S.E. 1st Avenue, Suite 432, Miami, Florida 33131 and should be mailed to arrive on or before 30 days from the date of this notice. These comments will be made part of the case record.

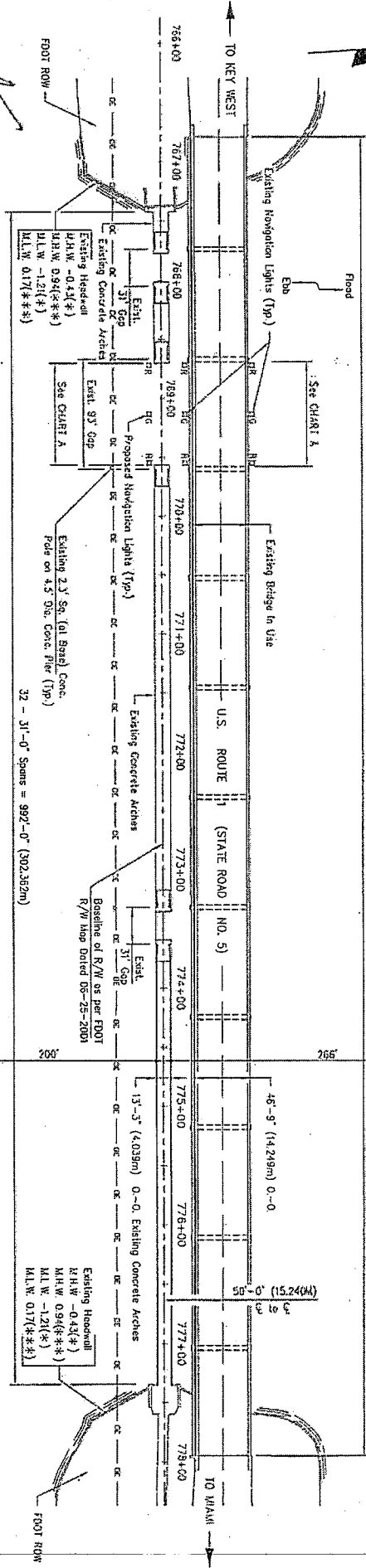
The project manager for this bridge permit application is Miss Evelyn Smart and may be contacted at (305) 415-6989; by e-mail at Evelyn.Smart@uscg.mil; or by regular mail at the above address.

Enclosures: (1) Permit application drawings – sheets 1-4 (of 4)



KEMP CHANNEL GULF SIDE

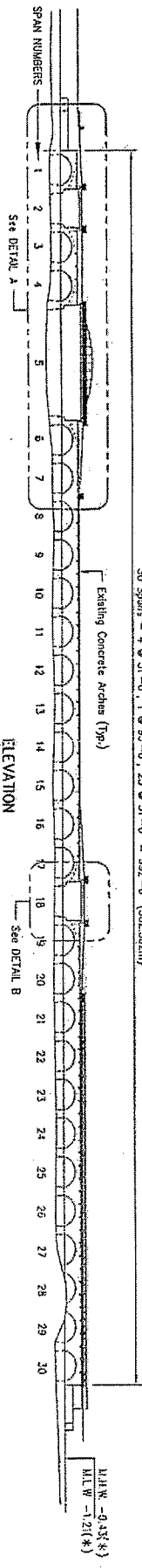
116'-0" (34.0157m) Overall Length of Bridge



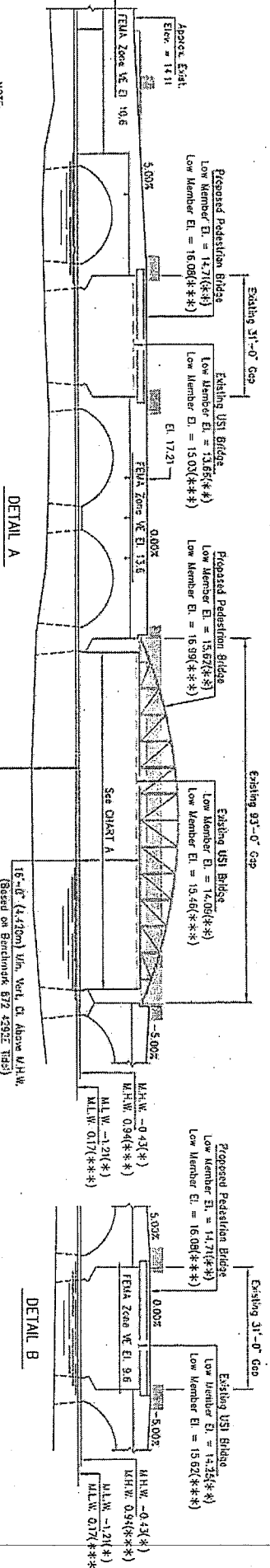
KEMP CHANNEL ATLANTIC SIDE

PLAN

RIGHT-OF-WAY LINE



ELEVATION



DETAIL A

DETAIL B

NOTE:
FEWA 100 Yr. Flood Zones are from Map Number 12087C132K
Dated Feb. 18, 2005 and Corrected to 1440 88.

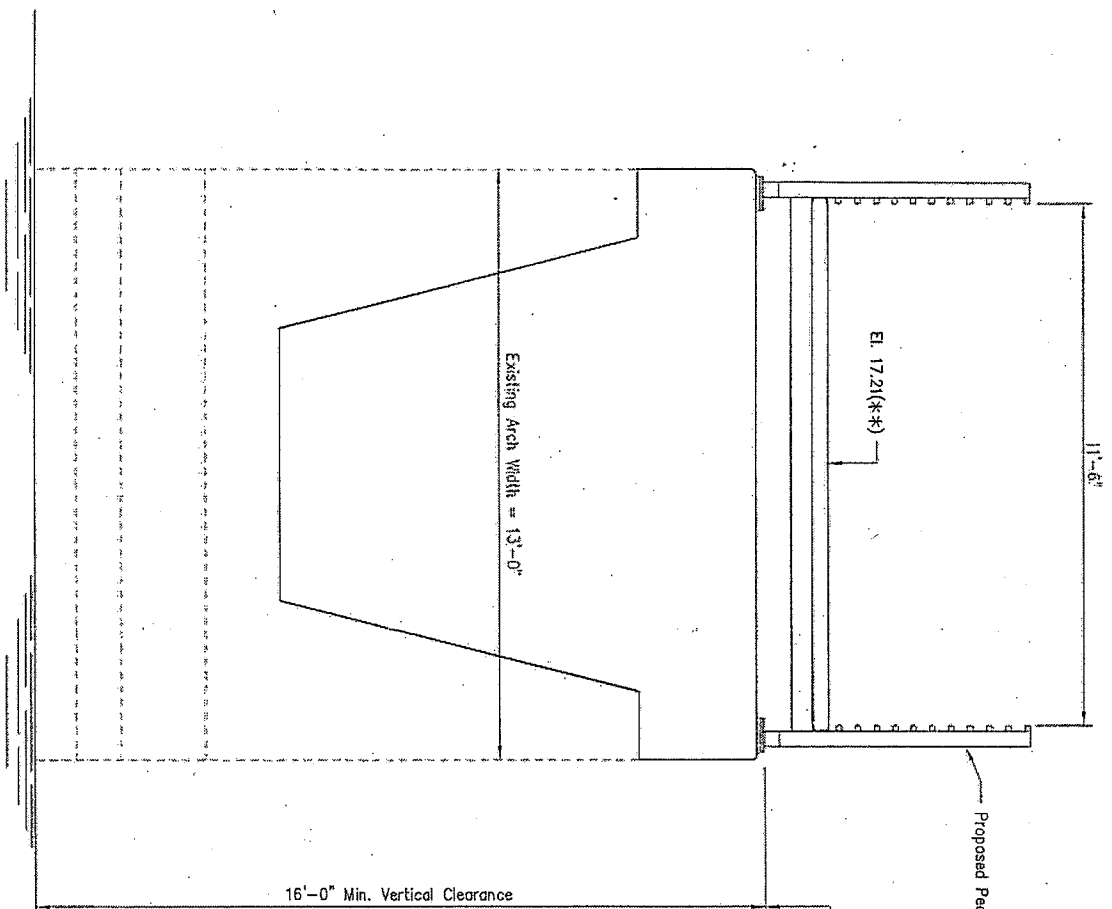
CHART A

Location	Existing Navigational Clearance	Proposed Navigational Clearance
US1 Bridge	89'-6"	89'-6"
Proposed Pedestrian Bridge	88'-0"	88'-0"

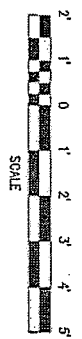
(*) - Tide Elevations are from current records for Benchmark 872 4292E Tidal. Based on NAVD 88.
 (***) - Elevations are from new survey conducted Nov. 29, 2007 by GFI. Based on NAVD 88.
 (****) - Elevations based on NAVD 29.

GENERAL PLAN AND ELEVATION
 PROPOSED KEMP CHANNEL PEDESTRIAN BRIDGE
 BETWEEN SUMNERLAND KEY AND CUDDOGE KEY
 MONROE COUNTY, FLORIDA
 APPLICATION BY
 FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
 OFFICE OF GREENWAYS AND TRAILS
 NOVEMBER 21, 2008
 SHEET 2 OF 3

Michael B. Weyler



SECTION - NAVIGATION SPAN

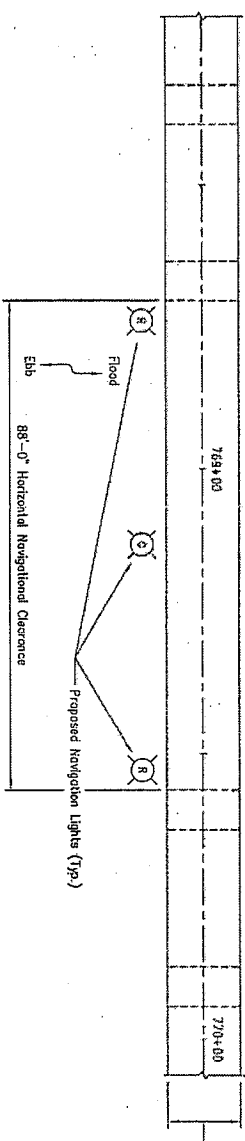
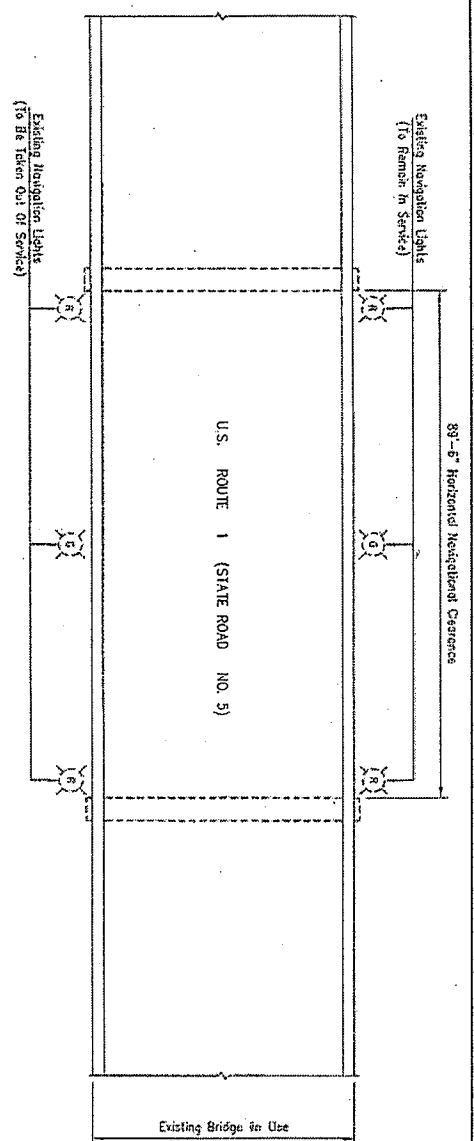


Low Member El. = 15.62(**)
 Low Member El. = 15.99(***)

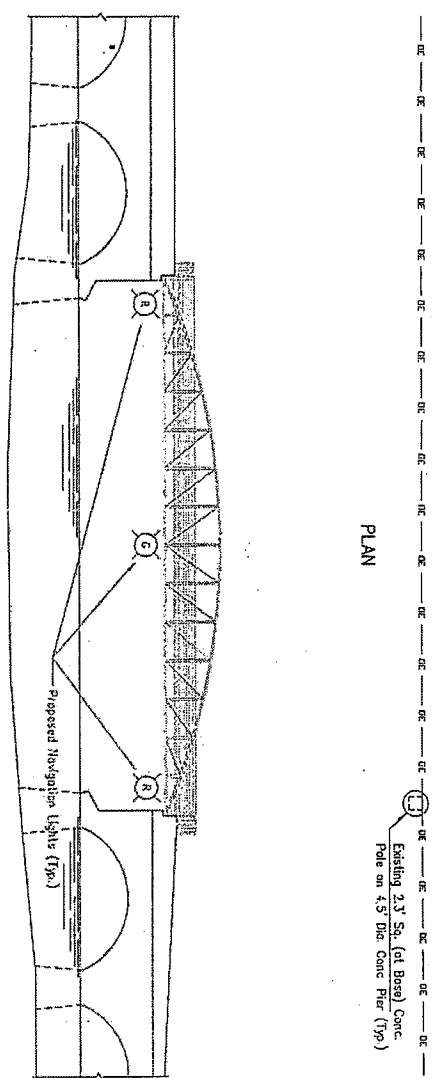
- (*) - Tide Elevations are from current records for Benchmark 872 4292E Tidal. Based on NAVD 88.
- (**) - Elevations are from new survey conducted Nov. 29, 2007 by G.P.L. Based on NAVD 88.
- (***) - Elevations based on NGVD 29.

M.H.W. = 0.43(**)
 M.H.L.W. 0.94(***)

TYPICAL SECTION
 PROPOSED KEMP CHANNEL PEDESTRIAN BRIDGE
 BETWEEN SUMERLAND KEY AND CUDJOE KEY
 MILE POST 0.0
 APPLICATION BY
 FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
 OFFICE OF GREENWAYS AND TRAILS
 SHEET 3 OF 3
 NOVEMBER 21, 2008

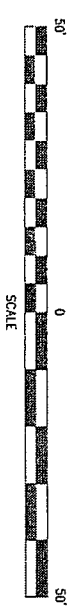


PLAN



ELEVATION - PROPOSED PEDESTRIAN BRIDGE

- LEGEND**
- Green Navigational Light - Existing
 - Red Navigational Light - Existing
 - 360° Green Navigational Light - Proposed
 - 180° Red Navigational Light - Proposed



Michael S. [Signature]

NAVIGATION LIGHTING
 PROPOSED KEMP CHANNEL PEDESTRIAN BRIDGE
 BETWEEN SUMNERLAND KEY AND CUDJOLE KEY
 MILE POST 0.0
 APPLICATION BY
 FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
 OFFICE OF GREENWAYS AND TRAILS
 NOVEMBER 21, 2008
 SHEET 1 OF 1