

**FINAL ENVIRONMENTAL IMPACT STATEMENT  
 MITIGATION STATUS AND COMMITMENT COMPLIANCE  
 PROJECT RE-EVALUATION**

ADDRESSED  
 PENDING/ONGOING

6/14/2011 11:12

COMMITMENT		ADDRESSED?	ACTION BY WHOM	STATUS	REMARKS
Item #	Description				
<b>SECTION VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE</b>					
0.0	Future wetland delineation will be required to determine possible wetland impacts associated with the new preferred pond site for the Southfork of the St. Lucie River Basin (east) - Parcel 103.	YES	FDOT	Complete	The December 8, 2008 Pond Siting Report Addendum indicated that Parcel 103 does not contain wetlands. This was verified during subsequent field reviews. No wetland delineation is required for Parcel 103.
0.1	Freshwater and estuarine wetland impacts, which would result from the construction of this project, are proposed to be mitigated through the following options: pursuant to S. 373.4137 F.S. (Senate Bill 1986), through available established banks within Martin County, or through on-site mitigation. Coordination with all appropriate agencies will continue through the Design and Construction phases of the project.	YES	FDOT	Complete	0.1: Compensatory mitigation for impacts to freshwater and estuarine wetlands includes the use of three off-site mitigation banks/sites (Martin County's Hutchinson Island/FOS site, Dupuis Reserve and Bear Point Mitigation Bank), as well as a 0.55-acre on-site mangrove wetland creation area on the west shore of the South Fork of the St. Lucie River, within the project limits. Both the SFWMD Environmental Resource Permit and the USACE's Federal Section 404 Wetland Dredge and Fill/Section 10 Rivers and Harbors Permit have been issued for the project.
1.0	A signal warrant analysis and access management review will be performed during the Final Design phase to evaluate the potential placement of a traffic signal at one of the following locations: Hidden Oaks Middle School, Berry Avenue, Danforth/Palm City School Avenue, and Whispering Sound.	YES			This commitment does not apply to FM# 230978.1, the segment currently under construction. This commitment applies to FM# 230978.2 and will be addressed in the RFP/Final Design for that segment.
2.0	Variations from access management standard will be requested for the western most median opening for Hidden Oaks Middle School and at the intersection of Palm City School Avenue to allow all movements at these locations.	YES			This commitment does not apply to FM# 230978.1, the segment currently under construction. This commitment applies to FM# 230978.2 and will be addressed in the RFP/Final Design for that segment.
3.0	The project will include sidewalks, bicycle lanes, and "green" buffer strips on both sides of the roadway throughout the project corridor.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
3.1	Sidewalks from the project's beginning to St. Lucie Shores Drive will be 8 ft. in width as requested by the communities bordering the project.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
3.2	Sidewalks along the bridge and the Indian Street portion of the project will be a minimum of 6 ft. in width	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
3.3	There will be signalized crosswalks at each signalized intersection.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
3.4	There will be consideration of a signalized crosswalk and pedestrian refuge in the vicinity of the Hidden Oaks Middle School during the Final Design phase of project development.	YES			This commitment does not apply to FM# 230978.1, the segment currently under construction. This commitment applies to FM# 230978.2 and will be addressed in the RFP/Final Design for that segment.
4.0	FDOT shall minimize Impacts to the Martin County Kiplinger site, a narrow fringed island acquired by Martin County for conservation that separates the South Fork of the St. Lucie River and Okeechobee Waterway, by examining the feasibility of designing the bridge in such a way as to reduce the number of bridge pilings that will directly impact the mangrove island. During the Final Design phase, the FDOT will evaluate the agreement reached with Martin County Parks and Recreation Department of designing the bridge with a target of only one pier within the mangrove island.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
4.1	The contractor is prohibited from using the 200-foot right of way on the Kiplinger site for staging or stockpiling activities.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.

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5.0	A top-down construction method, use of temporary construction platform or other appropriate methods will be considered to minimize impacts to Essential Fish Habitat (EFH) and the mangrove island from the construction of the proposed bridge.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.01	Turbidity will be further addressed through established permit conditions and Best Management Practices to control erosion and sedimentation.		D/B Firm	Ongoing.	Also included as Special Condition of Environmental Resource Permit.
5.3	As the temporary work platform approaches the mangrove island, it will be at an elevation that will have minimal impact to the tree canopy.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.31	Removal of vegetation (including the root system) from the island will be limited to the area where the piles and pier caps will be constructed (approximately 37 ft. x 24ft.) and the area where the piles for the temporary work platform will be driven into the ground (not expected to be greater than 3 ft. in diameter).	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.4	The temporary work platform will be placed either north or south of the center line of the bridge, but will not occur on both sides of the permanent structure. Restricting the platform to one side of the bridge will limit temporary shading impacts to the water column and mangrove vegetation.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.5	The platform will be constructed with a maximum width of 35 ft. that will not extend beyond the limits of the right of way, temporary construction easement, or submerged land easement.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.6	Length of platform will extend no more than 50 ft. east of the eastern face of the mangrove island pier.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.7	The platform may employ "fingers" perpendicular to the work bridge as necessary. One transverse finger per pier may be permitted not to exceed 35 ft. in width and not to extend more than 30 ft. beyond the project Centerline of Construction.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.8	Platform will be located outside the limits of the navigation channel and portions of the platform located near the channel will be adequately lit during the duration of construction.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.9	The RFP prohibits the placement of a dredge access channel for barge placement.		D/B Firm	Complete	5.9 – the prohibition of dredge access channels was addressed in the Design/Build RFP. The RFP restricts the contractor from using this method of bridge construction and clearly stated that a trestle would be used. Utilization of trestle for construction access.
5.10	While some lateral trimming of vegetation may be required, the platform will avoid impacting the roots and soil; thus, avoiding the total removal (take) of mangroves within its footprint. Rather, the vegetation in the platform footprint will only require trimming.		D/B Firm	Ongoing.	Special condition within SFWMD ERP 43-02393-P.
5.11	The FDOT PL&EM Office will submit an addendum to the EFH report to the NMFS and will continue to coordinate with NMFS and identify mitigation, if any, for potential impacts to EFH. The FDOT will provide the information to the Design/Build Firm for inclusion in the plans.	YES	FDOT	Complete	The EFH Addendum and the Mitigation Plan were submitted to the NMFS. In a letter dated May 6, 2010, NMFS concluded that the compensatory mitigation proposed by FDOT is likely to adequately offset the proposed impact to EFH and other wetlands. Because the USACE Federal Wetland Dredge and Fill Permit has been issued, NMFS finds that the EFH provisions of the Magnuson-Stevens Act has been met and EFH consultation is complete.

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5.12	The minimum span length shall be 140 feet. The superstructure type shall remain constant over the entire length of the bridge.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.13	Substructure shall consist of single column or hammer head type piers.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.14	A maximum of one pier (or one set of piers) shall be permitted on the Kiplinger site (mangrove island).	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.15	If a pier is located within the Kiplinger site, the top of the pile cap must be buried a minimum of ten (10) feet below existing ground to minimize scour.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.16	A maximum of two piers (or two sets of piers) shall be permitted in the Okeechobee Waterway.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
5.17	The Design/build Firm shall design and construct a fender system in accordance with the FDOT Structures Manual for the span over the navigation channel.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
6.0	Avoidance and minimization of impacts to Essential Fish Habitat will be continually reviewed and implemented, where possible, through the Final Design and Construction phases.		D/B Firm & CEI	Ongoing.	The D/B Firm will continue to construct the project according to the SFWMD and USACE permit conditions. The EFH concerns are being addressed by following the permit conditions as well.
6.1	NMFS requested that the coordination with the U.S. Army Corps of Engineers (USACE), South Florida Water Management District (SFWMD), and NMFS be conducted with regard to the Unified Mitigation Assessment Method (UMAM) wetland analyses. The UMAM analyses will be used during the discussions regarding mitigation for the mangrove impacts associated with the west bank of the South Fork of the river, the mangrove island (Kiplinger site), and the east bank of the Okeechobee Waterway.	YES	FDOT	Mitigation plans included in Released for Construction Plans.	The RFP for FM# 230978.1, the segment being advanced, requires that the Design/Build Firm comply with this commitment through the Final Design and Construction phases of the Project
6.2	The FDOT PL&EM Office will analyze potential effects to seagrass beds and other benthic communities existing in the project area and complete an addendum to the EFH report following the 2009 Submerged Aquatic Vegetation (SAV) survey of the project area.	YES		Complete	6.2: The 2009 SAV survey was conducted in May 2009 and no seagrasses or other benthic communities were identified. This information was included in the EFH Addendum. NMFS found that the EFH provisions of the Magnuson-Stevens Act have been met and EFH consultation is complete. The SAV surveys were submitted with the SFWMD and USACE permit applications. Both the SFWMD Environmental Resource Permit and the USACE Federal Wetland Dredge and Fill Permit per, which have both been issued at this time.
7.0	Assistance will be provided to Martin County for implementation of the elements of the Florida Communities Trust (FCT) Management Plan as Section 4(f) compensation for impacts to the island portion of the Kiplinger site. The FDOT will provide Martin County with all information needed to complete the annual stewardship report for Kiplinger Park (due January 2010), which will include the status of the Indian Street Bridge project.	YES		The FDOT will conduct the required coordination with Martin County for both Jock Leighton Park and the Kiplinger site	7.0: The FDOT has provided assistance, as requested by Martin County staff, in completing the annual Kiplinger Stewardship Report required as part of the FCT Management Plan. FDOT will continue to provide assistance as needed by Martin County.
8.0	Neither the Danforth Park nor Leighton Park sites will be used for staging or storage areas during the Construction phase.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.

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9.0	Prior to the Construction phase, notification and coordination will occur with the Martin County Parks and Recreation Department regarding the removal of the existing oak trees along SW 36th Street and the transportation easement along Jock Leighton Park. Any landscaping at Jock Leighton Park that may be affected by construction will be replaced with similar material. Should the fence around the park be affected, a suitable replacement fence will be furnished and installed.		D/B Firm	Ongoing.	Tree relocation successful. Fencing to be replaced upon completion of construction.
10.0	Opportunities for aesthetic treatments and community amenities will be evaluated and developed during the Final Design phase with input from local government entities and the community. Design of these features will be coordinated with the Palm City Community Redevelopment Agency (CRA) and the Palm City Neighborhood Advisory Committee (NAC).	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
11.0	During the Final Design phase, there will be further consideration of noise barriers at two locations: the Martin Downs neighborhood and the Crossings at Indian Run Apartments.	YES			Based upon the findings of the FEIS, no noise barriers are proposed within FM# 230978.1, the current segment under construction.
11.1	RFP also states that the Design/Build Firm shall be responsible for abatement of construction noise and vibration to acceptable levels as described in the Contract Documents and as measured at nearby noise/ vibration sensitive sites including residential and commercial properties and at reference distances proximal to the equipment. The Design/Build Firm shall adhere to the noise control restrictions contained in the Department Standard Specifications for Road & Bridge Construction, Division II.		D/B Firm	Ongoing.	
12.0	A R/W and Relocation Program will be carried out in accordance with F.S. 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17).	YES			The ROW for FM #230978.1, the current segment under construction, was cleared in its entirety on March 31, 2011.
13.0	Seven identified potential petroleum contamination sites will be investigated prior to any construction and any necessary cleanup plans will be developed. Actual cleanup will take place during construction. Special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package.	YES		The Design/Build Firm must address this commitment in the Design and Construction phases. The Design/Build Firm will be responsible for any further contamination assessment necessary and any necessary remediation based upon further development of the Project design	All sites identified in the PD&E study were reviewed and tested during the Design Build RFP package preparation. No know contamination impacts were identified.
13.1	The Design/Build Firm shall provide plans to the Department's Contamination Impact Coordinator (DCIC) for constructability review. The DCIC will review the plans and advise/recommend the course of action if/when contamination issues are apparent.	YES	D/B Firm	Ongoing.	In the event that any hazardous materials or suspected contamination is encountered during construction, or if any spill of hazardous materials occurs, the Design/Build Firm must act in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.
13.2	The Design/Build Firm will be responsible for responding to all traffic incidents during the construction and management of the Project, including but not limited to - contamination and hazardous materials release associated with traffic incidents, unauthorized dumping and/or similar incidents.		D/B Firm	Ongoing.	In the event that any hazardous materials or suspected contamination is encountered during construction, or if any spill of hazardous materials occurs, the Design/Build Firm must act in accordance with the FDOT's Standard Specifications for Road and Bridge Construction.

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14.0	Every effort will be made to mitigate any wetland impacts within the project corridor if possible, and if not, other areas within Martin County will be explored for restoration options. Freshwater and estuarine wetland impacts, which would result from the construction of this project, are proposed for mitigation through the following options: pursuant to S. 373.4137 F.S. (Senate Bill 1986), through available established banks within Martin County, or through on-site mitigation. Senate Bill 1986 will be pursued as the first option to satisfy all mitigation requirements of Part N, Chapter 373, F.S. and 33 U.S.C. 1344.	YES	FDOT		Mitigation plans included in Released for Construction Plans.
	FDOT will coordinate and select appropriate projects for wetland mitigation. The FDOT is responsible for providing the mitigation plan to the Design/Build Firm.	YES	FDOT		Mitigation plans included in Released for Construction Plans.
15.0	During the project's Final Design/Permitting phase, when more specific design information is available, the FDOT will re-evaluate fresh water wetlands affected by the project using the Unified Mitigation Assessment Method (UMAM). The Department will coordinate with the U.S. Fish and Wildlife Service (USFWS). Mitigation for any potential losses to fresh water wetlands used by the Wood Stork will be located within the Wood Stork CFA to the maximum extent possible, thereby resulting in a "may affect, but is not likely to adversely affect" finding for this species.	YES	FDOT	Coordination with the USFWS by the FDOT PLE&M Office is ongoing. The wetlands in Segment 1 that will be impacted by the proposed project are currently being reassessed. The revised wetland assessments will be submitted to the USFWS once complete	None of the impacted wetlands provide open water suitable for wood stork foraging. All project personnel have gone through environmental training specific to the project and are aware of protocol if a threatened or endangered species is encountered.
15.1	The Design/Build Firm shall be expected to first attempt to avoid wetland impacts. Avoidance measures during design should be applied throughout the project. In the event avoidance is not possible, the Design/Build Firm shall exercise minimization to wetlands within the project limits to the greatest extent possible while maintaining a cost-feasible design.	YES	D/B Firm		Wetland impacts have been minimized in the Released for Construction Plans. Mitigation efforts will take place upon completion of construction.
16.0	Standard construction provisions for the Eastern Indigo Snake and West Indian Manatee will be incorporated into the Specification Package, thereby resulting in a "may affect, not likely to adversely affect" finding for these species.		D/B Firm	Ongoing.	All project personnel have gone through environmental training specific to the project and are aware of protocol if a threatened or endangered species is encountered.
16.1	Further coordination with National Marine Fisheries Service (NMFS) will occur during the Final Design phase to establish a determination of effect for the recently listed federally protected endangered Smalltooth sawfish and any potential protection measures will be implemented based upon the determination.	YES	FDOT	The FDOT PLE&M Office is conducting ongoing coordination with the USFWS. On February 20, 2009, the FDOT PLE&M Office conducted a coordination meeting with the NMFS to discuss the Project. During this coordination meeting, the FDOT agreed to submit an addendum to the Endangered Species Biological Assessment (ESBA) which would address potential effects to the smalltooth sawfish ( <i>pristis pectinata</i> ) from the proposed project. The addendum to the ESBA is being drafted and will be completed prior to the issuance of permits. The FDOT will provide the information regarding this coordination to the Design/Build Firm for inclusion in the plans.	Permit conditions in place for manatee/sea turtle/smalltooth sawfish observation program.
16.2	Design/Build Firm shall honor this commitment to mitigate any potential impacts to listed species known to inhabit the project corridor and ensure the addition of any necessary Construction Precautions for listed species.	YES	D/B Firm		Mitigation plans in place. All project personnel have gone through environmental training specific to the project and are aware of protocol if a threatened or endangered species is encountered.

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16.3	The FDOT and Design/Build Firm shall continue coordination with the USFWS, NMFS and FFWCC in accordance with the Endangered Species Act.		FDOT / D/B Firm	Ongoing.	All project personnel have gone through environmental training specific to the project and are aware of protocol if a threatened or endangered species is encountered.
16.4	The Design/Build Firm must comply with conditions specified in the permits regarding the protection and precautionary guidelines for any endangered species.		D/B Firm	Ongoing.	All project personnel have gone through environmental training specific to the project and are aware of protocol if a threatened or endangered species is encountered.
16.5	The Design/Build Firm must coordinate on site with the PL&EM staff before initiating construction and maintain coordination throughout the Project. The Design/Build Firm must immediately contact the PL&EM Office if any federal or state-listed animal species is observed within the Project limits.		D/B Firm	Ongoing.	All project personnel have gone through environmental training specific to the project and are aware of protocol if a threatened or endangered species is encountered.
17.0	Further coordination with the NMFS will be conducted during the Final Design and Permitting phases to assess impacts to EFH. An Addendum to the EFH Assessment will be prepared during the Final Design phase to document in detail the impacts and mitigation for EFH. Coordination will be initiated with the NMFS for their review of the Addendum.	YES	FDOT	Complete	17.0: The EFH Addendum and the Mitigation Plan were submitted to the NMFS. In a letter dated May 6, 2010, NMFS concluded that the compensatory mitigation proposed by FDOT is likely to adequately offset the proposed impact to EFH and other wetlands. Because the USACE Federal Wetland Dredge and Fill Permit has been issued, NMFS finds that the EFH provisions of the Magnuson-Stevens Act has been met and EFH consultation is complete.
17.1	The FDOT PL&EM Office will analyze potential effects to seagrass beds and other benthic communities existing in the project area and complete an addendum to the EFH report following the 2009 SAV survey of the project area. The FDOT PL&EM Office will coordinate with NMFS and identify mitigation, if any, for potential impacts to these areas including those associated with the design and construction concept, including impacts to jurisdictional wetlands and other surface waters. The FDOT will provide the information to the Design/Build Firm for inclusion in the plans.	YES	FDOT		All mitigation plans are up to date.
18.0	Over the next three years, the Department will conduct Submerged Aquatic Vegetation (SAV) surveys according to the NMFS monitoring protocol outlined in The Johnson's Seagrass Recovery Plan. This information shall be documented and coordination with the NMFS conducted as part of the Addendum to the EFH Assessment.	YES	FDOT	Complete	The three required SAV surveys were conducted in June 2007, May 2008, and May 2009. No seagrasses or other benthic communities were identified. This information was included in the EFH Addendum. NMFS finds that the EFH provisions of the Magnuson-Stevens Act have been met and EFH consultation is complete. No additional SAV surveys are required.
19.0	Foraging and nesting habitat for the Florida sandhill crane exists within and adjacent to the project. Resurveys in areas that may support nesting habitat will be conducted and the type of protective measures for this species will be determined during the Final Design and Permitting phases. If nests are identified, the Florida Fish and Wildlife Conservation Commission (FWWCC) will be contacted immediately. Protective measures implemented during construction are determined on a case-by-case basis and will depend upon site factors. The Design/Build Firm shall honor this commitment to mitigate any potential impacts to listed species known to inhabit the project corridor and ensuring the addition of any necessary Construction Precautions for listed species.	YES	D/B Firm		No nest sites have been found within the project area.
20.0	During the field surveys, gopher tortoise burrows were observed immediately adjacent to and within 200 ft. of the existing roadway. A comprehensive resurvey will be conducted during Final Design and prior to construction. If tortoises or burrows are found within proposed impact areas, coordination with the FFWCC will be initiated to determine the appropriate mitigation and to acquire the necessary incidental take or relocation permits.	YES	FDOT	Complete	A Gopher Tortoise 10 or Fewer Burrows Permit (Permit #GTT-10-00241) was issued on 12/15/10. Gopher tortoise burrow excavation has taken place, and all burrows are clear of gopher tortoises. Silt fencing is in place to prevent new individuals migrating into the area.

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21.0	The Design/Build Firm shall incorporate into the bridge design viable, non-harmful deterrent mechanisms to discourage birds from perching on the bridge, if such deterrent mechanisms are determined to be required through agency coordination and permitting.	YES		Complete	The SFWMD permit has been issued with no conditions requiring bird deterrent mechanisms.
22.0	Coordination with the United States Coast Guard (USCG) will take place during the Final Design phases with regard to permitting of the bridge over the Okeechobee Waterway and determination of any navigational aids required.	YES			All parties concurred with the proposed bridge pier locations within the Okeechobee Waterway.
22.1	On January 14, 2009, the FDOT conducted a coordination meeting with the USCG, USACE, and the Florida Inland Navigation District (FIND). During this meeting, the FDOT agreed to provide the USACE with information needed make a final determination regarding the location of the channel centerline.	YES		Complete	The USCG Permit has been issued for the project.
22.2	The USACE will provide the FDOT with information regarding the length of linear channel centerline that should be provided for this project.	YES		Complete	The USCG Permit has been issued for the project.
22.3	the USACE and the FIND will determine whether channel dredging will be required for the project.	YES	D/B Firm		No channel dredging scheduled to occur on the project.
22.4	FDOT made a commitment to provide a minimum of 200 feet of horizontal clearance (between fenders) and 55 feet of vertical clearance (above mean high water) over the entire navigable waterway.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
23.0	During construction, all provisions of the FDOT's most recent version of the Standard Specifications for Road and Bridge Construction will be followed.	YES			Addressed in the Released for Construction plans dated 7/30/10 for FM# 230978.1 and Contract documents.
<b>Additional Commitment</b>					
I	Public access to project information and status. Create and maintain a project website ( <a href="http://www.indianstreetbridge.com">www.indianstreetbridge.com</a> ).	YES			Currently being maintained by CEI and will continue through construction phase for FM #230978.1.
II	FDOT produce all documents concerning "scouting or reclamation activities that are scheduled to take place with regard to the Bridge and/or work to be done on the Kiplinger Island."			Ongoing.	<p>Item II: The FDOT determined that the most appropriate method for disseminating information to the public regarding project field activities was to make the commitment to create and maintain a project website (<a href="http://www.indianstreetbridge.com">www.indianstreetbridge.com</a>).</p> <p>Based on a conversation in April 2009 with FHWA Legal Counsel, the following notifications are required for the project in addition to the above website notification:</p> <ul style="list-style-type: none"> <li>· 30 days notice is required from FDOT to FHWA before the Design/Build Firm begins design.</li> <li>· 72 hours notice is required from Design/Build Firm to FDOT prior to field work which involves large equipment. FDOT will then immediately notify FHWA.</li> <li>· 31 days notice is required from Design/Build Firm prior to beginning of construction. FDOT will then immediately notify FHWA.</li> </ul> <p>The 30-day pre-Design notice, the 72-hour notice, and the 31-day notice have been provided to FHWA and posted on the Indian Street Bridge project website.</p>

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III	FDOT "provide adequate notice of any planned construction activities before they take place."	YES			<ul style="list-style-type: none"> <li>• 30 days notice is required from FDOT to FHWA before the Design/Build Firm begins design.</li> <li>• 72 hours notice is required from Design/Build Firm to FDOT prior to field work which involves large equipment. FDOT will then immediately notify FHWA.</li> <li>• 31 days notice is required from Design/Build Firm prior to beginning of construction. FDOT will then immediately notify FHWA.</li> </ul>
<b>SECTION VIII. CHANGES IN IMPACT STATUS OF DOCUMENT COMPLIANCE</b>					
A.6.0	The Design/Build Firm will review and comment on a Community Awareness Program provided by the PIC for the project.	YES			
A.6.1	<p>The Design/Build Firm shall provide all support necessary for the PIC to hold various public meetings, which may include:</p> <ul style="list-style-type: none"> <li>• Kick-off or Introductory Meeting</li> <li>• Metropolitan Planning Organization (MPO)</li> <li>• Citizens Advisory Committee Meetings</li> <li>• MPO Transportation Technical Committee Meetings</li> <li>• MPO Meetings</li> <li>• Minimum of Three (3) Community Update Meetings</li> <li>• Elected and Appointed Officials</li> <li>• Special Interest Groups (private groups, homeowners associations,</li> </ul>		CEI	Ongoing.	
C.1.0	The only pond site evaluated in the WER update that is still proposed is the pond site for the St. Lucie River (east) Basin - Parcel 103, which is associated with the segment being advanced (FM# 230978.1). Future wetland delineation will be required to determine possible wetland impacts for this proposed pond site. The FDOT PL&EM Office will conduct the wetland delineation.	YES	FDOT	Complete	C.1.0: The December 8, 2008 Pond Siting Report Addendum indicated that Parcel 103 does not contain wetlands. This was verified during subsequent field reviews. No wetland delineation is required for Parcel 103.
C.1.1	In the June 6, 2006 FEIS and October 19, 2006 Record of Decision, the FDOT made the commitment to reevaluate fresh water wetlands affected by the project using UMAM.	YES	FDOT	Complete	C.1.1: Wetland impacts have been addressed for this project. Both the SFWMD Environmental Resource Permit and the USACE's Federal Section 404 Wetland Dredge and Fill/Section 10 Rivers and Harbors Permit have been issued for the project. The re-evaluation of the wetlands associated with FM# 230978.2, and FM# 230978.3 will be addressed during the Design and Construction phases for these segments.
C.1.2	Every effort will be made to mitigate any wetland impacts within the project corridor if possible, and if not, other areas with Martin County will be explored for restoration options.	YES	FDOT	Complete	C.1.2: Compensatory mitigation for impacts to freshwater and estuarine wetlands includes the use of three off-site mitigation banks/sites (Martin County's Hutchinson Island/FOS site, Dupuis Reserve and Bear Point Mitigation Bank), as well as a 0.55-acre on-site mangrove wetland creation area on the west shore of the South Fork of the St. Lucie River, within the project limits. Both the SFWMD Environmental Resource Permit and the USACE's Federal Section 404 Wetland Dredge and Fill/Section 10 Rivers and Harbors Permit have been issued for the project.

COMMITMENT		ADDRESSED?	ACTION BY WHOM	STATUS	REMARKS
Item #	Description				
C.9.0	The only pond site evaluated in the ESBA update that is still proposed is the pond site for the St. Lucie River (east) Basin - Parcel 103. For this proposed pond site, the ESBA update recommends that a scrub jay and a gopher tortoise survey be conducted on the new proposed pond site for the St. Lucie River (east) Basin. In addition, it was recommended that a scrub mint survey be conducted on this parcel from August through the winter. The FDOT PL&EM Office will conduct these surveys and will continue to coordinate with the USFWS and FFWCC throughout the Design and Construction phases.	throughout design and construction phases	FDOT	Ongoing. The survey was for scrub jay (a bird) not scrub mint (a plant).	C.9.0: Scrub jay surveys were completed in October 2009. Florida scrub jays were not observed or heard during these surveys. In a letter from the USFWS to FDOT dated March 31, 2010, USFWS concluded that proposed project activities will "not affect" the species. All consultation requirements for the species under Section 7 of the Endangered Species Act have been fulfilled and no further action is required at this time. Resurveys for the gopher tortoise and gopher tortoise burrows were completed. FDOT has obtained an FFWCC Gopher Tortoise 10 or Fewer Burrows Relocation Permit (Permit # GTT-10-00241, dated 12/15/10). The tortoises were live-captured and transported to the FFWCC-permitted Whaley Ranch tortoise recipient site in Osceola County.
D.4.0	A gasoline station (Mobil- 3991 Kanner Highway), located adjacent to the new proposed pond site for the St. Lucie River (east) Basin (Parcel 103), was upgraded from low to medium risk in the CSER update. Level II contamination testing has been completed for this proposed pond site and no contamination above soil or groundwater target levels was found. The FDOT PL&EM Office will provide the Level II testing results to the Design/Build Firm.		FDOT	Complete	