

9.0 COMMITMENTS AND RECOMMENDATIONS

9.1 Commitments

If a build alternative is selected, the City of Port St. Lucie, with the oversight of the Florida Department of Transportation (FDOT) District 4, is committed to the following measures for this project:

- Coordination with the community and resource and regulatory agencies will be undertaken to address visual impacts and potential enhancements to the bridge design elements in an effort to address the visual impacts of the bridge.
- Coordination with the United States Coast Guard (USCG) will take place during the design phase with regard to permitting the bridges over NFSLR and its tributaries and the determination of any navigational aids required.
- Construction of a new bridge over the NFSLR will meet or exceed the existing clearances provided at Port St. Lucie Boulevard.
- If bridge piers are located in the water, they will be oriented to avoid restriction of water movement and to maximize the River's hydraulic section.
- During construction, all provisions of the FDOT's most recent version of the *Standard Specifications for Road and Bridge Construction* will be followed.
- Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Access to all businesses and residences will be maintained to the extent practicable through controlled construction scheduling.
- Bicycle and pedestrian facilities will be incorporated into the proposed project. These facilities will be designed to continue the concept adopted for the Crosstown Parkway west of Manth Lane. Bicycle and pedestrian accommodations will be carried across the North Fork St. Lucie River (NFSLR) to U.S. 1.
- A wide area of green space with a shared-use pathway will be constructed on both sides of the parkway within the right of way that could be used by pedestrians and bicyclists.
- Landscaping within the right of way will be incorporated where space and safety allow.
- A new signalized crosswalk will be constructed at Floresta Drive.
- Bus bays will be included to accommodate a future transit route to improve access for transportation disadvantaged populations.

- Formal appraisals for properties to be acquired will be obtained to ensure compliance with federal and State rules and regulations.
- The properties that are within the preferred alternative (to be selected) that were acquired subsequent to federalization of the project will be remediated to be retroactively brought into compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.
- A Right of Way and Relocation Program will be carried out in accordance with Section 339.09 Florida Statutes (FS) and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.
- The stormwater management design will include 150 percent of the required water quality treatment volume because the project will discharge into the NFSLR, an Outstanding Florida Water.
- To control and minimize potential water quality impacts generated by construction operations, a Stormwater Pollution Prevention Plan (SWPPP) in compliance with Chapter 62-621 FAC, will be incorporated into the project as required by the Florida Department of Environmental Protection (FDEP).
- To prevent silt-laden construction runoff from leaving the construction site, temporary stabilization and structural measures, minimization of disturbances to the existing vegetation, and preservation of existing drainage patterns to the extent possible during the construction phase will be incorporated into the construction operation phase.
- Prior to construction, surveys for protected species will be conducted according to established survey protocols and guidance provided by regulatory agencies.
- During the design and permitting phase, a fisheries survey of the project area will be conducted to ascertain the presence of mangrove rivulus.
- Prior to any construction, a site-specific survey would be conducted to determine the presence of bald eagle nests in or near the construction area and the survey will be coordinated with the USFWS and the FWC, as needed.
- During the design and permitting phase, a site survey will be conducted to determine if any gopher tortoises are present within the construction zone/right of way and within 25 feet of any other construction-related activity (e.g., ponds, staging areas, etc.).
- During the design and permitting phase, a site survey will be conducted to determine if any Florida pine snakes are present.
- During the design and permitting phase, a site survey will be conducted to determine if any gopher frogs are present within the area.
- Avoidance and minimization of impacts to Essential Fish Habitat will be continually reviewed and implemented, where possible, through final design and construction.

- The National Marine Fisheries Service “Sea Turtle and Smalltooth Sawfish Construction Conditions” will be followed during all construction activities.
- Continued coordination will take place with the National Marine Fisheries Service for the formal preparation of Essential Fish Habitat Conservation Recommendations required under the Magnuson-Stevens Act.
- During construction, the U.S. Fish and Wildlife Service guidance provided in “Standard Protection Measures for the Eastern Indigo Snake” will be followed.
- Standard manatee protection measures will be enforced during bridge construction.
- Specialized equipment will be used during geotechnical/soil investigations in sensitive habitats to minimize impacts of drilling rigs. This may include such equipment as rubber tire mounted equipment, amphibious track rigs, rigs mounted on all-terrain vehicles, and tripod drill rigs.
- A detailed compensatory mitigation plan will be developed to compensate for unavoidable impacts. The types and amount of compensatory mitigation for wetland resources will be determined through coordination with the resource and regulatory agencies (during the permitting process) and through the Uniform Mitigation Assessment Method (UMAM) evaluation. Mitigation for State-owned lands, listed species habitat, and essential fish habitat would be determined through coordination with the involved State and federal agencies.
- The mitigation plan will address the loss of any wood stork Core Foraging Area. The “Wood Stork Foraging Analysis Methodology” will be used to examine the foraging habitat to be impacted and the foraging habitat provided as mitigation.
- The mitigation measures and other provisions described in the Memorandum of Understanding dated April 26, 2010, and the Memorandum of Agreement dated July 27, 2010 (**Appendix L**), will be employed.
- A top down construction method, or construction methods from temporary platforms, trestles, or other similar methods, will be employed to avoid and minimize potential impacts to environmentally-sensitive resources.
- During final design, vibration sensitive sites will be confirmed and if it is determined that provisions to control vibration are necessary, the project’s construction provisions can be modified as needed.
- To mitigate for noise impacts, construction of feasible noise abatement measures at noise-impacted locations will be undertaken contingent upon the following conditions:
 - Detailed noise analyses during the final design process support the need for abatement;
 - Reasonable cost analysis indicates that the economic cost of the barrier(s) will not exceed cost reasonable criterion;
 - Community input regarding types, heights, and locations of barriers is provided to the City;

- Preferences regarding compatibility with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses have been addressed;
- Safety and engineering aspects related to the roadway user and the adjacent property owners have been reviewed and any conflicts or issues resolved; and
- Any other mitigating circumstances found in Part 2, Section 17-4.6 of the *PD&E Manual* have been analyzed and resolved.

9.2 Recommendations

A recommendation on the proposed action for any alternative will not be made until a public hearing has been held on this project and all comments received have been taken into consideration.