



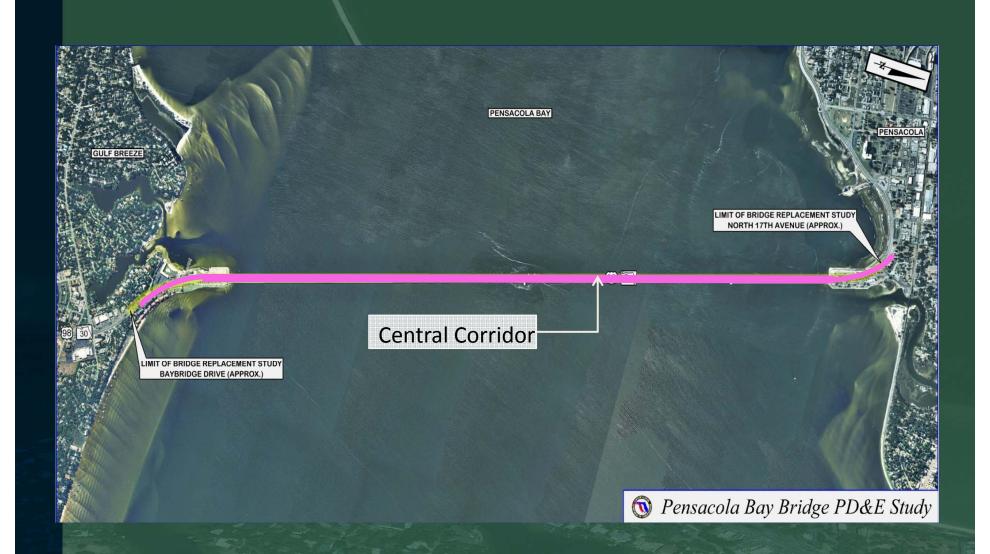




- Basis for performing the replacement bridge study
 - Lack of modern safety provisions
 - No facilities for bikes and pedestrians
 - Does not meet current desirable navigation requirements
 - Deteriorating conditions indicate that the twin bridges are structurally deficient
- Study Purpose
 - Determine the best solution for replacement of the existing bridge









Preferred Corridor – Central



- Least disruptive to community facilities
 - Pensacola Wayside Park
 - Gulf Breeze Wayside Parks East & West
 - Gulf Breeze Boat Launch/Emergency Services
 - Pensacola Welcome Center
 - Escambia County Fishing Bridge
- Least Disruptive to the Marine Environment
 - Essential Fish Habitat
 - Endangered and Protected Species
 - Cultural Resources
- Least Disruptive to Residents and Businesses
- Preserved the greatest amount of shoreline



Central Corridor Design Alternatives



"Build" Alternatives

- -Central East
- -Central West
- FDOT/FHWA are also required to assess a "no build" condition throughout the PD&E study



Central East & West – Design Alternatives





Central West





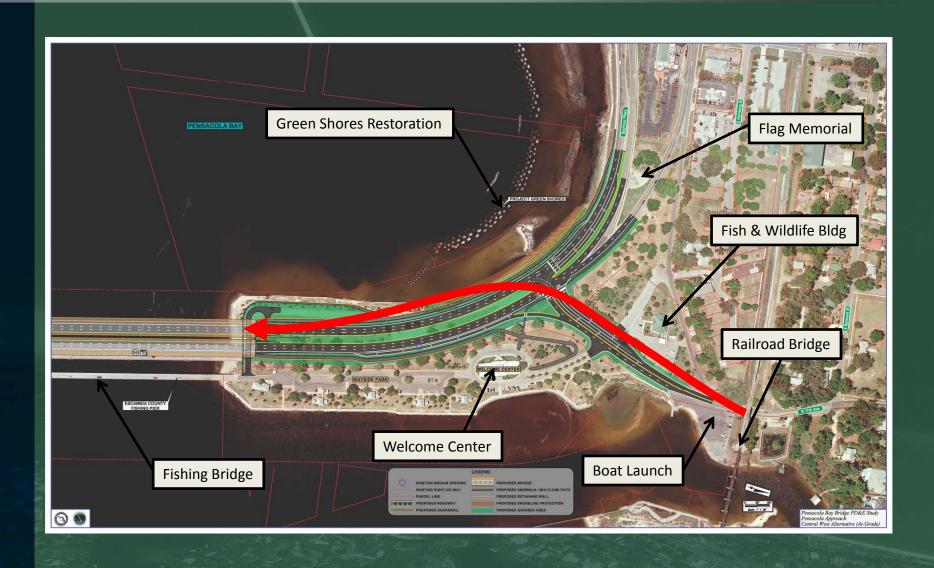


Central East



17th Avenue – "Flyover Concept"







Wayside Park Concept Plan













Current Status and Ending Tasks



- Extensive coordination with local governments/state and federal agencies
- Refined the alternatives and completed the preliminary engineering analysis
- Completed the environmental documents
 - Air, noise, contamination evaluation
 - Wetlands, endangered species, essential fish habitat
 - Archeological & historic Sites (Marine Artifacts)
 - Parks & recreation sites
- Prepared a Draft Environmental Assessment /Section 4(f) National Environmental Policy Act (NEPA) Document
- Present the alternatives and the environmental documents to the public
- Evaluate comments, complete the Environmental Document and secure approval of the preferred alternative from the Federal Highway Administration



Build Alternatives – Matrix Evaluations



Businesses/Residences

Community Services

Parks/Recreational Sites

Archaeological Sites

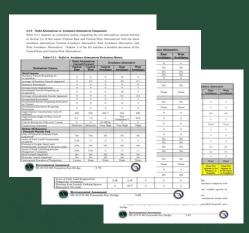
Natural Environmental
Public Comments
Project Cost

Evaluation Oritoria	Central Central East	
Social Impacts	Dept.	****
Requires Relocation of Plorida Pals & Wildfills Conservation		
Commission Building?	Possibly	Possibly
Number of Commercial Parcels Requising RW Acquisition	- 1	4
Acres of Commercial Property Permanently Acquired	0.40	0.7%
Number of Commercial Tenants Affected by RW Acquisition	0	9.0
Number of Enisting Communical Parking Spacer Eliminated	0	34
Parcel (8)	107	40
Outronal & Community Impacts		100
Section 42 Revenues		
Section 42 Receives Impacted (3.544) 1	3	1
Acres of Park Land Postsonetty Acquired	5.86 0	1.05,00
Forecast of Usable Land Permanently Acquired		
CHL17 total serve?	115	856
Acres of Park Land Occupied by Tomporary Construction: Exercise	6.54	337
Premanent Boot Launch Imparts	Ness	Nan
Covered Picase Pavilions Permanently Eliminated (14 total)	1	0
Enisting Forking Sporce Eliminated (218 total)	108	14
Forking Spans Repland Sensath Ketenhal Drolge in Gdf		
Directo	100.74	45.71
Register Removal and Replacement of Fishing Reidge?	Yes	No
Pirck Disliftings Impacted (it total) **	- 2	. 0
Antinipated Dunston of Temporary Consum of Peasurolle Wagnido Dark	Types	None
Anticipated Direction of Tempowary Choops of Epopulsia Occapie	17100	71.80
Fishing Bridge	1200	New
Actorpated Temporary (Source of Oulf Breeze Warnish Park)		
(Kest Side)	Ayeses	1,205.75
Anticipated Temperary Cheurs of Gulf Broom Warnish Fack.		
(Wast field	Tyeses	Danes

Prodence Ore	Table 5.6.1 · Summary of Prudence	Table 5.6.1 · Summary of Prudence Determination of Avoidance Alternatives					
It compromises the project to in unreasonable to proceed in project's stated purpose and	Produce Orienta	Central Areidence Attenuative	East Arcidence Alternative	West Arridan Alternative			
alternative doesn't address t need of the projects:	It compromises the project to a degree that it is unreasonable to proved in light of the project of such surpass and week in. the alternative deem't address the purpose and need of the project).	Yes. Resulting typical section does not most FDOT coltonia or accommodate pedestriane and hicyclists.	No. East Alternative-does solderen Purpose and Need.	No. West Alternative do address Purpos and Need.			
Problems:	It results in unacceptable safety or operational problems:	Yes. Delays on Convex Print Eridge would be unacceptable. Hurricome evacuation would be secondly compromised.	Yes. "Fishbook" geometry is unconventional and undesirable.	So. Geometry i acceptable.			
ther reasonable nitigation, or one swist, excession or a specific severe damption is semantice severe damption in semantice or dampeted to absorbly or lovel specific control and services and severe specific or instructed resource pro- ting the severe specific severe to be a severe specific severe specific severe specific severe specific severe specific severe specific s	After reasonable saliquation, it still ensures severe reside, ensures at entire streament of entire streament of entire streament of ensurement of ensuremen	Yes. Detour to Garces Point results in seasorytable rests to welsty.	Yes. Has major imparts to seighborhood north of EE trades, a florition 100 Challenters often and Exploration of Park-has major additional environmental imparts of new 2 male lay crossing.	Tes. Empires displacement of two hetels and one residence. Requires acquisition of 6 scene eriod property has additional environmental impacts of new by creating anotheric impact to Cult Errorar Park.			
Treads in additional cond- minimum, or operational nitracellancy magnitude. Bevirenmental As- SE 20:(15:40) Pos-	It receives in additional construction, municipated, or operational costs of extraordinary magnitude.	Vox floroxycar bridge closure is unacceptable and would be public outsit humand.	Vrs. Right of way and construction code would be very hade	Yor. Right of way cost is \$20 million.			

Currently Preferred Alternative

CENTRAL WEST







Avoidance of Park Property – Section 4(f)



- Section 4(f) of the 1966 Surface Transportation Act passed by the US Congress requires the Federal Highway Administration (FHWA) to evaluate alternatives that avoid parks, national historic sites, and waterfowl refuges
- Prior to the taking of land from any of the above named places
 FHWA must demonstrate that the avoidance alternatives are not reasonable or prudent.
- The Pensacola Bay bridge Replacement study has to comply with this statute. Three potential alternatives were examined:
 - Avoidance to the East
 - Avoidance to the West
 - Remain inside the existing FDOT right of way



Park Avoidance Alternative - East









Park Avoidance Alternative - West







Park Avoidance – Use Existing Right-of-Way



Construction Detour





Endangered Species Act – Section 7



In this case, the USFWS has determined by review of the project information, that this project is likely to adversely affect the Gulf Sturgeon and formal consultation is necessary.

- Provide Additional Information for Formal Consultation
 - type of pile (sheet, H, tubular, square, etc.),
 - diameter of piles,
 - number of piles driven,
 - number of hammer strikes per pile,
 - duration to drive a single pile,
 - number of piles driven per day,
 - time of year of the activity, etc.





Paths on each one of the twin bridges

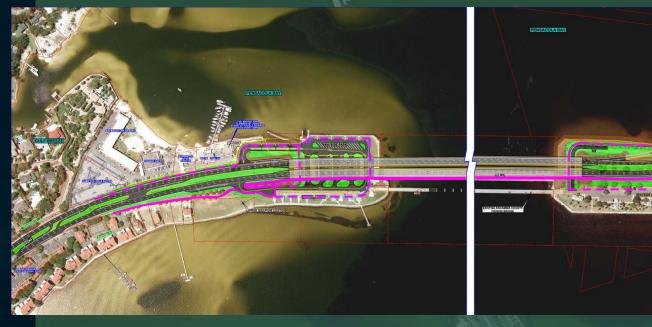








Path on one of the twin bridges (east bridge)





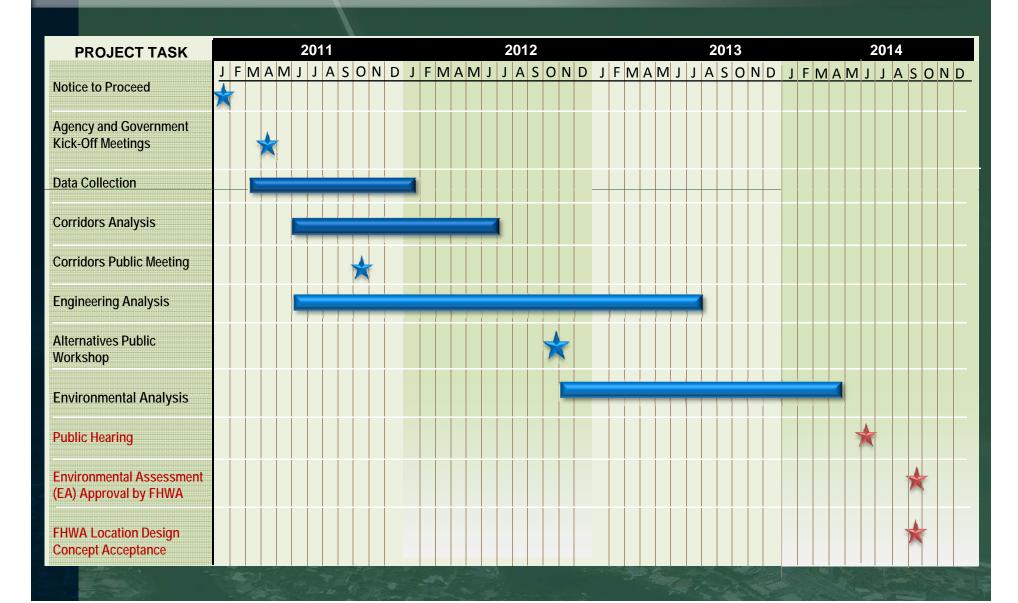




- "Build" Alternatives
 - Central East
 - Central West
- Multi-use path options
- Section 4(f) avoidance considerations
- Draft Environmental Assessment/Section 4(f) Document
- Engineering & Environmental Support Documents
- PUBLIC HEARING
 - June 10, 2014
 - Crowne Plaza Hotel (Adjacent to Civic Center)
 - Time: 5 PM to 7 PM











www.PensacolaBayBridge.com

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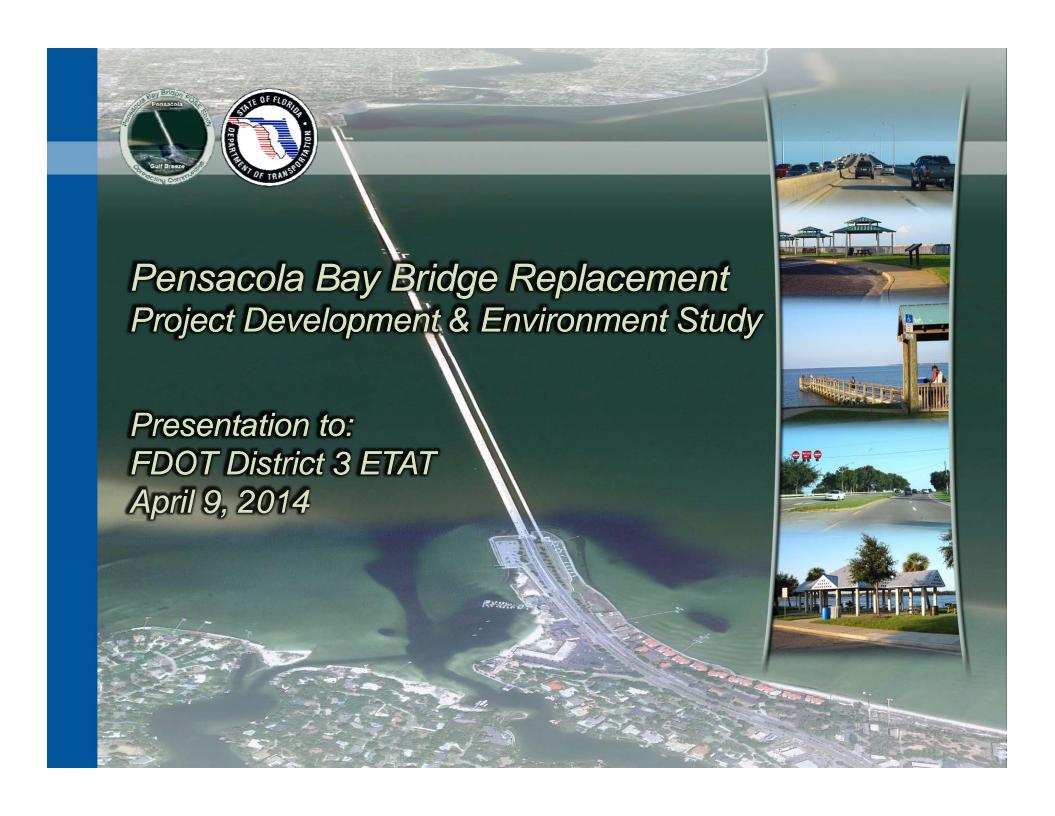
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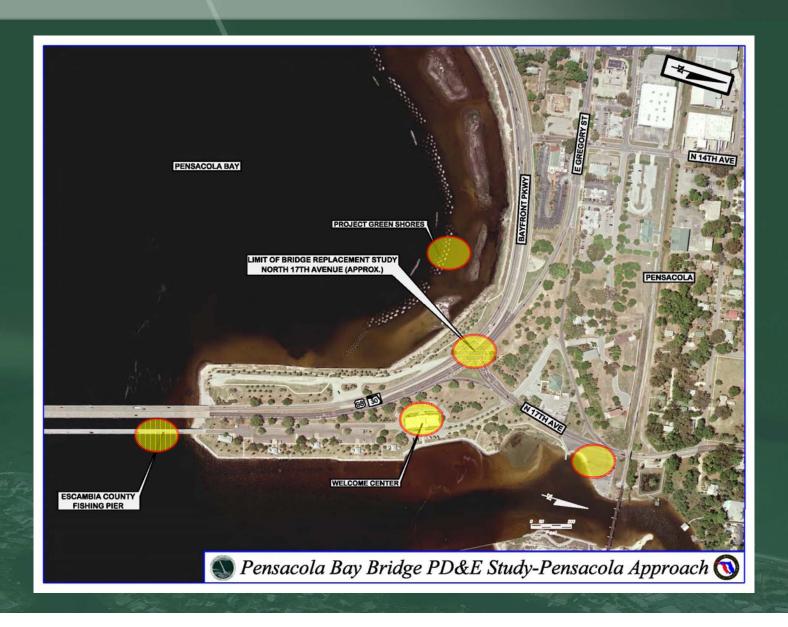
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Pensacola Approach

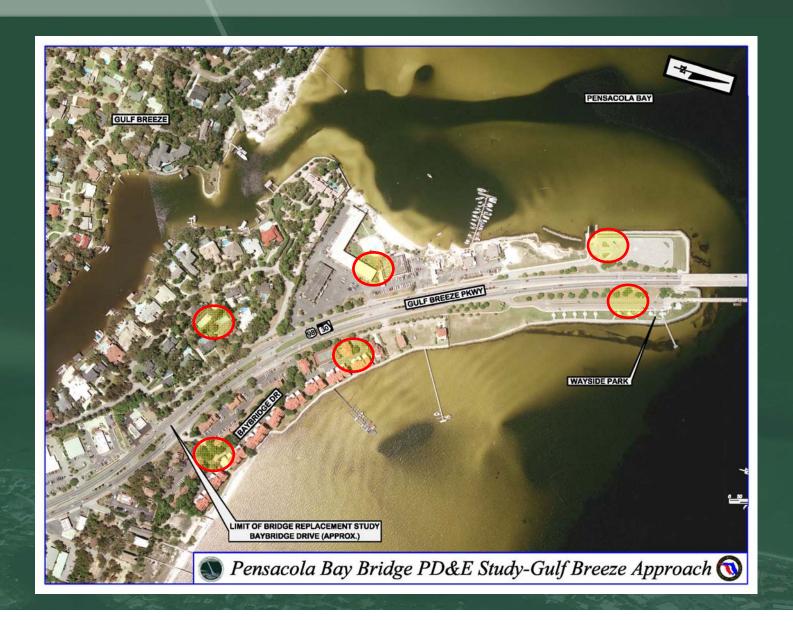






Gulf Breeze Approach







Road & Bridge Configurations



- Three lanes in each direction
- Shoulders adjacent to the travel lanes (bridge only)
- Pedestrian/bicycle path in each direction

