

**FINAL
SUPPLEMENTAL
ENVIRONMENTAL ASSESSMENT
FOR THE
MID-BAY BRIDGE CONNECTOR
PHASES 2 AND 3**

RCS: 07-523

**Prepared for:
DEPARTMENT OF THE AIR FORCE
Eglin Air Force Base**



Okaloosa County, Florida

July 2010

Prepared by:



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**FINDING OF NO SIGNIFICANT IMPACT
FINDING OF NO PRACTICABLE ALTERNATIVE
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT
MID-BAY BRIDGE CONNECTOR, EGLIN AIR FORCE BASE**

The US Air Force determined through an Environmental Assessment (EA) and Finding of No Significant Impact/Finding of No Practicable Alternative (FONSI/FONPA), December 5, 2008 (original EA), that a Supplemental Environmental Assessment (SEA) is needed when changes to the Proposed Action involve changes in environmental impacts, or when there are new circumstances or information relating to environmental impacts. Therefore, pursuant to the Council on Environmental Quality regulations for implementing procedural provisions of the National Environmental Policy Act (40 Code of Federal Regulations [CFR] 1500-1508) and US Air Force Environmental Impact Analysis Process as regulated by 32 CFR Part 989, the Mid-Bay Bridge Authority (MBBA), with support from the Air Force, conducted an SEA to identify and assess probable environmental consequences resulting from the changes to the Proposed Action that have occurred outside of the original 400-foot-wide study corridor during the design of Phases 2 and 3. The Mid-Bay Bridge Connector is an approximately 11-mile-long, four-lane divided limited access toll facility that would be constructed and operated primarily through Eglin Air Force Base (AFB). This project will occur in three phases over an approximately 10-15 year period. Construction of Phase 1 began on April 20, 2009. Per 40 CFR 1502.21, the SEA is incorporated by reference into this FONSI/FONPA.

Purpose and Need for the Changes to the Proposed Action (SEA Section 1.3, page 1-6):

The purpose of the changes to the Proposed Action for the Mid-Bay Bridge Connector are to refine and improve the alignment to produce a more efficient, productive, and safe transportation system that further minimizes impacts to environmental resources while adequately addressing the Purpose and Need defined in the original 2008 EA. During continued design of the roadway, several factors were considered in order to accurately determine the placement of the roadway within the approved 400-foot-wide study corridor. Such factors include, but are not limited to, horizontal/right-of-way (ROW) limitations with respect to natural, cultural, social, biological, and physical resources, vertical changes (topography), design speed, earthwork balancing, and drainage requirements such as stormwater management pond sizing and locations, ditches, and outfalls. Now that these parameters have been further defined and analyzed, a more accurate representation of impacts can be established.

Changes to the Proposed Action (SEA Sections 2.1 - 2.7, pages 2-1 through 2-20):

For this SEA, the following seven changes to the Proposed Action have occurred as a result of the design of Phases 2 and 3 of the Mid-Bay Bridge Connector. The changes to the Proposed Action are as follows:

- Stormwater Pond Siting
- Western Alignment Shift across Rocky Creek
- Toll Plaza Location
- Location of the Northeast Niceville Median Opening
- Forest Drive Extension
- SR 285 Interchange
- SR 85 Interchange

Because the Toll Plaza and the Northeast Niceville Median Opening changes are located within the original 400-foot-wide study corridor, they were analyzed in the original EA and were eliminated from detailed evaluation. Because portions of the following five changes occur outside of the original 400-foot-wide study corridor, their potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

Stormwater Pond Siting

In compliance with the FDEP stormwater management system regulations at 62-346 of the F.A.C., the stormwater management ponds have been located along the corridor. Because portions of these ponds occur outside of the original 400-foot-wide study corridor, their potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis. As a result of the stormwater pond sitings south of Rocky Creek, the reconfiguration of two sections of an existing dirt road (see SEA, Figure 10; page 4-7) will be required to provide continued access to a designated public recreational area consisting of a campground and boat launching area located on Rocky Creek. Because portions of this realignment are outside the original 400-foot-wide study corridor, Eglin determined that its potential effects to cultural resources (Section 4.1.1) and wetlands (Section 4.4.1) will be carried forward for further analysis.

Western Alignment Shift across Rocky Creek

In compliance with the terms and conditions of the BO (Appendix B of the original 2008 EA) and to further prevent direct impacts to the Okaloosa darter, a western shift was needed to avoid constructing bridge piles directly in the Rocky Creek stream channel and further avoid and minimize potential impacts to cultural resources. Because this shift diverges slightly outside of the original 400-foot-wide study corridor, its potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

Forest Drive Extension

As a result of the design, it was determined a new access road was needed to provide the public with an option for ingress/egress to the Connector. Therefore, an intersection was designed as an extension of Forest Drive. Because this new connection occurs outside of the original 400-foot-wide study corridor, its potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

SR 285 Interchange

As a result of the design, the SR 285 interchange location, layout, and ROW limits have been determined. Because portions of this interchange occur outside of the original 400-foot-wide study corridor, its potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

SR 85 Interchange

During design of the SR 85 interchange, it was determined that a “trumpet” type interchange would better serve the Mid-Bay Bridge Connector Purpose and Need. Because this interchange occurs outside of the original 400-foot-wide study corridor, its effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

Summary of Environmental Consequences

Because the area(s) of potential effects (APE) regarding air quality, geological resources, groundwater, noise, socioeconomics, environmental justice, aesthetics, and transportation were previously analyzed in the original 2008 EA, implementation of the changes to the Proposed Action would have no additional effects to these environmental resource categories. Thus, no further analyses of these resources are presented in this SEA. As a result of the changes to the Proposed Action during design of the Mid-Bay Bridge Connector, relevant environmental issues that are addressed in this document include potential effects in the areas of cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety.

The potential impacts of the changes to the Proposed Action are summarized below.

Cultural Resources (SEA Section 4.1, pages 4-1 through 4-2 and Appendix B): In compliance with Section 106 of the National Historic Preservation Act (NHPA), Eglin’s Cultural Resource section has conducted State Historic Preservation Officer (SHPO) and Tribal Consultation regarding the resource concerns in Phases 2 & 3 of the project consistent with the construction phase timeline. A Memorandum of Agreement (MOA) in compliance with 36 CFR 800.5 & 800.6, has been developed and signed by Eglin, MBBA, SHPO, and sent to the Native American Tribes for concurrence. Please refer to Appendix B of the SEA for the specific consultation documents that were required to complete the Section 106 process.

Surface Waters (SEA Section 4.2, page 4-3): The MBBA is required to construct stormwater management ponds pursuant to FDEP regulations 62-346, FAC. These ponds have been designed to collect and attenuate the runoff necessary to ensure no adverse impacts will occur to surface waters or their water quality. Stormwater permit applications are under FDEP jurisdiction and permits will be received prior to construction.

Federal and State Listed Species (SEA Section 4.3, page 4-4 and Appendices F and G): The BO, signed by the USFWS on September 16, 2008, analyzed impacts 1,000 feet on either side of the corridor (See Figure 2 of the BO, Appendix B of the original 2008 EA), these changes remain within the APE and are consistent with the approved BO. In addition, in accordance with the FWC rules that went into effect in April 2009, the MBBA has conducted the required gopher tortoise surveys including state listed wildlife surveys. A WHR was submitted to FWC on November 23, 2009, to ensure compliance with state regulations and maintain compliance with commitments made during FWC coordination meetings (MBBA, 2009). Concurrence from FWC was received January 7, 2010 and is contained in Appendix F. Furthermore, an Incidental Take of Listed Species permit from FWC, specific to the Okaloosa darter, is provided in Appendix G.

Wetlands and Floodplains (SEA Section 4.4, pages 4-5 through 4-7): The changes to the Proposed Action will not significantly impact wetlands or floodplains. Overall wetland and floodplain impact acreages have decreased from the estimated amount in the original EA of

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42.77 acres of wetlands and 39.84 acres of floodplains to approximately 26 acres and 23 acres, respectively. A Nationwide Permit from the US Army Corps of Engineers (USACE NW 14/33 -Section 404) was received from the USACE. In addition, a mitigation plan involving the restoration of Tom's Creek has been approved and permitted by the USACE and FDEP and construction has been completed (SEA Section 5.4). A Wetland Resource Permit from FDEP will be obtained prior to construction activities in wetlands and/or floodplains.

Land Use (SEA Section 4.5, page 4-8): Eglin determined through early planning and coordination that the changes to the Proposed Action will not significantly impact the land uses necessary to support the primary mission of Eglin AFB. The MBBA will pay fair market value (FMV) to lease the property using the US Air Force value-based transaction (VBT) outgrant process for a transportation corridor, including the stormwater management facilities.

Utilities (SEA Section 4.6, page 4-9): Short-term interruptions of utility service will likely occur during construction. Impacts to the NVOC wastewater spray-fields located just east of SR 285 and north of College Boulevard will be mitigated under a MOA prior to or concurrently with roadway construction.

Health and Safety (SEA Section 4.7, page 4-10 and Appendix E): It was determined by the Eglin AFB safety office that in order to ensure the safety, health, and welfare of the public, an Explosive Safety Submission (ESS) would be required in accordance with all applicable Department of Defense and Department of the Air Force Safety Standards. As a result of this determination and in compliance with the commitments of the original EA, an ESS "Finding of No Further Action" was conducted. A summary of the ESS process is included in Appendix E. In addition, it was determined through coordination with NWF State College representatives that because of the Proposed Action's proximity to the Public Safety/Criminal Justice Training Center firing range located on the campus, the MBBA would continue to coordinate the roadway design with the college and prepare an MOA to ensure safety requirements are met prior to or concurrently with roadway construction.

Cumulative Impacts (SEA Sections 4.9 through 4.10, pages 4-11 through 4-13): No significant cumulative impacts are projected to occur based on the changes to the Proposed Action and consideration of past, present, or other reasonably foreseeable projects in the project area. The changes to the Proposed Action would further improve the transportation efficiency and capacity in the area, and benefit the transportation network of other local projects. In addition, the western alignment shift across Rocky Creek avoided potential impacts to the Okaloosa darter and its habitat and reduced potential cultural resource impacts and proved to be a beneficial change.

Status of Plans, Permits/Approvals, Management Actions, and Mitigation Projects (SEA Section 5.0, pages 5-1 through 5-4): The MBBA has committed to obtaining and complying with the plan, permits/approvals, management actions, and mitigation projects associated with the Proposed Action. In addition, the MBBA has initiated several mitigation projects in compliance with the BO.

Public Notice and Agency Coordination (SEA Section 6.0, pages 6-1 through 6-3 and Appendices A, C, and D, pages A-1 through A-16, page C-1, and pages D-1 through D-28): A public notice of availability of the Draft SEA and original EA - FONSI/FONPA was published in the *Northwest Florida Daily News* on 22 March 2010, beginning the 45-day comment period. Concurrently, the Draft SEA was submitted to the FDEP, Florida State Clearinghouse for agency review. The public comment period closed on May 5, 2010. No comments were received from the public. Agency comments were received on May 7, 2010 and incorporated into the Final

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SEA. In addition, agency coordination meetings regarding this project were held on April 2 and December 3, 2009 and consisted of representatives from Eglin AFB, MBBA, USFWS, USACE, NFWFMD, FDOT, FDEP, FWC and HDR Engineering, Inc. In addition, pre-application meetings with FDEP, USACE, USFWS, and FWC were held on July 8 and 9, September 9, and December 3, 2009; informal coordination occurred with USFWS and FWC on May 19, 2009 and USFWS on Feb 9, 2010; and on-site field meetings were held June 30, July 23, and August 5, 2009, and January 26, 2010 with USFWS, FWC, Eglin Natural Resources, FDEP, and USACE.

Finding of No Practicable Alternative

Taking the above information into consideration, pursuant to Executive Order 11988, *Floodplain Management*, Executive Order 11990, *Protection of Wetlands*, and the authority delegated by the Secretary of the Air Force Order 791.1, I find there is no practicable alternative to conducting the Proposed Action within the floodplains and wetlands. The Air Force further finds all practicable measures have been taken to minimize harm to floodplains and wetlands, and proposed measures to minimize impacts are documented in the SEA. Because there is no practicable alternative to impacting wetlands, federal regulations require compensatory mitigation. Mitigation for wetland losses are proposed to occur at a suitable location off of Eglin AFB property. This finding fulfills both the requirements of the referenced Executive Orders and 32 CFR Part 989.14 requirements for a Finding of No Practicable Alternative.

Finding of No Significant Impact

Based upon my review of the facts and analyses contained in the attached SEA and as summarized above, I find the proposed action to construct the Phases 2 and 3 Mid Bay Bridge Connector will not have a significant impact on the natural or human environment; therefore, an environmental impact statement is not required. This analysis fulfills the requirements of NEPA, the President's Council on Environmental Quality, and 32 CFR Part 989.



DAVID W. FUNK, Colonel, USAF
Command Civil Engineer
Installations and Mission Support
(HQ AFMC/A7P)

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Date

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ACRONYMS AND ABBREVIATIONS

AFB	Air Force Base
APE	Area of Potential Effect
BHR	Bridge Hydraulics Report
BO	Biological Opinion
BRAC	Base Realignment and Closure
CEQ	Council on Environmental Quality
CEV	Civil Engineering, Environmental Division
CFR	Code of Federal Regulations
CR	Cultural Resources
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
DoD	Department of Defense
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EO	Executive Order
ESS	Explosives Safety Submission
F.A.C.	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FDHR	Florida Department of Historical Resources
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FMV	Fair Market Value
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
FS	Florida Statutes
FWC	Florida Fish and Wildlife Conservation Commission
MBBA	Mid-Bay Bridge Authority
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NR	National Register
NRHP	National Register of Historic Places
NVOC	Niceville-Valparaiso-Okaloosa County
NWFTCA	Northwest Florida Transportation Corridor Authority
NWFWMD	Northwest Florida Water Management District
ROW	Right-of-Way
SCH	State Clearinghouse (Florida)
SEA	Supplemental Environmental Assessment
SHPO	State Historic Preservation Officer
TBD	To Be Determined
USC	United States Code
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UXO	Unexploded Ordnance
VB	Value Based Transaction
WHR	Wildlife and Habitat Report

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1.0 PURPOSE OF AND NEED FOR THE CHANGES TO THE PROPOSED ACTION

1.1 INTRODUCTION

This supplemental Environmental Assessment (SEA) examines the potential environmental impacts resulting from the changes to the Proposed Action during the design of Phases 2 and 3 of the Mid-Bay Bridge Connector that have occurred since the original Environmental Assessment (EA) dated November 2008 and Finding of No Significant Impact/Finding of No Practicable Alternative (FONSI/FONPA) signed 05 December 2008; the original 2008 EA is incorporated by reference per 40 Code of Federal Regulations (CFR) 1502.21 (USAF, 2008). Eglin Air Force Base (AFB) has determined that a SEA is needed when changes to the Proposed Action involve changes in environmental impacts, or when there are new circumstances or information relating to environmental impacts.

The environmental analysis contained within this SEA will determine if there are significant impacts requiring preparation of an Environmental Impact Statement (EIS) or if the impacts are not significant, a FONSI/FONPA.

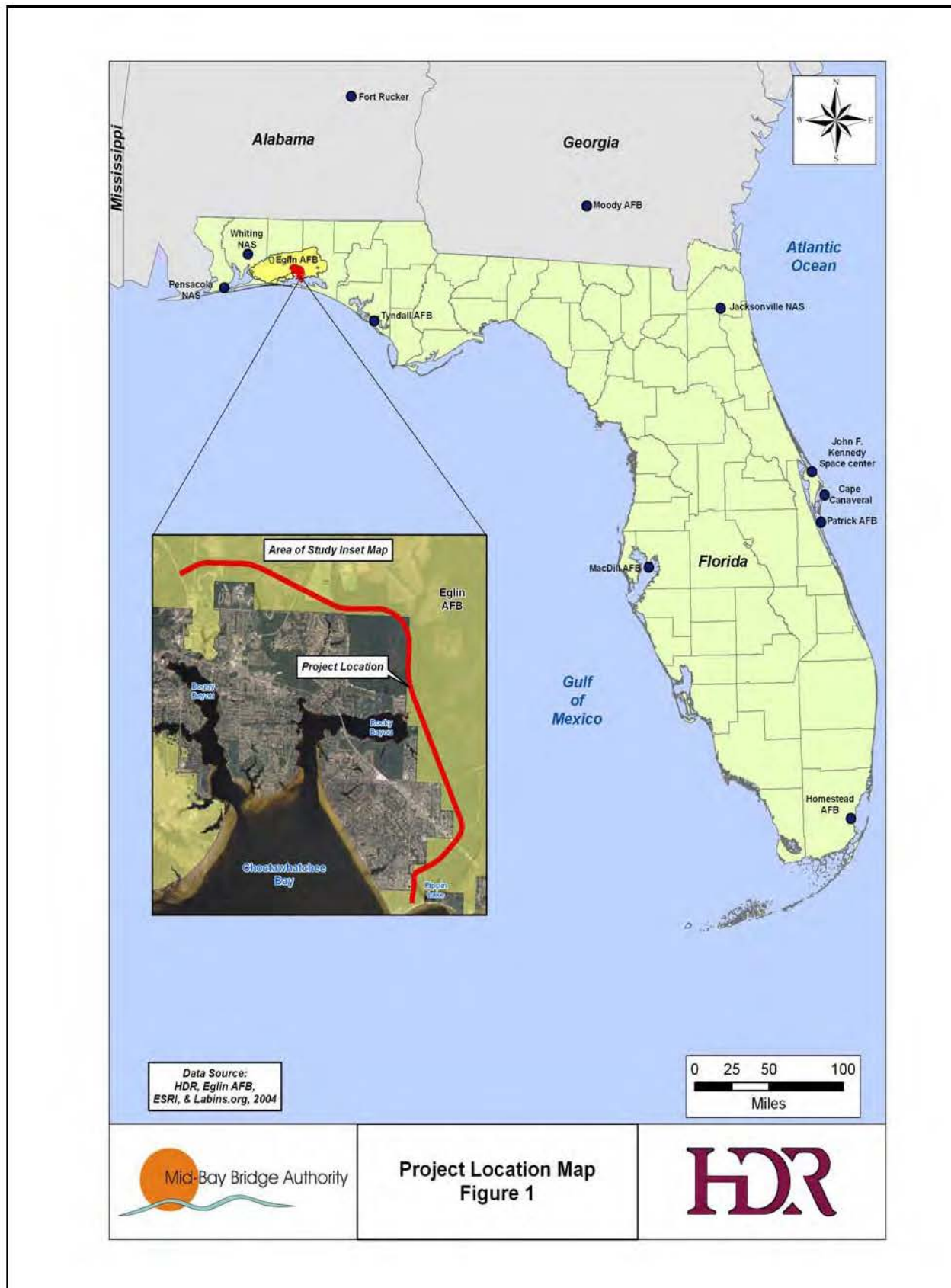
The Mid-Bay Bridge Authority (MBBA), through its contractor HDR, prepared this SEA in accordance with the requirements of the *National Environmental Policy Act* (NEPA) of 1969 (42 United States Code [U.S.C.] 4321 et seq.), the Council on Environmental Quality (CEQ) regulations of 1978 (40 CFR 1500-1508), and the Air Force's Environmental Impact Analysis Process (EIAP) (32 CFR Part 989).

1.2 BACKGROUND

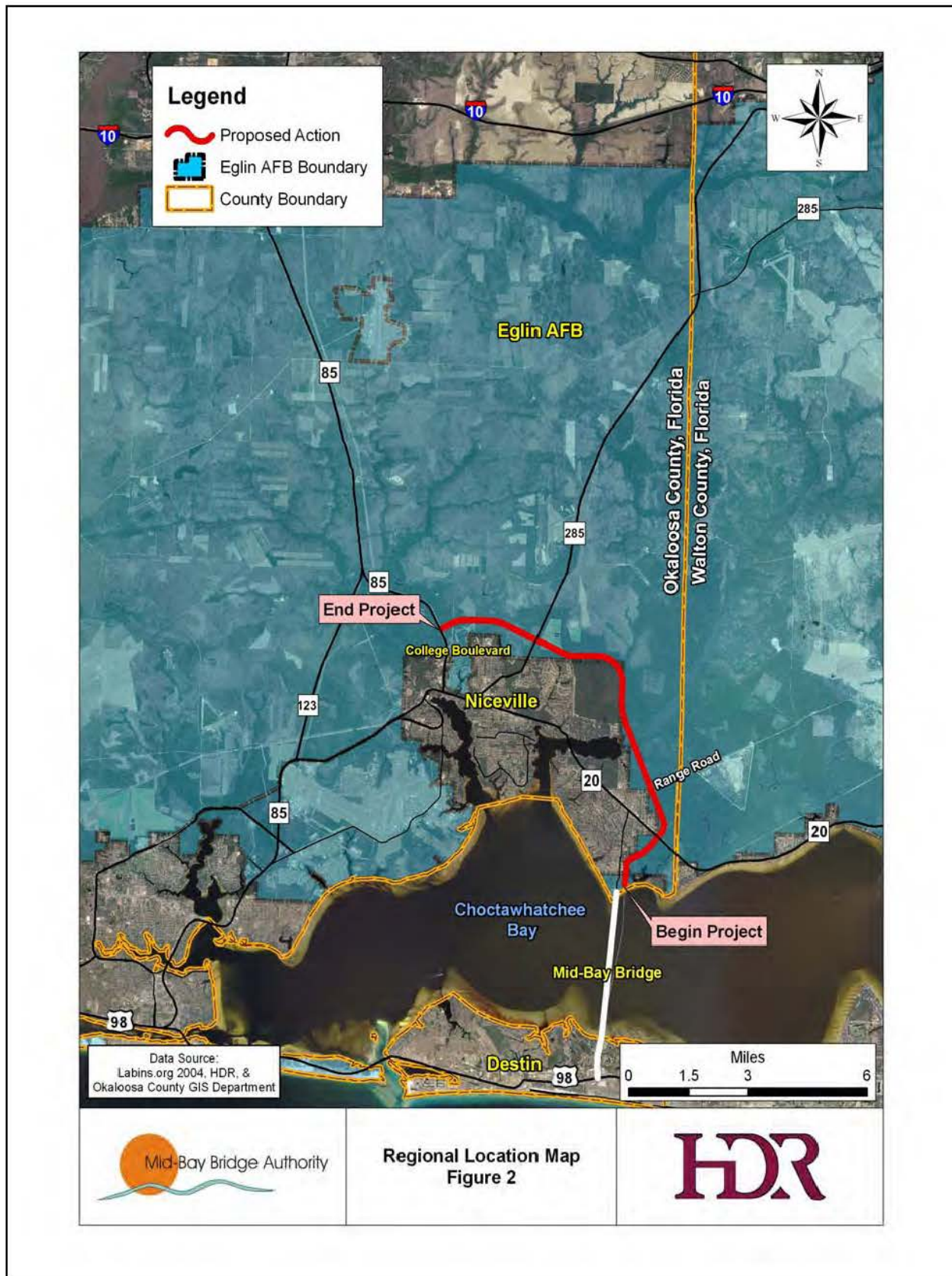
The original 2008 EA proposed construction of a new road, the Mid-Bay Bridge Connector, which crosses part of Eglin AFB near Niceville, Florida (see Figures 1 and 2). The original 2008 EA defined the Purpose and Need for the Mid-Bay Bridge Connector (Section 1.4, pages 1-10 to 1-11), described the Proposed Action and alternatives (Sections 2.2-2.4, pages 2-1 to 2-10), identified the preferred alignment for the road (Section 2.5.1, pages 2-11 to 2-16), and evaluated the potential environmental impacts resulting from the Proposed Action and alternatives (to include the No Action alternative)(Section 4.0), as well as any applicable plans, permits, management actions, mitigation measures, and best management practices (BMPs) that would avoid or minimize environmental impacts (Section 5.0, pages 5-1 to 5-5).

During the development of the original 2008 EA, it was determined that additional analysis, in the form of a SEA, would be required to adequately address impacts resulting from any changes that would occur outside of the original 400-foot-wide study corridor.

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1.3 PURPOSE OF AND NEED FOR THE CHANGES

1.3.1 Purpose of the Changes

The purpose of the changes to the Proposed Action for the Mid-Bay Bridge Connector are to refine and improve the alignment to produce a more efficient, productive, and safe transportation system that further minimizes impacts to environmental resources while adequately addressing the Purpose and Need defined in the original 2008 EA, Section 1.4, pages 1-10 and 1-11.

1.3.2 Need for the Changes

During continued design of the roadway, several factors were considered in order to accurately determine the placement of the roadway within the approved 400-foot-wide study corridor. Such factors include, but are not limited to, horizontal/right-of-way (ROW) limitations with respect to natural, cultural, social, biological, and physical resources, vertical changes (topography), design speed, earthwork balancing, and drainage requirements such as stormwater management pond sizing and locations, ditches, and outfalls. Now that these parameters have been further defined and analyzed, a more accurate representation of impacts can be established.

1.4 SCOPING AND CONSULTATION

Scoping letters requesting comments on possible issues of concern related to the SEA were sent to the Florida State Clearinghouse (SCH) on 22 March 2010, and forwarded to the agencies with pertinent environmental resource responsibilities. The SCH, public, and environmental agency consultations are documented in Appendix A, Appendix C, and Appendix D of this SEA, respectively.

1.5 ISSUES ELIMINATED FROM FURTHER ANALYSIS

The area(s) of potential effects (APE) regarding air quality, geological resources, groundwater, noise, socioeconomics, environmental justice, aesthetics, and transportation were previously analyzed in the original 2008 EA. Implementation of the changes to the Proposed Action would have no additional effects to these environmental resource categories, thus no further analyses of these resources are presented in this SEA.

1.6 ISSUES CARRIED FORWARD FOR FURTHER ANALYSIS

As a result of the changes to the Proposed Action during design of the Mid-Bay Bridge Connector, relevant environmental issues that are addressed in this document include potential effects in the areas of cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety. Cumulative impacts were also reviewed and addressed.

As discussed in Section 1.6 (page 1-11) of the original 2008 EA, a sliding-scale approach was used for the analysis of potential environmental effects. That is, certain aspects of the changes to the Proposed Action have a greater potential for creating environmental effects than others; therefore, they are discussed in greater detail in this SEA than those aspects of the action that have little potential for effect. For example, implementation of the changes to the Proposed Action could affect cultural resources, surface waters, listed species (both federal and state), wetlands and floodplains, land use, utilities, and health and safety in the area. This SEA, therefore, presents in-depth descriptive information on these resources to the fullest extent necessary for effects analysis.

1.7 ORGANIZATION OF THIS SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

This SEA evaluates the changes to the Proposed Action since the original 2008 EA and follows the organization established by the CEQ regulations (40 CFR, Parts 1500-1508). This document consists of the following chapters.

- Chapter 1 - Purpose of and Need for the Changes to the Proposed Action
- Chapter 2 - Description of Changes to the Proposed Action
- Chapter 3 - Affected Environment
- Chapter 4 - Environmental Consequences
- Chapter 5 - Status of the Plans, Permits/Approvals, Management Actions, and Mitigation Projects
- Chapter 6 - Consultations and Coordination
- Chapter 7 - List of Preparers
- Chapter 8 - References
- Appendix A - CZMA Determination and State Clearinghouse Coordination
- Appendix B - Cultural Resources - Section 106 Consultation
- Appendix C - Public Review Process
- Appendix D - Environmental Agency Coordination
- Appendix E - Explosives Safety Submission
- Appendix F - FWC Coordination & Concurrence
- Appendix G - FWC Incidental Take of Listed Species
- Appendix H - Letters of Intent for Permitting

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2.0 DESCRIPTION OF CHANGES TO THE PROPOSED ACTION

2.1 INTRODUCTION

As required by federal regulations, this SEA addresses the possible environmental impacts resulting from the changes to the Proposed Action that have occurred since the original 2008 EA as a result of the design of Phase 2 and 3 of the Mid-Bay Bridge Connector. Changes to the Proposed Action have occurred since the original 2008 EA. Figure 3 shows the locations of the changes, including the change in ROW required for siting stormwater ponds. These changes are considered “new circumstances” and warrant further environmental analysis with respect to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety. The changes to the Proposed Action are as follows:

- Stormwater Pond Siting
- Western Alignment Shift across Rocky Creek
- Toll Plaza Location
- Location of the Northeast Niceville Median Opening
- Forest Drive Extension
- SR 285 Interchange
- SR 85 Interchange

The changes to the Proposed Action would meet the Mid-Bay Bridge Connector Purpose and Need, as discussed in Section 1.3 (page 1-4) of this SEA and Section 1.4 (page 1-10) of the original 2008 EA.

2.2 DESCRIPTION OF CHANGES

2.2.1 Stormwater Pond Siting

As a result of the design and in compliance with the Florida Department of Environmental Protection (FDEP) stormwater management system regulations at 62-346 of the Florida Administrative Code (F.A.C.), the stormwater management pond locations have been identified along the corridor and are included in the ROW shown in Figure 3.

2.2.2 Western Alignment Shift across Rocky Creek

During design, it was determined that in order to remain in compliance with the terms and conditions of the US Fish and Wildlife Service’s (USFWS) biological opinion (BO) dated September 16, 2008 (Appendix B of the original 2008 EA), a western alignment shift (Figure 4) must occur to avoid constructing permanent bridge piles directly in the Rocky Creek stream channel and to minimize potential impacts to cultural resources in the area.

2.2.3 Toll Plaza Location

In the original 2008 EA (Section 2.5.1, page 2-11), it was mentioned that a mainline toll plaza would be included either north or south of Rocky Creek. As a result of the design, the location of the toll plaza has been placed north of Rocky Creek (Figure 5).

2.2.4 Location for the Northeast Niceville Median Opening

During the original 2008 EA, it was suggested in Section 2.5.1, page 2-11, that the Northeast Niceville Interchange location was conceptual and anticipated to be a conventional diamond design. However, during design it was determined that a conventional diamond interchange would not be warranted at this location. Instead, a median opening will be designed within the 400-foot-wide study corridor (Figure 6).

2.2.5 Forest Drive Extension

As a result of the design, it was determined a new access road was needed to provide the public with an option for ingress/egress to the Connector. Therefore, an intersection has been designed as an extension of Forest Drive (Figure 7).

2.2.6 SR 285 Interchange

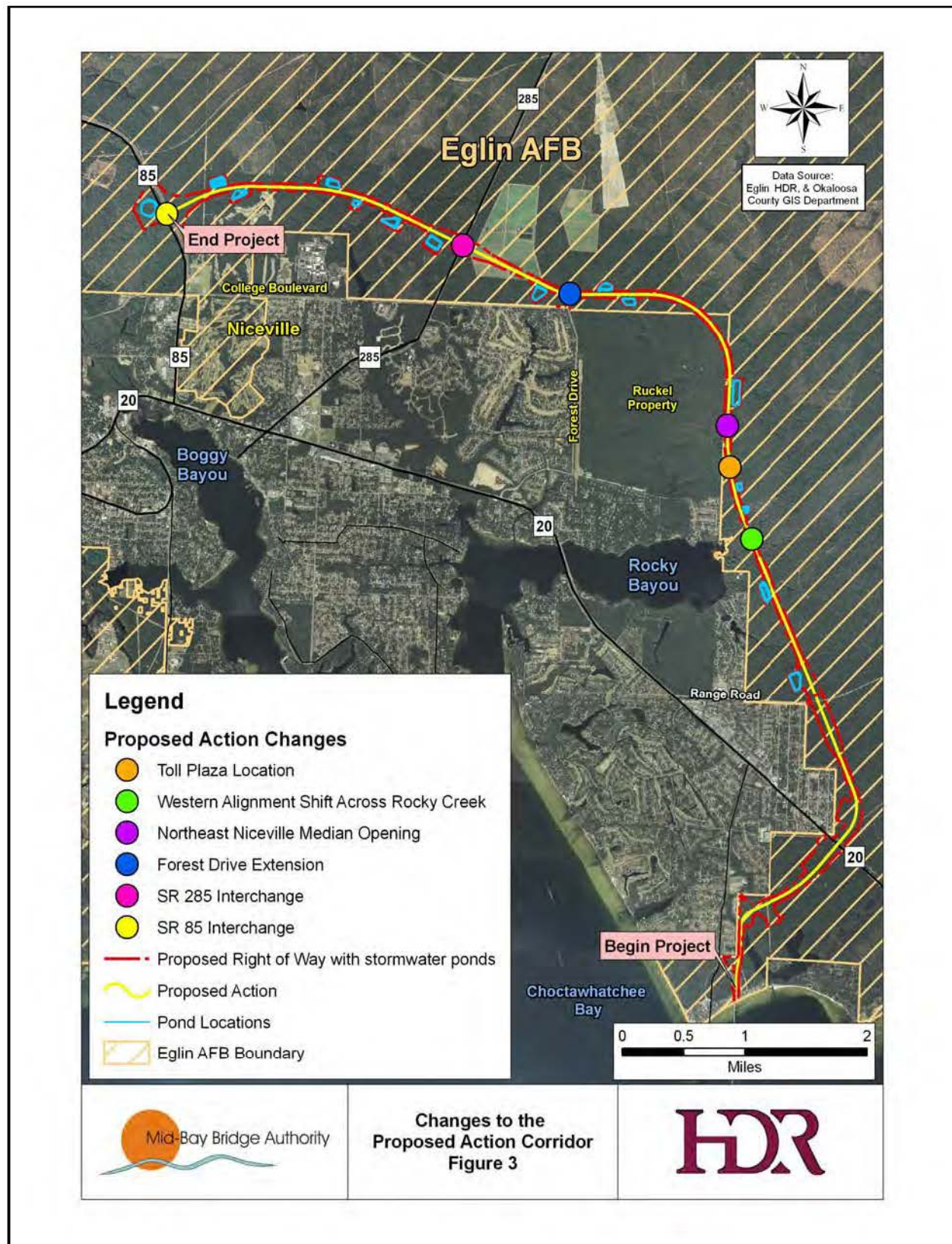
As a result of the design, the SR 285 interchange location, layout, and ROW limits have been determined (Figure 8). As a result of the design, impacts to the southern portion of the Niceville-Valparaiso-Okaloosa County (NVOC) spray-field will be mitigated through a Memorandum of Agreement (MOA) between NVOC and MBBA.

2.2.7 SR 85 Interchange

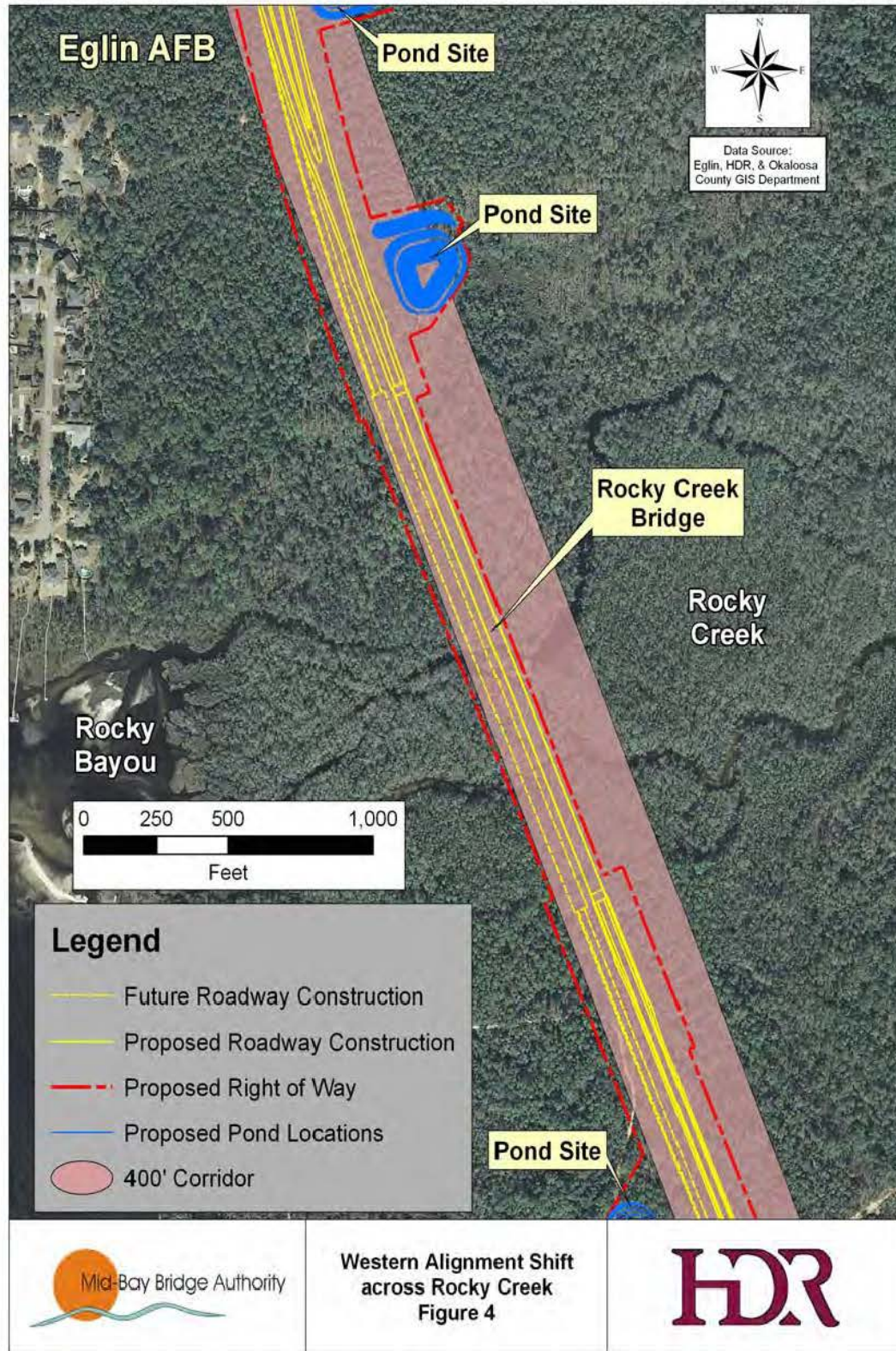
During design of the SR 85 interchange, it was determined that a “trumpet” type interchange would better serve the Mid-Bay Bridge Connector Purpose and Need rather than the single-point urban interchange proposed in the original 2008 EA. As a result, its location, layout, and ROW limits have been determined (Figure 9).

2.3 SELECTION CRITERIA FOR CHANGES

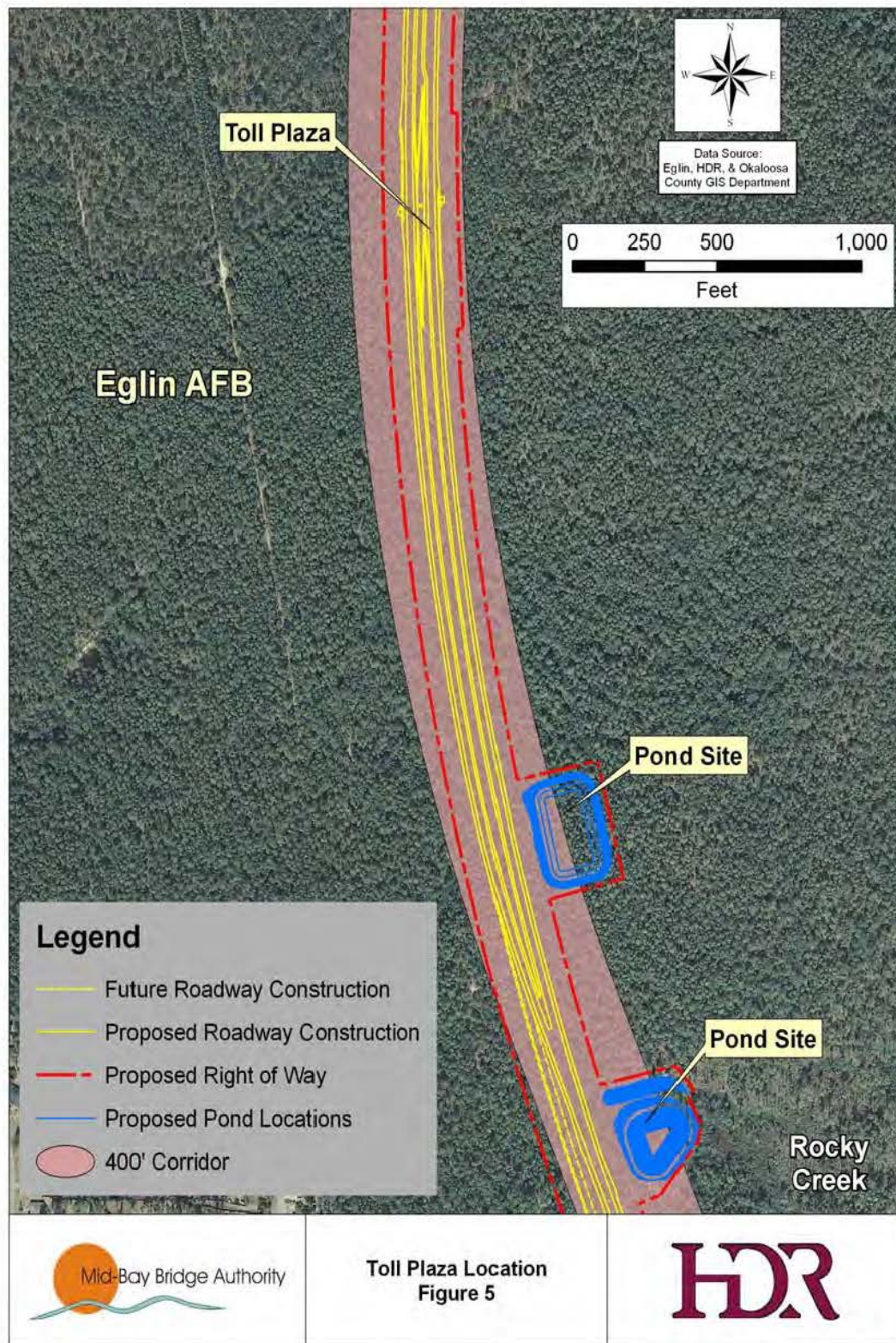
The selection criteria used to evaluate the changes to the Proposed Action are consistent with the selection criteria of the original 2008 EA, found in Section 2.3, page 2-9. Sections 2.4 and 2.5, pages 2-11 and 2-12 of this SEA, describe which changes will be eliminated and carried forward for further analysis.



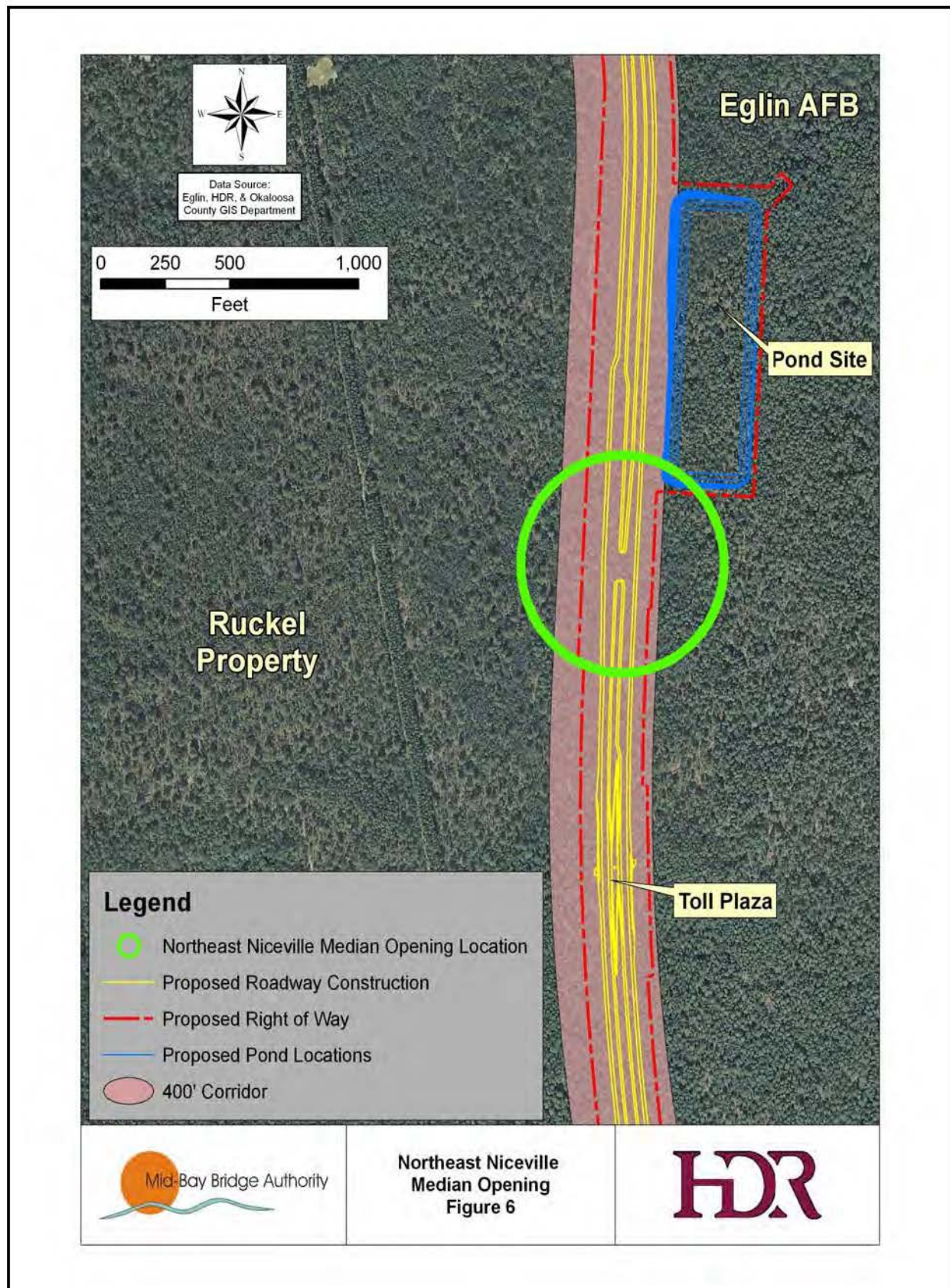
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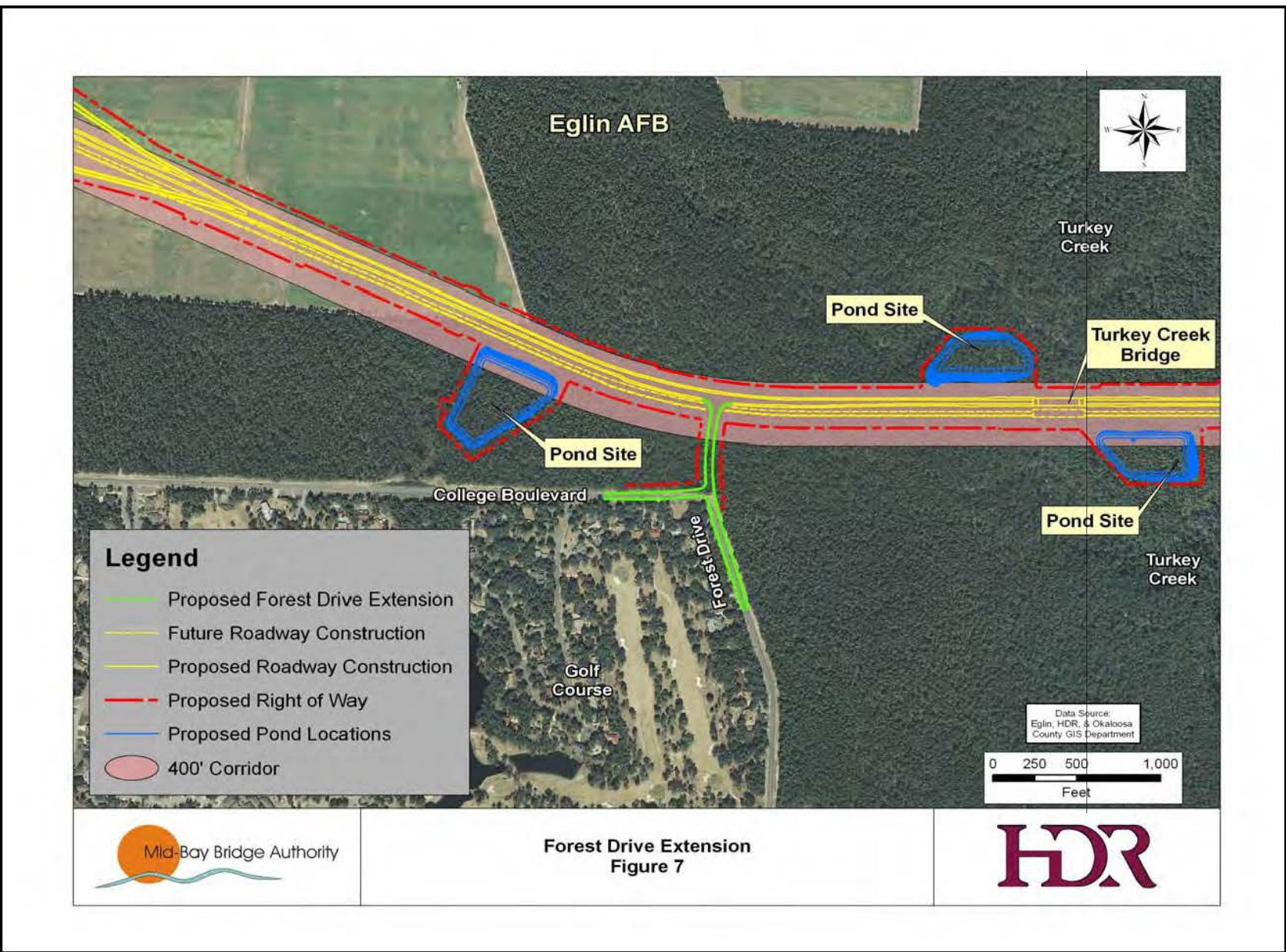
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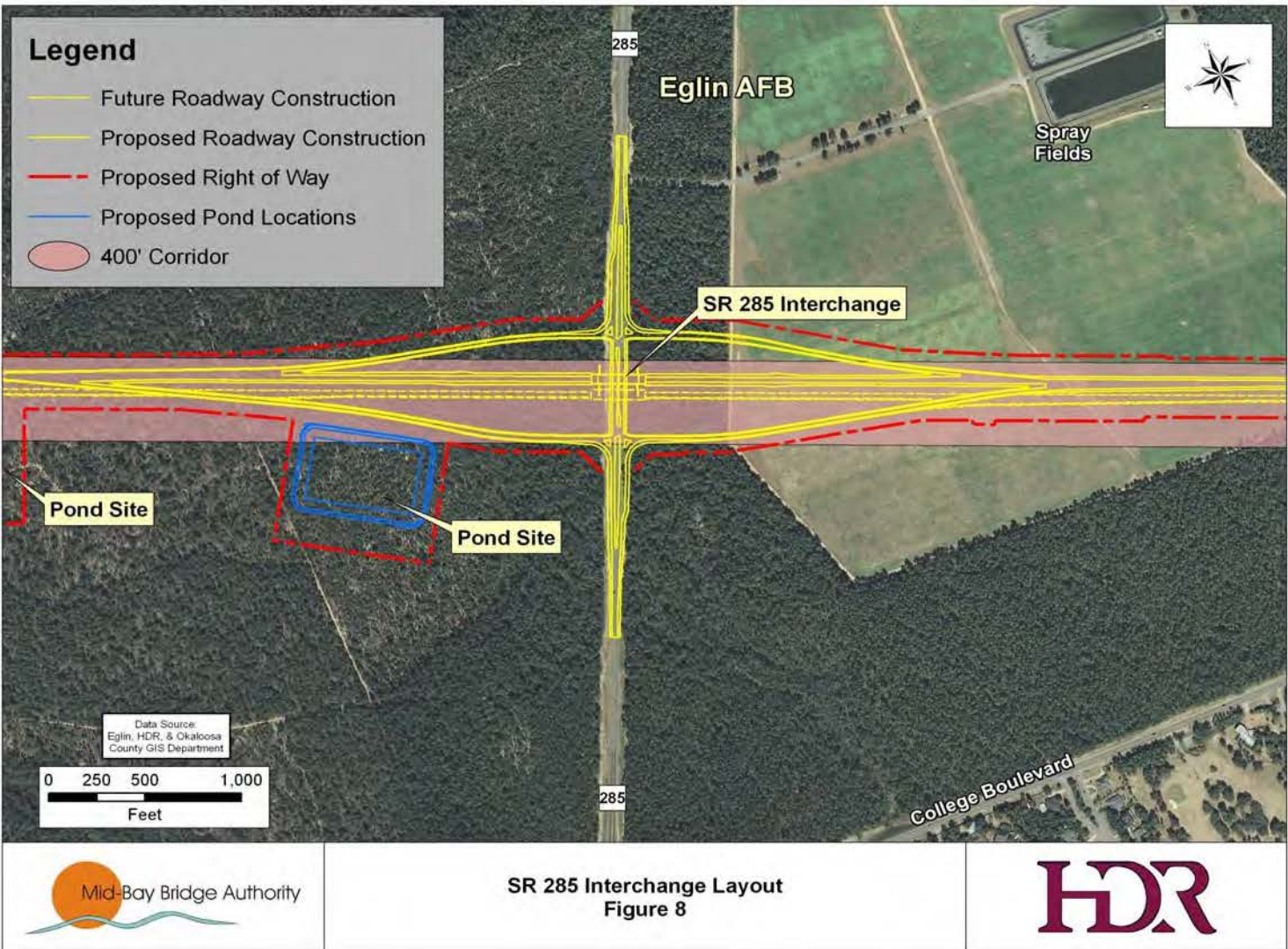
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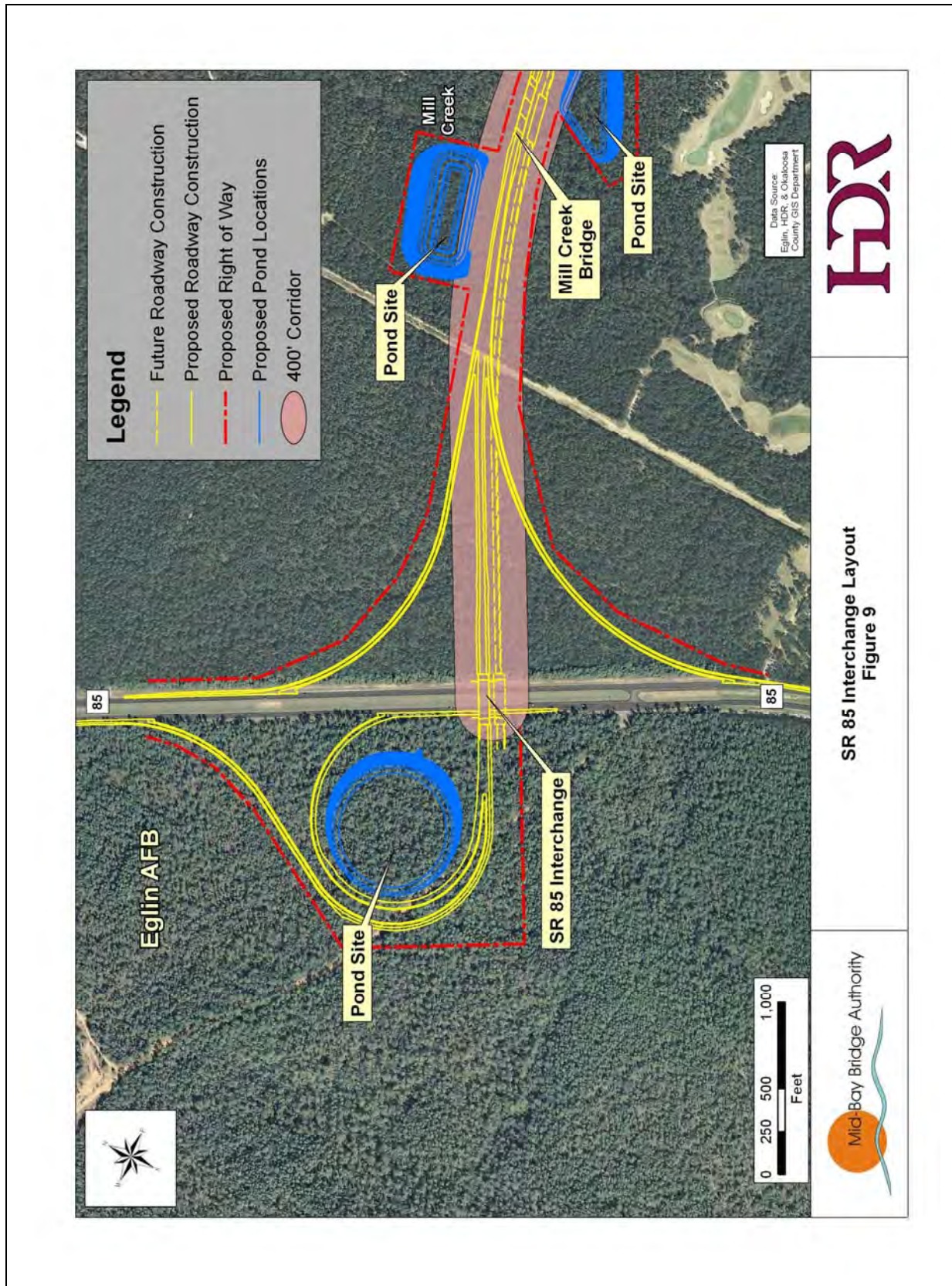
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2.4 CHANGES ELIMINATED FROM FURTHER ANALYSIS

2.4.1 Toll Plaza

During design of Phases 2 and 3, the toll plaza location was identified. Because the toll plaza remains within the 400-foot-wide study corridor, it was analyzed as part of the original 2008 EA. Therefore, no further evaluation of its effects to environmental resources is required.

2.4.2 Northeast Niceville Median Opening

As mentioned in Section 2.5.1, page 2-11 of the original 2008 EA and in Section 2.2.4, page 2-2 of this SEA, the Northeast Niceville Interchange location was conceptual and anticipated to be a conventional diamond design. However, during design it was determined that a conventional diamond interchange would not be warranted at this location. Instead, a median opening will be designed within the 400-foot-wide study corridor. This median opening will initially function as a turnaround and could serve as an intersection to address potential future traffic demands in the event the Ruckel property (shown on Figure 3) becomes developed. Although, the developer has agreed to use this median opening as an intersection, the location of an access road within the development has not been determined. Because the median opening and any future intersection remains within the 400-foot-wide study corridor, which was analyzed as part of the original 2008 EA, no further evaluation of its effects to environmental resources is required.

2.5 CHANGES CARRIED FORWARD FOR FURTHER ANALYSIS

These changes to the Proposed Action would meet the Mid-Bay Bridge Connector Purpose and Need, as discussed in Section 1.4, page 1-10 of the original 2008 EA and Section 1.3, page 1-4 of this SEA. Therefore, the changes described below will be carried forward for further analysis.

2.5.1 Stormwater Pond Siting

In compliance with the FDEP stormwater management system regulations at 62-346 of the F.A.C., the stormwater management ponds have been located along the corridor. Because portions of these ponds occur outside of the original 400-foot-wide study corridor, their potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis. As a result of the stormwater pond sitings south of Rocky Creek, the reconfiguration of two sections of an existing dirt road (see Figure 10; page 4-5) will be required to provide continued access to a designated public recreational area consisting of a campground and boat launching area located on Rocky Creek. Because portions of this realignment are outside the original 400-foot-wide study corridor, Eglin has determined that its potential effects to cultural resources (Section 4.1.1) and wetlands (Section 4.4.1) will be carried forward for further analysis.

2.5.2 Western Alignment Shift across Rocky Creek

In compliance with the terms and conditions of the BO (Appendix B of the original 2008 EA) and to further prevent direct impacts to the Okaloosa darter, a western shift was needed to avoid constructing bridge piles directly in the Rocky Creek stream channel and further avoid and minimize potential impacts to cultural resources. Because this shift diverges slightly outside of the original 400-foot-wide study corridor, its potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

2.5.3 Forest Drive Extension

As a result of the design, it was determined a new access road was needed to provide the public with an option for ingress/egress to the Connector. Therefore, an intersection has been designed as an extension of Forest Drive. Because this new connection occurs outside of the original 400-foot-wide study corridor, its potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

2.5.4 SR 285 Interchange

As a result of the design, the SR 285 interchange location, layout, and ROW limits have been determined. Because portions of this interchange occur outside of the original 400-foot-wide study corridor, its potential effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

2.5.5 SR 85 Interchange

During design of the SR 85 interchange, it was determined that a “trumpet” type interchange would better serve the Mid-Bay Bridge Connector Purpose and Need. Because this interchange occurs outside of the original 400-foot-wide study corridor, its effects to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety will be carried forward for further analysis.

2.6 REASONABLY FORESEEABLE CUMULATIVE ACTIONS

The reasonably foreseeable cumulative actions discussed in the original 2008 EA, Section 2.6, pages 2-17 through 2-18, remain unchanged. However, since the original 2008 EA, an additional project has been identified near the Proposed Action. The early planning for the development of a 1,100 acre parcel of property (shown as Ruckel property on Figure 3) has been initiated. However, its level of advancement in the planning process is uncertain and its implementation schedule has not been finalized. It is surmised that a parcel of this size could provide for high-density residential and commercial development. Developable parcels of this size in our area could reasonably expect to comprise 3,000-4,000 single and multi-family residences and several hundred acres for small businesses. The future property development layout, design, and funding structure are conceptual and cannot be predicted at this time. Therefore, it has been determined that based on the lack of available information, this project cannot be reasonably considered as a foreseeable future action and its cumulative impacts cannot be accurately addressed at this time. Furthermore, it will not be evaluated in this SEA. In addition, Eglin’s mission expansion resulting from the 2005 Base Realignment and Closure Commission (BRAC) decision is currently being evaluated under an EIS. Therefore, its cumulative actions will not be further evaluated in this SEA.

Reasonably foreseeable projects (consistent with the original 2008 EA) to be carried forward include the following:

- Construction of a parallel two-lane sister span to the existing Mid-Bay Bridge
- Widening of SR 20 from just east of White Point Road to the Walton County line and
- Northwest Florida Transportation Corridor Authority (NWFTCA) alignment from SR 87 in Santa Rosa County to US 331 in Walton County

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2.7 COMPARISON OF CHANGES

Table 1: Summary of Impacts from Changes to the Proposed Action.

Stormwater Pond Siting	Western Alignment Shift across Rocky Creek	Forest Drive Extension	SR 285 Interchange	SR 85 Interchange
Cultural Resources				
No resources eligible for listing in the National Register (NR) of Historic Places will be affected.	Section 106 consultations are being conducted under a MOA (Appendix B). Resolution for mitigation of adverse effects to NR eligible resources will be completed prior to construction.	No NR eligible resources affected.	Section 106 consultations are being conducted under a MOA (Appendix B). Resolution for mitigation of adverse effects to NR eligible resources will be completed prior to construction.	No NR eligible resources affected.
Surface Waters				
No significant impacts to surface waters; Stormwater ponds will be permitted and constructed pursuant to 62-346, F.A.C.	No significant impacts to surface waters; Stormwater ponds will be permitted and constructed pursuant to 62-346, F.A.C.; Beneficial impacts to Okaloosa darter by avoiding placing bridge piles directly in the stream channel.	No significant impacts to surface waters; Stormwater ponds will be permitted and constructed pursuant to 62-346, F.A.C.	No significant impacts to surface waters; Stormwater ponds will be permitted and constructed pursuant to 62-346, F.A.C.	No significant impacts to surface waters; Stormwater ponds will be permitted and constructed pursuant to 62-346, F.A.C.
Listed Species				
No adverse impacts to listed species. USFWS's BO remains unchanged. FWC concurrence received 7 Jan 2010 (Appendix F).	No adverse impacts to listed species. USFWS's BO remains unchanged. FWC concurrence received 7 Jan 2010, (Appendix F). Beneficial to Okaloosa darter by avoiding placing bridge piles directly in the stream channel.	No adverse impacts to listed species. USFWS's BO remains unchanged. FWC concurrence received 7 Jan 2010 (Appendix F).	No adverse impacts to listed species. USFWS's BO remains unchanged. FWC concurrence received 7 Jan 2010 (Appendix F).	No adverse impacts to listed species. USFWS's BO remains unchanged. FWC concurrence received 7 Jan 2010 (Appendix F).
Wetlands and Floodplains				
All stormwater ponds are located in uplands. One pond has caused the realignment of a campground access road (Figure 10). This realignment will impact 0.10 acres of wetlands and will be permitted concurrently with Phases 2 and 3.	Overall wetland and floodplain impacts anticipated at Rocky Creek during the original 2008 EA have decreased by approx. 17 acres for both resources.	No impacts to wetlands or floodplains.	No impacts to wetlands and floodplains.	No impacts to wetlands and floodplains.

Stormwater Pond Siting	Western Alignment Shift across Rocky Creek	Forest Drive Extension	SR 285 Interchange	SR 85 Interchange
Land Use				
Land use will change from Air Force reservation to a stormwater management facility for transportation use under a value based transaction (VBT) process. However, no significant impacts will occur to Eglin's mission.	Land use will change from Air Force reservation to a transportation facility use under a VBT process. However, no significant impacts will occur to Eglin's mission.	Land use will change from Air Force reservation to a transportation facility use under a VBT process. However, no significant impacts will occur to Eglin's mission.	Land use will change from Air Force reservation to a transportation facility use under a VBT process. However, no significant impacts will occur to Eglin's mission. In addition, the southern portion of the NVOC spray-field will be converted from an industrial use to a transportation use.	Land use will change from Air Force reservation to a transportation facility use under a VBT process. However, no significant impacts will occur to Eglin's mission.
Utilities				
No significant impacts to utilities; Temporary short-term interruptions may occur during construction.	No significant impacts to utilities; Temporary short-term interruptions may occur during construction.	No significant impacts to utilities; Temporary short-term interruptions may occur during construction.	No significant impacts to utilities; Temporary short-term interruptions may occur during construction; Impacts to the NVOC spray-field will be mitigated through a MOA between NVOC and the MBBA.	No significant impacts to utilities; Temporary short-term interruptions may occur during construction.
Health and Safety				
No impacts to health and safety from UXO based on adherence to ESS contingency plan.	No impacts to health and safety from UXO based on adherence to ESS contingency plan.	No impacts to health and safety from UXO based on adherence to ESS contingency plan.	No impacts to health and safety from UXO based on adherence to ESS contingency plan.	No impacts to health and safety from UXO based on adherence to ESS contingency plan.

3.0 AFFECTED ENVIRONMENT

This section describes the environment that could be affected by the changes to the Proposed Action. The potential environmental consequences of those changes are presented in Chapter 4. Based on these changes, environmental resources that may be potentially affected are considered in this chapter. Environmental issues are identified and addressed based on a sliding scale approach discussed in the original 2008 EA (Section 1.6).

3.1 CULTURAL RESOURCES

Refer to the original 2008 EA, Section 3.3.7; pages 3-34 through 3-36.

The design of the roadway for Phases 2 and 3 has reduced the area of potential effect (APE) as predicted in the original 2008 EA from 400-feet to ± 265 -feet (and less for bridges at stream crossings). However, near the interchanges and stormwater ponds, the APE increased to approximately 600-feet.

In addition, as part of the cultural resource (CR) studies done in support of corridor planning, the private land (locally known as the Ruckel property) (Figure 3) within the APE, which includes the ROW and the northeastern corner severed by the corridor, was surveyed for sites potentially eligible for listing on the NRHP. Furthermore, as a result of the stormwater pond sitings south of Rocky Creek, the reconfiguration of two sections of an existing dirt road (see Figure 10; page 4-5) will be required to provide continued access to a designated public recreational area consisting of a campground and boat launching area located on Rocky Creek. Chapter 4, Section 4.1 describes the CR impacts resulting from the changes to the Proposed Action including the Ruckel property and the public recreational access road realignments. Appendix B of this SEA contains the documentation regarding the Section 106 process and acts as an addendum to Appendix E of the original 2008 EA.

3.2 SURFACE WATERS

Refer to the original 2008 EA, Section 3.3.3.1; pages 3-13 through 3-15.

The surface water section in the original 2008 EA contains information relevant to streams, creeks, bays, and bayous as well as their relationship to water quality. As stated in the original 2008 EA, the MBBA is required to construct stormwater management ponds pursuant to Chapter 62-346, F.A.C. As a result of the design, the locations of the stormwater ponds have been determined and portions are located outside the original 400-foot-wide study corridor. Therefore, further analysis was required to determine if additional impacts to surface waters would occur. Chapter 4, Section 4.2 describes that no significant impacts to surface waters resulted from the changes to the Proposed Action during design.

3.3 FEDERAL AND STATE LISTED SPECIES

Refer to the original 2008 EA, Section 3.3.4; pages 3-19 through 3-26.

Appendix B of the original 2008 EA contains information relevant to the compliance of federal and state regulations involving listed species and their habitats in accordance with the BO. Therefore, the changes to the Proposed Action, as a result of design, have been analyzed for compliance with the BO. In addition, since the original 2008 EA was signed, new state rules involving gopher tortoises were implemented by the Florida Fish and Wildlife Conservation Commission (FWC). Therefore, state listed wildlife surveys and surveys specific to the gopher tortoise were conducted. Subsequently, a Wildlife and Habitat Report (WHR) was submitted to FWC for review and concurrence (see concurrence letter dated 7 January 2010, Appendix F). Chapter 4, Section 4.3 describes that no significant impacts to federal or state listed species or their habitats resulted from the changes to the Proposed Action during design.

3.4 WETLANDS AND FLOODPLAINS

Refer to the original 2008 EA, Section 3.3.5; pages 3-26 through 3-29 for wetlands and Section 3.3.3.3; pages 3-16 through 3-18 for floodplains.

This section contains information relevant to the compliance with federal and state wetland and floodplain regulations. As stated in the original 2008 EA, the MBBA will avoid, minimize, and mitigate impacts to wetlands and floodplains pursuant to Section 404 of the Clean Water Act (CWA), Executive Order (EO) 11990, *Protection of Wetlands*, EO 11988, *Floodplain Management*, and Chapter 373, Florida Statutes (F.S.). The US Army Corps of Engineers (USACE) and the FDEP have jurisdiction over wetlands in the Mid-Bay Bridge Connector area. Wetland permits for Phase 1 have been secured and permits for Phase 2 and 3 will be obtained prior to construction activities in wetlands. Overall wetland impacts anticipated during the original 2008 EA have decreased from approximately 42.77 acres to approximately 26 acres. Overall floodplain impacts anticipated during the original 2008 EA have decreased from approximately 39.84 acres to approximately 23 acres. Actual acreages have decreased as predicted, based on the ± 265 foot (average) roadway ROW (± 165 feet (average) at stream crossings) being less than the original 400-foot-wide study corridor and the minimization procedures (i.e. bridging) that were accomplished during design. Additionally, the reconfiguration of two sections of an existing dirt road (see Figure 10; page 4-5) will be required to provide continued access to a designated public recreational area consisting of a campground and boat launching area located on Rocky Creek. These areas were assessed for impacts to wetlands and are addressed in Section 4.4.1 of this SEA and shown on Figure 10. Regarding floodplains; a Bridge Hydraulics Report (BHR) was prepared at each of the five bridge locations along the project (MBBA, 2009a). These reports were generated to evaluate the hydraulic impacts and, along with environmental requirements and roadway geometry, establish bridge lengths, the minimum low member elevation, and predict anticipated scour for the substructure design. The BHR's conclude that no significant increases in flood stages will occur based on minimal floodplain conveyance constriction and therefore, the proposed bridge crossings will have no adverse impacts to the upstream and downstream floodplain. The bridges associated with the Proposed Action will not be overtopped for storms up to and including the 500-year event (MBBA, 2009a). It should be noted that none of the waterways associated with these bridges are designated as regulatory floodways by the Federal Emergency Management Agency (FEMA). Chapter 4, Section 4.4 describes the impacts to wetlands and floodplains resulting from the changes to the Proposed Action during design. Section 4.4.6 discusses the mitigation measures implemented to off-set those impacts.

3.5 LAND USE

Refer to the original 2008 EA, Section 3.5.3; pages 3-45 through 3-48.

This section contains information relevant to the land use in the vicinity and the US Air Force value based transaction (VBT) outgrant process. General land use along and adjacent to the Proposed Action study corridor consists of forested areas used for outdoor recreation, commercial forestry products, and lands necessary for supporting the Eglin mission. The general land uses near the interchanges consist of undeveloped natural areas on Eglin AFB bordered by mostly medium to high density residential communities and an associated transportation network. Near the SR 85 interchange, there are institutional components, such as the Northwest Florida (NWF) State College, a sports/festival site, and the Eglin golf course. Near the SR 285 interchange there's an industrial use (NVOC wastewater spray-field). The MBBA will pay fair market value (FMV) to lease the property from the Air Force and purchase the NVOC and Ruckel property for a transportation corridor including the stormwater management facilities. Chapter 4, Section 4.5 describes that no significant impacts resulted from the changes to the Proposed Action during design.

3.6 UTILITIES

Refer to the original 2008 EA, Section 3.5.5; page 3-50.

The utilities section contains information relevant to the changes to the Proposed Action alignment and its proximity to the NVOC wastewater spray-field near the SR 285 interchange. Coordination with NVOC has been initiated and efforts have been made to mitigate the impacts to the spray-field through a MOA between NVOC and MBBA to ensure capacity and compliance with all applicable state and federal laws pertaining to wastewater discharge. Chapter 4, Section 4.6 describes that no significant impacts resulted from the changes to the Proposed Action during design.

3.7 HEALTH AND SAFETY

Refer to the original 2008 EA, Hazardous Materials and Wastes Management Section 3.4; pages 3-36 through 3-39.

This health and safety section contains information relevant to the procedures implemented to ensure public safety, health, and welfare, specifically related to unexploded ordnance (UXO) and the use of the Public Safety/Criminal Justice Training Center's firing range located in the northeast corner of the NWF State College campus. Chapter 4, Section 4.7 describes that no significant impacts resulted from the changes to the Proposed Action during design.

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4.0 ENVIRONMENTAL CONSEQUENCES

This chapter provides a discussion of the potential for significant impacts to cultural resources, surface waters, listed species, wetlands and floodplains, land use, utilities, and health and safety as a result of changes to the Proposed Action. The design of Phases 2 and 3 has reduced the APE as predicted in the original 2008 EA from 400-feet to ± 265 -feet (and less at stream crossings). Therefore, potential impacts to some resources have decreased as a result.

4.1 CULTURAL RESOURCES

Refer to the original 2008 EA, Section 4.1.7; pages 4-16 through 4-17.

In compliance with Section 106 of the National Historic Preservation Act (NHPA), Eglin's CR section has conducted State Historic Preservation Officer (SHPO) and Tribal Consultation regarding the resource concerns in Phases 2 & 3 of the project consistent with the construction phase timeline. The original 2008 EA called for a MOA to be completed prior to construction of Phase 2 and 3. During design it was determined, based on the ROW needed for the Proposed Action, that two sites eligible for listing in the National Register of Historic Places (NRHP) would be impacted. One of the sites (8OK900) had insufficient information available regarding the full extent of its boundaries; its assessment required a two stage approach that included: 1) delineation to identify the limits of the site and the internal distribution of features; 2), data recovery of those features within the proposed ROW that will be affected by construction. As a result, Eglin AFB has developed a MOA in compliance with 36 CFR 800.5 & 800.6, which has been signed by Eglin, MBBA, SHPO, and sent to the Native American Tribes for concurrence. A MOA is prepared by federal agencies in consultation with other parties (SHPO, tribes, others) when one or more of the steps in the regulatory process cannot be completed until some time in the future. MOAs establish a process for decision making that can be tailored to fit the undertaking. Therefore, a MOA has been developed to serve as mitigation pursuant to 36 CFR 800.6, and cover the data recovery requirements for the two National Register (NR) eligible sites within the APE (8OK427 and 8OK900). Please refer to Appendix B of this SEA for the specific consultation documents that were required to complete the Section 106 process. Additionally, no NRHP resources were identified within the APE of the Ruckel property (as described in Section 3.1). Changes made to the Proposed Action during design and their affects to cultural resources are described below.

4.1.1 Stormwater Pond Siting

As a result of the design, the locations of the stormwater ponds have been determined. Additionally, as a result of the stormwater pond sitings south of Rocky Creek, the reconfiguration of two sections of an existing dirt road (see Figure 10; page 4-5) will be required to provide continued access to a designated public recreational area consisting of a campground and boat launching area located on Rocky Creek. Because of the proximity to potentially significant NR eligible sites, Eglin CR reviewed these locations and has determined the access road realignments and all stormwater ponds will have no adverse impacts to cultural resources.

4.1.2 Western Alignment Shift across Rocky Creek

During design, it was determined that the ROW limits could be shifted within the original 400-foot-wide study corridor to further avoid and minimize impacts to significant, NRHP eligible sites. Therefore, this change has produced a beneficial result to cultural resources.

4.1.3 Forest Drive Extension

Eglin CR has reviewed this area and determined that no cultural resources will be affected. Therefore, no adverse impacts to cultural resources will occur as a result of the Forest Drive extension.

4.1.4 SR 285 Interchange

Impacts to cultural resources as a result of this interchange layout have been addressed in accordance with Section 106 of the NHPA and documented in Appendix B of this SEA. Therefore, although adverse impacts are expected, they will be mitigated through a MOA.

4.1.5 SR 85 Interchange

Eglin CR has reviewed this area and determined that no cultural resources will be affected. Therefore, no adverse impacts to cultural resources will occur as a result of the SR 85 interchange.

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4.2 SURFACE WATERS

Refer to the original 2008 EA, Section 4.1.3; pages 4-4 through 4-7.

This section describes the impacts to surface waters as a result of the changes to the Proposed Action. Appendix H contains Eglin's letter of intent (dated 26 Jan 2010) that provides the authorization needed for the commencement of the stormwater permitting process.

4.2.1 Stormwater Pond Siting

As a result of the design, the locations of the stormwater management ponds have been determined. Because the MBBA is required to construct stormwater management ponds pursuant to 62-346, F.A.C., these ponds have been designed to collect and attenuate the runoff necessary to ensure no adverse impacts will occur to surface waters or their water quality. Stormwater permit applications are under FDEP jurisdiction and permits will be received prior to construction.

4.2.2 Western Alignment Shift across Rocky Creek

The western shift in alignment across Rocky Creek will not increase the impervious surface or change the regulatory requirements of the Proposed Action differently than what was analyzed during the original 2008 EA. In addition, to further prevent direct impacts to surface waters, a western shift was needed to avoid constructing permanent bridge piles directly in the Rocky Creek channel. Therefore, for this reason this shift in alignment will have a beneficial impact to surface waters and their water quality.

4.2.3 Forest Drive Extension

The Forest Drive extension will increase the impervious surface of the Proposed Action. However, because the MBBA is required to construct stormwater management ponds pursuant to 62-346, F.A.C., there will be no adverse impacts to surface waters or their water quality as a result of this extension.

4.2.4 SR 285 Interchange

The SR 285 interchange will increase the impervious surface of the Proposed Action. However, because the MBBA is required to construct stormwater management ponds pursuant to 62-346, F.A.C., there will be no adverse impacts to surface waters or their water quality as a result of this interchange.

4.2.5 SR 85 Interchange

The SR 85 interchange will increase the impervious surface of the Proposed Action. However, because the MBBA is required to construct stormwater management ponds pursuant to 62-346, F.A.C., there will be no adverse impacts to surface waters or their water quality as a result of this interchange.

4.3 FEDERAL AND STATE LISTED SPECIES

Refer to the original 2008 EA, Section 4.1.4; pages 4-7 through 4-10.

This section describes the impacts to federal and state listed species as a result of the changes to the Proposed Action. Because the biological opinion (BO), signed by the USFWS on September 16, 2008, analyzed impacts 1,000 feet on either side of the corridor (See Figure 2 of the BO, Appendix B of the original 2008 EA), these changes remain within the APE and are consistent with the approved BO. In addition, in accordance with the FWC rules that went into effect in April 2009, the MBBA has conducted the required gopher tortoise surveys including state listed wildlife surveys. A Wildlife and Habitat (WHR) was submitted to FWC on 23 November 2009, to ensure compliance with state regulations and maintain compliance with commitments made during FWC coordination meetings (MBBA, 2009). Concurrence from FWC was received 7 January 2010 and is contained in Appendix F. Furthermore, an Incidental Take of Listed Species permit from FWC, specific to the Okaloosa darter, is provided in Appendix G.

4.3.1 Stormwater Pond Siting

As a result of the design, the locations of the stormwater management ponds have been determined. These pond sites are within the APE for both USFWS and FWC and therefore remains consistent with the approved BO and WHR. Therefore, the determination has been made by these agencies that the stormwater management ponds will have no additional adverse impacts to federal or state listed species or their habitats.

4.3.2 Western Alignment Shift across Rocky Creek

During design, it was determined that in order to remain in compliance with the BO and WHR and to further prevent direct impacts to the Okaloosa darter, a western shift was needed to avoid constructing permanent bridge piles directly in the Rocky Creek channel. The western shift in alignment across Rocky Creek is within the APE for both USFWS and FWC and therefore remains consistent with the approved BO and WHR. Therefore, the determination has been made by these agencies that this shift in alignment will have no additional adverse impacts to federal or state listed species or their habitats and results in a beneficial change.

4.3.3 Forest Drive Extension

The Forest Drive extension is located within the APE for both USFWS and FWC and therefore remains consistent with the approved BO and WHR. Therefore, the determination has been made by these agencies that this extension will have no additional adverse impacts to federal or state listed species or their habitats.

4.3.4 SR 285 Interchange

The SR 285 interchange is located within the APE for both USFWS and FWC and therefore remains consistent with the approved BO and WHR. Therefore, the determination has been made by these agencies that this interchange will have no additional adverse impacts to federal or state listed species or their habitats.

4.3.5 SR 85 Interchange

The SR 85 interchange is located within APE for both USFWS and FWC and therefore remains consistent with the approved BO and WHR. Therefore, the determination has been made by these agencies that this interchange will have no additional adverse impacts to federal or state listed species or their habitats.

4.4 WETLANDS AND FLOODPLAINS

Refer to the original 2008 EA, Section 4.1.5; pages 4-11 through 4-13 for wetlands and Section 4.1.3; pages 4-4 through 4-7 for floodplains.

This section describes the impacts to wetlands and floodplains and identifies the mitigation measures implemented as a result of the changes to the Proposed Action. Overall wetland and floodplain impact acreages have decreased from the estimated amount in the original 2008 EA of 42.77 acres of wetlands and 39.84 acres of floodplains to approximately 26 acres and 23 acres, respectively. Appendix H contains Eglin's letter of intent (dated 26 Jan 2010) that provides the authorization needed for the commencement of the wetland permitting process.

4.4.1 Stormwater Pond Siting

The stormwater management pond locations have been determined. The ponds have been sited in uplands outside of any wetlands or floodplains. Minimal impacts to wetlands and floodplains could occur as a result of the drainage structures needed for stormwater conveyance, i.e. ditches, swales, and outfalls, including splash pads. These impacts are considered necessary and not significant. Additionally, as a result of the stormwater pond sitings south of Rocky Creek, the reconfiguration of two sections of an existing dirt road (see Figure 10; page 4-5) will be required to provide continued access to a designated public recreational area consisting of a campground and boat launching area located on Rocky Creek. Construction from one of the realignments (access road #2) along with a section of the Mid-Bay Bridge Connector ROW will impact a small amount of wetlands (estimated at 0.10 acres) (See Figure 10). These impacts will be discussed, permitted, and mitigated concurrently with Phases 2 and 3 prior to construction through the USACE (Section 404) and FDEP pursuant to 62-346, F.A.C. Appendix H contains Eglin's letter of intent (dated 02 Feb 2010) that provides the authorization needed for the commencement of the wetland and stormwater permitting process for the access road realignments outside the Mid-Bay Connector ROW.

4.4.2 Western Alignment Shift across Rocky Creek

The western shift in alignment across Rocky Creek will have no additional impacts to wetlands or floodplains. The wetlands and floodplains will be bridged as committed in the original 2008 EA (Section 4.1.5.1; pages 4-11 through 4-13 and Section 4.1.3.1; pages 4-5 through 4-9). Impacts are limited to the bridge piles and shading from the spanned footprint. Shading is defined as the area under the bridge structure (generally equal to its width) expected to be void of sunlight. Temporary impacts from pile supported work structure are expected and included in the impact estimation. Mitigation requirements and commitments remain unchanged since the original 2008 EA. The wetland impacts anticipated at Rocky Creek during the original 2008 EA were 28.81 acres. Currently, they are estimated at 9 acres. The 100-year floodplain impacts were anticipated near 24.24 acres and are now estimated at 8 acres. However, as stated in Section 3.4, page 3-2 of this SEA, no FEMA designated regulatory floodways are being impacted and there will be no significant increases in flood stages or adverse impacts to the upstream and downstream floodplains as a result of the western shift across Rocky Creek (MBBA, 2009a).

4.4.3 Forest Drive Extension

The Forest Drive extension is located in uplands and therefore, no impacts to wetlands or floodplains will occur.

4.4.4 SR 285 Interchange

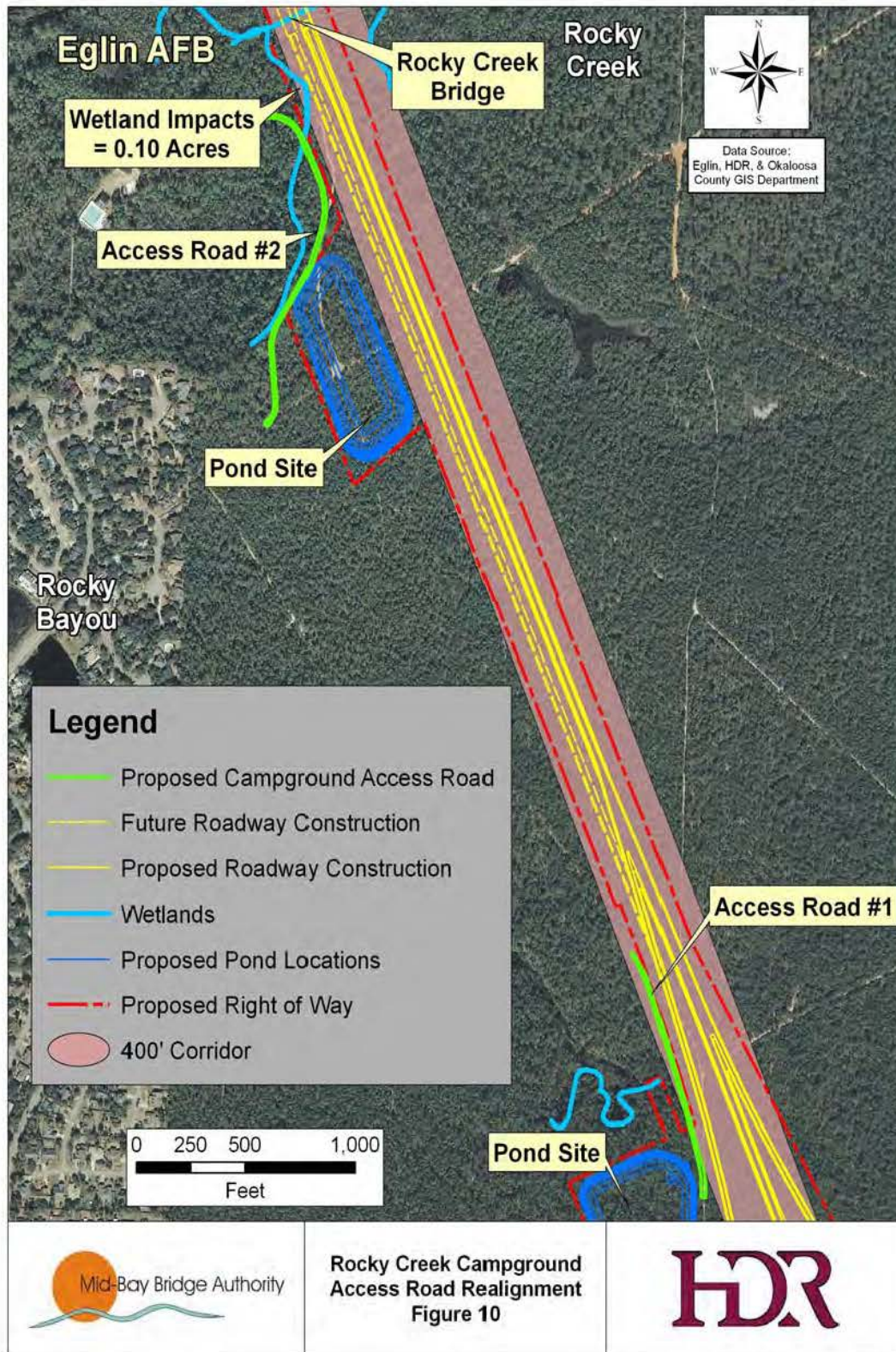
The SR 285 interchange is located in uplands and therefore, no impacts to wetlands or floodplains will occur.

4.4.5 SR 85 Interchange

The SR 85 interchange is located in uplands and therefore, no impacts to wetlands or floodplains will occur.

4.4.6 Mitigation Measures

In accordance with 32 CFR 989.22(a), the proponent (MBBA) is responsible for funding, implementation, and adherence to the mitigation projects described in Section 5.4 of this SEA. The mitigation measures needed to off-set the impacts to wetlands were extensively coordinated with many agencies, including the USACE, FDEP, Eglin AFB, USFWS, FWC, and the MBBA. As referenced in Appendix D of this SEA, many environmental agency coordination meetings were held to discuss the wetland impacts and associated mitigations. The projects specifically used for mitigation for Phases 2 and 3 of the Mid-Bay Bridge Connector are listed in Section 5.2 of this SEA and consist of Tom's Creek restoration and Anderson Pond restoration (if required). More information on these two mitigation projects is described in Section 5.4. Wetland assessments were conducted using the USACE and FDEP approved Uniform Mitigation Assessment Method (UMAM). This UMAM approach enables regulators to apply a consistent methodology when comparing wetland impacts to their mitigation alternatives. After the assessment, the USACE and FDEP agreed that the Tom's Creek restoration project produced the functional lift required to adequately off-set and maintain a no net loss of wetlands. Additionally, as mentioned above, USACE and FDEP have agreed to use Anderson Pond restoration as mitigation for wetland impacts associated with Phases 2 and 3 of the Mid-Bay Bridge Connector, if needed. Utilizing these two projects, the USACE and FDEP have agreed that the mitigation described herein and in Section 5.2 and 5.4 of the SEA, satisfies wetland mitigation requirements, in accordance with EO 11990 and Chapter 373, F.S



4.5 LAND USE

Refer to the original 2008 EA, Section 4.3.3; page 4-21.

This section describes the impacts to land use as a result of the changes to the Proposed Action. Consistent with the original 2008 EA, these changes will affect land use by converting Air Force reservation lands to transportation use. However, Eglin has determined through early planning and coordination with the Mission Enhancement Committee that the land uses necessary to support the primary mission of Eglin AFB and the Air Armament Center in the testing and evaluation of non-nuclear munitions, electronic combat systems, navigation/guidance systems, and training, will not be significantly impacted.

4.5.1 Stormwater Pond Siting

The stormwater management pond locations have been determined. These ponds have been sited in close proximity to the corridor to minimize changes to land use. These stormwater ponds are beneficial and required by state and federal laws for transportation projects regarding water quality treatment. The land use where these stormwater ponds are located will change from Air Force reservation to stormwater management facilities for transportation use and will be included in the VBT outgrant process. These ponds have been sited to not adversely affect Eglin's missions. These changes in land use are considered necessary and not significant. The Eglin golf course would not be affected by the stormwater ponds. These impacts will be discussed and permitted through the FDEP pursuant to 62-346, F.A.C. Therefore, no significant impacts to land use will occur as a result of the stormwater ponds.

4.5.2 Western Alignment Shift across Rocky Creek

The western shift in alignment across Rocky Creek is compatible with Eglin's mission and will have no additional impacts to land use.

4.5.3 Forest Drive Extension

The Forest Drive extension will not significantly change land use. Land use analyses remain consistent with the original 2008 EA. The extension would occur through an upland forested area, and allow access between the Mid-Bay Bridge Connector, Forest Drive, and College Road. Therefore, no significant impacts to land use will occur as a result of this extension.

4.5.4 SR 285 Interchange

The Mid-Bay Bridge Connector as it approaches the SR 285 interchange just north of College Boulevard will impact the NVOC spray-field. Coordination has been initiated with NVOC and the impacts will be mitigated through a MOA with MBBA. The southern portion of the NVOC spray-field will be converted from an industrial use to a transportation use. Mitigation associated with the spray-field is being handled through a MOA between MBBA and NVOC and will ensure the NVOC remains consistent and compliant with all applicable state and federal laws regarding wastewater effluent discharge/disposal and compatible with Eglin's mission. Therefore, no significant impacts to land use will occur as a result of this interchange.

4.5.5 SR 85 Interchange

The SR 85 interchange will not significantly change land use. Land use analyses remain consistent with the original 2008 EA. Therefore, no significant impacts to land use will occur as a result of this interchange.

4.6 UTILITIES

Refer to the original 2008 EA, Section 4.3.5; pages 4-23 through 4-24.

This section describes the impacts to utilities as a result of the changes to the Proposed Action. Extensive utility coordination with Eglin AFB, Florida Department of Transportation (FDOT), Okaloosa County, NVOC, and other regional utilities has been initiated and will continue throughout the planning, design, and construction phases of the project. These actions will be coordinated and scheduled to have very limited to no interruptions in services to Eglin range operations and/or the public, including residences and businesses. The utility assessment remains consistent with the original 2008 EA (Section 4.3.5; pages 4-23 through 4-24).

4.6.1 Stormwater Pond Siting

Stormwater ponds have been sited along the corridor ROW. Very limited to no interruptions in services to Eglin range operations and/or the public are expected. However, in the event utility relocations are required, only temporary, short-term interruptions may occur. Therefore, no significant impacts to utilities are expected as a result of the stormwater pond sitings.

4.6.2 Western Alignment Shift across Rocky Creek

Very limited to no interruptions in services to Eglin range operations and/or the public are expected as a result of the western shift in alignment across Rocky Creek. However, in the event utility relocations are required, only temporary, short-term interruptions may occur. Therefore, no significant impacts to utilities are expected as a result of this shift in alignment.

4.6.3 Forest Drive Extension

Several utilities exist within the county ROW near the Forest Drive extension. Therefore, coordination with the appropriate utilities has been initiated and will continue throughout the planning, design, and construction phases of the project. Any utilities expected to be impacted will be relocated prior to construction. Only temporary, short-term interruptions to the public may occur. No interruptions to Eglin range operations are anticipated. Therefore, no significant impacts to utilities are expected as a result of this extension.

4.6.4 SR 285 Interchange

Construction of this interchange is expected to impact utilities within the existing SR 285 ROW. Therefore, coordination with the appropriate utilities has been initiated and will continue throughout the planning, design, and construction phases of the project. Any utilities expected to be impacted will be relocated prior to construction. Only temporary, short-term interruptions to Eglin range operations, the public, and/or NVOC may occur. As committed in the original 2008 EA (Section 4.3.5; pages 4-23 through 4-24), coordination with NVOC has been initiated and the MBBA will mitigate the impacts to the spray-field through a MOA. Therefore, the utility assessment remains consistent with the original 2008 EA and no significant impacts to utilities are expected as a result of the SR 285 interchange.

4.6.5 SR 85 Interchange

Construction of this interchange is expected to impact utilities within the existing SR 85 ROW. Therefore, coordination with the appropriate utilities has been initiated and will continue throughout the planning, design, and construction phases of the project. Any utilities expected to be impacted will be relocated prior to construction. Only temporary, short-term interruptions to Eglin range operations and/or the public may occur.

4.7 HEALTH AND SAFETY

Refer to the original 2008 EA, Hazardous Materials and Wastes Management Section 4.2; pages 4-18 through 4-19.

During development the original 2008 EA it was determined by the Eglin AFB safety office that in order to ensure the safety, health, and welfare of the public, an Explosives Safety Submission (ESS) would be required in accordance with all applicable Department of Defense (DoD) and Department of the Air Force Safety Standards. As a result of this determination and in compliance with the commitments of the original 2008 EA, an ESS “Finding of No Further Action” was conducted. The ESS process ensures that procedures are in place to “clear” the work area prior to construction activities and stipulates procedures on what to do in the event UXO are encountered during construction. A summary of the ESS process is included in Appendix E. In addition, it was determined through coordination with NWF State College representatives that because of the Proposed Action’s proximity to the Public Safety/Criminal Justice Training Center firing range located on the campus, the MBBA would continue to coordinate the roadway design with the college and prepare a MOA to ensure safety requirements are met prior to or concurrently with roadway construction.

4.7.1 Stormwater Pond Siting

No impacts to public safety, health, or welfare from UXO or the NWF State College’s Public Safety/Criminal Justice Training Center firing range are expected as a result of the stormwater ponds. Safety procedures regarding UXO will be followed in accordance with the contingency plan outlined in the ESS.

4.7.2 Western Alignment Shift across Rocky Creek

The western shift in alignment across Rocky Creek will have no impacts to public safety, health, or welfare from UXO. Safety procedures will be followed in accordance with the contingency plan outlined in the ESS.

4.7.3 Forest Drive Extension

No impacts to public safety, health, or welfare from UXO are expected as a result of the Forest Drive extension. Safety procedures will be followed in accordance with the contingency plan outlined in the ESS.

4.7.4 SR 285 Interchange

No impacts to public safety, health, or welfare from UXO are expected as a result of the SR 285 interchange. Safety procedures will be followed in accordance with the contingency plan outlined in the ESS.

4.7.5 SR 85 Interchange

No impacts to public safety, health, or welfare from UXO are expected as a result of the SR 85 interchange. Safety procedures will be followed in accordance with the contingency plan outlined in the ESS.

4.8 RELATIONSHIPS BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY

The analysis of the relationships between short-term uses of the environment and long-term productivity found in the original 2008 EA, Section 4.5, page 4-24 remain unchanged as a result of the changes to the Proposed Action. Therefore, implementing the changes to the Proposed Action is not expected to degrade the productivity of the area.

4.9 CUMULATIVE IMPACTS

Refer to the original 2008 EA, Section 4.6; page 4-25.

For this SEA, potential cumulative impacts will be addressed for the changes to the Proposed Action and the past, present, and reasonably foreseeable future actions carried forward for detailed analysis.

Changes to the Proposed Action:

- Stormwater Pond Siting
- Western Alignment Shift across Rocky Creek
- Forest Drive Extension
- SR 285 Interchange
- SR 85 Interchange

Past and Present Actions:

- Construction of the Mid-Bay Bridge
- Location of the north bridge terminus (toll plaza)

Reasonably Foreseeable Future Actions:

- Parallel two-lane sister span to the existing Mid-Bay Bridge
- SR 20 widening from just east of White Point Road to the Walton County line
- Northwest Florida Transportation Corridor Authority's (NWFTCA) new corridor through Eglin AFB from SR 87 in Santa Rosa County to SR 83 (US 331) in Walton County

4.9.1 Past and Present Actions Relevant to the Changes to the Proposed Action

The past and present actions relevant to the changes to the Proposed Action remain unchanged since their discussion in the original 2008 EA, Section 4.6.1; page 4-25.

4.9.2 Reasonably Foreseeable Future Actions

The reasonably foreseeable future actions as discussed in the original 2008 EA, Section 4.6.2; pages 4-25 through 4-26 remain unchanged.

4.10 ANALYSIS OF CUMULATIVE IMPACTS

In addition to the analysis of cumulative impacts conducted during the original 2008 EA, Section 4.7; pages 4-26 through 4-29, this SEA evaluates the changes to the Proposed Action, the past and present actions, as well as the proposed bridge expansion, SR 20 widening project, and the NWFTCA project (foreseeable future actions). Other area projects with federal funding or requiring federal approval (such as a Section 404 permit) will be evaluated for potential environmental impacts in separate NEPA documents.

4.10.1 Cultural Resources

Cumulative effects to cultural resources are not anticipated as a result of the changes to the Proposed Action, the past and present actions, the proposed bridge expansion, or the SR 20 widening project. Cumulative effects from the NWFTCA project are unknown at this time (based on the exact corridor alignment) and will be assessed under a separate NEPA document. The western alignment shift across Rocky Creek has actually reduced potential impacts to NR eligible sites and proved to be a beneficial change. Compliance with Section 106 is being accomplished under a MOA and data recovery for the two NR eligible sites will be completed prior to construction in those areas.

4.10.2 Surface Waters

Cumulative effects to surface waters are not anticipated as a result of the changes to the Proposed Action, the past and present actions, and the foreseeable future actions. Stormwater permitting requirements remain unchanged since the original 2008 EA.

4.10.3 Federal and State Listed Species

Cumulative effects to federal and state listed species are not anticipated as a result of the changes to the Proposed Action, the past and present actions, and the foreseeable future actions. Compliance with Section 7 of the Endangered Species Act of 1973, as amended and the BO, as well as the state WHR, have been maintained throughout design. In addition, the western alignment shift across Rocky Creek has avoided potential impacts to the Okaloosa darter and its habitat and proved to be a beneficial change. All applicable wildlife permits/authorizations have been received and several mitigation projects, as required by the BO and FWC Incidental Take of Listed Species permit, have begun (See SEA Chapter 5, page 5-3 through 5-4 for details).

4.10.4 Wetlands and Floodplains

Cumulative effects to wetlands or floodplains are not anticipated as a result of the changes to the Proposed Action or the past and present actions. Wetland permitting regulations remain unchanged since the original 2008 EA. Wetland and floodplain impacts have both decreased from the original 2008 EA by approximately 17 acres as a result of the avoidance and minimization procedures (i.e. bridging) conducted by the MBBA during design. A new wetland impact estimated at 0.10 acres, not anticipated in the original 2008 EA, was created by the realignment of a campground access road south of Rocky Creek. This additional wetland impact will be permitted concurrently with Phases 2 and 3. Mitigation will be required by the FDEP and/or Northwest Florida Water Management District (NFWFMD), and USACE for any future actions that propose impacts to wetlands and floodplains.

4.10.5 Land Use

Cumulative effects to land use are not anticipated as a result of the changes to the Proposed Action, the past and present actions, and the foreseeable future actions. Land use remains under Air Force jurisdiction. Land use analyses remain unchanged since the original 2008 EA. The southern portion of the NVOC spray-field will be converted from an industrial use to a transportation use. Mitigation associated with the NVOC spray-field will ensure the land use change remains consistent and compliant with all applicable state and federal laws regarding wastewater effluent discharge/disposal and compatible with Eglin's mission.

4.10.6 Utilities

Cumulative effects to utilities are not anticipated as a result of the changes to the Proposed Action, the past and present actions, and the foreseeable future actions. Temporary, short-term impacts to local residences and some businesses are expected in some locations during utility relocations and certain construction activities.

4.10.7 Health and Safety

Cumulative effects to public safety, health, and welfare from hazardous materials (UXO) or the NWF State College's Public Safety/Criminal Justice Training Center firing range are not anticipated as a result of the changes to the Proposed Action, the past and present actions, and the foreseeable future actions. ESS procedures will be followed to ensure a safe work environment and coordination with NWF State College representatives will continue to ensure compliance with all applicable safety requirements.

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5.0 STATUS OF PLANS, PERMITS/APPROVALS, MANAGEMENT ACTIONS, AND MITIGATION PROJECTS

The list of plans, permits, and management actions associated with the original 2008 EA remains unchanged and the proponent is responsible for implementation, adherence to, and agency coordination to complete the plans, permits, and management actions. This section provides a status of the plans, permits/approvals, management actions, and mitigation projects to date.

5.1 PLANS

The list of plans from the original 2008 EA remains unchanged.

5.2 PERMITS/APPROVALS

Below is a status of the environmental permits/approvals required for the Mid-Bay Bridge Connector project; permits listed as To Be Determined (TBD) will be obtained prior to construction:

- USACE
 - Section 404
 - Phase 1: SAJ-2008-1849 (IP-SWA), *Expires 11 Feb. 2014*
 - Phases 2 & 3 Geotechnical: SAJ-2009-1169 (NW 6-SWA), *Expires 08 Apr. 2011*
 - Phases 2 & 3 Wetlands: SAJ-2010-00567 (NW 14 & 33-SWA), *Expires 18 Mar. 2012*
 - Tom's Creek Restoration: SAJ-2009-03253 (NW 27-SWA), *Expires 17 Dec. 2011*
 - Anderson Pond Restoration: SAJ-2009-04450 (NW 27-SWA), *Expires 09 Mar. 2012*
- USFWS
 - Biological Opinion (FWS Log No. 2008-F-0230) dated 16 September 2008
- FDEP
 - Environmental Resources Permit Program (ERP); 62-346, F.A.C./Stormwater facility design and construction permit
 - Phase 1: 46-0288395-002-SI, *Expires 04 Dec. 2013*
 - Phases 2 & 3: 46-0288395-005-SI, *Expires 09 Jul. 2015*
 - National Pollutant Discharge Elimination System (NPDES) Permit
 - Phase 1: FLR101E97
 - Phases 2 & 3: TBD
 - Tom's Creek Restoration: FLR10JA91
 - Wetland Resource Permit (Dredge and Fill) and Water Quality Certification
 - Phase 1: 46-288395-001-DF, *Expires 03 Feb. 2014*
 - Phases 2 & 3 Geotechnical: 46-288395-003-DE, *Expires 15 Apr. 2010*
 - Phases 2 & 3 Wetlands: 46-288395-004-DF, *Expires TBD*
 - Tom's Creek Restoration: 46-0297372-001-DF, *Expires 13 Nov. 2010*
 - Anderson Pond Restoration: 46-0298730-001-DF, *Expires 01 Mar. 2015*
 - Coastal Zone Consistency Determination (CZMA), SAI# FL200809294452C & FL201003225166C
- FWC
 - Wildlife & Habitat Report: Concurrence Letter dated 07 Jan. 2010, (Appendix F)
 - Incidental Take Permit of Listed Species: LSIT-09-0450, *Expires 31 Dec. 2015* (Appendix G)

5.3 MANAGEMENT ACTIONS

This section provides an update to the existing management actions from the original 2008 EA (Section 5.3; pages 5-1 through 5-5).

5.3.1 Cultural Resources

- If unexpected discoveries, such as Native American graves or lost historic cemeteries, are encountered during construction of the Mid-Bay Bridge Connector, all construction activity will cease immediately and Eglin CR will be contacted at (850) 882-8459. They will notify the Florida SHPO within 24 hours at (850) 245-6333 to begin procedures outlined in Chapter 872, F.S. (Florida's Unmarked Burial Law).

5.3.2 Biological Resources

- In the unlikely event that construction personnel were to encounter a gopher tortoise, construction activities would cease until the animal moved outside the project limits.
- If gopher tortoise burrow(s) were discovered within the project limits, and could not be avoided by a minimum of 25 feet, construction activities would cease in the area, and HDR would immediately coordinate with the FWC to request an off-site relocation permit in accordance with FWC guidelines.

5.3.3 Land Use and Utilities

- Development of a MOA between NVOC and MBBA.

5.3.4 Health and Safety

- Based on its proximity to the Proposed Action, the MBBA will continue to coordinate with NWF State College regarding the Public Safety/Criminal Justice Training Center firing range and prepare a MOA to ensure compliance with all applicable public safety requirements.

5.4 MITIGATION PROJECTS

In addition, the following mitigation projects have been initiated in compliance with the original 2008 EA, BO, and WHR:

- Tom's Creek abandoned railroad restoration
 - As one of Eglin AFB's and USFWS's priority projects for the management of the Okaloosa darter, the restoration of Tom's Creek was permitted by USACE and FDEP, including NPDES, (Section 5.2) and consisted of the removal of 100,000 cubic yards of unconsolidated fill material, a 10-foot diameter CMP culvert, approximately 226 linear feet of stream channel design, and 0.52 acres of wetland/floodplain creation. The FDEP and USACE have agreed to apply the mitigation credits to the wetland impacts associated with Phases 2 and 3 of the Mid-Bay Bridge Connector. The project was completed in June 2010.
- Anderson Pond restoration
 - The MBBA has provided the funding necessary for the restoration of Anderson Pond on Eglin AFB. Its key objective is to reestablish a connection with an isolated population of Okaloosa darters with the Turkey Creek population. The FDEP and USACE have agreed to apply the mitigation credits, if needed, to the wetland impacts associated with the Phases 2 and 3 of the Mid-Bay Bridge Connector. This project has been permitted by both FDEP and USACE (Section 5.2). Construction began in March 2010 and completion is scheduled for October 2010.
- Culvert replacement/removal projects
 - The MBBA has begun the preliminary data gathering, field reconnaissance, and permitting coordination for the restoration of approximately 11 culverts located throughout the Eglin reservation. These culvert projects are Eglin AFB's and USFWS's top priority projects for the management of the Okaloosa darter. The MBBA will obtain permits from the FDEP and/or NFWFMD under 62-346, F.A.C., and USACE under Section 404 of the CWA.
- Swift Creek abandoned railroad restoration
 - As one of Eglin AFB's and USFWS's priority projects for the management of the Okaloosa darter, the MBBA has begun the preliminary data gathering, field reconnaissance, and permitting for the restoration of Swift Creek.
- Rocky Bayou Drive (Okaloosa County) culvert upgrade
 - As one of Eglin AFB's and USFWS's priority projects for the management of the Okaloosa darter, the MBBA has begun the preliminary data gathering and field reconnaissance for restoration of the culvert which is located on Okaloosa County property outside of Eglin AFB. This project is aimed at satisfying requirements of the BO for off-site Okaloosa darter restoration.
- Okaloosa darter before and after construction monitoring program
 - The MBBA has provided the funding necessary to fill data gaps and provide information on the construction impacts to Okaloosa darters and their habitats.

- Okaloosa darter population genetics
 - The MBBA has provided the funding necessary to initiate genetic studies on the Okaloosa darter and assess the genetic impacts from the Connector project.
- Stream geomorphology
 - The MBBA has provided the funding necessary to enable the USFWS to evaluate physical changes in stream channel characteristics as a result of bridge construction associated with the Connector project.

6.0 CONSULTATIONS AND COORDINATION

6.1 FEDERAL, STATE, AND LOCAL AGENCIES

This section lists agencies and individuals contacted during development and preparation of this SEA.

Federal Agencies:

Mr. Randall Rowland Eglin 96 CEG/CEV 501 DeLeon St., Ste 101 Eglin AFB, Fl. 32542	Mr. Steve Andrews USACE 41 N. Jefferson St., Ste 111 Pensacola, Fl. 32502- 5794	Ms. Mary Mittiga USFWS 1601 Balboa Ave. Panama City, Fl. 32405-3721	Ms. Nancy J. Brown ACHP Old Post Office Bldg. 1100 Pennsylvania Ave., NW, Suite 803 Washington, DC 20004
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State Agencies:

Ms. Lauren Milligan Florida State Clearinghouse 3900 Commonwealth Blvd. Mail Station 47 Tallahassee, Fl. 32399	Ms. Mary Ann Poole and Mr. Ted Hoehn FWC 620 S. Meridian St., Mail Station 2A Tallahassee, Fl. 32399	Ms. Barbara Ruth FDEP Northwest District 160 Governmental Center Pensacola, Fl. 32505	Mr. Scott M. Stroh III, Director SHPO/FDHR R.A. Gray Building, 500 S. Bronough Street Tallahassee, FL 32399- 0250
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Ms. Blair Martin FDOT, District III PO Box 607 Chipley, Fl. 32428	NWF State College 100 College Boulevard Niceville, Florida 32578
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Local Agencies:

Ms. Danielle Slaterpryce Okaloosa County 1759 S. Ferdon Blvd. Crestview, Fl. 32536	Mr. Bruce Price City of Niceville 208 N. Partin Drive Niceville, Fl. 32578	Rick Helms NVOC Regional WWTF 507 Highway 85 N Niceville, Fl. 32578-1011
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Tribal Contacts:

Mr. Steve Terry & Mr. Fred Dayhoff Miccosukee Tribe of Indians of Florida Tamiami Station, P.O. Box 440021 Miami FL 33144	Ms. Joyce A. Bear & Mr. Tim Thompson Muscogee (Creek) Nation of Oklahoma P.O. Box 580 Okmulgee OK 74447	Mr. Buford L. Rolin & Mr. Robert G. Thrower Poarch Band of Creek Indians 5811 Jack Springs Road Atmore AL 36502	Mr. Willard Steele Tribal Historic Preservation Officer Seminole Tribe of Florida Ah-Tah-Thi-Ki Museum, HC-61, Box 21A Clewiston FL 33440
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Mr. Charles Coleman
Warrior, Historic
Preservation Officer, and
NAGPRA Representative
Thlopthlocco Tribal Town
Route 1
Weleetka, OK 74880

6.2 PUBLIC INVOLVEMENT

The public review process provides an opportunity for the public to comment on federal actions addressed in NEPA documents. A public notice was placed in the *Northwest Florida Daily News* announcing the availability of the Draft SEA and FONSI/FONPA for public review and comment. A copy of the publication as it ran in the newspaper is shown in Appendix C.

The Draft SEA and Draft FONSI/FONPA were made available for review on the web at www.eglin.af.mil/environmentalassessments.asp from March 22nd until May 5th, 2010. Each of the libraries in Fort Walton Beach, Destin, Crestview, and Niceville, Florida have computers available to the general public and librarians who can provide assistance linking to the document.

No public comments on the Draft SEA and FONSI/FONPA were received over the 45-day comment period. Below is a copy of the public closeout statement from Eglin AFB.

**Response to Comments for Mid-Bay Bridge Connector,
Eglin Air Force Base, Florida, Supplemental Environmental Assessment**

A public notice was published in the *Northwest Florida Daily News* on Mar. 22, 2010 to disclose completion of the Draft EA, and Draft FONSI/FONPA, selection of the preferred alternative, and request for comments during the 45-day pre-decisional comment period.

The 45-day comment period ended on May 5th, with the comments required to this office not later than May 7th, 2010. No comments were received during this period.

//Signed//

Mike Spaits

Public Information Specialist

6.3 AGENCY COORDINATION

The multi-agency meetings listed below were held to present Phases 2 and 3 of the Mid-Bay Bridge Connector project to the resource agencies, to discuss the environmental conditions on the site, the alignment selection process, potential construction methods, and the production schedule.

- 2 April 2009
- 3 December 2009

Pre-application meetings with USACE/FDEP were held to discuss wetland and stormwater permitting regulations/requirements; construction methods, access, equipment staging/storage, and schedules; and wetland mitigation projects and mitigation credit requirements. The pre-application meetings with USFWS/FWC were held to discuss compliance with the BO and to discuss the potential impacts to state listed species and the requirements to conduct surveys, obtain permits, and remain compliant throughout the life of the project.

➤ Pre-application meetings were held as follows:

- 8 July 2009 with USACE/FDEP at 15% design
- 9 July 2009 with USFWS/FWC at 15% design
- 9 September 2009 with FDEP Stormwater at 30% (approx.)
- 3 December 2009 at 60% design

On-site field meetings listed below were conducted to allow the resource agencies the ability to see the site first-hand and provide reasonable assurance the impacts were assessed accurately, in accordance with all applicable federal and state regulations.

- 30 June 2009 with FWC
- 23 July 2009 with FDEP/USACE/Eglin/USFWS
- 5 August 2009 with FWC/USFWS
- 26 January 2010 with FDEP Stormwater

Informal agency coordination meetings were held to discuss the original 2008 EA commitment compliance, Phases 2 and 3 permitting, and construction methods and techniques:

- 19 May 2009 with USFWS/FWC
- 9 February 2010 with USFWS

All multi-agency and pre-application meeting handouts and meeting notes are presented in Appendix D.

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7.0 LIST OF PREPARERS

HDR Engineering, Inc.
25 West Cedar Street, Suite 200
Pensacola, Florida 32502

Name/Qualifications	Contribution	Experience
Brad Collins Professional Engineer B.S. Civil Engineering M.B.A.	Engineering Technical Review	8 years civil engineering
Terry Ellis GIS/CADD A.S., Civil Engineering, Drafting, and Design	Graphics Production	5 years GIS and 9 years CADD/Design
Mick Garrett Project Manager/Senior Environmental Scientist B.S., Marine Biology	Lead Author	13 years environmental science
Brian Goss Project Manager/Senior Environmental Scientist B.A., Geology M.S., Geochemistry	Environmental Technical Review	23 years environmental science
Angie Hill Administrative Assistance	Document Management	21 years
Josey Walker Environmental Scientist B.S., Environmental Biology M.S., Environmental Science	Environmental Technical Review	9 years environmental science

(Intentionally left blank)

8.0 REFERENCES

Mid-Bay Bridge Authority (MBBA). 2009. Wildlife and Habitat Report (WHR). HDR. November 2009.

MBBA. 2009a. Bridge Hydraulics Reports (BHR) for State Road 293 Mid-Bay Bridge Connector. HDR. November 2009.

U.S. Air Force (USAF). 2008. Final Environmental Assessment/FONSI-FONPA for the Mid Bay Connector at Eglin AFB, Florida. HDR. December 2008.

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APPENDIX A

CZMA DETERMINATION AND STATE CLEARINGHOUSE COORDINATION

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Appendix A. CZMA DETERMINATION AND STATE CLEARINGHOUSE COORDINATION

FEDERAL AGENCY COASTAL ZONE MANAGEMENT ACT (CZMA) CONSISTENCY DETERMINATION

Introduction

This document provides the state of Florida with the U.S. Air Force's Consistency Determination under Coastal Zone Management Act (CZMA) Section 307 and 15 C.F.R. Part 930 sub-part C. The information in this consistency determination is provided pursuant to 15 C.F.R. Section 930.39 and Section 307 of the CZMA, 16 U.S.C. § 1456, as amended, and its implementing regulations at 15 C.F.R. Part 930.

This consistency determination addresses the changes to the Proposed Action that have occurred as a result of design of Phases 2 and 3 of the Mid-Bay Bridge Connector since the original 2008 EA, signed 05 December 2008, for the construction of a 10-mile roadway project owned, operated, and maintained by the Mid-Bay Bridge Authority (MBBA). The Proposed Action is a limited access toll facility from the north approach of the Mid-Bay Bridge to SR 85 north of Niceville (**Figures 1 and 2**) on Eglin Air Force Base (AFB), Florida.

Proposed Federal Agency Action:

Purpose of the Changes

The purpose of the changes to the Proposed Action for the Mid-Bay Bridge Connector are to refine and improve the alignment to produce a more efficient, productive, and safe transportation system that further minimizes impacts to environmental resources while adequately addressing the Purpose and Need defined in the SEA, Section 1.3, page 1-4.

Need for the Changes

During design of the roadway, several factors were considered in order to accurately determine the placement of the roadway within the approved 400-foot-wide study corridor. Such factors include, but are not limited to, horizontal/right-of-way (ROW) limitations with respect to natural, cultural, social, biological, and physical resources, vertical changes (topography), design speed, earthwork balancing, and drainage requirements, for example stormwater management pond sizing and locations, ditches, and outfalls. Now that these parameters have been further defined and analyzed, a more accurate representation of impacts can be established.

Background for this Supplemental Environmental Assessment

During the development of the original 2008 EA, it was determined and documented in the FONSI/FONPA that additional analysis, in the form of a Supplemental Environmental Assessment (SEA), would be required to adequately address impacts resulting from any changes that would occur outside of the original 400-foot-wide study corridor. The changes to the Proposed Action that have occurred as a result of design of Phases 2 and 3 are described below.

*Description of Changes to the Proposed Action***Stormwater Pond Siting**

As a result of the design and in compliance with the Florida Department of Environmental Protection (FDEP), stormwater management system regulations; 62-346, Florida Administrative Code (F.A.C.), the stormwater management pond locations have been identified along the corridor (**Figure 3**). As a result of the stormwater pond sitings south of Rocky Creek, the reconfiguration of two sections of an existing dirt road (see **Figure 10**; page 4-5) will be required to provide continued access to a designated public recreational area consisting of a campground and boat launching area located on Rocky Creek. One road is expected to impact 0.10 acres of wetlands and has been included in the Phases 2 and 3 wetland permit package to FDEP and USACE.

Western Alignment Shift across Rocky Creek

During design, it was determined that in order to remain in compliance with the terms and conditions of the US Fish and Wildlife Service's (USFWS) biological opinion (BO) dated September 16, 2008 (Appendix B of the original 2008 EA), a western shift (**Figure 4**) must occur to avoid constructing permanent bridge piles directly in the Rocky Creek stream channel and to minimize potential impacts to cultural resources in the area.

Toll Plaza Location

In the original 2008 EA (Section 2.5.1, page 2-11), it was mentioned that a mainline toll plaza would be included either north or south of Rocky Creek. As a result of the design, the location of the toll plaza has been placed north of Rocky Creek (**Figure 5**).

Location for the Northeast Niceville Median Opening

During the original 2008 EA, it was suggested in Section 2.5.1, page 2-11, that the Northeast Niceville Interchange location was conceptual and anticipated to be a conventional diamond design. However, during design it was determined that a conventional diamond interchange would not be warranted at this location. Instead, a median opening will be designed within the 400-foot-wide study corridor (**Figure 6**).

Forest Drive Extension

As a result of the design, it was determined a new access road was needed to provide the public with an option for ingress/egress to the Connector. Therefore, an intersection has been designed as an extension of Forest Drive (**Figure 7**).

SR 285 Interchange

As a result of the design, the SR 285 interchange location, layout, and ROW limits have been determined (**Figure 8**). Impacts to the NVOC spray-field are being mitigated through a MOA between NVOC and the MBBA.

SR 85 Interchange

During design of the SR 85 interchange, it was determined that a "trumpet" type interchange would better serve the Mid-Bay Bridge Connector Purpose and Need. As a result, its location, layout, and ROW limits have been determined (**Figure 9**).

Florida Coastal Management Program Consistency Review

Statute	Consistency	Scope
Chapter 161 <i>Beach and Shore Preservation</i>	The changes to the Proposed Action would not affect beach and shore management, specifically as it pertains to: <ul style="list-style-type: none"> • The Coastal Construction Permit Program. • The Coastal Construction Control Line (CCCL) Permit Program. • The Coastal Zone Protection Program. 	Authorizes the Bureau of Beaches and Coastal Systems within DEP to regulate construction on or seaward of the states' beaches.
Chapter 163, Part II <i>Growth Policy; County and Municipal Planning; Land Development Regulation</i>	The changes to the Proposed Action would not affect local government comprehensive plans. The Proposed Action is included in the Okaloosa-Walton Long Range Transportation Plan (LRTP) "Cost Feasible Plan" as a new four-lane toll facility from the Mid-Bay Bridge to SR 85. The LRTP was approved on May 7, 2007.	Requires local governments to prepare, adopt, and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.
Chapter 186 <i>State and Regional Planning</i>	The changes to the Proposed Action, which occurs on federal property, would conform to the State Comprehensive Plan and associated translational plans, in regards to the Florida Water Plan.	Details state-level planning efforts. Requires the development of special statewide plans governing water use, land development, and transportation.
Chapter 252 <i>Emergency Management</i>	The changes to the Proposed Action would not affect the state's vulnerability to natural disasters. The changes to the Proposed Action would benefit emergency response and evacuation procedures.	Provides for planning and implementation of the state's response to, efforts to recover from, and the mitigation of natural and manmade disasters.
Chapter 253 <i>State Lands</i>	The changes to the Proposed Action occur primarily on federal property and therefore would not affect the State's administration of state land or public land.	Addresses the state's administration of public lands and property of this state and provides direction regarding the acquisition, disposal, and management of all state lands.
Chapter 258 <i>State Parks and Preserves</i>	The changes to the Proposed Action would not affect state parks, recreational areas and aquatic preserves.	Addresses administration and management of state parks and preserves.
Chapter 259 <i>Land Acquisition for Conservation or Recreation</i>	The changes to the Proposed Action occur primarily on federal property and therefore would not affect the State's acquisition of land for conservation or recreation.	Authorizes acquisition of environmentally endangered lands and outdoor recreation lands.
Chapter 260 <i>Recreational Trails System</i>	The changes to the Proposed Action would not include the acquisition of recreational land and would not affect the Greenways and Trails Program.	Authorizes acquisition of land to create a recreational trails system and to facilitate management of the system.

Statute	Consistency	Scope
Chapter 375 <i>Multipurpose Outdoor Recreation; Land Acquisition, Management, and Conservation</i>	The changes to the Proposed Action would not affect opportunities for recreation on state lands.	Develops comprehensive multipurpose outdoor recreation plan to document recreational supply and demand, describe current recreational opportunities, estimate need for additional recreational opportunities, and propose means to meet the identified needs.
Chapter 267 <i>Historical Resources</i>	Cultural resources (archaeological sites) are located in the vicinity of the Proposed Action. Consultation with the State Historic Preservation Office (SHPO) would be completed before project initiation. The 96th CEG/CEVH, Cultural Resources Branch would conduct surveys as necessary to ensure mitigation of impact to resources, and would coordinate minimization and avoidance requirements with the SHPO. Identified resources would be managed in compliance with Federal law and Air Force regulations. Should other archaeological sites be inadvertently discovered from ground-disturbing activities, 96th CEG/CEVH, Cultural Resources Branch, would be notified immediately and further ground-disturbing activities would cease in that area. Therefore, the changes to the Proposed Action would be consistent with the State's policies concerning the protection of cultural and historical resources.	Addresses management and preservation of the state's archaeological and historical resources.
Chapter 288 <i>Commercial Development and Capital Improvements</i>	The changes to the Proposed Action would not affect future business opportunities on state lands, or the promotion of tourism in the region.	Provides the framework for promoting and developing the general business, trade, and tourism components of the state economy.
Chapter 334 <i>Transportation Administration</i>	The changes to the Proposed Action would preserve the existing transportation infrastructure; enhance Florida's economic competitiveness; and improve travel choices to ensure mobility.	Addresses the state's policy concerning transportation administration.
Chapter 339 <i>Transportation Finance and Planning</i>	The changes to the Proposed Action would be owned, operated, and maintained by the MBBA as a toll facility and would not affect the finance and planning needs of the state's transportation system.	Addresses the finance and planning needs of the state's transportation system.
Chapter 370 <i>Saltwater Fisheries</i>	The changes to the Proposed Action would not affect saltwater fisheries.	Addresses management and protection of the state's saltwater fisheries.

Statute	Consistency	Scope
Chapter 372 <i>Wildlife</i>	Both state- and federally-protected species occur within the vicinity of the Proposed Action. In accordance with Section 7 of the Endangered Species Act (ESA), consultation with the United States Fish and Wildlife Service (USFWS) has been completed. MBBA would ensure that all activities proposed in and around threatened and endangered species would be performed in accordance with applicable USFWS and FWC guidelines. All avoidance and minimization measures and terms and conditions resulting from the Section 7 consultation would be followed. Therefore, the changes to the Proposed Action would be consistent with the State's policies concerning the protection of wildlife and other natural resources.	Addresses the management of the wildlife resources of the state.
Chapter 373 <i>Water Resources</i>	MBBA would coordinate all applicable permits in accordance with the Florida Administrative Code (F.A.C.). General stormwater and NPDES permits would be obtained prior to any construction activities in accordance with Part IV, Chapter 373 and Chapter 403.0885, F.S., respectively. Therefore, the changes to the Proposed Action would be consistent with the State's policies concerning water resources.	Addresses the state's policy concerning water resources.
Chapter 376 <i>Pollutant Discharge Prevention and Removal</i>	The changes to the Proposed Action would not affect the transfer, storage, or transportation of pollutants.	Regulates transfer, storage, and transportation of pollutants, and cleanup of pollutant discharges.
Chapter 377 <i>Energy Resources</i>	The changes to the Proposed Action would not affect energy resource production, including oil and gas, and/or the transportation of oil and gas.	Addresses regulation, planning, and development of oil and gas resources of the state.
Chapter 380 <i>Land and Water Management</i>	The changes to the Proposed Action would not affect development of state lands with regional (i.e. more than one county) impacts. The Proposed Action would not include changes to coastal infrastructure such as capacity increases of existing coastal infrastructure, or use of state funds for infrastructure planning, designing or construction.	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 <i>Public Health, General Provisions</i>	The changes to the Proposed Action would not affect the state's policy concerning the public health system.	Establishes public policy concerning the state's public health system.
Chapter 388 <i>Mosquito Control</i>	The changes to the Proposed Action would not affect mosquito control efforts.	Addresses mosquito control effort in the state.

Statute	Consistency	Scope
Chapter 403 <i>Environmental Control</i>	MBBA would take reasonable precautions to minimize fugitive particulate (dust) emissions during any ground disturbing/construction activities in accordance with F.A.C. 62-296. General stormwater and NPDES permits would be obtained prior to any construction activities in accordance with Part IV, Chapter 373 and Chapter 403.0885, F.S., respectively. Therefore, the changes to the Proposed Action would not affect water quality, air quality, pollution control, solid waste management, or other environmental control efforts.	Establishes public policy concerning environmental control in the state.
Chapter 582 <i>Soil and Water Conservation</i>	Soil disturbance would occur during construction, but would be controlled through Best Management Practices. Therefore, the changes to the Proposed Action would not affect soil and water conservation efforts.	Provides for the control and prevention of soil erosion.



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Rob Bottkamp
Lt. Governor

Shirley W. Tate
Secretary

May 7, 2010

Mr. Mick Garrett
Senior Environmental Scientist
HDR Engineering, Inc.
25 West Cedar Street, Suite 200
Pensacola, FL 32502-5945

RE: Department of the Air Force – Draft Supplemental Environmental
Assessment – Mid-Bay Bridge Connector on Eglin Air Force Base –
Niceville, Okaloosa County, Florida.
SAI # FL201003225166C (Reference SAI # FL200809294452C)

Dear Mr. Garrett:

The Florida State Clearinghouse has coordinated a review of the Draft Supplemental Environmental Assessment (EA) under the following authorities: Presidential Executive Order 12372; Section 403.061(40), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Florida Department of Environmental Protection's (DEP) Northwest District Office confirms that a Phase I (Stormwater) Environmental Resource Permit under Chapter 62-346, *Florida Administrative Code (F.A.C.)*, and a Wetland Resource Permit under Chapter 62-312, *F.A.C.*, are required for this project. Applications for those permits (DEP Files No. 46-288395-003-DF, 46-288395-004-DF and 46-288395-005-SI) have been submitted and are under review by the DEP. Please continue to coordinate with Northwest District staff to facilitate resolution of any outstanding permitting issues.

The Florida Fish and Wildlife Conservation Commission (FWC) notes that the Draft Supplemental EA addresses the issues raised in the FWC's earlier letter on the Draft EA regarding state-listed species, habitat protection measures and incidental take permitting requirements. The extensive coordination between the FWC, U.S. Fish and Wildlife Service, Mid-Bay Bridge Authority contractors and Eglin AFB over the past year has facilitated resolution of the above concerns.

The West Florida Regional Planning Council (WFRPC) recommends fully spanning all waterways to eliminate the placement of bridge pilings in riparian areas. Bridge

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Mr. Mick Garrett

May 7, 2010

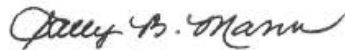
Page 2 of 2

construction should utilize top down methodology. In general, best management practices should be employed during construction to avoid and minimize wetland impacts and protect groundwater resources, natural systems, listed species and environmentally sensitive areas to the greatest extent practicable. Please refer to the enclosed WFRPC memorandum for additional information.

Based on the information contained in the Draft Supplemental EA and the enclosed state agency comments, the state has determined that, at this stage, the proposed federal action is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of issues identified during this and any subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm
Enclosures

cc: Larry Chavers, Eglin AFB
Darryl Boudreau, DEP, Northwest District
Mary Ann Poole, FWC
John Gallagher, WFRPC

Ms. Lauren Milligan
Page 2
April 20, 2010



Project Information	
Project:	FL201003225166C
Comments Due:	04/30/2010
Letter Due:	05/07/2010
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT - MID-BAY BRIDGE CONNECTOR ON EGLIN AIR FORCE BASE - NICEVILLE, OKALOOSA COUNTY, FLORIDA.
Keywords:	USAF - DSEA, MID-BAY BRIDGE CONNECTOR ON EGLIN AFB - OKALOOSA CO.
CFDA #:	12.200
Agency Comments:	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
The WFRPC recommends fully spanning all waterways to eliminate the placement of bridge pilings in riparian areas. Bridge construction should utilize top down methodology. In general, best management practices should be employed during construction to avoid and minimize wetland impacts and protect groundwater resources, natural systems, listed species and environmentally sensitive areas to the greatest extent practicable. Please refer to the enclosed WFRPC memorandum for additional information.	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
The FWC notes that the Draft Supplemental EA addresses the issues raised in the FWC's earlier letter on the Draft EA regarding state-listed species, habitat protection measures and incidental take permitting requirements. The extensive coordination between the FWC, U.S. Fish and Wildlife Service, Mid-Bay Bridge Authority contractors and Eglin AFB over the past year has facilitated resolution of the above concerns.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
No Comment	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The DEP Northwest District Office confirms that a Phase I (Stormwater) Environmental Resource Permit under Chapter 62-346, F.A.C., and a Wetland Resource Permit under Chapter 62-312, F.A.C., are required for this project. Applications for those permits (DEP Files No. 46-288395-003-DF, 46-288395-004-DF and 46-288395-005-SI) have been submitted and are under review by the DEP. Please continue to coordinate with Northwest District staff to facilitate resolution of any outstanding permitting issues.	
NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
As noted previously, the MFWMD advises that project Alternative C potentially affects 39.2 acres of 100-year floodplain, several tributaries to the Choctawhatchee Bay and 50.66 acres of wetlands. The Proposed Action may affect 39.8 acres of 100-year floodplain, several tributaries to the Choctawhatchee Bay and 42.77 acres of wetlands. Every effort should be made to protect floodplain resources and functions, including spanning the floodplains sufficiently to minimize riparian impacts and maintain hydrologic connectivity. The proposed project would require stormwater permitting in accordance with the Environmental Resource Permitting program, per Chapter 62-346, F.A.C., and wetland impacts will require mitigation in accordance with Section 373.4137, F.S.	



Florida Fish and Wildlife Conservation Commission

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Timothy A. Bresnalt
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April 20, 2010

Ms. Lauren Milligan, Clearinghouse Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, FL 32399-3000

Re: SAI #FL201003225166C, Department of the Air Force, Draft Supplemental Environmental Assessment and FONSI/FONPA, Mid-Bay Bridge Connector on Eglin Air Force Base, Okaloosa County, Florida

Dear Ms. Milligan:

The Division of Habitat and Species Conservation, Habitat Conservation Scientific Services Section, of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated agency review of the Draft Supplemental Environmental Assessment (SEA), Mid-Bay Bridge Connector and provides the following comments and recommendations in accordance with the Coastal Zone Management Act/Florida Coastal Management Program (15 CFR 930 Subpart F).

Project Description

The Mid-Bay Bridge Connector involves construction of an alternative bypass route around the eastern and northern sides of the communities of Niceville, Seminole and Bluewater Bay in Okaloosa County, Florida. The proposed new road would connect the north approach of the Mid-Bay Bridge to SR 85 north of Niceville. The new 10-mile route consists of a four-lane divided facility with urban (curb and gutter) and rural cross sections and proposed structures over Rocky Creek and several smaller streams that drain to Choctawhatchee Bay. The new road is proposed by the Mid Bay Bridge Authority (MBBA) in cooperation with the Mission Enhancement Committee (MEC) of Eglin Air Force Base (AFB).

Comments

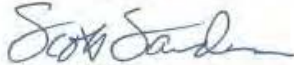
The draft SEA addresses state-listed species and habitat issues that were raised in our November 7, 2008 letter regarding the draft Environmental Assessment for this project. Specifically, the draft SEA now contains the information on the state-listed species and habitat protection measures and the extensive coordination that has occurred between FWC, U.S. Fish and Wildlife Service, the MBBA contractors, and Eglin AFB staff over the past year. It also provides information on the FWC incidental take permit requirements for the Okaloosa Darter.

The proposed project is determined to be consistent with our Chapter 379, Florida Statutes authorities under the Florida Coastal Management Program. If you or your staff would like to coordinate further on the recommendations contained in this report, please contact me at 850-410-5272, or email me at maryann.poole@MyFWC.com, and I will be

Ms. Lauren Milligan
Page 2
April 20, 2010

glad to help make the necessary arrangements. If your staff has any specific questions regarding our comments, I encourage them to contact Theodore Hoehn at 850-488-3831 or by email at ted.hoehn@myFWC.com.

Sincerely,



Scott Sanders
Habitat & Species Conservation Section Leader

ss/th

Mid-Bay Bridge Connector_1766_041910.doc
ENV 1-3-2

cc: Mike Garrett, HD, mick.garrett@hdrinc.com
Gail Carmody, USFWS-PC



Bill Dozier, Chairman
Cindy Frakes, Vice-Chairman

Terry A. Joseph, Executive Director

E-MAIL TRANSMITTAL (S)

TO: Ms. Lauren Milligan, Environmental Manager
STATE CLEARINGHOUSE ▪ (850) 245-2190/(850) 245-2189
Phone: 850-245-2161 Lauren.Milligan@dep.state.fl.us

DATE: 4/28/10
FROM: John Gallagher, Director, Housing & Homeland Security & Emergency Mgmt.
John.Gallagher@wfrpc.org

SUBJECT: State Clearinghouse Review(s) Fax Transmittals:

SAI #	Project Description	RPC #
FL201003225166C	USAF Draft Supplemental Environmental Assessment -- Mid-Bay Bridge Connector on Eglin AFB, Niceville	OK 117-3-25-10

	No Comments – Generally consistent with the WFSRPP
X	See Attached

If you have any questions, please call.

P.O. Box 11399 • Pensacola, FL 32524-1399 • P: 850.332-7976 • 1.800.226.8914 • F: 850.637-1923
4081 East Olive Road, Suite A; Pensacola, FL 32514
651 West 14th Street, Suite E • Panama City, FL 32401 • P: 850.769.4854 • F: 850.784.0456
www.wfrpc.org



Cindy Frakes, Chairman
JD Smith, Vice-Chairman

Terry A. Joseph, Executive Director

MEMORANDUM

To: Lauren Milligan, Environmental Manager- Florida State Clearinghouse Florida
Department of Environmental Protection 3900 Commonwealth Boulevard
M.S. 47, Tallahassee, FL 32399

Through: John Gallagher, Comprehensive Planning Director

From: Mary F. Gutierrez, Environmental Planner

Date: Wednesday, April 21, 2010

Subject: Mid-Bay Connector – FL201003225166C, RPC#OK-117-3-25-10

Project: The project is the construction of a proposed new road, the Mid-Bay Bridge Connector, which would cross part of Eglin Air Force Base (AFB) near Niceville, Florida. The new road is proposed by the Mid Bay Bridge Authority (MBBA) in cooperation with the Mission Enhancement Committee (MEC) of Eglin AFB. (MEC is an entity of Eglin AFB responsible for ensuring that property encroachment in and around the base does not compromise Eglin's overall mission). The MEC granted conceptual approval on 26 December 2006, for a connector road between Mid-Bay Bridge and State Road (SR) 85 north of Northwest Florida State College (formally Okaloosa-Walton College) and the Eglin golf course. The new road will be owned, operated, and maintained by MBBA and will be approximately 10 miles long.

Based on the information provided, the Council would like to make the following recommendations. Please note that the recommendations below are based on the Strategic Regional Policy Plan, established under Chapter 93-206, Laws of Florida. Responses to these recommendations are not required.

Priority 1 - Protection of the Region's Surface Water Resources:

Policy 1.2: Prohibit development activities that structurally impair or reduce the flow of the Region's rivers, creeks, branches, streams, (tributaries and surface waters) and standing waters such as ponds and lakes.

Policy 1.5: Protect wetlands from pollution and unnatural degradation due to development.

Policy 1.6: Restrict the channelization, diversion, and damming of natural riverine systems to prevent loss of habitat and changes in water velocity and volume that would adversely impact downstream habitat.

Recommendation 1: Span all streams, creeks, rivers, etc bankfull width eliminating placement of bridge pilings in waterways and impact to riparian areas.

Recommendation 2: Bridge construction shall occur in top down methodology.

P.O. Box 11399 • Pensacola, FL 32524-1399 • P: 850.595.8910 • 1.800.226.8914 • F: 850.595.8967
651 West 14th Street, Suite E • Panama City, FL 32401 • P: 850.769.4854 • F: 850.784.0456
www.wfrpc.org

Recommendation 3: If construction occurs, development shall be constructed in a manner that does not structurally impair or reduce the flow of any on-site rivers, creeks, branches, streams, tributaries and surface waters at any time.

Priority 2 – Protection of the Region’s Ground Water Resources:

Policy 1.9: Prevent all development activities that would structurally impair the function of high volume recharge areas, or reduce the availability and flow of good quality water to recharge areas.

Policy 1.16: Prohibit any activities that would introduce wastes or other by-products into the groundwater system via recharge areas.

Recommendation 1: Leave as much native species in place during construction as opposed to clear cutting or other means of vegetation removal.

Priority 4 - Protection of Natural Systems:

Policy 1.1: Protect surface water quality and hydrologic and ecologic functions of regional estuarine systems by restricting development in these areas to compatible land uses.

Policy 1.2: Require land development applications to establish buffer zones around estuarine systems, wetlands, and unique uplands that protect these areas from degradation by adjacent land uses, where feasible.

Recommendation 1: If construction occurs, construction buffers shall be maintained at all time and may include, but is not limited to staked hay bales, staked filter cloth, and planting of native species.

Priority 5 - Protection of Endangered, Threatened, and Rare Species:

Goal 1: Protect native species in the Region that are on the Florida Game and Fresh Water Fish Commission, Florida Wildlife Service, Florida Wildlife Commission list of endangered, threatened, and rare species of Florida.

Recommendation 1: Avoid secondary and cumulative impacts to areas known as habitat for endangered, threatened and rare species.

Priority 6 - Land Management and Use

Policy 1.2: Conserve and protect the natural functions of soils, wildlife habitat, floral habitat and wetlands.

Policy 1.4: Protect state or federally owned ecologically sensitive lands from land uses that would impair or destroy the important habitats and plant and animal species occurring on those lands.

Recommendation 1: Staging of all equipment shall be limited to the construction corridor and not within or near environmentally sensitive areas.

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www.wfrpc.org



Cindy Frakes, Chair
J. D. Smith, Vice-Chair

Terry A. Joseph, Executive Director

MEMORANDUM

To: John Gallagher, Comprehensive Planning Director

From: Gary Kramer, Senior Transportation Planner West Florida Regional Planning Council

Date: March 26, 2010

Subject: Draft Environmental Assessment Supplement for Mid-Bay Bridge Connector

RE: FL201003225166C, RPC#OK 117 3-25-10

The project will be a Regionally Significant Roadway and is consistent with the Okaloosa-Walton Transportation Planning Organization's 2030 Long Range Transportation Plan.

Pensacola
P.O. Box 11399
Pensacola, FL 32524-1399
P: 850.332.7976 • 1.800.226.8914
F: 850.637.1923

Panama City
651 West 14th Street, Suite E
Panama City, FL 32401
P: 850.769.4854
F: 850.784.0456

www.wfrpc.org

COUNTY: OKALOOSA
 304-106-USA-F-EG
 2010-1480

DATE: 3/22/2010
 COMMENTS DUE DATE: 4/30/2010
 CLEARANCE DUE DATE: 5/21/2010
 SAI#: FL201003225166C
 REFER TO: FL200809294452C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	NORTHWEST FLORIDA WMD		
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			
TRANSPORTATION			

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APR 12 2010
DEP Office of Intergov't Programs

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT - MID-BAY BRIDGE CONNECTOR ON EGLIN AIR FORCE BASE - NICEVILLE, OKALOOSA COUNTY, FLORIDA

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
 3900 COMMONWEALTH BOULEVARD MS-47
 TALLAHASSEE, FLORIDA 32399-3000
 TELEPHONE: (850) 245-2161
 FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Comment | <input checked="" type="checkbox"/> No Comments/Consistent |
| <input type="checkbox"/> Comment Attached | <input type="checkbox"/> Consistent/Comments Attached |
| <input type="checkbox"/> Not Applicable | <input type="checkbox"/> Inconsistent/Comments Attached |
| | <input type="checkbox"/> Not Applicable |

From:

Division/Bureau:

Division of Historical Resources
 Bureau of Historic Preservation

Reviewer: Edwards, S.

Lance A. Hammer, Deputy
 SHPO

Date: 4-9-20104. 9. 2010

90 E D 72 MAY 0302
 RECEIVED
 DIVISION OF
 HISTORIC PRESERVATION

APPENDIX B

CULTURAL RESOURCES-SECTION 106 CONSULTATION

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Appendix B. CULTURAL RESOURCES - SECTION 106 CONSULTATION

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Section 106 Coordination Response Letters	B-40 through B-42

(Intentionally left blank)

**MEMORANDUM OF AGREEMENT
AMONG
EGLIN AIR FORCE BASE
THE FLORIDA STATE HISTORIC PRESERVATION OFFICER
AND
MID BAY BRIDGE AUTHORITY
REGARDING
MID BAY BRIDGE CONNECTOR PROJECT**

WHEREAS, the Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, proposes to construct the Mid Bay Bridge Connector (MBBC), a four lane limited access highway connecting the north approach of the Mid Bay Bridge to State Road 85 north of Niceville, Florida (See vicinity map, Appendix A); and

WHEREAS, the MBBC project is being funded through MBBA Capital Improvement Funds and MBBA issued transportation bonds and does not involve state of Florida tax revenues or federal transportation funding; and

WHEREAS, Eglin Air Force Base (Eglin AFB) proposes to grant an easement to MBBA across lands owned and administered by the installation for the MBBC undertaking; and

WHEREAS, Eglin AFB has determined that the MBBC will affect properties included in or eligible for inclusion in the National Register of Historic Places (NRHP) and has consulted with the Florida State Historic Preservation Officer (SHPO) to develop this Memorandum of Agreement (MOA) pursuant to Section 800.6(b) of the regulation (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the Area of Potential Effects (APE) for the proposed MBBC project is a corridor 10 miles long and of variable width encompassing the road right-of-way, six interchanges, and multiple drainage ponds (see APE map, Appendix B); and

WHEREAS, Eglin AFB has completed identification of historic properties that may be affected by the undertaking and has determined, in consultation with the Florida SHPO, that archaeological sites 8OK900, 8OK427, and 8OK784 are eligible for listing on the NRHP under 36 CFR Part 60.4 (d) (see map of archaeological site locations in relation to the APE, Appendix C); and

WHEREAS, MBBA proposes to construct the MBBC in three sequential construction phases (Phases 1-3); and

WHEREAS, in order to accommodate an accelerated construction schedule, Eglin AFB has authorized construction to begin within Phase 1 on the condition that all construction within the vicinity of site 8OK784 be monitored by a qualified archaeologist; and

Mid Bay Bridge Connector Project Memorandum of Agreement

WHEREAS, qualified archaeologists from Eglin AFB monitored construction of Phase 1 in the vicinity of site 8OK784 and no historic properties were affected, or will be affected, by Phase 1 construction; and

WHEREAS, Eglin AFB will resolve the adverse effects of the proposed MBBC road project on site 8OK900 and 8OK427 through archaeological data recovery, as described in this agreement, prior to initiation of construction on Phases 2 and 3; and

WHEREAS, Eglin AFB has consulted with the City of Niceville, Florida due to the proximity of the MBBC road project and has invited the City to concur with this agreement; and

WHEREAS, Eglin AFB has consulted with the Miccosukee Tribe of Indians of Florida, the Seminole Tribe of Florida, the Poarch Band of Creek Indians of Alabama, the Muskogee (Creek) Nation of Oklahoma, and the Thlopthlocco Tribal Town of the Creek (Muskogee) Tribe (of Oklahoma) (the tribes) concerning historic properties of religious and cultural significance to the tribes that may be affected by the undertaking and has invited the tribes to concur in this agreement;

NOW THEREFORE, the signatories agree that construction of the MBBC road project will be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

Stipulations**I. Affected Historic Properties by Construction Phase**

- A. Site 8OK427 is a multi-component prehistoric archaeological site that is eligible to the NRHP under criterion D of 36 CFR 60.4 because of its potential to contribute important information on the Elliotts Point Complex, a local manifestation of the Late Archaic Poverty Point Complex dating to between about 2500 B.C. and 600 B.C. Site 8OK427 has integrity of location, setting and materials. The site is located in the mid portion of the APE for construction Phase 2; only a small portion of the site extends into the ROW (See map of site 8OK427 in relation to ROW in Appendix D).
- B. Site 8OK900 (the Acme-Shaw Turpentine Still Camp) is a historic archaeological site that is eligible to the NRHP under criterion D of 36 CFR 60.4 because of its potential to contribute important information on early 20th century naval stores (turpentine) manufacture in the Florida panhandle region. The site has integrity of location, setting and materials. The northern end of the site will be truncated by the MBBC road project during construction of Phase 2 and Phase 3 (See map of site 8OK900 in relation to ROW in Appendix E).

II. Determination of Effects

The proposed construction of the MBBC road project will have direct effects to portions of sites 8OK900 and 8OK427. The characteristics that make these sites eligible for listing on the NRHP will be altered in ways that diminish their integrity of location, setting and materials. Eglin AFB

Mid Bay Bridge Connector Project Memorandum of Agreement

has determined, pursuant to 36 CFR Part 800.5, that the undertaking will have an adverse effect on sites 8OK900 and 8OK427.

III. Resolution of Adverse Effects

A. Archaeological Testing for site 8OK900:

1. MBBA, in consultation with Eglin AFB, recently completed (September 2009) archaeological testing at site 8OK900 to supplement existing information on the site in preparation for archaeological data recovery. The testing was conducted to: delineate the maximum horizontal extent of the site deposits; locate and describe the nature of any previously unrecorded features within the site limits; update the feature descriptions within the proposed road right-of-way; and, update the site record for site 8OK900.
2. MBBA has prepared a management summary of the archaeological testing at site 8OK900 and has submitted the management summary to Eglin AFB for review. Upon approval, Eglin AFB will submit a copy of the management summary to SHPO for its files.
3. MBBA will submit to Eglin AFB a full report on the archaeological testing at site 8OK900 in draft form within three (3) months following approval of the management summary. Eglin AFB shall review the draft testing report within 30 days of receipt and recommend changes, if needed. Upon approval of the testing report, Eglin shall submit a copy of the report to SHPO for its files.

B. Archaeological Data Recovery for sites 8OK900 and 8OK427

1. Eglin AFB shall ensure that once it approves the management summary of archaeological testing at site 8OK900, MBBA prepares an archaeological data recovery plan for both sites 8OK900 and 8OK427.
2. At a minimum, the archaeological data recovery plan shall include:
 - a. A description of sites 8OK900 and 8OK427 and how each may be affected by the proposed action;
 - b. A set of appropriate research questions and objectives for each site;
 - c. A description of methods to be used in collecting the data needed to address the research questions for each site;
 - d. A description of analytical techniques to be used in addressing the research questions for each site.

Mid Bay Bridge Connector Project Memorandum of Agreement

3. Eglin AFB shall submit the data recovery plan to the SHPO and the tribes for 30 day review. Eglin AFB shall consider all comments it receives from the parties in revising the testing plan if needed. If any one of the parties does not provide comments within the 30 day comment period, Eglin AFB will assume that party has no objection to the data recovery plan as submitted.
 4. Upon approval of the data recovery plan, Eglin AFB shall notify the MBBA that archaeological data recovery may begin. MBBA shall notify Eglin AFB when the field work phase of archaeological data recovery is concluded.
 5. Once the field work phase of archaeological data recovery is concluded, Eglin AFB shall authorize MBBA to begin construction within phases 2 and 3 on the condition that all subsequent analysis and report production be completed as required below in Stipulation III.B.6.
 6. MBBA shall prepare an archaeological data recovery report describing and analyzing the result of data recovery within twelve (12) months of the conclusion of all archaeological field work conducted for data recovery. MBBA shall submit a draft copy of the report to Eglin AFB for review. Upon approval of the report by Eglin AFB, MBBA shall send two hard copies of the final report with 1 electronic copy in MS Word format to Eglin AFB, which will send one copy of the final report to the SHPO. MBBA shall make available to the tribes additional copies of the final report upon request.
- C. The archaeological data recovery plan for sites 8OK900 and 8OK427 shall, upon acceptance by Eglin AFB, be incorporated by reference to this PA as Appendix F. Copies of the plans will be retained by Eglin AFB.
- D. In addition to archaeological data recovery, MBBA shall prepare and submit to Eglin AFB within twelve (12) months of the conclusion of all archaeological field work:
1. A draft nomination for listing site 8OK900 to the National Register of Historic Places.
 2. Educational materials, such as lesson plans, developed for elementary school children in grades 4 through 7 on site 8OK900 and the history of the turpentine industry in the Florida panhandle.
 3. A popular summary of the archaeological testing and data recovery conducted at site 8OK900 with a summary of the findings and interpretations to be developed for adult audiences.

Mid Bay Bridge Connector Project Memorandum of Agreement

IV. Unanticipated discoveries

- A. If a previously unknown archaeological site is discovered during the undertaking, or a previously unknown portion of a known site is discovered during the undertaking, MBBA shall carry out the following procedures.
1. MBBA will cease all construction related activity in the vicinity of the discovery and secure the discovery location from further harm until Eglin AFB determines that the requirements of this Stipulation (IV) have been met.
 2. MBBA will immediately notify Eglin AFB of the discovery.
 3. MBBA will hire a professional archaeologist, meeting the qualification standards of Stipulation V, to record the discovery and evaluate its nature, extent, condition, and NRHP eligibility. MBBA will report the findings to Eglin AFB within 48 hours of the discovery.
- B. Eglin AFB shall consult with SHPO on the NRHP eligibility of the discovery and the potential effect of continuing the undertaking within 48 hours of receiving the discovery report from MBBA.
- C. If, in consultation with the SHPO, Eglin AFB determines that the discovery is not NRHP eligible, Eglin AFB shall notify MBBA and construction may resume.
- D. If, in consultation with SHPO, Eglin AFB determines that the discovery is NRHP eligible and data recovery is warranted, then it shall notify MBBA of this determination. MBBA shall prepare an archaeological data recovery plan and submit the plan to Eglin AFB for approval. Upon approval by Eglin AFB, MBBA shall conduct the data recovery, prepare a report and submit the report to Eglin AFB. Eglin AFB shall submit copies of the report to the SHPO and the tribes for their information.

V. Qualifications

Eglin AFB shall ensure that all archaeological testing and data recovery performed in compliance with the terms of this PA, including plan and report preparation, field work, research, analysis, and curation, shall be conducted by a person or persons who meet the Secretary of the Interior's Standards and Guidelines for professional qualifications in archaeology as described in the Federal Register: June 20, 1997 (Volume 62, Number 119, pages 33707-33723).

VI. Curation

All artifacts recovered and records produced during archaeological testing and data recovery conducted pursuant to this agreement will be housed in the Eglin AFB on-base curation facility, which meets all the criteria for permanent storage of federal collections listed in 36 CFR 79.

Mid Bay Bridge Connector Project Memorandum of Agreement

VII. Human Remains

- A. Eglin AFB shall ensure that if human remains, funerary objects, sacred objects, or objects of cultural patrimony are discovered during archaeological data recovery, or during project construction activities after archaeological data recovery is completed, the discovery will be resolved as follows.
1. MBBA will halt all ground disturbing activity in the vicinity of the discovery and will secure the discovery location from further harm until Eglin AFB determines that the requirements of this Stipulation (VII) have been met.
 2. MBBA will hire a professional archaeologist, meeting the qualification standards of Stipulation V, to record the discovery and evaluate its nature, extent, and condition. MBBA will submit a discovery report to Eglin AFB.
 3. If Eglin AFB determines the human remains are Native American, it will consult with appropriate tribe or tribes in accordance with 43 CFR Part 10, the regulations implementing the Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. 3001 et seq.).
 4. If Eglin AFB determines the human remains are not Native American, or the identity of the human remains is undetermined, Eglin AFB will consult with SHPO and the Florida State Archaeologist pursuant to either 36 CFR Part 800 or the Florida Unmarked Burial Law Chapter 872.05, Florida Statutes, as applicable. If subsequently, the remains are identified as Native American, Eglin AFB will consult with the tribes pursuant to NAGPRA.

VIII. Dispute Resolution

Should MBBA, SHPO or the ACHP object within thirty (30) days to any action implementing this agreement, Eglin AFB will consult with the objecting party to resolve the objection. If Eglin AFB determines that the disagreement cannot be resolved, Eglin AFB will request further comment from the Advisory Council on Historic Preservation (ACHP) in accordance with the applicable provisions of 36 CFR Part 800.7. Eglin AFB will, in accordance with 36 CFR Part 800.7 (c) (4), take any ACHP comment into account with reference only to the subject of the dispute. Eglin AFB's responsibility to carry out all actions under this agreement that is not the subject of the dispute will remain unchanged.

IX. Amendments

- A. Any signatory to this agreement may request that the agreement be amended, whereupon the other parties will consult to consider such amendment. Where there is no agreement among all the signatories, the agreement will remain unchanged.

Mid Bay Bridge Connector Project Memorandum of Agreement

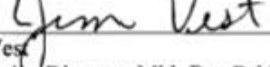
Signatories:

EGLIN AIR FORCE BASE, FLORIDA

By: 
BRUCE H. MCCLINTOCK, Colonel, USAF
Commander, 96th Air Base Wing

Date: 2 Jun 2010

STATE OF FLORIDA

By: 
Jim Vest
Executive Director, Mid-Bay Bridge Authority

Date: 3 June 2010

By: 
Scott M. Stroh III
Florida State Historic Preservation Officer

Date: 6/4/2010

Concurring parties:

THE CITY OF NICEVILLE, FLORIDA

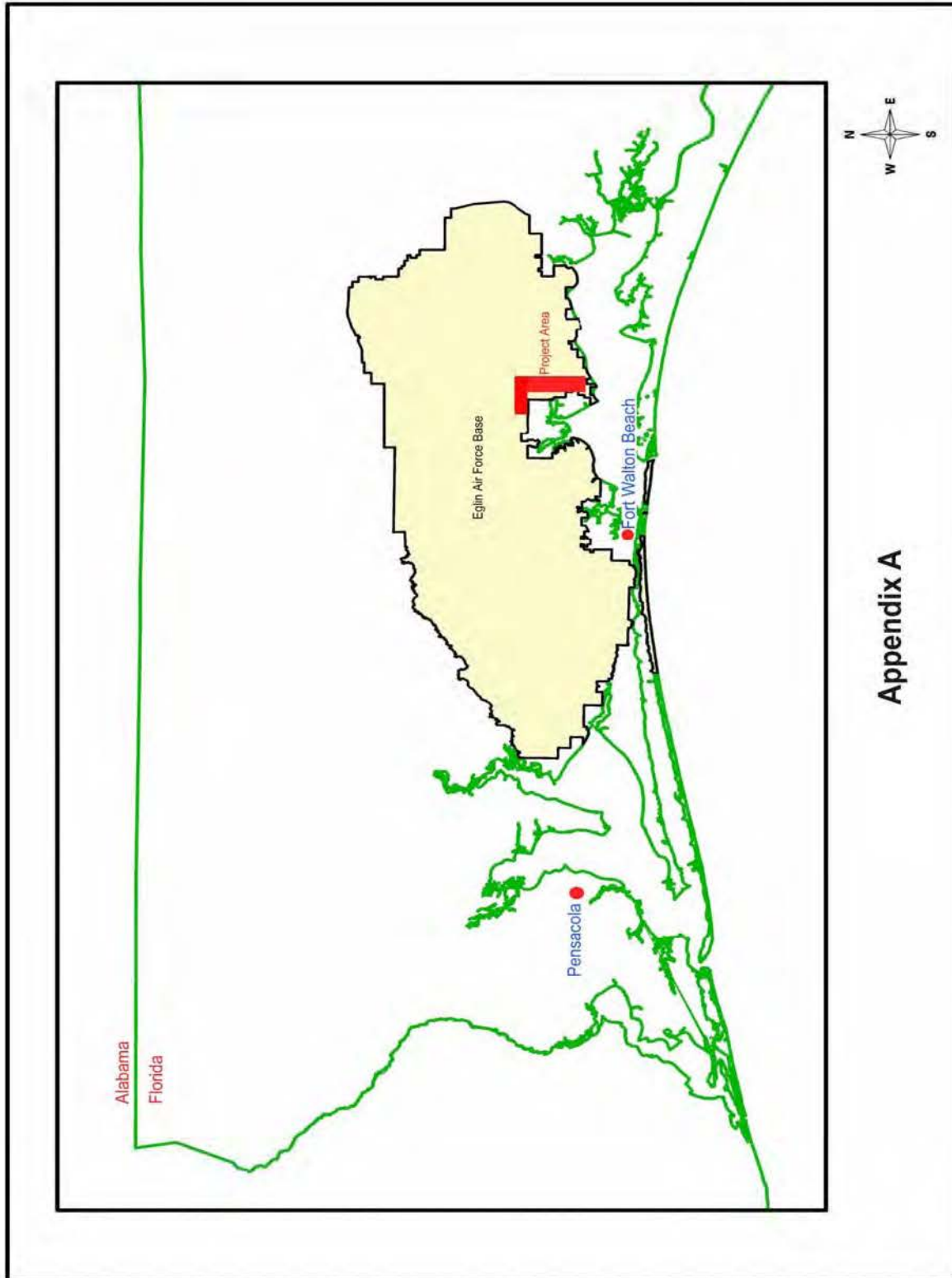
By: _____
Lannie L. Corbin, City Manager

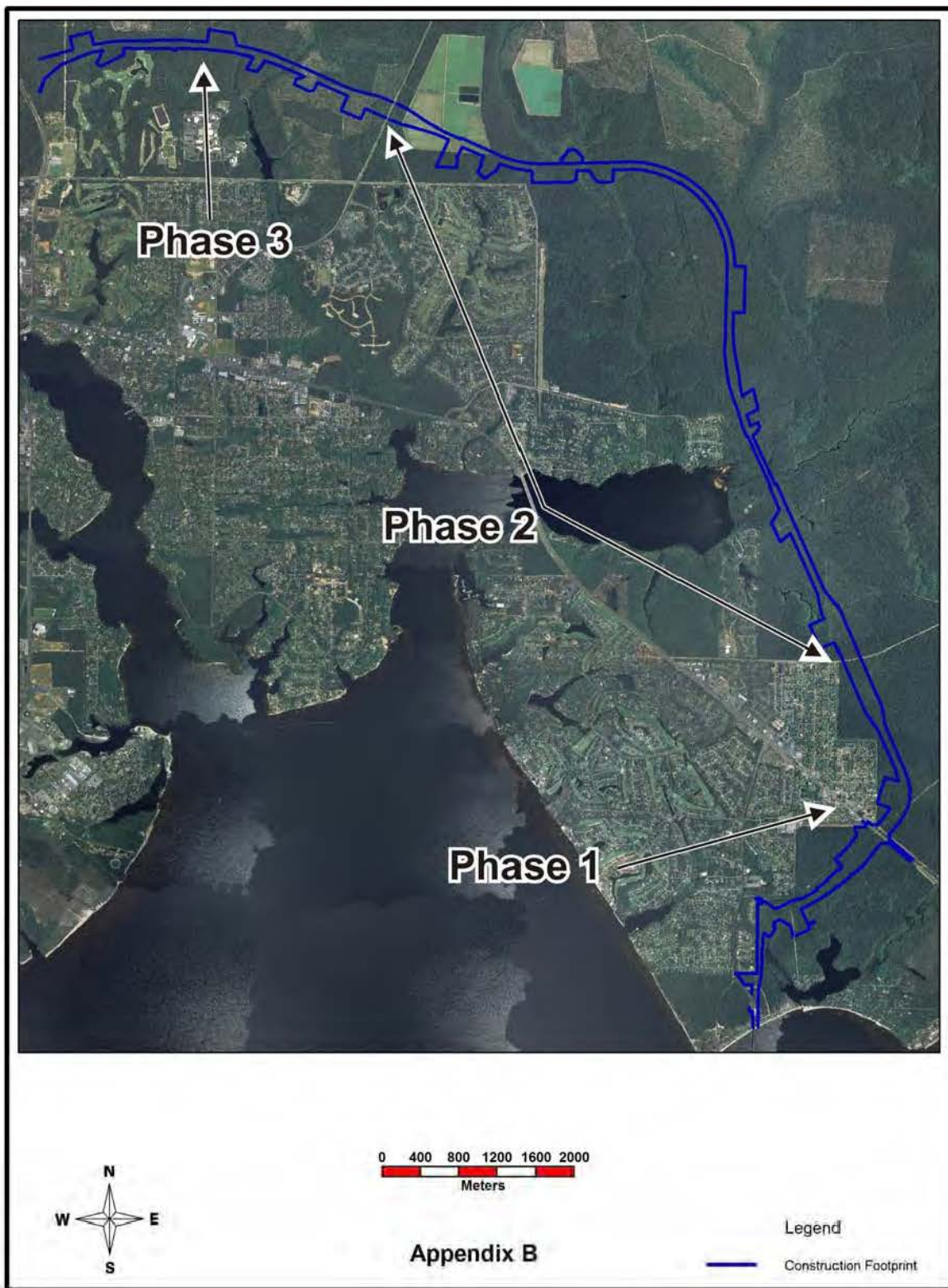
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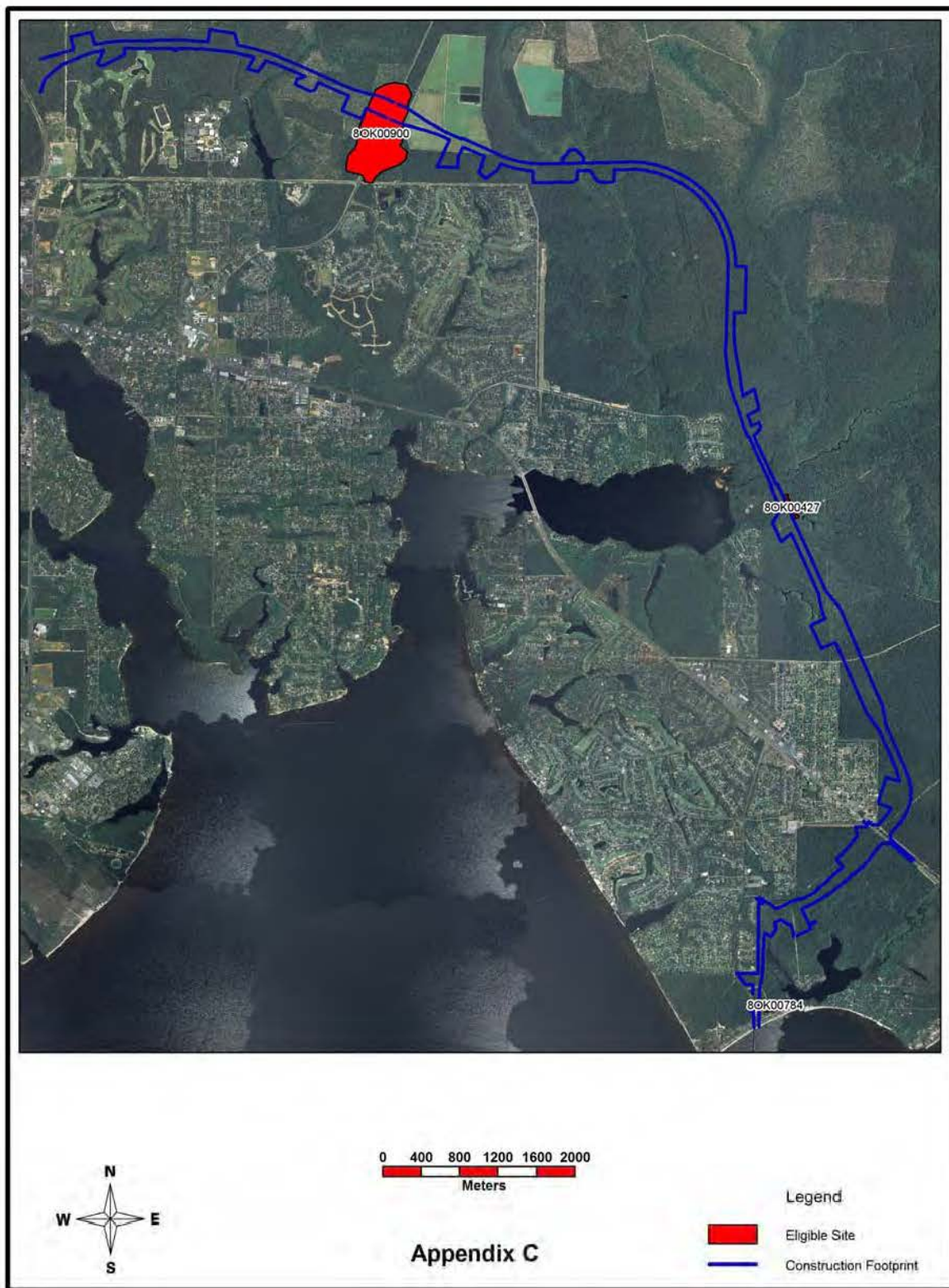
MICCOSUKEE TRIBE OF INDIANS OF FLORIDA

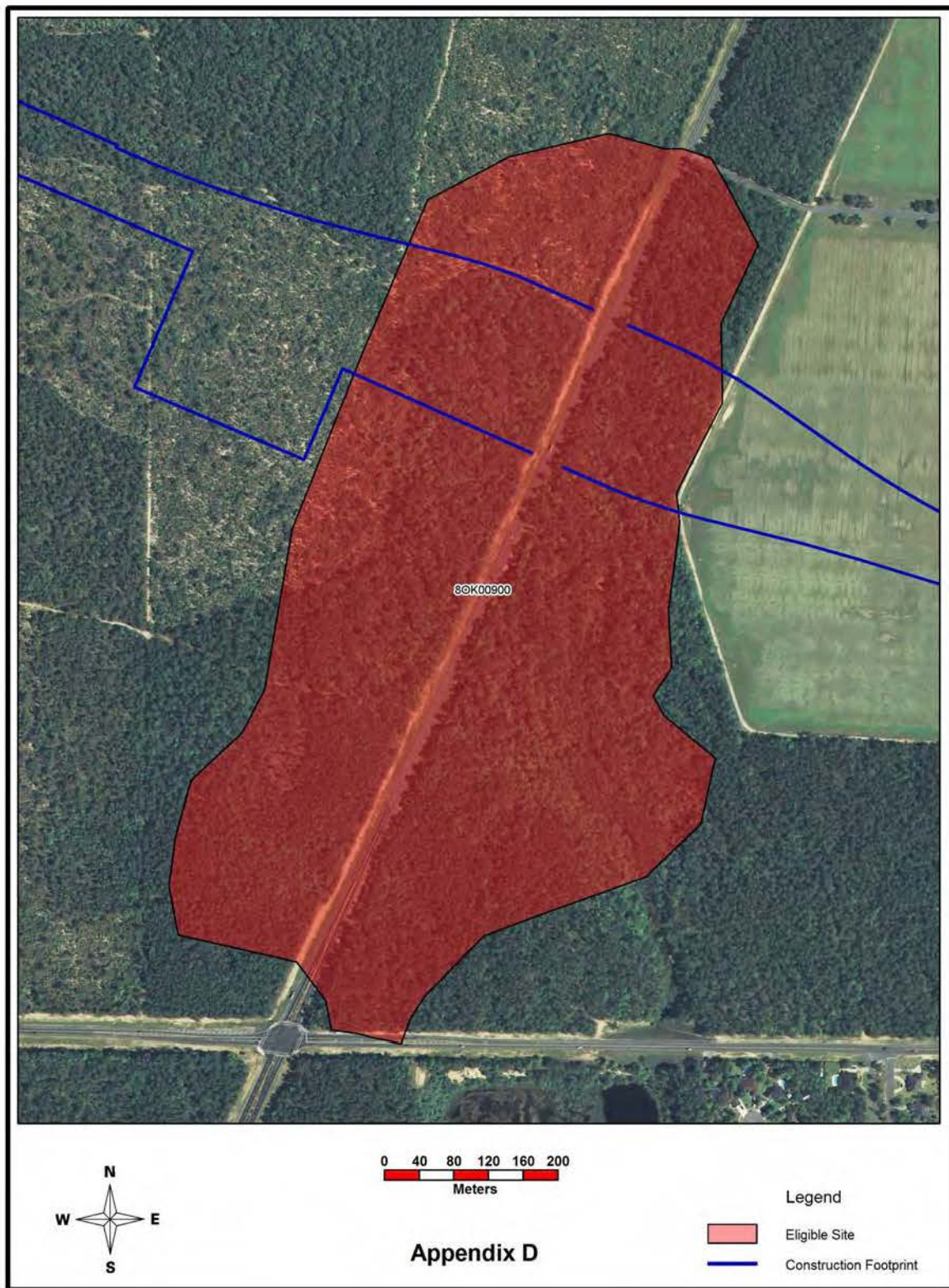
By: _____
Chairman Colley Billie

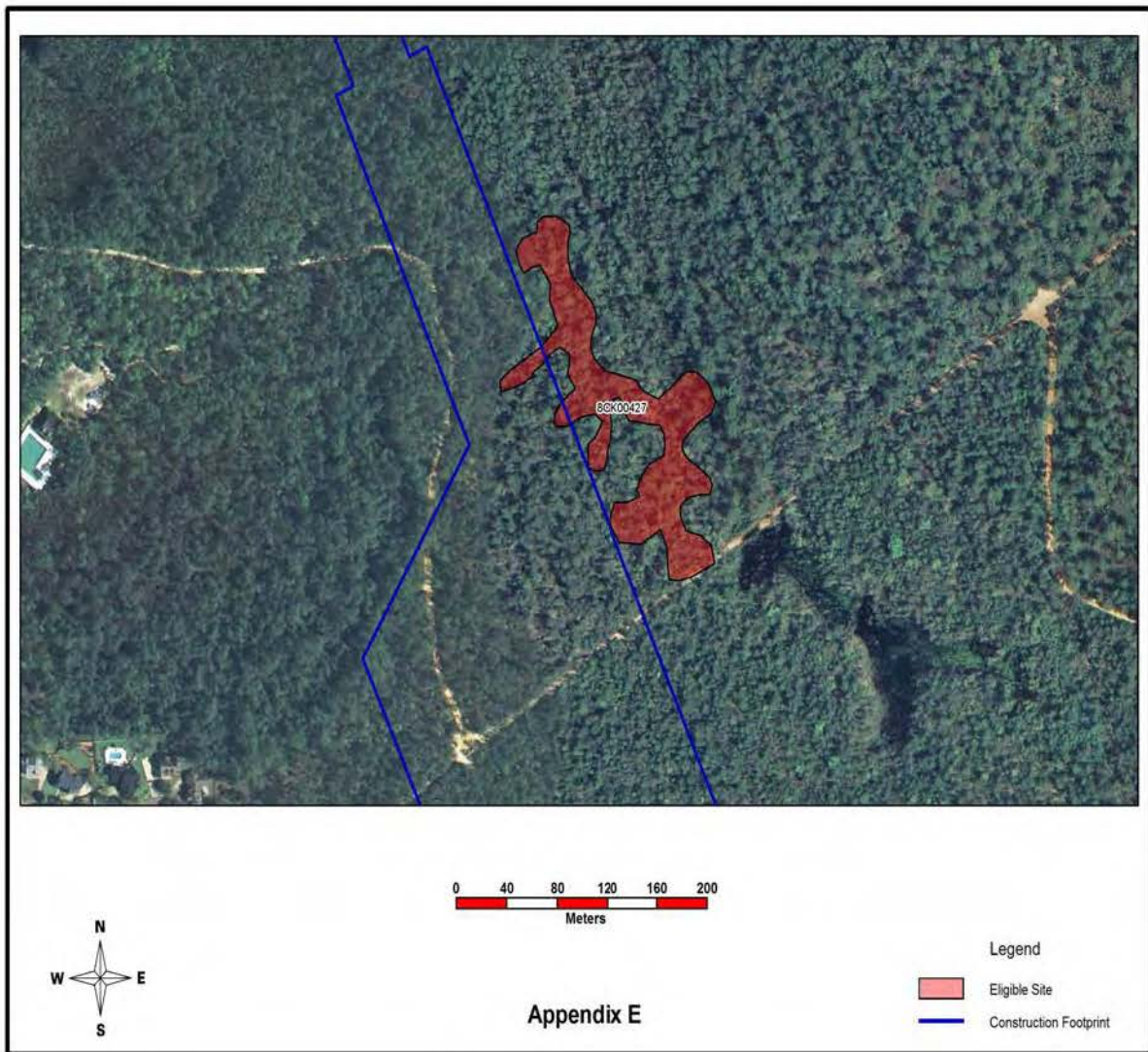
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**WORK PLAN FOR ARCHAEOLOGICAL DATA RECOVERY AT
8OK427 AND 8OK900
WITHIN MID-BAY BRIDGE RIGHT-OF-WAY,
EGLIN AIR FORCE BASE, OKALOOSA COUNTY, FLORIDA
(TASK ORDER CR-09-0026)
FINAL**

**PREPARED BY
PRENTICE THOMAS AND ASSOCIATES, INC.
425 EAST HOLLYWOOD BLVD., SUITE D
MARY ESTHER, FLORIDA 32569
850-243-5992
POC: JAN CAMPBELL**

**FOR
HDR, INC.
AND
THE MID-BAY BRIDGE AUTHORITY**

DECEMBER 18, 2009

APPENDIX F

**Title Page Only
(As referenced in MOA, Page 4; Item C)**

MOA Tribe Coordination Letters



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Maria D. Rodriguez
96 CEG/CEVS
501 Deleon Street, Suite 101
Eglin AFB, Florida 32542-5105

14 JUN 2010

Mr. Charles Coleman
Tribal Historic Preservation Officer
Thlopthlocco Tribal Town
P.O. Box 188
Okemah, OK 74859-0188


Dear Mr. Coleman

Enclosed for your consideration is a Memorandum of Agreement (MOA) Among Eglin Air Force Base the Florida State Historic Preservation Officer and Mid Bay Bridge Authority Regarding Mid Bay Bridge Connector Project, for the proposed Mid Bay connector road located on land administered by Eglin Air Force Base (Eglin AFB) in Okaloosa County, Florida. The MOA was prepared in compliance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act. Eglin AFB has consulted with the tribe on this project and invites the tribe to sign the enclosed MOA as a concurring party if you so choose.

Should the tribe choose to sign the MOA, please send a copy of the signature page with your signature back to Eglin AFB for our records. The MOA will go into effect once Eglin AFB files it with the Advisory Council on Historic Preservation.

If you have any questions, please contact Rhena (Lynn) Shreve, Cultural Resources Manager, Eglin AFB at 850 883-5201 or via email at Rhena.Shreve@eglin.af.mil.

Sincerely


MARIA D. RODRIGUEZ, YF-02
Chief, Environmental Stewardship Branch

Attachments:

1. Memorandum of Agreement
2. Appendices A through E
3. Appendix F, Work Plan for archaeological data recovery at 8OK427 and 8OK900



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Maria D. Rodriguez
96 CEG/CEVS
501 Deleon Street, Suite 101
Eglin AFB, Florida 32542-5105

14 JUN 2010

Mr. Willard Steele
Tribal Historic Preservation Officer
AH-TAH-THI-KI Museum
34725 West Boundary Road
Clewiston, FL 33440
ATTN: Anne Mullins, Compliance Supervisor

Dear Mr Steele

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Maria D. Rodriguez
96 CEG/CEVS
501 Deleon Street, Suite 101
Eglin AFB, Florida 32542-5105

14 JUN 2010

Mr. Robert G. Thrower
Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502

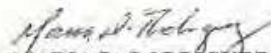
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Sincerely


MARIA D. RODRIGUEZ, YF-02
Chief, Environmental Stewardship Branch

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Maria D. Rodriguez
96 CEG/CEVS
501 Deleon Street, Suite 101
Eglin AFB, Florida 32542-5105

14 JUN 2010

Mr. Tim Thompson
Tribal Historic Preservation Office
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447


Dear Mr. Thompson

Enclosed for your consideration is a Memorandum of Agreement (MOA) Among Eglin Air Force Base the Florida State Historic Preservation Officer and Mid Bay Bridge Authority Regarding Mid Bay Bridge Connector Project, for the proposed Mid Bay connector road located on land administered by Eglin Air Force Base (Eglin AFB) in Okaloosa County, Florida. The MOA was prepared in compliance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act. Eglin AFB has consulted with the tribe on this project and invites the tribe to sign the enclosed MOA as a concurring party if you so choose.

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Chief, Environmental Stewardship Branch

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Maria D. Rodriguez
96 CEG/CEVS
501 Deleon Street, Suite 101
Eglin AFB, Florida 32542-5105

14 JUN 2010

Mr. Fred Dayhoff
Tribal Historic Preservation Officer
Micoosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, FL 33144

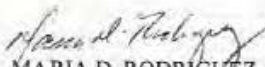
Dear Mr. Dayhoff

Enclosed for your consideration is a Memorandum of Agreement (MOA) Among Eglin Air Force Base the Florida State Historic Preservation Officer and Mid Bay Bridge Authority Regarding Mid Bay Bridge Connector Project, for the proposed Mid Bay connector road located on land administered by Eglin Air Force Base (Eglin AFB) in Okaloosa County, Florida. The MOA was prepared in compliance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act. Eglin AFB has consulted with the tribe on this project and invites the tribe to sign the enclosed MOA as a concurring party if you so choose.

Should the tribe choose to sign the MOA, please send a copy of the signature page with your signature back to Eglin AFB for our records. The MOA will go into effect once Eglin AFB files it with the Advisory Council on Historic Preservation.

If you have any questions, please contact Rhena (Lynn) Shreve, Cultural Resources Manager, Eglin AFB at 850 883-5201 or via email at Rhena.Shreve@eglin.af.mil.

Sincerely


MARIA D. RODRIGUEZ, YF-02
Chief, Environmental Stewardship Branch

Attachments:

1. Memorandum of Agreement
2. Appendices A through E
3. Appendix F, Work Plan for archaeological data recovery at 8OK427 and 8OK900

SECTION 106 COORDINATION LETTERS:



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

01 JUL 2009

Ms. Nancy J. Brown
Historic Preservation Specialist
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

Re: Notification of a Finding of Adverse Effect for the Mid Bay Bridge Connector Project

Dear Ms. Brown

Eglin Air Force Base, in compliance with 36 CFR Part 800.6 (a)(1), is notifying your office of our intentions to enter into a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida. Eglin AFB invites the Council's participation should the Council determine that the criteria of Appendix A of 36 CFR 800 are met for this undertaking.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to enable coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

The proposed MBBC road project will be 10 miles long, of variable width, and require construction of a four-lane divided highway along with multiple intersections and drainage ponds. The project will be built out over three sequential construction phases.

Eglin AFB has completed identification of historic properties in the Area of Potential Effects and has determined that the undertaking will have an adverse effect on two National Register eligible archaeological sites: 8OK900, a historic naval stores (turpentine) settlement and 8OK427, a prehistoric campsite. Both sites are located within the proposed road right-of-way in construction phase 2. No historic properties are located within the phase 1 project area; however, 8OK784, a National Register eligible multi-component site, is located outside of but adjacent to the right-of-way.

In order to accommodate project scheduling needs, Eglin AFB authorized the Mid Bay Bridge Authority to start development of project phase 1 earlier this year. All construction in the vicinity of site 8OK784 was monitored by qualified Eglin AFB cultural resources staff as a condition of phase 1 approval. The

site has not been, and will not be, affected by construction. Construction of phase 2 of the project, which will adversely affect sites 8OK900 and 8OK427, is scheduled to begin next year.

To resolve the adverse effects of the proposed construction on sites 8OK900 and 8OK427, Eglin AFB proposes to develop a PA as provided for in 36 CFR Part 800.14. A PA is warranted because additional inventory is needed to record the full extent and nature of site 8OK900 in preparation for data recovery. The PA will establish a two-step process to: A) supplement existing information for site 8OK900 through limited archaeological testing; and then, B) conduct archaeological data recovery within the right-of-way, in accordance with an approved data recovery plan, for both sites 8OK900 and site 8OK427. MBBA, in consultation with Eglin AFB, has recently commenced work on the testing phase for site 8OK900. The fieldwork is expected to continue through the month of July 2009.

Eglin AFB encloses the following documents for your review.

- A draft of the PA
- A description of the project
- Descriptions of sites 8OK900 and 8OK427
- Project corridor maps showing the location of the right-of-way, the intersections and drainage ponds in relation to the locations of sites 8OK900, 8OK427 and 8OK784.
- Copies of correspondence with the Florida SHPO and tribes regarding the road project and site identification and evaluation.

Eglin AFB will invite the parties listed below to be consulting parties for the purposes of developing and executing the PA:

- The Florida SHPO
- The Mid Bay Bridge Authority
- The City of Niceville, Florida
- The Miccosukee Tribe of Indians of Florida
- The Seminole Tribe of Florida
- The Poarch Band of Creek Indians
- The Muscogee (Creek) Nation of Oklahoma
- Thlopthlocco Tribal Town

Please let me know if the ACHP will participate in resolving the adverse effect of the undertaking. If Eglin AFB does not hear from you within 15 days of your receipt of this letter, we will assume that the ACHP has chosen not to participate.

Please contact me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

01 JUL 2009

Mr. Buford L. Rolin
Chairman, Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, AL 36502

RE: Invitation to participate in developing a Programmatic Agreement for the Mid Bay Bridge Connector Project, Eglin Air Force Base, Florida

Dear Chairman Rolin

Eglin Air Force Base (Eglin AFB) invites your tribe to participate in developing a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to allow for coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

The proposed MBBC road project will be 10 miles long, of variable width, and require construction of a four-lane divided highway along with multiple intersections and drainage ponds. The project will be built out over three sequential construction phases. Eglin AFB has completed identification of historic properties in the Area of Potential Effects and has determined that the undertaking will have an adverse effect on two National Register eligible archaeological sites: 8OK900, a historic naval stores (turpentine) settlement and 8OK427, a prehistoric campsite. Both sites are located within the proposed road right-of-way in construction phase 2. No historic properties are located within the phase 1 project area; however, 8OK784, a National Register eligible site with prehistoric and historic components, is located outside of but adjacent to the right-of-way.

In order to accommodate project scheduling needs, Eglin AFB authorized the MBBA to start development of project phase 1 earlier this year. All construction in the vicinity of site 8OK784

was monitored by qualified Eglin AFB cultural resources staff as a condition of phase 1 approval. The site was not, and will not be, affected by construction. Construction of phase 2 of the project, which will adversely affect sites 8OK900 and 8OK427, is scheduled to begin next year.

To resolve the adverse effects of the proposed construction on sites 8OK900 and 8OK427, Eglin AFB proposes to develop a PA as provided for in 36 CFR Part 800.14. A PA is warranted because additional inventory is needed to record the full extent and nature of site 8OK900 in preparation for data recovery. The PA will establish a two-step process to: A) supplement existing information for site 8OK900 through limited archaeological testing; and then, B) conduct archaeological data recovery within the right-of-way, in accordance with an approved data recovery plan, for both sites 8OK900 and site 8OK427.

The following documents are included for your review.

- A draft of the PA
- A description of the project
- Descriptions of sites 8OK900 and 8OK427
- Project corridor maps showing the location of the right-of-way, the intersections and drainage ponds in relation to the locations of sites 8OK900, 8OK427 and 8OK784.

Please let me know if the tribe wishes to participate as a consulting party in developing the PA for the Mid Bay Bridge Connector Project.

You can contact me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

01 JUL 2009

Mr. Steve Terry
Manager of Land Resources
Miccosukee Tribe of Indians of Florida
Tamiami Station, P.O. Box 440021
Miami, FL 33144

RE: Invitation to participate in developing a Programmatic Agreement for the Mid Bay Bridge Connector Project, Eglin Air Force Base, Florida

Dear Mr. Terry

Eglin Air Force Base (Eglin AFB) invites your tribe to participate in developing a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to allow for coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

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In order to accommodate project scheduling needs, Eglin AFB authorized the MBBA to start development of project phase 1 earlier this year. All construction in the vicinity of site 8OK784 was monitored by qualified Eglin AFB cultural resources staff as a condition of phase 1 approval. The site was not, and will not be, affected by construction. Construction of phase 2 of the project, which will adversely affect sites 8OK900 and 8OK427, is scheduled to begin next year.

To resolve the adverse effects of the proposed construction on sites 8OK900 and 8OK427, Eglin AFB proposes to develop a PA as provided for in 36 CFR Part 800.14. A PA is warranted because additional inventory is needed to record the full extent and nature of site 8OK900 in preparation for data recovery. The PA will establish a two-step process to: A) supplement existing information for site 8OK900 through limited archaeological testing; and then, B) conduct archaeological data recovery within the right-of-way, in accordance with an approved data recovery plan, for both sites 8OK900 and site 8OK427.

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Please let me know if the tribe wishes to participate as a consulting party in developing the PA for the Mid Bay Bridge Connector Project.

You can contact me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

01 JUL 2009

Ms. Joyce Bear
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447

RE: Invitation to participate in developing a Programmatic Agreement for the Mid Bay Bridge Connector Project, Eglin Air Force Base, Florida

Dear Ms. Bear

Eglin Air Force Base (Eglin AFB) invites your tribe to participate in developing a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to allow for coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

The proposed MBBC road project will be 10 miles long, of variable width, and require construction of a four-lane divided highway along with multiple intersections and drainage ponds. The project will be built out over three sequential construction phases. Eglin AFB has completed identification of historic properties in the Area of Potential Effects and has determined that the undertaking will have an adverse effect on two National Register eligible archaeological sites: 8OK900, a historic naval stores (turpentine) settlement and 8OK427, a prehistoric campsite. Both sites are located within the proposed road right-of-way in construction phase 2. No historic properties are located within the phase 1 project area; however, 8OK784, a National Register eligible site with prehistoric and historic components, is located outside of but adjacent to the right-of-way.

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was monitored by qualified Eglin AFB cultural resources staff as a condition of phase 1 approval. The site was not, and will not be, affected by construction. Construction of phase 2 of the project, which will adversely affect sites 8OK900 and 8OK427, is scheduled to begin next year.

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The following documents are included for your review.

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Please let me know if the tribe wishes to participate as a consulting party in developing the PA for the Mid Bay Bridge Connector Project.

You can contact me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMG)
EGLIN AIR FORCE BASE, FLORIDA**

01 JUL 2009

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

City of Niceville
ATTN: L.L. Corbin
208 North Partin Drive
Niceville, FL 32578

RE: Invitation to participate in developing a Programmatic Agreement for the Mid Bay Bridge Connector Project, Eglin Air Force Base, Florida

Dear Mr. Corbin

Eglin Air Force Base (Eglin AFB) invites the City of Niceville to participate in developing a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to allow for coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

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In order to accommodate project scheduling needs, Eglin AFB authorized the MBBA to start development of project phase 1 earlier this year. All construction in the vicinity of site 8OK784

was monitored by qualified Eglin AFB cultural resources staff as a condition of phase 1 approval. The site was not, and will not be, affected by construction. Construction of phase 2 of the project, which will adversely affect sites 8OK900 and 8OK427, is scheduled to begin next year.

To resolve the adverse effects of the proposed construction on sites 8OK900 and 8OK427, Eglin AFB proposes to develop a PA as provided for in 36 CFR Part 800.14. A PA is warranted because additional inventory is needed to record the full extent and nature of site 8OK900 in preparation for data recovery. The PA will establish a two-step process to: A) supplement existing information for site 8OK900 through limited archaeological testing; and then, B) conduct archaeological data recovery within the right-of-way, in accordance with an approved data recovery plan, for both sites 8OK900 and site 8OK427.

The following documents are included for your review.

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Please let me know if the City of Niceville wishes to participate as a consulting party in developing the PA for the Mid Bay Bridge Connector Project.

You can contact me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

01 JUL 2009

Mr. Willard Steele
Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum, HC-61, Box 21A
Clewiston FL 33440

RE: THPO# 001188; Invitation to participate in developing a Programmatic Agreement for the Mid Bay Bridge Connector Project, Eglin Air Force Base, Florida

Dear Mr. Steele

Eglin Air Force Base (Eglin AFB) invites your tribe to participate in developing a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to allow for coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

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In order to accommodate project scheduling needs, Eglin AFB authorized the MBBA to start development of project phase 1 earlier this year. All construction in the vicinity of site 8OK784 was monitored by qualified Eglin AFB cultural resources staff as a condition of phase 1 approval. The site was not, and will not be, affected by construction. Construction of phase 2 of the project, which will adversely affect sites 8OK900 and 8OK427, is scheduled to begin next year.

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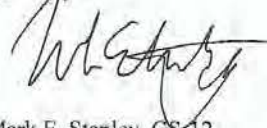
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Please let me know if the tribe wishes to participate as a consulting party in developing the PA for the Mid Bay Bridge Connector Project.

You can contact me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

01 JUL 2009

Laura Kammerer
Deputy SHPO for Compliance and Review
R.A. Gray Bldg
500 South Bronough St
Tallahassee FL 32399-0250

Re: Invitation to Participate in Developing a Programmatic Agreement for the Mid Bay Bridge Connector Project

Dear Ms. Kammerer

Eglin Air Force Base (Eglin AFB) invites your office to participate in developing a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to enable coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA for the project. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

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The following documents are included for your review.

- A draft of the PA
- A description of the project
- Descriptions of sites 8OK900 and 8OK427
- Project corridor maps showing the location of the right-of-way, the intersections and drainage ponds in relation to the locations of sites 8OK900, 8OK427 and 8OK784.

Please provide me with your comments and recommendations on the undertaking and the draft PA.

You can reach me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 98TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Rhena L. Shreve
Cultural Resources Manager
Cultural Resources Section
96CEV/CEVSH
501 DeLeon St. Suite 101
Eglin AFB FL 32542-5105

27 JUL 2009

Ms. Laura Kammerer
Deputy State Historic Preservation Officer for Review and Compliance
ATTN: Review and Compliance Section
R.A. Gray Building, 4th Floor
500 South Bronough Street
Tallahassee, FL 32399-0250

Re: Tom's Creek Restoration Project
Notification of No Adverse Effect

Dear Ms. Kammerer

This letter is to inform you of an undertaking planned at Eglin AFB. As required by Section 106 of the National Historic Preservation Act (NHPA), we are submitting the details of this project and seek your concurrence with a finding of no adverse effect for the undertaking as further described below.

The Mid Bay Bridge Authority proposes to conduct wetland restoration activities along Tom's Creek, approximately 1.5 miles north of SR 85 and five hundred yards downstream of the Tom's Creek Bridge on SR 123 in Okaloosa County, Florida. (Attachment 1) The project is located on Eglin Air Force Base (AFB) and is related to, but physically separate from, the Mid Bay Bridge Connector (MBBC) road project. Eglin AFB is currently preparing a Programmatic Agreement for the MBBC road project. The Tom's Creek Restoration project is being submitted to your office for review under separate cover because no historic properties will be affected.

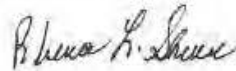
The project will entail excavation and removal of approximately 100,000 cubic yards of fill from an abandoned railroad crossing over Tom's Creek. Eglin AFB, in consultation with your office, has determined that the railroad crossing is not eligible for listing to the National Register of Historic Places. The project will also include the removal of a 10' diameter culvert, erosion control, stream protection and slope stabilization of the excavated area. See enclosed map of the Area of Potential Effects (APE). (Attachment 1)

Eglin AFB has completed cultural resource inventory within and adjacent to the project area. There are no historic properties within the APE or nearby that might be affected by the Tom's Creek Restoration project. Eglin AFB requests your concurrence with a determination of "no historic properties affected" for the Tom's Creek Restoration Project.

If we do not hear from you within 30 days, Eglin AFB will assume your concurrence with a "no historic properties affected" determination.

Eglin is again pleased to work with you in protecting the cultural resources of the Base and the state of Florida. Should you have any questions regarding the undertaking, please contact me at 850-883-5201.

Sincerely



RHENA L. SHREVE, GS-12

Attachment:

1 Map depicting Tom's Creek project area.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon St, Ste 101
Eglin AFB, FL 32542

01 JUL 2009

Mr. Charles Coleman
Warrior, Historic Preservation Officer, and NAGPRA Representative
Thlopthlocco Tribal Town
Route 1
Weleetka, OK 74880

RE: Invitation to participate in developing a Programmatic Agreement for the Mid Bay Bridge Connector Project, Eglin Air Force Base, Florida

Dear Mr. Coleman

Eglin Air Force Base (Eglin AFB) invites your tribe to participate in developing a Programmatic Agreement (PA) to resolve the adverse effects of road construction on historic properties located on Air Force land in Okaloosa County, Florida.

The Mid Bay Bridge Authority (MBBA), an agency of the State of Florida, will build a by-pass road circumventing the City of Niceville to allow for coastal evacuations in the event of a weather emergency. The new road, called the Mid Bay Bridge Connector (MBBC), will cross lands owned and administered by Eglin AFB. Eglin AFB will lease the land to MBBA. The MBBC project is an undertaking subject to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800.

The proposed MBBC road project will be 10 miles long, of variable width, and require construction of a four-lane divided highway along with multiple intersections and drainage ponds. The project will be built out over three sequential construction phases. Eglin AFB has completed identification of historic properties in the Area of Potential Effects and has determined that the undertaking will have an adverse effect on two National Register eligible archaeological sites: 8OK900, a historic naval stores (turpentine) settlement and 8OK427, a prehistoric campsite. Both sites are located within the proposed road right-of-way in construction phase 2. No historic properties are located within the phase 1 project area; however, 8OK784, a National Register eligible site with prehistoric and historic components, is located outside of but adjacent to the right-of-way.

In order to accommodate project scheduling needs, Eglin AFB authorized the MBBA to start development of project phase 1 earlier this year. All construction in the vicinity of site 8OK784 was monitored by qualified Eglin AFB cultural resources staff as a condition of phase 1 approval. The site was not, and will not be, affected by construction. Construction of phase 2 of the project, which will adversely affect sites 8OK900 and 8OK427, is scheduled to begin next year.

To resolve the adverse effects of the proposed construction on sites 8OK900 and 8OK427, Eglin AFB proposes to develop a PA as provided for in 36 CFR Part 800.14. A PA is warranted because additional inventory is needed to record the full extent and nature of site 8OK900 in preparation for data recovery. The PA will establish a two-step process to: A) supplement existing information for site 8OK900 through limited archaeological testing; and then, B) conduct archaeological data recovery within the right-of-way, in accordance with an approved data recovery plan, for both sites 8OK900 and site 8OK427.

The following documents are included for your review.

- A draft of the PA
- A description of the project
- Descriptions of sites 8OK900 and 8OK427
- Project corridor maps showing the location of the right-of-way, the intersections and drainage ponds in relation to the locations of sites 8OK900, 8OK427 and 8OK784.

Please let me know if the tribe wishes to participate as a consulting party in developing the PA for the Mid Bay Bridge Connector Project.

You can contact me at (850) 882-8459 or via email at mark.stanley@eglin.af.mil, if you have any questions or concerns.

Sincerely



Mark E. Stanley, GS-12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

20 OCT 2009

Mark E. Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 Deleon St., Suite 101
Eglin AFB, FL 32542-5105

Mr. Charles Coleman
Warrior, Historic Preservation Officer, and NAGPRA Representative
Thlopthlocco Tribal Town
Rt. 1 Box 190-A Coleman Road
Weleetka, Oklahoma 74880

RE: Invitation to participate in developing a Programmatic Agreement for the Mid Bay Bridge connector Project (MBBA), Eglin Air Force Base, Florida

Dear Mr. Coleman,

Please find enclosed with this letter the Mid-Bay Bridge Connector road information package that you requested in an email from me on 27 October, 2009. This project is moving fast, so I would appreciate feedback as soon as you are able to provide it. I assumed you already had the package back in July.

Should you have any questions regarding the information, please contact me at (850) 882-8459.

Sincerely

Mark E. Stanley, GS-12

Attachments:

1. 1 July ,09 Invitation letter
2. Draft (1.2) MBBA PA, with attachments
3. Description of the project
4. Descriptions of 8OK900 and 8Ok427

SECTION 106 COORDINATION RESPONSE LETTERS:



July 17, 2009

Mr. Mark E. Stanley
Cultural Resources Manager
Department of the Air Force
96 CEG/CEVH
501 DeLeon Street, Suite 101
Eglin AFB, FL 32542

**REF: Proposed Mid Bay Bridge Connector Project
Okaloosa County, Florida**

Dear Mr. Stanley:

On July 7, 2009, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced project on archaeological sites 8OK900 and 8OK427, properties that are eligible for listing on the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Florida SHPO and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Nancy Brown at 202-606-8582, or via e-mail at nbrown@achp.gov.

Sincerely,

Raymond V. Wallace
Historic Preservation Technician
Federal Property Management Section
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 Washington, DC 20004
Phone: 202-606-8503 || Fax: 202-606-8647 || achp@achp.gov || www.achp.gov



Miccosukee Tribe of Indians of Florida

Business Council Members

Billy Cypress, Chairman

Jasper Nelson, Ass't. Chairman
Max Billie, TreasurerAndrew Bert Sr., Secretary
William M. Osceola, Lawmaker

July 7, 2009

Mr. Mark Stanley
Cultural Resources Manager
96 CEG/CEVSH
501 DeLeon Street, Suite 101
Eglin, AFB, FL 32542-5101

Dear Mr. Stanley:

The Miccosukee Tribe received your letter concerning the Mid Bay Bridge Connector Project with Eglin Air Force Base. The Tribe is unable to sign a Programmatic Agreement due to Cultural Reasons. That being said, the Tribe does offer the following suggestions concerning this project after careful review of the documentation provided and in consultation with Mr. Fred Dayhoff. It is our understanding that a prehistoric campsite, 8OK427, lies within the ROW of the proposed new highway. The Tribe first must state that preservation in place is our preferred option. No site should be disturbed. If there are going to be impacts to this site, then we recommend that an archaeologist trained in the identification of human remains be present during the data recovery of the area of this site located within the ROW. Any cultural objects found should be re-interred in the site that will not be impacted. If human remains are found, then we should be contacted immediately.

Thank you for consulting with the Tribe. Please contact me at the below number, Ext. 2243, or Mr. Dayhoff at (239) 695-4360, if you require additional information.

Sincerely,

Steve Terry
NAGPRA & Section 106 Coordinator for
Fred Dayhoff
NAGPRA & Section 106 Representative

P.O. Box 440021, Tamiami Station, Miami, Florida 33144, (305) 223-8380, fax (305) 559-6653
Constitution Approved by the Secretary of the Interior, January 11, 1962



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

October 20, 2009

Mr. Mark E. Stanley
Department of the Air Force
96 CEG/CEVSH
501 DeLeon Street, Suite 101
Eglin AFB, Florida 32542

Re: DHR/SHPO Project File No.: 2009-3967
US Department of the Air Force - Eglin Air Force Base
Mid Bay Bridge Connector Project - Invitation to Participate in Developing a
Programmatic Agreement
Okaloosa County

Dear Mr. Stanley:

This office received the referenced project notification and invitation and supplemental information requested in our September 2, 2009 teleconference call regarding the Mid Bay Bridge connector project. Our review of the finding of adverse effect and the draft agreement was conducted in accordance with Chapter 267, Florida Statutes; Section 106 of the National Historic Preservation Act of 1966 as amended; and the National Environmental Policy Act of 1969 as amended; and the implementing regulations.

We would first like to express a concern that this office was not directly apprised of the development of the Mid Bay Bridge Connector (MBBC) project the after the November 2007 meeting invitation. Several cultural resource assessments that occurred at Eglin AFB were submitted for review in 2008, but were not linked in purpose and need to the MBBC project. Negotiation of such and the final corridor alignment appears to have been conducted between the Mid Bay Bridge Authority, Florida Department of Transportation, Native American Tribes and the Air Force, and the State Historic Preservation Office was not a party to that process. The project environmental assessment was submitted through the State Clearinghouse and staff mistakenly thought it was a Florida Department of Transportation project. It is noted that Phase I construction of this three-phase project was given authorization to proceed by Air Force because no historic properties are located in the project area. This office should have been given the opportunity to concur with the finding of no historic properties and the advancement of Phase I, while the Section 106 process was completed for Phases 2 and 3 where historic properties will

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6436

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6452

☒ Historic Preservation
(850) 245-6333 • FAX: 245-6437

Mr. Mark E. Stanley
DHR/SHPO Project No. 2009-3967
October 20, 2009
Page 2 of 2

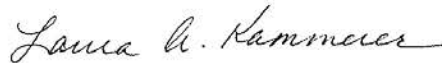
be adversely affected. The MBBC is one phased project that will affect historic properties, not three independent projects.

However, based on the information provided during our September 2, 2009 teleconference call, review of submitted documentation and our files, this office is satisfied that the Air Force ensured that an alignment with the list harm to historic properties was selected. It is unfortunate that the historic Acme-Shaw Turpentine Still Site (8OK900) and the prehistoric Site X-194B (8OK427) cannot be entirely avoided, but it is noted that a majority of both sites will remain intact. Therefore, this office concurs with the finding of unavoidable adverse effect to these historic properties, and commends the efforts accomplished to get to this point.

Finally, it is the opinion of this office that the mitigation required for the adverse effects should be covered in a memorandum of agreement not a programmatic agreement. The two critical aspects of the field investigations can be handled in a two-phased approach - delineation and data recovery in a memorandum of agreement respectively. We would like to see other specific mitigation measures included such as a good public outreach program as recommended by Prentice Thomas and Associates in the May 4, 2009 work plan for the Acme-Shaw Turpentine Still site. We suggest submittal of a new draft for review followed by teleconferencing with David Cushman, your office and this office to discuss proposed changes to the agreement. We reserve comments on data recovery plans at this immediate time.

If there are any questions concerning these comments, please contact me at 850-245-6333 or at lkammerer@dos.state.fl.us. We look forward to working with the Air Force on the completion of this agreement to allow the MBBC project to go to construction.

Sincerely,



Laura A. Kammerer
Deputy State Historic Preservation Officer
For Review and Compliance

Pc: Tom McCulloch, Advisory Council on Historic Preservation
David Cushman, SRI Foundation

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APPENDIX C

PUBLIC REVIEW PROCESS

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Appendix C. PUBLIC REVIEW PROCESS

The public review process provides an opportunity for the public to comment on federal actions addressed in NEPA documents. A public notice was placed in the *Northwest Florida Daily News* announcing the availability of the Draft SEA and FONSI/FONPA for public review and comment. A copy of the publication as it ran in the newspaper is shown below.

Public Notification

In compliance with the National Environmental Policy Act, Eglin Air Force Base announces the availability of a Draft Supplemental Environmental Assessment and Finding of No Significant Impact/Finding of No Practicable Alternative for RCS 07-523, Mid-Bay Bridge Connector on Eglin Air Force Base, Florida, for public review and comment.

The Proposed Action of RCS 07-523, Mid-Bay Bridge Connector on Eglin Air Force Base, Florida would be for the Mid-Bay Bridge Authority to provide an alternative corridor from the Mid-Bay Bridge to SR 85, north of Niceville. This Supplemental Environmental Assessment addresses the changes to the Proposed Action resulting from the Design of Phases 2 and 3.

Your comments on this Draft Supplemental Environmental Assessment are requested. Letters and other written or oral comments provided may be published in the Final Supplemental Environmental Assessment. As required by law, comments will be addressed in the Final Supplemental Environmental Assessment and made available to the public. Any personal information provided, including private addresses, will be used only to identify your desire to make a statement during the public comment period or to compile a mailing list to fulfill requests for copies of the Final Supplemental Environmental Assessment or associated documents. However, only the names and respective comments of respondent individuals will be disclosed; personal home addresses and phone numbers will not be published in the Final Supplemental Environmental Assessment.

The Draft Supplemental Environmental Assessment and Draft Finding of No Significant Impact/ Finding of No Practicable Alternative are available on the web at www.eglin.af.mil/environmentalassessments.asp from Mar. 22nd until May 5th, 2010. Each of the libraries in Fort Walton Beach, Destin, Crestview, and Niceville have computers available to the general public and librarians who can provide assistance linking to the document. Hard copies of the document may be available for a limited time by contacting: Mike Spaits, 96th Air Base Wing Environmental Public Affairs, 501 De Leon Street, Suite 101, Eglin AFB, Florida 32542-5133 or email: spaitsm@eglin.af.mil. Tel: (850) 882-2836; Fax: (850) 882-3761.

For more information or to comment on the Proposed Action, contact Mike Spaits using the contact information given above. Comments must be received by May 7, 2010.

No public comments were received over the 45-day comment period.

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APPENDIX D

ENVIRONMENTAL AGENCY COORDINATION

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Appendix D. ENVIRONMENTAL AGENCY COORDINATION

The meeting notes and handout from the 2 April 2009 meeting are as follows:

 <div style="display: inline-block; vertical-align: middle;"> ONE COMPANY <i>Many SolutionsSM</i> </div>	Meeting Notes					
Subject: Environmental Agency Coordination Meeting						
Client: Mid-Bay Bridge Authority						
Project: Mid-Bay Bridge Authority Connector Phases 2/3						
Project No: 106148/106149						
Meeting Date: April 2, 2009	Meeting Location: Jackson Guard					
Notes by: Michelle Diller						
<p>Attendees</p> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> MBBA: Jim Vest HDR: Bob Kellner Tom Quinn Jim Johnston Michelle Diller Mick Garrett James VanSteenburg </td> <td style="vertical-align: top;"> EAFB: Randall Rowland – 96 CEG/CEV Larry Chavers – 96 CEG/CEVSP Steve Sieber – 96CEG/CEVSN Paul Bolduc – 96CEG/CEVSP Glenn Wagner – 96CEG/CEAR Taylor Tidwell – 96CEG/CEVCE Lynn Shreve – 96CEG/CEVH </td> <td style="vertical-align: top;"> FDEP: Cliff Street Linda Bauer Carl Weber Andy Joslyn Elizabeth Mullins Sara Kell Don Ray </td> </tr> </table> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> ACOE: Steve Andrews FDEP Aquatic Preserves: Shelley Alexander The Nature Conservancy: Barbara Albrecht URS: Terry Gilbert (via telephone) </td> <td style="vertical-align: top;"> USFWS: Mary Mittiga Channing St. Aubin Jeffrey Van Vrancken </td> </tr> </table> <p>Presentation was led by Bob Kellner, with interaction from the group throughout the meeting</p> <p>Topics Discussed:</p> <ol style="list-style-type: none"> 1) Overview: <ul style="list-style-type: none"> ○ Mid-Bay Connector project consists of three phases, totaling approximately 11 miles from the north end of the Mid-Bay Bridge to SR 85 <ul style="list-style-type: none"> ▪ Phase 1 – from the bridge to Range Rd (3.1 miles) ▪ Phase 2 – from Range Rd to SR 285 (5.2 miles) ▪ Phase 3 – from SR 285 to SR 85 (2.9 miles) ▪ Roadway will be a 4-lane divided highway to SR 20, then 2-lane to SR 85 ○ Purpose of the Connector is to reduce traffic on SR 20 in Niceville; LOS (level of service) analyses show the current network will go to failure without additional capacity ○ NEPA <ul style="list-style-type: none"> ▪ EA (Environmental Assessment) with FONSI/FONPA signed 08 Dec 2008. Covers Phases 1, 2 and 3 ▪ No Cultural Resources concerns for Phase 1. ▪ PA is being developed for Phases 2 and 3 to satisfy Section 106 of the NHPA ▪ PA for Phases 2 and 3 will be incorporated into a supplemental EA ▪ Supplemental EA (and most likely an updated FONSI/FONPA) will go to AFMC (Command) for approval and signatures. 		MBBA: Jim Vest HDR: Bob Kellner Tom Quinn Jim Johnston Michelle Diller Mick Garrett James VanSteenburg	EAFB: Randall Rowland – 96 CEG/CEV Larry Chavers – 96 CEG/CEVSP Steve Sieber – 96CEG/CEVSN Paul Bolduc – 96CEG/CEVSP Glenn Wagner – 96CEG/CEAR Taylor Tidwell – 96CEG/CEVCE Lynn Shreve – 96CEG/CEVH	FDEP: Cliff Street Linda Bauer Carl Weber Andy Joslyn Elizabeth Mullins Sara Kell Don Ray	ACOE: Steve Andrews FDEP Aquatic Preserves: Shelley Alexander The Nature Conservancy: Barbara Albrecht URS: Terry Gilbert (via telephone)	USFWS: Mary Mittiga Channing St. Aubin Jeffrey Van Vrancken
MBBA: Jim Vest HDR: Bob Kellner Tom Quinn Jim Johnston Michelle Diller Mick Garrett James VanSteenburg	EAFB: Randall Rowland – 96 CEG/CEV Larry Chavers – 96 CEG/CEVSP Steve Sieber – 96CEG/CEVSN Paul Bolduc – 96CEG/CEVSP Glenn Wagner – 96CEG/CEAR Taylor Tidwell – 96CEG/CEVCE Lynn Shreve – 96CEG/CEVH	FDEP: Cliff Street Linda Bauer Carl Weber Andy Joslyn Elizabeth Mullins Sara Kell Don Ray				
ACOE: Steve Andrews FDEP Aquatic Preserves: Shelley Alexander The Nature Conservancy: Barbara Albrecht URS: Terry Gilbert (via telephone)	USFWS: Mary Mittiga Channing St. Aubin Jeffrey Van Vrancken					

- FONSI/FONPA: based on these findings an EIS is not required
 - BA (Biological Assessment) and BO (Biological Opinion) complete for the entire corridor.
- Eglin comments
 - Randall Rowland: Eglin is fully engaged and supportive of this project
 - Steve Sieber: Fostering a team concept, talking through issues allows all parties to overcome obstacles
- 3) Phase 1 recap:
 - Design is complete, permits are in hand (thank you to Eglin AFB and all of the permitting agencies for their assistance and efficiency during the process), construction to begin in April 2009, to be completed March 2011
 - Compliance issue during Phase 1 (geotech wetland violation) was unfortunate and steps have been taken to prevent this from reoccurring during Phases 2 and 3
- 4) Phases 2 and 3:
 - Design has begun on both phases simultaneously (display board shown depicting preliminary roadway location and preliminary pond sites)
 - Weekly coordination with Eglin ongoing
 - Survey and geotech activities being monitored in relation to wetlands, FWS and cultural resources
 - We will be designing, permitting and constructing a 2-lane roadway; right-of-way will be acquired for an ultimate 4-lane build out
- 5) Roadway 101 overview of design process
 - EA corridor is 400' wide
 - HDR design process will encompass setting a horizontal alignment within the corridor to the extent possible
 - Then a vertical profile will be set balancing existing topography, the need to balance earthwork (cut v. fill), drainage requirements, bridging creek crossings, minimizing wetland and wildlife impacts
 - The process will involve determining what can be built and what methods of construction can be used
 - Design process on a two year schedule – will be imperative to answer questions early in the process (environmental, cultural resources, etc) to avoid reworking the design at later stages of the project
- 6) Project Issues:
 - Wetlands
 - There are five creek crossings (Rocky Creek, East Turkey Creek, Swift Creek, Fox Head Branch and Mill Creek)
 - HDR working to avoid and minimize impacts – bridge crossings planned for all of the creeks
 - Okaloosa Darter
 - Vast majority of darter habitat on Eglin; Eglin has completed many reclamation projects and USFWS working on down listing the darter
 - MBBA/HDR looking at darter mitigation projects off of Eglin
 - Biological Opinion commitments for darter protection
 - Span bankfull + 10%
 - Direct water off bridges to avoid direct discharge into open water.

- HDR raised question regarding UMAM credit for these darter reclamation projects; these projects are being done due to the Connector project.
 - Anderson Pond project is only project slated to be done prior to the Connector construction
 - FDEP commented that credit would not be given for projects that were being done independent of the Connector (HDR: the projects are being done in conjunction with the Connector, not independently)
 - Projects will need to be brought to the attention of FDEP as part of the Connector project to allow assessment and UMAM scoring pre-project
 - Cultural Resources
 - Profile being tweaked to minimize infringement on sites
 - Two CR sites to be affected by Phases 2 and 3
 - Engineering
 - Earthwork balance – balancing cut and fill volumes to minimize buying/shipping out dirt
 - Underlying soils – affect structures construction, stormwater performance, maintaining integrity of surrounding area
- 7) General Discussion Questions:
- What major factors affected the 400' EA corridor? (Cliff Street, FDEP)
 - Mission impacts to Eglin
 - Four roadway alternatives were developed, preferred alternative being designed (preferred from mission and environmental perspectives)
 - Note the stormwater ponds will be located outside of the original corridor
 - Will burn regime for Eglin be affected? (Barbara Albrecht, TNC)
 - Per Steve Sieber, Eglin – no, project will not effect it
 - How much would costs increase to construct the roadway in an elevated fashion to avoid all wetlands? (Barbara Albrecht, TNC)
 - HDR – don't have direct costs for this, but would be prohibitively expensive. Wetland impacts will be avoided and minimized to the extent possible
 - What is the status of the EA/will an EIS be needed? (Cliff Street, FDEP)
 - See 1) above
 - Sovereign submerged lands (SSL) on the project? (Elizabeth Mullins, FDEP)
 - HDR – Yes, Rocky Creek has been claimed as SSL
 - Are the pond sites on the board set and are any in wetlands? (Linda Bauer, FDEP)
 - Pond sites are preliminary, all sites are outside of wetlands
 - What type of monitoring is being done/planned for in Rocky Bayou area? (Shelly Alexander, FDEP)
 - HDR – Bill Tate (USFWS) is HDR's POC for this (not present at meeting); MBBA is committed to baseline studies for water quality , darter
 - Per Don Ray, FDEP – there are established monitoring sites, have been permanent data sites in Rocky Creek for approximately two years. There is also information available for Rocky Bayou Aquatic Preserve
 - Concern: Soft sands, steep hillsides, protecting steepheads (Don Ray, FDEP)
 - HDR – Geotech has not been completed yet. However, site conditions will be looked at during the design process, particularly during the development of the Bridge Hydraulic Reports (BHRs)

- 8) Proposed Schedule – included on the meeting handout (attached)
 - 15% Design – horizontal and vertical set
 - 30% Design – roadway profile is 'locked down'
 - 45% Design – drainage system and stormwater ponds designed
 - 60% and beyond – shift from engineering design to plans production: refinement of calculations, line work, plan sheets, quantities and cost estimates
- 9) Working Meetings
 - Another agency coordination pre-app meeting planned at 15% design (late June/early July)
 - Design package can be forwarded to interested parties a week or two prior to the meeting for review
 - Proposed Okaloosa darter mitigation projects should be presented at meeting
 - DEP stormwater pre-app prior to multi-agency meeting for detailed technical discussions
 - Final multi-agency meeting tentatively planned for December 2009

Action/Notes:

- Update mailing/invitee list
- Provide design package for review prior to next multi-agency coordination meeting

Mid-Bay Bridge Authority

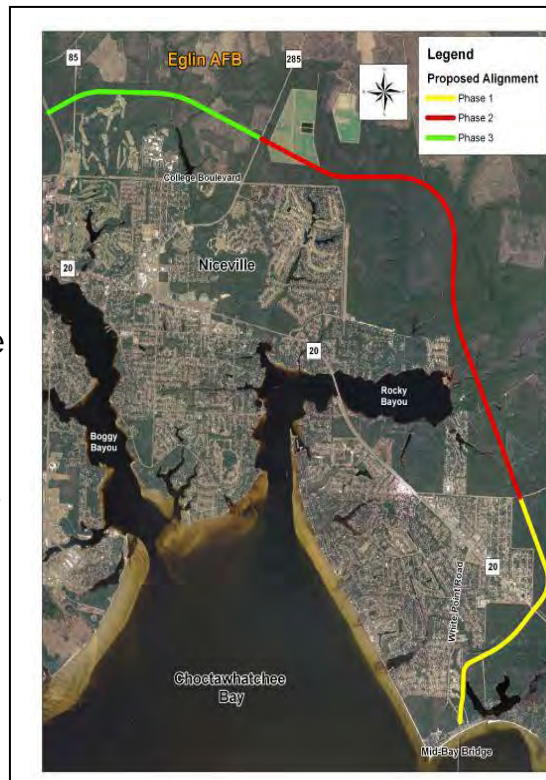
Connector Phase II : Range Road to SR 285

**Connector Phase III: SR 285 to SR 85, North of Niceville
Okaloosa County, Florida**

Environmental Agency Coordination Meeting

Eglin Air Force Base (AFB) is sponsoring an Environmental Agency Coordination Meeting regarding Phases II and III of the Mid-Bay Bridge Authority (MBBA) Connector roadway. The meeting will be held Thursday April 2, 2009 from 1300 to 1500 at the Jackson Guard Conference Room, located at 107 Hwy 85 (just north of SR20) in Niceville (See attachment).

This meeting is being held to present the project to the resource agencies: to discuss the environmental conditions on the site, the alignment selection process, and the production schedule in order to begin an open dialogue on project issues.



The Environmental Assessment (EA) for the entire Connector project has been approved. Phase I of the Connector has been designed and environmental permits are in hand; construction will begin soon.

The design process for Phases II and III are underway; your attendance at this meeting is greatly appreciated and will help in the design process.

MBBA and Eglin AFB representatives will be available to answer questions during the meeting. Persons with questions regarding this meeting should contact Michelle Diller of HDR at (850) 429-8934 or michelle.diller@hdrinc.com.





AGENDA

Introductions

Phase I Recap (thank you)

Project Overview:

Existing Conditions

Proposed Actions - Broad Base

Avoidance and Minimization

Issues:

- Wetlands
- Okaloosa Darter
- Cultural Resources
- Engineering
- Conflicting Issues/Options

Proposed Schedule

Working Meetings

<u>Schedule</u>		
Year/Month	Production	Permitting
2009		
Apr		Multi-Agency Coordination Meeting
June	15% Design Complete	Pre-app Meeting
Aug		Stormwater Pre-app Meeting
Nov	30% Design Complete	
Dec	45% Design Complete	Pre-app Meeting
2010		
Jan		Submit ERP/USACE Applications
Apr	60% Design Complete	
Jun		
Aug	90% Design Complete	
Sep	100% Design Complete	
Nov	Final Plans	
2011		
Jan		
Feb		
Mar	Award Bid	

POINTS OF CONTACT

Jim Vest

Mid-Bay Bridge Authority
4400 E. Hwy. 20, #403
Niceville, FL 32578-5037
850.897.1428
jvest@mid-bay.com

Robert Kellner

HDR Engineering
25 W. Cedar St., #200
Pensacola, FL 32502
850.429.8916
bkellner@hdrinc.com

Brad Collins

HDR Engineering
25 W. Cedar St., #200
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850.429.8931
mcollins@hdrinc.com

Mick Garrett

HDR Engineering
25 W. Cedar St., #200
Pensacola, FL 32502
850.429.8914
mgarrett@hdrinc.com



Meeting Notes

Subject: Pre-application meeting with USACE/FDEP	
Client: MBBA	
Project: MBBA Extension Phases 2/3	Project No: 102146/102147
Meeting Date: July 8, 2009 9:30am-1pm	Meeting Location: FDEP Pensacola Office
Notes by: Michelle Diller	

Attendees:

USACE: Steve Andrews
 FDEP: Cliff Street, Linda Bauer, Andy Joslyn, Elizabeth Mullins Orr
 Eglin AFB: Taylor Tidwell, Hank Birdsong
 HDR: Bob Kellner, Philip Walker, Jim Johnston, Michelle Diller, Mick Garrett, Josey Walker

Purpose:

- 1) Present proposed wetland impacts and stormwater design plans (as stand at 15%)
- 2) Discuss proposed bridge construction techniques
- 3) Obtain agency concurrence regarding: design parameters, construction techniques, mitigation concepts

Topics Discussed:

Introduction - Bob Kellner

- 1) Thank you to agency participants, hospitality of FDEP for hosting this meeting and the ongoing dialogue between HDR/MBBA and the agencies
- 2) Overview of project at 15%
 - Project will eventually be SR293 -- easements will be public, not private
 - Horizontal and vertical profile have been set
 - Horizontal shifts to reduce impacts at Rocky Creek due to braided streams and cultural resources
 - Optimization of vertical between roadway, structures and drainage
 - 5 stream crossings
 - 2 major interchanges, 1 minor interchange
 - Pond siting has been completed
 - No major pond relocations expected (Pond 9 may shift depending on spray field decisions)
 - Pond 14B may not be required if it is feasible to use the SR85 interchange infield areas.
 - Review of spray field status
 - Roadway will traverse existing spray field
 - Replacement of those lost acres may occur to north, west or south
 - That decision may affect the location of Pond 9
 - Extensive internal QC review completed of 15% plans
- 3) Ongoing coordination with other agencies
 - FDOT -- will be meeting with them week of 7/13/09
 - USFWS/ FFWCC - meeting July 9th

HDR Engineering, Inc.

HDR Engineering, Inc.
 25 West Cedar St.
 Pensacola, FL 32502-5945

Phone (850) 432-6800
 Fax (850) 432-8010
www.hdrinc.com

Page 1 of 7

- 4) Schedule
 - 60% plans to be completed by end of year
 - Apply for FDEP/USACE permits January 2010
- 5) EA Commitments
 - As a part of the EA, a BA/BO was prepared for USFWS
 - Commitments for habitat studies (Okaloosa darter)
 - List of potential restoration projects
 - Anderson Pond restoration – ongoing, MBBA has contributed \$\$
 - Tom's Creek Restoration
 - Phase 1: Removal of upland fill material
 - ✓ 100,000 cubic yd
 - ✓ Bid opening today
 - ✓ Reason for timing: opportunity for fill material to be used for SR123/SR85 intersection stimulus project
 - Phase 2: Stream restoration – permits will be required
 - MBBA seeking to bank these restoration credits and apply them to the Phase 2/3 roadway project
 - ✓ FDEP: link restoration permit with roadway permit
 - ✓ USACE: Nationwide 27 permit (2 years) or individual permit (5 years) for the restoration project, link to roadway permit

Applicable Regulations – Andy Joslyn/Cliff Street

- 6) Phase II ERP
 - January 1, 2010 tentative date for implementation
 - Secretarial hearing scheduled for 8/13/2009
 - In-house applications by 12/31/09 must be complete, or Phase II ERP will apply
 - Will change wet detention pond requirements (see stormwater notes)

Wetlands Discussion – Josey Walker

- 7) Project Wetlands
 - Four crossings (all but Rocky Creek)
 - Sandy bottom streams starting as seeps just north of road alignment
 - Mill Creek / Fox Head Branch
 - Defined edges, narrow wetlands, steep side slopes from water's edge
 - Tupelo, cypress, titi fringe
 - Swift Creek
 - Impoundment at College Blvd. backs system up to road crossing
 - More of a swamp area, slow moving, Nyssa dominated
 - Shaw Still Branch/Sanders Branch - avoiding
 - East Turkey Creek - beavers are an issue
 - Rocky Creek - more extensive wetland systems
- 8) Protecting and shielding wetlands/stream crossings/steepheads
- 9) Fees
 - ERP Phase II one permit app fee combined for wetlands and stormwater
 - Add \$555 for SSL (Rocky Creek only)

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Wetlands Impacts Proposed Permanent and Temporary - Phillip Walker

10) Overview of setup of the handouts (showing bridges and proposed construction techniques at each creek crossing)

11) Avoidance and minimization efforts to date, at 15% design

- Rocky Creek - westward shift of alignment to avoid braided stream
- Ponds outside of wetlands (some outfalls may have minor impacts)
- Bridge embankments (and riprap) outside of wetland lines
- Piers located outside of streams (bankfull + 10%)
- Provide wildlife crossings at bridges (24' opening for bears)
- Proposed permanent wetland impacts - pilings/footers for bridges
- Proposed temporary wetland impacts for bridge construction
 - Work bridges
 - Temporary piles for construction access
 - Temporary road bed for at grade access
 - Erosion controls
 - Silt fence
 - BMPs for haul roads
 - Turbidity barriers – **NOTE:** due to darter restrictions, turbidity barriers will not be designed as typically seen (perpendicular to flow). They will be placed parallel to work zones to allow darter movement. (This was discussed during stormwater portion of the meeting.)

Permitting discussion - Josey Walker/Andy Joslyn/Steve Andrews

12) HDR's approach for calculations for UMAM

- These are all high quality systems
- Preliminary impacts have been quantified
 - Preliminary functional loss 1.19
 - Was 14 in Phase 1
- Looking at a plan view of wetland impacts
 - Permanent
 - Stormwater outfalls (if needed)
 - Bridge shading
 - Bridge footers (only impact that will drive UMAM score to zero)
 - Temporary
 - Footers
 - Shading from trestles
 - Bridge heights substantial, expect significant vegetation recovery over time
 - Anticipated construction timeframes
 - ✓ Approximately 1yr (Mill, Swift, Fox Head Branch, East Turkey)
 - ✓ Approximately 2yrs at Rocky Creek
- What is acceptable to FDEP for temporary impacts?
 - Trestles will be removed post-construction
 - Option for pilings to cut in place? (removal preferred)
 - Temporary fill roads at creeks
 - FDEP encourages considering alternatives to unconsolidated fill within wetlands for the construction access roads, at a minimum, consider matting or another alternative to fill (look at materials that can be removed post-construction, not left in place and graded over)
 - Orr: top down/progressive fashion preferred over the creeks
 - Rocky Creek – geotech is showing up to 25' of muck, need more support than other locations – at grade matting would be difficult to remove if used

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- 13) FDEP – permitting (under ERP) for roadway:
- No expiration date for permit
 - Construction, then transfer to operation phase
 - Hydrographic analysis will be required for Rocky Creek (temporary pilings in open water for construction period long enough to warrant analysis) **NOTE:** can be submitted before permit application is submitted
 - Temporary impacts : permit conditions to restore/stabilize, then long-term monitoring (MBBA would have option to mitigate for impacts instead of long-term monitoring)
 - In application - for temporary impacts, provide a detailed profile for each crossing
 - Limit of where pilings can be placed, max # of pilings
 - Actual piling locations needed for Rocky Creek due to hydrographical analysis
 - Application to include narrative regarding top-down construction
- 14) FDEP – Sovereign Submerged Lands
- Surveyed easement required at Rocky Creek
 - FDEP can provide temporary consent for construction if needed
- 15) USACE – permitting for roadway
- Upland to upland bridges generally do not require a permit
 - Temporary construction impacts within the wetlands will likely trigger a permit

Restoration Project Discussion - Bob Keller/Steve Andrews/Andy Joslyn/Elizabeth Mullins Orr

NOTE: Discussion focused on the Tom's Creek restoration project, but is generally applicable to other darter restoration projects that MBBA may utilize for mitigation credit for Phases 2/3 Connector roadway project

- 16) Description of Tom's Creek project
- On Eglin AFB, stream is darter habitat
 - Phase 1: Removing existing impoundment (10' culvert and approximately 100,000yd³ of material)
 - Phase 2: Stream restoration
- 17) Permitting requirements for restoration project
- Stormwater: none
 - FDEP: recommend applying prior to implementation of Phase II ERP
 - Permit will be valid for 5 years
 - How will HDR compute UMAMs?
 - Need to define lift
 - Show the area of ecological benefit
 - ✓ Bill Tate (USFWS) advised from a habitat standpoint, will see a benefit upstream to the next impoundment
 - ✓ HDR used more conservative analysis than this
 - FDEP concern:
 - no long term conservation easement will exist for project, as it is on Eglin AFB
 - Eglin would need to apply for permits to re-impact this site
 - USACE:
 - One option – Nationwide 27 permit

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- Good for 2 years, can be extended one year at a time
 - If project meets permit conditions, easier/faster route than individual permit
 - Individual permit
 - Longer processing time than Nationwide 27
 - Good for 5 years
 - Requires:
 - ✓ Detailed plans
 - ✓ 21 day public notice
 - ✓ Multi-agency review
 - ✓ Monitoring conditions
 - ✓ Success criteria
- 18) Applying this restoration credit towards mitigation for MBBA roadway project
- Restoration permit will need to be linked to the roadway permit
 - FDEP
 - will be key to provide reasonable assurance that the functional gain will be achieved
 - restoration permit conditions need to be linked to roadway permit (this would be easier to do under ERP rules)
 - USACE
 - Previously have utilized a 3rd party NGO to provide reasonable assurance to bank the restoration credits
 - Steve Andrews will raise internal discussions regarding the mechanism to be used in this case to link the darter restoration credit to the roadway mitigation

Wetland wrap-up

- 19) Andy Joslyn – what about historical/cultural resources?
- Programmatic agreement already exists
 - Survey is being done for all sites now
- 20) Elizabeth Mullins Orr – prefer this application submitted under ERP to allow more flexibility with permit conditions and better ability to provide reasonable assurance
- 21) Elizabeth Mullins Orr – what are feelings of Shelley Alexander (FDEP Aquatic Preserves) regarding project?
- Ms. Alexander was present at multi-agency meeting in April 2009
 - HDR/MBBA has remained in communication with her
 - Ms. Alexander is interested in being included in mitigation discussions and obtaining fecal mitigation for the Rocky Bayou Aquatic Preserve
 - Fecal mitigation is not relevant to the types of impacts created by road construction
 - Mitigation needs for this project will likely be met through darter habitat restoration projects
- 22) Mick Garrett – HDR/MBBA has made a written commitment to Ted Hoehn (FFWCC) to provide him directly with a copy of the roadway wetland permit application

Wetland Action Items

- 1) HDR –
- Schedule site visit at Tom's Creek with FDEP, USACE, and Bill Tate (USFWS)
 - Submit applications for Tom's Creek stream restoration
 - Submit hydrographic analysis for Rocky Creek to FDEP for review

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- 2) USACE (Steve Andrews) –
 - Hold internal discussions regarding mechanisms for applying restoration credit from the Tom's Creek project (and possibly others) to the MBBA roadway project
- 3) FDEP (Andy Joslyn)
 - Provide copy of hydrographic analysis permit questions to HDR (*completed 7/8/09*)

Stormwater discussion - Michelle Diller/Jim Johnston/Cliff Street/Linda Bauer

- 1) Phase II ERP – changes in stormwater design requirements
 - Wet detention ponds
 - May design w/o littoral zone (must increase PPV 50%)
 - Draw down of required (not actual) treatment volume 48-60 hours
 - Control elevation - NPL will now be the average between SHW and SLW
 - PPV calculated as volume below SLW level
 - Attenuation – must meet pre/post for 25yr/24hr storm (cannot use alternative peak analysis criteria allowed in Phase I ERP)
- 2) Pond siting
 - Drivers
 - Avoid wetlands
 - Provide maximum direct treatment possible
 - Avoid cultural resources areas
 - Minimize impact to Eglin AFB (stay on "inside" of roadway to extent possible)
 - Avoid spray field impact
 - Site conditions
 - Preliminary geotech indicating SHW 10'-20' deep except near Rocky Creek
 - Initial infiltration results showing 50ft/day at south end of project
 - Pond types
 - Dry detention where possible
 - Wet detention where limited by water table
 - Ponds will be designed for 2-lane road construction
 - R/W limits provide for ultimate 4-lane
 - ✓ ponds treat/attenuate for entire R/W
 - ✓ R/W not used for 2-lane road or ponds assumed to be cleared and grassed for attenuation calculations
 - Pond R/W will be estimated for an eventual 4-lane construction (new permit would need to be obtained under applicable rules at that time)
- 3) Dry pond requirements
 - No maximum allowable infiltration rate is designated by agency
 - Best engineering judgment
 - Recommend reduce field value by some amount (use NRCS upper limit as guidance) and then apply FS=2
 - Factor of Safety
 - Apply to either infiltration or time to recover
 - Use FS=2 for vertical infiltration only (not horizontal)
 - Mounding analyses
 - Hand calculations for vertical infiltration acceptable
 - ICPR PercPack acceptable if horizontal infiltration needed to demonstrate adequate recovery
 - Provide info to allow for hand check (FDEP does not have PercPack)
 - Also include directions from Streamline Technologies with permit application

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- 4) Wet pond requirements
 - 2:1 length to width ratio required in geometry, or provide via baffles (minimum 100' separation between inlets and outlets)
 - FDEP will consider treatment depth of up to 2' if needed
 - Pond depth – calculated from orifice to pond bottom
 - Mean pond depth 2-8'
 - Maximum depth 12'
 - Also see Phase II ERP notes above
- 5) Floodplains
 - No floodplain involvement expected except at Rocky Creek
 - Agreed that this is a traversing work, therefore 10yr floodplain compensation not required
 - Floodplain will be filled at south end of Rocky Creek approach, allowing bridge to be shortened approximately 800'
- 6) Rocky Creek
 - Agreed it is tidally influenced – attenuation not required for Ponds 2 and 3
 - No direct OFW discharge
 - Aquatic Preserve boundary is downstream of project (include in submittal)
 - Provide Aquatic Preserve information (use 62-302, F.A.C.)
 - Compensatory treatment will be provided for runoff from bridge (due to bridge length)
 - No direct discharge over open water
 - Pier locations will drive discharge points
 - Overtreatment will be provided in Ponds 2/3
- 7) Erosion Controls
 - Double silt fence recommended when working close to wetlands
 - Provide BMPs for proposed haul roads and other temporary construction activities
 - Turbidity barrier geometry will be driven by requirements to maintain darter passage
- 8) Miscellaneous
 - Drainage blankets may be required in limited locations along roadway to maintain adequate base clearance
 - Off-site water
 - any entering R/W will be captured and treated
 - some will be captured, some basins diverted through cross drains, depending on area of off-site basin
 - Include potable well investigation results in submittal (no ponds allowed within 100' of public potable well per 62-555, F.A.C. requirements)
 - No ERP prohibitions regarding use of a former spray field site for a stormwater pond
 - Design to avoid pond berms greater than 10' height
 - Triggers NFWFMD dam safety permit/requirements
 - Ponds being designed in cut to avoid these requirements, especially due to the nature of the soils on the project

Stormwater Action Items - none

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meeting notes



Subject	MBBA Connector 15% Design	Sheet	1 of 5
Project Number		Meeting Location	FWS-Panama City Field Office
Meeting Date	7/9/09	Office	Pensacola
Notes by	Mick Garrett		

Attendees

Mick Garrett, HDR- Env.	Robert Kellner, HDR-Principal	Philip Walker, HDR-Structures	Brad Collins, HDR-Roadway Terry Gilbert, FWC/URS (Call-in)
Ted Hoehn, FWC	Jeff Wilcox, FWC	Bill Tate, FWS/Eglin	
Mary Mittiga, FWS	John Himes, FWC	Daphne McCann, FWC (Call-in)	

Purpose: To discuss the Design elements of the 2nd and 3rd phases of the Mid-Bay Bridge Authority Connector project and to identify and discuss any regulatory requirements to develop to Connector program.

- Project overview
- Schedule
 - o Multi-agency review meeting approximately Nov 1, 2009
 - o 60% design complete by end of 2009
 - o Apply for USACE/FDEP permits beginning of 2010

1) Introductions

- FFWCC
- USFWS
- Eglin
- HDR

2) Review of BA/BO

- Okaloosa darter

Discussed rules conflict between FWC vs. FWS; Jeff Wilcox will work with FWC management for clarification on how to proceed.

meeting notes



Discussed floating turbidity barriers perpendicular to stream channel; Bill-FWS/Eglin is not real impressed by their function.

Because sedimentation/erosion/turbidity is so imperative to the survival of the Okaloosa darter, HDR will have an erosion control plan available for discussion during our next multi-agency meeting and again during the permitting phase.

- Florida black bears

General discussion involving types and location of fencing (see #5b below).

- Gopher tortoises

General discussion involving GT's, surveys, and permitting (see #4 below).

- Mitigation projects

Discussed status of the Data Collection Projects scheduled to kick-off in August of 2009.

Discussed permitting and UMAM credits related to Tom's Creek restoration project and Anderson Pond project.

HDR had a separate meeting with Bill Tate to discuss funding mechanisms acceptable to FWS & Eglin.

3) Construction Methods

- Embankment stabilization
- Stream protection
- Temporary matting/ pile supported work trestle

Discussion regarding at-grade access roads where soils will allow and work bridges within Rocky Creek system.

Based on the length of the Rocky Creek Bridge, temporary work trestle piles will be required directly in the channel of the creek. FDEP is requiring a hydrographics study to access the affects of water flows.

4) Permitting

- Okaloosa darter – incidental take permit

Discussed process for submitting and obtaining 5-year duration incidental take permits for Okaloosa darter with FWC.

meeting notes



John Himes-FWC sent via e-mail the application forms and state-listed species table pertaining to incidental take permits.

Jeff Wilcox-FWC will work with management to find out how the state's procedures differ from the feds;

How this process coincides with Eglin's INRMP; and

How we can proceed without duplication of resources.

- Gopher tortoise – relocation permit

Daphne McCann (via telephone) discussed new FWC rules pertaining to GT's including schedules for surveys and permit submittals as they relate to construction schedules.

Sherri Swanson (not present) is HDR's Point of Contact (PoC). She has and will continue to coordinate with Daphne to meet the FWC requirements.

- FDEP/USACE

Will submit wetland application directly to FWC for review.

- o Application schedule

FDEP/USACE application submittal scheduled for early 2010.

5) Wildlife requirements

- a. Wildlife crossings – physical parameter requirements

HDR confirmed with Ted-FWC and Terry Gilbert-FWC/URS that based on bridge designs, the openings are adequate to allow terrestrial passages for wildlife, including Florida black bears.

Ted-FWC requested Wildlife Surveys be conducted for Phases 2 and 3 to cover state-listed species, including fox squirrel and pine snake.

In order to avoid duplication of work efforts/resources HDR plan to submit these reports in late 2009 to early 2010. This is subject to change based on design/construction schedule. Continued coordination will be required.

meeting notes



b. Funnel fencing

HDR will distribute drawings to Ted to allow the FWC to discuss and mark-up the areas where fencing would produce the most benefit to wildlife, including Florida black bears at the same time providing motorist safety.

HDR will also coordinate and distribute these drawings with Eglin to ensure their security requirements as well as fire management requirements are met.

6) Action Item review

- 1. Bill Tate, Ted Hoehn, and Jeff Wilcox to schedule an Okaloosa darter field meeting. HDR will attend.*
- 2. Bill Tate to get Mick Garrett the files for Tom's Creek stream restoration necessary for permitting with FDEP and USACE.*
- 3. Bill Tate to coordinate the permitting process with Mick Garrett as necessary for MBBA to receive UMAM credits for Anderson Pond.*
- 4. Brad Collins will distribute the Phases 2 and 3 Design drawings to Ted Hoehn to initiate input from the FWC regarding types and locations of wildlife fencing at the bridge locations (Completed via email 7/13/09).*
- 5. Brad Collins will distribute the Phases 2 and 3 Design drawings to Eglin to initiate input from security and natural resources personnel regarding border access issues and fire management issues (Completed via email 7/13/09).*
- 6. John Himes to distribute incidental take permit procedures and state-listed species table. (Completed on 7/10/09 via email).*
- 7. Mick Garrett will coordinate the Phases 2 and 3 Wildlife Survey Report with Ted Hoehn, tentatively scheduled for late 2009-early 2010.*
- 8. Mick Garrett will confirm the status of Eglin's FWC gopher tortoise recipient site permit.*
- 9. Mick Garrett will send Bill Tate and Ted Hoehn the results of the hydrographic study that FDEP is requiring regarding the temporary work bridge piles in the stream channel of Rocky Creek.*

15% Design Meeting for Mid-Bay Phases II & III
July 9, 2009 / 9:30-12:30

Name	Organization	Phone	Email
1. Philip Walker	HDR - BRIDGE	813 282-2393	philip.walker@hdrinc.com
2. Mick Garrett	HDR - Environmental	850-429-8914	mick.garrett@hdrinc.com
3. Bob KELLNER	HDR	850-429-8900	RKELLNER@HDRINC.COM
4. Brad Collins	HDR	850-429-8900	michael.collins@hdrinc.com
5. Ted Boehm	FWC	850-488-3831	ted.boehm@myFWC.com
6. Jeff Wilcox	FWC	850-410-0656 x17328	Jeffrey.wilcox@myFWC.com
7. Bill Tate	FWS/Eglin AFB	850-883-1129	bill_tate@fws.gov
8. Terry Gilbert	FWC/URS	call-in	terry.gilbert@urs.com
9. Mary Mittiga	FWS/Panama City Office	850-769-0552 x230	mary-mittiga@fws.gov
10. John B. Himes	FWC	850-265-3676	John.Himes@MyFWC.com
11. Daphne McCann	FWC - NW FL Gopher Tortoise Permitting	call-in	daphne.mccann@MyFWC.com
12.			
13.			





Meeting Notes

Subject: Stormwater pre-application meeting with FDEP	
Client: MidBay Bridge Authority (MBBA)	
Project: MBBA Extension Phases 2/3	Project No: 102146/102147
Meeting Date: September 09, 2009 10:30-11:45am	Meeting Location: FDEP Pensacola Office
Notes by: Michelle Diller	

Attendees:
FDEP: Cliff Street, Linda Bauer

HDR: Jim Johnston, Michelle Diller

Purpose:

To discuss administrative and technical questions that have arisen during design to date

Topics Discussed:

- 1) ERP Phase II Update
 - a) Scheduled implementation is 1/1/10
 - b) Rule adoption hearing was held 8/13/09
 - i) Two groups stating a case to delay implementation until 7/1/10
 - ii) Home Builders' Association
 - (1) Position: funding is not guaranteed
 - (2) This position also supported by Rep. Greg Evers
 - iii) Small Business Association – dissatisfied with SERC process
 - c) Review of funding
 - i) provided by general revenue portion of budget, is reallocated annually
 - ii) guaranteed funding would require a constitutional amendment to increase the ad valorem tax to the NFWFMD
 - d) Hearing officer will decide whether or not to implement the delay
 - e) Should know something by 10/1/09
 - f) Fees are the same for Phase I/Phase II, application forms are different
- 2) What ownership/future ownership documentation will be required at time of application?

Phases 2/3 will be similar to Phase 1 in that the lease will not be signed between MidBay and Eglin shortly before construction. What can we submit at time of application to show "sufficient real property interest in" the project as outlined in 62-346.070(3)(a), F.A.C. (5-22-09 draft)? The rule language has been tightened up from Phase 1 ERP and we are trying to avoid this as a RAI question.

Answer:

- Provide reasonable assurance of future ownership, including a timeline
- Submit similar documentation that was submitted for RAI for Phase 1
- A permit condition will be included requiring submittal and approval of the lease agreement prior to the start of construction

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3) Cw questions:

- a) Clarification of how we should be calculating the Cw for the stormwater treatment area. The pond is to be considered impervious ($C = 1.0$). What do you define as the pond? We currently are considering the bottom of a dry pond to be impervious and the rest of the pond area and to edge of pond R/W to be pervious. Similarly, for a wet pond we are considering NPL area as impervious and the pond area to be pervious above that.

Answer:

- Wet detention: NPL and below impervious, above that pervious
- Dry detention: Top of treatment volume elevation impervious, pervious above

- b) Cw for the permanent pool calculation of a wet pond. Cw values are given in Table 14.1 for design storm frequency up to 10 year storm. However, DEP pre/post storm is 25yr/24 hr. So should we be using the 1.1 multiplier for the 25yr interval storm to calculate the required permanent pool?

Answer: Yes, use 1.1 multiplier for 25yr/24hr storm

- c) Using same logic as above, we would use the values as given in the table when determining if the basin will be subject to meeting stream bank attenuation requirements, as that is for a 2yr/24hr storm.

Answer: Yes, use values in the table (no multiplier needed) for stream bank evaluation

- 4) Pond 3 (just north of Rocky Creek). We are relocating this pond farther up the hill due to the huge amount of cut required to construct it in our original proposed location. Want to review and discuss the new proposed site.

Discussion:

- Pond 3 will be located adjacent to the toll plaza area; Pond 3A will be added near the location of the original Pond 3 and will treat the runoff from the hill approaching the Rocky Creek Bridge.
- Also considering relocating Pond 7 to the north side of the facility in order to reduce the amount of earthwork needed to construct the pond. No wetland impacts for the new pond sites.
- Noted that Pond 2 is likely to be slightly under the 2:1 ratio due to Eglin cultural resource restrictions.

- 5) Direct discharge into tidally influenced waters (therefore not required to meet attenuation standards). We are planning to discharge Ponds 2 and 3 at the edge of the wetlands adjacent to Rocky Creek and considering this to be a direct discharge; want to discuss and confirm this design strategy.

Discussion: Agreed by agency that this strategy will qualify as a direct discharge and attenuation will not be required for these basins. Same strategy applies for Pond 3A.

- 6) New criteria for setting NPL in wet detention ponds. Our geotech is calling seasonal low 4-7 feet below seasonal high on this project in our wet pond locations. That will result in us setting the NPL 2-3.5' below SHW. If we have 1.5' of treatment volume, our weir could be continuously discharging during a portion of the year. We would like to discuss our design options, including in relation to the evolving Statewide Stormwater Rule requirements, which

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are pointing towards setting NPL at six inches below SHW (I have been conversing with Eric and Michael on the new rule criteria via email.)

Discussion:

- Statewide Stormwater Rule Criteria still being developed, cannot be accepted at this time
 - Origin of requirement to set NPL at average of SHWT/SLWT: St. John's WMD
 - Regarding groundwater inflow during SHW conditions,
 - Orifice must be designed to simultaneously recover ½ required treatment volume and the maximum groundwater inflow created by SHW conditions
 - Agency recommendation: design orifice for 48hr discharge of ½ required TV, then add gw inflow influence (this is generally small)
 - Geotech needs to estimate the gw influence between the SHW level and the orifice elevation
 - Permanent pool volume calculated as that below SLWT elevation
 - If no planted littoral zone option is chosen,
 - A permanent pool depth of greater than 12' will be accepted if needed to obtain required volume
 - Maximum slope of 1.5:1 allowed
 - Mean depth of 2'-8' may be difficult to meet if these design parameters are employed – if that is the case, describe inability to meet that criterion in the narrative
- 7) Memorialize the department's thoughts on one v. two applications for the two remaining phases of this project.

Discussion:

- If one application is submitted: two sets of plans may be submitted, it does not matter where the Phase 2/Phase 3 break is for the project
- If two applications are submitted, Phase 2 must end at a point of completion (traffic must be able to exit the road). Note that this phase may extend for a short distance beyond the exit point if that is the desired phase break.
- If the project phases are let to different contractors, this would not be an issue for the agency – same permittee for all

Action Items – none

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Mid-Bay Bridge Authority

Okaloosa County, Florida

Connector Phase II : Range Road to SR 285

Connector Phase III: SR 285 to SR 85, North of Niceville



Environmental Agency Coordination Meeting

Eglin Air Force Base (AFB) is sponsoring an Environmental Agency Coordination Meeting regarding Phases II and III of the Mid-Bay Bridge Authority (MBBA) Connector roadway. The meeting will be held Thursday December 3, 2009 from 1300 to 1500 at the Jackson Guard Conference Room, located at 107 Hwy 85 (just north of SR20) in Niceville (See attachment).

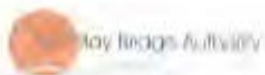
This meeting will continue the dialogue established at the April 2009 meeting and provide interested parties the




opportunity to review the project at the 60% design stage and provide feedback. Your attendance at this meeting is greatly appreciated and will help in the design and permitting process.

The Environmental Assessment (EA) for the entire Connector project has been approved. Phase I of the Connector is under construction. A supplemental EA is being prepared to address aspects specific to Phases II and III.

MBBA and Eglin AFB representatives will be available to answer questions during the meeting. Persons with questions regarding this meeting should contact Michelle Diller of HDR at (850) 429-8934 or michelle.diller@hdrinc.com.





Mid-Bay Bridge Authority

AGENDA

Introductions

Project Overview:

- Current State of Design
 - Roadway
 - Structures
 - Stormwater Management
- Issues:
 - Okaloosa Darter
 - Gopher Tortoise
 - Wetlands
 - Cultural Resources
 - Sprayfield
- Permitting

Schedule			
Month	Production	Permitting	
2009	Apr		Multi-Agency Coordination Meeting
	June	15% Design Complete	Pre-app Meeting
	Sept		Pre-app Meeting
	Nov	45% Design Complete	
	Dec	60% Design Complete	
2010	Jan		Submit ERP/USACE Applications
	Apr	90% Design Complete	
	May	100% Design Complete	
	Aug	Final Plans	
	Oct 1	Bid Opening	

POINTS OF CONTACT

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Meeting Notes

Subject: Environmental Agency Coordination Meeting	
Client: Mid-Bay Bridge Authority	
Project: Mid-Bay Bridge Authority Connector Phases 2/3	Project No: 106148/106149
Meeting Date: December 3, 2009	Meeting Location: Jackson Guard
Notes by: Michelle Diller, Tom Quinn	

Attendees

EAFB: Paul Bolduc – 96CEG/CEVSP Bruce Hagedorn – 96CEG/CEVSN
 Mark Stanley – 96CEG/CEVSH Taylor Tidwell – 96CEG/CEVCE
FDEP: Linda Bauer, Cliff Street, Andy Joslyn, Elizabeth Orr, Donald Ray
FWC: Ted Hoehn
USFWS: Mary Mittiga
UWF: Barbara Albrecht
MBBA: Jim Vest
HDR: Brad Collins, Michelle Diller, Mick Garrett, Bob Kellner, Jim Johnston
 Tom Quinn, James VanSteenburg, Josey Walker, Philip Walker

Presentation was led by Bob Kellner, with interaction from the group throughout the meeting

Topics Discussed:

- 1) Overview:
 - Thank you for attending, will result in a better overall project benefiting the community
 - Avoiding impacts via collaboration and scientific methodology
 - Optimizing design
 - Project status: at 60% design stage
- 2) Project to date:
 - Followed NEPA process – determine alignment, quantified impacts, planned mitigation
 - 15%
 - Set horizontal and vertical profile
 - Conducted agency meetings
 - Shifts to minimize cultural resource impacts and impacts to braided stream channel
 - Discussed environmental requirements
 - 30%-60%
 - Design progressing to completion; internal QC review in Dec.
 - Submittal to client December 21st
 - Review plans with Mr. Vest early January 2010
 - Submit permit applications end of January 2010
 - Post 60% - plans production, quantities, cost estimates
- 3) Project Overview:

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- Consists of three phases, totaling approximately 11 miles from the north end of the Mid-Bay Bridge to SR 85
 - Phase 1 – from the Bridge to Range Rd
 - Phases 2/3 – from Range Rd to SR 85
 - All Eglin property except for the Ruckel curve (north of Rocky Creek)
 - Environmental Assessment (EA) completed December 2008
 - Supplemental EA in progress
 - Currently in pre-view with Dr. Bolduc
 - Copy of original EA will also be provided in the library during public comment period for ease of review
 - Cultural Resources
 - Ancestral site in Rocky Creek area:
 - Alignment shift at Rocky Creek to minimize
 - Ponds relocated to avoid
 - Historical site in vicinity of SR 285
 - Sites have been delineated
 - MOA drafted with SHPO for data recovery
 - Biological Opinion
 - Okaloosa darter
 - Working with USFWS, FWC
 - State incidental take permit issued 12/22/09 (expires 12/31/15)
 - Gopher Tortoise
 - Survey conducted of alignment and pond sites
 - No burrows identified
 - Wildlife report submitted to Ted Hoehn for review; concurrence letter received dated 1/7/10
 - Wetlands
 - Bridging all creek crossings
 - USACE may not require a permit for some of the streams:
 - Piling supported bridges that begin and end in uplands do not require permits
 - Permit will be required for temporary construction impacts
 - Off-project mitigation (providing mitigation credit for MidBay project):
 - Tom's Creek Mitigation
 - FDEP permit issued 11/13/09 (expires 11/13/14)
 - USACE permit issued 12/17/09 (expires 12/17/11)
 - Anderson Pond Restoration
 - Permit application submitted by Three Rivers, Inc.
 - Currently under agency review
 - Stormwater
 - Pre-apps held in July and September 2009 to clarify requirements and update status
 - Current design has 15 ponds; we have optimized the design to extent possible
 - NVOC Sprayfield
 - Alignment bisects current sprayfield
 - Terms of sprayfield operation moving to an enhanced use lease (EUL)
 - NVOC, MBBA discussing how impacts will be addressed
- 4) Next Steps MBBA/HDR
- January 2010
 - Submit permit applications
 - Right of way negotiations with Eglin

- Collaboration with FDOT, presentation to District Secretary/District Design Engineer
 - (Project being constructed to FDOT standards)
 - (Bridge design currently under FDOT review)
- 90% Design: design revisions, quantifications, cost estimates
- 100% Design/Final: August 2010
- Advertise August 2010
- Bid opening October 1, 2010
- Start construction January 1, 2011
- 5) General Discussion Questions:
 - Forest Road Extension - Ted Hoehn asked what intersection will look like
 - Currently a free flow curve
 - Okaloosa County was provided with three options:
 - Stop condition on College
 - Stop condition on Forest
 - Roundabout
 - Design decision by Okaloosa County: Stop condition on College at Forest, Forest Rd will be extended to Connector. Will be a stop sign at Connector.
 - Forest Rd extension is included in supplemental EA.
 - Secondary/cumulative impacts (noise/air) will be reviewed
 - No cultural resource or wetlands issues
 - R/W requirements
 - Two property owners (Eglin and Mr. Ruckel)
 - Eglin lease will be a 50yr lease with 25yr renewal
 - Project requires acquisition of a corner clip of Mr. Ruckel's property – this area has been assessed for cultural resources; no issues
 - Forest Road extension requires Eglin R/W only
 - Typical Section – Cliff Street asked what is it
 - Rural cross section except for shoulder gutter on SR 285
 - Ponds sized for ultimate 4-lane condition based on rules of today
 - Bear Fencing
 - Bears seen on SR 85 and SR 285, not many in area MidBay Connector crosses
 - HDR requesting assistance from Ted Hoehn and Eglin regarding fence placement
 - Temporary Impacts – Elizabeth Orr asked about these
 - Rocky Creek:
 - Trestle or work bridge thru limits of wetlands
 - Limited number of temporary piers in stream
 - Bridge has permanent piers outside of primary stream channels
 - Other stream crossings:
 - Matting allowed, up to buffer limit
 - 5' buffer either side of stream marked with silt fence
 - No unconsolidated fill material to be brought into wetlands
 - SHPO - No further issues, close to signature on MOA
 - Permitting
 - Phase I ERP: obtained after only one RAI; specific conditions included to handle property transfer from Eglin (no construction until lease agreement reviewed by FDEP)
 - Same conditions planned for ERP permit for Phases 2/3
 - FDEP needs to know status of Ruckel property transfer if not complete before permit application submitted

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- Implementation of Phase 2 ERP delayed until at least July 1, 2010 – separate permit applications to be submitted for ERP (stormwater) and WRP (dredge & fill)
- Phases 2/3 combined in same application
- SSL application also required for public easement over Rocky Creek
- Rocky Creek sampling (at bridge crossing)
 - Don Ray (FDEP): sampling complete; samples sent to TAL for analysis
 - Will provide baseline data for benthic invertebrates
- UMAM – Tom's Creek and Anderson Pond projects look like they will provide enough functional gain to offset MidBay Phases 2/3 wetland impacts
- SSL
 - Rocky Creek is only location of interest on the project – tidally influenced
 - Need to submit survey of easement area to PNS; will be forwarded to TAL
 - Easement will be issued by Division of State Lands in TAL
 - SSL easement is issued to the riparian owner
 - Eglin currently owns; easement to be finalized 2010 with MBBA as easement holder
 - FDEP will need a letter of intent from Eglin to move forward with SSL
 - FDEP will process as a public easement because MBA is a government entity
 - FDEP encourages MBBA/HDR to submit ASAP - need:
 - Survey of corridor width to mean high water level (MHWL) or safe upland line
 - Legal description
 - Document of legal intent from Eglin
 - Per 18-21, F.S. – will allow SSL easement to be completed before property is transferred, as MBBA qualifies as "other government agency". Will be conditioned that property transfer must be complete before construction begins (same as stormwater ERP permit)

Action/Notes:

- USFWS: requests copy of 60% plans – to be sent in January after MBBA review
- Eglin: Provide letter of intent regarding MBBA's eventual ownership for permit submittals – need before end of January 2010
- Provide preliminary drawings of bridge crossings to Ted Hoehn, Mary Mittiga, Elizabeth Orr and Donald Ray for courtesy review: completed 12/21/09 and 1/4/10.

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**60% Design Meeting for Mid-Bay Phases 2 & 3
December 3, 2009 / 1:00-3:00**

Name	Organization	Phone	Email
1. Linda Bauer	FDEP	850 959-8300 x1204	linda.bauer@dep.state.fl.us
2. CLIFF STREET	FDEP	850 595-8300 x1135	cliff.street@dep.state.fl.us
3. Mick Garrett	HDR	850 429-5914	mick.garrett@hdrinc.com
4. Brad Collins	HDR	250-428-5926	michael.collins@hdrinc.com
5. Jim Vest	MBBA	850-897-1428	jvest@mid-bay.com
6. James R. Vandenberg	HDR	850.459.6361	
7. Josey Walker	HDR	850-429-8900	Josey.Walker@hdrinc.com
8. Ted Hoehn	FLEC	850-488-3851	ted.hoehn@my.flec.com
9. Mary Mittiga	US Fish & Wildlife	850-769-0552 x236	mary-mittiga@fws.gov
10. Elizabeth Orr	FDEP	850 595 8300 x119	elizabeth.orr@dep.state.fl.us
11. Andy Joslyn	FDEP	595-8300 x1134	andrew.joslyn@dep.state.fl.us
12. Jim Johnston	HDR	813-282-2331	JIM.JOHNSTON@HDRINC.COM
13. Michelle Diller	HDR	850-429-8934	michelle.diller@hdrinc.com
14. Tom Quinn	HDR ENGR	813-282-2300	tquinn@hdrinc.com

**60% Design Meeting for Mid-Bay Phases 2 & 3
December 3, 2009 / 1:00-3:00**

Name	Organization	Phone	Email
15. R.R. Bolduc	96CEG/CEVSP	850 882-4436	bolduc@eglin.af.mil
16. Bruce Hagedorn	96CEG/CEVSN	850 882-8421	hagedorn@eglin.af.mil
17. Donald Ray	FDEP	850 595 8300	don.m.ray@dep.state.fl.us
18. Barbara Albrecht	UWF	850-384-6696	BAlbrecht@UWF.EDU
19. Mark Stanley	96CEG/CEVSH	850-882-8459	StanleyM@eglin.af.mil
20. Taylor Tidwell	96CEG/CEVCE	850-882-7655	taylor.tidwell@eglin.af.mil
21. Bob Miller	96CEG/CEVSN	850-883-1153	bob.miller@eglin.af.mil
22. Bob Kellner	HDR	850-422-6800	RKELLNER@HDRINC.COM
23.			
24.			
25.			
26.			
27.			
28.			



APPENDIX E

EXPLOSIVES SAFETY SUBMISSION

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Appendix E. EXPLOSIVES SAFETY SUBMISSION



**EXPLOSIVES SAFETY SUBMISSION
NO FURTHER ACTION (NFA)
AIR FORCE MILITARY MUNITIONS RESPONSE PROGRAM**

**EGLIN AFB, FLORIDA
MID-BAY BRIDGE AUTHORITY (MBBA)
CONNECTOR ROAD CONSTRUCTION**

(SEPTEMBER 2009)

**PREPARED BY
AECOM TECHNICAL SERVICES
4840 COX ROAD
GLEN ALLEN, VA 23060**

Explosives Safety Submission NFA
Air Force Military Munitions Response Program
September 2009

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1.0 BACKGROUND AND SITE DESCRIPTION

1.1 BACKGROUND

Since the opening of the Mid-Bay Bridge in June 1993, the bridge has served the region as part of a north-south connection between I-10, Niceville, and Destin (refer to Figures 1 and 2). The connection is part of the local transportation system serving local citizens commuting to and from work and school and traveling to and from shopping and recreational activities, and as a part of a hurricane evacuation route, serving southern Okaloosa County. During the year 2001, the annual average daily traffic (AADT) volume on the bridge was 12,400; this volume exceeded the initial projection of 9,000 AADT made in the early 1990s by about 38 percent. Since that time, volumes on the bridge have continued to increase to 20,900 in 2006. It is anticipated the bridge's AADT volume will continue to increase at a steady pace for the foreseeable future; it is forecast that the bridge's AADT volume will be at least 32,200 by the year 2030.

A new road is proposed by the Mid-Bay Bridge Authority (MBBA) in cooperation with the Mission Enhancement Committee of Eglin AFB, which granted conceptual approval on 26 December 2006, for a connector road between Mid-Bay Bridge and State Road (SR) 85 north of Northwest Florida State College (formally Okaloosa-Walton College) and the Eglin golf course. The preferred route will support a key objective of having the connector road serve as a definitive boundary for the Eglin Range.

The new road will be owned, operated, and maintained by MBBA and will be approximately 10 miles long. The new road will connect the north approach of the Mid-Bay Bridge to SR 85 north of Niceville. It will be completed in three phases shown on Figure 2. The study corridor is 400 feet and the specifications for three phases are given below.

Phase 1: Mid-Bay Bridge to Range Road (2.8 miles)

Phase 2: Range Road to SR 285 (5.23 miles)

Phase 3: SR 285 to SR 85 (2.54 miles)

1.2 SITE LOCATION AND DESCRIPTION

The Phase 2 segment of the proposed MBBA connector road falls within the safety footprint of Ranges D-51, C52-G, and C-53 (Figures 3 and 4). Range D-51 was originally called Bombing Area #2, which was active from 1941 (AAC/EMR 2000). The range was laid out during the 1941 to 1942 period as an equilateral triangle east of Eglin Main; it was an impact bombing test area during World War II (Weitze 2007). Range C-52G (referred to as Range 52-G hereafter) was active from 1944 and encompassed Auxiliary Field 8; it is situated east of Eglin Main. Range C-53 (hereafter referred to as Range 53) was active from 1944 and is located eight miles northeast of Eglin Main and consists of a clay taxi strip and parking area.

The focus is Phase 2, a 5.23-mile segment that crosses federal land on which Eglin AFB was established in 1940.

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1.3 SITE HISTORY

1.3.1 Range 51

HISTORICAL BACKGROUND: The range is one of the original bombing areas in 1941, and was called Bombing Area # 2. In 1945 the range was listed as Range 51 and was used for low level bombing, skip bombing, and ground plotting of "parafrag" bombs. The capabilities in 1953 were for precision bombing (inert), rocketry (inert), skip bombing (inert), gunnery. In 1957 Range 51 was known as Air-to Ground Dive Bombing Test Range. In 1957 the EOD School was moved from Range 7 to Range 51. The area was known as TSA D-51 and then changed to TA D-51. The test area was used by the U.S. Navy for explosive ordnance detonation training 1969-1987. The range was also used for laser weapons systems tests and other tests (1969-1987) as well as static detonations of conventional munitions in a fuel arena, and air gun launching of sub-munitions (AAC/EMR 2000).

ORDNANCE SUMMARY: Munitions and weapon systems known to have been used: The contamination key on reference map shows high explosive bombs, mines, rocket and missile warheads, projectiles (over 5 lbs. NEW), high explosive rocket warheads, practice bombs, projectiles (under 5 lbs. NEW), anti-personnel bomblets, mines, napalm bombs (igniter/burster hazard), incendiaries including flares. The U.S. Navy used the test area for explosive ordnance disposal training. The 1970 DTIC report shows that there was located on this range various disposal areas (Rocket fuel area, Fuel disposal, Burn Pit Pyro area, Liquid propellant disposal area, nitric acid storage area, Demo Area) and an airplane target.

1.3.2 Test Area C-52 Complex

HISTORICAL BACKGROUND: This range is located in the southeast portion of Range 52, which was subdivided into seven sections in 1944 (A-G) (refer to Figure 4). Test Area C-52 Complex is located on Auxiliary Field No. 8, which was the last of the inactive Auxiliary Fields. This area had one sand asphalt harmonizing apron associated with it. The Harmonization range was used to align aircraft instrumentation, guns, rocket, pods, guns sight cameras, and radar (AAC/EMR 2000). According to AAC/EMR (2000) the range was a simulated enemy airdrome used in analyzing the effect of bombing and strafing missions. It was also used as a target for practice bombing. This field has been used in the past to study the effects of strafing and bombing on parked aircraft. It was also used to study the effects of hurricanes on parked aircraft. The north-south runway was used for drone emergency landings, the east-west runway as a resolution target, and the sod runway for those test projects that required rough surface, short field landings and takeoffs (AAC/EMR 2000).

ORDNANCE SUMMARY: Munitions and weapon systems known to have been used: 1940 through 1950 style small arms aircraft gunnery ammunition of all types (.30 cal., .50 cal. and 20mm) would have been used for strafing missions, practice bombing and for incendiary bomb. The airfield was used in the past to study the effects of strafing and bombing on parked aircraft missions. The 5,000 foot long by 150 foot wide runway (north south to southwest direction) was used as a target for air-to-ground bombing, rocketry, and gunnery practice (AAC/EMR 2000).

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1.3.3 Range 53

HISTORICAL BACKGROUND: The Land Gunnery Range and Temporary Range 1 are located within the boundaries of Range 53. According to AAC/EMR (2000), the Land Gunnery Range was in use during October 1941. It was located east of Auxiliary Field 2, and southeast of Temporary Range 1. Range 53 was built where Temporary Range 1 and the Land Gunnery Range were located. The name of the range changed around 1960 to TSA C-53 and then again to TA C-53. In 1944 the range was used principally for precision, inert bombing. In 1945 the range was used for ground plotting of incendiary bomb clusters and train release of bombs from large aircraft. The range was used for inert air-to-ground rocket firing in 1949. This range in 1951 was used principally for rocket, precision bombing and dive-bombing missions. The capabilities in 1953 were bombing (inert, target not illuminated), day or night, FR or FIR (when monitored and controlled by radar Site No. 3), high altitude and off set bombing (when monitored by Site No. 3), rocketry high explosive. In 1965 the test area was inactive except for a 5,000 foot clay assault strip. The assault strip was complete with clay taxi strip and parking area. The remainder of the test area was planted in slash pine. In 1969 the test area was limited to assault landing and parachute drops. It is now utilized for air assault landing, cargo extraction, rough field take-off, and parachute drops (AAC/EMR 2000).

ORDNANCE SUMMARY: Munitions and weapon systems known to have been used include 1940 through 1960 style practice bombs with spotting charges, high explosive bombs, practice and high explosive rocket warheads, incendiary cluster bombs, unknown artillery projectiles, small arms gunnery ammunition (.30 cal., .50 cal., 20mm). The area of highest concentration of unexploded ammunition would be from the center of the target decreasing in density to the outer edges. The area where the Land Gunnery Range and Temporary Range 1 were located could have concentrations of small arms projectiles around the target areas (AAC/EMR 2000).

1.4 CURRENT LAND USE

Five types of land/water use support the current mission of Eglin AFB and the AAC in the testing and evaluation of non-nuclear munitions, electronic combat systems, navigation/guidance systems, and training. The military land/water uses necessary to conduct and support the objectives of Eglin AFB are (USAF 2007): 1) test and evaluation; 2) space operations support; 3) training; 4) Eglin Gulf test and training ranges; and 5) administrative area land use.

As a result of BRAC 2005, Eglin has identified land use as a growth-related challenge that could affect current and future military mission. Therefore, Eglin has become involved in a cooperative land use planning effort (Joint Land Use Study) between military installations and the surrounding communities that promotes compatible community growth which supports military training and operational missions (EDC 2008). Eglin AFB also contains a large forested area

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used for outdoor recreation, commercial forestry products, wetland values, and biodiversity maintenance where these uses are compatible with the military mission (Figure 5).

The Phase 2 MBBA connector road corridor is not utilized for any of the five land/water uses above that support the mission. The closest range is Range D-51, the historical uses for which have been described above.

1.5 PROPOSED FUTURE LAND USE

To meet the increasing regional traffic demands that are projected for the future, the MBBA developed a comprehensive Capital Improvement Program (CIP) to include new roads for the bridge along the north and south approaches and an additional bridge to parallel the existing bridge.

2.0 MAPS

Maps of the site and construction footprint are presented as figures in Appendix A.

3.0 JUSTIFICATION FOR THE DECISION

The footprint of the Phase 2 construction lies within the outer boundary of the range safety buffer zone and MBBA contacted the Eglin AFB Safety Office and was informed that MBBA was responsible for funding and conducting physical surveys for Munitions and Explosives of Concern (MEC) to determine the potential for encountering MEC within the proposed construction footprint.

MBBA arranged for a visual surface search and subsurface investigation by qualified UXO personnel employed by Prentice Thomas & Associates, Inc. Using a Ferrous Ordnance Locator/magnetometer (Ferex) and all-metals detectors, the personnel completed the investigation for anomalies encompassing the entire 253.53 acres of Phase 2 site. No UXO or MEC related items were detected as a result of the physical survey.

Based on the criteria presented in Chapter 12 of DoD 6055.09 STD, DoD Ammunition and Explosive Safety Standard, dated February 29, 2008, and the physical investigation that was conducted by UXO personnel, a determination is justified that the likelihood of encountering MEC is "low" and that "On-call" construction support is appropriate.

4.0 CONTINGENCIES

The Phase 2 segment will involve construction of the MBBA connector road, associated storm-water ponds and interchanges, and staging activities.

Prior to commencing construction activities, all personnel working on site will be provided ordnance recognition training. The training will include the physical description of classes of ordnance, i.e. grenades, projectiles, bombs, fuzes, and etc. The training will be provided by qualified ordnance personnel and attendance documented and filed on site.

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Procedures will be developed to notify site managers when a suspect item is encountered and detailed procedures, contact numbers and evacuation steps will be briefed and written notices posted where all employees have access to the information.

When a determination is made that the probability of encountering UXO is low (e.g., current or previous land use leads to an initial determination that UXO may be present), a minimum of a two person UXO team will stand by in case the construction contractor encounters a suspected UXO with unknown fillers.

Due to the limitations of physics, MEC may still exist. For this reason, immediate reassessment of the level of construction support will be required if UXO/MEC is discovered. This may change the probability from "low" to "moderate" or even higher depending on the assessment. This will also require an amendment to this ESS. At that time information required in an ESS, IAW DoD 6055.09 STD, *DoD Ammunition and Explosives Safety Standards*, 29 Feb 08, Chapter 12, Paragraph C12.5.8 and subparagraphs; procedures and explanations will be required to conduct intrusive MEC operations. These procedures and explanations (or in other words how the contractor on site is going to conduct intrusive MEC operations) will be required to get DDESB approval to conduct the clearance required to build the connector for the MBBA.

5.0 REFERENCES

The following guidance documents were used to ensure compliance with all Air Force Explosive Safety Standards:

- DoD 6055.9-STD, DoD Ammunition and Explosives Safety Standards, Chapter 12 - Real Property Contaminated with Ammunition, Explosives or Chemical Agents
- DoD Explosives Safety Board (DDESB): "Memorandum Guidance for Clearance Plans" dated January 1998 Air Force Manual 91-201, Explosives Safety Standards, Chapter 6
- Real Property Contaminated with Ammunition and Explosives
- Air Force Manual (AFM) 91-201 Explosives Safety Standards
- Air Force Instruction 90-901, Operational Risk Management
- Air Force Pamphlet 90-902, Operational Risk Management Guidelines and Tools

AAC/EMR

2000 Ordnance and Explosives Archives Search Report, Eglin Air Force Base, Florida.

EDC

2008 www.florida-edc.org/GrowthManagement.html. Accessed April 2008.

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U. S. Air Force (USAF)
2007 *Integrated Natural Resource Management Plan*, Eglin Air Force Base, Florida. 2007.

Weitze, Karen J.
2007 *Historic Range Context, Air Armament Center*, Air Force Materiel Command, Eglin Air Force Base, Volumes I and II, for Headquarters Air Force Materiel Command, Plano, Texas.

Appendix A
Maps
September 2009

APPENDIX A

MAPS

A-1

Appendix A
Maps
September 2009



FIGURE 1: STATE AND REGIONAL LOCATION MAP

A-2

Appendix A
Maps
September 2009



A-3

Appendix A
Maps
September 2009

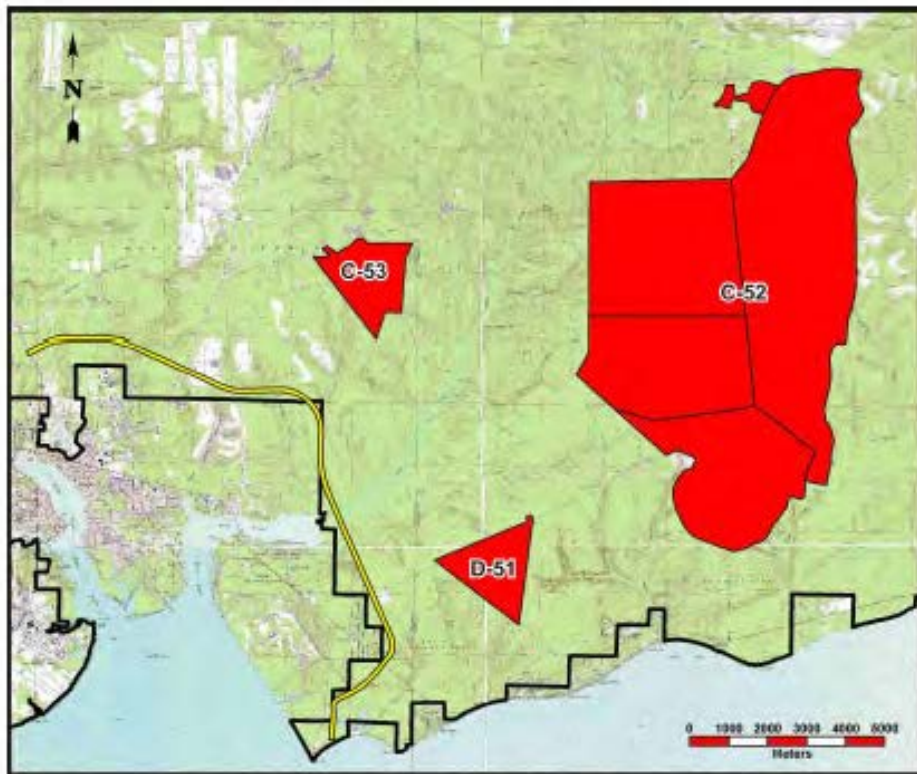


FIGURE 3: LOCATION OF RANGES D-51, C-52G, AND C-53 IN RELATION TO MBBA CORRIDOR

A-4

Appendix A
Maps
September 2009

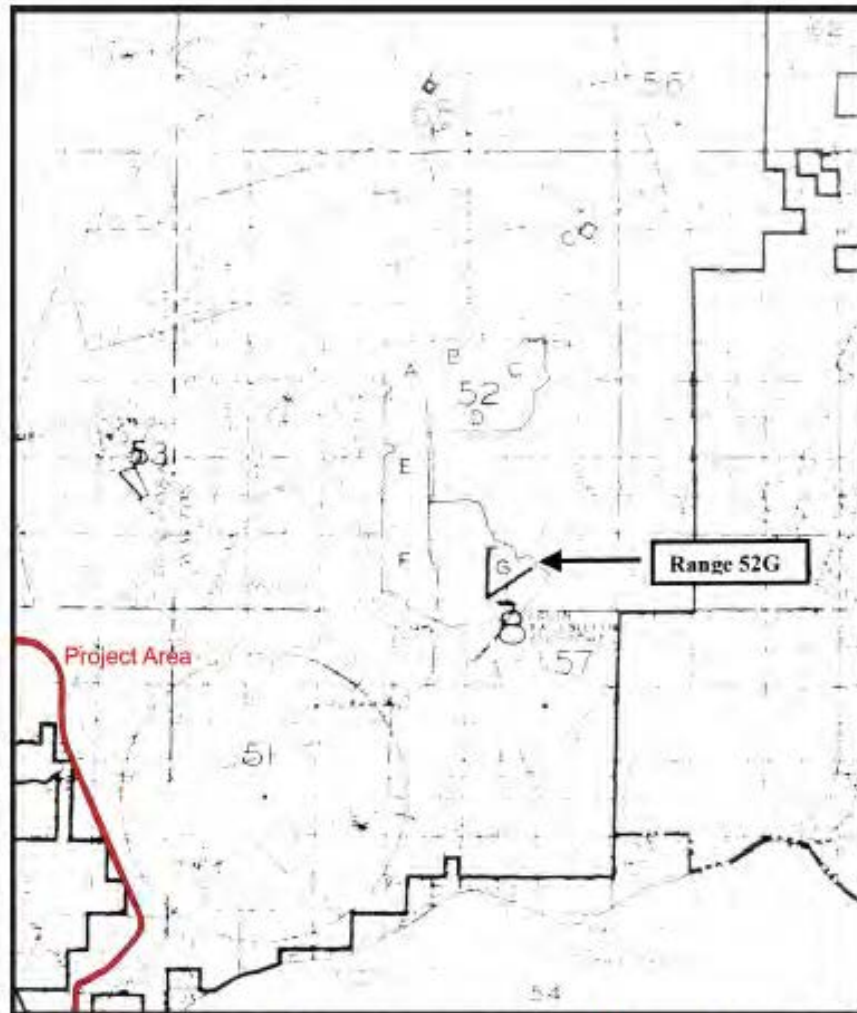


FIGURE 4: RANGES 51, 53, AND 52G IN 1944 IN RELATION TO MBBA SEGMENT 2 CORRIDOR

A-5

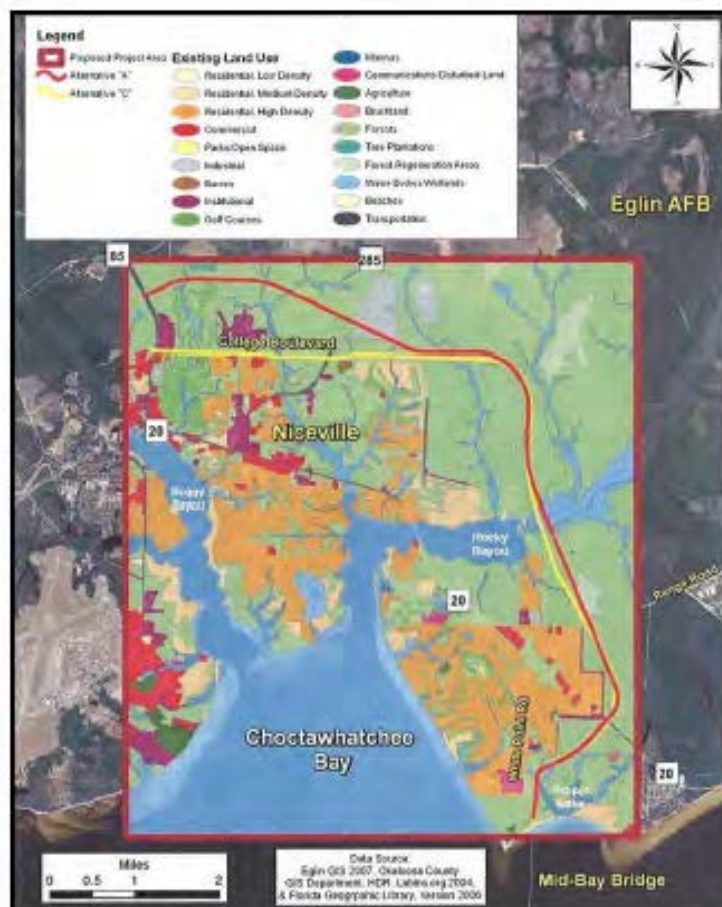
Appendix A
Maps
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FIGURE 5: REGIONAL LAND USE

A-6

Appendix B
Acronym List
September 2009

APPENDIX B
ACRONYM LIST

B-1

Appendix B
Acronym List
September 2009

ACRONYM LIST

AAC/SEW	Air Armament Center/Weapons Safety
AADT	Annual Average Daily Traffic
AFB	Air Force Base
AFM	Air Force Manual
ANSI/SEA	American National Standards Institute/Safety Equipment Association
CIP	Capital Improvement Program
DDESB	Department of Defense Explosives Safety Board
DoD	Department of Defense
EOD	Explosives Ordnance Disposal
ESS	Explosives Safety Submission
Ferex	Ferrous Ordnance Locator
GPS	Global Positioning System
HTRW	Hazardous, Toxic, and Radioactive Waste
IAW	In Accordance With
MBBA	Mid-Bay Bridge Authority
MEC	Munitions and Explosives of Concern
MPPEH	Material Possibly Presenting an Explosive Hazard
MSD	Minimum Separation Distance
NFA	No Further Action
OSHA	Occupational Safety and Health Administration
PDT	Project Delivery Team
PM	Project Manager
ROCC	Range Operations Control Center
SOP	Standard Operating Procedure
SR	State Road
STD	Standard
TA	Test Area
TBD	To Be Determined
TP	Technical Paper
USAF	United States Air Force
UXO	Unexploded Ordnance

Appendix C
Support for Construction
September 2009

APPENDIX C
SUPPORT FOR CONSTRUCTION SOP

C-1

MEC SOP 2-20
Support for Construction
September 2009

1.0 PURPOSE

The purpose of this Standard Operating Procedure (SOP) is to provide the procedures and safety and health requirements applicable to the conduct of Support for Construction on sites potentially contaminated with MEC and Material Potentially Presenting an Explosive Hazard (MPPEH).

A connector road is proposed by the Mid-Bay Bridge Authority (MBBA) through portions of Eglin AFB. The footprint of the Phase 2 construction lies within the outer boundary of the Eglin AFB range safety buffer zone. Qualified UXO personnel using a Ferrous Ordnance Locator/magnetometer (Ferex) metal detectors completed the investigation for anomalies encompassing the entire 253.53 Phase 2 site. No UXO or MEC related items were detected as a result of the physical survey.

The determination has been made that the likelihood of encountering MEC is "low" and that "On-call" UXO construction support is the appropriate level for UXO support. A minimum of a two person UXO team will stand by in case the construction contractor encounters a suspected UXO with unknown fillers.

2.0 SCOPE

This SOP applies to all site personnel, including contractor and subcontractor personnel, involved with construction activities on sites potentially contaminated with MEC. This SOP is not intended to contain all of the requirements needed to ensure complete compliance, and should be used in conjunction with project plans and applicable Federal, state and local regulations. Consult the documents listed in Section 3.0 of this SOP for additional compliance issues.

3.0 REGULATORY REFERENCES

Applicable sections and paragraphs in the documents listed below will be used as references for the conduct of surface investigation:

- AECOM Corporate Safety and Health Program;
- OSHA General Industry Standards, 29 CFR 1910;
- Basic Safety Concepts and Considerations for Ordnance and Explosives Operations;
- Engineering Manual EM 385-1-1, Safety and Health Requirements Manual;
- Engineering Pamphlet 75-1-2, Munitions and Explosives of Concern (MEC) support during Hazardous, Toxic, and Radioactive Waste (HRW) and Construction Activities;
- DoD 6055.9-STD, DOD Ammunition and Explosives Safety Standards;
- TM 9-1300-200, Ammunition General; and
- TM 9-1300-214, Military Explosives.

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MEC SOP 2-20
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September 2009

4.0 RESPONSIBILITIES

4.1 PROJECT MANAGER

The AECOM Project Manager (PM) shall be responsible for ensuring the availability of the personnel and equipment resources needed to implement this SOP, and shall also ensure that this SOP is incorporated in plans, procedures and training for sites where this SOP is to be implemented.

4.2 UXO TECHNICIAN III

The UXO Technician III responsible for supervising field operations shall be responsible for the field implementation of this SOP and for implementing the safety and health requirements outlined in section 5.0 of this SOP.

5.0 GENERAL SITE PRACTICES

All personnel, including contractor and subcontractor personnel involved with construction on a site with the potential of being contaminated with MEC must be familiar with the potential safety and health hazards associated with assigned tasks and with the safe work practices and control techniques to be used to reduce or eliminate hazards associated with MEC.

All MEC-related operational activities at the site will be under the direction of and performed by qualified UXO personnel. Non-UXO qualified personnel will be prohibited from entering the work site performing MEC-related activities or to be present outside of the minimum separation distance (MSD).

5.1 SITE ACCESS

Physical barriers (i.e. gates, chains) will control access into areas where potential MEC/MPPEH is identified, and access limited to only those personnel essential to accomplish the specific operation(s) or who have a specific purpose and authorization to be in the work zone. No hazardous operations involving UXO will be conducted when non-essential personnel are in the vicinity.

5.2 HANDLING OF MEC

MEC items will be handled by qualified UXO personnel only. MEC will not be removed from the area where it was found nor will MEC be handled or touched by non-UXO personnel unless at least three UXO-qualified personnel have deemed it free of explosive or explosive residue.

5.3 WORK CLOTHING

The minimal level of protection that will be required for project personnel and visitors at the site will be Level D. The following equipment will be used for Level D protection:

- Coveralls or other suitable fieldwork clothing;
- Persons exposed to vehicular or equipment traffic, shall wear high visibility apparel meeting American National Standards Institute/Safety Equipment Association (ANSI/SEA) 107 Class 3 requirements;
- Work boots with ankle support, minimal metal content - with composite toes meeting the ANSI Z41 standard during magnetometer operations;

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MEC SOP 2-20
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- Safety glasses or goggles as needed;
- Hardhat if overhead hazard or heavy equipment is encountered or operated;
- Leather work gloves;
- Hearing protection, earplugs and/or earmuffs as needed; and
- Raingear and Rubber Boots if required.

6.0 PROCEDURES

6.1 TRAINING

- Prior to commencing construction activities within the Phase 2 footprint, all personnel working will be provided ordnance recognition training which will include:
- Physical description of classes of ordnance (i.e. grenades, projectiles, bombs, fuzes and etc.);
- Probable site hazards and site-specific safety considerations;
- MEC standby support procedures;
- Responsibilities and lines of authority for any MEC response; and
- Emergency response procedures.

The training will be provided by qualified ordnance or UXO personnel and attendance documented and filed on site.

6.2 VISITOR SAFETY BRIEFING

Site visitors must receive a safety briefing, including information relating to MEC hazards and safety precautions, prior to entering the construction site. All visitors entering the site will sign the visitor's log acknowledging that they have received and understand the information presented.

6.2 UXO STAND-BY PROCEDURES

Construction support is provided by qualified UXO personnel during construction activities at potential Munitions Response Areas to ensure the safety of construction personnel from the harmful effects of MEC.

AECOM will provide a stand-by UXO team consisting of a minimum of two personnel with a UXO Technician III being the team leader and designated as the competent person overseeing on-site UXO activities supported by a UXO Technician II. The UXO Technicians can identify existing and predictable hazards in the work environment relating to MEC that are dangerous to personnel and have the authority to stop work and take prompt corrective measures when a confirmed MEC/MPPEH hazard is identified.

The UXO team members have the following responsibilities for construction support procedures on a site with known or suspected MEC:

- Contact Eglin EOD to inform them of the project schedule and to ensure that they will be able to respond to an emergency call if necessary;
- Maintain constant phone contact with the Construction Superintendent during work hours of the construction personnel;

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- Provide MEC recognition, location, and safety functions during construction activities; and
- Conduct an assessment of the likely potential for additional MEC hazards to be encountered by subsequent survey activities.

Personnel assigned to the construction team will comply with the provisions of the approved construction safety plans in addition to the MEC safety related procedures presented in this document.

6.3 NOTIFICATION

When a suspect item is encountered, the individual observing the item will immediately cease operations and contact the Construction Superintendent, who will contact the UXO Stand-by Team. Contact phone numbers are shown in Table 1.

UXO personnel will report to the Construction Field Superintendent who will escort the UXO Team to the site where the suspect item is located. The team will conduct a field assessment of the item and determine if the item is MEC/MPPEH. If the item is confirmed to be MEC/MPPEH, the UXO Technician III will determine the Minimum Separation Distance (MSD) detailed in DDESB Technical Paper (TP) No. 16, Methodology for Calculating Primary Fragment Characteristics, and recommend that the area within this distance be evacuated. The UXO Technician III will contact the Eglin EOD team for an emergency response for this first confirmed ordnance item encountered.

The UXO team will provide security for the item until arrival of the military EOD team. The UXO team is authorized to provide assistance to the military EOD if they request assistance in securing the area, preparation of the item for detonation, etc.

A geophysical instrument check will be made in the vicinity of the item encountered to ensure the area is anomaly free before allowing construction personnel to enter the area.

Due to the limitations of physics MEC/MPPEH may still exist. For this reason, immediate reassessment of the level of construction support will be required if UXO/MEC is discovered. This may change the probability from "low" to "moderate" or even higher depending on the assessment. This will also require an amendment to this ESS.

If MEC is found within the construction footprint, the Project Delivery Team (PDT) will perform a detailed assessment of the site to determine if the potential for encountering MEC is still low. If the potential for encountering MEC is raised to moderate to high, a subsurface removal for the construction footprint will be required. Additionally, a change in potential from "low" to "moderate" for encountering MEC will require an amendment to this ESS. At that time information required in an ESS, IAW DoD 6055.09 STD, *DoD Ammunition and Explosives Safety Standards*, 29 Feb 08, Chapter 12, Paragraph C12.5.8 and subparagraphs; procedures and explanations will be required to conduct intrusive MEC operations. These procedures and explanations (or in other words how the contractor on site is going to conduct intrusive MEC operations) will be required to get DDESB approval to conduct the clearance required to build the connector for the MBBA.

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TABLE 1: CONTACT NUMBERS	
AECOM Fort Walton Beach Office	850 862-5191
Eglin AFB Explosive Ordnance Disposal Team (EOD)	850 882-3225 850 882-3274
Range Operations Control Center (ROCC)	850 822-4547 2 Way Radio Wolf Call Channel
Eglin AFB Mission Scheduling	850 882-2991
Construction Superintendent	TBD
(AAC/SEW)	850 882-8234

7.0 GEOPHYSICAL INSTRUMENTS

7.1 SCHONSTEDT MAGNETIC LOCATOR

The Schonstedt is a handheld magnetometer. This instrument has been the detector of choice for many munitions projects for many years. The depth of detection is dependent upon the mass of an item and its orientation.

The technology is based upon fluxgate sensors organized in a gradiometer format. The Schonstedt locator employs two (2) fluxgate magnetometers that are aligned and mounted a fixed distance apart to detect changes in the earth's ambient magnetic field caused by ferrous metal (the sensors are fixed and aligned to eliminate a response to the earth's ambient field). Schonstedt is capable of detecting a cylindrical ferrous object with a length of fifteen inches and a diameter of three inches to 3-4 ft. bgs., is simple to use, rugged, and requires little field maintenance.

APPENDIX F

FWC COORDINATION & CONCURRENCE

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Appendix F. FWC COORDINATION & CONCURRENCE



Florida Fish and Wildlife Conservation Commission

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MyFWC.com

March 18, 2010

Ms. Elizabeth Orr
Florida Department of Environmental Protection
Northwest District
160 Governmental Center
Pensacola, FL 32502-5794

RE: Mid-Bay Bridge Connector Phases II and III Extension, Works in the Waters of Florida Permit Application #46-0288395-003-DF, Okaloosa County

Dear Ms. Orr:

The Division of Habitat and Species Conservation, Habitat Conservation Scientific Services Section, of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated our agency's review of the Joint Application for Works in the Waters of Florida for the Mid-Bay Bridge Connector Phases II and III Extension and has the following comments in accordance with Chapter 373 of the Florida Statutes and the Coastal Zone Management Act/Florida Coastal Management Program.

Project Description

The application is for wetland and stream crossings of Mill Creek, Fox Head Branch, Swift Creek, East Turkey Creek, and Rocky Creek, which are necessary for the construction of bridges for the roadway. Extensive drawings for the stream and wetland crossings are contained in the application. Staff from the FWC, Eglin Air Force Base, U.S. Fish and Wildlife Service (USFWS), and HDR Consultants conducted several field surveys of the proposed crossings in 2009. The meeting notes, contained in the application, also document FWC participation in the discussions and concerns about this project. The applicant has proposed restoration of Tom's Creek as part of the mitigation for wetland impacts related to this permit application.

Potentially Affected Resources and Recommendations

The USFWS determined in their 2008 Biological Opinion that a take of the Okaloosa darter (*Etheostoma okaloosae*, listed as Endangered both federally and by the State) is likely to occur. The USFWS incidental take statement contained several Reasonable and Prudent Measures (RPM) that were to be followed.

The Mid-Bay Bridge authority, on behalf of Eglin Air Force Base, applied for an FWC incidental take permit for the Okaloosa Darter. The permit application along with the proposed avoidance, minimization, and identification of mitigation projects was reviewed by FWC staff. An Incidental Take Permit (ITP), #LSIT-09-0450, has been issued for the incidental take of the Okaloosa darter (see enclosed permit). The Tom's Creek restoration was one of seven mitigation requirements of the ITP. The Anderson Pond restoration, another mitigation requirement, is also under permitting review.

Elizabeth Orr
Page 2
March 18, 2010

We request that the Department of Environmental Protection permit acknowledge that the Mid-Bay Bridge authority has complied with FWC listed species permitting by referencing the FWC Incidental Take Permit, #LSIT-09-0450. This phase of the proposed project is also determined to be consistent with our authorities (Chapter 379 of the Florida Statutes) under the Florida Coastal Management Program. If you or your staff would like to coordinate further on the recommendations contained in this report, please contact Theodore Hoehn at phone (850) 488-3831 or by email at ted.hoehn@myFWC.com.

Sincerely,



Mary Ann Poole
Commenting Program Administrator

map/th

Mid-Bay Bridge Connector_1766_031810
ENV 1-3-2

Enclosure

cc: Gail Carmody, USFWS, Panama City
Mick Garrett, HDR, mick.garrett@hdrinc.com
Mr. Bob Miller, Eglin AFB, bob.miller@eglin.af.mil



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January 7, 2010

Mr. Mick Garrett
HDR Engineering, Inc.
25 W. Cedar Street, Suite 200
Pensacola, FL 32502-5945

Re: Wildlife and Habitat Report to Determine Potential Impacts to State Listed Species-Phase 2 and 3, SAI #FL200809294452C, Department of the Air Force/Mid-Bay Bridge Authority, Mid-Bay Bridge Connector on Eglin Air Force Base, Okaloosa County

Dear Mr. Garrett:

This letter is in response to your submission of the Phase 2 and 3 Wildlife and Habitat Survey Report as requested by the Florida Fish and Wildlife Conservation Commission (FWC) in our letter of June 15, 2009, to the Florida State Clearinghouse. The report contains the necessary gopher tortoise survey information for the proposed alignment and right-of-way (ROW), a discussion of Okaloosa darter avoidance, minimization, and mitigation of impacts; and the results of surveys for other state listed species. The report also contains the necessary commitments pertaining to gopher tortoises that might be encountered, restoration and mitigation activities for Okaloosa darter streams, and various commitments related to other state-listed species.

FWC gopher tortoise permit staff has reviewed the gopher tortoise survey information contained in the report. The surveys and report indicates that gopher tortoises are not likely to be impacted during the construction of Phase 2 and 3 of the roadway. The surveys and report comply with FWC gopher tortoise permitting requirements.

The Mid-Bay Bridge authority, on behalf of Eglin Air Force Base, applied for an incidental take permit for the Okaloosa darter. The permit application along with the proposed avoidance, minimization, and identification of mitigation projects has been reviewed by FWC staff. An Incidental Take Permit, #LSIT-09-0450, has been issued for the incidental take of the endangered Okaloosa darter.

Adequate measures to avoid take of listed species that might be encountered are part of the commitments. As discussed during the December 3, 2009, coordination meeting, additional coordination between Eglin staff, HDR, and FWC may be necessary to determine adequate fencing for the Florida black bear. This coordination may be necessary to insure that there are no conflicts with Eglin mission access requirements and road ROW requirements.

If you or your staff would like to coordinate further on the recommendations contained in this report, please contact Theodore Hoehn at 850-488-3831 or by email at ted.hoehn@myFWC.com.

Sincerely,

Mary Ann Poole
Commenting Program Administrator

map/th
Mid-Bay Bridge Connector 1766-010710
ENV 1.3.2

cc: Mr. Randall Rowland, Eglin AFB
Mr. Bob Miller, Eglin AFB

Ms. Gail Carmody, USFWS-PC
Mr. Danny Clayton, DEP, Tallahassee



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(800) 955-8770 (V)
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June 15, 2009

Mr. Randall Rowland
Chief EMD
501 DeLeon Street, Suite 101
Eglin Air Force Base, FL 32542-5133

Re: SAI #FL200809294452C, Department of the Air Force/Mid-Bay Bridge
Authority, Mid-Bay Bridge Connector on Eglin Air Force Base (Eglin AFB), Okaloosa
County

Dear Mr. Rowland:

This letter is being provided as follow up to a discussion with Florida Fish and Wildlife Conservation Commission (FWC) biologist Ted Hoehn on June 10, 2008, and Bob Miller, Endangered Species Biologist of Eglin AFB, and is intended to provide further clarification of the conditions contained in our November 7, 2008, Coastal Zone Management Act (CZMA) consistency determination (enclosed). FWC staff participated in a Mid-Bay Bridge project coordination meeting on May 19, 2009, with representatives from the U.S. Fish and Wildlife Service (USFWS), Eglin AFB, and HDR Engineering. The purpose that meeting was to improve coordination and communication between these entities on the referenced project. At that meeting, Eglin AFB staff re-affirmed the need to address potential impacts to state-listed species associated with this project. It is our understanding from the discussions at that meeting that the steps that would be taken during the development of Phase 2 and 3 of the Mid-Bay Bridge Connector road to identify and address impacts to state-listed species will include wildlife surveys, listed species permitting, and design characteristics for bridging and fencing. Further, we understood that listed species surveys will be conducted in accordance with approved wildlife survey protocols, and that the results of the surveys will be submitted to FWC before the 15% design completion. Enclosed is a summary of the commitments made at that meeting as our staff understands them. A coordination meeting with the involved agencies will be held at the 15% design completion to discuss avoidance, minimization, mitigation, and permitting requirements resulting from information contained in the wildlife survey report. We agree that these steps will greatly improve coordination and communication and ensure that the project moves forward in a positive manner.

At that meeting, we also discussed the progress on Phase 1 of the project. Phase 1 is currently under construction, with clearing and grubbing completed and some filling underway. Although it was requested in our CZMA consistency determination, a complete survey report on state-listed species was not submitted to FWC before Phase 1 construction began. We are requesting that the detailed information from the wildlife and listed species surveys that were conducted in 2007, 2008, and February 2009 be submitted to FWC for review. If necessary, we will request a coordination meeting to discuss any state-listed wildlife issues resulting from the report.

Phases 2 and 3 of the project have the potential to impact multiple listed species including the Okaloosa darter, gopher tortoise, and Florida black bear. As discussed and committed to by the Mid-Bay Bridge Authority consultant, HDR Engineering, at the May 19 meeting, we have attached specific recommendations for wildlife surveys, avoidance,

Ms. Gail Carmody, USFWS-PC
Mr. Danny Clayton, DEP, Tallahassee

Mr. Randall Rowland
Page 2
June 15, 2009

minimization, or mitigation related to state-listed species. Further, we request that interagency coordination and discussion occur to discuss the listed-species permitting issues and how they may impact other permits being sought from other agencies. If you or your staff would like to coordinate further, please contact Theodore Hoehn at 850-488-3831 or by email at ted.hoehn@myFWC.com.

Sincerely,



Mary Ann Poole
Commenting Program Coordinator

map/ss
ENV 1-3-2
Mid_Bay_Bridge Connector_1766_6-15-09
Enclosures

cc: Mr. Mick Garrett, HDR Engineering, Inc.
Ms. Gail Carmody, USFWS-PC
Ms. Lynn Griffin, DEP
Ms. Terri Berry, DEP-Pensacola
Mr. Cliff Street, DEP-Pensacola
Ms. Diana Athnos, DEP-Pensacola
Mr. Paul Bolduc, Eglin AFB
Mr. Thomas Chavers, Eglin AFB
Ms. Jacqueline Bouchard, Eglin AFB

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APPENDIX G

FWC INCIDENTAL TAKE OF LISTED SPECIES

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Appendix G. FWC INCIDENTAL TAKE OF LISTED SPECIES**Incidental Take of Listed Species**

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION
Division of Habitat and Species Conservation, Species Conservation Planning Section
620 South Meridian Street, Mail Station 2A, Tallahassee, Florida 32399-1600
(850) 921-5990, ext. 17310

Permittee Name: Colonel David H. Maharrey, Jr.
Permittee Address: Commander USAF 96th Civil
Engineer Group
501 DeLeon Street, Suite 102
Eglin AFB, Florida 32542-5133
(850) 882-2876

Permit Number: LSIT-09-0450
Effective Date: December 22, 2009

Expiration Date: December 31, 2015

Authorized Agent: Mick Garrett
Agent Address: HDR Engineering, Inc.
25 West Cedar Street, Suite 200
Pensacola, FL 32502
(850) 429-8914
Mick.Garrett@hdrinc.com

IS AUTHORIZED TO: Take Okaloosa darters (*Etheostoma okaloosae*) incidental to construction activities associated with the designated Project site, pursuant to Article IV, Section 9, Florida Constitution; Chapter 68A-27, F.A.C. and is subject to the following provisions and conditions.

AUTHORIZED LOCATION(S): +/- 375 acres along an 8 mile stretch of the Mid-Bay Connector (MBBC) Phases 2 and 3 Project Site, located from Range Road to State Road 85, north of Niceville, Okaloosa County, Florida. The term Project includes any phase or part of the Project as well as the whole, as described and depicted in the application.

Permittee Signature

Date 15 JAN 10

Not valid unless signed. By signature, confirms that all information provided to issue the permit is accurate and complete, and indicates acceptance and understanding of the provisions and conditions listed below. **Any false statements or misrepresentations when applying for this permit may result in felony charges and will result in revocation of this permit.**

Authorized by: Elsa Haubold, Ph.D.

for Kenneth D. Haddad, Executive Director

Authorizing Signature

Date December 22, 2009

Species Conservation Planning Section

PERMIT CONDITIONS AND PROVISIONS:

1. This Permit authorizes activities specified in the application which may or will take the Okaloosa darters (*Etheostoma okaloosae*), and which are incidental to the development activities authorized by local government permits and other required governmental authorizations. This permit contemplates that "incidental take" may occur as harassment, molestation, injury, or death of Okaloosa darters, to occur associated with construction activities on the Project. The application for this Permit, originally dated August 5, 2009, and all other information submitted by the applicant contained in the FWC application file (Application), including supplemental information submitted September 15, 2009, is hereby incorporated by reference in this Permit as part of the Application. The Permittee shall immediately notify the Florida Fish and Wildlife Conservation Commission (FWC) in writing of any previously submitted information that is later discovered to be inaccurate. The activities authorized by this Permit are all activities on the Project or Project site which will or may cause an incidental take of the Okaloosa darter habitat impacted is 5 occupied streams along the +/- 375 acre 8 mile long project site as described and delineated in the Application and Project Plan.
2. The Permittee must mitigate impacts to the Okaloosa darter as follows, which are specific conditions of this Permit. The Permittee has offered and FWC has accepted mitigation measures for species impacts as described below. Each mitigation/restoration measure described herein is a specific condition of this Permit and must be completed in a scientifically-sound manner.
 - A. Tom's Creek abandoned railroad restoration: Remove unconsolidated fill and CMP culvert, restore 226 linear feet of stream channel and 0.52 acres of wetland/floodplain creation.
 - B. Swift Creek abandoned railroad restoration: Remove unconsolidated fill and CMP culvert, restore stream channel, create appropriate small acreage of wetland/floodplain (similar to Tom's Creek renovation, based on topography.)
 - C. Anderson Pond restoration: Re-establish darter-appropriate flow at Anderson Pond and reestablish a genetic connection between the formerly-isolated upstream population of Okaloosa darters and the Turkey Creek population.
 - D. East Turkey Creek culvert replacement: Remove decaying culvert at Rocky Bayou Drive, replace with new open-bottom culvert, rehabilitate impacted stream channel, and maintain zero-impediment status to upstream/downstream movement of darters.
 - E. Eglin AFB culvert replacements: Remove 31 decaying culverts, replace with new open-bottom culverts or eliminate stream crossings and rehabilitate stream channel per Eglin AFB Plan, minimize sediment run-off from road crossings, maintain zero-impediment status to upstream/downstream movement of darters.
 - F. Before and after-construction monitoring program: Provide funding (to the University of Florida and Loyola University) to fill data gaps and provide information for future population studies on the construction impacts to Okaloosa darters and their habitats specific to the Connector Project.
 - G. Okaloosa darter population genetics: Provide funding (to the University of Florida and Loyola University) necessary to initiate genetic studies on the Okaloosa darter and assess the genetic impacts of the Connector project.

3. Failure of the Permittee to comply with this Permit and conditions, and applicable laws, rules, and ordinances may result in suspension or revocation of this permit, enforcement action in an appropriate court, in addition to any and all other enforcement actions available to the FWC or other governmental entities in regard to this Permit.
4. This Permit does not convey to the Permittee or create in the Permittee any property right, or any interest in real or personal property; nor does it authorize access or activities on any public property (including but not limited to sovereignty submerged lands) or private property. Any required permission accordingly must be secured by the Permittee from the appropriate landholders prior to any such access or activities.
5. This Permit does not relieve the Permittee from liability and penalties when the permitted activity causes harm or injury to: human health or welfare; animal, plant or aquatic life; or property not specifically permitted herein. It does not allow the Permittee to cause pollution in contravention of Florida Statutes or applicable laws, rules or ordinances.
6. This Permit constitutes FWC authorization for activities specifically described in paragraph 1 of this Permit. It does not authorize activities for which other governmental authorization is required; specifically (but without limiting the generality hereof) this Permit does not authorize the take or incidental take of sand and blue tail mole skinks or other species listed under the federal Endangered Species Act, activities which may require a permit from the ACOE, nor activities for which water management district or local government authorization may be required. Permittee is solely responsible for obtaining all other governmental authorizations to undertake activities authorized by this permit.
7. This Permit shall be prominently posted on the Project site, and both the Plan and Project must be readily available for inspection by all authorized officials (FWC, USFWS, local building and zoning, law enforcement) at all times the permitted activities are ongoing.
8. The activities authorized under this Permit may be carried out by authorized personnel or contractors of the Permittee or Authorized Agent, provided all such activities are under the supervision and responsibility of the Permittee or Authorized Agent. The Permittee and Authorized Agent shall be as fully responsible for any such activities to the same extent as if they had themselves carried out those activities under this Permit.
9. This Permit is transferable only to subsequent owners of the Project or portions thereof. To transfer the Permit, the Permittee shall notify FWC in writing giving the name and address of the proposed new owner, and providing a copy of the instrument effectuating the transfer (and all related documents associated with such transfer), together with a written agreement by the transferee acceptable to FWC binding the transferee to the requirements of this Permit to the same extent as the original Permittee. FWC will approve the transfer unless it determines that the transferee has not provided reasonable assurance that the transferee can and will comply with the Permit. The

Permittee or transferor transferring this Permit shall remain liable for any corrective actions that may be required as a result of any permit violations prior to sale, conveyance, or other transfer of ownership or control of the Project or part thereof. The transfer of individual dwelling units to end purchasers shall not be considered a transfer of the Project or part thereof subject to this paragraph.

11. The Permittee is required to submit progress reports upon request and an annual report commencing December 30, 2010 detailing which mitigation/restoration activities have been completed. The Permittee is specifically required to provide copies of any and all monitoring reports and published literature resulting from the work proposed in item 2.F to this office.
12. This permit shall be effective from the date of issuance until the expiration date or terminated by action of FWC.

A person whose substantial interests are affected by FWC's action may petition for an administrative proceeding (hearing) under sections 120.569 and 120.57 of the Florida Statutes. A person seeking a hearing on FWC's action shall file a petition for hearing with the agency within 21 days of receipt of written notice of the decision. The petition must contain the information and otherwise comply with section 120.569, Florida Statutes, and the uniform rules of the Florida Division of Administration, chapter 28-106, Florida Administrative Code. Because an administrative hearing may result in the reversal or substantial modification of this action, the applicant is advised not to commence construction or other activities until the deadlines set by law for filing a petition for an administrative hearing or request for an extension of time have expired. Mediation is not available. The enclosed Explanation of Rights statement provides additional information as to the rights of parties whose substantial interests are or may be affected by this action.

LIC 6-20
LSIT-09-0450 Maharrey David USAF Okaloosa darter.doc
Enclosure

Cc: Mick Garrett (Mick.Garrett@hdrinc.com)
Species Conservation Planning Section (Jeffery.Wilcox@myFWC.com)
Habitat Conservation Scientific Services (Ted.Hoen@myFWC.com)

APPENDIX H

LETTERS OF INTENT FOR PERMITTING

(Intentionally left blank)

Appendix H. LETTERS OF INTENT FOR PERMITTING

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE FLORIDA

Barbara J. Brandt
96 CEG/CEAR
510 DeLeon Street, Suite 100
Eglin AFB FL 32542-5133

26 Jan 2010

Mr. Larry O'Donnell
Florida Department of Environmental Protection
160 Governmental Center
Pensacola FL 32501-5794

RE: Mid Bay Bridge Connector Roadway Project
Okaloosa County, FL

Dear Mr. O'Donnell,

Eglin Air Force Base is engaged with the Mid Bay Bridge Authority (MBBA) in a project to construct a multi-lane roadway from the north end of the Mid Bay Bridge to US Hwy 85 in Okaloosa County. Authority for this project is found in attachments 1 (Eglin AFB approval) and 2 (Congressional Legislation). Eglin AFB intends to facilitate the issue of a long term Easement in support of the construction and maintenance of the roadway.

The MBBA has asked that its lead consultant and project manager, HDR Inc., be allowed to request and obtain wetlands and/or storm water permits for use within the project. Eglin AFB supports that request and further asks that your department allow the MBBA and/or HDR Inc. to proceed with the submittal of permit applications pursuant to 62-312 and 62-346 F.A.C.

We understand that the MBBA will submit the application utilizing HDR, Inc. as it's agent on the application form(s). While Eglin AFB does not intend to designate an authorized agent for the overall project, we do wish to grant permission to the Mid Bay Bridge Authority to proceed with the permit application process.

If I can be of further assistance in the matter, please feel free to call at (850) 882-8766 or email to steven.grimm@eglin.af.mil.

Sincerely,


BARBARA J. BRANDT, YC-02, DAF
Chief, Real Estate Flight

Attachments:
1. Eglin AFB Conceptual Approval
2. NDAA 2008 Excerpt



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE FLORIDA

Barbara J. Brandt
96 CEG/CEAR
501 DeLeon Street, Suite 100
Eglin AFB FL 32542-5794

February 2, 2010

Ms. Linda Bauer, P.E.
Florida Department of Environmental Protection
160 Governmental Center
Pensacola, FL 32502

RE: Mid-Bay Bridge Authority Phase 2 Connector


Dear Ms. Bauer,

Eglin Air Force Base is engaged with the Mid Bay Bridge Authority (MBBA) in a project to construct a multi-lane roadway from the north end of the Mid Bay Bridge to US Hwy 85 in Okaloosa County. Authority for this project has been provided under separate cover by Eglin Air Force Base (AFB).

As a result of the corridor approved for the project under the Environmental Assessment and the subsequent design alignment, the Eglin range road that provides access to a boat ramp along the south shore of Rocky Creek in the vicinity of the project will be impacted. This unimproved road will be reconfigured in order to allow continued access to the boat ramp. The new configuration of the boat access road (located at the south end of the project in the vicinity of Ponds 1 and 2) is shown on the roadway plans for Phase 2 of the Connector project, although most of the road footprint falls outside of the MBBA Connector right-of-way (R/W). Eglin AFB authorizes this reconfiguration to occur in concurrence with the construction of Phase 2 of the Connector, by the MBBA contractor for the project. The unimproved road will remain under Eglin's authority, on Eglin property. We ask that your department allow the MBBA and/or HDR, Inc. to proceed with the submittal of permit applications pursuant to 62-346 and 62-312, F.A.C.

Please feel free to contact me with any questions or concerns at (850) 882-8766. Thank you for your attention.

Sincerely,


BARBARA J. BRANDT, YC-02, DAF
Chief, Real Estate Flight