

**PRELIMINARY AGENDA  
 FLORIDA INLAND NAVIGATION DISTRICT  
 Board of Commissioners Meeting  
 8:00 AM, Friday, June 21, 2024  
 Hilton Garden Inn Cocoa Beach Oceanfront  
 2080 North Atlantic Avenue  
 Cocoa Beach, FL 32931**

ITEM 1. 8:00 AM **Call to Order** - Chair Crowley will call the meeting to order.

ITEM 2. **Pledge of Allegiance** - Chair Crowley will lead the Pledge of Allegiance.

ITEM 3. **Roll Call** - Secretary Davenport will call the roll.

ITEM 4. **Consent Agenda**

The consent agenda items are presented for approval. Commissioners may remove any items from this agenda that they have questions on or would like the Board to discuss in depth. Any items removed would then be included in the regular agenda in an order assigned by the Chair.

There are no consent agenda items for consideration at this time.

ITEM 5. **Additions or Deletions** Any additions or deletions to the meeting agenda will be announced.  
**Recommend:** Approval of Final Agenda.

ITEM 6. **Public Comments.**

Public comment is limited to 3 minutes per speaker. The public is invited to provide comments on issues that are NOT on today's agenda. All comments regarding a specific agenda item will be considered at the end of the day following the grant applicant presentations. Please note: Individuals who have comments concerning a specific agenda item should fill out a speaker card and communicate with staff.

ITEM 7. **Board Meeting Minutes.**

The minutes of the following meetings are presented for approval.  
 April 19, 2024 - Finance and Budget Committee Meeting (*Please see backup pages 5-7*)  
 April 19, 2024 - Board Meeting (*Please see backup pages 8-21*)

ITEM 8. **Staff Report on Brevard County Area Projects** (See pages 22-42)  
 Staff will present a report on District Projects in the Brevard County area.

ITEM 9. **Presentation of Cooperative Assistance Program Applications**

**CAP**

ITEM 9.01 8:20 AM Bureau of Land Management Jupiter Lighthouse ONA Shoreline Stabilization Part 2 pgs 43-62

ITEM 10. **Presentation of Waterway Assistance Program Application** (Items 10.01 - 10.44)

**ST. LUCIE**

ITEM 10.01	8:30 AM	St. Lucie County	Harbour Pointe Regional Boat Ramp Ph I	pgs 63-79
ITEM 10.02	8:40 AM	St. Lucie County	White City Park Shoreline Stabilization Ph II	pgs 80-93
ITEM 10.03	8:50 AM	St. Lucie County Sheriff's Office	Marine Unit Night Vision Equipment	pgs 94-108
ITEM 10.04	9:00 AM	City of Port St. Lucie	Rivergate Boat Ramp Trailer Parking at Veterans Park	pgs 109-124

**VOLUSIA**

ITEM 10.05	9:10 AM	Volusia County	Shell Harbor Bulkhead Repair Ph I	pgs 125-140
ITEM 10.06	9:20 AM	City of Daytona Beach	City Island Shoreline Enhancement Ph II	pgs 141-154
ITEM 10.07	9:30 AM	City of Daytona Beach	Seabreeze Ramp & Pier Replacement Ph I	pgs 155-169
ITEM 10.08	9:40 AM	City of Edgewater	Marine Law Enforcement Search and Rescue Vessel	pgs 170-191
ITEM 10.09	9:50 AM	City of Holly Hill	Riverside Park Bulkhead Replacement Ph II	pgs 192-206
ITEM 10.10	10:00 AM	City of Port Orange	Causeway Park South Boat Ramp Improvements	pgs 207-225
ITEM 10.11	10:10 AM	City of New Smyrna Beach	Law Enforcement Vessel Boathouse Ph I	pgs 226-239
ITEM 10.12	10:20 AM	City of New Smyrna Beach	N Causeway Ramp & Dock Amenity Improvements	pgs 240-258

10:30 AM **BREAK**

**MARTIN**

ITEM 10.13	10:40 AM	Martin County BOCC	Charlie Leighton Park Boat Ramp Renovation	pgs 259-272
ITEM 10.14	10:50 AM	Martin County Sheriff's Office	Maritime Safety Project - Patrol Vessel	pgs 273-284
ITEM 10.15	11:00 AM	Martin County BOCC	Port Salerno Commercial Fishing Docks Phase II	pgs 285-300
ITEM 10.16	11:10 AM	City of Stuart	Courtesy Dock and Wave Attenuator Ph II	pgs 301-314

**ST. JOHNS**

ITEM 10.17	11:20 AM	St. Johns County	Riverdale Overflow Parking Ph II	pgs 315-329
ITEM 10.18	11:30 AM	St. Johns County	Butler West Boat Ramp Dock Expansion	pgs 330-345
ITEM 10.19	11:40 AM	City of St. Augustine	Eddie Vickers Park Kayak Launch	pgs 346-360
ITEM 10.20	11:50 AM	City of St. Augustine	Salt Run Channel Maintenance Dredging 2024	pgs 361-376

12:00 PM **LUNCH****PALM BEACH**

ITEM 10.21	1:00 PM	Palm Beach BOCC	Peanut Island Dock Renovation Project Ph II	pgs 377-391
ITEM 10.22	1:10 PM	Palm Beach County	Old Bridge Park Dock Replacement	pgs 392-405
ITEM 10.23	1:20 PM	Palm Beach County	S Lake Worth Inlet Sand Trap & Channel Dredging	pgs 406-418
ITEM 10.24	1:30 PM	Palm Beach County	South Inlet Park Seawall Replacement Project Ph I	pgs 419-433
ITEM 10.25	1:40 PM	City of Boynton Beach	Boating Safety Program Ph II	pgs 434-451
ITEM 10.26	1:50 PM	City of Boca Raton	Construction Acces Point Ph I	pgs 452-465
ITEM 10.27	2:00 PM	City of Boca Raton	Spanish River Dock Rehabilitation Project Ph II	pgs 466-480
ITEM 10.28	2:10 PM	Town of Highland Beach PD	Highland Beach PD Public Safety Dock Ph I	pgs 481-500
ITEM 10.29	2:20 PM	City of Riviera Beach	Riviera Beach City Marina Part 4 Ph I	pgs 501-521
ITEM 10.30	2:30 PM	City of West Palm Beach	Brian Chappell Park Pier Replacement	pgs 522-538

2:40 PM **BREAK****INDIAN RIVER**

ITEM 10.31	2:50 PM	Indian River County	Wabasso Causeway Park Improvements Ph I	pgs 539-552
ITEM 10.32	3:00 PM	Indian River County	Fire Rescue Station #2 T-Dock	pgs 553-877
ITEM 10.33	3:10 PM	City of Sebastian	Riverview Park Ph I	pgs 578-594
ITEM 10.34	3:20 PM	City of Sebastian	Law Enforcement Dock Dry Line Installation	pgs 595-615
ITEM 10.35	3:30 PM	City of Sebastian	Law Enforcement Patrol Vessel	pgs 616-637
ITEM 10.36	3:40 PM	City of Sebastian	Stan Mayfield Working Waterfront Ph I	pgs 638-653
ITEM 10.37	3:50 PM	City of Sebastian	Working Waterfront Dry Line Replacement	pgs 654-671
ITEM 10.38	4:00 PM	City of Sebastian	Mainstreet Park and Boat Ramp Ph I	pgs 672-691
ITEM 10.39	4:10 PM	City of Vero Beach	Municipal Marina South Complex Dry Storage	pgs 692-704

**NASSAU**

ITEM 10.40	4:20 PM	City of Fernandina Beach	Fernandina Harbor Marina Dredging 2024	pgs 705-722
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**FLAGLER**

ITEM 10.41	4:30 PM	City of Palm Coast	Waterfront Park Part 2A	pgs 723-742
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**DUVAL**

ITEM 10.42	4:40 PM	City of Jacksonville	Blue Cypress Park Fishing Pier	pgs 743-757
ITEM 10.43	4:50 PM	City of Jacksonville	Mike McCue Boat Ramp Bulkhead Ph 2	pgs 758-772
ITEM 10.44	5:00 PM	City of Jacksonville	Wayne B. Stevens Boat Ramp Ph 1	pgs 773-788

**(Recess ITEM 10)**

**ITEM 11 5:10 PM Public Comment**  
**(Public Comment may occur up to an hour earlier than time stated if presentations finish ahead of schedule)**

Public comment is limited to 3 minutes per speaker. The public is invited to provide comments on issues that are on today's agenda. All comments regarding a specific agenda item will be considered at the end of the day following the grant applicant presentations. Please note: Individuals who have comments concerning a specific agenda item should fill out a speaker card and communicate with staff.

**(Recess full Board Meeting)**

**MINUTES OF THE  
FLORIDA INLAND NAVIGATION DISTRICT  
Finance and Budget Committee Meeting  
8:45 a.m., Friday, April 19, 2024  
Hilton Garden Inn  
55 Town Center Boulevard  
Palm Coast, Flagler County, Florida 32164**

**ITEM 1. Call to Order.**

Committee Chair Boehning called the meeting to order at 8:45 a.m.

**ITEM 2. Roll Call.**

Deputy Director Chris Kelley called the roll and Committee Chair Boehning, Vice-Chair Gernert, Secretary Davenport, and Commissioner Blow were present.

Committee Chair Boehning stated that a quorum was present. Also in attendance were Executive Director Janet Zimmerman, and Deputy Director Chris Kelly.

**ITEM 3. Additions or Deletions.**

There were no additions or deletions.

Commissioner Blow motioned to approve the agenda as presented. Commissioner Davenport seconded the motion. All were in favor and the motion passed unanimously.

**ITEM 4. Public Comments.**

There were no public comments.

**ITEM 5. Financial Statements for January and February 2024.**

Ms. Zimmerman reviewed the financial statements beginning on page three of the agenda. She stated that the First Bank United CD, 2/9/25 has been renewed for 1 year at a rate of 5%. The retainage payable to contractors is mostly due to Ahtna for the SJ-1 shoreline stabilization project, and on page 15 is a payment to Ahtna for the SJ-1 project.

Commissioner Blow inquired if the item on page 23 for \$2,985 is for the annual Crane Island road access to DMMA NA-1 that we are obligated to pay to maintain the road?

Ms. Zimmerman confirmed that is correct.

Commissioner Blow motioned to recommend the financial statements for both January and February 2024 to the full Board. Secretary Davenport seconded the motion. All were in favor and the motion passed unanimously.

**ITEM 6. January and February 2024 Budget Summary and Project Status Expenditure Reports.**

Ms. Zimmerman presented the January and February 2024 Budget Summary and Project Status Expenditure reports beginning on page 29 of the agenda. She noted that the Disaster Relief account has \$4.4 million with \$400,000.00 of that already allocated to a grant projects. \$4 million is still available this fiscal year for other requests. She noted that the SJ-1 Shoreline Stabilization is almost completed and DMMA O23 has been completed.

Ms. Zimmerman stated that during the months of January and February 2024, just about all the new grant awards have been signed. Those projects have been fully executed.

Committee Chair Boehning asked the WAP project agreement execution deadline. Ms. Zimmerman stated the deadline is March 31, 2024. Ms. Zimmerman noted that the projects are awarded October 1 and the rule states that the grant agreement must be fully executed by March 31 of the following year.

Ms. Zimmerman reviewed invasive hog removal contract expenses from MSA617C and briefly discusses gopher tortoise relocations.

**ITEM 7. Delegation of Authority Report.**

Ms. Zimmerman presented the Executive Director's Delegation of Authority Report and stated that three actions were approved from February 1, through April 1, 2024. Ms. Zimmerman stated that the District's network server is out of warranty and has been working intermittently. A new network server has been ordered.

Commissioner Blow thanked the FIND staff for executing the Storage agreement allowing the St. Johns County to store material at District site SJ-29

**ITEM 8. Additional Agenda Items or Staff Comments.**

Committee Chair Boehning asked if there were any additional items or staff comments.

Commissioner Davenport noted that he had several WAP applicants that did not respect the program's application execution deadline. Ms. Zimmerman stated that staff will structure a stringent deadline requirement for fully executed WAP project applications.

**ITEM 9. Additional Commissioners' Comments.**

There were no additional commissioner comments.

**ITEM 10. Adjournment.**

Committee Chair Boehning stated that hearing no further business the meeting was adjourned at 9:00 a.m.

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Spencer Crowley, Chair

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Attest  
(SEAL)

Buddy Davenport, Secretary

**MINUTES OF THE  
FLORIDA INLAND NAVIGATION DISTRICT  
Board of Commissioners Meeting  
9:00 a.m., Friday, April 19, 2024**

**Hilton Garden Inn  
55 Town Center Boulevard, Palm Coast, (Flagler County) Florida 32164**

**ITEM 1. Call to Order.**

Chair Crowley called the meeting to order at 9:00 a.m.

**ITEM 2. Pledge of Allegiance.**

Commissioner Stapleford will lead the Pledge of Allegiance to the United States of America.

**ITEM 3. Roll Call.**

Deputy Director Chris Kelley called the roll and Chair Crowley, Vice-Chair Gernert, Secretary Davenport, Treasurer Boehning, Commissioners Blow, Isiminger and Stapleford were present. Commissioners Cuzzo and Williams were absent. Deputy Director Kelly stated that a quorum was present. Also in attendance were Executive Director Janet Zimmerman, Deputy Director Chris Kelly, Attorney Peter Breton, and Mr. Jim Marino and Mr. Jerry Scarborough of Taylor Engineering and Mr. Wally Moran.

**ITEM 4. Consent Agenda.**

Commissioner Blow motioned to approve the consent agenda. Treasurer Boehning seconded the motion. All were in favor and the motion passed unanimously.

**ITEM 5. Additions or Deletions.**

Chair Crowley asked if there were any additions or deletions to the agenda.

Attorney Breton referenced BV-11 and stated that he received a letter requesting a “Shade” meeting. He requested a brief Board Meeting recess to add Item 21A to the meeting agenda. The Board meeting will resume after the Shade Meeting.

Ms. Zimmerman requested Item 18; Personnel Committee Report be removed from today’s agenda.

Treasurer Boehning motioned to approve recessing the meeting to add Item 21A; “Shade Meeting,” upon completion, reconvening the meeting and deleting Item 18;

Personnel Committee Report. Commissioner Blow seconded the motion. All were in favor and the motion passed unanimously.

**ITEM 6. Public Comments.**

There were no public comments.

**ITEM 7. Resolution in Memory of Commissioner Jerry Sansom.**

Executive Director Zimmerman presented Resolution No 2024-1 in memory of Commissioner Jerry Sansom who was appointed by Governor Jeb Bush in 2003 as the Florida Inland Navigation District Commissioner for Brevard County, served the District with unparalleled dedication, wisdom, and integrity from 2003 – 2024, tirelessly working to ensure the safety, navigability, public access, and ecological preservation of Florida’s waterways. The Florida Inland Navigation District Board of Commissioners hereby honors the memory of Commissioner Jerry Sansom, not only for his significant contributions to the District, to Florida’s waterways, and to the people of Florida, but for the unique and indelible spirit he brought to his work and to all who knew him.

Chair Crowley recommended the Board create a Commissioner Jerry Sansom Award of Preeminent Public Service to the District which could be awarded to show the appreciation the District has for certain public officials and help to honor Commissioner Sansom. The Board requested staff draft some language and parameters for the award.

Commissioner Blow motioned to approve the Resolution in memory of esteemed former colleague from Brevard County, Jerry Sansom. Secretary Davenport seconded the motion. All were in favor and the motion passed unanimously.

**ITEM 8. Board Meeting Minutes.**

Chair Crowley asked if there were any comments or questions regarding the January 19, 2024, Audit Selection Committee, Finance and Budget, and Board, Meeting Minutes; and the February 16, 2024, Personnel Committee, Finance and Budget, and Board Meeting Minutes. There were none.

Commissioner Isiminger requested the following changes to the draft Board Meeting minutes for January 19, 2024, page 35 change “mitigates” to “impacts”; draft Auditor Selection Committee Meeting minutes for January 19, 2024, page 27 should reflect that during discussion Commissioner Isiminger thought the contract should be awarded to a different auditor but ultimately voted to support the motion.

Ms. Zimmerman had some additional corrections for the Board of Commissioners meeting for February 16, 2024 on page 46 clarify the last paragraph to reflect the “draft partnership agreement for the Okeechobee Waterway”; page 47 changing “Management” to “Acquisition”; and on page 50 the last paragraph of item 14 there may be information missing regarding Commissioner Stapleford’s comments and vote. Staff will review the meeting tape for any pertinent information.

Commissioner Isiminger motioned to approve the minutes with the recommended changes. Treasure Boehning seconded the motion. All were in favor and the motion passed unanimously.

**ITEM 9. Staff Report on Flagler County Area Status and Projects.**

Staff will present a report on the District’s Flagler County area status and projects. Flagler County has three dredge material management sites of which FL-3 is constructed and has been used for both dredging and offloading projects. The latest update found that the waterway related businesses in the county employ over 1,900 people, with local boaters alone contributing \$50 million of the annual total economic impact. The District has provided over \$3.8 million in Waterways Assistance Program funding to 37 projects in the County having a total constructed value of \$9.2 million along with funding for the annual Palm Coast waterway cleanup and one derelict vessel removal.

Chair Crowley commended the work Commissioner Stapleford has done in his community to promote the work of the District and raise awareness.

**ITEM 10. Comments and Project Status from the U.S. Army Corps of Engineers.**

Mr. Eduardo Marin, the Intracoastal Waterway (IWW) Project Manager with the U.S. Army Corps of Engineers stated that DMMA O-23 has been completed and received operational status approval from Florida Department of Environmental Protection. This project is complete. IWW Volusia project, Volusia County has collected the needed easements to move forward with the project modifications. AIWW Sawpit bids were opened, and the willing bid was in the range of \$6.6 million and tracking to award in May 2024. IWW Matanzas is complete with 514,000 cubic yards removed from the river to the beach. IWW Crossroads project, USACE is collecting geotechnical borings and working with the District to get benthic surveys and will be expanding the scope of the project to

the north and south. AIWW Nassau Reach 1 hydrographic survey has been completed. And the draft Project Partnership Agreement (PPA) comments have been received from the District's attorney.

Mr. Marin provided an update on the upcoming IWW Inspection trip which will depart Miami on May 1, 2024. Chair Crowley alerted the Board to the opportunity for a Miami River tour the evening before.

**ITEM 11. Presentation of a Disaster Relief Application - City of New Smyrna Beach Brannon Center ADA Dock Replacement, Volusia County, Florida.**

Executive Director Zimmerman stated that Rule 66B-2.0061 states that Disaster Relief, applications may be submitted to the District and considered by the Board at any time during the year to aid an eligible applicant with the removal of navigation obstructions, and for the repair or replacement of waterway facilities damaged by a declared natural disaster. Eligibility continues by noting that the District shall consider these applications in accordance with the applicable sections of Rule 66B-2. The FY 2023-2024 FIND Budget allocated \$4.4 million for Disaster Relief, of which \$3.9 million is currently available for new requests on a first-come, first-served basis. In accordance with the referenced rules and procedures, the Applicant will present their project and the Board will rate and evaluate the project. If the project scores an average of 35 or above, the Board can award the requested funding accordingly.

Mr. Chad Gibson, Grant Coordinator for the City of New Smyrna Beach, stated that The Brannon Center ADA Dock located at 105 S. Riverside Dr., New Smyrna Beach, Florida was damaged by Hurricane Ian in 2022. After an evaluation by the Marine Consultant, it was determined the dock should be replaced in its entirety and complete replacement would provide a more sustainable and cost-effective solution. This Disaster Relief Grant request will be for engineering, permitting, and construction for the ADA Dock Replacement at the Brannon Center. He noted that the total cost of repairs has been estimated at \$566,334.00. The City of New Smyrna Beach is seeking reimbursement for 25% of the total cost of emergency repairs which equals \$141,583.50.

Secretary Davenport stated his strong support for this project as it is a much-needed facility in New Smyrna Beach.

Secretary Davenport motioned to approve funding \$141,583.50 for the City of New Smyrna Beach's disaster relief request for the Brandon Center dock facility. Commissioner Blow seconded the motion.

Mr. Wally Moran thanked the Board for supporting this project and noted that these docks are well used by the citizens of Volusia County.

Treasurer Boehning discussed possible funding sources for disaster relief projects from other sources such as FEMA, State or insurance.

Executive Director Zimmerman stated that the district award amount is 25% so as to not negatively impact the city's chances of receiving the fullest amount of funding possible from FEMA or the State.

Attorney Breton stated the Board has reviewed and ranked the project. The project received 47 points.

Secretary Davenport motioned to approve the City of New Smyrna Beach's request for Disaster Relief funding for Brannon Center ADA Dock Replacement in the amount of \$141,583.50, Volusia County, Florida. Commissioner Blow seconded the motion. All were in favor and the motion passed unanimously.

**ITEM 12. Update and Discussion on Boating Activities, Legislative Developments, and Marine Law Enforcement Efforts in Miami-Dade County.**

Commissioner Crowley and staff provided an update on the continued boating and legislative issues occurring in Miami-Dade County. Ms. Zimmerman updated the Board regarding the potential impact to boaters within the City of Miami and Miami Dade County. Miami-Dade County Commission has approved a study to examine the need for possible additional slow speed zones, anchoring limitation areas and vessel exclusion zones within Miami Dade County. Staff would like to take the temperature of the Board to make sure we are speaking on behalf of the Board regarding these boating issues.

Chair Crowley has stressed to these communities the need for additional law enforcement presence to enforce the existing laws and not necessarily more laws and restrictions. The Waterways Resources Action Plan (WRAP) which the District helped fund has not yet been implemented or decimation to local officials or departments.

Mr. Wally Moran, Melbourne, Florida, president of Cruisers Rights Network, was deeply concerned with issues facing anchored boaters in Miami Beach, requesting areas set aside for boaters to anchor safely and cost effectively.

Commissioner Isiminger stated that this is an important issue which will spread outside Miami-Dade County, so it is a District-wide issue. FIND should have a roll but need to stay in our lane and not get too far into the weeds. We need to get the word out that FIND has available grant funding for some of the solutions, like mooring fields.

Chair Crowley stated FIND has a significant amount of grant funding invested in infrastructure in these areas. The whole purpose of spending the funding is to increase public access and vessel exclusion zones run counter to that.

Treasurer Boehning supports Commissioner Isiminger's sentiments and asked if there was a restriction of access that was being proposed for FIND projects?

Chair Crowley suggested the Board write a letter to the County explaining our position on restrictions to public access and exclusions areas and mentioning FIND's investments in access in those areas and limiting public access is not something this Board generally supports.

Commissioner Blow stated he was troubled by the fact that FIND has been left out of the discussion in the resolution and the WRAP hasn't been implemented. His main issue is if you don't enforce your existing regulations isn't not going to improve the situation by adding more regulations. It just destroys the credibility of the government. In St Augustine we're seeing waterfront owners assuming they can control what happened out in front of their property. There are those living on their boats as workforce housing and are working in our restaurants and the community. When it comes to moorings, they need to look at the insurance requirements to make sure the requirements are not impossible for boaters to meet.

Chair Crowley would like to have staff work on a letter to the County with the Boards interjection to the study, mentioning the abundance of regulations existing and what needs to be done is more enforcement not additional regulations. There are many projects that FIND has funded and encouraged the county to implement the WRAP that FIND funded, and many groups spent time providing input to. We can suggest that the county take inventory of existing marine patrol efforts and needs.

**ITEM 13. Resolution Authorizing Chair to Execute Deeds for Exchange of Property at Dredged Material Management Area O-23.**

Executive Director Zimmerman stated that at the time of its acquisition by the District, the site of the future DMMA O-23 was part of a partially completed industrial park known as Martin County Business Park. Industrial warehouse buildings have been constructed in the business park and the stormwater drainage system for these parcels drained through the District's property. To have the legal right to redesign the stormwater system to remove the drainage system from the District's property, a contract was entered into with the owners of the two industrial buildings. Under this contract, these property owners agreed to quit claim any and all rights, title and interest in the District's property, including any drainage rights, in exchange for a parcel in the northwest corner of the property and the transfer of a stormwater treatment pond to a property owners association serving the two developed parcels. The exchange was to take place once the DMMA construction was complete. Now that the construction is complete, the exchange of deeds requires a resolution of the Board authorizing the Chair to execute the deeds and other associated documents. She noted that the deed does not change hands until payment in full is received.

Attorney Breton stated that the District is waiting on the \$40,000.00 payment. The deed exchange will not take place until the payment is received.

Commissioner Isiminger motioned to approve the Resolution authorizing the Chair to execute deeds and other documents for the exchange of property in DMMA O-23. Commissioner Blow seconded the motion. All were in favor and the motion passed.

**ITEM 14. Amendment 1A to Work Order 23-05 Scope of Work and Cost Proposal for Construction Administration Services for Pipeline Relocation Oversight at DMMA SJ-14, St. Johns County, Florida.**

Taylor Engineering has provided a scope of work and fee quote for the necessary oversight of the upcoming pipeline relocation effort at SJ-14. This project is part of the recently approved pipeline easement amendment with the Cabbage Hammock Company, through the Parc Group. The amended easement requires the relocation of approximately 700' LF of FIND's permanent buried discharge pipeline. Taylor Engineering has been

involved with the design and coordination for this pipeline relocation effort since the project's inception.

While Taylor Engineering will not directly manage the project, their role is instrumental in ensuring FIND's interests that the pipeline relocation process is implemented successfully by Vallencourt Construction—the Parc Group's contractor charged with executing the relocation work, guaranteeing that FIND's pipeline system remains operational and meets the project's specifications. A 4-month construction period is anticipated and an additional funding amount of \$69,900.00 is requested. This will be on a cost-plus basis and any excess funding remaining at the end of the project completion will not be charged to FIND.

Commissioner Blow commented that Taylor Engineering should continue to monitor this project.

Vice Chair Gernert motioned to approve Amendment 1A to Work Order 23-05 for an addition to the scope of work and cost proposal in the amount of \$69,900.00 from Taylor Engineering for construction administration services necessary to complete the pipeline relocation at DMMA SJ-14, St. Johns County, Florida. Treasurer Boehning seconded the motion. All were in favor and the motion passed.

**ITEM 15. Amendment 1B to Work Order 23-05 Scope of Professional Services and Cost Proposal for Coordination with Neighboring Interests and Drainage Concerns at Dredged Material Management Area BV-11, Brevard County, Florida.**

The Dredged Material Management Area BV-11 (DMMA BV-11) has been the focal point of a lawsuit initiated by a neighboring property owner, citing potential drainage and easement disputes. Taylor Engineering has been designated as an expert witness and the engineer of record concerning improvements and potential drainage and easement issues at BV-11, located in Brevard County, Florida. This involvement comes as part of a legal challenge posed by an adjacent property owner against the Navigation District, which necessitates detailed coordination and expert testimony to address the concerns raised.

The engagement of Taylor Engineering as an expert witness and engineer of record is critical for the Navigation District to effectively address the lawsuit concerning DMMA BV-11. The original work order estimate of \$18,000.00 has proven to be less than adequate to cover the current effort and future efforts in support of this lawsuit. Taylor Engineering's

involvement has already exceeded \$36,777.00 and future efforts could be significant. Therefore, staff are requesting an amendment to Work Order 23-05 for additional funding in the amount of \$53,777.00 to enable Taylor Engineering to continue providing the support as needed, on a cost-plus basis.

Vice Chair Gernert motioned to approve Amendment 1B to Work Order 23-05 for an addition to the scope of professional services and fee quote in the amount of \$53,777.00 for additional coordination and testimony for legal proceedings pertaining to drainage issues at DMMA BV-11, Brevard County, Florida. Treasurer Boehning seconded the motion. All were in favor and the motion passed.

**ITEM 16. First Amendment to Lease Agreement for Lagoon Greenway Trail Expansion at DMMA IR-14, Indian River County, Florida.**

In January 2010, the District entered into a Lease Agreement with Indian River County (IRC), allowing them to utilize a portion of Dredged Material Management Area (DMMA) IR-14 to provide a trail for passive public recreational purposes. IRC has since created the Greenway Trail” system and it has been well received by the public.

IRC has requested that FIND make an additional eastern portion of DMMA IR-14 available to be utilized as an extension of their existing trail system. The District and the District’s engineer agree that the proposed extension will not impact the upcoming development or operation of DMMA IR-14. Staff and the District’s Attorney have created a First Amendment to the lease agreement for Board Review.

Commissioner Isiminger questioned if local government adopts liability under lease agreements.

Attorney Breton stated under this lease this county agrees to indemnify the district. Additionally, he referred to page 58 and noted that Item 4 should be removed allowing existing insurance requirement to remain in effect when the agreement is adopted. Any claim above the \$200,000/\$300,000 must go before the State Legislature. The Board can have a higher insurance certificate requirement.

Vice Chair Gernert motioned to approve the First Amendment to Lease Agreement with Indian River County for Lagoon Greenway Trail Expansion at DMMA IR-14, Indian River County, Florida. Commissioner Isiminger seconded the motion.

Mr. Breton pointed to the indemnification clause on page 166 which allows for an increase in the insurance amounts over time.

Vice Chair Gernert amended the motion to include an increase to the liability insurance limits to \$2 million dollars individual \$3 million dollars aggregate. Commissioner Isiminger seconded the amended motion. All were in favor and the motion passed.

**ITEM 17. St. Lucie Railroad Bridge Federal Funding Opportunity Support.**

Executive Director Zimmerman stated that FIND previously approved a resolution of support for a Florida Department of Transportation (FDOT) Strategic INTERMODAL Systems grant which was also supported by the City of Stuart (City), Brightline and the Florida East Coast Railway (FECR) to replace the existing railway bridge over the St. Lucie River/Okeechobee Waterway (OWW) near downtown Stuart.

St. Lucie River Railroad Bridge replacement is critical for the long-term rail operations and regional marine industry movements. FIND has been requested to support an application for a Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to support the development and implementation of the St. Lucie River Railroad Bridge Replacement Project. She stated that the new bascule bridge would provide 17' clearance for boaters.

Commissioner Blow motioned to approve a Resolution of Support for a CRISI grant application pertaining to replacement of the St. Lucie Railroad Bridge over the Okeechobee Waterway, Stuart, Florida. Treasurer Boehning seconded the motion. All were in favor and the motion passed.

**ITEM 18. Personnel Committee Report.**

This item has been deleted.

**ITEM 19. Finance and Budget Committee Report.**

Treasurer Boehning stated that the District's Finance and Budget Committee met prior to the Board meeting and reviews the District's financial statements for January and February 2024.

Treasurer Boehning motioned to approve the recommendations of the District's Finance and Budget Committee. Commissioner Blow seconded the motion. All were in favor and the motion passed.

**ITEM 20. Washington D.C. Report.**

Executive Director Zimmerman stated that the President signed into law the USACE budget which included a little over \$4 million for the IWW in FY24 and is recommending a FY25 budget which would include \$4.1 million dollars. This has the opportunity to be plussed up through congressionally directed spending.

Commissioner Boehning stated that the trip was a great learning experience, impressed with our staff and the congressional staff we met with. Also met with Susan Lucas, USACE Regional Integration Team Chief for South Atlantic Division and staff with Energy and Water Committee. He was very impressed with Mr. Jim Davenport and the work he puts on behalf of FIND's interests.

Commissioner Gernert stated he found the trip to be a very good use of resources, very informative and well worth the time.

Chair Crowley shared a Commissioner's quote of "if you're not sitting at the table, they're having you for dinner", reiterating that these trips to Washington D.C. are important to the continued maintenance of the waterways.

Ms. Zimmerman stated that the USACE staff said it was helpful for them to hear that the USACE dredging vessels are an important tool in the continued maintenance of the Intracoastal Waterway.

**ITEM 21. Additional Staff Comments and Additional Agenda Items**

Deputy Director Kelley announced that the District has received 69 Waterway Assistance Program (WAP) applications and 1 Cooperative Assistance Program (CAP) application with a total funding request of \$44 Million. Technical sufficiency items will be due in by May 16<sup>th</sup>.

Executive Director Zimmerman explained the itinerary for the IWW Inspection Tour April 30 – May 3<sup>rd</sup> with overnight stays in Miami, Deerfield Beach, and Riviera Beach. Regarding the building renovation update, staff have met with the US Bureau of Land Management (BLM) to discuss potential long-term office space on the Lighthouse BLM property. Options include renovation of the space FIND staff currently occupy, renovating both our current space and a building we could then swap space with, or partnering with BLM on a new facility which would be a replica of the historic Weather Bureau building. FIND's original office could be renovated or leased to FWC. A discussion

ensued regarding the needs for a bubble diagram and space plan to determine future office needs.

Executive Director Zimmerman announced the next meeting will take place in Bal Harbour, Florida May 16-17, 2024. The Nomination Committee meeting will meet at the beginning of the May 17<sup>th</sup> meeting.

**ITEM 21A. Shade Meeting.**

Chair Crowley recessed the Board meeting at 11:45 a.m. to add Item 21A, Shade Meeting. Attorney Breton read into the record only the following individuals may attend the closed attorney-client session, some of whom may participate via Zoom or speakerphone: Board of Commissioners members, Carl Blow, Spencer Crowley, Stephen Boehning, Charles C. Isiminger, and Frank Gernert and Randall Stapleford both attended by Zoom; Executive Director Janet Zimmerman; District General Counsel Peter L. Breton; William T. Dove, and Victor Nicholas Dancaescu, Esq. of Gray Robinson, P.A., Legal Counsel to the District; and the court reporter. The estimated time for the closed session will be approximately 90 minutes.

Chair Crowley excused himself from the meeting and Vice-Chair Gernert continued the meeting,

Vice Chair Gernert reconvened the Board meeting at 12:46 a.m.

Attorney Breton stated that attorneys with Gray Robinson, P.A., Legal Counsel to the District have requested the Board set an additional Shade Meeting along with the next Board meeting May 17, 2024. Commissioner Blow requested the Shade meeting be held early on the meeting day.

**ITEM 22. Additional Commissioners' Comments.**

Commissioner Blow stated it was a great outreach and a large community turnout.

Commissioner Isiminger stated that Commissioner Stapleford did an excellent job at the outreach and noted that Commissioner Jerry Sansom is missed, "may he rest in peace."

Commissioner Boehning stated too was impressed by the community participation at the outreach, and he thought the resolution in memory of Commissioner Sansom was well stated and that Jerry will be missed.

Vice Chair Gernert discussed a previous CAP grant awarded to Birch State Park for a seawall and floating dock along the Intracoastal for public access. This dock has been damaged and has been closed off for quite a while. The State Park system has stated they were not interested in repairing the dock. Vice Chair Gernert will connect with FIND staff to determine the appropriate next steps to bring the grant and dock back into compliance. Commissioner Gernert also discussed the 7<sup>th</sup> District U.S. Coast Guard Dinner he attended the night before on behalf of FIND. He also commented on the resolution in memory of Commissioner Sansom and the great respect he had for both Jerry and Dixie Sansom.

Commissioner Stapleford's final comments were read by Deputy Director Kelley because the Commissioner has lost his voice. "Thank you, Janet, for stepping up at last night's outreach with excellent overview of FIND in lieu of my 'lack of voice.'" You made it a success to all those who came here to hear more about FIND - particularly those who were part of the Citizens Academy - - they were very amazed at the magnitude of the mission - and the fact they had been residents on or near the beach for years. The Governor was made aware of the significance of Janet's appointment as the first Female in 97 years as the Executive Director and signed his book "Dreams from our Founding Fathers" and presented by Amanda Thorpe, Regional Director for Governor Ron DeSantis last night." Commissioner Stapleford made a motion for the Personnel Committee to hold a meeting and review the executive director contract proposed months ago.

Vice Chair Gernert stated that as Chair of the Personnel Committee he will call a Personnel Committee meeting at the May meeting.

Commissioner Isiminger stated that there was a nice moment last night when Ms. Zimmerman was recognized as the first woman executive director and presented with a book signed by the Governor and that is an accomplishment and well deserved.

Ms. Zimmerman thanked the Board for the opportunity to serve the District. It is greatly appreciated.

Vice Chair Gernert agreed with Commissioner Isiminger that Ms. Zimmerman has earned this position, commended her for stepping into the role aggressively and humbly and is doing a great job in his opinion.

**ITEM 23. Adjournment.**

Vice Chair Gernert stated that hearing no further business, the meeting was adjourned at 12:56 PM.

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Frank Gernert, Vice-Chair

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Attest      Buddy Davenport, Secretary

(SEAL)



**BREVARD COUNTY PROJECT STATUS UPDATE**

**JUNE 2024**

**Dredged Material Management Plan**

Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway (IWW) in Brevard County was completed in 1989. Phase II of the DMMP was completed in 1994, identifying eight (8) properties for the development of Dredged Material Management Areas (DMMA's). All major land acquisitions were completed in 1997. The plan was updated in 2021. The updated plan identified an estimated total dredging need (with an anticipated, normal, 1-foot over-dredge depth) of 2,530,195 cu/yds with a storage projection of 5,060,391 cu/yds, the third highest within the District's 12 counties. The isolated nature of the lagoon leads to more anticipated fine sediments than areas typically exposed to ocean inlets with littoral drift. *(Please see the attached location maps).*

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**Dredged Material Management Area Development**

Dredged Material Management Areas (DMMA) BV-2C, BV-NASA, BV-11 and BV-52 have been fully constructed. Phase I development (clearing, fencing, etc.) has been completed at DMMA's BV-4B, BV-R, and BV-40. Since the deposition of material in 2000, Brevard County, through a series of leases or agreements, has been slowly removing material from DMMA BV-2C for road and construction purposes. To date, approximately 195,000 cu/yds of material have been removed from the site. Construction of DMMA BV-4B began in early 2023, although the site was still awaiting the completed resolution of the relocated pipeline easement. In 2019, Brevard County successfully constructed and offloaded a temporary material management facility at DMMA BV-4B for the dredging of the Mims Boat Ramp. With the completion of the land exchange with Brevard County, final permitting and engineering for DMMA BV-24A is nearing completion, including a new access and pipeline easement.

In 2016 & 2017, Brevard County successfully utilized DMMA BV-52 for muck dredging of Turkey Creek. This project revealed the need to re-construct the weirs at this DMMA, a project that was completed by FIND in 2019. In 2020, the Board approved a lease with Brevard County to utilize the site for the dredging of the Eau Gallie River area, a tributary to the Indian River Lagoon.

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**Waterway Dredging**

The most recent major dredging of the IWW in Brevard County occurred in 2000 when approximately 1.2 million cu/yds of material were dredged from Dredging Reach I in the northern part of the county and placed in DMMA BV-2C. Currently, Brevard County is undertaking several muck dredging projects for environmental benefits and some of these projects are utilizing District DMMA's for material dewatering and material handling. Additional opportunities to work with the County on cooperation and site utilization are expected in the near future.

Plans to dredge IWW Brevard Reach III are anticipated to initiate with the completion of the construction of DMMA BV-11. Dredging of IWW Brevard Reach II will follow the completion of the construction of DMMA BV-4B, expected several years following site completion.

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## BREVARD COUNTY PROJECT STATUS UPDATE

JUNE 2024

### **Waterways Economic Study**

The initial Brevard County Waterways Economic Study was completed in 2003 and updated in 2011, 2018 and in 2022. The most recent update indicates the waterway is a \$1.9 billion economic engine for Brevard County, resulting in \$139 million annual State and local tax revenues and an annual tourism spending values of \$1.4 billion generated annually from 453,000 visitors.

There are over 18,000 waterway-related jobs in the County, and 35,918 registered boats. Annual local boater spending is estimated at \$120 million. The annualized spending for IWW maintenance is estimated at \$1 million, resulting in a \$1.9 billion annual benefit. *(Please see attached the economic summary).*

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### **Waterways Assistance Program**

Since 1986, the District has provided \$16 million in Waterways Assistance Program funding to 163 projects in the County having a total constructed value of \$39.9 million. The County, the City of Cocoa, the City of Cocoa Beach, the City of Melbourne, the City of Palm Bay, the City of Satellite Beach, the City of Titusville, the Town of Melbourne Beach, the Sebastian Inlet District, and the Town of Palm Shores have participated in the program. *(Please see attached project listing and location map).*

Notable projects funded include: The South County Boat Launch, Lee Wenner Park Improvements, Crane Creek Promenade, AIS Lagoon House, Blue Crab Cove, Kennedy Point Park, Derelict Vessel Removal, Titusville Marina Improvements, Cocoa Beach and Melbourne dredging projects, Turkey Creek dredging, Melbourne Beach Historic Pier, and Veteran's Memorial Pier.

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### **Cooperative Assistance Program**

The District's Cooperative Assistance Program has provided funding assistance for 39 projects with elements in Brevard County totaling \$5.8 million in District assistance for \$34 million worth of constructed projects. These projects include: Florida Marine Patrol Officer Funding; Sebastian Inlet State Park Boat Ramp Dredging & Dock, Sebastian Inlet State Park Environmental Enhancements, Manatee Viewing Piers and Canoe Docks at the Sebastian River Buffer Preserve, Muck Removal in Crane Creek, Turkey Creek and the Sebastian River, the Indian River Lagoon Boaters Guide, and the Eau Gallie River Muck Dredging project.



## BREVARD COUNTY PROJECT STATUS UPDATE

JUNE 2024

### **Interlocal Agreement Program**

The District's Interlocal Agreement Program has provided funding assistance for 6 projects with elements in Brevard County: Clean Marina Program; Clean Vessel Act, and Spoil Island Restoration Projects.

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### **Waterway Clean Up Program**

The District has successfully partnered with Keep Brevard Beautiful for numerous years on waterway clean-up projects in Brevard County.

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### **Small-Scale Derelict Vessel Removal Program**

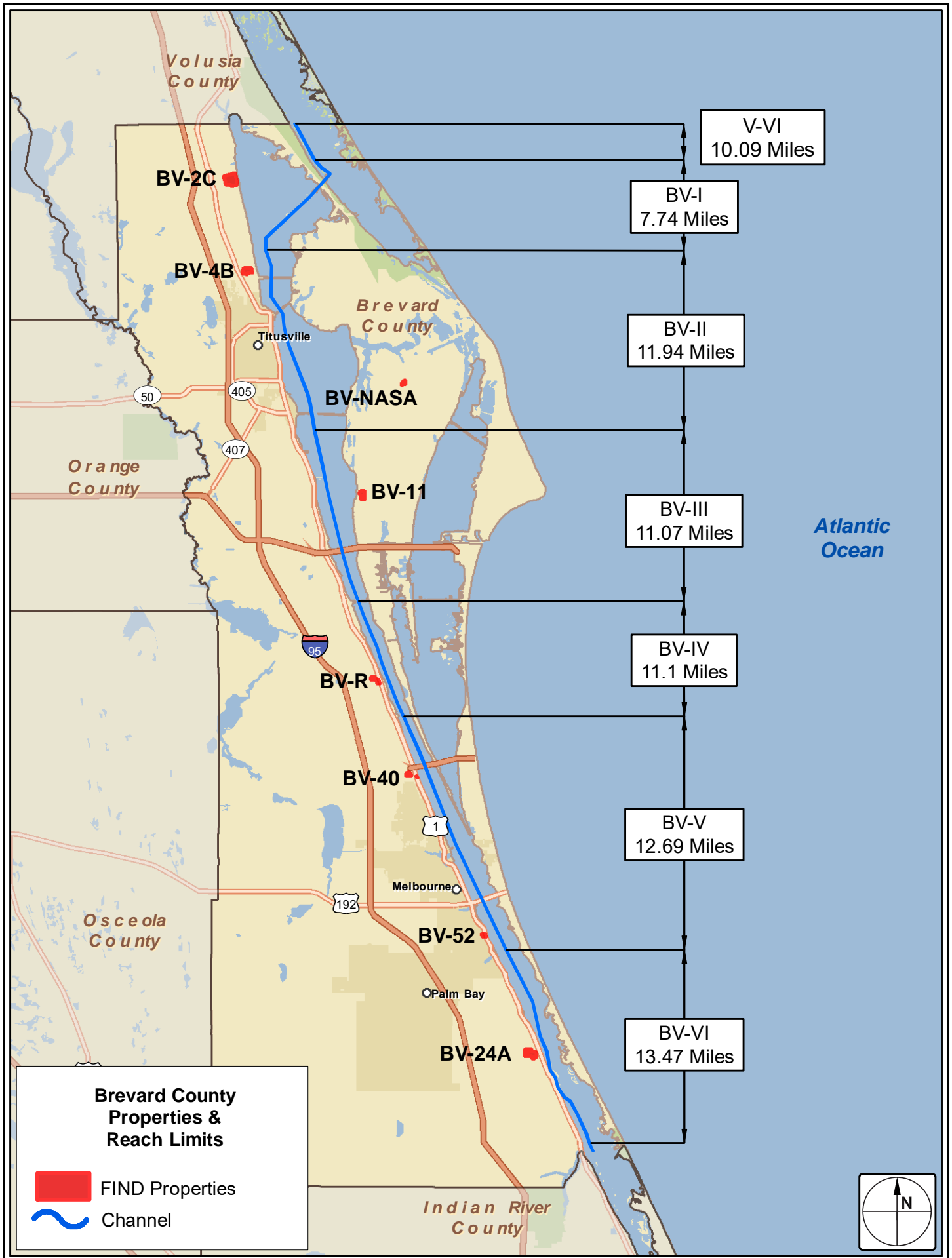
In addition to several WAP assistance program grants for derelict vessel removal, Brevard County has consistently and successfully applied for projects through the Small-Scale Derelict Vessel Removal Program.

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### **Small-Scale Spoil Island Enhancement and Restoration Program**

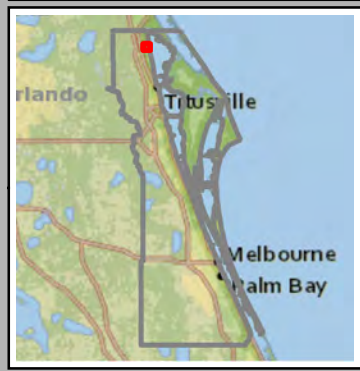
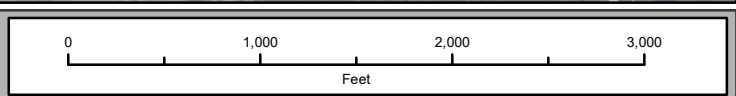
Spoil Islands in Brevard County have been improved through the Small-Scale Spoil Island Enhancement and Restoration Program by having trails cut, fire rings installed, picnic tables installed, information kiosks installed, and exotic vegetation removed. These cooperative projects were accomplished by partnering with FDEP, the County, the City of Satellite Beach and numerous community volunteers, and have totaled approximately \$30,000 in District funding.

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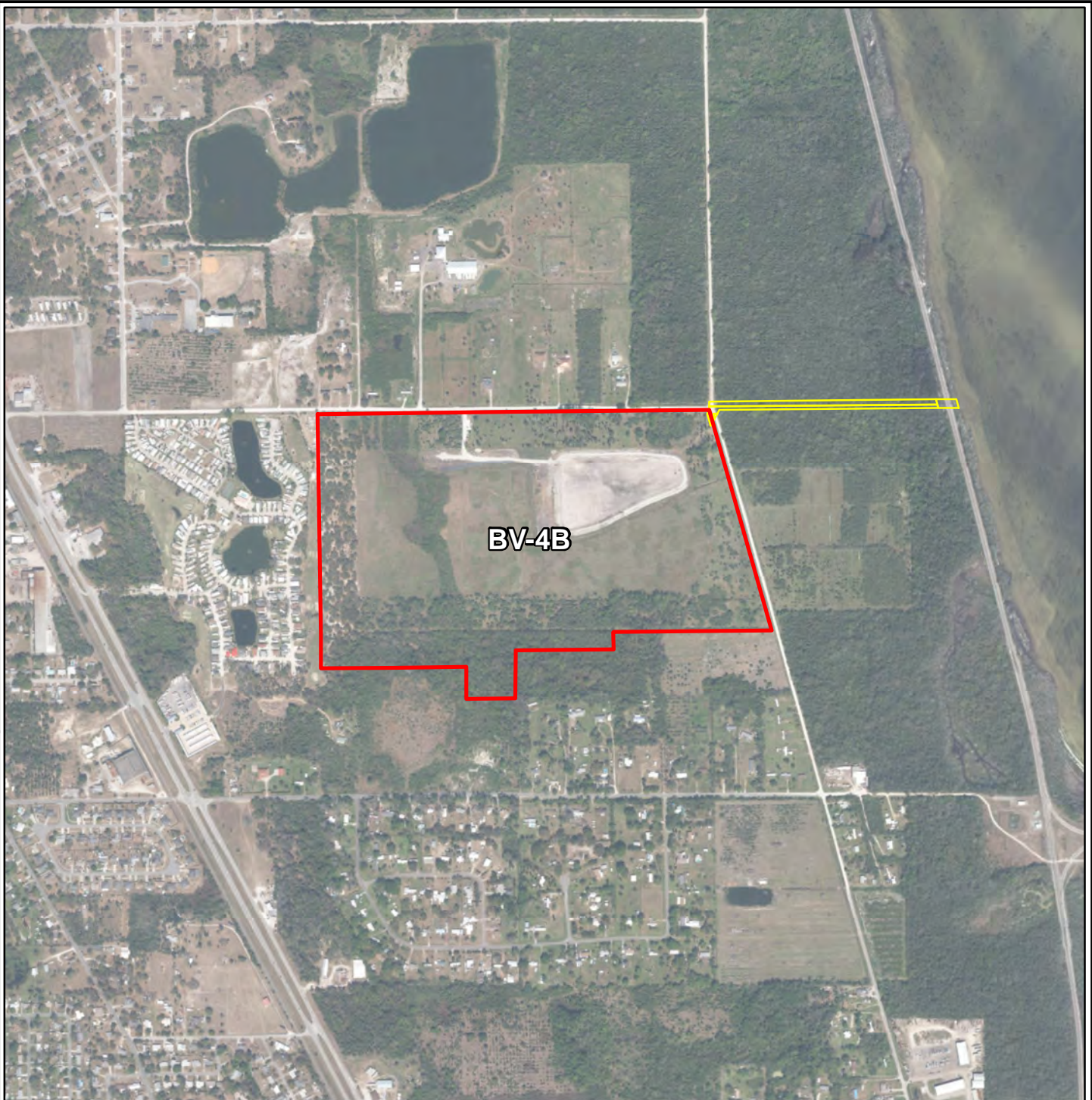


Site	BV-2C
Common Name	Scottsmoor
County/City	Brevard/Unincorporated
Geographic Proximity	South of Scottsmoor Flatwoods
Acquisition Dates	Not located
Status	Constructed; 129255-001
Year Constructed	~1999
Reach/Cuts	BV-1 / V-26 to BV-7
Site Acres	311
Basin Acres	169.19
Design Capacity (cy)	3,241,188

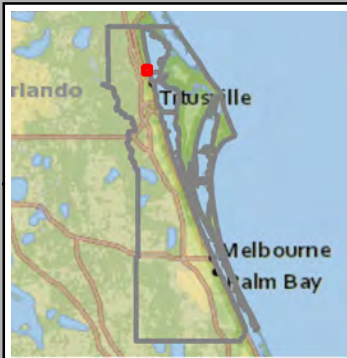
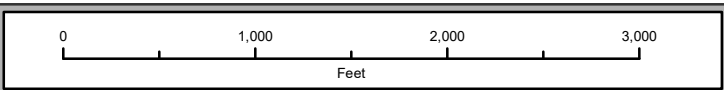


**Legend**

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)



Site	BV-4B
Common Name	Mims site
County/City	Brevard/Unincorporated
Geographic Proximity	Southeast of Mims
Acquisition Dates	7/29/1993
Status	Permitting and Design
Year Constructed	N/A
Reach/Cuts	BV-II / BV-7 to BV-15
Site Acres	101
Basin Acres	48.14
Design Capacity (cy)	771,031

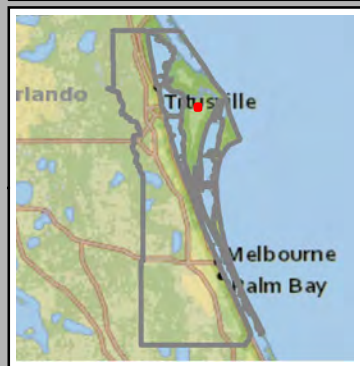
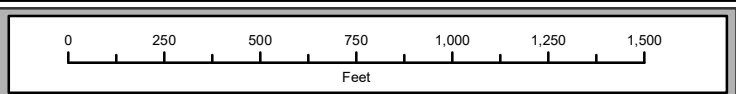


**Legend**

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)




Site	BV-NASA
Common Name	Kennedy Space Center (KSC)
County/City	Brevard/Unincorporated
Geographic Proximity	On Kennedy Space Center Property
Acquisition Dates	5/5/1994
Status	Constructed; 05-125835
Year Constructed	2008
Reach/Cuts	BV-II / BV-7 to BV-15
Site Acres	32.4
Basin Acres	27
Design Capacity (cy)	644,000



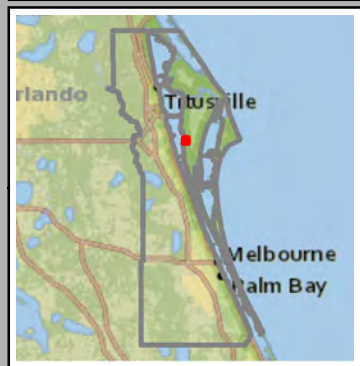
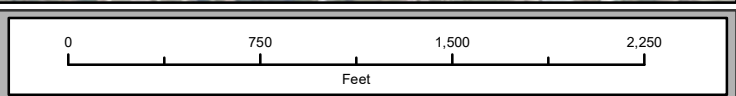
**Legend**

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)





Site	BV-11
Common Name	Merritt Island
County/City	Brevard/Unincorporated
Geographic Proximity	On Merritt Island
Acquisition Dates	11/12/1991
Status	Permitting and Design
Year Constructed	N/A
Reach/Cuts	BV-III / BV-15 to BV-19
Site Acres	95.1
Basin Acres	29.6
Design Capacity (cy)	196,340



**Legend**

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)



Site	BV-R
Common Name	Rockledge Site
County/City	Brevard/Unincorporated
Geographic Proximity	South of Rockledge on US 1
Acquisition Dates	4/27/1990, 2/28/1990
Status	Property Acquired
Year Constructed	N/A
Reach/Cuts	BV-IV / BV-19 to BV-23
Site Acres	80.1
Basin Acres	20.26
Design Capacity (cy)	221,971

Feet

**Legend**

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)



Site	BV-40
Common Name	Pineda
County/City	Brevard/Unincorporated
Geographic Proximity	South of State Road 404
Acquisition Dates	7/18/1994, 3/24/1997
Status	Property Acquired
Year Constructed	N/A
Reach/Cuts	BV-V / BV-24 to BV-25
Site Acres	43.2
Basin Acres	20.64
Design Capacity (cy)	208,710

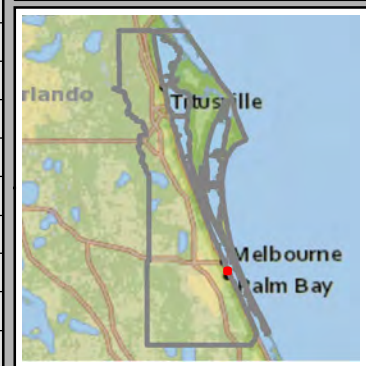
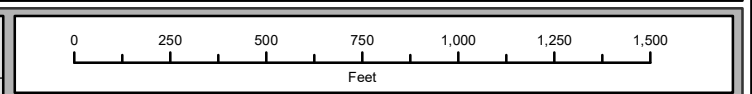
0 750 1,500 2,250  
Feet

**Legend**

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)



Site	BV-52
Common Name	Palm Bay Site
County/City	Brevard/Palm Bay
Geographic Proximity	On US 1, ~1 mile south of US 192
Acquisition Dates	3/6/1995
Status	Constructed; 05-125835
Year Constructed	1999
Reach/Cuts	BV-V / BV-26 to BV-27
Site Acres	26.3
Basin Acres	18.88
Design Capacity (cy)	208,700



**Legend**

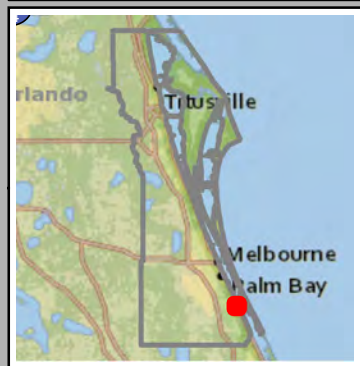
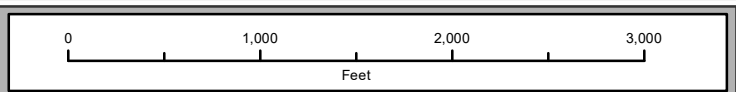
- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)



BV-VI

BV-24A

Site	BV-24A
Common Name	Grant
County/City	Brevard/Grant-Valkaria
Geographic Proximity	South of Valkaria Airport
Acquisition Dates	2/11/2021
Status	Design and Permitting
Year Constructed	N/A
Reach/Cuts	BV-VI / BV-26/392+55.34 – BV-37/36+72.48
Site Acres	112.5
Basin Acres	53.06
Design Capacity (cy)	1,024,350



**Legend**

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)



# ECONOMIC BENEFITS OF THE DISTRICT WATERWAYS

## Brevard County, 2022

**TOTAL ANNUAL ECONOMIC IMPACT \$1.9B**

**TOURISM SPENDING  
\$1.4 Billion**

generated annually from 453,000 visitors



**BOATER SPENDING  
\$120 Million**

local boater spending from Registered Vessels



**ANNUAL PROPERTY VALUE  
\$346 Million**

portion of property market values attributed to ICW proximity



Brevard County is one of several counties that manage beach nourishment projects to retain beach width, and the availability of material is a constant battle. Material from dredging operations in Brevard County often go to beach placement, subject to environmental conditions and compatibility.



**Brevard County's Waterways currently support over 18,000 jobs countywide**



**FIND INVESTMENT in the ICW of \$1 Million annually protects annual economic impact of \$1.9 Billion**



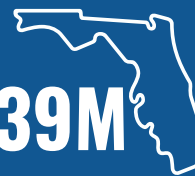
## ANNUAL TAX BENEFITS

**\$123M**



**FEDERAL TAX REVENUE**

**\$139M**



**STATE AND LOCAL TAX REVENUES**



**Registered vessels utilizing the ICW  
25,420**



Pleasure boating	11,480
Fishing	7,380
Sailing & other activities	4,510
Watersports	2,050



# Economic Benefits of the District Waterways, 2022



The Florida Inland Navigation District (District) is the state sponsor for Federal navigation projects along the Intracoastal Waterway (ICW) in Brevard County. Over \$6 million has been invested in the past 10 years for navigation and other access projects. These investments and the Waterways itself generate significant economic impact throughout Brevard County and wider region.

Economic modeling techniques were used to estimate the value created by District Waterways. To find the share of property value that is attributable solely to the proximity to the ICW, hedonic price modeling was used. Hedonic modeling shows that proximity to the Intracoastal Waterway adds value to homes within 1500m of District Waterways in Brevard County. In total, the proximity to District Waterways makes up about \$5.8 Billion, or 5%, of the \$107 Billion in property values across Brevard County. The ICW and its connecting navigable tributaries and canals makes up about \$346 million in annualized economic property impacts in Brevard County.

## Portion of Property Value Attributable to ICW Proximity

Property Type	Premium % of Sales Price	Total Waterway Amenity Value
Waterfront	46%	\$3.28B
Canal/river access to Waterways	40%	\$1.44B
Non-waterfront to 500m	9% - 10%	\$654M
500m - 1500m from Waterway	5% - 10%	\$393M
<b>Total</b>		<b>\$5.77B</b>

Florida Inland Navigation District  
Waterway Assistance Program Projects  
in Brevard County 1986-2023

PROJECT NAME	PROJECT #	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Banana River/ Newfound Harbor Channel Marker - Phase I	BV-00-55	Brevard County	\$25,000.00	\$27,777.00
Lee Wenner Park Improvements - Phase I I	BV-00-56	Brevard County	\$279,469.00	\$566,436.00
Rotary Riverfront Park Dock Replacement - Phase I	BV-00-57	Brevard County	\$6,757.00	\$13,696.00
Space View Park Dock Replacement - Phase I & I I	BV-00-58	Brevard County	\$32,672.00	\$70,840.00
Marine Intracoastal Enforcement Program	BV-00-59	Brevard County Sheriff's O	\$5,739.00	\$7,652.00
Banana River/ Newfound Harbor Channel Markers	BV-01-63	Brevard County	\$58,500.00	\$65,000.00
Coastal Resources & Ecosystems D.M.E. Project	BV-01-64	Brevard County	\$30,000.00	\$60,000.00
P.O.W./ M.I.A. Park Boat Launch Improvements	BV-01-65	Brevard County	\$136,837.00	\$276,187.00
Rotary Riverfront Park Dock Replacement - Phase I I	BV-01-66	Brevard County	\$45,650.00	\$91,300.00
Kelly Park East Improvements	BV-02-69	Brevard County	\$80,000.00	\$160,000.00
Kelly Park East Mooring Dock	BV-03-73	Brevard County	\$27,800.00	\$55,600.00
Riverwalk - A Family Park Nature Center	BV-03-74	Brevard County	\$140,000.00	\$280,000.00
Parrish Park - Titusville Boat Ramps	BV-03-75	Brevard County	\$152,200.00	\$560,000.00
Marine Intracoastal Enforcement Program - I I	BV-03-76	Brevard County	\$20,000.00	\$40,000.00
Chain Of Lakes Recreation Complex - Phase I ( Expired)	BV-06-86	Brevard County	\$107,500.00	\$215,000.00
South County Boat Launch - Phase I	BV-06-87	Brevard County	\$55,231.00	\$110,462.00
Derelict Vessel Removal	BV-08-93	Brevard County	\$20,825.00	\$41,650.00
A. Max Brewer Memorial Causeway Catwalks	BV-08-94	Brevard County	\$428,814.00	\$857,628.00
South County Boat Launch - Phase I I	BV-08-95	Brevard County	\$500,000.00	\$2,261,700.00
Marina Park Boat Launch	BV-09-98	Brevard County	\$330,145.00	\$1,632,000.00
Indian Bay Channel Marker Project	BV-09-99	Brevard County	\$13,375.00	\$26,753.00
Parrish Park Boat Dock	BV-1	Brevard County	\$6,250.00	\$25,000.00
Blue Crab Cove	BV-10-103	Brevard County	\$596,500.00	\$2,825,000.00
Griffis Landing At Blue Crab Cove - Phase I	BV-11-105	Brevard County	\$56,250.00	\$112,500.00
Kelly Park East Boat Dock & Seawall Replacement	BV-11-106	Brevard County	\$148,750.00	\$297,500.00
Griffis Landing At Blue Crab Cove - Phase I I	BV-12-110	Brevard County	\$304,241.00	\$608,482.00
Derelict Vessel Removal - 2012	BV-12-111	Brevard County	\$22,850.00	\$45,700.00
Kelly Park East Floating Dock	BV-12-112	Brevard County	\$71,500.00	\$162,500.00
Griffis Landing At Blue Crab Cove - Phase B	BV-13-117	Brevard County	\$394,000.00	\$788,000.00
John Jorgensen's Landing Boat Ramp Dock Replacement	BV-13-118	Brevard County	\$9,400.00	\$18,800.00
POW/MIA Park Channel Dredging - Phase 1	BV-13-119	Brevard County	\$35,000.00	\$70,000.00
POW MIA Park Channel Dredging, PH II	BV-16-129	Brevard County	\$225,000.00	\$450,000.00

Florida Inland Navigation District  
Waterway Assistance Program Projects  
in Brevard County 1986-2023

PROJECT NAME	PROJECT #	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Channel Markers & Signs	BV-2	Brevard County	\$12,650.00	\$50,600.00
Long Point Park Bridge	BV-3	Brevard County	\$7,500.00	\$30,000.00
Kiwanis Point Park Improvements	BV-87-5	Brevard County	\$40,000.00	\$80,000.00
Port St. John's Boat Ramp Park	BV-87-6	Brevard County	\$25,000.00	\$50,000.00
Lee Wenner Park Shoreline Stabilization	BV-87-7	Brevard County	\$15,000.00	\$30,000.00
Channel Markings	BV-87-8	Brevard County	\$12,500.00	\$25,000.00
Long Point Bridge/Dock Improvements	BV-87-9	Brevard County	\$10,000.00	\$20,000.00
Derelict Vessel Removal	BV-88-11	Brevard County	\$50,000.00	\$200,000.00
Wayside Park Design	BV-89-15	Merritt Island Redevelopm	\$20,000.00	\$40,000.00
Veterans Memorial Park	BV-90-17	Brevard County	\$28,000.00	\$57,770.00
Intracoastal Waterway Park	BV-90-18	Brevard County	\$70,000.00	\$183,000.00
Indian River Lagoon Channel Marking	BV-91-19	Brevard County	\$90,000.00	\$90,000.00
Fisherman's Landing Boat And Fishing Pier ( Expired)	BV-91-20	Brevard County	\$20,000.00	\$40,000.00
Constitution Park Shoreline Stabilization ( Expired)	BV-92-25	Brevard County	\$15,000.00	\$30,000.00
Seawall & Dock Repair @ Haulover Canal	BV-93-28	Brevard County	\$60,000.00	\$211,000.00
Spessard Holland Golf Course Shoreline Stab. - Phase I	BV-93-29	Brevard County Board Of C	\$4,000.00	\$8,000.00
Kennedy Point Park - Phase I	BV-93-30	Brevard County Board Of C	\$9,000.00	\$20,000.00
Spessard Holland Golf Course Shoreline Stabilization	BV-94-33	Brevard County Board Of C	\$89,896.00	\$179,792.00
First Street Boat Ramp	BV-95-35	Brevard County	\$30,000.00	\$60,000.00
Fisherman's Landing Boating & Fishing Dock	BV-95-36	Brevard County	\$20,000.00	\$40,000.00
Kennedy Point Park - Phase II	BV-96-37	Brevard County Board Of C	\$155,269.00	\$800,832.00
Merritt Island Waterway Maintenance Dredging	BV-96-38	Brevard County Board Of C	\$155,269.00	\$479,500.00
Kennedy Point Park	BV-97-43	Brevard County Board Of C	\$217,341.00	\$781,749.00
Marine Intracoastal Enforcement Program	BV-97-44	Brevard County Sheriff's O	\$61,542.00	\$77,392.00
Manatee Hammock Pier & Shoreline Stabilization	BV-98-47	Brevard County	\$60,948.00	\$121,896.00
Lee Wenner Park Improvements - Phase I	BV-98-48	Brevard County	\$25,000.00	\$50,000.00
John Jorgensen's Landing Dock Replacement	BV-98-49	Brevard County	\$14,250.00	\$28,500.00
Waterways Environmental Education Canoe Project	BV-99-51	Brevard County Extension	\$8,317.74	\$11,268.67
400 Channel Dredging	BV-CB-09-100	City Of Cocoa Beach	\$183,850.00	\$245,150.00
Public Spoil Site Development - Phase I	BV-CB-11-107	City Of Cocoa Beach	\$100,000.00	\$200,000.00
Public Spoil Site Development - Phase II	BV-CB-13-120	City Of Cocoa Beach	\$175,433.00	\$350,866.00
200 Channel Dredging	BV-CB-15-127	City of Cocoa Beach	\$355,000.00	\$710,000.00

Florida Inland Navigation District  
Waterway Assistance Program Projects  
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PROJECT NAME	PROJECT #	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Channel Marker Replacement	BV-CB-17-135	City of Cocoa Beach	\$40,000.00	\$80,000.00
Dredging of Channels No. 400 and Rock Point	BV-CB-4	City of Cocoa Beach	\$41,250.00	\$165,000.00
Channel Dredging	BV-CB-89-13	City of Cocoa Beach	\$61,000.00	\$135,000.00
Dredging of Channels	BV-CB-92-23	City of Cocoa Beach	\$110,000.00	\$220,323.00
Maintenance Dredging Of The 200 Channel	BV-CB-93-26	City Of Cocoa Beach	\$30,000.00	\$73,000.00
Banana River Park Part 1	BV-CC-14-122	City of Cape Canaveral	\$62,167.00	\$124,335.00
Banana River Park Kayak Launch	BV-CC-15-128	City of Cape Canaveral	\$53,505.00	\$129,010.00
Lee Wenner Park Dredging & Seawall Extension	BV-CO-12-113	City Of Cocoa	\$111,750.00	\$223,500.00
Lee Wenner Park Renovation - Phase I	BV-CO-13-121	City Of Cocoa	\$75,000.00	\$244,000.00
Cocoa Riverfront Park Mooring Field - Phase I	BV-CO-14-123	City of Cocoa	\$25,000.00	\$100,000.00
Lee Wenner Park Renovations, PH 2	BV-CO-16-130	City of Cocoa	\$187,500.00	\$375,000.00
Lee Wenner Park T-Dock and Day Slips	BV-CO-17-134	City of Cocoa	\$225,000.00	\$450,000.00
Cocoa Village Riverwalk Esplanade	BV-CO-97-45	City Of Cocoa	\$190,492.00	\$380,984.00
Re-construction Of Melbourne Beach Historic Pier	BV-MB-01-67	Town Of Melbourne Beach	\$136,500.00	\$273,000.00
Melbourne Beach Town Pier Repair	BV-MB-17-138	Town of Melbourne Beach	\$30,000.00	\$60,000.00
Pineapple Park Shoreline Stabilization	BV-ME-00-60	City Of Melbourne	\$22,125.00	\$94,250.00
Houston Street Retaining Wall Replacement	BV-ME-02-70	City Of Melbourne	\$15,000.00	\$30,000.00
Expansion Of Eau Gallie Pier At Pineapple Park	BV-ME-06-88	City Of Melbourne	\$276,537.00	\$581,000.00
Crane Creek Promenade Reconstruction	BV-ME-09-101	City Of Melbourne	\$350,250.00	\$758,500.00
Horse Creek Non-motorized Boat Launch & Dredge - Ph I	BV-ME-12-114	City Of Melbourne	\$30,000.00	\$60,000.00
Melbourne Harbor Channel Dredge - Phase I	BV-ME-12-115	City Of Melbourne	\$40,000.00	\$80,000.00
Marina Towers Land Acquisition	BV-ME-14-124	City of Melbourne	\$358,930.00	\$1,435,720.00
Melbourne Harbor Channel Dredge - Phase II	BV-ME-14-125	City of Melbourne	\$143,582.00	\$287,165.00
Horse Creek Dredge - Phase II	BV-ME-14-126	City of Melbourne	\$159,285.00	\$919,885.00
Melbourne Police and Fire Boats	BV-ME-16-131	City of Melbourne	\$59,000.00	\$118,000.00
Riverview Park Boardwalk, PH I	BV-ME-17-136	City of Melbourne	\$50,000.00	\$100,000.00
Ballard Park Boat Dock and Ramp, PH I	BV-ME-17-137	City of Melbourne	\$50,000.00	\$100,000.00
Pineapple Park Fishing Pier	BV-ME-87-10	City of Melbourne	\$14,667.00	\$29,334.00
Ballard Park Improvements	BV-ME-88-12	City of Melbourne	\$75,000.00	\$188,696.00
Lincoln Avenue Overlook Park	BV-ME-89-14	City of Melbourne	\$25,000.00	\$59,740.00
Front Street Channel	BV-ME-90-16	City Of Melbourne	\$40,000.00	\$103,235.00
Environmental Education Pavilion at Crane Creek	BV-ME-91-21	City of Melbourne	\$60,000.00	\$103,950.00

Florida Inland Navigation District  
Waterway Assistance Program Projects  
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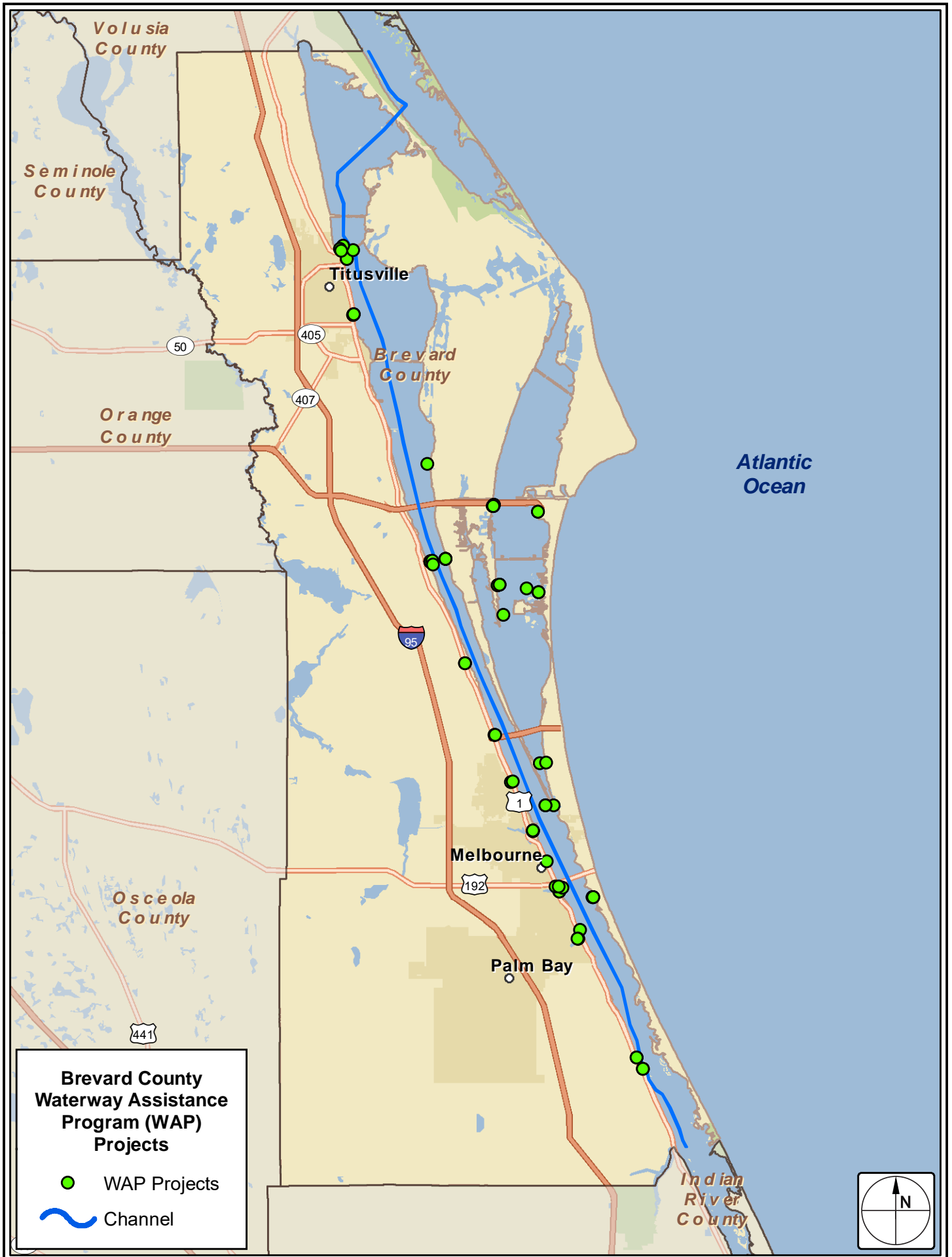
PROJECT NAME	PROJECT #	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Pineapple Park Pier Repairs	BV-ME-92-24	City of Melbourne	\$7,500.00	\$15,000.00
Environmental Education Brochures & Vending Machine	BV-ME-93-27	City Of Melbourne	\$7,000.00	\$8,800.00
Pineapple Park Fishing Pier Lighting	BV-ME-94-32	City Of Melbourne	\$10,500.00	\$21,000.00
Crane Creek Dredging - Phase I	BV-ME-96-41	City Of Melbourne	\$35,000.00	\$70,000.00
Crane Creek Promenade Boardwalk Repairs	BV-ME-97-46	City Of Melbourne	\$7,000.00	\$14,000.00
Melbourne Police Department Marine Patrol Boat	BV-ME-98-50	City Of Melbourne	\$28,693.00	\$38,257.00
Ballard Park Shoreline Stabilization	BV-ME-99-54	City Of Melbourne	\$9,000.00	\$18,000.00
Intracoastal Waterway Park	BV-MI-91-22	Merritt Island Redeveloppr	\$45,000.00	\$112,000.00
I R L House - Environmental Learning Center	BV-PB-00-61	City Of Palm Bay	\$100,000.00	\$692,500.00
Pollak Park Boating Safety Center & Improvements	BV-PB-01-68	City Of Palm Bay	\$107,500.00	\$265,000.00
A.I.S. Lagoon House Shoreline Stabilization	BV-PB-02-71	City Of Palm Bay	\$70,000.00	\$140,000.00
Lagoon House	BV-PB-03-77	City Of Palm Bay	\$110,750.00	\$1,320,000.00
Navigational Aids For Turkey Creek & Channel	BV-PB-03-78	City Of Palm Bay	\$29,250.00	\$58,500.00
Turkey Creek Maintenance Dredging	BV-PB-03-79	City Of Palm Bay	\$110,000.00	\$220,000.00
South Pier At Castaways Point Park	BV-PB-03-80	City Of Palm Bay	\$50,000.00	\$100,000.00
Derelict Vessel Removal	BV-PB-04-81	City Of Palm Bay	\$28,000.00	\$56,000.00
Turkey Creek Maintenance Dredging	BV-PB-04-82	City Of Palm Bay	\$75,000.00	\$150,000.00
Turkey Creek Sediment Sump	BV-PB-04-83	City Of Palm Bay	\$40,250.00	\$85,500.00
Maintenance Of Turkey Creek Navigation	BV-PB-06-89	City Of Palm Bay	\$150,000.00	\$300,000.00
Public Boat Ramp Lighting	BV-PB-07-90	City Of Palm Bay	\$33,000.00	\$66,000.00
Turkey Creek Dredging Permit Consolidation ( Expired)	BV-PB-07-91	City Of Palm Bay	\$62,500.00	\$125,000.00
Bayfront Waterfront (Withdrawn)	BV-PB-12-116	City Of Palm Bay	\$58,875.00	\$785,000.00
Palm Bay Dredging, PH I	BV-PB-16-132	City of Palm Bay	\$42,500.00	\$85,000.00
Turkey Creek Area Dredging	BV-PB-96-39	City Of Palm Bay	\$70,000.00	\$150,000.00
Castaways Point Park Development	BV-PB-96-40	City Of Palm Bay	\$45,000.00	\$205,000.00
Turkey Creek Channel Dredging	BV-PB-99-52	City Of Palm Bay	\$400,000.00	\$450,000.00
Shoreside Park Fishing Dock Repair	BV-PS-02-72	Town Of Palm Shores	\$50,000.00	\$100,000.00
Shoreside Park Hurricane Related Repairs	BV-PS-05-84ER	Town Of Palm Shores	\$147,390.00	\$419,780.00
Rockledge Multi-Purpose Day Use Dock, PH I (Withdrawn)	BV-RO-16-133	City of Rockledge	\$84,000.00	\$168,000.00
Samsons Island A.D.A. Restroom	BV-SB-08-96	City Of Satellite Beach	\$15,000.00	\$30,000.00
Police Boat Engine	BV-SB-09-102	City Of Satellite Beach	\$7,265.00	\$14,530.00
Coconut Point Shoreline Stabilization - Phase I I	BV-SI-11-108	Sebastian Inlet District	\$120,000.00	\$240,000.00

Florida Inland Navigation District  
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PROJECT NAME	PROJECT #	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Sand Pointe Slip	BV-TI-00-62	City Of Titusville	\$47,779.00	\$53,800.00
2004 Hurricane Damage - Dock Replacement	BV-TI-06-85ER	City Of Titusville	\$36,647.27	\$73,294.00
Dock E Replacement ( Withdrawn)	BV-TI-07-92	City Of Titusville	\$477,400.00	\$954,800.00
Marina Fuel Tank Replacement	BV-TI-08-97	City Of Titusville	\$49,972.88	\$131,507.57
Mooring Field Installation	BV-TI-10-104	City Of Titusville	\$185,000.00	\$370,000.00
Channel Maintenance Dredging - Phase I (Withdrawn)	BV-TI-11-109	City Of Titusville	\$52,500.00	\$70,000.00
Veterans Memorial Fishing Pier Redecking	BV-TI-94-31	City Of Titusville	\$19,050.00	\$38,100.00
Space Walk Hall Of Fame - Gemini Phase	BV-TI-97-42	City Of Titusville	\$144,252.00	\$447,000.00
Veterans Memorial Pier	BV-TI-99-53	City Of Titusville	\$115,152.00	\$230,304.00
Fisherman's Landing Pier Renovation	BV-18-139	Brevard County	\$35,000.00	\$70,000
Indian Harbour Beach Law Enforcement Patrol Boat	BV-IHB-18-140	City of Indian Harbour Bea	\$42,500.00	\$85,000
Ballard Park Boat Launch Docks and Ramp Phase II	BV-ME-18-141	City of Melbourne	\$350,000.00	\$700,000
Palm Bay Access Channel and Public Pier	BV-PB-18-142	City of Palm Bay	\$53,749.00	\$107,498
Merritt Island Area Spoil Disposal Site Acquisition	BV-19-143	Brevard County	\$250,000.00	\$1,032,000
DeSoto Kayak Launch	BV-SB-19-144	City of Satellite Beach	\$12,592.00	\$25,184
Shoreline Park Stabilization (Phase I)	BV-PS-20-145	Town of Palm Shores	\$75,000	\$150,000
Long Point Estuary Park	BV-CO-20-146	City of Cape Canaveral	\$327,400	\$667,300
Dredging and Channel Markers for Cocoa Riverfront Phase I	BV-CO-20-147	City of Cocoa	\$30,000	\$60,000
Boat Ramps Restoration for Cocoa Riverfront Phase I	BV-CC-20-148	City of Cocoa	\$25,000	\$50,000
Cocoa Beach Police Patrol Vessel	BV-CB-21-149	City of Cocoa Beach	\$60,000	\$30,000
Public Channel Marker Piling Replacement	BV-CB-21-150	City of Cocoa Beach	\$27,000	\$13,500
Lee Wenner Park Boat Ramp Rehabilitation Phase II	BV-CO-21-151	City of Cocoa	\$621,000	\$310,500
Cocoa Riverfront Dredging Phase II	BV-CO-21-152	City of Cocoa	\$484,000	\$242,000
Turkey Creek Navigation Marker Replacement	BV-PB-21-153	City of Palm Bay	\$100,000	\$75,000
Cocoa Beach 400 Channel Dredge Project Phase I	BV-CB-22-154	City of Cocoa Beach	\$43,000	\$86,000
Bicentennial Park Renovation Phase I	BV-CB-22-155	City of Cocoa Beach	\$125,000	\$250,000
Cocoa Beach Pool Pavilion Kayak Launch	BV-CB-22-156	City of Cocoa Beach	\$47,900	\$95,800
Public Channel Marker Replacement 0-99	BV-CB-22-157	City of Cocoa Beach	\$17,925	\$35,850
Palm Bay Marine Patrol Vessel	BV-PB-22-158	City of Palm Bay	\$75,000	\$150,000
Cocoa Beach Police Vessel 2023	BV-CB-23-160	City of Cocoa Beach	\$50,000.00	\$100,000.00
Public Channel Marker Replacement FY 2024	BV-CB-23-161	City of Cocoa Beach	\$28,060.00	\$56,120.00
Cocoa Waterfront Public Docking and Breakwater Phase I	BV-CO-23-159	City of Cocoa	\$84,000.00	\$168,000.00

Florida Inland Navigation District  
 Waterway Assistance Program Projects  
 in Brevard County 1986-2023

PROJECT NAME	PROJECT #	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Front Street Boat Ramp Dock Replacement Phase I	BV-ME-23-162	City of Melbourne	\$60,000.00	\$120,000.00
Castaways Point Park South Fishing Pier	BV-PB-23-163	City of Palm Bay	\$100,000.00	\$200,000.00
		<b>TOTALS:</b>	<b>\$16,063,412.89</b>	<b>\$39,979,530.24</b>



## ATTACHMENT D-2

**COOPERATIVE ASSISTANCE PROGRAM  
PROJECT APPLICATION 2024  
APPLICANT INFORMATION – PROJECT SUMMARY**

APPLICANT INFORMATION			
<b>Applicant:</b>	Bureau of Land Management		
<b>Department:</b>	Eastern States, Southeastern States District Office		
<b>Project Title:</b>	Jupiter Inlet Lighthouse ONA Shoreline Stabilization Part #2 In-Water		
<b>Project Director:</b>	Robert Swithers	<b>Title:</b>	District Manager
<b>Project Liaison:</b> <i>(if different from Project Director)</i>	Peter De Witt	<b>Title:</b>	Program Manager (ONA)
<b>Mailing Address:</b>	600 State Road 707, Unit B		
<b>City:</b>	Jupiter	<b>Zip Code:</b>	33469
<b>Email Address:</b>	pdewitt@blm.gov	<b>Phone #:</b>	561-295-5955
<b>Project Address:</b>	600 State Road 707, Jupiter, FL 33469		

**\*\*I hereby certify that the information provided in this application is true and accurate.\*\***

**SIGNATURE:** Peter De Witt

**DATE:** 3/28/2024

**PROJECT SUMMARY** (Please summarize project in space provided below in 2 paragraphs or less.)  
The Jupiter Inlet Lighthouse Outstanding Natural Area (ONA) Shoreline Stabilization and Restoration project seeks to use engineered and living shoreline components to halt erosion and sediment transport into the Intracoastal Waterway and Jupiter Inlet along an approximate 1-mile stretch of the Loxahatchee River and Indian River Lagoon. This project will protect navigability of the waterway and address important safety concerns for visitors of the ONA's shoreline. The project will further enhance terrestrial and marine habitats, protect significant cultural and historic resources, provide a range of recreational opportunities including experiences suited for motorboat and pedestrian access to/from the ONA, and preserve the scenic qualities of the Jupiter Inlet Lighthouse. The entire project, covering approximately 10 acres, involves the installation of in-water limestone wave breaks, pilings and artificial reef structures, the construction of a 2-tier sheet-pile retaining wall, the development of several key shoreline access points including boardwalk, dock, stairways, and both ADA-accessible and natural surface trails. The project also improves existing recreational and environmental education/interpretative facilities and supports enhanced habitats through the planting of tidal and upland species including hardwood hammock vegetation assemblages, mangroves, and salt marsh species.

The overall project has been broken down into several components for implementation. The Part #2 In-Water component addresses the in-water structures (on or below the highwater mark) associated with the project, including limestone (rip-rap) breakwaters, experimental breakwaters, pilings/navigational aids, artificial reefs, boat-in beach access, pedestrian beach access and pedestrian boardwalk/pier structures.

**ATTACHMENT D-3 - PROJECT INFORMATION 2024**

<b>Applicant:</b>	Bureau of Land Management	<b>Project Title:</b>	ONA Shoreline Stabilization Part #2		
<b>Total Project Cost: \$</b>	\$8,000,000	<b>FIND Funding Requested: \$</b>	\$4,000,000	<b>% of Total Cost:</b>	50%
<b>Amount and Source of Applicant's Matching Funds:</b>	The overall cost of all parts of the project is anticipated to be \$14,000,000. The Bureau of Land Management (BLM) has secured and received approximately \$7,000,000 from the Great American Outdoors Act (GAOA) and the Bi-Partisan Infrastructure Law (BIL) directed to the Jupiter Inlet Lighthouse Outstanding Natural Area Shoreline Stabilization and Restoration Project. The estimated cost of Part #2 In-Water elements of the project is \$8,000,000 of which the BLM intends to use a portion of the aforementioned GAOA and BIL funds to cover its share of the project costs (the remaining balance of the GAOA and BIL funds has been committed to the Part #1 – Upland portion of the project). Congressionally appropriated Mineral and Land Resources (MLR) funds are used to support in-house project management and administration costs for all parts of the project and are therefore not included in this Cooperative Assistance Program application.				

**1. Ownership of Project Site (check one):** Own:  Leased:  Other:

**2. If leased or other, please describe lease or terms and conditions:** N/A

**3. Has the District previously provided assistance funding to this project or site?** Yes:  No:

**4. If yes, please list:**

In 2023 the District provided a CAP Award of \$3,000,000 to the Jupiter Inlet Lighthouse ONA Shoreline Stabilization Part #1 Upland Project. The 2023 award and this application are parts or components of the large Shoreline Stabilization effort at the Jupiter Inlet Lighthouse ONA.

**5. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

The Jupiter Inlet Lighthouse ONA is open to the public from dawn to dusk each day with access to the Lighthouse controlled through chaperoned visits between 10am – 5pm. The site hosts 3 parking areas (over 200 parking spaces) and over 2-miles of trail providing access to different areas of the site and shoreline, including segments of boardwalk (200 lf), pier (170 lf), and elevated overlooks. Approximately 1,500 lf of the ONA's shoreline is open to some level of pedestrian and/or boater access (including both motorboats and paddle craft). Access long the Loxahatchee River to the ONA is limited due to topography and a 500 ft limit access area to support an array of recreational (fishing, snorkeling, bathing etc.) and educational/interpretive uses.

**6. How many additional ramps, slips, parking spaces or other access features will be added by this project?**

The overall project will add almost 1,000 lf of publicly accessible boardwalk, approximately 400 lf of ADA accessible trail, approximately 400 lf of improved trail, 9 ONA-Shoreline access stairways, 5 boat-in suitable beach locations, expanded pedestrian beach access and an official/permitted-use dock including a public safety vessel slip. Of the aforementioned access features, Part #2 In-Water component of the project will add approximately 725 lf of boardwalk, 5 boat-in beach access points, approximate 200 lf of pedestrian access beach, and a one public safety vessel slip and permitted access dock.

**7. Are fees charged for the use of this project?** No  Yes  \*\*

**\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.**

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A	N/A	N/A
DEP	Yes	4/19/2023	Click here to enter text.
ACOE	Yes	4/21/2023	Click here to enter text.
COUNTY / CITY	N/A	N/A	N/A

**ATTACHMENT D-4**

**COOPERATIVE ASSISTANCE PROGRAM**

**APPLICATION AND EVALUATION WORKSHEET 2024**

**DIRECTIONS:** All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (D-4A, B, C, D or E) for questions 7-10.

**\*\*Please keep your answers brief and do not change the pagination of Attachment D-4\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Jupiter Inlet Lighthouse ONA Shoreline Stabilization Part #2 In-Water
<b>Applicant:</b>	Bureau of Land Management

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**1) PRIORITY LIST:**

- a) **List the priority list category of this project from Attachment B in the application.** (The application may only be of **one** type based upon the *predominant* cost of the project elements.)

Public shoreline stabilization directly benefiting the District’s waterway channels. (Priority 4).

- b) **Explain how the project fits this priority category.**

The predominant cost of the Jupiter Inlet Lighthouse ONA Shoreline Stabilization Part #2 – In-Water element of the overall Shoreline Stabilization Project is the installation of in-water rip-rap breakwater features, navigational piles and stabilizing pilings (on which the boardwalk will be installed). These efforts will attenuate wave and tidal energy and diminish erosion and sediment transport into the ICW. In addition, these in-water elements of the project protect the infrastructure investments installed in Part #1 – Upland that halt the erosion, and therefore sediment transport into the ICW, of the ONA’s parabolic dune. Further, the stabilizing piles will protect the ICW from the increasing risk of catastrophic collapse of the 1970’s era poured concrete stabilization efforts at the southeastern corner of the ONA. Eliminating this risk to boaters is of critical concern, as is the associated complications a collapse would cause to dredging in this area, the resulting loss of public lands and resources, and the increased erosion sediment transport into the ICW. Part #2 of the project would fully implement the shoreline stabilization at the Jupiter Inlet Lighthouse ONA, while also improving safety for ICW and public lands users, enhancing recreation, increasing habitat diversity and sustainability, and protecting important cultural and historic resources.

(For reviewer only)  
 Max. Available Score   49    
 Range of Score (1 to   7   points)

## 2) WATERWAY RELATIONSHIP:

### a) Explain how the project directly relates to the ICW and the mission of the Navigation District.

The project occurs along the 1-mile stretch of the Jupiter Inlet Lighthouse ONA shoreline on the Loxahatchee River and Indian River Lagoon containing the ICW. Visitors to the ONA experience and use the ICW during their visits, and conversely, ICW recreation users visit and/or view the ONA as part of their experiences. Further, the ONA experiences significant erosion and shoreline retreat which directly impacts the ICW through sediment transfer, impairment of navigability (due to sediment and falling vegetation) and a continual reconfiguring of riverbank settings. The project relates to the mission of FIND by ensuring the ICW remains a navigable waterway channel, addressing risks and impacts of sediment transport into the channel and the subsequent requirement and management of dredging. Further, the project supports sustainable development and use of the waterway for recreational and resource management purposes.

### b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

The project will enhance access to the ICW for pedestrian users, permitted commercial outfitter & guide services and boaters (permits issued under the BLM's Special Recreation Permit program) at the Jupiter Inlet Lighthouse ONA, adjacent to the ICW. The project will further have navigational benefit through the installation of navigational pilings and signage, along with protections of the ICW channel from sedimentation and hazards from collapsed vegetation and antiquated infrastructure (poured concrete revetment). The project, as a whole, includes new trails, boardwalk, shoreline access, expanded pedestrian beach areas, dedicated boat-in beaches areas and additional visitor infrastructure that supports dispersed use and guided recreational, educational, and interpretive experiences.

*(For reviewer only)*  
*(1-6 points)*

## 3) PUBLIC USAGE & BENEFITS:

### a) How is the public usage of this project clearly identified and quantified? Estimate the amount of total public use.

The project occurs within Jupiter Inlet Lighthouse ONA which is congressionally mandated to provide for public use including education and recreational opportunities. The site contains portal signs, parking, trailheads, and a range of visitor use facilities. Visitation is counted and reported through the BLM's Recreation Information Management System. Visitor counts are collected through vehicle counters, pedestrian counters on trails, registrations and ticket sales to events and activities, and through observation/monitoring. In 2023, the ONA received over 150,000 visitors, following a trend of increasing visitation. Almost all visitors experienced and/or interacted with the ICW and ONA shoreline (project location) during a portion of their visit from appreciation of the scenic setting to direct interaction with the project i.e., using the boardwalk, dock, beaches, and/or appreciation of the enhanced habitats (snorkeling, diving etc.).

### b) Discuss the regional and local public benefits that will be provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

The Jupiter Inlet Lighthouse ONA is managed for the use of all current and future generations. The site is managed as a "Destination" with visitor surveys showing approximately a third of visitors are local,

another third from within the State of Florida, and the final third divided between the rest of the county and international visitors. Implementation of the project will ensure that all visitors to the site can enjoy a range of access opportunities and an expansive list of recreational experiences that engage with the ICW in a setting that models sustainable infrastructure, supports the preservation of key historic and cultural resources while protecting and enhancing important terrestrial and marine habitats. Further, users of the ICW will benefit from improved safety, reduction in navigation obstacles originating from the ONA and other indirect environmental enhancements. Local public benefits include enhanced ecosystem services and increased opportunities within the community, while regional benefits include the protection and preservation of nationally significant resources on public lands which are accessible to all.

**c) Are there any restrictions placed on commercial access or use of this site?**

Commercial use of the Jupiter Inlet Lighthouse ONA is governed by federal regulation, specifically 43 Code of Federal Regulation, applicable to the BLM. This includes requirements for permits, leases, easements, and rights-of-way for certain commercial activities or uses of the public lands. Depending on the type of commercial activity these authorizations may place restrictions or stipulations associated with, but not limited to, scale of operations, timing, resource impacts, restoration, and certain rental and processing fees set by Congress.

**d) Can residents from other counties of the District reasonably access and use the project? Explain.**

The Jupiter Inlet Lighthouse ONA, and therefore the project location, is open and available to all as public lands administered by the BLM. The site is open dawn to dusk, with parking available on-site and shoreline access via boat. Segments of the site, specifically around the Jupiter Inlet Lighthouse and along the Loxahatchee River are accessed during visitor hours from 10am – 5pm and during other special events and chaperoned guided experiences. The shoreline is viewable from the ICW and available for use during the routine hours of operation. Residents from all counties of the District, the State of Florida, the United States, and international visitors can access, use, and enjoy the public lands and therefore all elements associated with this Project.

*(For reviewer only)*  
*(1-8 points)*

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#### 4) TIMELINESS:

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment D-6.**

The project design and engineering is complete. National Environmental Policy Act compliance documents are also complete and consultations with the State Historic Preservation Officer, interested Tribal Governments, and the U.S. Fish and Wildlife Service are satisfied. Permits applications with DEP and USACE have been with permitting entities over a year, with the DEP permit complete pending USACE permit approval. The USACE permit has completed its regulatory reviews and is in the Section 408 review process. Permits are anticipated to be received from DEP and USACE before October this year. The following is the anticipated timeline for Part #2 elements of the project (note that Part #1 – Uplands elements of the project are in contracting as of February 2024, with construction anticipated to start mid-summer).

- October 2024 – Full funding secured for Part #2 Shoreline and Marine elements of the Project through Cooperative Assistance Program award.
- November 2024 - Title III Services, Construction, and Cultural Resource Monitoring modifications issued on existing contracts for Part #2 element of the project
- January 2025 – Construction Starts for Part #2 Shoreline and Marine
- December 2025 – Construction substantially complete.

Additional timeline details are provided in Attachment D-6.

- b) **Briefly explain any unique aspects of this project that could influence the project timeline.**

The project timeline could be impacted by the discovery of a major archaeological resource, including the discovery of ancestral remains resulting from ground disturbance, and by the presence of, and avoidance necessary for special status species. Further, the project timeline could be impacted by unfavorable weather conditions, including hurricanes.

*(For reviewer only)*  
*(1-3 points)*

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#### 5) COSTS & EFFICIENCY:

- a) **List the funding sources and the status and amount of the corresponding funding that will be utilized to complete this project.**

Funding for Part #2 Shoreline and Marine:

- Bi-partisan Infrastructure \$600,000 – Received
- Great American Outdoors Act - \$3,400,000 – Received.
- University of Miami – In-kind (\$150,000 value) - SEAHIVE Technology
- Various MLR Appropriations used for in-house project management and administration.

Overall Project Funding *(inclusive of Part #1 Upland funds)*:

- Great American Outdoors Act - \$6,500,000 – Received [\$425,000 currently obligated/expended on Design, Engineering, and Permitting]
- Bi-partisan Infrastructure Law - \$1,000,000 –Received [\$212,000 currently obligated/expended on Design, Engineering, and Permitting]]

- Various MLR Appropriations used for in-house project management and administration.

**b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

Due to the historic and culturally important nature of the site there is an expectation that ground-disturbing activities will result in the discovery of archaeological and historic artifacts. As such, costs may be increased due to this specific site condition whereby increased time may be required for cultural and tribal monitoring, artifact collection, preservation and cataloguing resulting from ground disturbance associated with the project.

Increases in material costs are anticipated in association with inflation and increasing complexities of supply chain and demand issues. The BLM has incorporated the anticipated increase in costs for implementation of the project in FY25/26.

**c) Describe any methods to be utilized to increase the cost efficiency of this project.**

The BLM will utilize firm-fixed priced contracts as appropriate and in accordance with federal acquisitions regulation. Awards will be made on a lowest cost, technically acceptable basis, except where regulation dictates otherwise. The BLM has broken down the project into specific parts to move the project forward in a logical and cost-efficient manner and will work to realize costs savings through the timely execution of contract options when funding become available. Further, the BLM has moved element of the project, such as restoration planting out of the base contracts and will complete this work with volunteers and partners to reduce costs.

**d) If there are any fees associated with the use of this facility, please detail. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

There are no fees associated with the general public use of the facilities developed throughout the course of this project. There are fees associated with commercial, competitive, and organized group use that require a Special Recreation Permit to authorize the activity. These fees are established by the Director of the BLM in accordance with federal law and reevaluated every 3 years. Currently the fee(s) are a minimum of \$130 or 3% of gross revenue for commercial activities and \$7/participant for competitive and organized group use. Further, the BLM issues permits for outfitter and guide services and other commercial activities, such as summer camps and guided tours, that have non-exclusive use of the site and its facilities, including those developed by this project and may charge their own fees for the services they provide. All fees generated by the BLM from Special Recreation Permits are required to be used for recreational program management and improvements at the site on which they were generated. The BLM could identify no similar facilities with commercial, competitive, and organized group permit fees in the project area.

*(For reviewer only)*  
*(1-6 points)*

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**6) PROJECT VIABILITY:**

**a) Does the project fill a specific need in the community? Is this project referenced or incorporated in an existing management, public assess or comp plan?**

The Jupiter Inlet Lighthouse ONA Shoreline Stabilization and Restoration Project addresses the need to protect the unique and nationally significant resource values of the ONA, including the National Register

listed Jupiter Inlet Lighthouse. The project further enhances access to public lands and a range of recreational experiences while resolving safety and potential navigational issues within the ICW originating from the ONA.

The project itself is an evolution of several previous projects that failed to be implemented or were implemented by other federal agencies but have exceeded their design life. The underlying issue of shoreline erosion at the Jupiter Inlet Lighthouse has been documented for over 50 years, with various attempts throughout that time to halt erosion, stabilize slopes and reduce the impact on the ICW of sediment transport from the public lands into the waterway. The first BLM reference to an early version of the project is addressed in the *Jupiter Inlet Lighthouse Outstanding Natural Area Comprehensive Management Plan (BLM, 2010)* and further discussed in the Site Infrastructure, Resilience and Information Project (BLM, 2021). The current version of the project designs was developed with an open and robust public process that concluded in March 2023. The USACE have since conducted their own public process concerning the project and the issuance of permits. The UACE received no public comments concerning the project as the need for action on this project is widely understood within the community.

**b) Clearly demonstrate how the project will continue to be maintained and funded after District funding is completed.**

The congressional legislation that designated the ONA mandated management by the BLM and assigned the site as part of the National Conservation Lands. As part of the National Conservation Lands the site is assigned funding for maintenance and operations annually. The site is also provided the opportunity to submit projects each year for directed funding. Once completed the project will be added into the BLM's Facility Asset Management System (FAMS) under a category specially added for the ONA's existing living shorelines. This system is used to identify the amount of maintenance funding received, and track the condition, maintenance needs and work completed on all of the agency's assets. It is through the combination of these funding sources and the inclusion in the FAMS that the project will continue to be maintained.

**c) Will the program result in significant and lasting benefits? Please describe any environmental benefits associated with this project.**

The project's key benefits are stabilization of the unique parabolic dune at the Jupiter Inlet Lighthouse, cessation of shoreline retreat and the resulting loss of public lands and resources, and resolution of safety and navigational issues in the ICW originating from the ONA. The project has been designed to also protect important and nationally significant cultural and historic resources and enhance a range of recreational opportunities. Coupled with the unique nature of the ONA designation (one of only 3 in the nation), the dedicated management of the site, and support of partners and the community, these benefits are significant and will be long lasting. In addition to the key benefits, the project will also create a "living shoreline" that will enhance upland adjacent, intertidal, and marine habitats, preserve and improve habitat for special status species, support ecosystem services, such as water filtration and carbon sequestration, and contribute to the goals and objectives established for the marine/aquatic preserves surrounding the site.

Further, the project includes installation of experimental shoreline stabilization products including SEAHIVE and commitments from universities to long-term study and comparative analysis of the benefits of these technologies against traditional methods. The scientific nature of these studies, and any resulting publications will have long lasting benefits to similar projects as the information gathered will inform the future science and engineering of shoreline stabilization and living shorelines.

*(For reviewer only)*  
*(1-7 points)*

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SUB-TOTAL \_\_\_\_\_

FIND FORM NO. 00-25  
(Effective Date: 3-21-01, Revised 4-24-06)

**ATTACHMENT D-4A**

**COOPERATIVE ASSISTANCE PROGRAM  
APPLICATION AND EVALUATION WORKSHEET**

**DEVELOPMENT & CONSTRUCTION PROJECTS**

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

All necessary permits have been applied for. Applications to USACE and DEP were initiated in March 2023 and submittals completed in April 2023.

- b) If the project is a Phase I project, list the tasks scheduled to obtain the necessary permits and engineering work. Please provide a general cost estimate for the future Phase II work.**

The project is a Phase II construction project. All Phase I work has been funded by the BLM through the Great American Outdoors Act and the Bi-Partisan Infrastructure Law. The estimated total cost of all construction parts of the project is \$14,000,000. The estimated cost of the Phase II work in this application for Part #2 In-Water is \$8,000,000.

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

There are no known impediments that would delay timely issuance of the required permits. DEP permits are complete pending the issuance of USACE permit. Required DEP easements have been sought and will be issued with the DEP permit. The USACE permit has completed its regulatory review and currently undergoing the Section 408 review.

*(For reviewer only)*  
*(1-4 points)*

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**8) PROJECT DESIGN:**

- a) Has the design work been completed? If this is a Phase I project, has a preliminary design been developed?**

Project design and engineering work for the project is complete, pending any final adjustments that result from permit stipulations and/or pre-construction natural resource surveys.

- b) Are there unique beneficial aspects to the proposed design that enhance public usage or access, decrease environmental impacts, improve water quality or reduce costs?**

The overall project incorporates engineered infrastructure and biological elements to implement a “living shoreline” approach to the protection of the Jupiter Inlet Lighthouse ONA and navigation of the ICW. The project uses an interdisciplinary approach to ensure the project encompasses a sustainable solution to the underlying issue that meets the congressional mandates for protection and enhancement of the ONA and its unique and nationally significant values including opportunities for recreation and education. Specifically, the living shoreline elements will serve to maintain water quality and provide key ecosystem services, such as filtration from recruited oysters and reef obligates and creation of important juvenile fish habitat for sport and commercial fisheries. The engineered features will provide recreational use structure and facilities that address safety concerns, provide new and enhanced opportunities such as snorkeling artificial reefs, improved fishing, and overall better shoreline access for a wide range of users. Further, access will be enhanced through the addition of ADA-accessible pathways, stairways, and boardwalks. The project is viewed as environmentally neutral, as although disturbance will occur during construction this disturbance is offset through the creation of improved and protected habitats. Long-term, the project does reduce the environmental impact of a “no action” approach which allows erosion, sediment transport, shoreline retreat and ultimately loss of land, habitat, resources, and opportunities.

*(For reviewer only)*

*(1-2 points)*

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**9) CONSTRUCTION TECHNIQUES:**

- a) Briefly explain the construction techniques to be utilized for this project.**

The Part #2 In-Water elements of the overall project will utilize a range of terrestrial and water-based construction techniques appropriate for the differing components of the project. The specific construction techniques may vary from those described here because of the use of performance based contracting mechanisms that limit the prescription of how work is to be completed, instead focusing on the outcome and any stipulations that must be followed. Therefore, it is anticipated, the project will utilize three staging areas, one adjacent to the Loxahatchee River near the existing living shoreline project, one at the southeastern most point of the site, and the third adjacent to the SR707 Bridge. Staging areas will be located to minimize impacts on cultural and biological resources while maximizing efficiency of construction. Temporary access route for heavy equipment along the shoreline would utilize the same disturbance as those created for Part#1 Upland element of the project prior to their restoration. Materials and equipment may be moved via barge and crane if necessary to efficiently complete the project.

Rip-rap wave breaks would be comprised of bedding stone and armor stone installed with heavy equipment. Where possible terrestrial construction would be used, however, along the parabolic dune,

placement from barges would be necessary to facilitate construction. Pilings would be installed either by jetting, hammering, or drilling based on permit stipulations and contractor preference.

Typical carpentry construction methods would be used for boardwalks and as needed elsewhere in the project.

All ground disturbing work will be monitored by a qualified archaeologist.

**b) How are the construction techniques utilized appropriate for the project site?**

All components of the Part #2 In-Water elements of the project occur in areas previously disturbed through development associated with the maritime and military history, and general public use of the site. Further, portions of the project site host evidence of over 5,000 years of human occupation. Although the site is culturally, historically, and environmentally important, cultural resource monitoring and careful determination of staging area and access points will minimize disturbance of the site's resources outside the project area. The construction techniques will be conditioned to ensure the project is completed safely, efficiently and with as minimal disturbance to the community and site visitors as possible. Further, all disturbed areas will be restored to existing or enhanced conditions upon substantial completion of the project including recontoured earthwork, and native plantings of appropriate vegetation types.

**c) Identify any unusual construction techniques that may increase or decrease the costs of the project.**

The project does not involve or anticipate any unusual construction techniques that may increase or decrease the cost of the project.

*(For reviewer only)*  
*(1-3 points)*

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## 10) CONSTRUCTION MATERIALS:

### a) List the materials to be utilized for this project. What is the design life of the proposed materials?

The BLM is generally required to design and build for the 100-year flood/storm cycle where those costs do not make the project infeasible. While the project does not specifically fit into BLM's existing policy, every effort to ensure the project offers the best value and lowest cost with the longest design life has been made. The BLM has reviewed a Coastal Conditions assessment for the Jupiter Inlet Lighthouse ONA prepared by Taylor Engineering in determining the design standards for the project. It was determined to construct the project for the 75-year window of coastal conditions factoring in climatic changes, storms, and potential changes in sea-level. Consideration of adaptive management was also included in the designs allowing future modification with minimal impact to the project at a suitable time to address the changing coastal conditions. That said, individual component materials of the project will require maintenance and have differing design life profiles.

The overall Project utilizes a broad range of materials from geotextiles to sheet-pile that are not covered in the list below, which addresses only construction materials associated with Part #2 In-Water component of the project. Major construction materials and design life estimates:

- Concrete Pilings – 50 years.
- Wood Pilings – 25 – 30 years.
- Composite Decking – 20 – 25 years.
- Composite Handrails – 20 – 25 years.
- Metal ADA Handrails – 30 - 35 years.
- Timbers (Railings, Stringers) 25 – 30 years.
- Limestone Rip rap – 75+ years
- SEAHIVE – 50 years.

### b) Identify any unique construction materials that may significantly alter the project costs.

The project contains no unique construction materials that would significantly alter project costs.

The project does include the installation of 2 experimental shoreline stabilization products, including the University of Miami's SEAHIVE. The University of Miami has independently sought and received funding for the construction and installation of these components of the project, thus reducing the overall costs to the BLM and within this CAP request. Per BLM guidance the University of Miami sought and received additional funding to monitor the SEAHIVE technology and complete a comparative study of the technology's effectiveness compared to adjacent traditional rip-rap breakwaters.

*(For reviewer only)*  
*(1-3 points)*

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**RATING POINT**  
**TOTAL** \_\_\_\_\_

(Note: The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.)

Form No. 00-25A  
(Effective Date: 3-21-01, revised 4-24-06)

## ATTACHMENT D-5

**FLORIDA INLAND NAVIGATION DISTRICT  
ASSISTANCE PROGRAM 2024**

**PROJECT COST ESTIMATE**

**(See Rule Section 66B-1.005 & 1.008 for eligibility and funding ratios)**

<b>Project Title:</b>	Jupiter Inlet Lighthouse ONA Shoreline Stabilization Part #2 – In-Water
<b>Applicant:</b>	Bureau of Land Management

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Quantity or Total Estimated Cost</b> <i>(Number and/or Footage etc.)</i>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Title III Services (Contract preparation, management, and oversight by Engineer of record)	\$300,000	\$150,000	\$150,000
Archaeological Monitoring (Monitoring Reports, Artifact Collection, Cataloging & Curation)	\$40,000	\$20,000	\$20,000
Breakwaters & Fender/Navigation Piles (Riprap & Experimental Breakwaters, Artificial Reefs)	\$3,000,000	\$1,500,000	\$1,500,000
Boat-in/Pedestrian Beach Enhancement (5 Boat-in Beach Access, ~200 lf pedestrian access beach)	\$2,000,000	\$1,000,000	\$1,000,000
Boardwalk (725 lf public access boardwalk)	\$2,000,000	\$1,000,000	\$1,000,000
Dock (permitted use only dock & public safety vessel slip)	\$660,000	\$330,000	\$330,000
<b>**TOTALS =</b>	<b>\$8,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>

## ATTACHMENT D-6

## COOPERATIVE ASSISTANCE PROGRAM 2024

## PROJECT TIMELINE

<b>Project Title:</b>	Jupiter Inlet Lighthouse ONA Shoreline Stabilization Part #2 – In-Water
<b>Applicant:</b>	Bureau of Land Management

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-1.005(3) - Pre-agreement expenses)

The following detailed timeline is provided for the Jupiter Inlet Lighthouse ONA Shoreline Stabilization – Part #2 In-Water. Note the specific order of construction completion targets may differ pending contract negotiations. Key scheduling items for the overall project (including Part #1 awarded in 2023) are included for general reference and understanding of project accomplishments. Items specific to the overall project are presented in *italics*:

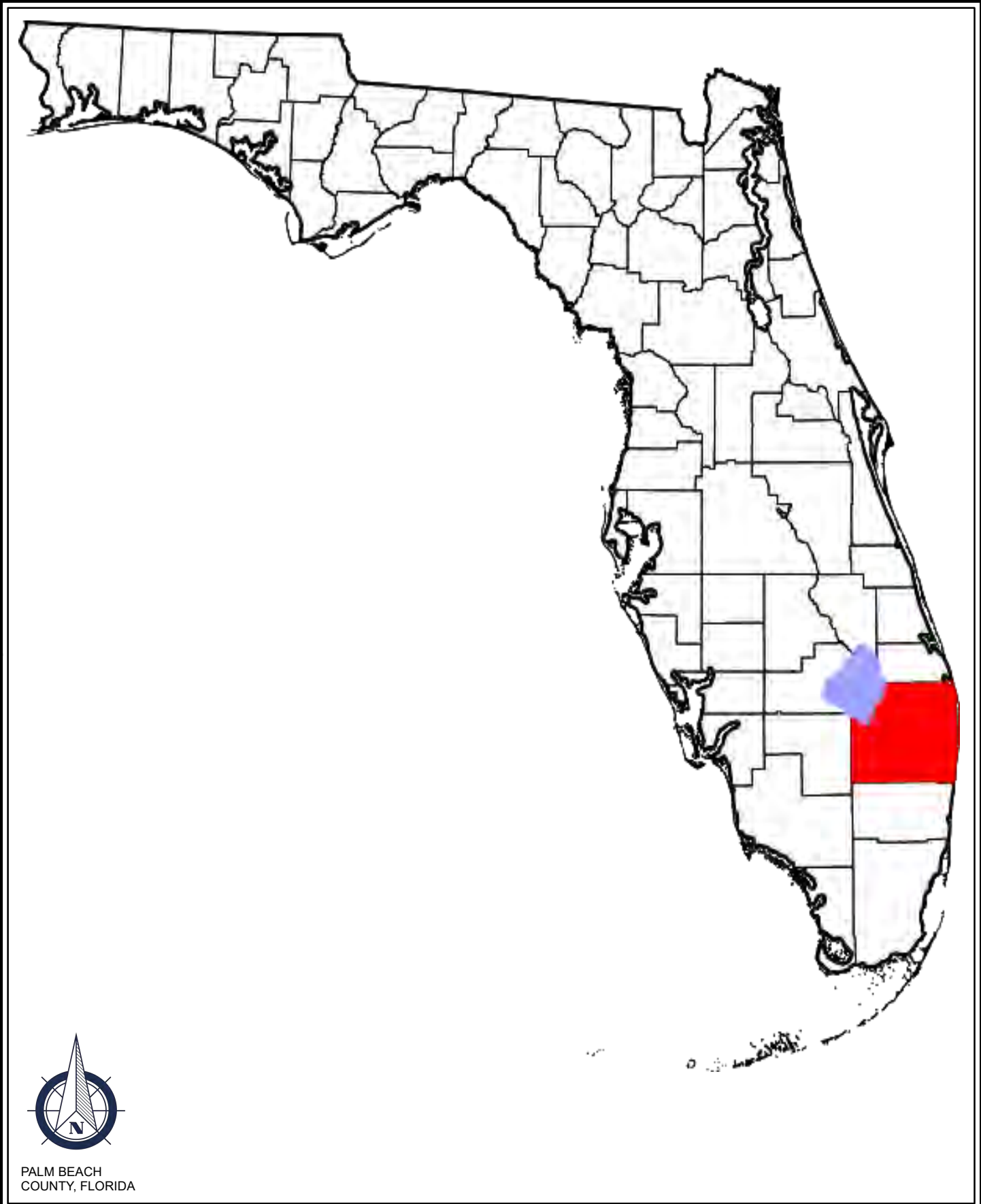
<i>October 2023</i>	<i>BLM received CAP Award for Part #1 Upland elements of the project.</i>
<i>January – March</i>	<i>BLM prepares CAP Application for Part #2 In-Water elements of the project.</i>
<b>April, 2024</b>	<b>BLM posts solicitations for Construction, Title 3 Services, and Cultural Resource Monitoring contracts. [Base Work in Contract associated with Part #1 Upland]</b>
<b>June, 2024</b>	<b>BLM awards Contracts.</b>
<i>July 2024</i>	<i>Notice to Proceed issued for Part #1 Upland (specific date negotiated with contractors). Materials staging and site preparation begin. Groundbreaking.</i>
<b>August 2024</b>	<b>Pre-construction surveys completed for Part #2 In-Water.</b>
<b>September 2024</b>	<b>BLM executes Contract option(s) for continuation of Title III Services for Part #2 In-Water pending funding availability.</b>
<b>November 2024</b>	<b>BLM Exercises contract options for Part #2 In-Water elements of the project, pending funding availability.</b>
<i>December 2024</i>	<i>Accessible Walkway(s), Pavilion, Earthwork, and site Restoration of Loxahatchee River adjacent elements of Part #1 Upland substantially complete.</i>
<b>January 2025</b>	<b>Part #2 In-Water materials staging and site preparation begin. Groundbreaking.</b>
<i>February 2025</i>	<i>All elements of Part #1 Uplands substantially complete, including 2-tier Sheet-pile terrace, stairways, fencing, improved trails etc.</i>
<i>February 2025</i>	<i>BLM submits GAOA/BIL Requests for Balance of Project Funding Needs if insufficient funding available.</i>
<b>March 2025</b>	<b>Part #2 In-Water Contract Option 2 – construction north of SR707 Bridge substantially complete.</b>
<b>May 2025</b>	<b>Part #2 In-Water Contract Option 3- construction along the Loxahatchee River substantially complete.</b>
<b>July 2025</b>	<b>Part #2 In-Water Contract Option 4 – all Indian River Lagoon segment substantially complete.</b>
<b>September 2025</b>	<b>Part #2 In-Water Loxahatchee River boardwalk, and pilings complete.</b>
<b>December 2025</b>	<b>Part #2 In-Water all elements sustainably complete including Dock.</b>
<i>February 2025</i>	<i>BLM submits GAOA/BIL Requests for Balance of Project Funding Needs if insufficient funding available.</i>

**April 2026 - Parts #1 Upland & #2 In-Water contract closeout. All other contacts closed out. CAP awards and 50% match fully expended.**

*May 2026 Part #2 In-Water – Native Planting Projects (Mangroves, Salt-Marsh) begin under agreement and with the aid of volunteers.*

*Beyond 2026 Project management continues as maintenance.*

Note – Adjustment to the proposed schedule may be necessary based on permit limitations, availability of funding, construction restraints, materials availability, and other factors. The BLM’s target is to have the entire project substantially complete by December 2025.



PALM BEACH  
COUNTY, FLORIDA




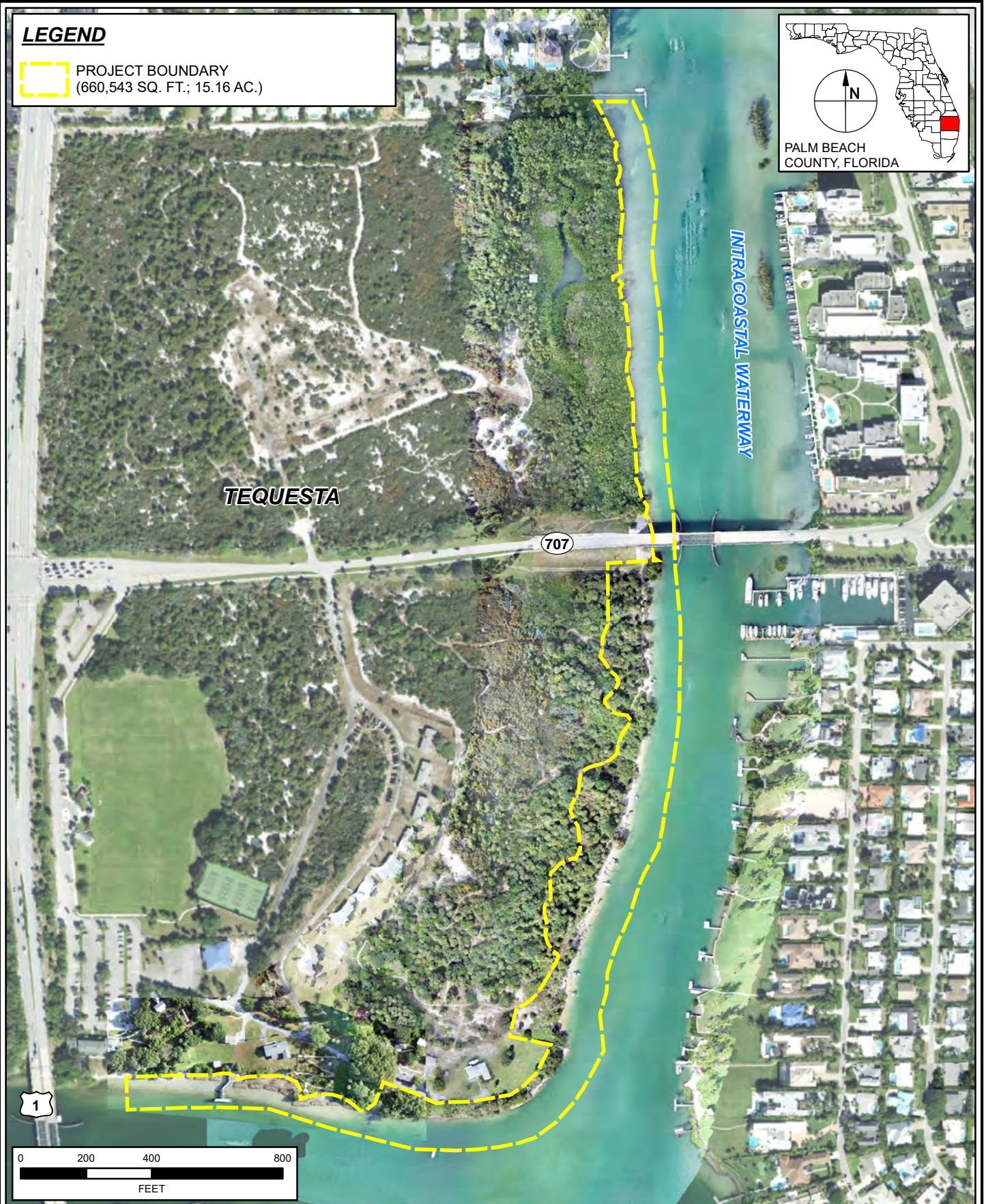
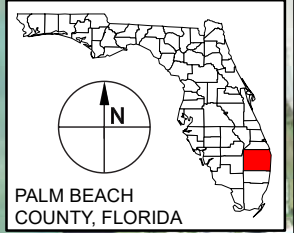
**NATIONAL  
CONSERVATION  
LANDS**

COUNTY LOCATION MAP  
JUPITER INLET LIGHTHOUSE  
SHORELINE STABILIZATION &  
RESTORATION PROJECT  
PALM BEACH COUNTY, FLORIDA

PROJECT	ONA-SSR
DRAWN BY	PDW
SHEET	
DATE	FEB 2024

**LEGEND**

 PROJECT BOUNDARY  
(660,543 SQ. FT.; 15.16 AC.)



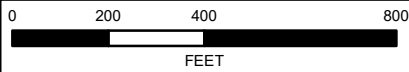
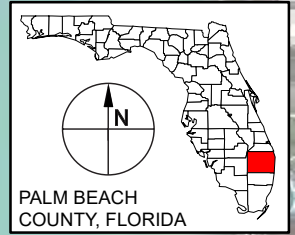
**NATIONAL  
CONSERVATION  
LANDS**

PROJECT BOUNDARY MAP  
JUPITER INLET LIGHTHOUSE  
SHORELINE STABILIZATION &  
RESTORATION PROJECT  
PALM BEACH COUNTY, FLORIDA

PROJECT	ONA-SSR
DRAWN BY	PDW
SHEET	
DATE	FEB 2024

### Site Development Map

Part #1 Upland elements identified in blue.



**NATIONAL CONSERVATION LANDS**

SITE DEVELOPMENT MAP  
JUPITER INLET LIGHTHOUSE  
SHORELINE STABILIZATION &  
RESTORATION PROJECT  
PALM BEACH COUNTY, FLORIDA

PROJECT	ONA-SSR
DRAWN BY	PDW
SHEET	
DATE	FEB 2024

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
Applicant: St. Lucie County			
Department: Port, Inlet & Beaches			
Project Title: Harbour Pointe Regional Boat Ramp - Design and Permitting			
Project Director: Joshua Revord, PE		Title:	Director of Port, Inlet & Beaches
Project Liaison: <i>(if different from Director)</i>		Title:	
Mailing Address:	1001 Harbor Street		
City: Fort Pierce	Zip Code:	34950	
Email Address: revordjo@stlucieco.org	Phone #:	772-462-1269	
Project Address:	1 Avenue M Ext., Fort Pierce, Florida 34950		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_

DATE: 03-29-2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

This request is for project design and permitting for a new boat ramp facility (to be known as Harbour Pointe Regional Boat Ramp) in St. Lucie County. This project is proposed on unimproved lands within the Port of Fort Pierce Planning Area and is situated north of the Fort Pierce Port Terminal and just south of Taylor Creek/Harbertown Marina. The eastern boundary of the project abuts the Indian River Lagoon, and the project area is situated due west (+/- 2 miles) of the Fort Pierce Inlet.

The intent of this project is to provide a world-class regional boat ramp facility for residents of the County, including future patrons from the City of Fort Pierce, Port St. Lucie, and adjacent counties. The project envisions a minimum of 2 concrete boat ramps (4 slips), associated floating tending docks, restroom facilities, sufficient parking to accommodate up to 50 trailer parking spaces, and associated civil infrastructure. St. Lucie County previously performed strategic maintenance dredging of Taylor Creek (with F.I.N.D.'s assistance), which now has operating depths of around +/- fourteen (14) feet (referenced NAVD 88).

Due to population growth, the demand for boat ramp facilities is increasing in St. Lucie County and this facility will provide much needed access to the ICW and Atlantic waterways.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> St. Lucie County	<b>Project Title:</b> Harbour Pointe Regional Boat Ramp - Design and Permitting	
<b>Total Project Cost:</b> \$ 500,000.00	<b>FIND Funding Requested:</b> \$ 250,000.00	<b>% of Total Cost:</b> 50
<b>Amount of Applicant's Matching Funds:</b>	250,000.00	
<b>Source of Applicant's Matching Funds:</b>	Department Fy-23/24 budget and/or future FBIP contribution	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

N/A

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:**

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

Harbour Pointe Park currently operates as a passive recreational park. There are no boat ramps, slips, or trailer parking spaces on the premises. The park provides over 2,000 linear feet of natural shoreline, which will complement the proposed facility and enhance the boating experience.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

The plan includes 2 additional ramps (4 slips) and up to 50 defined trailer parking spaces. The project envisions floating tending docks and a staging dock to clear the launch area.

7. **Are fees charged for the use of this project?** No  Yes \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A	Design Funding Request	N/A
DEP	N/A	Design Funding Request	N/A
ACOE	N/A	Design Funding Request	N/A

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Harbour Pointe Regional Boat Ramp - Design and Permitting
<b>Applicant:</b>	St. Lucie County

**1) PRIORITY LIST:**

- a) **Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

6. Acquisition, dredging, shoreline stabilization and development of public boat ramps and launching facilities.



- b) **Explain how the project fits this priority category.**

The proposed project is for the development (design and permitting) of a new public boat ramp. This project will increase public access to the Intracoastal Waterway (ICW) and will take advantage of the recently completed maintenance dredging of Taylor Creek (another project F.I.N.D. contributed towards in the past).

*(For reviewer only)*

Max. Available Score for application 47

Question 1. Range of Score (1 to 5 points)

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## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.**

This project is consistent with 66B-002.004(d) which states "Eligible projects shall include the acquisition and development of public boat ramps and launching facilities..."; so, the project is consistent with F.I.N.D.'s mission. The boat ramp facility's association with Taylor Creek (and the DMMA) will also ensure the long-term navigability of this waterway.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?**

The project will provide much needed recreational boating access in St. Lucie County where the population is rapidly increasing. The proximity of Harbour Pointe to navigable sections of the ICW and the Fort Pierce Inlet make it a premier location for reducing the congestion at other County boat ramp facilities.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.**

The construction of a new boat ramp and associated civil infrastructure at Harbour Pointe Park will provide members of the public with a new facility to launch personal watercraft. The project is in a favorable location for ease of launching and loading, with Taylor Creek providing shelter from swift moving currents and wind. The adjacent Taylor Creek channel is designed at +/- 14 feet (NAVD 88); and provides ample navigational depth.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.**

The intent of this project is to provide a world-class regional boat ramp facility. The location of the proposed project is perfect for boaters trailering from the City of Fort Pierce, Port St. Lucie (who have limited access to the ICW waterway), and adjacent counties wanting access to Fort Pierce Inlet. This facility is consistent with the 2020 Port of Fort Pierce Master Plan which was approved/adopted by St. Lucie County BOCC.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?**

The 2020 Port of Fort Pierce Master Plan included concepts at Harbour Pointe to continue the County's artificial reef program along Taylor Creek. A commercial/service vessel dock is envisioned adjacent to the boat ramp facility and may provide limited commercial access when not being used for marine staging operations. This space is envisioned as a flex-space, which may be used in the future as overflow trailer parking and for events. There are no restrictions on the boat ramps facility proposed.

*(For reviewer only)*  
*(1-8 points)*

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**4) TIMELINESS:**

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

The County has recently advertised a Request for Qualifications for consulting design and permitting services for the proposed project, and a design professional should be selected by the late summer of 2024. A specific scope of work for design/permitting services should be formalized by the Fall of 2024. Design should be completed by the Fall of 2025.

- b) Briefly explain any unique aspects of this project that could influence the timeline.**

Permitting the boat ramp facility will likely be the limiting factor in the execution of this project. The project area is within the vicinity of submerged aquatic vegetation (SAV) and the headwaters of Taylor Creek are known for aggregations of manatee.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

Local funding is the only funding source at this time. The County is concurrently pursuing Florida Boating Improvement Program (FBIP) funding from FWC to help offset the cost of design/permitting and future construction.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

We do not anticipate substantial fluctuation in the cost of design and permitting; although, consulting engineering costs have been on the rise with inflation pressures.

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

Not proposed at this time.

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

N/A

*(For reviewer only)*  
*(1-6 points)*

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**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

Florida Department of Transportation (FDOT) has begun the North Causeway Bridge Replacement Project which will impact North Causeway Boat Ramp facility for multiple years. The Black Pearl Boat Ramp, closest to the proposed project, is currently located within the City of Fort Pierce's Redevelopment Area and may be closed in the future as part of a proposed development. Overall, the population growth the County is seeing requires that more facilities be open to provide sufficient access. The boat ramp facility was also identified in the 2020 Port of Fort Pierce Master Plan, which was approved by the St. Lucie County BOCC and the City of Fort Pierce Commission. A letter of support was provided by the City for the proposed project (attached to the application).

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

Funding for the maintenance of the propose project is the responsibility of the County's Port, Inlet & Beaches Department and will be provided on an annual basis.

**c) Is this project referenced or incorporated in an existing maritime management, public assess or comp plan?**

The project is included in the 2020 Port of Fort Pierce Master Plan and the property was initially purchase through a 1996 bond referendum, that identified recreation as a key component of the future land use for the parcel.

*(For reviewer only)*  
*(1-7 points)*

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**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

No, these permitting efforts will be pursued as part of the design and permitting effort being proposed.

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

A conceptual plan was identified by a County consultant (Inwood Engineering) in 2022 that indicated project construction (including all required civil Infrastructure) was estimated at approximately \$10,000,000.00. This concept included +/- 50 dedicated boat trailer parking spaces, restrooms, a minimum of 2 boat ramps (4 slips), tending docks, and associated civil infrastructure.

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

Permitting the boat ramp will likely be the limiting factor in the execution of this project. The project area is within the vicinity of submerged aquatic vegetation (SAV) and the headwaters of Taylor Creek are known for aggregations of manatee.

*(For reviewer only)*  
*(1-4 points)*

---

**8) PROJECT DESIGN:**

- a) Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

Conceptual design has been completed. This effort will finalize design specifics/ permitting requirements for the boat ramps and parking facilities.

- b) Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

Yes, Harbour Pointe Park is proposed as a recreational destination. The park's future development will focus on recreation and commercial elements for a pedestrian friendly design. Having a premier boat ramp facility at this location will help drive this vision and provide increased opportunities for boaters.

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

At this time, the County is only seeking funding for design and permitting. Construction techniques are not available.

- b) What is the design life of the proposed materials compared to other available materials?**

At this time, the County is only seeking funding for design and permitting. Construction techniques are not available.

*(For reviewer only)  
(1-3 points)*

---

---

## 10) ENVIRONMENTAL COMPONENTS:

**a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

This project will benefit from the recently completed Taylor Creek dredging project. F.I.N.D. contributed to this effort and its completion has been deemed a success. The regional boat ramp facility will incorporate enhanced drainage techniques to ensure water quality. The future development of a commercial/service vessel dock adjacent to this boat ramp facility will also provide an opportunity for the staging of future marine construction activities (including maintenance dredging) and will assist both the County and F.I.N.D.'s future marine initiatives.

**b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The County has completed a 10% basis of design review of Harbour Pointe Park that includes a review of the State's resiliency requirements. The study reviewed relevant sea level projections and the County's recently completed vulnerability study. The document identifies specific final buildout elevation(s) depending on proposed infrastructure type. These buildout elevations were selected based on science and the State's requirements to qualify for future resiliency funding. This document will be used to inform all future design efforts at Harbour Pointe Park.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

## ATTACHMENT E-5 PROJECT COST ESTIMATE

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Harbour Pointe Regional Boat Ramp - Design and Permitting
<b>Applicant:</b>	St. Lucie County

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <small>(To the nearest \$50)</small>	<b>FIND Cost</b> <small>(To the nearest \$50)</small>
Regional Boat Ramp Design and Permitting	500,000.00	250,000.00	250,000.00
<b>**TOTALS =</b>	<b>\$ 500,000.00</b>	<b>\$ 250,000.00</b>	<b>\$ 250,000.00</b>

**ATTACHMENT E-6****PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Harbour Pointe Regional Boat Ramp - Design and Permitting
<b>Applicant:</b>	St. Lucie County

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

<b>Date</b>	<b>Component</b>
10/2024	Notice to Proceed with Design Effort
01/2025	Conceptual Design Verified; Move Forward with a Specific Design.
07/2025	60% Design Plans Completed; Permitting To Officially Begin.
10/2025	90% Plans Completed; Permitting Effort Continues.
06/2026	100% Plans Completed; Permits issued; Construction Solicitation.

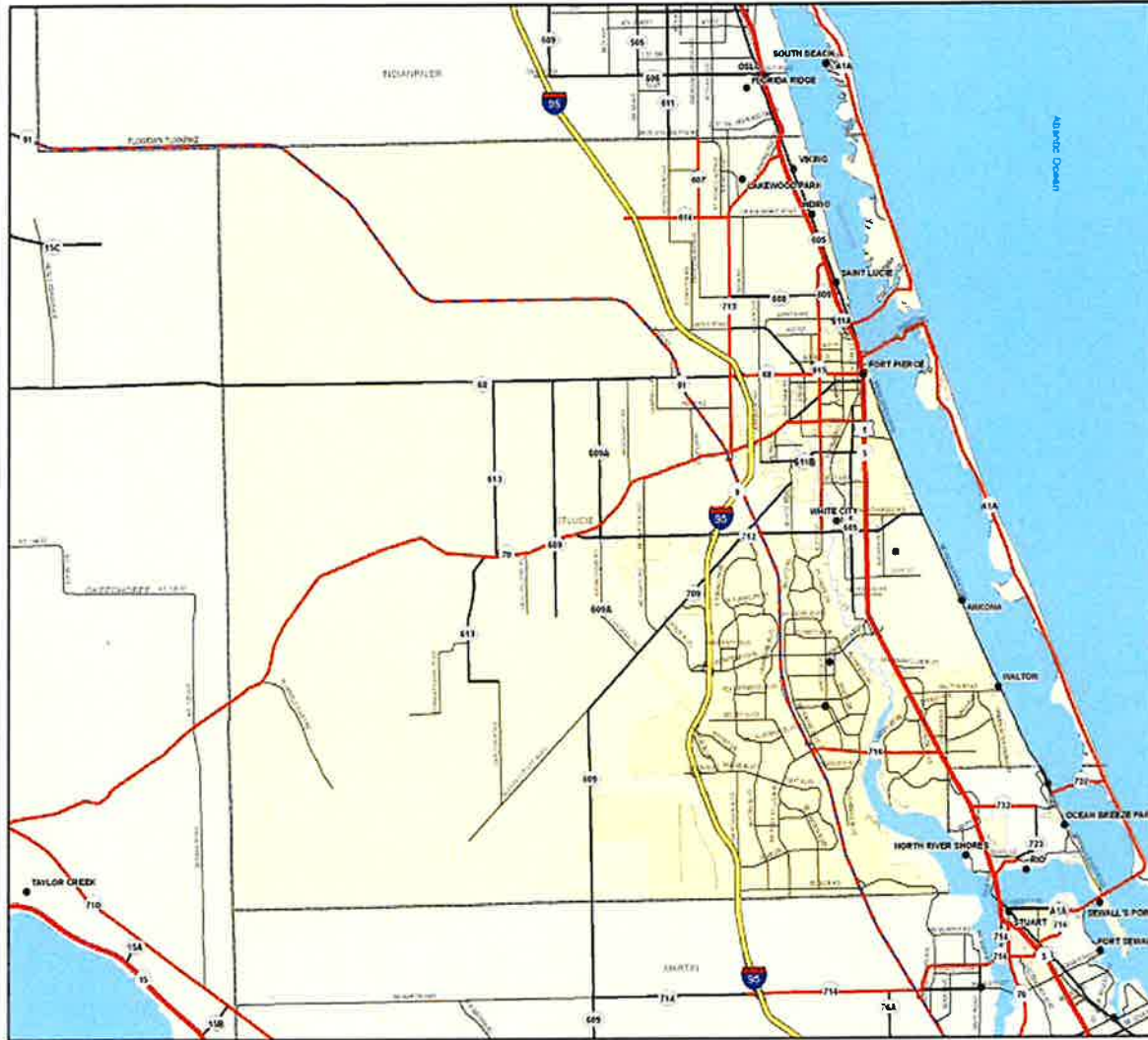
## Harbour Pointe Regional Boat Ramp Facility Subject Property



**Parcel A:** Parcel ID 2403-123-0000-000-1 (SLC Property Appraiser) – Owner St. Lucie County

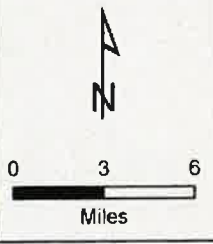
**Parcel B:** Parcel ID 2403-123-0001-000-8 (SLC Property Appraiser) – Owner St. Lucie County

# St Lucie County Transportation Network



- Legend**
- Interstates
  - - - Toll Roads
  - US Roads
  - State Roads
  - County Roads
  - Minor Roads
  - Cities-Towns
  - Urban Areas
  - County Boundary
  - Rivers
  - Lake
  - Swamp or Marsh

Produced in 2009 by the Florida Center for International Technology (FCIT) using data from the Florida Department of Transportation  
 Projection: Albers Conical Equal Area



Port, Inlet, & Beaches  
 1001 Harbor St.  
 Fort Pierce, Florida 34950

ST. LUCIE COUNTY, FLORIDA

DRAWN BY

JB

Date

3/20/2024

Sheet

1 of 1



Port, Inlet, & Beaches  
1001 Harbor St.  
Fort Pierce, Florida 34950

Harbour Pointe Park  
ST. LUCIE COUNTY, FLORIDA

DRAWN BY

JB

Date

3/20/2024

Sheet

1 of 1

## Harbour Pointe Regional Boat Ramp Facility Subject Property



**Parcel A:** Parcel ID 2403-123-0000-000-1 (SLC Property Appraiser) – Owner St. Lucie County

**Parcel B:** Parcel ID 2403-123-0001-000-8 (SLC Property Appraiser) – Owner St. Lucie County

ITEM 10.01  
EXECUTIVE SUMMARY

**FINAL DRAFT**

**KEY FEATURES**

- Port Planning Area (+/- 1,545 AC)
- Project Study Area (+/- 255 AC)
- Anticipated Storm Water Requirement Zones
- Fisherman's Wharf Redevelopment Zone
- Fisherman's Wharf Publicly Held Land
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway

**EXISTING**

- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Light Industrial Uses  
(Woods Properties and Inlet Fisheries)
- 5 Derecator Shipyard
- 6 Fort Pierce Marine Terminal (Beyel Bros. Properties)
- 7 Lincoln Park Community Park

**PROPOSED**

- 8 Harbour Pointe and Temet Access Road
- 9 Dry Stack Boat Storage Development
- 10 Taylor Creek Public Boat Ramp and Parking
- 11 Harbour Pointe Public Marina
- 12 Harbour Pointe Waterfront Esplanade
- 13 Reef Restoration Center and Floating Dock
- 14 East Wharf Development
- 15 Marine Industries Vessel Slip (Optional)
- 16 Yacht MRO and Shipbuilding Areas
- 17 Wet Slip Operational Areas
- 18 Shiplift (Synccalift) and Transfer System
- 19 Rail Spur and Related Operations (Optional)
- 20 Urban Greenway System Linked to  
Proposed SUNTrail Greenway
- 21 Urban Greenway Pedestrian Overpass



Excerpt from 2020 Port of Fort Pierce Master Plan

# HARBOUR POINTE CONCEPTUAL PHASING PLAN (2/23/23)



Harbour Pointe Regional Boat Ramp Depicted as Phase 2  
 Conceptual Master Plan

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> St. Lucie County Parks and Recreation Department			
<b>Department:</b> Parks and Recreation Department			
<b>Project Title:</b> White City Park Shoreline Stabilization, Phase 2			
<b>Project Director:</b> Mr. Matt Baum		<b>Title:</b>	Parks and Recreation Dept. Director
<b>Project Liaison:</b> <i>(if different from Director)</i>	Shailesh Patel Dredging & Marine Consultants	<b>Title:</b>	President
<b>Mailing Address:</b> 4643 S. Clyde Morris Blvd, Unit 302			
<b>City:</b> Port Orange		<b>Zip Code:</b>	32129
<b>Email Address:</b> spatel@dmces.com		<b>Phone #:</b>	386-304-6505
<b>Project Address:</b>			

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_

3-26-2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

White City Park is a 17-acre historic public waterway access park nestled within the North Fork St. Lucie River Aquatic preserve. The park is considered a main checkpoint and launch site for the St. Lucie River which acts as a thoroughfare to the AICW, St. Lucie Inlet, and the Okeechobee Waterway. The park is centrally located amid state, local, and private conservation lands, an aquatic preserve, and a central everglades planning project. The North Fork St. Lucie River was extensively channelized and dredged in the early 1900s. The North Fork St. Lucie River, designated as an aquatic preserve in 1972, is a freshwater system upstream and a brackish system near the St. Lucie Estuary.

Over the years, storm forces and boat wakes from heavy boat traffic have caused severe erosion of the shoreline. The erosion is so severe in some areas it has begun impacting the perimeter roadway and as a result, portions of park are no longer safely accessible. **St. Lucie County seeks Phase 2 construction dollars to stabilize 300 linear feet of shoreline to eliminate future damage and erosion.** In addition to public safety, stabilizing the eroding shoreline at White City Park will negate the need for future dredging as stabilization will preclude sediments from entering the waterway and causing navigational obstructions to and from the St. Lucie River and adjoining water-bodies.

**ATTACHMENT E-3**

**PROJECT INFORMATION**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> St. Lucie County	<b>Project Title:</b> White City Park Shoreline Stabilization, Phase 2	
<b>Total Project Cost:</b> \$800,000.00	<b>FIND Funding Requested:</b> \$400,000.00	<b>% of Total Cost:</b> 50
<b>Amount of Applicant's Matching Funds:</b>	\$400,000.00	
<b>Source of Applicant's Matching Funds:</b>	St. Lucie County	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

3. **Has the District previously provided assistance funding to this project or site?** Yes:  No:   
**If yes, please list:** SL-21-70 White City Park Shoreline Stabilization Phase I \$49,150

4. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

One boat ramp, two tending docks, a canoe/kayak launch, and over 200 linear feet of timber fishing & observation piers. Multiple restrooms & covered pavilions, a grill station, picnic tables, and playground. Roughly 50 parking spaces because there is no paved parking lot, only the natural landscape.

5. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

No additional ramps, slips, parking spaces or other access features will be added. This is a Phase 2 construction of a shoreline stabilization project.

6. **Are fees charged for the use of this project?** No  Yes \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A		
DEP	Yes		
ACOE	Yes		

## ATTACHMENT E-4 EVALUATION WORKSHEET

WATERWAY ASSISTANCE PROGRAM FY 2024

### DIRECTIONS:

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	White City Park Shoreline Stabilization, Phase 2
<b>Applicant:</b>	St. Lucie County Parks and Recreation Department

### 1) PRIORITY LIST:

- a) **Denote the priority list category of this project from Attachment C in the application.** (The application may only be of **one** type based upon the predominant cost of the project elements.)

**Priority List Item:** 12. Public waterfront parks and boardwalks and associated improvements.

- b) **Explain how the project fits this priority category.**

White City Park provides access to the St. Lucie River. The park is considered a prime destination for locals and tourists seeking access to the North Fork St. Lucie River Aquatic preserve and an "Old Florida" ecological scenery.

The proposed improvements will stabilize the shoreline so the park remains safely accessible and fully operational, and sediments cease from eroding into the river causing navigational hindrances and water quality concerns.

*(For reviewer only)*

*Max. Available Score for application*      45

*Question 1. Range of Score*    (1 to 3 points)

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## 2) WATERWAY RELATIONSHIP:

- a) **Explain how the project relates to the ICW and the mission of the Navigation District.**

Safe access to the park, as well as safe navigation, are in jeopardy as sediments erode into the river and launch areas and compromise the upland road and pathways to and along the park. This impacts local tourism and access which depend on a variety of waterway access points and attractions like those offered by White City Park.

- b) **What public access or navigational benefit to the ICW or adjoining waterway will result from this project?**

This project will negate the need for future dredging as stabilization will preclude sediments from entering the St. Lucie River. The St. Lucie River is a coastal river system in St. Lucie and Martin counties and is situated at a major confluence of waterways. The AICW and the Indian River work their way in from the north, ending at the St. Lucie Inlet, while the Okeechobee Waterway is situated right near the mouth of the St. Lucie River.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) **Describe how the project increases/improves boater/public access. Estimate the amount of total public use.**

The erosion is in close proximity to accessing the majority of the park and thus will have a significant improvement to safe use/access by vehicular traffic. The shoreline, if not stabilized, will continue to erode limiting park access and will likely impact navigation and require future dredging

- b) **Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.**

White City Park is used by local residents and is accessible to boaters from other counties. It contributes to local tourism and recreation activities and acts as an access and checkpoint for those traveling along the St. Lucie River.

- c) **Has the local Sponsor implemented or plans to implement any boating access, speedzone, commercial access or other restrictive use of this site?**

There is boater access (ramp) at the park. The waterway has speed zones posted as the park is within an aquatic preserve. The County will increase the limits of the slow speed/no wake zone, if needed.

*(For reviewer only)*  
*(1-8 points)*

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#### 4) TIMELINESS:

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

Execution of the design phase is dependent upon securing FIND funding. An estimated timeline is provided in Attachment E-6, as requested

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

There are no unique aspects of this project that could influence the timeline of this project

*(For reviewer only)*  
*(1-3 points)*

---

#### 5) COSTS & EFFICIENCY:

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

The County currently has equal matching funds (50%) available.

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

The proposed materials will not increase project costs. The most effective, structurally sustainable, and environmentally beneficial materials will be utilized for stabilizing and protecting the shoreline.

- c) **Are there any fees associated with the use of this facility? No**  
**If so, please list or attach fee sheet.**

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

Not Applicable.

*(For reviewer only)*  
*(1-6 points)*

---

**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

White City Park is considered a prime and central destination for those seeking access to the St. Lucie River, North Fork St. Lucie River Aquatic preserve, AICW, the Indian River Lagoon, and the Okeechobee Waterway. This park is also used as a check point/resting stop for boaters using the waterway. Safe access to the Park's only boat ramp is at risk due to the eroding shoreline.

St. Lucie County has committed to the its citizens to create a thriving community, defined as to foster community connections by providing access to arts, heritage, culture, education and valued recreational amenities. The project meets the needs and safety of the general public as it will ensure the continued use of the of the historical park

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

The County continues to maintain and improve park infrastructure, including the green space, and will continue to maintain the proposed shoreline protection infrastructure.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

No, however, White City Park sits within the North Fork St. Lucie Aquatic Preserve. The North Fork St. Lucie River is part of Florida's "Save our Rivers" program as the Park's shorelines provide a wildlife corridor which connects a variety of natural communities and facilitates a wilderness experience that is easily accessible to the residents of White City, Port St. Lucie, and Stuart. This project will ensure protection of this accessibility.

*(For reviewer only)*  
*(1-7 points)*

---

**SUB-TOTAL** \_\_\_\_\_

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

This is a Phase 2 project and all design, engineering, and permitting work are in progress. The USACOE permit has been secured and FDEP permit should be secured shortly, pending consultation with FFWCC.

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

Currently a rock revetment structure with filter fabric and environmentally friendly geofabric are envisioned to stabilize the sodded slope/shoreline.

We estimate the cost of Phase II construction to be approximately \$700,000.

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

Based on preliminary conversations with the regulatory/permitting agencies, we do not anticipate any impediments that may potentially delay the timely issuance of the required permits.

*(For reviewer only)*  
*(1-4 points)*

---

## 8) PROJECT DESIGN:

- a) **Has the design work been completed? If this is a Phase I project, has a preliminary design been developed?**

This is a Phase 2 project

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

A rock revetment appears to be the most cost-effective approach given the site layout, slopes, and neighboring community across the river. This design will reduce environmental impacts and preserve the "Old Florida" and ecological integrity of the park.

*(For reviewer only)*  
*(1-2 points)*

---

## 9) CONSTRUCTION TECHNIQUES:

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

Based on the site evaluation on land and in water, it is anticipated that the construction will be land based. Rocks will be individually placed to provide a tight structure. The rock material will be limestone or coquina, with filter fabric to preclude soil loss. Geofabric will be used on the bahia or St. Augustine grass sodded slope. We do not envision any unique material use that may increase the cost.

Availability of rock material and proximity of supply sites at the time of construction may lead to higher costs.

- b) **What is the design life of the proposed materials compared to other available materials?**

We do not expect the proposed material to require replacement in the future.

*(For reviewer only)*  
*(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**
**a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

St. Lucie county residents and County government are concerned about environmental sustainability and natural resources. This has led to the development of a goal associated with environmental stewardship and resilient infrastructure with the guideline to "Balance responsible growth and infrastructure with natural preservation." White City Park is a prime destination in the North Fork St. Lucie River Aquatic preserve and offers pristine "Old Florida" ecological scenery. The proposed project design, materials, and methods will protect the integrity and legacy of the park and all it has to offer.

**b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The design will employ a hybrid-engineering approach and utilize materials that allow natural processes to continue. The rock revetment will be designed to the maximum allowable footprint with respect to the surrounding natural resources. The project will be designed to combat sea-level rise, boat wakes, hurricane damage, and storm surge

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

Project Title:	White City Park Shoreline Stabilization, Phase 2
Applicant:	St. Lucie County Parks and Recreation Department

Project Elements <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	Total Estimated Cost	Applicant's Cost <i>(To the nearest \$50)</i>	FIND Cost <i>(To the nearest \$50)</i>
Mobilization & Demobilization	\$150,000	\$75,000	\$75,000
Rock-revetment System, Stormwater pipe	\$476,000	\$238,000	\$238,000
Surveys, Site Preparation, Environmental Compliance, Grading	\$120,000	\$60,000	\$60,000
Bidding and Construction Management	\$54,000	\$27,000	\$27,000

**TOTALS =	\$ 800,000.00	\$ 400,000.00	\$ 400,000.00
------------	---------------	---------------	---------------

**ATTACHMENT E-6****PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

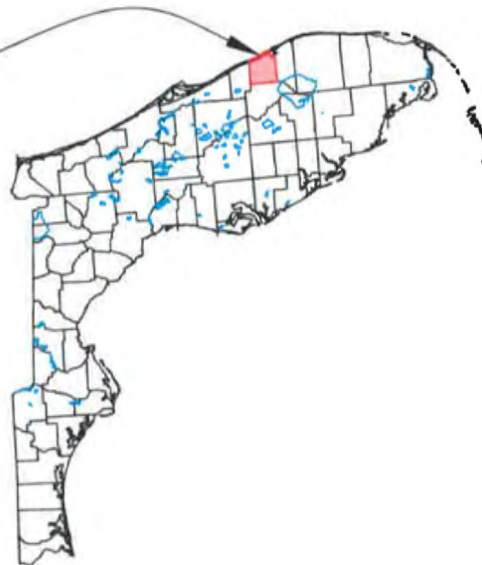
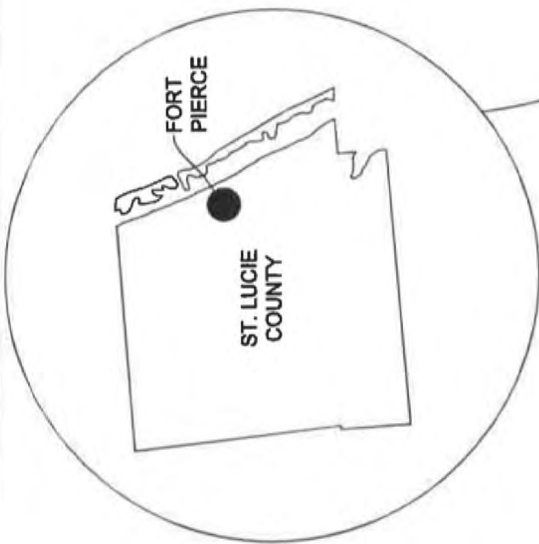
<b>Project Title:</b>	City Island Park Shoreline Enhancement, Phase 2
<b>Applicant:</b>	City of Daytona Beach

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

<b>Date</b>	<b>Component</b>
October 2024 – January 2025	Bidding & Contractor Selection
February - September 2025	Construction



Dredging & Marine Consultants  
**DMC**  
 ENGINEERS • SCIENTISTS

4643 S. Clyde Morris Blvd  
 Unit 302  
 Port Orange, FL 32129  
 Phone: (386) 304-6505  
 Fax: (386) 304-6506  
[www.dmc-es.com](http://www.dmc-es.com)

**PROJECT NAME:**  
 WHITE CITY PARK SHORELINE  
 STABILIZATION, PH. 2

**APPLICANT:**  
 ST. LUCIE COUNTY

**DRAWING:**  
 COUNTY/CITY LOCATION MAP

**DMC JOB NO.:** -

**DRAWN:** - **CAD:** - **CSD:** - **SHEET NO.:** 1 OF 3

**CHECKED:** - **SCALE AS SHOWN:** -

**APPROVED:** - **DATE:** 09-28-2024





DRAWING: PROJECT BOUNDARY MAP			
DMC JOB NO. -			
DRAWN -	CAD	CSD	SHEET NO.
CHECKED -	SCALE AS SHOWN		2 OF 3
APPROVED -	DATE 03-29-2024		

PROJECT NAME:  
**WHITE CITY PARK SHORELINE  
 STABILIZATION, PH. 2**

APPLICANT:  
**ST. LUCIE COUNTY**

Dredging & Marine Consultants  
 4643 S. Clyde Morris Blvd  
 Unit 302  
 Port Orange, FL 32129  
 Phone: (386) 304-6505  
 Fax: (386) 304-6506  
 www.dmcas.com





	<p>Dredging &amp; Marine Consultants  <b>DMC</b>                  ENGINEERS • SCIENTISTS</p>	<p>4643 S. Clyde Morris Blvd                  Unit 302                  Port Orange, FL 32129                  Phone: (386) 304-6505                  Fax: (386) 304-6506                  www.dmcgs.com</p>	<p>PROJECT NAME:                  WHITE CITY PARK SHORELINE                  STABILIZATION, PH. 2</p>	<p>DRAWING:                  SITE DEVELOPMENT MAP</p>
			<p>APPLICANT:                  ST. LUCIE COUNTY</p>	<p>DMC JOB NO. -</p>
		<p>DRAWN - CAD CSD -</p>		<p>SHEET NO.                  3 OF 3</p>
		<p>CHECKED - SCALE AS SHOWN</p>		
		<p>APPROVED - DATE 03-25-2024</p>		

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

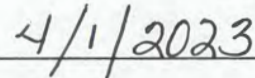
<b>APPLICANT INFORMATION</b>			
Applicant: St. Lucie County Sheriff's Office			
Department: Law Enforcement - Marine Unit			
Project Title: Marine Unit F.I.N.D. Project - Night Vision Equipment			
Project Director: James Adams		Title:	Lieutenant
Project Liaison: <small>(if different from Director)</small>	Sheriff Keith Pearson		Title: Sheriff
Mailing Address:	4700 W. Midway Road		
City: Fort Pierce	Zip Code:	34981	
Email Address: Grants@stluciesheriff.com	Phone #:	772-462-3359	
Project Address:	4700 W. Midway Road Fort Pierce, Florida 34981		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_



**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The St. Lucie County Sheriff's Office is the chief law enforcement agency for St. Lucie County. As a steward of the navigable waters within St. Lucie County and the State of Florida, the St. Lucie County Sheriff's Office is applying for items to improve the direct impact of the quality of service to the residents of the adjoining waterways and communities. The St. Lucie County Sheriff's Office Marine Unit patrols the navigable waters within St. Lucie county, but is also a participating agency in the Regional Domestic Security Task Force that is responsible to respond to domestic security events statewide. We also maintain partnerships with the Department of Homeland Security to augment their patrol capability.

The specific emphasis of our project is to implement new equipment to our vessels, which can assist deputies with operations at night. Currently we do not have this capability and it would greatly increase our safety and effectiveness. We are seeking night vision goggles for our vessel captains and thermal imaging cameras to meet this need. This equipment is standard for most agencies operating at night and will be heavily utilized. The equipment will provide deputies with extra situational awareness and increase their safety while in the performance of their duties.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> St. Lucie County Sheriff's Office		<b>Project Title:</b> Marine Unit F.I.N.D. Project	
<b>Total Project Cost:</b> \$ 75713.28	<b>FIND Funding Requested:</b> \$ 37856.64	<b>% of Total Cost:</b> 50	
<b>Amount of Applicant's Matching Funds:</b>	\$ 37856.64		
<b>Source of Applicant's Matching Funds:</b>	St Lucie County Sheriff's Office agency budget		

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

The Sheriff's Office does not own/lease the county waterways. However, as a steward of the navigable waters within St. Lucie County and the State of Florida, the St. Lucie County Sheriff's Office is applying for items which can directly impact safety in response to changing conditions, impending darkness, and solitude of our waterways during hazardous and rescue situations. Additionally said item can provide enhanced capabilities for detecting illegal and criminal activity.

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:**

N/A

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

The requested equipment will be maintained at the St. Lucie County Sheriff's Office administrative building. However, when the Marine Unit is deployed the equipment will be use in public waters throughout the county near boats ramps, boat slips, boardwalk etc.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

None

7. **Are fees charged for the use of this project?** No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A		
DEP	N/A		
ACOE	N/A		

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Marine Unit F.I.N.D. Project
<b>Applicant:</b>	St. Lucie County Sheriff's Office

**1) PRIORITY LIST:**

- a) **Denote the priority list category of this project from Attachment C in the application.** (The application may only be of **one** type based upon the predominant cost of the project elements.)
- ~~17. Other waterway related projects.~~  
 13. Waterway boating safety programs and equipment.

- b) **Explain how the project fits this priority category.**

Every facet of public safety on our waterways benefits from the improvement of technology to impact law enforcement functions provided by our Marine Unit actively patrolling the county's navigable waterways. Our Marine Unit has been recently involved in numerous rescues, migrant landings and missing boater searches. This equipment would have made a significant impact in each of these scenarios. The Marine Unit's goal is to continue improving boater safety, maintain law and order on the waterways by keeping our coastal border secure and conduct search, rescue and recovery.

*(For reviewer only)*

Max. Available Score for application 45

Question 1. Range of Score (1 to 3 points)

---

## 2) WATERWAY RELATIONSHIP:

- a) **Explain how the project relates to the ICW and the mission of the Navigation District.**

The ICW consists of a large part of the Marine Unit patrol area as it consists of 19.5 miles from county line to county line. The IWC in St. Lucie County is accessible through Fort Pierce inlet and St. Lucie inlet just to our south.

- b) **What public access or navigational benefit to the ICW or adjoining waterway will result from this project?**

Improved response time and better situational awareness at night will benefit any situation we respond to at night. When incidents occur on the water, seconds matter!

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) **Describe how the project increases/improves boater/public access. Estimate the amount of total public use.**

The public has full access to the county's waterways to include 10 public boat ramps. The Sheriff's Office Marine and Aviation Units patrol the waterways to provide assistance in emergencies and monitor the waterways for illegal activity. The waterways provide a recreational area for its residents and visitors yearly, which results in a significant amount of traffic on the water.

- b) **Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.**

We frequently encounter residents from Broward County to our south and Brevard County to our north and every county in between within our waterways. Many do not know the area therefore we often offer public assistance and education to reduce the amount of violations which poses a hazard to other boaters. On a regional scale we respond statewide as a member of the RDSTF.

- c) **Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?**

The St. Lucie County Board of Commissioners own and manage the county's waterways. The waterways have speed zones, commercial access and other restrictions to provide for the safety of those persons and vessels. The Sheriff's Office mission is to provide a safe environment for boaters by enforcing Florida state statutes and county ordinances.

*(For reviewer only)*  
*(1-8 points)*

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**4) TIMELINESS:**

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.

One to six months.

- b) Briefly explain any unique aspects of this project that could influence the timeline.

Availability of equipment and installation the equipment.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.

The full cost of this project is \$75,713.28. The agency is requesting a F.I.N.D. grant award of \$37,856.64 and the Sheriff's Office will support the project with 50% matching funds of \$37,856.64 from its budget.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.

There are no increase expected in the project cost.

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.

N/A

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.

There are no fees.

*(For reviewer only)*  
*(1-6 points)*

---

---

**6) PROJECT VIABILITY:**

- a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

It will enable our Marine Unit's to operate safer and faster by giving captains and crews the ability to see at night. The benefit this technology brings to our men and women is immense and will impact every facet of their operation at night. The benefit the boat mounted cameras bring during the day will also increase their effectiveness and give them the ability to cover more water faster during search and rescue operations.

- b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

The Marine Unit performs weekly inspections and maintenance of all equipment and makes the repairs as need when detected. The equipment funded in this project will last for many years into the future. At the time when items are in need of replacement we will seek additional funding if the items cannot be included in the agency's yearly budget.

- c) Is this project referenced or incorporated in an existing maritime management, public assess or comp plan?**

No

*(For reviewer only)*  
*(1-7 points)*

---

**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**  
WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

**7) PERMITTING:**

- a) **Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

This project does not require permits.

- b) **If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

The project is not a phase project, therefore there are no general cost estimated for future phase II work.

- c) **Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

There are no permits required.

*(For reviewer only)*  
*(1-4 points)*

---

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

N/A

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

The project does not affect the environment or water quality.

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

N/A

- b) **What is the design life of the proposed materials compared to other available materials?**

N/A

*(For reviewer only)  
(1-3 points)*

---

---

**10) ENVIRONMENTAL COMPONENTS:**

**a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

N/A

**b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

N/A

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-4C**  
**EVALUATION WORKSHEET**  
**LAW ENFORCEMENT & BOATING SAFETY PROJECTS**  
WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A LAW  
ENFORCEMENT OR BOATING SAFETY PROJECT

---

**7) VIABILITY:**

- c) Describe how the project will address particular public health, safety, or welfare issues of the Navigation District's Waterways.**

This project will improve the Sheriff's Office ability to operate and respond at night. It will also aid in certain circumstances that occur during daylight hours. The additional capabilities will allow us to operate and respond safer and faster. Our responsibilities include; deterring, stopping or educating violators, identifying, detecting and deterring criminal activities, identifying hazards in and around our waterways, and enhancing overall safety on the water in general.

- d) How does the project provide significant benefits or enhancements to the District's Waterways?**

The St. Lucie County Sheriff's Office Marine Unit is a primary law enforcement and first response asset for the county's waterways. The presence of Sheriff's Office vessels and proactive patrols decreases violators and criminal activity. In partnership with SLCFR we often deliver FD EMT's directly to an incident requiring medical assistance. Our partnerships with Homeland Security allows us to detect, deter and apprehend both human and narcotics smuggling activities.

*(For reviewer only)*  
*(1-3 points)*

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**8) EXPERIENCE & QUALIFICATIONS:**

- a) **List the personnel tasked with the implementation of this project, their qualifications, previous training and experience.**

Flir leads the industry in thermal imaging systems since 1978. Project Director, Lt. James Adams has years of experience in Marine patrol security and has extensive experience with grant funded projects. Project Liaison, Charmayne Davis has 25 years in grant management.

- b) **Have the personnel participated in or received state marine law enforcement training?**

Marine Unit deputies receive training from the state as part of the Florida Regional Domestic Security Task Force and are also tasked as a type 2 waterborne response team responsible for responding anywhere within the state as needed. They have also completed the Coast Guard certified NASBLA Tactical Operator Course which trained them with the knowledge and skills necessary to appropriately react to maritime threats in the community.

*(For reviewer only)*  
*(1-2 points)*

---

**9) DELIVERABLES:**

- a) **Describe the anticipated, long-term measurable results of implementing this project.**

Enhanced safety for our men and women is immeasurable! The anticipated results will be years of enhanced proactive maritime law enforcement, rescue, and response that will result in the enhanced safety and better situational awareness for our Marine assets. This equipment will be utilized almost daily.

- b) **What is the range or area of coverage for this project? Please provide a map of the coverage area.**

Statewide as required, county-wide on a daily basis

- c) **Does the project fulfill a particular community need?**

Public safety and security.

*(For reviewer only)*  
*(1-4 points)*

---

---

**10) EDUCATION:****a) What are the educational benefits (if any) of this proposed project?**

This project will give deputies the extra technology to identify and address violations and educate the public as they patrol daily.

**b) How does the project or program provide effective public boating education or expand boater safety?**

Public education is a tenet of the Marine Unit's daily mission on the waterways and it is an ongoing event that occurs daily.

*(For reviewer only)*  
*(1 -3 points)*

---

**RATING POINT TOTAL \_\_\_\_\_****Note:**

*The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.*

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Marine Unit F.I.N.D. Project
<b>Applicant:</b>	St. Lucie County Sheriff's Office

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
FLIR M364c Stabilized Day, Thermal, and low light Camera incl. installation	25,155.70	12,577.85	12,577.85
FLIR M364c Stabilized Day, Thermal, and low light Camera incl. installation	25,155.70	12,577.85	12,577.85
(2) BNVD600-20-WAG-1 Binocular NVD, 2000 FOM incl. Mounts	18,301.88	9,150.94	9,150.94
(2) C140SW-20-WAG-1 PVS-14 NVD Monocular w/accessories	7,100.00	3,550.00	3,550.00
<b>**TOTALS =</b>	<b>\$ 75,713.28</b>	<b>\$ 37,856.64</b>	<b>\$ 37,856.64</b>

**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Marine Unit F.I.N.D. Project
<b>Applicant:</b>	St. Lucie County Sheriff's Office

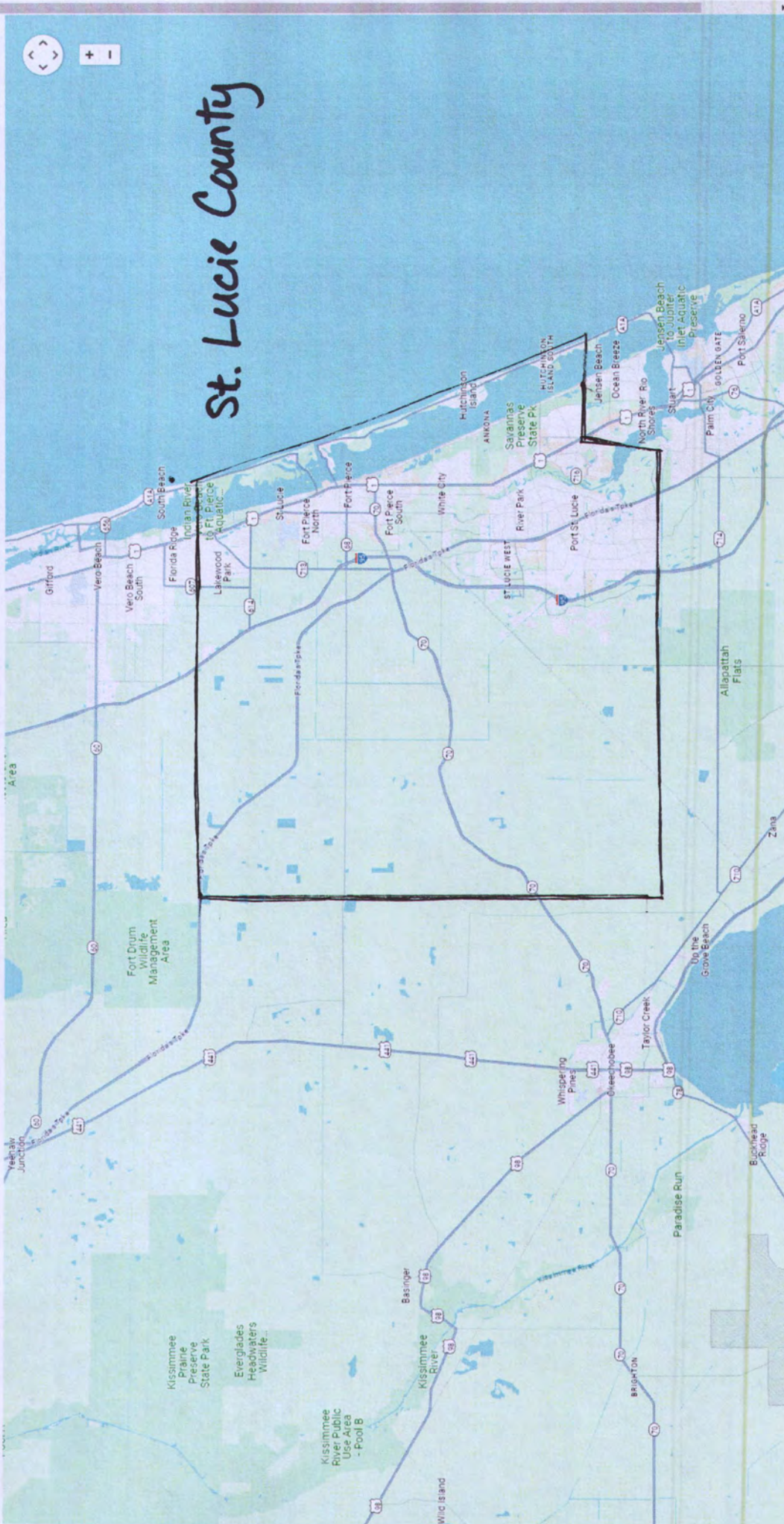
The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

Date	Component
October-December 2024	Order equipment and schedule installation
October-December 2024	Purchase/installation of equipment comp
January 2025	Equipment in use / Quarterly reports begin
April 2025	Quarterly report submitted
August 2025	Quarterly report submitted
October 2025	Quarterly report / Grant closeout complete

# St. Lucie County





**ATTACHMENT E-3**

**PROJECT INFORMATION**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b>	<b>Project Title:</b>	
<b>Total Project Cost: \$</b>	<b>FIND Funding Requested: \$</b>	<b>% of Total Cost:</b>
<b>Amount of Applicant's Matching Funds:</b>		
<b>Source of Applicant's Matching Funds:</b>		

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

3. **Has the District previously provided assistance funding to this project or site?** Yes:  No:

4. **If yes, please list:**

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

also includes an accessible kayak launch and will feature 12 boat slips.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

7. **Are fees charged for the use of this project?** No  Yes  \*\*

**\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.**

**Please list all Environmental Resource Permits required for this project:**

<b>AGENCY</b>	<b>Yes / No / N/A</b>	<b>Date Applied For</b>	<b>Date Received</b>
<b>WMD</b>			
<b>DEP</b>			
<b>ACOE</b>			

## ATTACHMENT E-4 EVALUATION WORKSHEET

### WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	
<b>Applicant:</b>	

**1) PRIORITY LIST:**

- a) **Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.) 5. Acquisition , dredging, shoreline stabilization and development of public boat ramps and launching facilities.

XX

- b) **Explain how the project fits this priority category.**

*(For reviewer only)*  
 Max. Available Score for application         47    

Question 1. Range of Score    (1 to 5 points)

---

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.
  
- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access.  
 Estimate the amount of total public use.

Tens of thousands locals and tourists visit the North Fork of the St. Lucie River each year. Inside the Port District, modifications to the boat trailer parking at Veterans Park at Rivergate Boat Ramp will improve access to the North Fork of the St. Lucie River. Increased opportunities for fishing, walking/running, kayaking/canoeing, bird viewing, and boating will be recognized. Nearby amenities include a destination river themed playground, the Port St. Lucie Botanical Gardens, the historic Peacock House and Peacock Lodge, and other recreational amenities. Once the nearby park construction is complete, the number of visitors to the area, attendees at city events, use of parking spaces, and boat docks will exponentially increase.

- b) Discuss the regional and local public benefits provided by the project.  
 Can residents from other counties of the District reasonably access and use the project? Explain.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

*(For reviewer only)*  
*(1-8 points)*

---

---

**4) TIMELINESS:**

a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.

b) Briefly explain any unique aspects of this project that could influence the timeline.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.

b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.

c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.

d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.

*(For reviewer only)*  
*(1-6 points)*

---

---

**6) PROJECT VIABILITY:**

**a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

**c) Is this project referenced or incorporated in an existing maritime management, public assess or comp plan?**

*(For reviewer only)*  
*(1-7 points)*

---

**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

**7) PERMITTING:**

a) Have all required environmental permits been applied for? (USACE, DEP and WMD)  
If permits are NOT required, explain why not.

b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.

c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.

*(For reviewer only)*  
*(1-4 points)*

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?**  
**If this is a Phase I project, has a preliminary design been developed?**
- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

*(For reviewer only)*  
*(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

- b) **What is the design life of the proposed materials compared to other available materials?**

*(For reviewer only)*  
*(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**

a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?

b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	
<b>Applicant:</b>	

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> (To the nearest \$50)	<b>FIND Cost</b> (To the nearest \$50)

<b>**TOTALS =</b>	\$	\$	\$
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	
<b>Applicant:</b>	

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

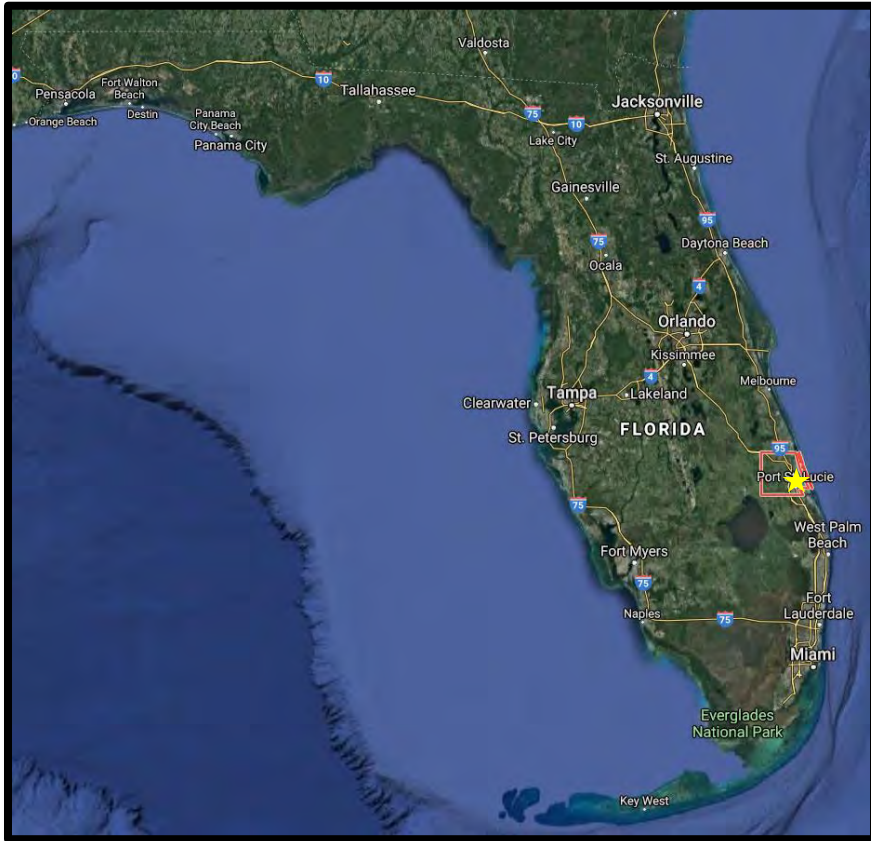
**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

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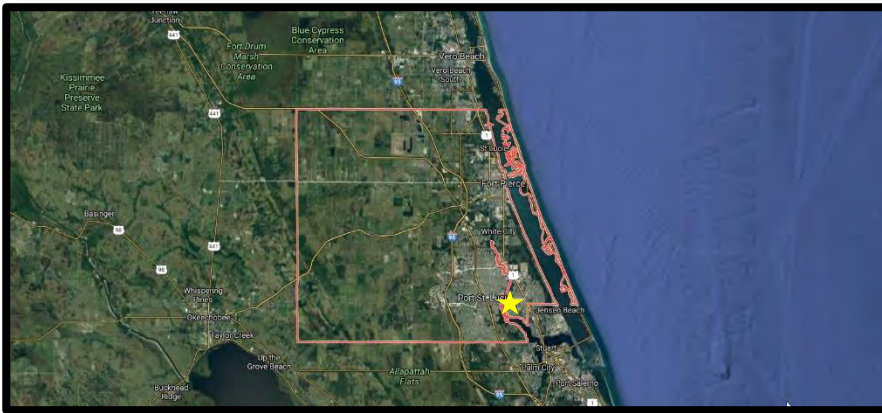
**Date**

**Component**

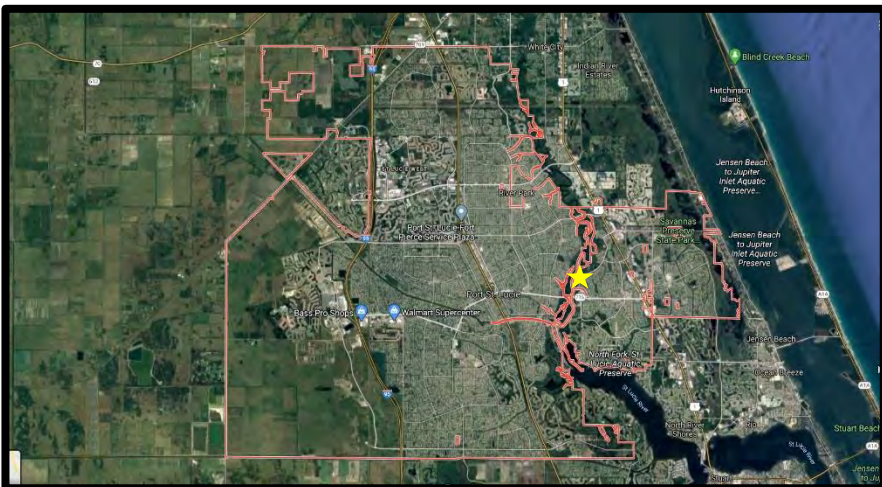
# Location Maps



**State of Florida**



**St. Lucie County**



**Port St. Lucie**



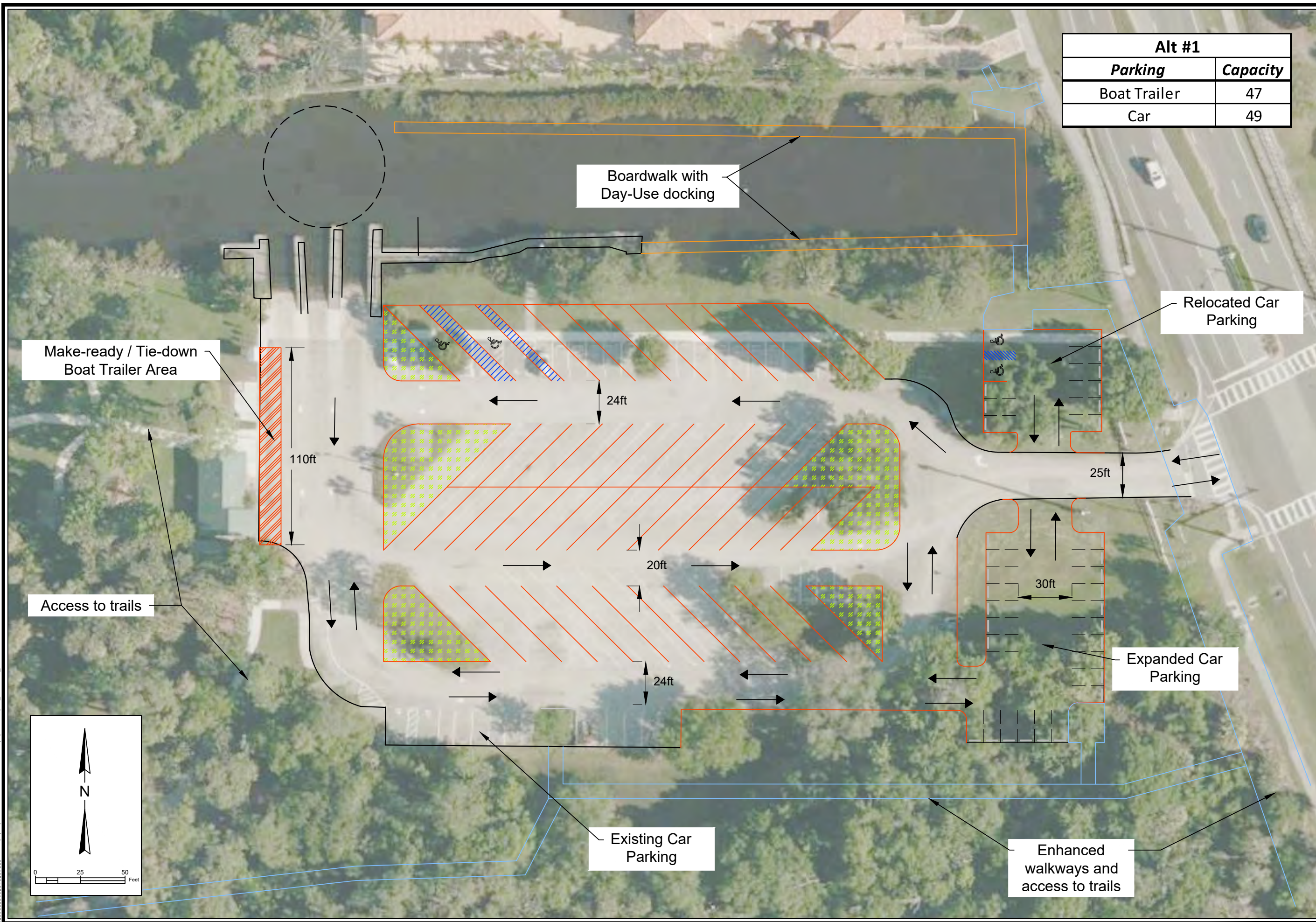
Existing	
Parking	Capacity
Boat Trailer	27
Car	44



\\F:\PROJECTS\PORT ST. LUCIE RIVERWALK\MP\ANALYSIS\PSL\_BOATRAMP\_08FEB21.DWG



Alt #1	
Parking	Capacity
Boat Trailer	47
Car	49



Boat Ramp / Parking - Alternative #1-B  
 Boat Ramp Analysis  
 Port District Masterplan  
 Port St. Lucie, FL

C:\E\US\VEL PT ST LUCIE RIVERWALK MPA\ANALYSIS\PSL\_BOATRAMP\_08FEB21.DWG

## 2.06 RECONFIGURED PARKING AT BOAT RAMP

### PROJECT DESCRIPTION

Reconfigured boat ramp parking with pedestrian boardwalk across the channel.

### PHASING

1. DESIGN
2. SITE WORK
3. CONSTRUCTION
  - 3A. RECONFIGURED BOAT RAMP PARKING
  - 3B. BOARDWALK



View of the existing parking lot. This can be improved with a more efficient layout, stormwater retention, and improved pedestrian access.



**ATTACHMENT E-2****APPLICANT INFORMATION & PROJECT SUMMARY**

WATERWAY ASSISTANCE PROGRAM FY 2024

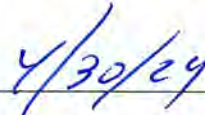
<b>APPLICANT INFORMATION</b>			
Applicant: County of Volusia--Parks, Recreation, & Culture			
Department: Community Services; Parks, Recreation, & Culture			
Project Title: Shell Harbor Bulkhead Repair Phase I Design			
Project Director: Tim Baylie		Title:	PRC Director
Project Liaison: <i>(if different from Director)</i>		Title:	
Mailing Address:	202 N. Florida Avenue		
City: DeLand	Zip Code:	32720	
Email Address: tbaylie@volusia.org	Phone #:	386-736-5953 X12636	
Project Address:	1690 Shell Harbor Road, Pierson, FL 32180		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_


**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The County of Volusia will be repairing and replacing the current 200 ft of bulkhead at Shell Harbor Park to stabilize the shoreline. Shell Harbor Park is located on the St. Johns River and provides the only public boat ramp access to Lake George in the county. Without the stabilization project, it is very likely that the boat ramp facility, existing shoreline and facilities will be undermined creating sedimentation and jeopardize boating and pedestrian access to the Lake George/St. John River and facilities. This is a Phase 1 Pre-design and Phase 2 Construction project to resolve the stability issues that have been observed. This application is for Phase 1, design, only. Phase 2 will be applied for during the next application cycle.

Shell Harbor Park provides residents and visitors free, public access to Lake George and the St. Johns River. The park provides boat ramp access, kayak launch, a floating dock, pavilion, restrooms, and paved parking, allowing boaters a full-service facility.

Lake George and the St. Johns River provide visitors outdoor recreation opportunities including boating and fishing. Visitors are able to observe natural Florida including the waterway, flora, fauna, and wildlife including many species of birds, manatees, turtles, fish, alligators, and more.

## ATTACHMENT E-3 PROJECT INFORMATION

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> County of Volusia--Parks, Rec	<b>Project Title:</b> Shell Harbor Bulkhead Repair Phase I Design	
<b>Total Project Cost:</b> \$80,000	<b>FIND Funding Requested:</b> \$40,000	<b>% of Total Cost:</b> 50%
<b>Amount of Applicant's Matching Funds:</b>	\$40,000.00	
<b>Source of Applicant's Matching Funds:</b>	Florida Boating Improvement Program funds (FBIP)	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

n/a

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:**

2015--Phase I (Project VO-15-111) \$67,500 awarded  
2016--Phase II (Project VO-16-116) \$117,889 awarded

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

Residents and visitors from Volusia and other counties have 24/7 access to Shell Harbor Park, including the boat ramp, paved parking, and other amenities.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

None.

7. **Are fees charged for the use of this project?** No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	No		
DEP	Yes		
ACOE	Yes		

**ATTACHMENT E-4****EVALUATION WORKSHEET**

WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Shell Harbor Bulkhead Repair Phase I Design
<b>Applicant:</b>	County of Volusia--Parks, Recreation, & Culture

**1) PRIORITY LIST:**

- a) **Denote the priority list category of this project from Attachment C in the application.**  
(The application may only be of **one** type based upon the predominant cost of the project elements.)
- 6) Acquisition, dredging, shoreline stabilization and development of public boat ramps and launching facilities.

**b) Explain how the project fits this priority category.**

The Shell Harbor Bulkhead Repair/Replacement/Stabilization will correct the current failing aluminum sheets already in place. The existing aluminum sheets will be removed and replaced with a new wall that will be installed into place. Tie rods will secure the wall to the shoreline and help prevent future shore erosion. Further, the bulkhead cap will be replaced. This wall will be elevated approximately one-three feet above the normal water level and will account for the possibility of rising waters and sea level rising.

Without repairing/replacing/stabilizing the existing bulkhead, the boat ramp and other facilities at Shell Harbor are at risk. Shell Harbor provides the only boat ramp access to Lake George in Volusia County. The facility is used by dozens of boaters and families on a weekly basis.

*(For reviewer only)*

Max. Available Score for application \_\_\_\_\_

Question 1. Range of Score (1 to \_\_\_ points)

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## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

The Shell Harbor Park provides direct, free public access to Lake George and the St. Johns River. Shell Harbor Park bulkhead repair and replacement meets the FIND mission to provide assistance to other governments to develop waterway access and improvement projects.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

By proactively repairing and stabilizing the sea wall at Shell Harbor Park, damage to the boat ramp, kayak launch, and floating dock will be prevented. Shore erosion will be reduced with the placement and anchoring of the new bulkhead. Repairing the sea wall will allow continued, free public access to Lake George and the St. Johns River in an area that does not otherwise have such.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

Without a secure sea wall, the boat ramp at Shell Harbor is in danger of failing as well, preventing boaters a safe access point to Lake George and the St. Johns River.

Usage estimates are 10-15 boats Monday through Friday Usage estimates are 30 boats Saturday & Sunday. We estimate 2.5 persons per boat. This equates to 350 weekly users

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

Shell Harbor provides safe and easy access to Lake George and the St. Johns River. Shell Harbor is the only public boat ramp in Volusia County providing direct access to Lake George.

Shell Harbor is open 24/7 and is available to Volusia County residents and visitors. Residents & visitors from other counties are free to use the ramp & facilities without fee.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

No.

*(For reviewer only)*  
*(1-8 points)*

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**4) TIMELINESS:**

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

The project design will be created by Dredging & Marine Consultants. Permits will be applied for in May 2024. Completed design work is anticipated for November 2024.

- b) Briefly explain any unique aspects of this project that could influence the timeline.**

We anticipate no delays during the Phase I design process.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

Florida Boating Improvement Program (FBIP) funds.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

We do not anticipate any project cost changes during Phase I.

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

No fees are charged for the use of Shell Harbor Park boat ramps, kayak launch, parking, pavilion, and restroom facilities.

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

N/A

*(For reviewer only)*  
*(1-6 points)*

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**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

The bulkhead at Shell Harbor Park is in need of repair/replacement. Without repair and stabilization, erosion will worsen and ultimately threaten the boat ramp, kayak launch, and floating dock as well as access to the facilities.

Should this occur, boaters, fishers, naturalists, and families wishing to access Lake George and the St. Johns River in the north Volusia County area will no longer have a free and secure location to launch from. As development continues in Volusia County, the demand for river access will continue to grow. Shell Harbor Park helps fill this demand in the northern portion of the county.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

County Parks crews will handle regular park maintenance and upkeep. It is estimated that maintenance will require 1 full-time employee for 2 hours per day, 7 days per week. This employee will be responsible for mowing, tree trimming, vandalism repair, restroom maintenance, trash collection, and other needed activities. Additional county staff can be made available as needed.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

The Volusia County Comprehensive Plan contains a formal Recreation and Open Space Element (Chapter 13). Objective 13.1.2 states,

"Public access for the inland waterways shall be maintained and improved to meet the needs of the population. Inland waterways shall include, but are not limited to, the Halifax River, North Indian River, St. Johns River and Tomoka River, Spruce Creek, Lake George, Lake Monroe, Lake Ashby, Lake Dias, and Lake Beresford."

*(For reviewer only)*

*(1-7 points)*

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**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25

Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

**7) PERMITTING:**

- a) **Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

USACOE and DEP Permits will be applied for in May 2024. WMD is not required.

- b) **If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

N/A. This is a Phase 1 Pre-Design and Phase 2 Construction project.

Phase 2 is currently estimated at \$850,000 subject to material and labor cost changes.

- c) **Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

N/A.

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

Design is being completed by Dredging & Marine Consultants.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

The repaired and stabilized sea wall will decrease shore erosion and should decrease the frequency of dredging. The park itself contains a paved roadway and parking lot providing easy access for visitors. This paving provides protection for vehicles, ease of boat launch, and allows for safe access for those using park amenities.

*(For reviewer only)*  
*(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

This is a Pre-design Phase 1 request to initiate the erosion concerns. Design is evaluating various sheet types, including aluminum due to freshwater environment.

Phase 2 will be the construction phase. Access to the entire project site is challenging and thus is likely that barges may be required to install the sheets and anchoring systems.

- b) **What is the design life of the proposed materials compared to other available materials?**

It is estimated that the materials selected will be evaluated for at least a 50-year lifespan if not longer.

*(For reviewer only)*  
*(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**

- a) **How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

Volusia County applies for and abides by all required permits and regulations. Required signage is posted at the boat ramp and on park facilities for boater knowledge.

The project will abide by all environmental requirements as was done in the past construction at the site to project water quality. In addition, the design will evaluate water level rise in the future.

- b) **What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The bulkhead will be designed and constructed to reach one to three feet above the normal water level, allowing for water level/sea level rise and seasonal rising of the St. Johns River.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)



**ATTACHMENT E-6  
PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Shell Harbor Bulkhead Repair Phase I Design
<b>Applicant:</b>	County of Volusia--Parks, Recreation, & Culture

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

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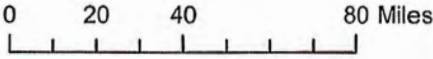
<b>Date</b>	<b>Component</b>
May 2024	Permit request to USACOE and FDEP
November 2024	Design completion

# Shell Harbor Park - County Location Map



**Legend**

 Volusia County

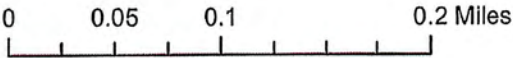


# Shell Harbor Park - Project Boundary Map



**Legend**

- Streets
- ▭ Shell Harbor Project Boundary



# Shell Harbor Boat Ramp

Pierson, FL, wide view with road names

## Legend

ITEM 10.05



Pierson Boat Ramp



Shell Harbor Boat Ramp

Shell Harbor Boat Ramp



Shell Harbor Park & Boat Launch

Marty Dr

SHELL HARBOR ESTATES

Caroline Dr

Shell Harbor Rd



Shell Harbor Rd



# Shell Harbor Boat Ramp

Pierson, FL allowing access to the St. Johns River from north Volusia County

## Legend

-  Feature 1
-  Shell Harbor Boat Ramp

Pierson Boat Ramp  
Shell Harbor Boat Ramp

Shell Harbor Park & Boat Launch

Google Earth

Image © 2024 Airbus





300 ft



# Shell Harbor Boat Ramp

Pierson, FL, showing access to Lake George

## Legend

-  Pierson Boat Ramp
-  Shell Harbor Boat Ramp



Google Earth

Image © 2024 Airbus

## ATTACHMENT E-2

APPLICANT INFORMATION & PROJECT SUMMARY  
WATERWAY ASSISTANCE PROGRAM FY 2024

APPLICANT INFORMATION			
Applicant: City of Daytona Beach, Florida			
Department: Public Works			
Project Title: City Island Shoreline Enhancement, Phase 2			
Project Director: David Waller		Title:	Public Works Director
Project Liaison: <i>(if different from Director)</i>	Shailesh Patel Dredging & Marine Consultants	Title:	President
Mailing Address:	4643 S. Clyde Morris Blvd, Unit 302		
City: Port Orange	Zip Code:	32129	
Email Address: spatel@dmces.com	Phone #:	386-304-6505	
Project Address:			

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

PROJECT NARRATIVE (Please summarize the project in space provided below in 2 paragraphs or less.)

As part of the continuation of its Comprehensive Riverfront Park Development, enhancement and public access, the City of Daytona Beach is seeking to enhance the shoreline along City Island (Jackie Robinson Ball Park) to provide safer accessibility by replacing an old coquina wall and associated infrastructure with a new estimated 2,600 linear feet of composite wall, including overlook areas for fishing and recreational users as well as Kayak/Canoe/Stand-up Paddle Board facility which have been popular activities in this waterfront area. The City completed a similar shoreline improvement across this project area in 2020 with FIND grant assistance where significant private park investment has been made through a joint public-private partnership that is transforming this area into a vibrant waterfront destination for everyone, both over water and on land. In addition, FIND also funded the Transient Day Docks that will enable boaters along the ICW to stop at this destination park.

The current intent is to develop a phased bulkhead replacement construction approach from Magnolia Avenue Bridge to the Orange Avenue Bridge which is estimated to be 770 linear feet that will ultimately allow the City to improve the safe access to the waterfront along the entire shoreline and incorporate sea level rise.

PROJECT INFORMATION

WATERWAY ASSISTANCE PROGRAM FY 2024

Applicant:	Project Title:	
Total Project Cost: \$ 2,600,000	FIND Funding Requested: \$1,300,000	% of Total Cost: 50
Amount of <b>Applicant's</b> Matching Funds:	\$1,300,000	
Source of <b>Applicant's</b> Matching Funds:	City Bond, General Funds, and CRA Funding	

1. Ownership of Project Site (check one): Own:  Leased:  Other:

2. If leased or other, please describe lease or terms and conditions:

3. Has the District previously provided assistance funding to this project or site? Yes  No   
If yes, please list:

FIND has previously funded a similar shoreline project in 2020 across from this site.

4. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):

Currently there is no safe access to the shoreline other than a coquina wall and railing in some sections. This project will provide overlooks and a kayak/stand-up paddle board launch facility.

5. How many additional ramps, slips, parking spaces or other access features will be added by this project?

This is a shoreline enhancement project to provide safer access for recreational observation, fishing and kayak/stand-up paddle board access and launching. Several overlooks will be added.

6. Are fees charged for the use of this project? No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

Please list all Environmental Resource Permits required for this project:

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A		
DEP	Yes		
ACOE	Yes		

**ATTACHMENT E-4**  
**EVALUATION**  
**WORKSHEET**

WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\*

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

Project Title:	City Island Shoreline Enhancement, Phase 2
Applicant:	City of Daytona Beach

1) PRIORITY LIST:

- a) Denote the priority list category of this project from Attachment C in the application. (The application may only be of one type based upon the predominant cost of the project elements.)

Priority List Item: 11. Public waterfront parks and boardwalks & associated improvements.

- b) Explain how the project fits this priority category.

This project is part of the City of Daytona Beach comprehensive Riverfront Park development, which seeks to further enhance the shoreline along Jackie Robinson Ball Park and provide safer recreational access for fishing and kayak/stand-up paddle board.

*(For reviewer only)*

Max. Available Score for application     45

Question 1. Range of Score     (1 to 3 points)

---

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

This project provides additional public recreational access to the many park amenities that exist and are continually being enhanced for all users over land and water along the ICW. This project is part of the overall vision of the CRA downtown revitalization.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

This project will provide recreational water activities and access to the resources around this area and the ICW.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

This project is 100% accessible by the public overland and water.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

This park is accessible to everyone, including all boaters using the ICW; both regional and local.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

Not applicable.

*(For reviewer only)*  
*(1-8 points)*

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#### 4) TIMELINESS:

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.

This is a Phase 2 project for construction. The City intends to apply for initial cost-share construction grant in 2024 to initiate the construction after October 2024.

- b) Briefly explain any unique aspects of this project that could influence the timeline. Due to the current impacts from recent hurricanes, the cost of materials and labor has increased significantly, thus the overall timeline for completion of the estimated 2,600 linear feet may take longer due to costs and funding.

*(For reviewer only)*  
*(1-3 points)*

---

#### 5) COSTS & EFFICIENCY:

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.

City will use its general funds and CRA Downtown funding to match 50% of the cost with this grant.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.

Not Applicable

- c) Are there any fees associated with the use of this facility? No  
If so, please list or attach fee sheet.

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.

Not Applicable.

*(For reviewer only)*  
*(1-6 points)*

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---

6) PROJECT VIABILITY:

- a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?

This project is a continuation of the City to further enhance the safe recreations of this entire waterfront park system by both recreational boaters and from the uplands.

- b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.

City will use general funds to maintain this facility.

- c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?

This project is part of the comprehensive Riverfront Park development, enhancement and public access plan.

*(For reviewer only)*  
*(1-7 points)*

---

SUB-TOTAL \_\_\_\_\_

**ATTACHMENT E-4A**  
EVALUATION WORKSHEET  
DEVELOPMENT & CONSTRUCTION PROJECTS  
WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

7) PERMITTING:

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD)  
If permits are NOT required, explain why not.

Engineering and Permitting are underway. Permits will be secured prior to this Phase 2 Construction by September 2024.

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.

This current construction Phase 2 is estimated at a cost of \$2,600,000.

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.

There are no anticipated impediments that would delay the permits at this time.

*(For reviewer only)*  
*(1-4 points)*

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8) PROJECT DESIGN:

- a) Has the design work been completed?

Design and permitting are in progress. This is a Phase 2 construction grant request.

If this is a Phase I project, has a preliminary design been developed?

This is a Phase 2 project.

- b) Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?

The City intends replace the wall in the same location to minimize resource impacts. The floating kayak/SUP docks will be placed in deeper water or minimal dredging may be recommended to facilitate these floating docks.

*(For reviewer only)*  
*(1-2 points)*

---

9) CONSTRUCTION TECHNIQUES:

- a) Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.

The City intends to use composite material sheets and increase the elevation for future consideration of sea-level rise. The floats will be made out of concrete or vinyl units and all stainless steel materials will be used where applicable to protect against corrosion and increase longevity of the facility.

- b) What is the design life of the proposed materials compared to other available materials?

The design life span is 40 plus years.

*(For reviewer only)*  
*(1-3 points)*

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---

10) ENVIRONMENTAL COMPONENTS:

- a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?

The project will be designed to meet all environmental compliance with materials that are sustainable in this environment. The wall will be elevated to meet future sea-level rise considerations.

- b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?

This project is increasing the elevation of the new wall and a floating system will be used to facilitate for tides and future sea-level rise.

*(For reviewer only)*  
*(1-3 points)*

---

RATING POINT TOTAL \_\_\_\_\_

Note:

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

Project Title:	City Island Shoreline Enhancement, Phase 2
Applicant:	City of Daytona Beach

Project Elements <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	Total Estimated Cost	Applicant's Cost <i>(To the nearest \$50)</i>	FIND Cost <i>(To the nearest \$50)</i>
Mobilization & Demobilization	\$200,000	\$100,000	\$100,000
Seawall System & Out-looks	\$2,270,000	\$1,135,000	\$1,135,000
Surveys, Demolition, Hauling, Environmental Compliance, Grading, Stormwater Outfalls	76,000	\$38,000	\$38,000
Bidding and Construction Management	\$54,000	\$27,000	\$27,000

**TOTALS =	\$ 2,600,000.00	\$ 1,300,000.00	\$ 1,300,000.00
------------	-----------------	-----------------	-----------------

**ATTACHMENT E-6**  
**PROJECT TIMELINE**  
WATERWAY ASSISTANCE PROGRAM FY 2024

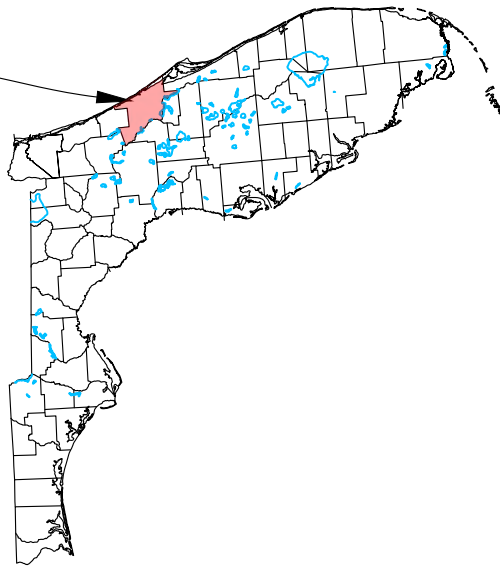
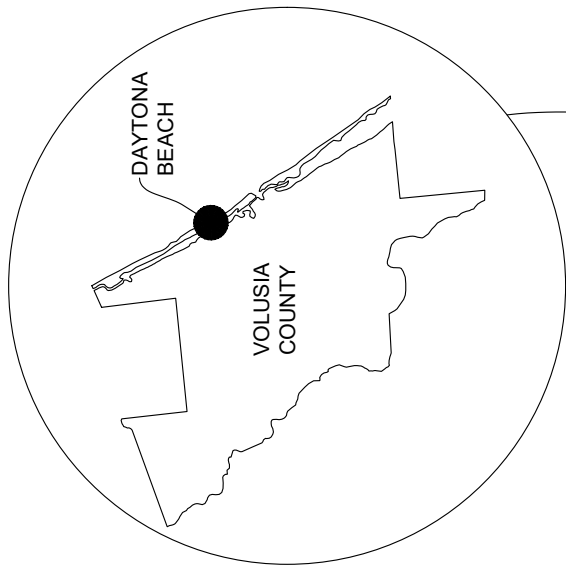
Project Title:	City Island Park Shoreline Enhancement, Phase 2
Applicant:	City of Daytona Beach

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

NOTE: All funded activities must begin AFTER October 1<sup>st</sup> (or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

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Date	Component
October/November 2024	Phase 2 Construction bidding
February 2025	Approve Contractor
March 2025	Initiate Construction
January 2026	Complete Section 1 Construction



ITEM 10.06

**DRAWING:**  
COUNTY/CITY LOCATION MAP

**PROJECT NAME:**  
CITY ISLAND SHORELINE  
ENHANCEMENT, PH. 2

**APPLICANT:**  
CITY OF DAYTONA BEACH

**Dredging & Marine Consultants**  
**DMC**  
**ENGINEERS • SCIENTISTS**



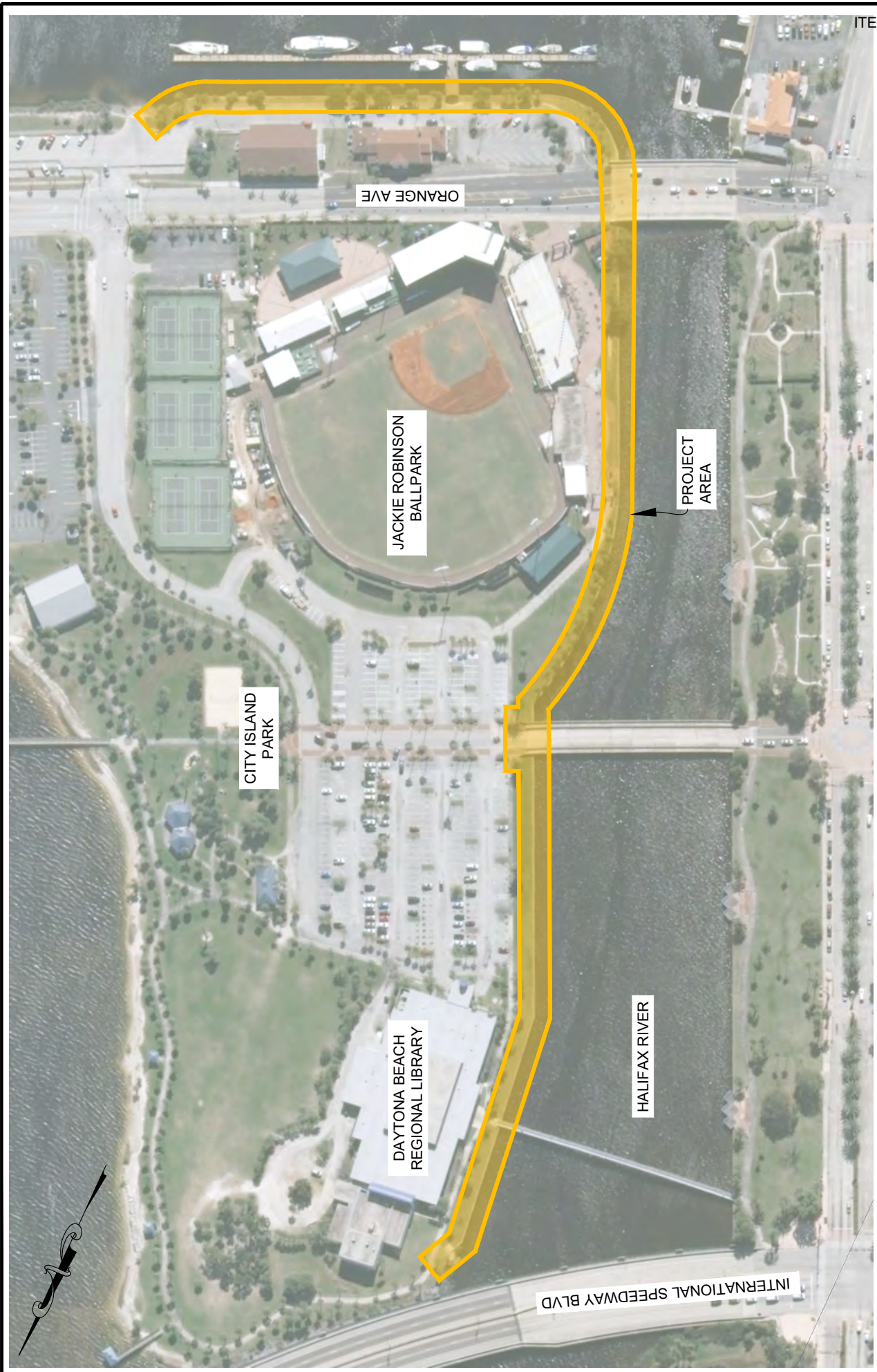
**DMC JOB NO.:** -

**DRAWN:** -  
**CHECKED:** -  
**APPROVED:** -

**CAD:** -  
**SCALE AS SHOWN:** -

**DATE:** 03-29-2024

**SHEET NO.:**  
1 OF 3



ITEM 10.06

DRAWING: PROJECT BOUNDARY MAP	
DMC JOB NO.	-
DRAWN	CAD
CHECKED	SCALE AS SHOWN
APPROVED	DATE 03-29-2024
SHEET NO. <b>2 OF 3</b>	

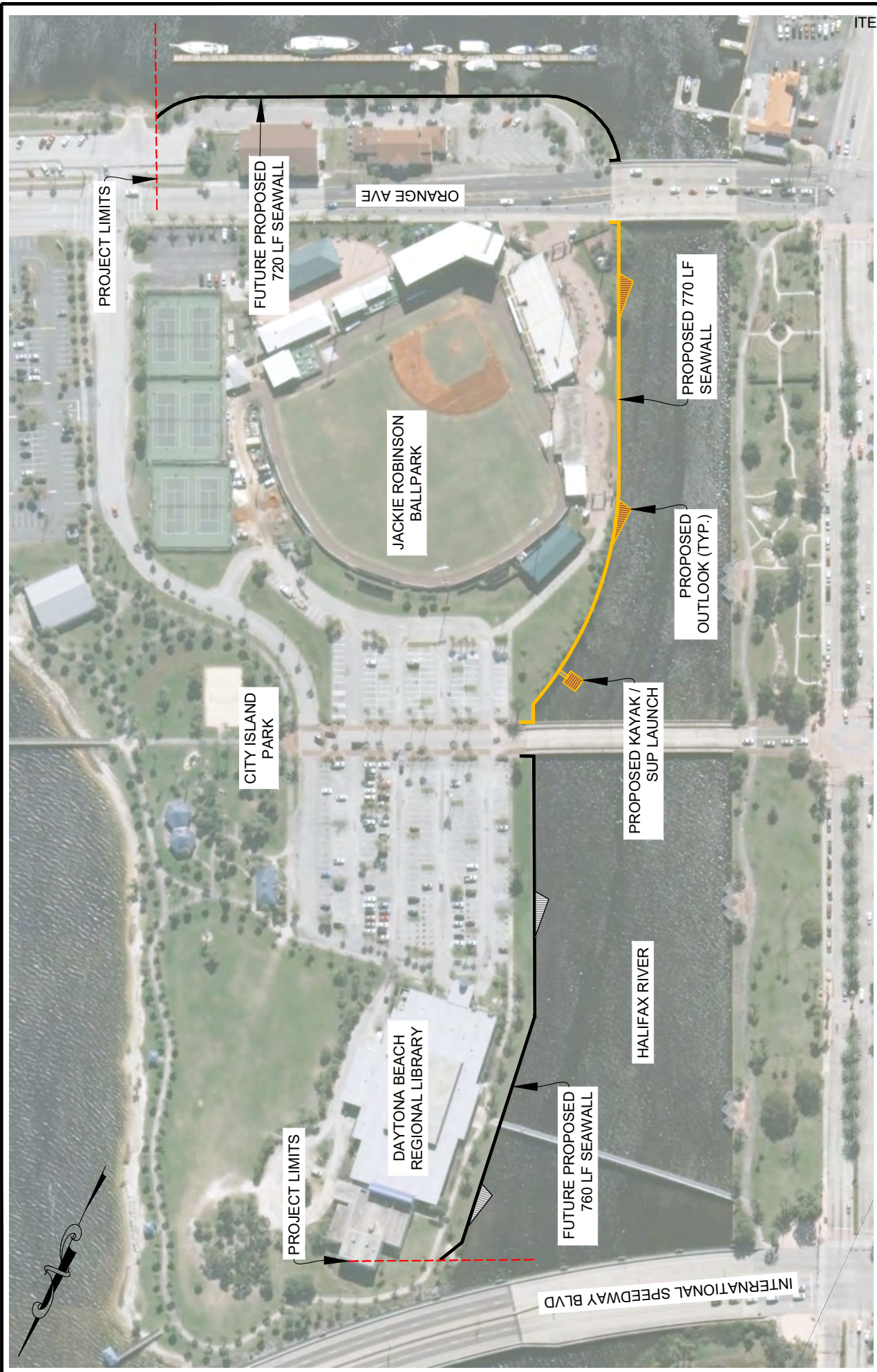
PROJECT NAME:  
**CITY ISLAND SHORELINE  
ENHANCEMENT, PH. 2**

APPLICANT:  
**CITY OF DAYTONA BEACH**

Dredging & Marine Consultants  
**DMC**  
 ENGINEERS • SCIENTISTS

4643 S. Clyde Morris Blvd  
 Unit 302  
 Port Orange, FL 32129  
 Phone: (386) 304-6505  
 Fax: (386) 304-6506  
 www.dmc-es.com





DRAWING: SITE DEVELOPMENT MAP	
DRAWN -	CAD -
CHECKED -	SCALE AS SHOWN
APPROVED -	DATE 03-29-2024
SHEET NO. 3 OF 3	

PROJECT NAME: CITY ISLAND SHORELINE ENHANCEMENT, PH. 2

APPLICANT: CITY OF DAYTONA BEACH

Dredging & Marine Consultants  
 4643 S. Clyde Morris Blvd  
 Unit 302  
 Port Orange, FL 32129  
 Phone: (386) 304-6505  
 Fax: (386) 304-6506  
 www.dmcscs.com

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
Applicant: City of Daytona Beach			
Department: Public Works			
Project Title: PH I Seabreeze Boat Ramp and Finger Pier Replacement - DESIGN			
Project Director: David Waller		Title:	Public Works Director
Project Liaison: <i>(if different from Director)</i>	Beth Gibson	Title:	Grants Manager
Mailing Address:	Daytona Beach City Hall, Kristen Turner - Finance Dept., P.O. Box 2451		
City: Daytona Beach	Zip Code:	32115-2451	
Email Address: grants@planningsolutionscorp.com	Phone #:	864-787-3287	
Project Address:	100 Seabreeze Blvd, Daytona Beach FL 32118		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE:  DATE: 3/4/2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

This is a PH I Design project providing civil engineering design, permitting, project administration, bid administration, and construction administration services for replacement of the boat ramp and finger piers at the park under Seabreeze Bridge on the east side of the Halifax River.

The heavily weathered boat ramp and docks located in Seabreeze Park, under the Seabreeze Bridge is in dire need of improvement. The current facility is decades old and requires frequent maintenance to keep it safe and operational. The existing fixed dock facility makes it difficult to launch, temporarily moor, and board a boat at certain tides. the 3.25'-wide docks and step-down configuration limits public accessibility.

The new boat ramp design will incorporate wide floating docks to allow for tide fluctuations, and to meet current American with Disability Act requirements.

**PROJECT INFORMATION**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> City of Daytona Beach	<b>Project Title:</b> PH I Seabreeze Boat Ramp and Finger Pier Replacement - DESIGN	
<b>Total Project Cost:</b> \$ 97,785.00	<b>FIND Funding Requested:</b> \$ 44,795.50	<b>% of Total Cost:</b> 46
<b>Amount of Applicant's Matching Funds:</b>	\$52,989.50	
<b>Source of Applicant's Matching Funds:</b>	Permits and Licensing Special Revenue Fund	

**1. Ownership of Project Site (check one):** Own:  Leased:  Other:

**2. If leased or other, please describe lease or terms and conditions:**

See Attachment E-8, Attorney's Certificate for additional information. FDOT owns property and city uses it for waterway access.

**3. Has the District previously provided assistance funding to this project or site?** Yes  No:

**4. If yes, please list:**

**5. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

Boat ramp with 5 launch lanes, 6 fixed piers, and a mix of approximately 50 trailer and car spaces.

**6. How many additional ramps, slips, parking spaces or other access features will be added by this project?**

This will be determined by the design, but the intent is to make the waterway more accessible for all users by improving the design.

**7. Are fees charged for the use of this project?** No  Yes \*\*

**\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.**

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	Yes		
DEP	Yes		
ACOE	Yes		

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	PH I Seabreeze Boat Ramp and Finger Pier Replacement - DESIGN
<b>Applicant:</b>	City of Daytona Beach

**1) PRIORITY LIST:**

- a) Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

6. Acquisition, dredging, shoreline stabilization and development of public boat ramps and launching facilities.

- b) Explain how the project fits this priority category.**

This project is to improve / replace an existing boat ramp and piers. The current design makes the ramp and associated piers unsafe and nearly unusable. The new design is anticipated to greatly increase waterway access through a more usable facility.

*(For reviewer only)*

Max. Available Score for application 47

Question 1. Range of Score (1 to 5 points)

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## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

This waterway access is located directly on the ICW and provides boating access.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

This project will increase access directly to the ICW for recreational and commercial boating. The city's permits and licensing boat will be staged and launched at this location, enabling waterway access throughout the city.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

With improved slope and floating piers, the new design will enable this boat ramp to be fully used, rather than be dependent on tidal water levels. Water levels currently impact usage of 100% of the launching facilities. Use at full capacity (assuming parking turnover rates at 3/day) would enable 150 boaters per day to use the facility to access the ICW. This equates to several thousand users per year.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

Recreational boaters will utilize local gas stations, bait and tackle / retail shops, marinas, and restaurants along the ICW. The facility is accessible from the ICW by boaters from the north (Flagler County and beyond) and to the south (Indian River County and beyond). It is under Seabreeze Boulevard Bridge (SR 430) - which connects westward directly to I-95 and US 1.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

No restrictions are anticipated. The sponsor will be using this site for launching and staging of the permits and licensing boat it uses to identify code violations along the waterway, thus improving the waterway.

*(For reviewer only)*  
*(1-8 points)*

---

**4) TIMELINESS:**

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

The city has a contract with the designer, approved on March 5th, 2024. Design is anticipated to begin in April and pre-agreement expenses are requested. Design and permitting is expected to be completed in April 2025 and a Construction grant will be requested at that time.

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

No timeline impacts are expected for the design. For the construction, the project may be impacted by delays in material delivery - currently taking about 6 months. This has been factored into the timeline provided in Attachment E-6.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

City of Daytona Beach - Permits and License Special Revenue Fund Account No.  
160-150000-524-565000-152404

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

Unforeseen requirements from permitting agencies that are not currently anticipated could arise.

- c) **Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

No, there are no use fees.

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

N/A

*(For reviewer only)*  
*(1-6 points)*

---

---

**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

The current facility is decades old and requires frequent maintenance to keep it safe and operational.

The existing fixed dock facility makes it difficult to launch, temporarily moor, and board a boat at certain tides. The 3.25'-wide docks and step-down configuration limits public accessibility.

The new boat ramp design will incorporate wide floating docks to allow for tide fluctuations and meet current American with Disability Act requirements.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

The City of Daytona Beach will operate, manage and maintain the project. As with all of their facilities, the city will routinely perform maintenance and repairs in a manner that enables maximum public use and enjoyment.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

Yes - Comp Plan - Coastal Management Element

GOAL 6 Maintain and improve public access to the sovereign lands of the coastal management area through the provisions of coastal beach access facilities, fishing piers, boat ramps and marinas.

Policy 6.1.4 The City shall preserve its existing boat ramps, which exceed the County standard of 1 ramp lane per every 7,500 residents.

*(For reviewer only)*

*(1-7 points)*

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**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25

Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

No. This is a PH I (design) project and permits will be applied for during the design.

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

This is a Phase I project. The order of magnitude estimate for future Phase II work is \$840,000

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

None known at this time.

*(For reviewer only)*  
*(1-4 points)*

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

The design & permitting contract was approved on March 5th and the notice to proceed will be issued soon.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

The project design will include ADA-compliant floating docks to enhance public usage and access.

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The design will review innovative materials to be used during construction, with the intent of reduced maintenance costs and increased longevity. The materials proposed to be used for in-water construction aspects will be selected to withstand exposure to the salt water environment.

The designer will also provide bidding assistance and construction administration services for a seamless construction process and ensure the design intent is accomplished.

- b) **What is the design life of the proposed materials compared to other available materials?**

The designer will review materials as part of the design to maximize life expectancy of the project relative to costs. Materials chosen to withstand the harsh environment will have a longer design life than other materials.

*(For reviewer only)  
(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**

- a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?

Filament collection bins for fishing line, etc.

- b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?

The project addresses sea level rise by replacing fixed boarding docks with floating docks that will fluctuate with the tides/water levels.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	PH I Seabreeze Boat Ramp and Finger Pier Replacement - DESIGN
<b>Applicant:</b>	City of Daytona Beach

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Final Engineering & Construction Documents	37,982.00	21,839.65	16,142.35
Environmental Assessments	5,000.00	2,875.00	2,125.00
Permitting and Approvals	16,184.00	8,496.60	7,687.40
Construction Phase Services	18,969.00	9,484.50	9,484.50
Engineering Project Management and Coordination	6,250.00	3,593.75	2,656.25
Project Administration	13,400.00	6,700.00	6,700.00
*Includes Pre-agreement Expenses Requested \$16,388			
See Attached Budget for Detail			

<b>**TOTALS =</b>	<b>\$ 97,785.00</b>	<b>\$ 52,989.50</b>	<b>\$ 44,795.50</b>
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## ATTACHMENT E-6 PROJECT TIMELINE

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	PH I Seabreeze Boat Ramp and Finger Pier Replacement - DESIGN
<b>Applicant:</b>	City of Daytona Beach

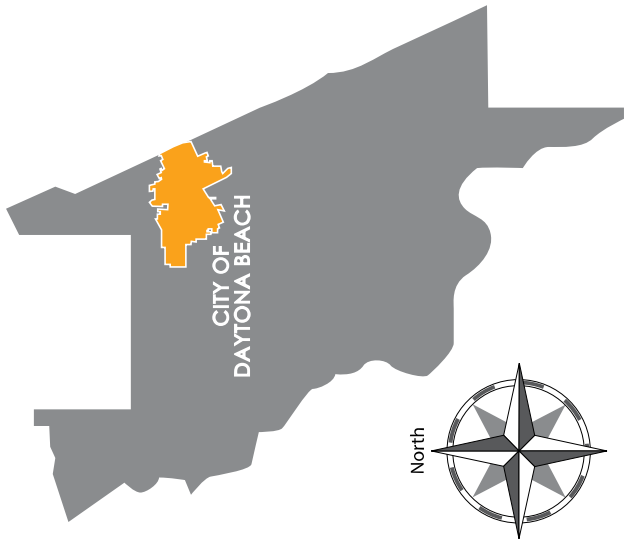
The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

Date	Component
*9/30/2024	Design-30% complete; Permitting 10%
3/31/2025	Design & Permitting - 100% Complete
4/1/2025	Construction Bids
10/1/2025	Start Construction
9/30/2026	Complete Construction

\* Pre-agreement expenses requested.



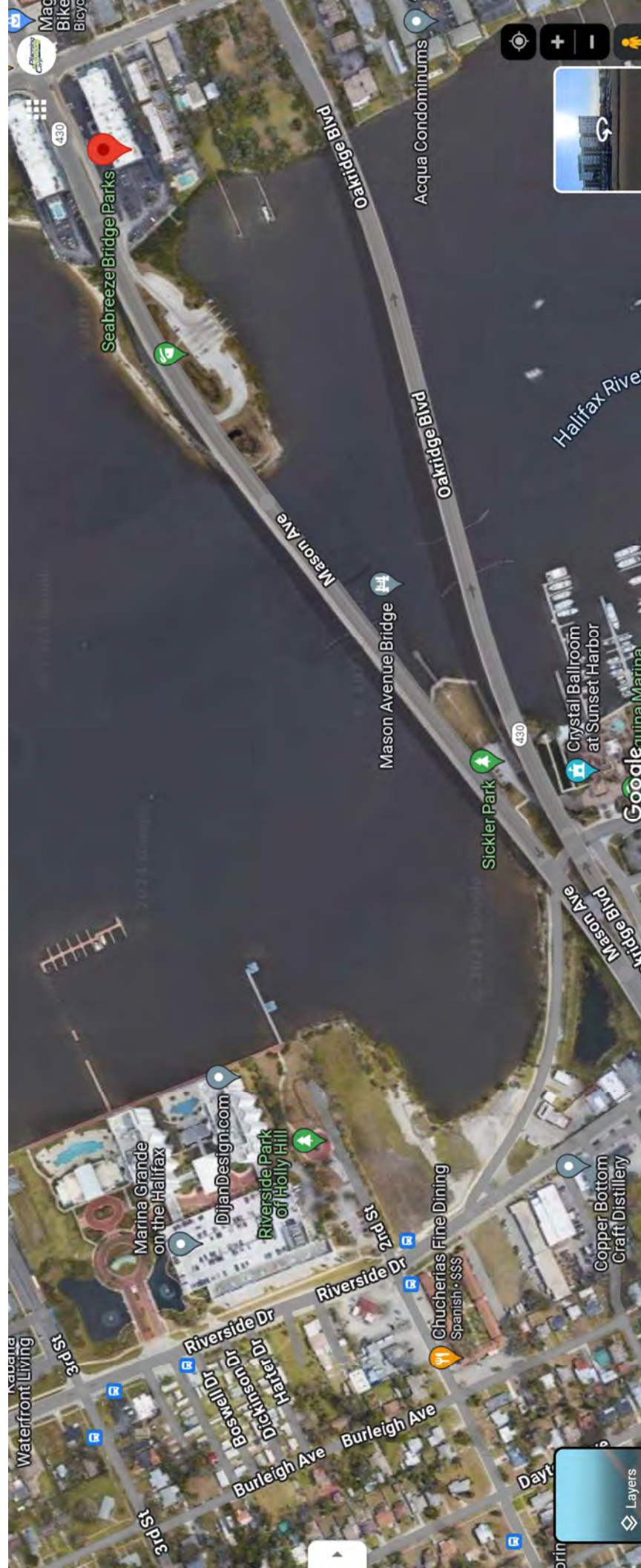
**County & Project  
Location Map**

**PROJECT  
LOCATION**



**SEABREEZE BRIDGE  
BOAT RAMP DESIGN**







SCALE: 1" = 40'



## ATTACHMENT E-2

APPLICANT INFORMATION & PROJECT SUMMARY  
WATERWAY ASSISTANCE PROGRAM FY 2024

APPLICANT INFORMATION			
Applicant: <b>City of Edgewater</b>			
Department: <b>Police</b>			
Project Title: <b>Edgewater Marine Law Enforcement Search and Rescue Vessel</b>			
Project Director: <b>Joseph Mahoney</b>		Title:	<b>Police Chief</b>
Project Liaison: <i>(if different from Director)</i>		Title:	
Mailing Address:	<b>135 E. Park Avenue</b>		
City: <b>Edgewater</b>	Zip Code:	<b>32132</b>	
Email Address: <b>jmahoney@cityofedgewater.org</b>	Phone #:	<b>386-424-2416</b>	
Project Address:	<b>135 E. Park Avenue</b>		

**\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\***

SIGNATURE: \_\_\_\_\_

DATE: 3/1/2024

PROJECT NARRATIVE (Please summarize the project in space provided below in 2 paragraphs or less.)

Funding for a new Marine Law Enforcement Search and Rescue Vessel for the Edgewater Police Department, will **enhance water patrol** and contribute to the **prevention of avoidable waterway injuries or fatalities** through safety waterway enforcement. The Edgewater Marine Law Enforcement Unit seeks to ensure the ICW (Intracoastal Waterway/IR (Indian River) is a **safe waterway for residents and visitors** by providing **Search and Rescue Operations** and patrolling within the jurisdiction to enforce marine protected zones (manatee zones), speeding in restricted no wake zones, safety inspections, boater education, boating under the influence, careless/reckless operation of a vessel, and violation of navigational rules.

**Regionally**, this funding will also ensure a better-equipped Law Enforcement presence with a vessel that will provide **enhanced response times to Mutual Aid requests** through greater capability with a larger vessel with more HP and greater capacity for towing boaters to the safety of the shoreline. **A larger Forward Area will provide improved medical attention during Rescue Operations** and substantially upgraded electronics will include thermal imaging that allows for a person to be seen from a half-mile away. This will be especially helpful during night Mutual Aid Rescue Operations with the Volusia County Sheriff's patrol, Florida Fish & Wildlife Commission, and U.S. Coast Guard.

**ATTACHMENT E-3**  
**PROJECT INFORMATION**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

Applicant: City of Edgewater	Project Title: Edgewater Marine Law Enforcement Search and Rescue Vessel	
Total Project Cost: \$199,344	FIND Funding Requested: \$99,672	% of Total Cost: 50%
Amount of <b>Applicant's</b> Matching Funds:	\$99,672	
Source of <b>Applicant's</b> Matching Funds:	City of Edgewater General Funds	

1. Ownership of Project Site (check one): Own:  Leased:  Other:

2. If leased or other, please describe lease or terms and conditions:

**The Ownership of Project is categorized as "Other", as this is a marine vessel request.**

3. Has the District previously provided assistance funding to this project or site? Yes:  No:

4. If yes, please list:

5. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):

**Edgewater Police Department is requesting a marine vessel to provide an improved level of marine emergency services and enhanced patrolling along the approximate 7.7 Miles of the ICW, within the City of Edgewater's jurisdiction. Edgewater has three public ICW parks with fishing piers and boat ramps (George R. Kennedy Memorial Park, Menard May Park, and Veterans Memorial Park) as illustrated within the coverage maps located in the Appendix. These three parks combined equal 620.18932 Linear Feet (8.83 Acres), directly located on the ICW.**

6. How many additional ramps, slips, parking spaces or other access features will be added by this project?

**Marine Law presence will improve access to ICW/IR by ensuring boater, jet skier, and paddle sport launching protocols are followed, consequently reinforcing safety and efficient ICW entry.**

7. Are fees charged for the use of this project? No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

Please list all Environmental Resource Permits required for this project:

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD			
DEP			
ACOE			

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\*

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

Project Title:	Edgewater Marine Law Enforcement Search and Rescue Vessel
Applicant:	City of Edgewater

## 1) PRIORITY LIST:

- a) Denote the priority list category of this project from Attachment C in the application. (The application may only be of one type based upon the predominant cost of the project elements.)

**13. Waterway Boating Safety Programs and Equipment**

- b) Explain how the project fits this priority category.

Funding for a new Marine Law Enforcement Search and Rescue Vessel for the Edgewater Police Department, will **enhance water patrol** and contribute to the **prevention of avoidable waterway injuries or fatalities** through **safety waterway enforcement**. Edgewater has multiple public waterfront parks with fishing piers and boat ramps as illustrated within the coverage map located in the Appendix (George R. Kennedy Memorial Park, Menard May Park, and Veterans Memorial Park). The ICW (Intracoastal Waterway)/IR (Indian River) is our primary waterway for marine enforcement. The Edgewater Marine Law Enforcement Unit seeks to ensure the ICW/IR is a safe waterway for residents and visitors by providing **Search and Rescue Operations** and patrolling within the jurisdiction to enforce marine protected zones (manatee zones), speeding in restricted no wake zones, **conduct safety inspections, provide boater education**, address boating under the influence, careless/reckless operation of a vessel, and ensure no violation of navigational rules occur.

The waterway attracts hundreds of thousands of visitors annually and law enforcement presence is necessary to maintain regulatory enforcement. **A vessel equipped for Search and Rescue Operations** will greatly aid the Edgewater Police Marine Unit's response to numerous incidents but not limited to; search and rescue operations, proactive waterway enforcement, medical incidents, distressed or overdue boaters, vessel crashes, and vessels at risk or derelict vessel investigation.

*(For reviewer only)*

Max. Available Score for application 45

Question 1. Range of Score (1 to 3 points)

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

The Edgewater Marine Law Enforcement Unit provides **safe and unrestricted access** to the ICW/IR, utilizing a Marine Law Enforcement vessel in partnership with County and State Agencies to accomplish this.

Discussions are underway with Volusia County to form a Maritime Task Force that is Cross-Jurisdictional to better serve our 47 miles of ICW coastline and enhance Mutual Aid. This partnership is critically important during seasonal special events on the ICW, requiring more saturated patrolling to ensure everyone's best interest regarding safety is provided.

Additionally, the Edgewater Marine Law Enforcement Unit is **committed to Water Safety** via Safety Boat Inspections, and **Conservation** through addressing common littering and derelict vessel removal to prevent ICW contamination.

A free youth "Fishing with the Police" event is hosted annually by the Edgewater Police Department to promote fishing in our Veteran's Memorial Park pier located directly on the ICW. Teaching the youth of responsible fishing practices on the ICW/IR has fostered fewer fishing line incidents of vessel motors getting wrapped up in cast lines and/or line disposal in the ICW/IR. This has benefited the sea life in the ICW/IR, as well.

#### 4TH ANNUAL FISHING WITH THE POLICE EVENT 🐟

EPD is hosting our 4th Annual "Fishing with the Police" event on July 8th, 2023 at Veteran's Memorial Park. The event begins at 8:00 AM for kids 12 and under.

Limited spots available on a first-come, first serve basis. Don't wait, it's "SHORE" to be a "FIN-TASTIC" time! 🐟  
Free fishing pole, free bait, and free pizza lunch!



- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

Both Public Access and Navigational Benefits will occur with enhanced Marine Law Enforcement over the public boat ramps and multiple public ICW/IR parks with docks and fishing piers, located within Edgewater. These particular locations designated on the jurisdiction map of the ICW provided within the Appendix, will be protected against crime incidents and aid marine regulatory compliance regarding navigational rules.

This funding will ensure a better-equipped Marine Law Enforcement presence and enable a more rapid response with more capability and capacity with a substantially upgraded vessel from their current 2002 16' vessel which greatly limits rescue operations. The electronics within the new vessel will include thermal imaging that allows for a person to be seen from a half-mile away. Thermal imaging is the fastest way to detect a person in the water and instantly identifies kayaks, paddleboards, and jet skis. This will be especially helpful during night Mutual Aid Rescue Operations with the Volusia County Sheriff's patrol, Florida Fish & Wildlife Commission, and U.S. Coast Guard.

Additionally, to illustrate responsible stewardship of the ICW/IR, the City of Edgewater hosts an annual "Coastal Cleanup" event in two of our coastal parks (George R. Kennedy Memorial Park & Menard May Park) with boat ramps and fishing piers located directly on the ICW/IR, which includes a free fishing tournament for the youth. In partnership with the U.S. Coast Guard, **Water Safety Information is shared with the public during this event.**



(For reviewer only)  
(1-6 points)

## 3) PUBLIC USAGE &amp; BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

Through the purchase of a new marine vessel, improved boating safety will be promoted via increased Edgewater Marine Law Enforcement presence on the ICW/IR. Greater marine presence will ensure rules and regulations are adhered to by residents as well as seasonal visitors who often travel through the waterway from South Florida to Maine to avoid the harsh northern winters and return as the weather conditions improve.

Many seasonal boaters, kayaks, paddle boarders, and jet skiers from outside the coastal area are unaware of rules, regulations, and safety precautions on the ICW/IR to prevent waterway incidents. All of Edgewater's ICW/IR parks that have fishing piers and boat ramps are available **24/7 and used continuously because of their open public access**. Edgewater Police Department estimates 100 boats on average launch from George R. Kennedy Memorial Park every day, as their office is adjacent to this boat ramp. Human-powered watercrafts are launched from Menard May Park every day Monday-Sunday, all day long directly located on the ICW due to the proximity to paddle trails and abundant marine life. Keeping these ICW parks safe and accessible via Marine Law Enforcement is imperative to the well-being of all water sports and nature enthusiasts.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

This funding will allow the Edgewater Marine Law Enforcement Unit to purchase a 24' vessel that will greatly enhance **Search and Rescue Operations** and improve **Local water patrol** contributing to the **prevention of avoidable waterway injuries or fatalities** through safety waterway enforcement.

**Regionally**, this Law Enforcement vessel will provide **enhanced response times to Mutual Aid requests. This vessel will have greater a capacity for towing and a larger Forward Area to provide medical attention during Rescue Operations.** There are unique aspects to working on the water in a law enforcement capacity requiring specific and appropriate training and equipment. The main objective and goal of a Marine Law Unit is to keep waterways safe and ensure appropriate responsiveness to Search & Rescue Operations. The electronics within this vessel will include thermal imaging that allows for a person to be seen from a half-mile away. This will be especially helpful during night Mutual Aid Rescue Operations with the Volusia County Sheriff's patrol, Florida Fish & Wildlife Commission, and U.S. Coast Guard.

Florida is recognized as "The Boating Capital of the World" and leads the nation with over 1 million registered vessels across the state in 2022.<sup>1</sup> The City of Edgewater has an abundant number of seasonal residents who frequent the waterway. Additionally, Volusia County is a major hub of tourism, subsequently resulting in a high number of tourists who usually rent vessels. Local and Regional boaters, jet skiers, paddle boarders, and kayakers get themselves into trouble and count on the Edgewater Marine Law Unit to quickly get them out due to their close proximity and their ability to safely navigate the ICW /IR waterway, as well as backwaters. Rescue professionals understand the importance of a minute's delay and its impact on saving lives and property. Funding for a new and enhanced Marine Law Enforcement vessel ensures a safer waterway that is accessed through multiple City parks directly located on the ICW/IR. This new vessel will enhance patrolling and ensure a more effective Mutual Aid Response.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

The Edgewater Marine Law Unit will apply navigational enforcement practices equally. All education on local rules and regulations specific to the State of Florida enforcement will be applied equally to all individuals within the Edgewater Marine Law Unit's jurisdiction on the ICW.

*References:*

- (1) 2022 Florida Fish and Wildlife Conservation Commission Boating Accident Statistical Report

*(For reviewer only)*  
*(1-8 points)*

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4) TIMELINESS:

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.

The current status of the Edgewater Marine Law Enforcement Unit is limited due to their current 2002 16' vessel with a 115 HP motor. Limitations are based upon the size of the vessel for staffing as well as rescue operations with a 115 HP motor for towing vessels to the shoreline and inadequate capacity in the Forward Area of the vessel for Medical Attention situations.

Once the award funding is received in October 2024, approval to accept the funding will go before the City Council in December 2024; the City will then proceed to purchase the vessel while following the City's purchasing guidelines in March 2025.

- b) Briefly explain any unique aspects of this project that could influence the timeline.

No unique aspects exist that would affect the timeline.

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5) COSTS & EFFICIENCY:

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.

**The Match of \$100,000.00 will come solely from the City of Edgewater's General Funds.**

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.

**N/A, as the funding request pertains to the purchase of a vessel.**

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.

**No fees are associated with this funding request, as this is a one-time purchase of a Marine Law Enforcement vessel, and all maintenance and/or repairs, registration, licensing, and insurance will be covered within the City of Edgewater's Fleet Budget.**

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.

**N/A, no fees are associated with this funding request.**

*(For reviewer only)*  
*(1-6 points)*

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6) PROJECT VIABILITY:

- a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?

The current Edgewater Marine Law Enforcement vessel is 16' and is limited in towing capacity with a 115 HP motor, responsive times, as well as an inadequate Forward Area to provide medical attention. The City of Edgewater is home to four globally known boat headquarters and manufacturing plants (Boston Whaler Inc., Everglades Boats, Edgewater Power Boats, and SOLACE Boats) and they often use the George R. Kennedy Memorial Park Boat ramps for completing new vessel testing, adding more ICW/IR boat traffic for Marine Law Enforcement to manage and ensure safety protocols are followed.

The primary causes of all reported boating accidents (almost half, at 43%) were due to improper lookout or attention and operator inexperience.<sup>1</sup>

- b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.

Once the Marine Law Enforcement vessel is purchased, it will be maintained within the Manufactures Service Warranty Guidelines for the structure of the vessel as well as the outboard motor. Any incurred costs outside the manufacturer's warranty will be the responsibility of the City of Edgewater. All registration, licensing, and insurance will be managed by the City of Edgewater's Fleet Budget.

- c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?

The City of Edgewater has a **Comprehensive Plan** that includes a Coastal Management Element Section, outlining Goals, Objectives, and Policies. Which include:

**GOAL 2: LAND USE.** To conserve, protect, and restore coastal resources by managing growth and land uses to prevent damage or destruction of those resources.

**Objective 2.2: Coastal Resource Protection.** Continue to enforce performance standards for appropriate densities, intensities, buffer zones, resource protection, and location of development adjacent to aquatic and natural preserves, wildlife refuges, and environmental system corridors to protect the natural character, scenic values, and public benefit of these areas.

**Policy 2.2.5: Manatee Habitat Areas, Marinas and Boating Speed Limits.** In order to protect manatees, marinas shall not be built in designated manatee habitat areas. Boating speed limits shall be coordinated with the County in manatee-designated areas.

**GOAL 5: PUBLIC ACCESS.** Provide, maintain, and improve public access to the sovereign lands of the coastal management areas through the provision of coastal access facilities, fishing piers, boat ramps, and marinas.

**Objective 5.1: Public Shoreline Access Facilities.** Provide and maintain physical public access to the shoreline of the Indian River, consistent with the City's population

Policy 5.1.1: **Physical Public Access Facilities.** Wherever feasible, the City shall ensure that all physical public access facilities to the shoreline shall be accessible by a public road with adequate public parking.

Policy 5.1.3: **Public Access to the River.** The City shall prohibit the vacation of public rights-of-way that provide or could provide public access to the river.

Objective 5.2: **Fishing Piers.** Coordinate with Volusia County to ensure that adequate allocation of fishing piers is provided to meet the demands of the current population.

Policy 5.2.1: **Fishing Pier Provision.** The City shall provide 0.0181-linear feet of fishing pier for each resident of the Coastal Planning Area (181 linear feet/10,000 persons) consistent with Volusia County.

Objective 5.3: **Boat Ramps.** Provide an adequate number of boat ramps to meet the needs of the existing population.

Policy 5.3.1: **Boat Ramp Provision.** The City shall provide 0.0002 of boat ramp lane for each resident (1 ramp lane for every 7,500 residents) consistent with Volusia County.

Policy 5.3.2: **Future Boat Ramp Lanes.** To the greatest extent possible, future boat ramp lanes shall be built as part of a Regional boat launching facility.

**GOAL 7: INTERGOVERNMENTAL COORDINATION.** Foster and encourage intergovernmental coordination in the Coastal Planning Area between Volusia County, the City of Edgewater, adjacent Local governments, Regional, State, and Federal government entities.

Objective 7.1: **Volusia County Coordination.** Coordinate with Volusia County to maintain area-wide standards to protect coastal resources.

Additionally, the City of Edgewater **Code of Ordinances Chapter 6 Boats, Docks and Waterways** includes the following:

- Article II Nonmoving Boating Violations
- Article III Moving Boat Violations
  - Sec. 6-19.1. – State law adopted as municipal regulations.
  - Sec. 6-20. – Manatee zones.
  - Sec. 6-21 – Regulation of vessels by municipalities or counties.
  - Sec. 6-22. - Reckless or careless operation of vessel.
  - Sec. 6-23. - Water skis, parasails, and aquaplanes regulated.
  - Sec. 6-24. – Personal watercraft regulated.
  - Sec. 6-25. – Boating safety identification cards.
  - Sec. 6-26. – Interference with navigation.
  - Sec. 6-27. – Restricted areas.
  - Sec. 6-28. – Regattas, races, marine parades, tournaments, or exhibitions.
  - Sec. 6-29. - Vessel safety regulations: equipment and lighting requirements.
  - Sec. 6-30. – Maximum loading and horsepower.
  - Sec. 6-31. – Marine sanitation.
  - Sec. 6-32. – Local regulations: limitations.
  - Sec. 6-33. – Muffing devices.

*References:*

- 1) 2022 Florida Fish and Wildlife Conservation Commission Boating Accident Statistical Report

*(For reviewer only)  
(1-7 points)*

SUB-TOTAL \_\_\_\_\_

FIND FORM NO. 91-25

Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

ATTACHMENT E-4C  
EVALUATION WORKSHEET  
LAW ENFORCEMENT & BOATING SAFETY PROJECTS  
WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A LAW  
ENFORCEMENT OR BOATING SAFETY PROJECT

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7) VIABILITY:

- a) Describe how the project will address particular public health, safety, or welfare issues of the Navigation **District's** Waterways.

This funding will allow the Edgewater Marine Law Enforcement to purchase a 24' vessel that will enhance water patrol and reduce avoidable waterway injuries or fatalities through safety waterway enforcement. Collisions with a recreational vessel are the #1 accident by accident type across all states in 2022, with Florida far surpassing all other states with 735 Total Accidents, in comparison to #2 California with 387.<sup>2</sup> From the 735 Florida boating accidents, a total of 65 people lost their lives in these accidents, five more than the previous year.<sup>1</sup> Since 2003, "falls overboard" have been the leading type of fatal accident, with drowning as the leading cause of death. Of the drowning victims, 81% were not wearing a life jacket.<sup>1</sup>

The Intracoastal water is a major navigation route running from Florida to Maine. It is our primary Waterway for marine enforcement. The Edgewater Marine Law Enforcement Unit seeks to ensure it is adequately patrolled through the enforcement of marine protected zones (manatee zones) and other marine law and resource enforcement. The waterway attracts hundreds of thousands of visitors annually and law enforcement presence is necessary to maintain regulatory enforcement. A new patrol vessel will greatly aid our response to numerous incidents including but not limited to; search and rescue operations, proactive waterway enforcement, medical incidents, distressed or overdue boaters, vessel crashes, and vessels at risk or derelict vessel investigations. A new vessel will be designed to handle conditions encountered in the Intracoastal Waterway, Mutual Aid Missions, and the rigor of law enforcement needs. This funding will ensure a better-equipped Marine Law Enforcement presence and enable a more rapid response with more capability and capacity with a substantially upgraded vessel from their current 2002 16' vessel which limits rescue operations. The electronics within this vessel include thermal imaging that allows for a person to be seen from a half-mile away. Thermal imaging is the fastest way to detect a person in the water and instantly identifies kayaks, paddleboards, and jet skis. This will be especially helpful during night Mutual Aid Rescue Operations with the Sheriff's patrol, Florida Fish & Wildlife Commission, and U.S. Coast Guard.

- b) How does the project provide significant benefits or enhancements to the **District's** Waterways?

This Marine Law Enforcement vessel will provide enhanced response times to Mutual Aid requests with the Volusia County Sheriff's, Florida Fish & Wildlife Commission, and U.S. Coast Guard. With enhanced boat capacity within the vessel as well as greater towing capacity with a 350 HP motor, rescue missions will yield improved outcomes.

The City of Edgewater has design development underway for a future 10-boat ramp project that is owned and will be operated by the City of Edgewater and within the Edgewater Police Department jurisdiction. Additionally, The Edgewater Police Marine Unit is requested to aid in patrols of a large section of the Intracoastal Waterway through requests from FWC and the Volusia County Sheriff's Office during peak boating season. Since the Edgewater Marine Law Enforcement unit is limited to a single small vessel currently, their ability to patrol the entire ICW is restricted. Furthermore, with the addition of the new boat ramps, it will be necessary to have another vessel to adequately patrol these areas which have established restricted speed areas in place. "We had fewer boating accidents in Florida in 2022 than we did in 2021 but fatalities statewide were up," said Lt. Col. Brian Smith, Acting Director for the FWC Division of Law Enforcement.<sup>1</sup> Overall, this vessel will enable more successful Marine Law Enforcement and Rescue Missions, bolstering ICW/IR safety and reducing fatalities.

*References:*

- 1) 2022 Florida Fish and Wildlife Conservation Commission Boating Accident Statistical Report
- 2) 2022 Recreational Boating Statistics COMDPUB P16754.36 U.S. Department of Homeland Security/U.S. Coast Guard Office of Auxiliary and Boating Safety

*(For reviewer only)*  
*(1-3 points)*

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## 8) EXPERIENCE & QUALIFICATIONS:

- a) List the personnel tasked with the implementation of this project, their qualifications, previous training and experience.

The Edgewater Marine Law Enforcement is assigned to the Special Services Division under the Supervision of Sergeant Myles Lawler. The unit consists of 6 certified operators and the supervisor, equaling 7 in total. All Marine Unit Operators have attended a minimum of a 40-hour Marine Law Enforcement Operator's course which has been taught by the Institute of Police Technology and Management (IPTM) and/or the Florida Fish & Wildlife Conservation Commission (FWC). Sergeant Lawler has over 25 years of boating experience and holds a U.S.C.G Merchant Mariners credential (Captain's license). Furthermore, Sergeant Lawler has attended training through IPTM, FWC, and the U.S. Coast Guard in various topics. Sergeant Lawler also holds an FDLE General Instructor certification and oversees the Department's Training Division. Sergeant Lawler has operated in a Marine Law Enforcement capacity since 2009.

- b) Have the personnel participated in or received state marine law enforcement training?

Sergeant Lawler has attended several training courses hosted by the Florida Fish & Wildlife Commission in areas including Boater Under the Influence (BUI) enforcement, Saltwater Marine Species enforcement, and numerous boat operator training. The remaining 6 certified operators within the Marine Law Enforcement Unit are undergoing additional certifications to parallel Sergeant Lawler.

*(For reviewer only)*  
*(1-2 points)*

## 9) DELIVERABLES:

- a) Describe the anticipated, long-term measurable results of implementing this project.

The Edgewater Marine Law Unit plans to increase its enforcement on the water with the purchase of a new patrol vessel. The unit will provide greater safety and accountability by enforcing the major issues along the waterway such as BUI, and vessels at risk of becoming derelict, along with the removal of derelict vessels, and increased proactive enforcement of boating and resource laws. The success of these goals will be measured by year-over-year statistical data the Edgewater Police Department will maintain in the following categories:

- Derelict Vessels
- Reckless Boat Incidents
- Boat Emergencies
- Agency Assists/Mutual Aid
- Boat Crashes
- Citations with multiple subcategories
- Boardings to inspect for proper safety equipment or a type of infraction
- BUI's
- Arrests

- b) What is the range or area of coverage for this project? Please provide a map of the coverage area.

The City of Edgewater has approximately 7.7 miles of waterway jurisdiction within the City limits. Attached is a map of the **7.7-mile jurisdiction** area with identified coastline City Parks with boat ramps and fishing piers. This area of coverage is increased during Mutual Aid requests to cover its entire 47 miles of coastline within Volusia County. Within the Appendix is a Volusia County map illustrating the **47 miles of Mutual Aid** area the Edgewater Marine Law Enforcement Unit supports.

- c) Does the project fulfill a particular community need?

The addition of a new patrol vessel fills a large void within the area for marine enforcement and **Search & Rescue Operations**. The City of Edgewater is one of four agencies in Volusia County with a marine asset (Daytona Beach PD, Volusia County Sheriff's Office, and Ponce Inlet PD). The Edgewater Marine Law Unit is the closest law enforcement in Volusia County to the proximity to Canaveral National Seashore, Mosquito Lagoon, and the adjacent Kennedy Space Center headquarters. With increased launches from the space coast (NASA, SpaceX, and Blue Origin) reaching a record of 72 launches in 2023, the closer proximity provides additional presence and resources to the area for added security and protection. Adding a new patrol vessel will help fill in the void where marine law enforcement Search and Rescue is needed in Southeast Volusia and ensure greater safety on the waterway through increased presence and availability.

*For reviewer only)*  
*(1-4 points)*

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## 10) EDUCATION:

- a) What are the educational benefits (if any) of this proposed project?

Providing boaters, jet skiers, and human-powered watercrafts with knowledge and an understanding of local rules and laws is an important effort to maintain a safer waterway. The City of Edgewater has an abundant number of seasonal residents who frequent the waterway. At times, these individuals have to be educated on local rules and regulations specific to the State of Florida. Additionally, Volusia County is a major hub of tourism. The waterway experiences a high number of tourists who usually rent vessels and are unaware of certain rules and regulations of the State of Florida.

A water asset is a must to interact with these individuals and educate them when a safety concern is observed.

- b) How does the project or program provide effective public boating education or expand boater safety?

The State of Florida has the highest number of registered recreational vessels in the nation.<sup>1</sup> A Florida law was established requiring boaters to possess a boater safety card for anyone born on or after January 1, 1988, to operate a boat within the State of Florida.<sup>3</sup> The number of Boating Safety Education Cards issued in 2022 has tripled since 2010, but 45 of the vessel operators involved in fatal accidents and 515 of the 926 operators in reportable accidents did not have formal boating education.<sup>1</sup> Since boating has become a highly sought-after pastime, many boaters are unaware of basic boating laws or regulations. With a new marine vessel, the Edgewater Marine Law Unit can increase its time on the water to interact with boaters and ensure **Boating Education** laws are being followed. If waterway presence is increased, the Marine Law Unit will be able to educate the boating community further when new boating laws take effect.

**Boating Safety** will be improved through increased Marine Law patrolling presence and greater availability to assist with Mutual Aid requests from nearby agencies, as local jurisdiction allows for broader and less restrictive assistance measures (i.e., towing, removing victims from inoperable vessels, etc.). The new vessel will also allow for improved opportunities to identify derelict vessels that need to be removed from the waterway and prevent fuel and oil contamination as well as present navigation safety obstacles, hindering safe passage on the ICW/IR.

Edgewater Police Department and the City of Edgewater host multiple free annual public events throughout the year in the City Parks located directly on the ICW, where **Boating Education & Boating Safety** information is shared in partnership with the U.S. Coast Guard.

### References:

- 1) 2022 Florida Fish and Wildlife Conservation Commission Boating Accident Statistical Report
- 2) 2022 Recreational Boating Statistics COMDPUB P16754.36 U.S. Department of Homeland Security/U.S. Coast Guard Office of Auxiliary and Boating Safety
- 3) 2024 Boat-Ed: The official online Florida Boating Licensing

*(For reviewer only)*  
*(1 -3 points)*

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RATING POINT TOTAL \_\_\_\_\_

Note:

*The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.*

Form No. 91-25C

Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)



**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

Applicant:	City of Edgewater
Project Title:	Edgewater Marine Law Enforcement Vessel

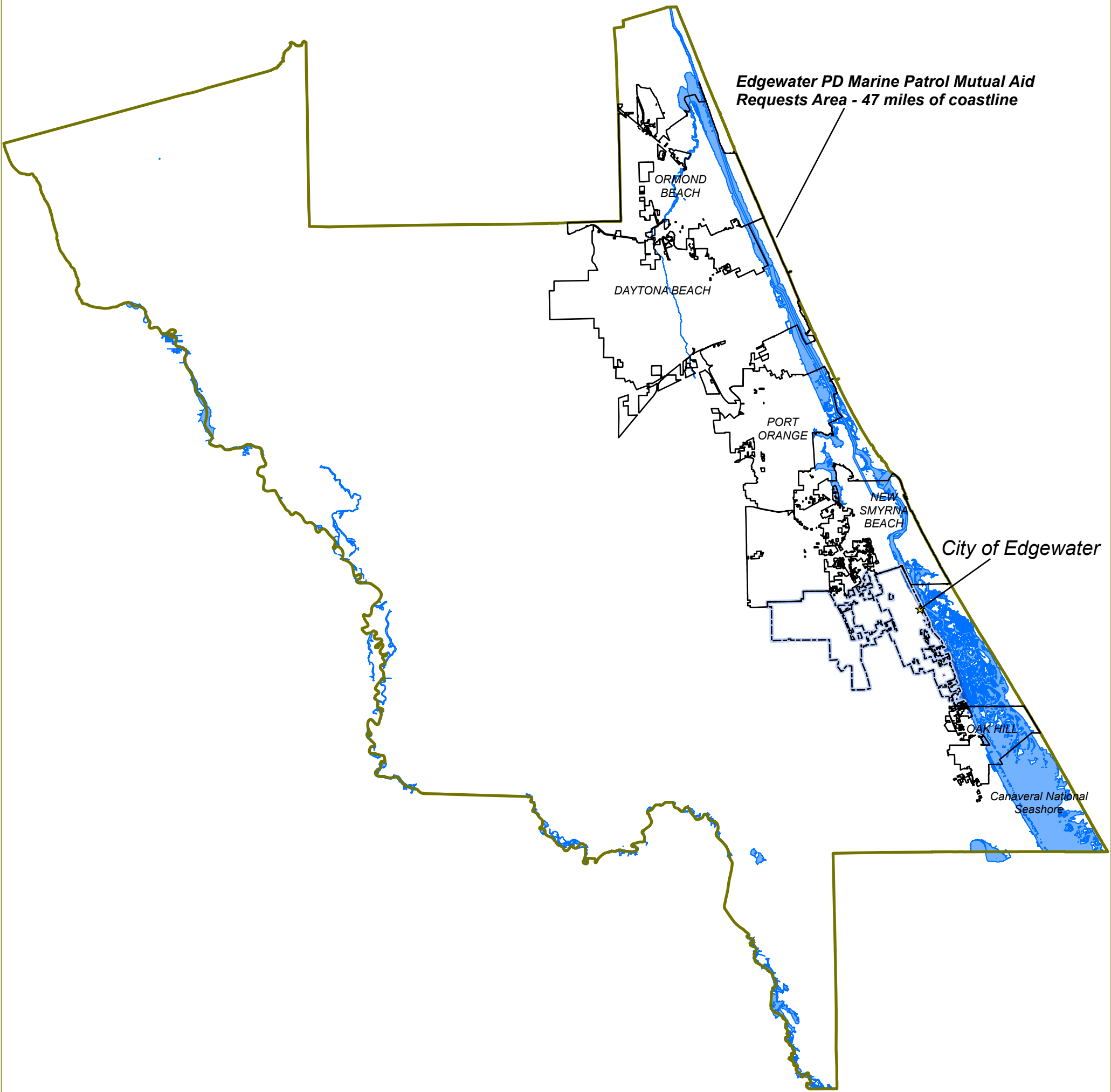
The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(Or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

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Date	Component
October 2024	Grant Award
December 2024	City Council Acceptance
January 2025	Grant Agreement Execution
March 2025	Purchase Vessel

# Volusia County



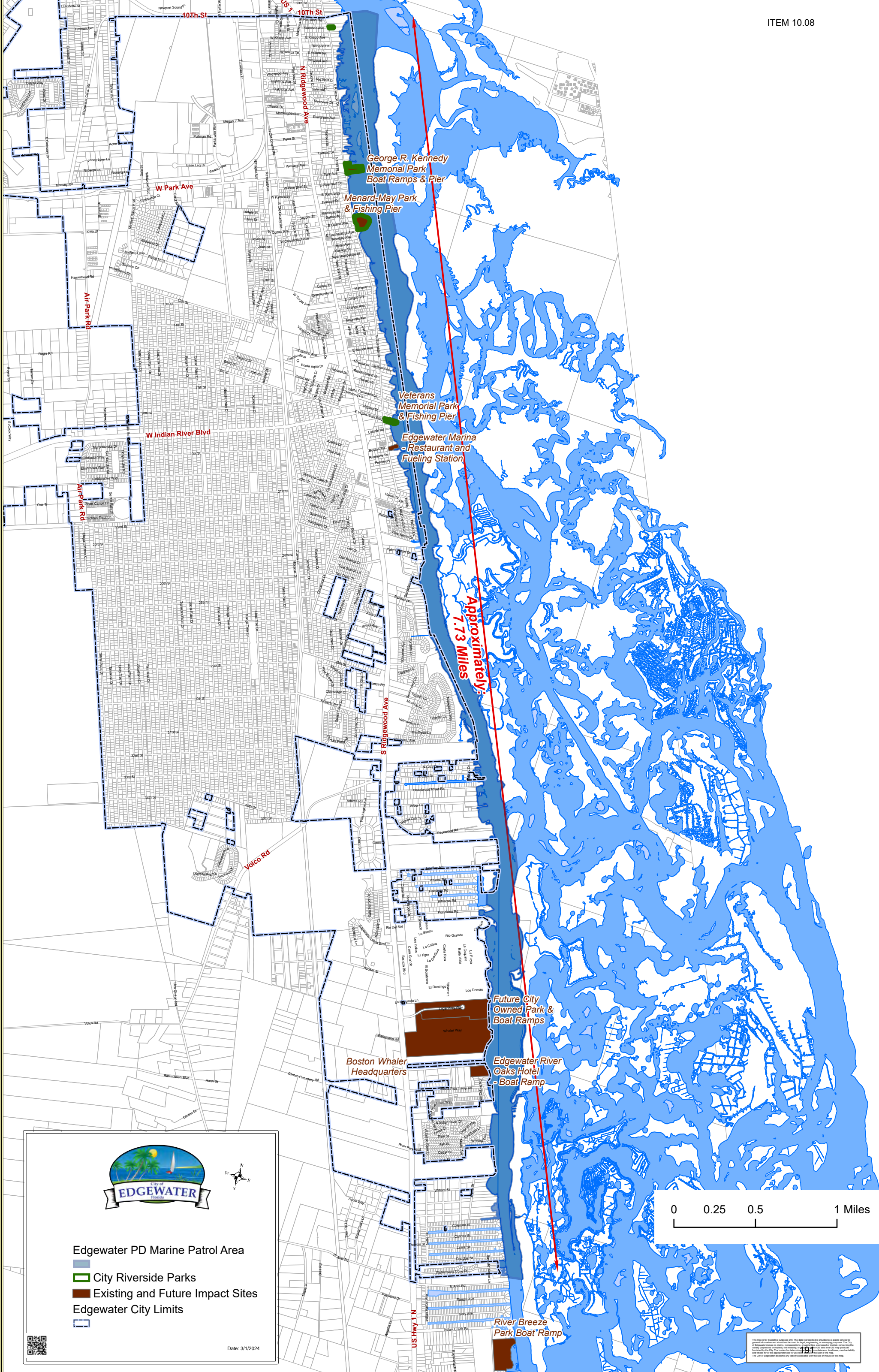
**City of EDGEWATER**  
FLORIDA

Edgewater PD Marine Patrol Area  
 Edgewater City Limits  
 Volusia County Boundary

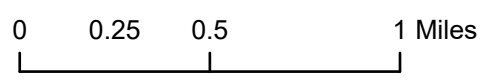
Date: 2/28/2024



This map is for illustrative purposes only. The data represented is provided as a public service for general information and should not be used for legal, engineering, or surveying purposes. The City of Edgewater makes no claim, representation, or warranty regarding the accuracy or completeness of the data presented on this map. The City of Edgewater is not responsible for any errors or omissions in this map. The City of Edgewater disclaims any liability associated with the use or misuse of this map.



- Edgewater PD Marine Patrol Area
- City Riverside Parks
- Existing and Future Impact Sites
- Edgewater City Limits



Date: 3/1/2024

This map is for illustrative purposes only. The data represented is provided as a public service for general information and should not be used for legal, engineering, or planning purposes. The City of Edgewater makes no claim, representation, warranty, agreement or contract, concerning the content, accuracy or reliability of the information on this map. The City of Edgewater disclaims any liability associated with the use or misuse of this map.

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
Applicant: City of Holly Hill, Florida			
Department: Public Works			
Project Title: Riverside Park Bulkhead Replacement, Phase 2			
Project Director: Steven Juengst		Title:	Administrative Manager
Project Liaison: <i>(if different from Director)</i>	Shailesh Patel Dredging & Marine Consultants	Title:	President
Mailing Address:	4643 S. Clyde Morris Blvd, Unit 302		
City: Port Orange	Zip Code:	32129	
Email Address: spatel@dmces.com	Phone #:	386-304-6505	
Project Address:			

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_

3-26-2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The City of Holly Hill intends to replace the approximately 215 linear feet of existing Bulkhead at Riverside Park along the ICW. The bulkhead has been in place for over 50 years and the City has repaired the soils loss from behind the bulkhead multiple times, however, in 2022 the Hurricanes exacerbated the damage to concrete bulkhead that resulted in significant soil loss. The City intends to replace the weakened bulkhead system with a composite sheet system to protect the amenities at the park, including a stormwater pond and provide safe access to a fixed aluminum pier. This aluminum pier is used by locals for recreational fishing and enjoyment of the park.

The City has initiated the design and permitting and intends to initiate the construction after October 2024.

## ATTACHMENT E-3 PROJECT INFORMATION

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b>	<b>Project Title:</b>	
<b>Total Project Cost:</b> \$880,000	<b>FIND Funding Requested:</b> \$440,000	<b>% of Total Cost:</b> 50
<b>Amount of Applicant's Matching Funds:</b>	\$440,000	
<b>Source of Applicant's Matching Funds:</b>	General Funds	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

3. **Has the District previously provided assistance funding to this project or site?** Yes:  No:

4. **If yes, please list:**

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)?** (as applicable): Currently there is a fixed aluminum fishing pier at the waterfront park.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?** This is a shoreline enhancement project to provide safer access for fishing.

7. **Are fees charged for the use of this project?** No:  Yes: \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A		
DEP	Yes		
ACOE	Yes		

## ATTACHMENT E-4 EVALUATION WORKSHEET

WATERWAY ASSISTANCE PROGRAM FY 2024

### DIRECTIONS:

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Riverside Park Bulkhead Replacement, Phase 2
<b>Applicant:</b>	City of Holly Hill

### 1) PRIORITY LIST:

- a) Denote the priority list category of this project from Attachment C in the application.**  
(The application may only be of **one** type based upon the predominant cost of the project elements.)

**Priority List Item:** 6. Acquisition, dredging, shoreline stabilization and development of public boat docking ramps and launch facilities.

- b) Explain how the project fits this priority category.**

This project is part of the City of Holly Hill comprehensive Riverfront Park development, which seeks to further enhance the shoreline along Riverside Park and provide safer recreational access for fishing.

*(For reviewer only)*  
Max. Available Score for application 47

Question 1. Range of Score (1 to 5 points)

---

## 2) WATERWAY RELATIONSHIP:

**a) Explain how the project relates to the ICW and the mission of the Navigation District.**

This project provides safe public shoreline enhancement and recreational access to the park amenities, particularly the fishing pier for the fishing enthusiasts. The closest other City park on the waterway is about half a mile away which also had damage from the recent hurricanes.

**b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?**

This project will provide recreational access to fishing enthusiasts, especially to local community in this area of Holly Hill.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

**a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.**

This project is 100% accessible by the public overland and water.

**b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.**

This park is accessible to everyone, including all boaters using the ICW; both regional and local.

**c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?**

Not applicable.

*(For reviewer only)*  
*(1-8 points)*

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---

**4) TIMELINESS:**

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

This is a Phase 2 project for construction. Engineering design and permitting are in progress. The City intends to initiate construction after October 2024.

- b) Briefly explain any unique aspects of this project that could influence the timeline.**  
There are no unique aspects that will impact project schedule.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**  
City will use its general funds to match 50% of the cost with this grant.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

Not Applicable

- c) Are there any fees associated with the use of this facility? No If so, please list or attach fee sheet.**

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

Not Applicable

*(For reviewer only)*  
*(1-6 points)*

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---

**6) PROJECT VIABILITY:**

- a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

This project is a continuation of the City to further enhance the safe recreation and especially fishing access of their waterfront park system by both recreational boaters and from the uplands.

- b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

City will use general funds to maintain this facility.

- c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

This project is part of the City's Comprehensive Riverfront Park development, enhancement and public access plan.

*(For reviewer only)*  
*(1-7 points)*

---

**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

Engineering and Permitting are underway. Permits are expected to be secured by August/September 2024.

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

The construction Phase 2 is estimated to be \$880,000.00.

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

There are no anticipated impediments that would delay the permits at this time.

*(For reviewer only)*  
*(1-4 points)*

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?** No, however it has been initiated to secure permits. **If this is a Phase I project, has a preliminary design been developed?** This is a Phase 2 construction request. The design has been initiated but has not been completed.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

The City intends replace the bulkhead in the same location to minimize resource impacts. The floating docks will be places in deeper water or the area will be dredged to facilitate these docks.

*(For reviewer only)*  
*(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The City intends to use composite sheets and increase the elevation for future consideration of sea-level rise. Fiberglass rebars and stainless steel materials will be used where applicable to protect against corrosion and increase longevity of the facility.

- b) **What is the design life of the proposed materials compared to other available materials?**

The design life span is 50 plus years.

*(For reviewer only)*  
*(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:****a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

The project will be designed to meet all environmental compliance with materials that are sustainable in this environment. The wall will be replaced in the same location and be elevated to meet future sea-level rise considerations.

**b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

This project will evaluate increasing the elevation of the new wall to facilitate for tides and future sea-level rise.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.



**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

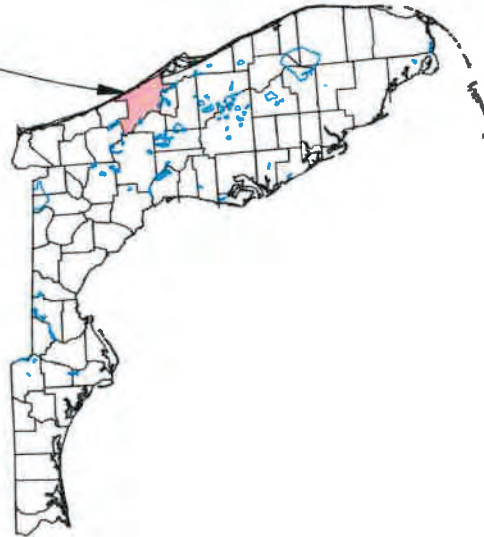
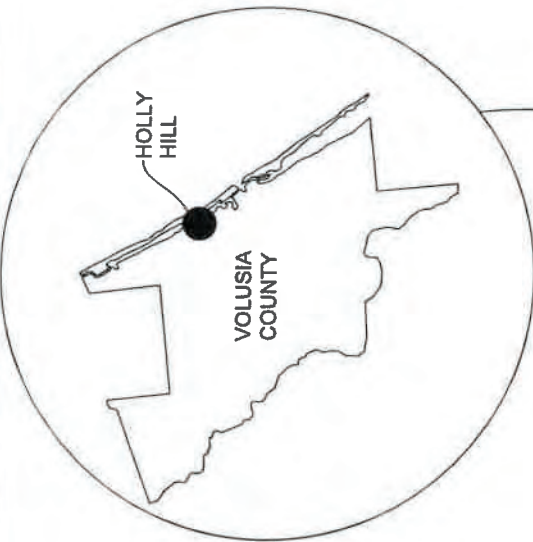
<b>Project Title:</b>	Riverside Park Bulkhead Replacement, Phase 2
<b>Applicant:</b>	City of Holly Hill

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

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Date	Component
November 2024	Phase 2 Construction bidding
January 2025	Approve Contractor
February 2025	Initiate Construction
September 2025	Complete Construction



PROJECT NAME:  
**RIVERSIDE PARK  
 BULKHEAD REPAIR, PH. 2**  
 APPLICANT:  
**CITY OF HOLLY HILL**

Dredging & Marine Consultants  
**DMC**  
 ENGINEERS • SCIENTISTS

4843 S. Clyde Morris Blvd  
 Unit 302  
 Port Orange, FL 32129  
 Phone:(386) 304-6505  
 Fax:(386) 304-6506  
 www.dmcnes.com

DRAWING:  
**COUNTY/CITY LOCATION MAP**  
 DMC JOB NO. -  
 DRAWN - CAD C3D SHEET NO.  
 CHECKED - SCALE AS SHOWN  
 APPROVED - DATE 03-29-2024

**HOLLY HILL**  
 F L O R I D A



<p><b>HOLLY HILL</b> FLORIDA</p>	<p>Dredging &amp; Marine Consultants  <b>DMC</b>                  ENGINEERS • SCIENTISTS</p>	<p><b>PROJECT NAME:</b>                  RIVERSIDE PARK                  BULKHEAD REPAIR, PH. 2</p>	<p><b>DRAWING:</b>                  PROJECT BOUNDARY MAP</p>
		<p><b>APPLICANT:</b>                  CITY OF HOLLY HILL</p>	<p>DMC JOB NO. - -</p> <p>DRAWN - CAD C3D SHEET NO.</p> <p>CHECKED - SCALE AS SHOWN</p> <p>APPROVED - DATE 03-29-2024</p>
<p>4643 S. Clyde Morris Blvd                  Unit 302                  Port Orange, FL 32129                  Phone:(386) 304-6505                  Fax:(386) 304-6506                  www.dmcnes.com</p>			



RIVERSIDE PARK OF HOLLY HILL

PROPOSED 210 LF BULKHEAD

HALIFAX RIVER

Dredging & Marine Consultants  
**DMC**  
 ENGINEERS • SCIENTISTS

4643 S. Clyde Morris Blvd  
 Unit 302  
 Port Orange, FL 32129  
 Phone:(386) 304-6506  
 Fax:(386) 304-6506  
 www.dmcnes.com

PROJECT NAME:  
**RIVERSIDE PARK BULKHEAD REPAIR, PH. 2**

APPLICANT:  
**CITY OF HOLLY HILL**

DRAWING: <b>SITE DEVELOPMENT MAP</b>			
DMC JOB NO. -			
DRAWN -	CAD -	C3D -	SHEET NO. <b>3 OF 3</b>
CHECKED -	SCALE AS SHOWN -	DATE <b>03-28-2024</b>	
APPROVED -			



**ATTACHMENT E-2****APPLICANT INFORMATION & PROJECT SUMMARY**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> City of Port Orange			
<b>Department:</b> City Manager's Office			
<b>Project Title:</b> Port Orange Causeway Park South Boat Ramp Improvements			
<b>Project Director:</b> Junos Reed		<b>Title:</b>	City Engineer
<b>Project Liaison:</b> <i>(if different from Director)</i>	Theresa E. Brooks	<b>Title:</b>	Grants Manager
<b>Mailing Address:</b>	1000 City Center Circle		
<b>City:</b> Port Orange	<b>Zip Code:</b>	32129	
<b>Email Address:</b> tbrooks@port-orange.org	<b>Phone #:</b>	386-717-9050	
<b>Project Address:</b>	93 Dunlawton Avenue, Port Orange, FL 32127		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: Theresa Brooks DATE: March 13, 2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The City of Port Orange is seeking funding in the amount of \$750,000.00 for construction improvements to the existing southeast fixed boat launch ramp at Causeway Park, 93 Dunlawton Avenue, Port Orange, Florida, with a floating concrete dock arrangement which will match the corresponding dock on the northwest side of the park. Additionally, the parking facility and drainage will be renovated for 22 vehicles including 2 ADA compliant parking spaces. The boat launch ramp and dock were damaged by Hurricane Ian on September 25, 2022 & Hurricane Nicole on November 10, 2022.

Boat docking facilities at this park have been compromised since the hurricane, resulting in a significant reduction of use and adequate launching and docking facilities for patrons on this part of the ICW. Due to the close proximity to Ponce Inlet and Spruce Creek Lagoon, this area is one of the most popular areas on the Halifax River for recreational boating and fishing. The City considers improving this facility for recreational boating and fishing to be a high priority in accordance with the goals and objectives of the Parks and Recreation's Mission Statement.

**PROJECT INFORMATION**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b>	<b>Project Title: Port Orange Causeway Park South Boat Ramp Improvements</b>	
<b>Total Project Cost: \$1,500,000.00</b>	<b>FIND Funding Requested: \$750,000.00</b>	<b>% of Total Cost: 50</b>
<b>Amount of Applicant's Matching Funds:</b>	\$750,000.00	
<b>Source of Applicant's Matching Funds:</b>	Matching funds from the City's General Fund budget have been identified for use on this project.	

**1. Ownership of Project Site (check one):** Own:    Lease:     Other:

**2. If leased or other, please describe lease or terms and conditions:**

The property is part of the Dunlawton Avenue right-of-way (under Dunlawton Bridge) extending from Halifax Drive east to and within the Halifax River and Intercoastal Waterway. It is under a forty 40 year lease agreement dated August 17, 1993 from FDOT.

**3. Has the District previously provided assistance funding to this project or site?** Yes:  No:

If yes, please list:

**4. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

Causeway Park currently has 2 boat ramps, 3 floating docks and an area for parking vehicles and vehicles with trailers.

**5. How many additional ramps, slips, parking spaces or other access features will be added by this project?**

This project is to replace the existing southwest fixed boat launch ramp at Causeway Park, 93 Dunlawton Avenue, Port Orange, Florida, with a floating concrete dock arrangement which will match the corresponding dock on the northwest side of the park. The boat launch ramp and dock were damaged by Hurricane Ian on September 25, 2022 & Hurricane Nicole on November 10, 2022. The replacement dock will be of a floating concrete design which will withstand storm surge and extreme high tides better than the fixed design. Additionally, this project is to remove the existing asphalt pavement and add a repaved asphalt road and 22 vehicle parking spaces, which includes 2 ADA. No additional ramps, slips, parking spaces or access features will be added with this project.

**6. Are fees charged for the use of this project?** No  Yes \*\*

**\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.**

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	NO		
DEP	YES		
ACOE	YES		207

## ATTACHMENT E-4 EVALUATION WORKSHEET

WATERWAY ASSISTANCE PROGRAM FY 2024

### DIRECTIONS:

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	<b>Port Orange Causeway Park South Boat Ramp Improvements</b>
<b>Applicant:</b>	<b>City of Port Orange</b>

### 1) PRIORITY LIST:

- a) **Denote the priority list category of this project from Attachment C in the application.** (The application may only be of **one** type based upon the predominant cost of the project elements.)

This project falls under Priority 7 – Acquisition, dredging, shoreline stabilization and development of public boat docking and mooring facilities.

- b) **Explain how the project fits this priority category.**

The Causeway Park South boat ramp and docks provide a convenient and centrally located facility for fishing and boating on a very popular area of the Intercoastal Waterway Causeway Park South provides 2 boat ramps, 3 docks, restrooms, picnic pavilions, piers for fishing. Proximity to Ponce Inlet and Spruce Creek Lagoon offers boaters a variety of fishing options.

*(For reviewer only)*

Max. Available Score for application 47

Question 1. Range of Score (1 to 5 points)

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**2) WATERWAY RELATIONSHIP:**

- a) **Explain how the project relates to the ICW and the mission of the Navigation District.**

The Causeway Park South docks and associated launch ramps offer free public deep-water access within two hundred yards of the Halifax River (ICW) offering a rich variety of game fish including trout, flounder, sheepshead, tarpon, snook, black drum, mangrove snapper and red drum.

- b) **What public access or navigational benefit to the ICW or adjoining waterway will result from this project?**

Causeway Park South has been widely used for fishing and boating since opening in the early 1990's. Along with Causeway Park North, it is one of two City of Port Orange parks offering direct access to the ICW. Since the damage resulting from Hurricane Ian and Hurricane Nicole, fishing access has been greatly limited. Improving the Causeway Park South boat ramp and docks will increase the recreational fishing location on the ICW.

*(For reviewer only)*  
*(1-6 points)*

---

**3) PUBLIC USAGE & BENEFITS:**

- a) **Describe how the project increases/improves boater/public access. Estimate the amount of total public use.**

The usage of this open access park is typically measured by site observations by City of Port Orange Parks and Recreation staff while maintaining the facility. It is conservatively estimated that the Causeway Park South boat ramp and docks are used by approximately 5,500 boats on an annual basis.

- b) **Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.**

The Causeway Park South boat ramp and dock facilities are very popular with residents of southeast Volusia County as well as other areas due to the park's central location and convenient access from I95 and I4. No fees are charged to use the parks and residents from the surrounding counties of Brevard and Flagler frequently use the park due to its reputation as a productive fishing spot.

**c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?**

Larger commercial vehicles which exceed the vehicle and trailer parking space limitations will not be allowed in the park. Additionally, there are no specific restrictions placed on usage of the facility for commercial access. All users are expected to adhere to all city, county, state and federal laws pertaining to the conduct of their business.

*(For reviewer only)*  
*(1-8 points)*

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#### 4) TIMELINESS:

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

DMC Dredging & Marine Consultants have been selected for this project. Preliminary draft design and engineering construction drawings are complete and permitting of the proposed project will be completed before construction begins.

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

Currently there are no aspects of the project which are expected to influence the proposed timeline.

*(For reviewer only)*  
*(1-3 points)*

---

#### 5) COSTS & EFFICIENCY:

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

Matching funds from the City's General Fund budget have been identified for use on this project.

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

As this is primarily a repair and renovation project, it is not anticipated that site conditions will affect anticipated project costs in any substantial way.

- c) **Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

There will not be a fee schedule for use of this facility. There are eight boat launch facilities along the ICW north of Ponce Inlet. No additional fee is charged to use the boat launch.

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

N/A

*(For reviewer only)*  
*(1-6 points)*

---

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**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

According to Volusia County's Comprehensive Plan, Chapter 11 Coastal Management Element, Objective 11.7 states that public services and facilities shall be adequate and available to serve both current and future residents. Additionally, policy 11.7.1 states the land development regulations shall ensure that the provision of roads, potable water, sanitary sewer, drainage, recreation, mass transit, and solid waste facilities and services required to maintain the adopted Level of Service standards shall be consistent and phased with the level of development proposed in the Future Land Use Element. The ICW is centrally located along the Halifax River in Volusia County. It is widely recognized as a strategic asset for the City of Port Orange and important to the citizens of most of east Volusia County for recreational purposes. In addition, its proximity to Ponce Inlet and Spruce Creek lagoon makes it a popular spot for boating and site fishing. The current facilities were disrupted due to Hurricane Ian and Hurricane Nicole and need improvements to restore the high levels of use to this park.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

The City of Port Orange is committed to improving and keeping the site open for recreational usage on a permanent basis. Funds are designated in the City's Parks and Recreation Capital Improvement Plan Budget to repair this facility and maintenance funds are allocated annually. Port Orange's Mission Statement and Comprehensive Plan support quality recreational opportunities for its citizens.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

This project is being implemented in accordance with the Volusia County Comprehensive plan, Chapter 11 Coastal Management Element, Objective 11.7 and policy 11.7.1 as mentioned in section 6) Project Viability: part a).

*(For reviewer only)*  
*(1-7 points)*

---

**SUB-TOTAL \_\_\_\_\_**

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

The project design and engineering drawings have been submitted. Permitting work will be done on completion of design and engineering specifications. Port Orange anticipates no issues in securing all permit approval prior to the FIND deadline.

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

This is a single-phase renovation project. DMC Dredging and Marine Consulting will perform the initial design, engineering, surveying, permitting, bid specification development and project management. The total budget for this project is estimated to be \$1,500,000.00.

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

No known impediments to the issuance of required permits have been identified at this time.

*(For reviewer only)*  
*(1-4 points)*

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

The design work/construction drawings are complete, and a draft has been submitted.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

There are no unique aspects to this project other than to restore much needed access to an important community recreational asset.

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

A concrete floating dock system with concrete accessory docks and aluminum gangways appropriate for the harsh brackish water of the Halifax River will replace the current moored wooden dock.

- b) **What is the design life of the proposed materials compared to other available materials?**

The actual floating concrete dock provides minimal impact to the water and has a life expectancy of greater than 30 years.

*(For reviewer only)  
(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**
**a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

The city of Port Orange is committed to protecting the environment and the proposed improvements to the site will benefit the surrounding natural resources through sustainability. The lifespan of the materials will sustain resiliency from damage caused by sea level rise and changes in the climate, as well as increased use.

**b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

Like most of the city, this project site experiences significant impacts from sea-level rise. The improvement of the existing launch ramps and floating docks with better construction and resilient materials will extend the City of Port Orange's efforts to address the impacts of sea-level rise. These materials will be able to endure the conditions that come with rising seas, tidal flooding, and more frequent and severe storms resulting in compound flooding.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

**ATTACHMENT E-4F**  
**EVALUATION WORKSHEET**  
**EMERGENCY RE-CONSTRUCTION**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED ONLY IF YOUR PROJECT IS A WATERWAY PROJECT THAT WAS DAMAGED BY A NATURAL DISASTER AS DECLARED BY A STATE OF EMERGENCY UNDER CHAPTER 252, FLORIDA STATUTES.

---

**11. (EXTRA) STORM DAMAGE EVALUATION:**

- a) List the State of Emergency declaration order or proclamation & the name and date of the storm/event.

Hurricane Ian  
Hurricane Nicole

- b) Has this site/project previously received funding from FIND?

- c) Detail the other funding mechanisms and financial assistance that will be applied to defray the reconstruction costs or damage repair.

- d) What is the current status of your FEMA paperwork for the project?

*(For reviewer only)*  
*(0-3 points)*

---

**ATTACHMENT E-5  
PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	<b>Port Orange Causeway Park South Boat Ramp Improvements</b>
<b>Applicant:</b>	<b>City of Port Orange</b>

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Mobilization/Demobilization	\$232,000.00	\$116,000.00	\$116,000.00
Construction and As-built Survey	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00
Environmental Compliance	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00
Demolition, Hauling and Disposal	\$ 80,000.00	\$ 40,000.00	\$ 40,000.00
Aluminum Gangways	\$100,000.00	\$ 50,000.00	\$ 50,000.00
Concrete Floating Dock	\$364,000.00	\$182,000.00	\$182,000.00
Fixed Concrete Dock	\$150,000.00	\$ 75,000.00	\$ 75,000.00
Sheet Pile	\$108,000.00	\$ 54,000.00	\$ 54,000.00
Concrete Boat Ramp	\$262,000.00	\$131,000.00	\$131,000.00
Asphalt Pavement & Striping	\$ 55,000.00	\$ 27,500.00	\$ 27,500.00
Limerock Base	\$ 98,000.00	\$ 49,000.00	\$ 49,000.00
Stabilization	\$ 16,000.00	\$ 8,000.00	\$ 8,000.00

<b>**TOTALS =</b>	<b>\$1,500,000.00</b>	<b>\$ 750,000.00</b>	<b>\$ 750,000.00</b>
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**ATTACHMENT E-6**

**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

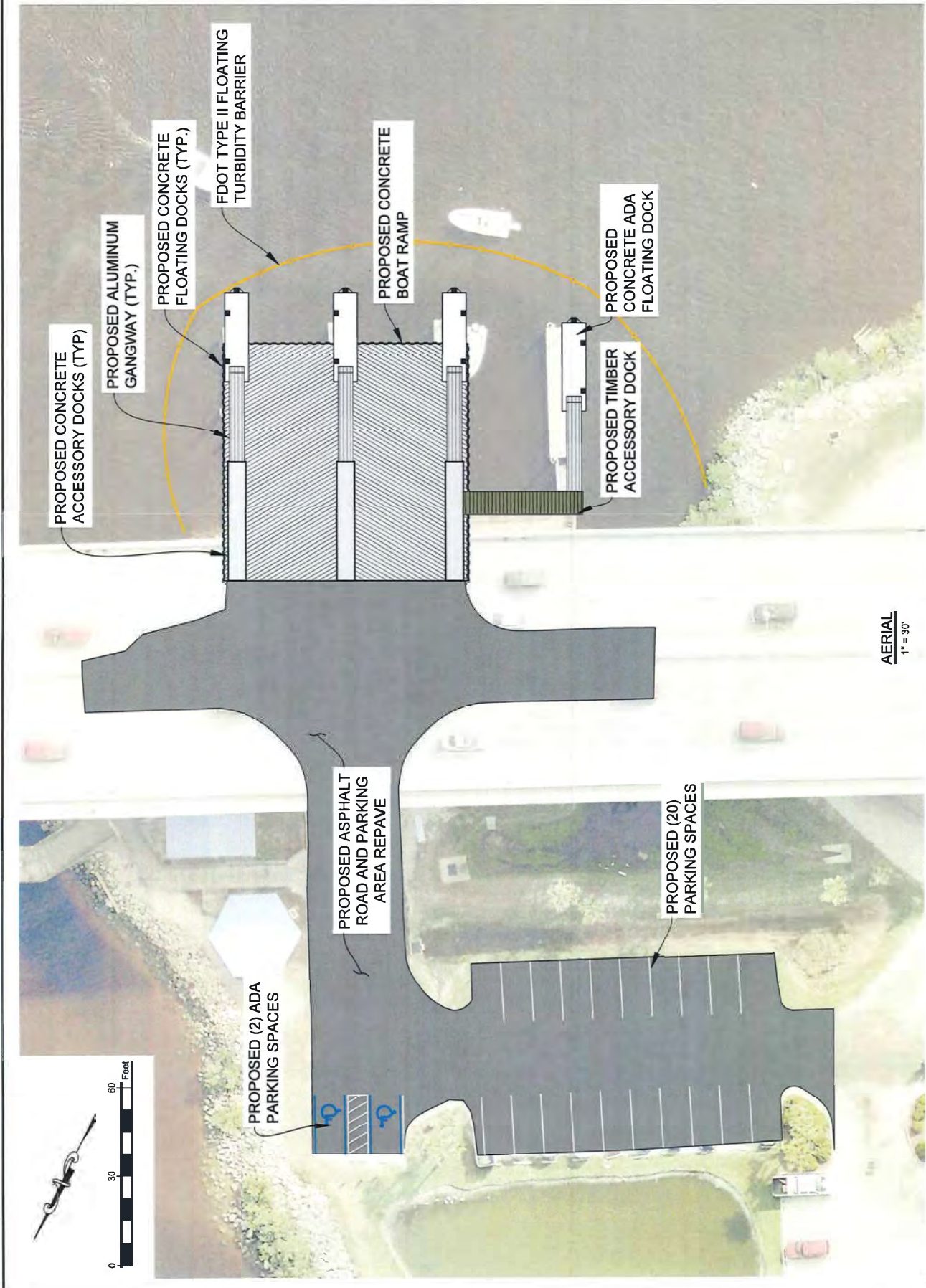
<b>Project Title</b>	<b>Port Orange Causeway Park South Boat Ramp Improvements</b>
<b>Applicant:</b>	<b>City of Port Orange</b>

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

Date	Component
10/1/2024	Design Complete
10/15/2024	Applicant Approval
11/1/2024	Permitting Complete
11/1/2024	Bidding
1/15/2025	Start Construction
1/15/2026	Complete Construction



# PORT ORANGE CASUEWAY BOAT RAMP PARK



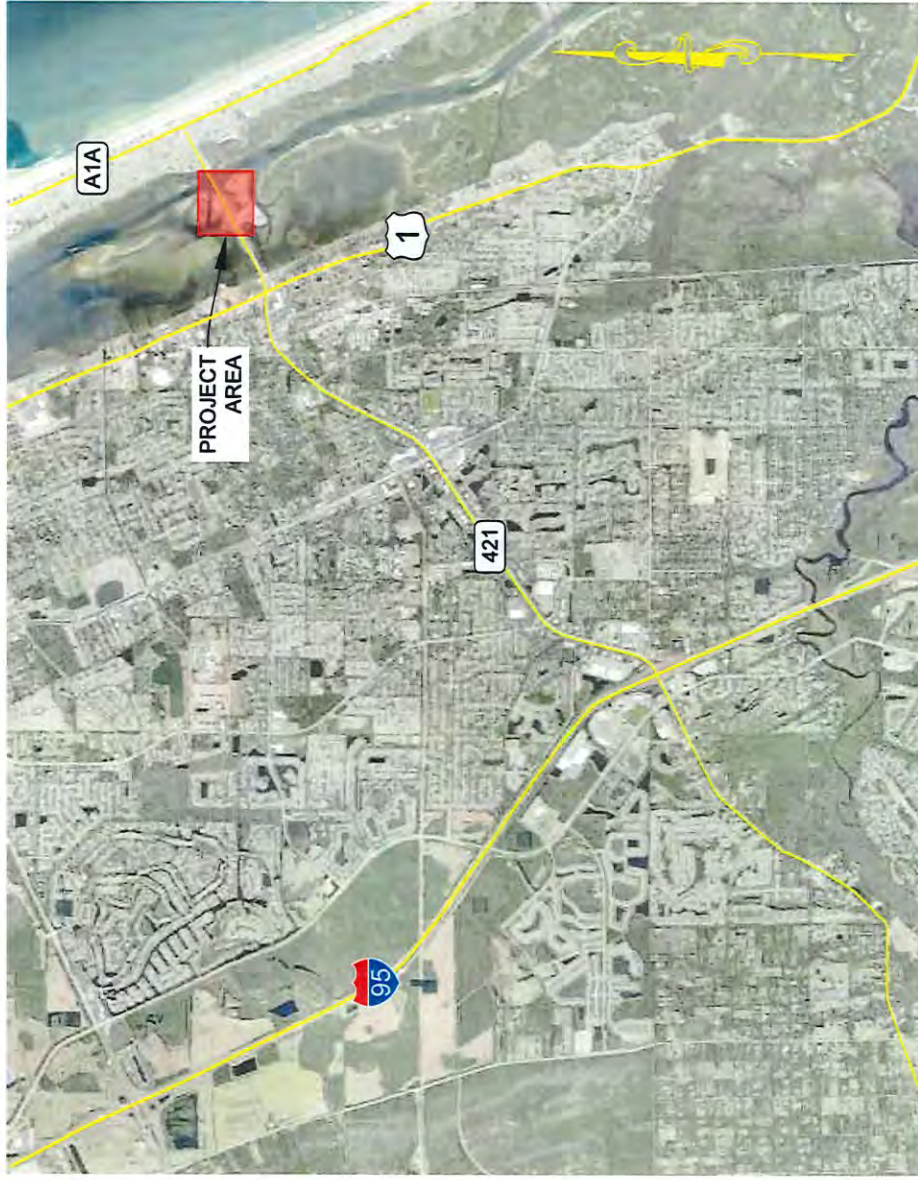
Causeway Boat Ramp Park  
South Boat Ramp Improvements  
Project Area



# CONSTRUCTION DRAWINGS

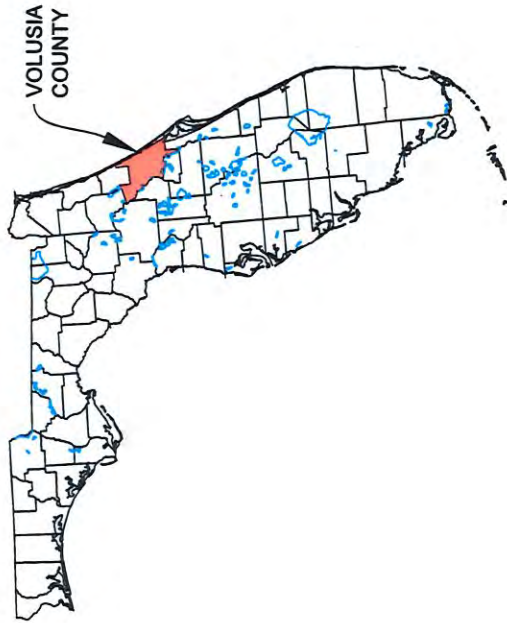
## CITY OF PORT ORANGE CAUSEWAY PARK BOAT RAMP & PARKING LOT IMPROVEMENTS FEBRUARY 07, 2024

### PROJECT LOCATION MAP



PROJECT ADDRESS: 93 DUNLAWTON AVENUE, PORT ORANGE, FL 32127

### FLORIDA



### INDEX

SHEET	DESCRIPTION
CVR	INDEX & LOCATION MAP
C-01	EXISTING CONDITIONS
C-02	AERIAL
C-03	DEMOLITION PLAN
C-04	SITE PLAN
C-05	BOAT RAMP SITE PLAN
C-06	CONCRETE BOAT RAMP DETAILS
C-07	CONCRETE DOCK DETAILS
C-08	CONCRETE DOCK DETAILS
C-09	TIMBER DOCK DETAILS
C-10	TIMBER DOCK DETAILS
C-11	FLOATING DOCK & GANGWAY DETAILS
C-12	ASPHALT DETAILS
C-13	GENERAL NOTES
C-14	GENERAL NOTES
C-15	GENERAL NOTES
C-16	ENVIRONMENTAL NOTES

#### NOTE TO CONTRACTOR:

THESE DRAWINGS AND THE PROJECT SPECIFICATIONS ARE COMPLEMENTARY, AND ANY REQUIREMENT OF ONE SHALL BE A REQUIREMENT OF THE OTHER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE THE DRAWINGS AND SPECIFICATIONS AND TO COMPARE THE REQUIREMENTS OF EACH DIVISION AND ENSURE THAT EACH TRADE OR SUBCONTRACTOR IS MAKING THE ALLOWANCES NECESSARY TO PROVIDE THE OWNER A COMPLETE FACILITY, OPERATIONAL IN ALL RESPECTS, UNLESS OTHERWISE SPECIFICALLY STATED IN THE DRAWINGS OR PROJECT MANUAL.

IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER OF ANY DEFICIENCIES OR DISCREPANCIES AMONG THE DIVISIONS OF THE DRAWING AND SPECIFICATIONS PRIOR TO THE DEADLINE FOR BID SUBMITTAL. NEITHER THE OWNER OR ENGINEER WILL BE RESPONSIBLE FOR ANY DEFICIENCIES OR DISCREPANCIES RAISED AFTER THE BID OPENING. ACCORDINGLY, IN LIGHT OF THESE OBLIGATIONS, THE ENGINEER IS OBLIGATED TO INTERPRET THE DRAWINGS SPECIFICATIONS IN A MANNER THAT WILL PROVIDE THE OWNER WITH A COMPLETE, FUNCTIONING FACILITY FOR THE BID PRICE.

#### ENGINEER CERTIFICATION:

I HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF FLORIDA PRACTICING WITH DMC, DREDGING & MARINE CONSULTANTS LLC, A CORPORATION, AUTHORIZED TO OPERATE AS AN ENGINEERING BUSINESS, CERTIFICATE OF AUTHORIZATION # 9410, BY THE STATE OF FLORIDA DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION, AND THAT I, OR OTHERS UNDER MY DIRECT SUPERVISION, HAVE PREPARED OR APPROVED THE EVALUATIONS, FINDINGS, OPINIONS, CALCULATIONS, CONCLUSIONS OR TECHNICAL ADVICE HEREBY REPRESENTED BY THESE DRAWINGS.

CURTIS N. TODD, P.E.  
FLORIDA LICENSE NO. 37136

**100% DRAFT**

### CITY COUNCIL

DONALD O. BURNETTE	CITY MAYOR
REED FOLEY	VICE MAYOR
TRACY GRUBBS	DISTRICT 2
DREW BASTIAN	DISTRICT 3
SCOTT STILTNER	DISTRICT 4



**REPRODUCTION SCALE:**  
THESE PLANS SHALL BE PRINTED IN COLOR AND ARE SCALED TO ACCURATELY BE REPRODUCED ON 11X17 SIZED SHEETS. ALL OTHER SHEET SIZES ARE NOT TO SCALE.

Dredging & Marine Consultants 4643 S. Clyde Morris Blvd  
Unit 302  
Port Orange, FL 32129  
Phone:(386) 304-6505  
Fax:(386) 304-6506  
www.dmc.com

**DMC**  
ENGINEERS • SCIENTISTS



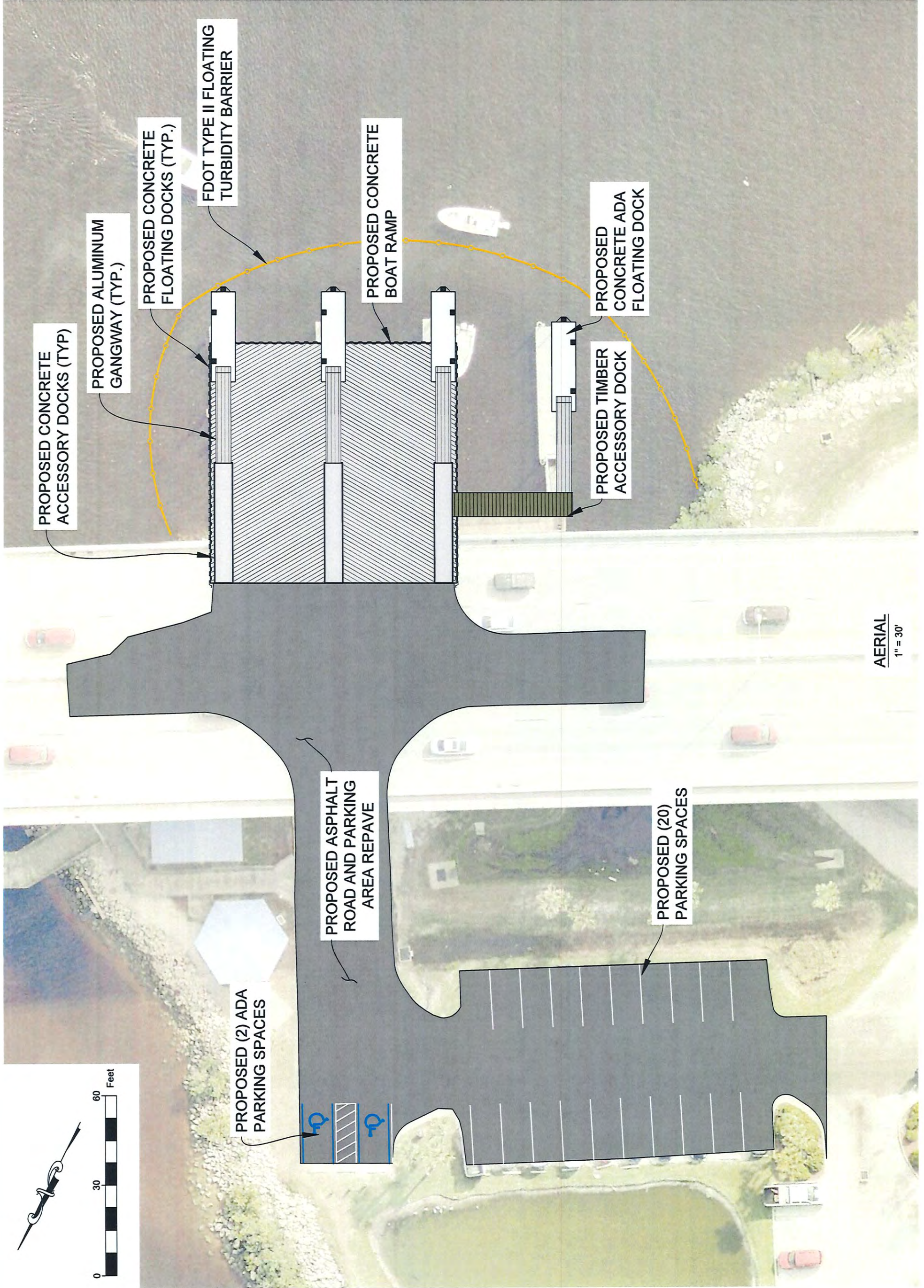
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 Fax: (386) 304-6506

CURTIS N. TODD, P.E.  
FLORIDA LICENSE NO. 37136

CITY OF PORT ORANGE

PROJECT NAME:  
CAUSEWAY PARK  
BOAT RAMP & PARKING LOT  
IMPROVEMENTS

DRAWING: AERIAL		DMC JOB NO. 23-194-01	
DRAWN AS	CAD	AS	CAD
CHECKED CNT	SCALE AS SHOWN	DATE	APPROVED CNT
SHEET NO. C-02		DATE 02-07-2024	



AERIAL  
1" = 30'

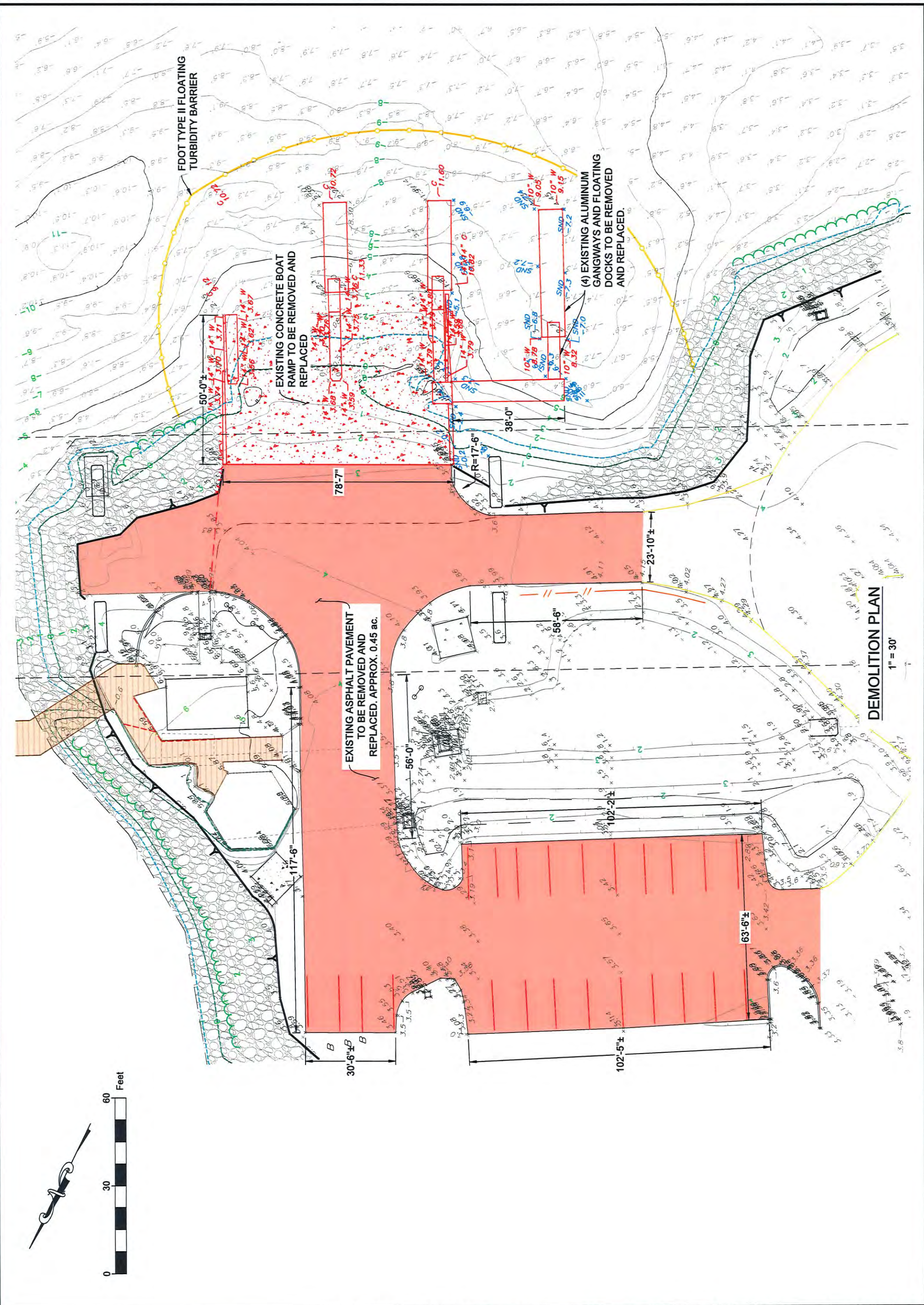


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www.dmcsc.com

CURTIS N. TODD, P.E.  
FLORIDA LICENSE No. 37136

CLIENT: CITY OF PORT ORANGE  
PROJECT NAME: CAUSEWAY PARK  
BOAT RAMP & PARKING LOT  
IMPROVEMENTS

DRAWING: DEMOLITION PLAN  
DMC JOB NO. 23-194-01  
DRAWN: AS  
CHECKED: CNT  
APPROVED: CNT  
DATE: 02-07-2024  
SCALE AS SHOWN  
SHEET NO. C-03



DEMOLITION PLAN  
1" = 30'



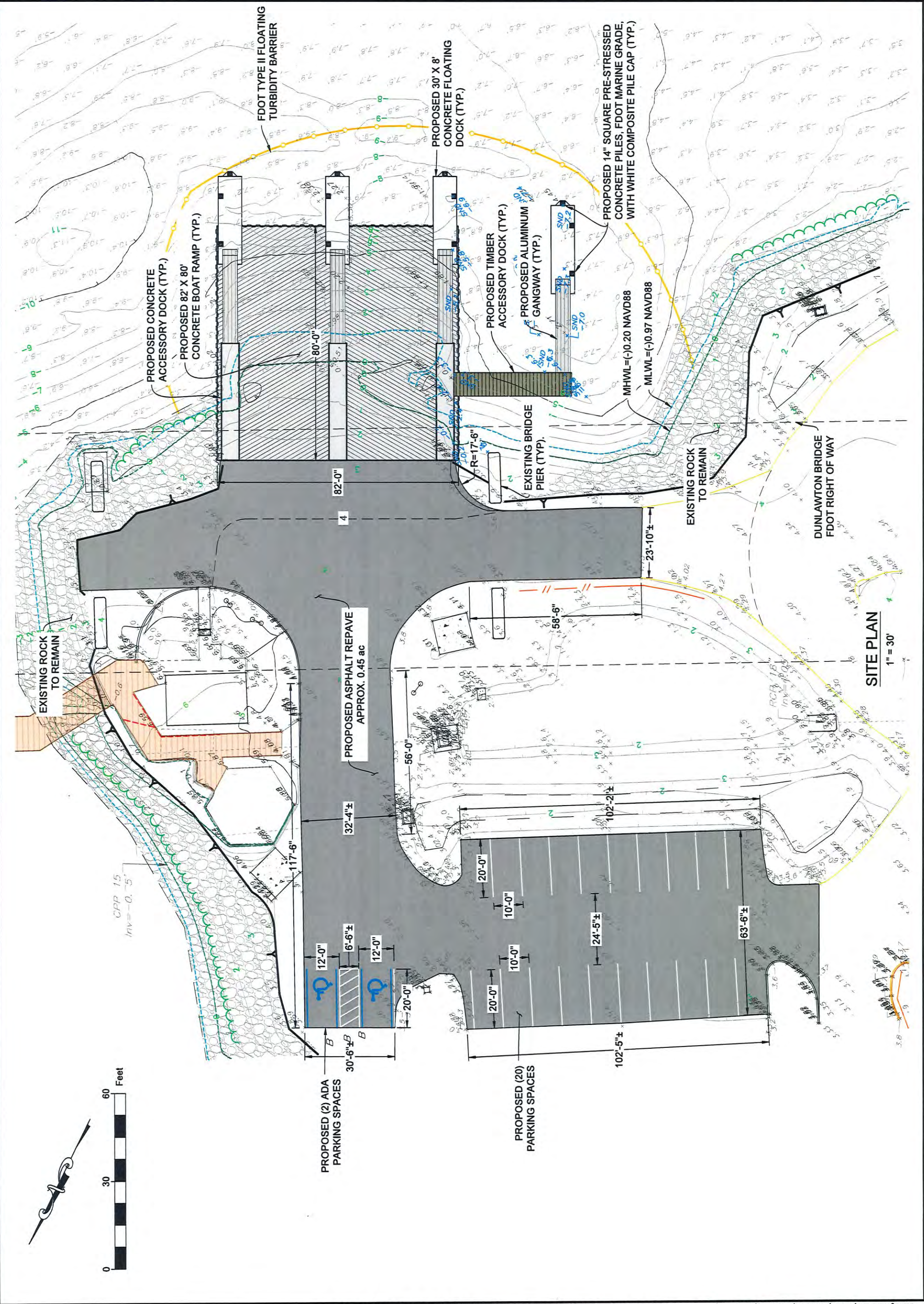


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 www.dmcsc.com

CURTIS N. TODD, P.E.  
 FLORIDA LICENSE No. 37136

CLIENT: CITY OF PORT ORANGE  
 PROJECT NAME: CAUSEWAY PARK BOAT RAMP & PARKING LOT IMPROVEMENTS

DRAWING: DEMOLITION PLAN  
 DMC JOB NO. 23-194-01  
 DRAWN AS CAD C3D  
 CHECKED CNT SCALE AS SHOWN  
 APPROVED CNT DATE 02-07-2024  
 SHEET NO. C-04



SITE PLAN  
1" = 30'

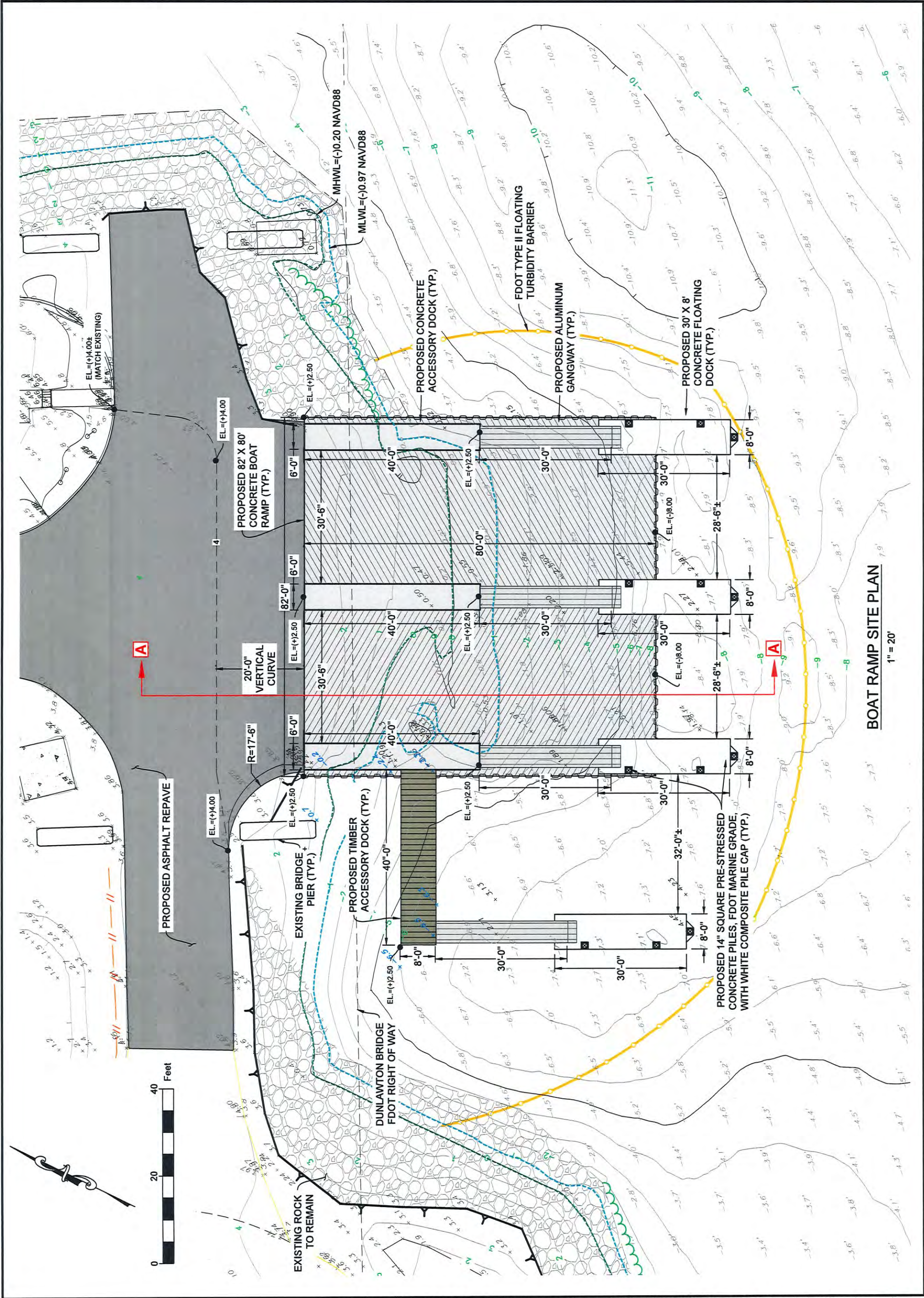




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 www.dmcsc.com

CURTIS N. TODD, P.E.  
 FLORIDA LICENSE NO. 37136

PROJECT NAME: CAUSEWAY PARK BOAT RAMP & PARKING LOT IMPROVEMENTS  
 CLIENT: CITY OF PORT ORANGE  
 DRAWING: BOAT RAMP SITE PLAN  
 DMC JOB NO. 23-194-01  
 SHEET NO. C-05  
 DRAWN AS CAD C3D  
 CHECKED CNT SCALE AS SHOWN  
 APPROVED CNT DATE 02-07-2024



**BOAT RAMP SITE PLAN**  
 1" = 20'

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> City of New Smyrna Beach			
<b>Department:</b> Police			
<b>Project Title:</b> Development/Construction of a Marine Law Enforcement/Search and Rescue Vessel Boathouse			
<b>Project Director:</b> Eric Feldman		<b>Title:</b>	Police Chief
<b>Project Liaison:</b> <i>(if different from Director)</i>	Ruth Willems	<b>Title:</b>	Grant Coordinator
<b>Mailing Address:</b>	246 Industrial Park Ave		
<b>City:</b> New Smyrna Beach	<b>Zip Code:</b>	32168	
<b>Email Address:</b> RWillems@cityofnsb.com	<b>Phone #:</b>	386-424-2220	
<b>Project Address:</b>	North Causeway West Boat Ramp, New Smyrna Beach		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_

4-1-25

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The New Smyrna Beach Police Department (NSBPD) has acquired a vessel for use throughout the intracoastal waterway in the City of New Smyrna Beach. The city covers approximately six (6), continuous miles of the intracoastal waterway in addition to Ponce de Leon Inlet, one of busiest waterway traffic inlets in east Central Florida. The vessel will be used by the police department for marine emergency services, law enforcement, search and rescue, and waterway safety and education.

The NSBPD marine vessel will require a boathouse that will be partly over water on the ICW, that will allow the vessel to be stored and maintained year-around. Further, it would allow marine unit officers to mount the vessel in an expediting manner and provide marine emergency services without delay.

The Covered and Enclosed Boathouse is estimated to be approximately 561 sq ft. This grant request will be for the Design, Permitting, Bidding, and Construction Inspection Services for the AOB Site Police Rescue Boat Fixed-Dock Structure/ Phase I funding of the boathouse. Proposed Design time frame will be 11/2024 to 5/2025.

**PROJECT INFORMATION**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> City of New Smyrna Beach	<b>Project Title:</b> Development/Construction of a Marine Law Enforcement/Search and Rescue Vessel Boathouse	
<b>Total Project Cost:</b> \$ 74,900	<b>FIND Funding Requested:</b> \$ 37,450	<b>% of Total Cost:</b> 50
<b>Amount of Applicant's Matching Funds:</b>	\$37,450	
<b>Source of Applicant's Matching Funds:</b>	Police IMPACT fees	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:   
 2. **If leased or other, please describe lease or terms and conditions:**

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:**

Yes, North Causeway Boatramp Improvements and The Police Boat was also awarded.

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

The request is for a Law Enforcement multi-purpose marine vessel boathouse, which will enable the city police department to provide cover and launch access.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

All access features presently exist on this project site.

7. **Are fees charged for the use of this project?** No  Yes \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	No		
DEP	Yes	Will apply once awarded design	
ACOE	Yes	Will apply once awarded design	

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Development/Construction of a Marine Law Enforcement/Search and Rescue Vessel Boathouse
<b>Applicant:</b>	City of New Smyrna Beach

**1) PRIORITY LIST:**

- a) **Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

17. Other waterway related projects.

- b) **Explain how the project fits this priority category.**

Maintaining the NSBPD marine vessel in a boathouse would allow marine unit officers to prepare the vessel in an expediting manner and provide marine emergency services without delay, clearing of waterways by the removal of derelict vessels, search and rescue and, waterway education and safety.

*(For reviewer only)*

Max. Available Score for application \_\_\_\_\_

Question 1. Range of Score (1 to \_\_\_\_ points)

---

## 2) WATERWAY RELATIONSHIP:

- a) **Explain how the project relates to the ICW and the mission of the Navigation District.**

To perform the functions such as emergency services, clearing of waterways by the removal of derelict vessels, search and rescue and, waterway safety to the ICW, the vessel in the boathouse will be prepared for immediate launch providing assistance to residential/visiting boaters, to maintain waterway safety and access.

- b) **What public access or navigational benefit to the ICW or adjoining waterway will result from this project?**

This project will not provide public access to the ICW. With increase Police presence there will be better boater safety.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) **Describe how the project increases/improves boater/public access. Estimate the amount of total public use.**

This project will not provide public access to the ICW.

- b) **Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.**

This project will not provide public access to the ICW.

- c) **Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?**

The ICW within New Smyrna Beach maintains boating speed zones and commercial access within the site which will be a restricted facility.

*(For reviewer only)*  
*(1-8 points)*

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**4) TIMELINESS:**

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

Upon award of funds, acceptance by the City Commission, and execution of the grant agreement, the City will initiate the Design and Permitting/Phase II of this project following the City's planning and purchasing guidelines.

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

No known impacts.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

The city intends to utilize revenue generated from impact fees as well as matching grant dollars.

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

No foreseeable impacts.

- c) **Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

No

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

The fees generated from pay parking are utilized for maintenance, operations and future improvements of the North Causeway Boat Ramp and Amenities.

*(For reviewer only)*  
*(1-6 points)*

---

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**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

Presently, there are no available facilities to house a law enforcement marine vessel. A boathouse, built partly over water on the ICW, will provide a secured storage and protect the vessel from the elements, which can extend its lifespan. A boathouse can serve as a base of operations for maintenance, equipment storage, and emergency response, allowing for a rapid deployment and ensuring the readiness of the marine unit. Additionally, it can provide a safe and convenient location for officers to embark and disembark during operations and training exercises.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

The boathouse will be maintained by the NSBPD marine unit personnel. The NSBPD will budget every year for all expenses associated to the maintenance and upkeep of the boathouse.

**c) Is this project referenced or incorporated in an existing maritime management, public assess or comp plan?**

No

*(For reviewer only)*

*(1-7 points)*

---

**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25

Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**  
WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

**7) PERMITTING:**

- a) **Have all required environmental permits been applied for? (USACE, DEP and WMD)  
If permits are NOT required, explain why not.**

The required USACE and DEP permits will be applied for once awarded.

- b) **If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

Attached is the construction estimate.

- c) **Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

No known impacts.

*(For reviewer only)*  
*(1-4 points)*

---

---

**8) PROJECT DESIGN:**

- a) Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

No, design is not completed, the Design and Permitting will be initiated once awarded. Concept is included.

- b) Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

By having this boat house in a centralized location it will enhance public usage by providing marine emergency services, law enforcement, search and rescue, and waterway safety and education.

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase I, elaborate on potential techniques.**

The intent is to replace the floating dock on the East Side of the Marine Discovery dock with a Fixed Timber Covered and Enclosed Boat House that has its separate dock for security concerns. The Boathouse will include a boat lift, electrical/water, and dock to the Boat House. Possible storage and Security Features to be installed. Stainless Steel Hardware.

- b) What is the design life of the proposed materials compared to other available materials?**

Pressure Treated Timber and Stainless Steel Hardware provide more extended life than traditional wooden docks.

*(For reviewer only)  
(1-3 points)*

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---

**10) ENVIRONMENTAL COMPONENTS:**

- a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?

The proposed project will provide safer access to the waterway for boaters, increase access to the waterway for other recreational watercraft like kayaks and paddle-boarders. Compliance and construction best practices have previously been implemented during the prior boat ramp parking lot improvement project and will be maintained during construction of these improvements as well.

- b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?

The City has recently completed a Sea Level Rise Study which will be referenced during the design of the new floating piers and Shoreline Improvements.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)



**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

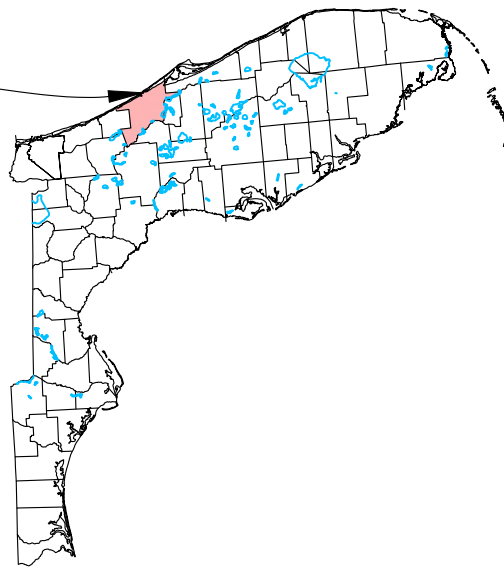
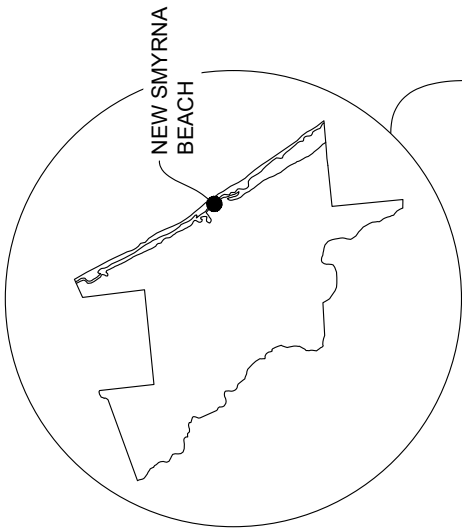
<b>Project Title:</b>	Design of a Marine Law Enforcement/Search and Rescue Vessel Boathouse
<b>Applicant:</b>	City of New Smyrna Beach

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

Date	Component
October 2024	Accept Grant Award
November 2024	Award Consultant
November 2024	Begin Design and Permitting
May 2025	Design and Permitting  complete



DRAWING: COUNTY/CITY LOCATION MAP	
DMC JOB NO.	-
DRAWN	CAD
CHECKED	SCALE AS SHOWN
APPROVED	DATE 05-14-2024
DRAWING NO.	-

PROJECT NAME:	NORTH CAUSEWAY DOCK FACILITY
APPLICANT:	CITY OF NEW SMYRNA BEACH

Dredging & Marine Consultants  
**DMC**  
 ENGINEERS • SCIENTISTS

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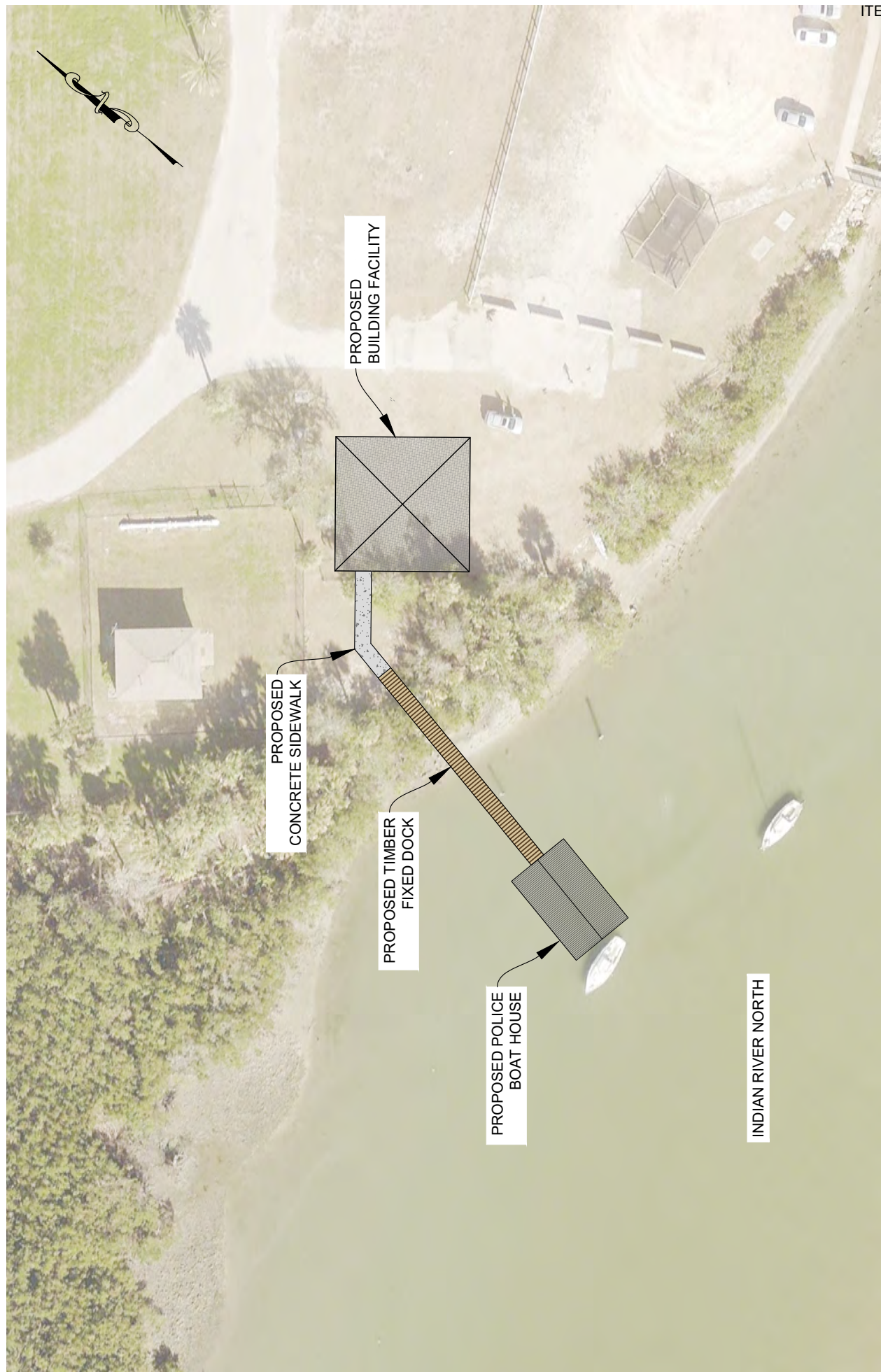
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[www.dmc-es.com](http://www.dmc-es.com)

PROJECT NAME:  
**NORTH CAUSEWAY DOCK FACILITY**

APPLICANT:  
**CITY OF NEW SMYRNA BEACH**

DRAWING: <b>BOUNDARY MAP</b>	
DMC JOB NO.	-
DRAWN	-
CAD	CSD
CHECKED	SCALE AS SHOWN
APPROVED	DATE 05-14-2024
DRAWING NO.	-



DRAWING: SITE DEVELOPMENT MAP	
DRAWN -	CAD C3D
CHECKED -	SCALE AS SHOWN
APPROVED -	DATE 05-14-2024

PROJECT NAME: NORTH CAUSEWAY DOCK FACILITY

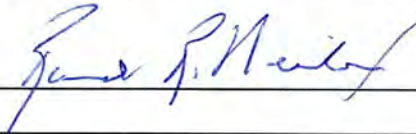
APPLICANT: CITY OF NEW SMYRNA BEACH

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**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
Applicant: CITY OF NEW SMYRNA BEACH			
Department: CITY MANAGER			
Project Title: NORTH CAUSEWAY BOAT RAMP: DOCK & AMENITY IMPROVEMENTS			
Project Director: KHALID RESHEIDAT		Title:	CITY MANAGER
Project Liaison: <i>(if different from Director)</i>	CHAD GIBSON	Title:	CIP & GRANT COORDINATOR
Mailing Address:	210 SAMS AVENUE		
City: CITY OF NEW SMYRNA BEACH	Zip Code:	32168	
Email Address: CGIBSON@CITYOFNSB.COM	Phone #:	386-410-2615	
Project Address:	160 & 162 NORTH CAUSEWAY, NEW SMYRNA BEACH, FL 32168		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE:  DATE: 4/1/24

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The scope of work that is associated with this project is intended to provide safety improvements for boaters and recreational watercraft users of the Intracoastal Waterway (ICW). The scope was already awarded for Design and Permitting of Phase II as part of a larger waterfront improvements of the North Causeway Boat Ramp Dock and Amenities will include approximately 372 linear feet of floating dock, boat slips, and 350 linear feet of timber boardwalk extension, new Kayak Launch site, Shoreline Improvements and Outdoor Picnic Pavilions. This grant request will be for the construction funding for Phase II. Proposed construction time frame will be 12/2024 to 12/2025.

The scope already awarded includes Phase I of converting (5) fixed finger piers into floating docks for improved access and resiliency during tidal elevation changes, FIND awarded the Phase I Design and Permitting which has been initiated by the City. The grant request for the construction funding for Phase I Construction has also been awarded.

**PROJECT INFORMATION**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> CITY OF NEW SMYRNA BEACH	<b>Project Title:</b> NORTH CAUSEWAY BOAT RAMP DOCK & AMENITY IMPROVEMENTS	
<b>Total Project Cost:</b> \$ 4,188,965.00	<b>FIND Funding Requested:</b> \$ 2,094,482.50	<b>% of Total Cost:</b> 50
<b>Amount of Applicant's Matching Funds:</b>	\$2,094,482.50	
<b>Source of Applicant's Matching Funds:</b>	City - Parking Fund Revenue	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

N/A

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:**

NORTH CAUSEWAY BOAT RAMP IMPROVEMENTS (Phase I, Design and Permitting) and (Phase II Construction for converting (5) fixed finger piers into floating docks for improved access and resiliency during tidal elevation changes).

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

There are (45) paved boat trailer parking spaces at the immediate boat ramp launch with an overflow lot directly to the west on 4 acres of land that can accommodate approximately (70) additional boat trailers and 50 additional standard vehicles (without trailers).

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

An estimated 10-35 slips.

7. **Are fees charged for the use of this project?** No  Yes \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

Please list all Environmental Resource Permits required for this project:

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	No		
DEP	Yes	In Process	
ACOE	Yes	In Process	

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	NORTH CAUSEWAY BOAT RAMP: DOCK & AMENITY IMPROVEMENTS
<b>Applicant:</b>	CITY OF NEW SMYRNA BEACH

**1) PRIORITY LIST:**

- a) **Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

11. Public waterfront parks and boardwalks and associated improvements.

- b) **Explain how the project fits this priority category.**

The North Causeway Boat ramp is a popular launch site. This project is necessary to accommodate the growing need of boaters in the area. This project proposes a more modern and flexible state, concrete floating docks, finger piers, and extension of timber boardwalk. The proposed improvements will enable ease of access in all tidal conditions, increased boater safety, and increased longevity and the ability to withstand storm surge. In addition, the City would like to add a kayak launch and an outdoor picnic pavilion as well as stabilize the shoreline and add transient slips for access by all users along the ICW. This would diversify the site and accommodate a wide variety of recreational access to ICW.

*(For reviewer only)*

Max. Available Score for application 45

Question 1. Range of Score (1 to 3 points)

---

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

FIND is committed to continued management and maintenance of the ICW and the development of waterway access and improvement projects. The City shares this commitment and has a vested interest in improving safety and access for boaters and recreational watercraft users that will be using this direct access point to the ICW.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

The proposed improvements are for use by boaters that directly launch to the ICW. This will ensure improved safety and access for boaters to continue to enjoy and access the waterway.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

The proposed floating system will align and adjust height with the moving tides providing safe access for all recreational watercraft. The added docks and amenities will allow for more access to the ICW in a centralized location for New Smyrna Beach.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

Yes, access to all proposed amenities will be available to the public for local use and regional use.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

No.

*(For reviewer only)*  
*(1-8 points)*

---

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**4) TIMELINESS:**

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

Project is in Design, Engineering and Permitting phase.

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

No known impacts.

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

The city intends to utilize revenue generated from the parking fund as well as matching grant dollars for construction funding.

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

No known at this time.

- c) **Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

In order to park at the boat ramp, you are required to have a boat ramp parking pass which is free to applicants that reside in one of the FIND Counties. If not in one of the FIND Counties, users are required to pay to park.

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

The fees generated from pay parking are utilized for maintenance, operations and future improvements of this facility.

*(For reviewer only)*  
*(1-6 points)*

---

**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

With the increased use of the North Causeway Boat Ramp and ICW there has been a higher demand to access this area. With having additional slips and amenities it will provide greater access to a high demand and congested area, while improving safety, access for boaters, and recreational watercraft users that will be using this direct access point to the ICW.

Other needs that this project will fill are increased access to the Indian River through increased dock space and improved beach access area. New recreational opportunities for visitors and local residents with additional covered pavilions. Preservation of our current land for future generations. Project will preclude any impacts to submerged resources and shoreline habitat. Additional transient slips for access by users traveling along the ICW. Additional Kayak and Paddle board launch areas. Additional economic opportunities for small and local business's in the New Smyrna Beach area. On-Site Police Services. A much needed expansion for our existing marine footprint.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

City Maintenance Operations currently performs needed cleaning and localized repairs to this facility and will continue to do so after the improvements are performed.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

No.

*(For reviewer only)*  
*(1-7 points)*

---

**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) **Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

The required USACE and DEP permits are being applied for as part of the Design Phase.

- b) **If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

This application is for Phase II Construction with construction cost estimated at \$4,188,965.

- c) **Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

No known impacts.

*(For reviewer only)*  
*(1-4 points)*

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

No, design is not completed, the Design and Permitting has been initiated.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

Boater safety and access is improved by floating docks providing a stable and ADA compliant platform that adjusts to tidal changes. Project will preclude any impacts to submerged resources and shoreline habitat. The extension of the timber boardwalk will allow for another walk area to the North Causeway West Boat Ramp and amenities.

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The intent is to construct concrete floating docks and concrete piling to anchor. Utilizing concrete piling for anchoring will reduce maintenance needs and armor the docks against high wind and tidal events.

- b) **What is the design life of the proposed materials compared to other available materials?**

Concrete floating docks when properly inspected offer longer life than traditional wooden piers.

*(For reviewer only)  
(1-3 points)*

---

---

**10) ENVIRONMENTAL COMPONENTS:**

- a) **How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

The proposed project will provide safer access to the waterway for boaters, increase access to the waterway for other recreational watercraft like kayaks and paddle-boarders. Compliance and construction best practices have previously been implemented during the prior boat ramp parking lot improvement project and will be maintained during construction of these improvements as well.

- b) **What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The City has recently completed a Sea Level Rise Study which will be referenced during the design of the new floating piers and Shoreline Improvements.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)



**ATTACHMENT E-6****PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	NORTH CAUSEWAY BOAT RAMP: DOCK & AMENITY IMPROVEMENTS
<b>Applicant:</b>	CITY OF NEW SMYRNA BEACH

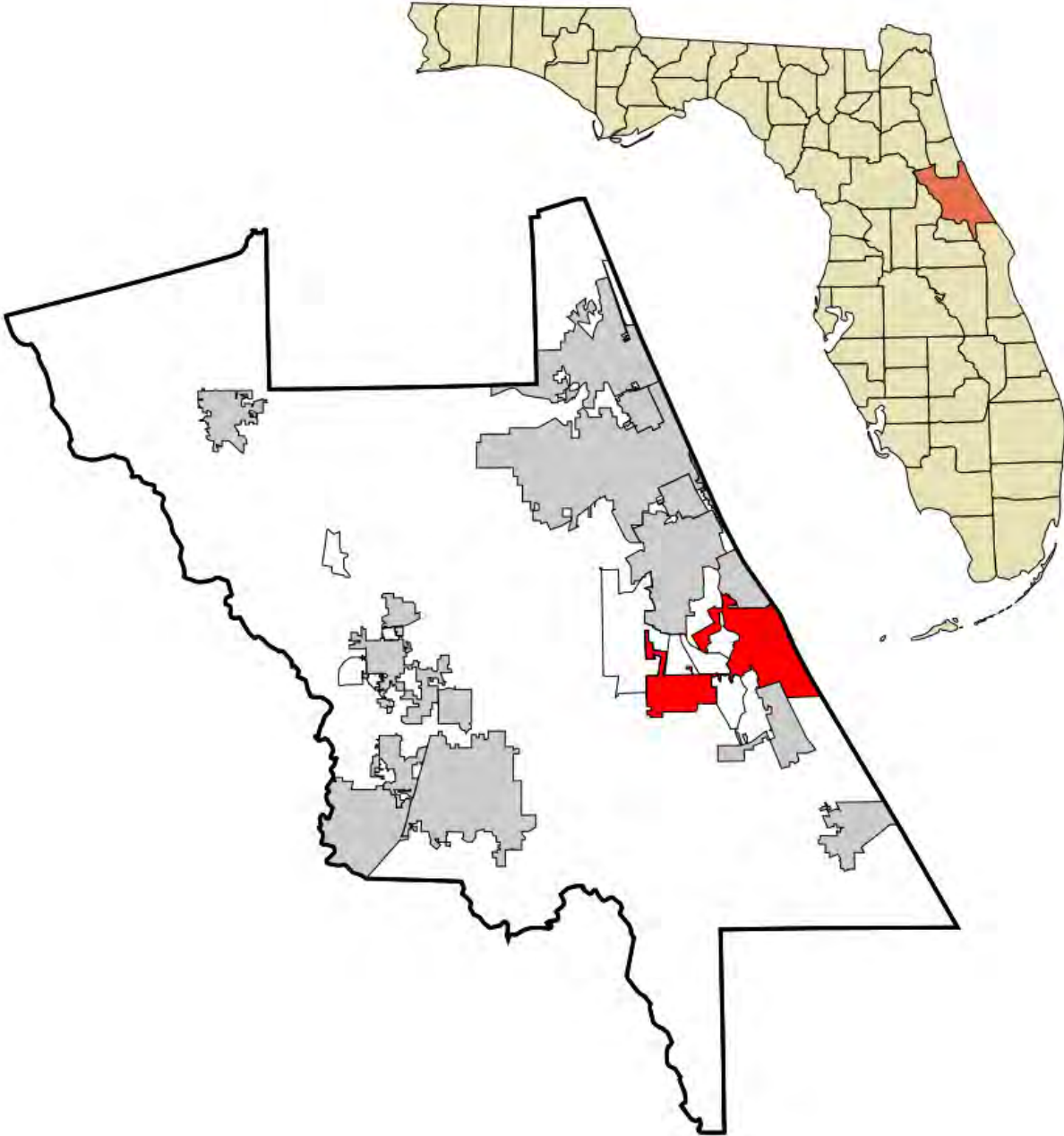
The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

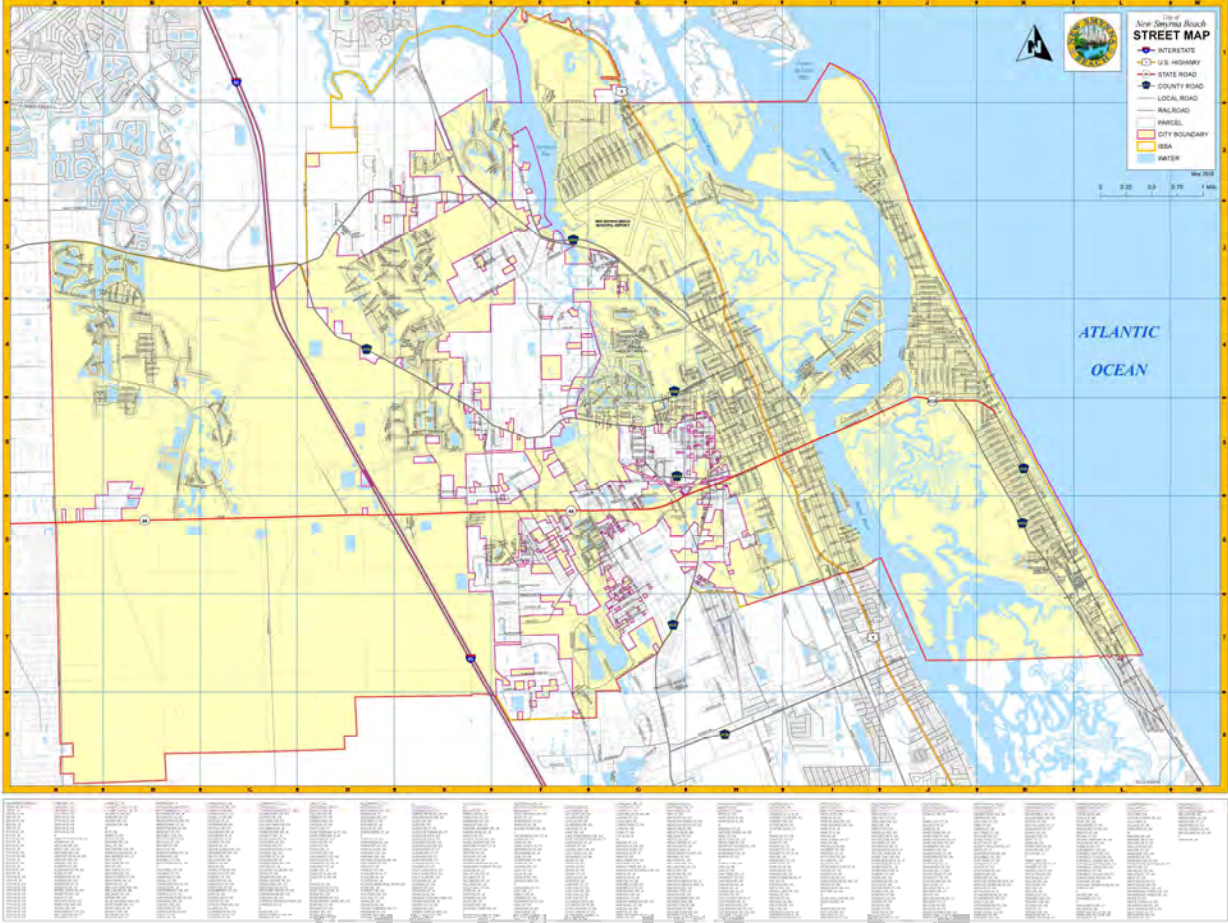
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<b>Date</b>	<b>Component</b>
May 3, 2024	60% Design Completion
July 17, 2024	100% Design Completion
August 2024	Secure Permit
December 2024	Bid for Construction Project

# County/ City Location Map



# City Location Map





**DMC**  
 Dredging & Marine Consultants  
 4643 S. Clyde Morris Blvd  
 Unit 302  
 Port Orange, FL 32129  
 Phone: (386) 304-6505  
 Fax: (386) 304-6506  
 www.dmcsc.com  
**ENGINEERS • SCIENTISTS**

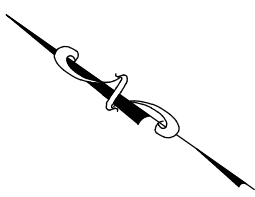
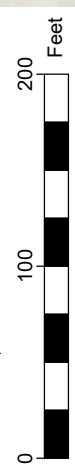
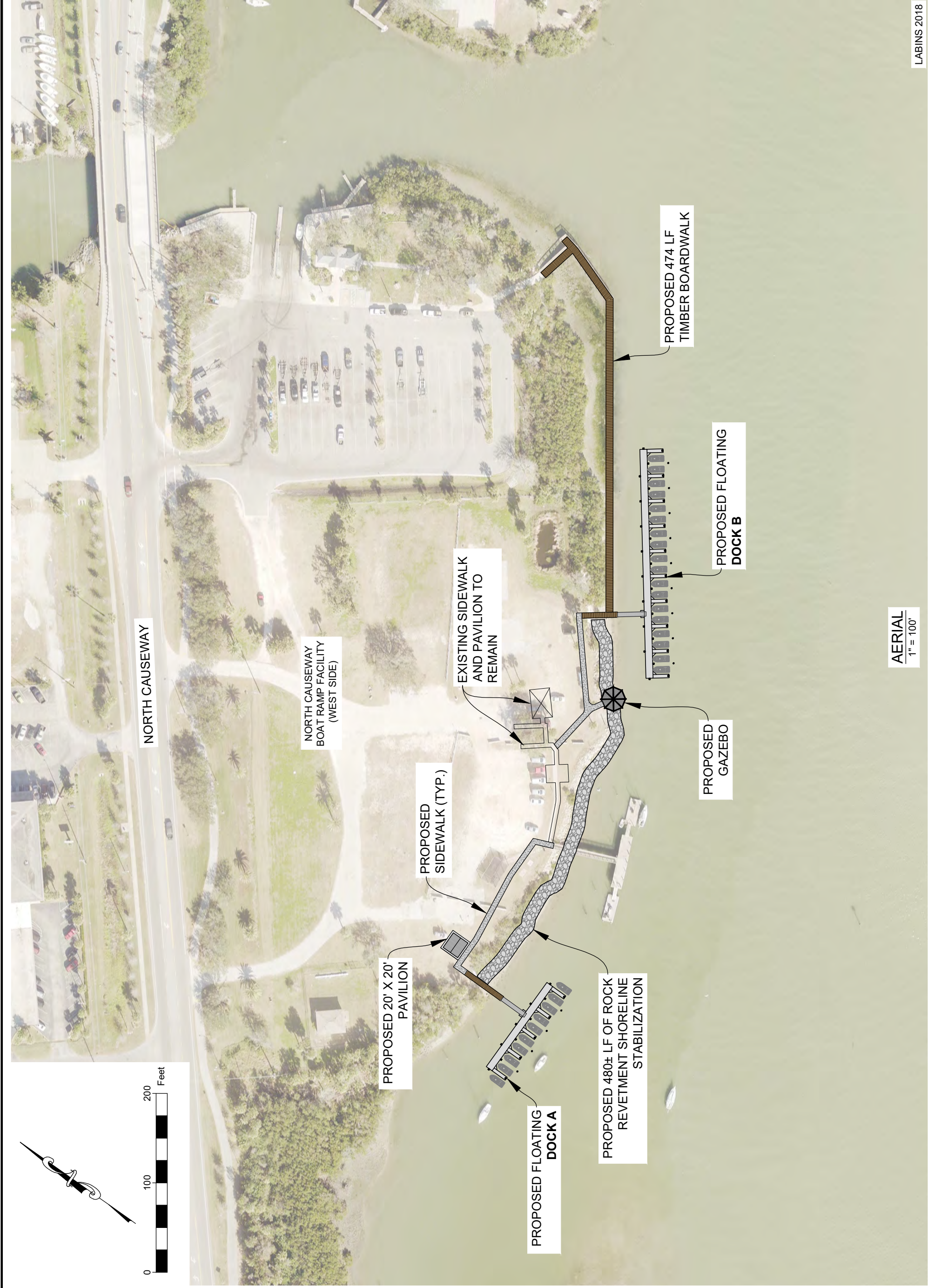
CURTIS N. TODD  
 FLORIDA LICENSE NO. 37136

**PROJECT NAME:**  
 NORTH CAUSEWAY AOB SITE  
 DOCK, AMENITIES, & SHORELINE  
 IMPROVEMENTS PHASE 2  
**CLIENT:**  
 CITY OF NEW SMYRNA BEACH

**DRAWING:**  
 AERIAL  
 DMC JOB NO. 23-128-11  
 DRAWN AS CAD  
 CHECKED CT SCALE AS SHOWN  
 APPROVED CT DATE 02-09-2024  
 SHEET NO. C-01

LABINS 2018

**AERIAL**  
 1" = 100'



# CONSTRUCTION DRAWINGS

**30% PLANS**

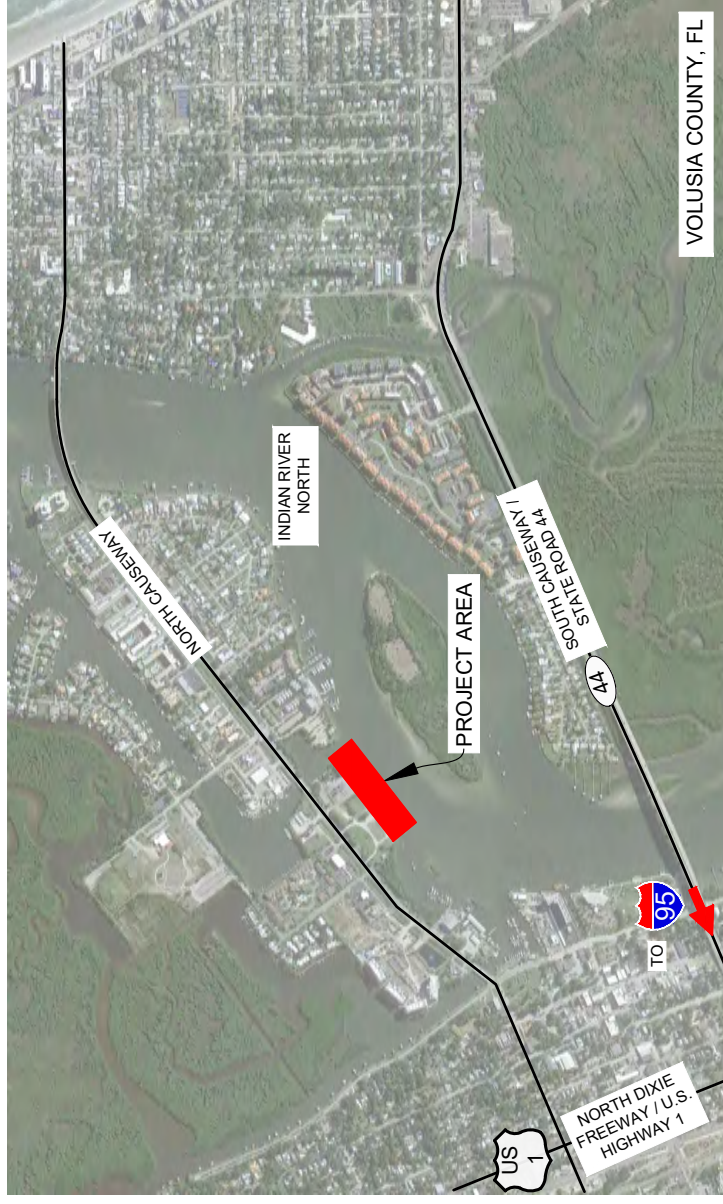
## CITY OF NEW SMYRNA BEACH NORTH CAUSEWAY AOB SITE DOCK, AMENITIES, & SHORELINE IMPROVEMENTS PHASE 2 FEBRUARY 09, 2024

PROJECT LOCATION MAP  
SECTION 17, TOWNSHIP 17S, RANGE 34E



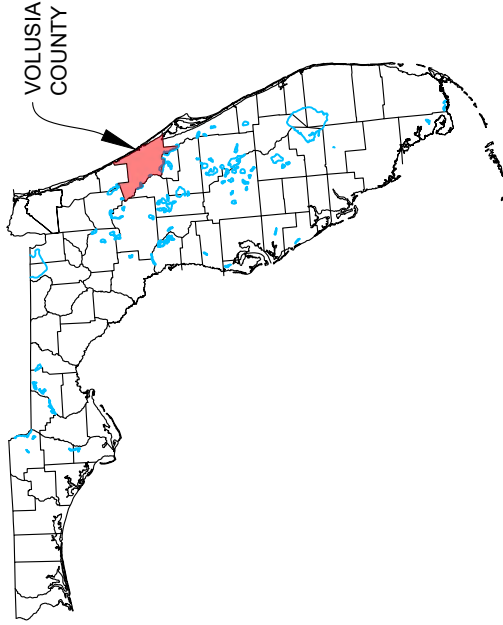
### CITY COMMISSION

FRED CLEVELAND	MAYOR
VALLI PERRINE	ZONE 1
LISA MARTIN	ZONE 2
JASON MCGUIRK	ZONE 3
RANDY HARTMAN	VICE MAYOR / ZONE 4



170 NORTH CAUSEWAY, NEW SMYRNA BEACH, FL 32169

### FLORIDA



### INDEX

SHEET	DESCRIPTION
CVR	INDEX & LOCATION MAP
C-01	AERIAL
C-02	SITE PLAN 1 OF 2
C-03	SITE PLAN 2 OF 2
C-04	TIMBER DOCK DETAILS
C-05	FLOATING DOCK & GANGWAY DETAILS
C-06	PAVILION DETAILS
C-07	GENERAL NOTES
C-08	GENERAL NOTES
C-09	GENERAL NOTES
C-10	ENVIRONMENTAL NOTES

#### NOTE TO CONTRACTOR:

THESE DRAWINGS AND THE PROJECT SPECIFICATIONS ARE COMPLEMENTARY, AND ANY REQUIREMENT OF ONE SHALL BE A REQUIREMENT OF THE OTHER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE THE DRAWINGS AND SPECIFICATIONS AND TO COMPARE THE REQUIREMENTS OF EACH DIVISION AND ENSURE THAT EACH TRADE OR SUBCONTRACTOR IS MAKING THE ALLOWANCES NECESSARY TO PROVIDE THE OWNER A COMPLETE FACILITY, OPERATIONAL IN ALL RESPECTS, UNLESS OTHERWISE SPECIFICALLY STATED IN THE DRAWINGS OR PROJECT MANUAL.

IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER OF ANY DEFICIENCIES OR DISCREPANCIES AMONG THE DIVISIONS OF THE DRAWING AND SPECIFICATIONS PRIOR TO THE DEADLINE FOR BID SUBMITTAL. NEITHER THE OWNER OR ENGINEER WILL BE RESPONSIBLE FOR ANY DEFICIENCIES OR DISCREPANCIES RAISED AFTER THE BID OPENING. ACCORDINGLY, IN LIGHT OF THESE OBLIGATIONS, THE ENGINEER IS OBLIGATED TO INTERPRET THE DRAWINGS SPECIFICATIONS IN A MANNER THAT WILL PROVIDE THE OWNER WITH A COMPLETE, FUNCTIONING FACILITY FOR THE BID PRICE.

#### ENGINEER CERTIFICATION:

I HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF FLORIDA PRACTICING WITH DMC, DREDGING & MARINE CONSULTANTS LLC, A CORPORATION, AUTHORIZED TO OPERATE AS AN ENGINEERING BUSINESS, CERTIFICATE OF AUTHORIZATION # 9410, BY THE STATE OF FLORIDA DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION, AND THAT I, OR OTHERS UNDER MY DIRECT SUPERVISION, HAVE PREPARED OR APPROVED THE EVALUATIONS, FINDINGS, OPINIONS, CALCULATIONS, CONCLUSIONS OR TECHNICAL ADVICE HEREBY REPRESENTED BY THESE DRAWINGS.

CURTIS N. TODD, P.E.  
FLORIDA LICENSE No. 37136



REPRODUCTION SCALE:  
THESE PLANS SHALL BE PRINTED IN COLOR AND ARE SCALED TO ACCURATELY BE REPRODUCED ON 11X17 SIZED SHEETS. ALL OTHER SHEET SIZES ARE NOT TO SCALE.

Dredging & Marine Consultants  
4643 S. Clyde Morris Blvd  
Unit 302  
Port Orange, FL 32129  
Phone:(386) 304-6505  
Fax:(386) 304-6506  
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CURTIS N. TODD  
 FLORIDA LICENSE NO. 37136

PROJECT NAME:  
**NORTH CAUSEWAY AOB SITE  
 DOCK, AMENITIES, & SHORELINE  
 IMPROVEMENTS PHASE 2**

CLIENT:  
**CITY OF NEW SMYRNA BEACH**

DRAWING:  
**AERIAL**

DMC JOB NO.  
 23-128-11

DRAWN AS  
 CAD

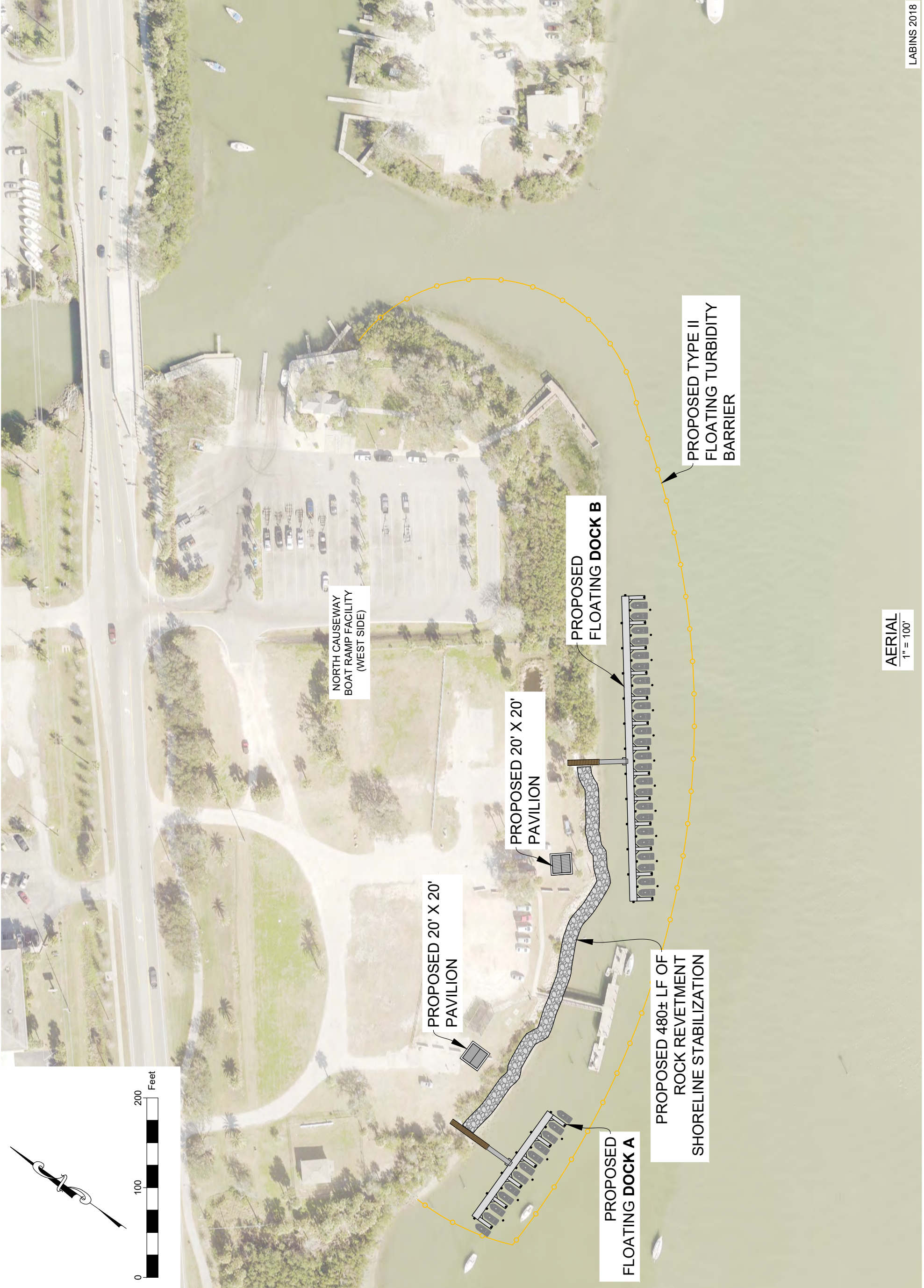
CHECKED CT  
 SCALE AS SHOWN

APPROVED CT  
 DATE 02-09-2024

SHEET NO.  
**C-01**

LABINS 2018

AERIAL  
 1" = 100'



NORTH CAUSEWAY  
 BOAT RAMP FACILITY  
 (WEST SIDE)

PROPOSED  
 FLOATING DOCK B

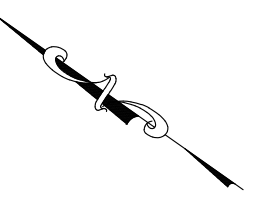
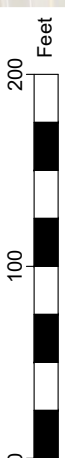
PROPOSED 20' X 20'  
 PAVILION

PROPOSED 20' X 20'  
 PAVILION

PROPOSED 480± LF OF  
 ROCK REVETMENT  
 SHORELINE STABILIZATION

PROPOSED  
 FLOATING DOCK A

PROPOSED TYPE II  
 FLOATING TURBIDITY  
 BARRIER



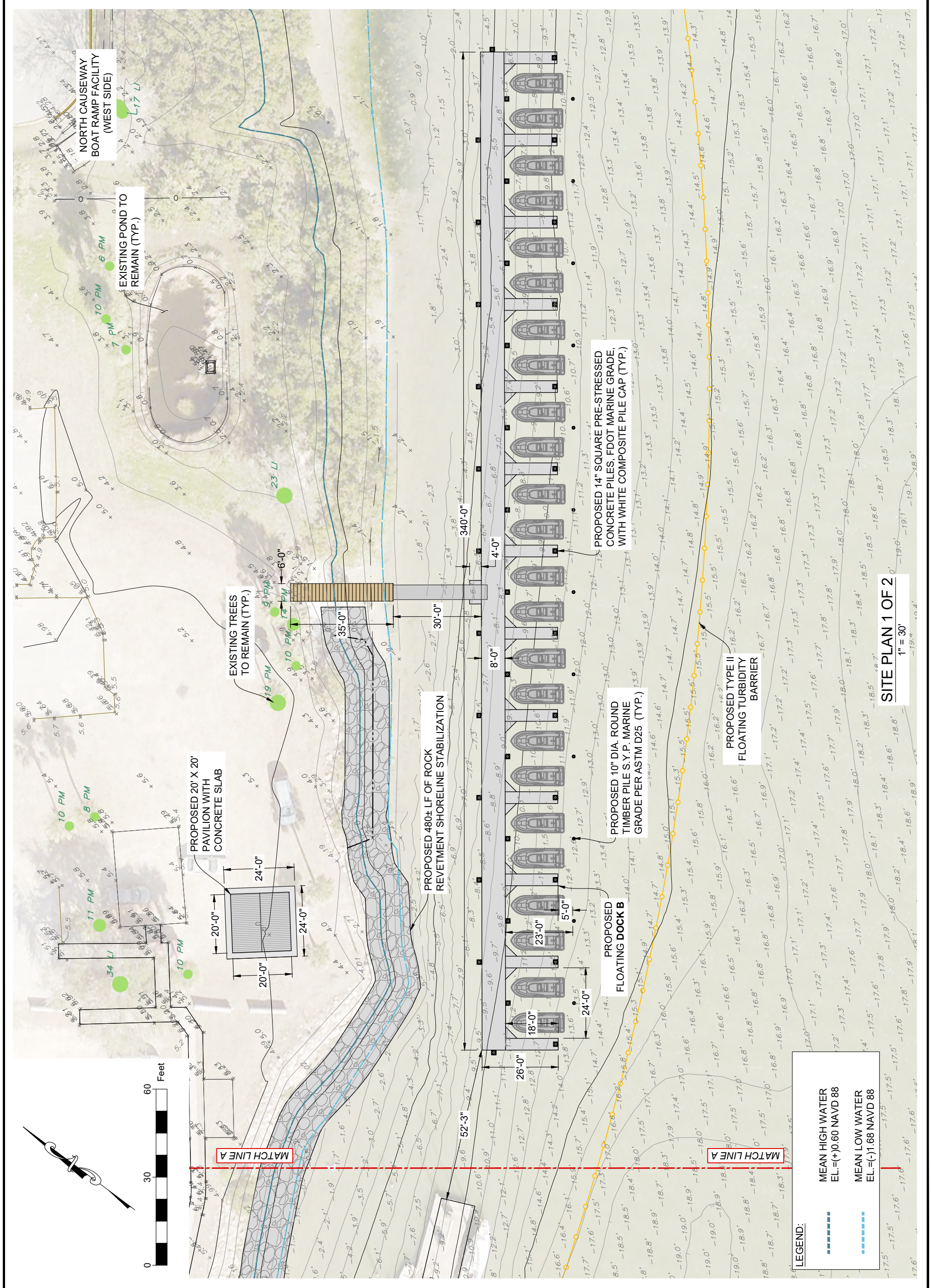




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CLIENT: CITY OF NEW SMYRNA BEACH  
 PROJECT NAME: NORTH CAUSEWAY AOB SITE  
 DOCK, AMENITIES, & SHORELINE IMPROVEMENTS PHASE 2

DRAWING: SITE PLAN 2 OF 2  
 DMC JOB NO. 23-128-11  
 DRAWN AS CAD  
 CHECKED CT SCALE AS SHOWN  
 APPROVED CT DATE 02-09-2024  
 SHEET NO. C-03



**SITE PLAN 1 OF 2**  
 1" = 30'

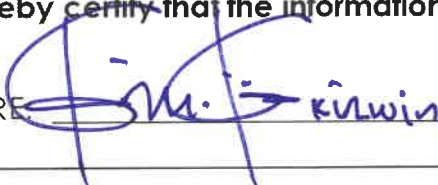


**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

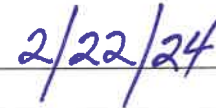
<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> Martin County, Board of County Commissioners (BOCC)			
<b>Department:</b> Martin County Parks and Recreation Department			
<b>Project Title:</b> Charlie Leighton Park Boat Ramp Improvements and Renovation			
<b>Project Director:</b> Kevin M. Kirwin		<b>Title:</b>	Deputy Director, Parks and Recreation
<b>Project Liaison:</b> <i>(if different from Director)</i>		<b>Title:</b>	
<b>Mailing Address:</b>	2401 SE Monterey RD		
<b>City:</b> Stuart	<b>Zip Code:</b>	34996	
<b>Email Address:</b> kkirwin@martin.fl.us	<b>Phone #:</b>	(772)288-5419	
<b>Project Address:</b>	2701 SW Cornell Ave Palm City, FL 34990		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE



DATE:



**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

Martin County seeks Florida Inland Navigation District (FIND) Waterways Assistance Program funding in the amount of \$700,000 to perform extensive renovations and ancillary site improvements to the boat ramp at Charlie Leighton Park. The Charlie Leighton Park Boat Ramp provides direct access to the South Fork of the St. Lucie River, connected access to the Atlantic Intracoastal Waterway (Indian River Lagoon) and the Atlantic Ocean, the Okeechobee Waterway, and the North Fork of the St. Lucie River. Plans to renovate this boat ramp in Martin County will improve access, safety, appearance, performance, and resiliency. Proposed improvements include ramp surfaces, docks, pilings, lighting, shoreline protection, Americans with Disabilities Act (ADA) compliance along with fish cleaning stations and related amenities.

The proposed renovations of the boat ramp at Charlie Leighton Park will improve public boating recreational opportunities on the St. Lucie River, The Okeechobee Waterway, Atlantic Intracoastal Waterway and the Atlantic Ocean. The project will ensure that facilities are in an excellent condition and meet the needs of the community. Upon construction, the boat ramp will remain on Martin County's property inventory and be maintained by its Parks and Recreation Department, which is funded through the General Fund and Parks Municipal Service Taxing Unit (MSTU) funds.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> Martin County, Board of County Commissioners		<b>Project Title:</b> Charlie Leighton Park Boat Ramp Improvements and Renovation	
<b>Total Project Cost:</b> \$ 1,400,000	<b>FIND Funding Requested:</b> \$ 700,000	<b>% of Total Cost:</b> 50%	
<b>Amount of Applicant's Matching Funds:</b>	\$700,000		
<b>Source of Applicant's Matching Funds:</b>	Board of County Commissioners, Martin County, Capital Improvement Plan, Ad Valorem		

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:   
 2. **If leased or other, please describe lease or terms and conditions:**

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:    
 4. **If yes, please list:**

Leighton Park MA-08-57 and Leighton Park Improvements - Phase I MA-96-27 (Same as Charlie Leighton Park)

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

Currently there are 3 Boat Launching Lanes, no boat slips or waiting docks, 20 designated truck and trailer parking spaces with 24-hour, seven days per week access.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

The project will replace the existing Boat Launching Lanes, add 7 trailer spaces, add 7 high capacity flex spaces, add 4 ADA spaces, add a separate car parking area and extend the launching docks.

7. **Are fees charged for the use of this project?** No  Yes \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	No		
DEP	Yes	10/27/23	Pending ASAP
ACOE	Yes	10/26/23	Pending ASAP

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Charlie Leighton Park Boat Ramp Improvements and Renovation
<b>Applicant:</b>	Martin County, Board of County Commissioners (BOCC)

**1) PRIORITY LIST:**

- a) Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

6. Acquisition, dredging, shoreline stabilization and development of public boat ramps and launching facilities.

- b) Explain how the project fits this priority category.**

This project will be enhancing and improving the access at the Charlie Leighton Park Boat Ramp and Launching Facility. The Charlie Leighton Park Boat Ramp is open to the public, 24-hours a day, seven days a week with zero fees to anyone. The Charlie Leighton Park Boat Ramp provides proximate access to Martin and St. Lucie County boaters. This project was designed with durable materials and through the lens of resiliency taking into account sea level rise and increased utilization.

*(For reviewer only)*

Max. Available Score for application 47\_\_\_\_\_

Question 1. Range of Score (1 to 5 points)

---

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

Martin County is commonly referred to as the " Crossroads of the Atlantic Intracoastal Waterway" which is readily accessible by boat from the Charlie Leighton Park Boat Ramp. Additionally, the Charlie Leighton Park Boat Ramp has a direct proximate connection to the Okeechobee Waterway.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

The public access and public boating access benefits that this project provides include enhanced access for pleasure boating, fishing, touring and "boating to dine". The ramp is moments away from the Okeechobee Waterway and supporting locks, and provides easy and inland sheltered navigational access to the Atlantic Intracoastal Waterway.

*(For reviewer only)*  
*(1-6 points)*

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## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

The additional truck and trailer parking spaces that are being added, along with the adding ADA truck and trailer parking spaces with increase boater access by 20%. The additional separate car parking spaces with increase truck and trailer parking capacity. The addition of high capacity - flex spaces is intended to allow for trailer parking during peak periods. The current estimate is 10,000 boaters per year.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

The Charlie Leighton Park Boat Ramp is readily accessible to St. Lucie and Palm Beach County residents via connectors from the Florida Turnpike and I-95. The ramp is also easily accessible to St. Lucie County residents via a secondary road. All residents and visitors are welcome to use this ramp - no fees are charged. The ramp is the located in western Martin County and provides local residents quick boating access to the water.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

No

*(For reviewer only)*  
*(1-8 points)*

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**4) TIMELINESS:**

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

The project construction documents are complete. Required permits are imminent. The project will be fully funded with the awarding of this grant. Bidding and award will be completed by October 2024 and a notice to proceed will be issued. The construction timeline in maximum 180 days.

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

NONE

*(For reviewer only)*  
*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

The Martin County BOCC has listed this project as a priority project and has adopted a correlating Boat Ramp Capital Improvement Plan funding this project. The funding source is Ad Valorem (property tax collections).

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

We do not anticipate any material or site related project cost increases. Actual price will be determined through bid, negotiation and award process.

- c) **Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

NONE

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

N/A

*(For reviewer only)*  
*(1-6 points)*

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**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

The current launching pier and dock system does not provide a separate waiting and loading area once a boat is launch off the trailer. The redesign of the launching piers provides for "wings" that allow for a boat to be moved from the immediate launching/retrieving area to allow for another vessel to be launched.

The existing Charlie Leighton Park Boat Ramp and ancillary parking does not adequately accommodate the boating public. The separation and addition of a car parking area will increase boater guest access and enjoyment. This project will enhance ADA access and incorporates "Aging Friendly" design methods that will further enhance usability, safety and boater enjoyment.

The incorporation of two floating dock launching piers and a waiting/loading "wing" will make loading safer and easier. Slip resistant fiber-grating fix dock surfaces will enhance usability and safety. Serrated pre-cast ramp sections and a serrated ramp entrance apron will enhance launch safety and sustainability.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

Following construction, this boat ramp will remain on Martin County's property inventory and be maintained by its Parks and Recreation Department. This maintenance work will be funded through the General Fund and Parks Municipal Service Taxing Unit (MSTU) funds.

**c) Is this project referenced or incorporated in an existing maritime management, public assess or comp plan?**

Improving public access to water resources (ICW, St. Lucie River, Indian River) aligns with Chapters 7 (Recreation) and 8 (Coastal Management) of the Martin County Comprehensive Growth Plan. The project also supports the State Comprehensive Outdoor Recreation Plan (SCORP) to expand boat access opportunities. The project is in line with Goal 1 (Maintain and Improve Facilities and Amenities) of the 2016 Martin County Parks and Recreation Master Plan to improve existing facilities.

*(For reviewer only)*  
*(1-7 points)*

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**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

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**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD)  
If permits are NOT required, explain why not.

Yes

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.

NONE

*(For reviewer only)*  
*(1-4 points)*

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**8) PROJECT DESIGN:**

- a) Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

The design, construction and bid documents have been completed.

- b) Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

The design of the launching piers is intended to enhance capacity to allow for additional boaters to launch and load simultaneously. Increased trailer parking by adding dedicated spaces, ADA spaces and high capacity - flex spaces will further increase public access and usage. Prefabricated concrete ramp section will reduce in water construction time.

*(For reviewer only)  
(1-2 points)*

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**9) CONSTRUCTION TECHNIQUES:**

- a) Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The ramp will be constructed by installing a temporary sheet pile cofferdam for dewatering the ramp area and adjoining bulkheads. The ramp base will be installed and the proper grade will be ensured. Precast concrete ramp sections will be used to construct the ramp - the precast sections will have tremie poured concrete in the joints. The bulkhead sheet piles will be epoxy coated. The floating dock sections will be precast/prefabricated along with the aluminum gangways. The fixed dock section will be fibergrating. Where possible composite lumber will be used to enhance durability and lifespan. Composite lumber with recessed fasteners will be used on all vessel facing surfaces. All materials will be pre-ordered and staged on site prior to any closures and demolition to reduce downtime due to unforeseen material delays.

- b) What is the design life of the proposed materials compared to other available materials?**

The concrete ramp sections have an anticipated design life of 30 to 40 years. The design utilizes a concrete ramp mouth apron to increase the lifespan and reduce potholing. The epoxy sheet piles have an anticipated life-cycle of 40 years. The composite lumber and stainless fasteners have an anticipated life-cycle of 30 to 40 years. The concrete floating docks have a 30 to 40 year expected life-cycle.

*(For reviewer only)  
(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**

- a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

The enhanced Charlie Leighton Park Boat Ramp has been planned and designed through the lens of complete environmental compliance, minimizing any environmental impacts and mitigation by remaining in the existing ramp/bulkhead footprint. The materials selected - precast concrete ramp sections, composite lumber, stainless fasteners, epoxy coated sheet piling and fibergrate decking are all durable and will reduce future impacts. The ramp and adjoining park are operated and managed in full compliance and cooperation with all best practices pertaining to stewardship.

- b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The major components - ramp mouth, seawall, bulkhead cap and fixed dock have been designed to be raised by 1.02 feet to 3 Feet NAVD (The mean high tide at the ramp is -0.4 foot NAVD). All materials selected are resilient and are proven to withstand the impacts of excessive surges and wakes. The fibergrating and composite lumber specified in the project are durable to water, wind and temperature extremes. A concrete ramp mouth apron will further decrease impacts from water and truck/trailer weight.

*(For reviewer only)*  
*(1-3 points)*

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Charlie Leighton Park Boat Ramp Improvements and Renovations
<b>Applicant:</b>	Martin County, Board of County Commissioners (BOCC)

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Mobilization/Demobilization	123,000.00	61,500.00	61,500.00
Demolition/Maintenance of Traffic/Erosion Control	50,000.00	25,000.00	25,000.00
Excavation and Fill	10,000.00	5,000.00	5,000.00
Precast Concrete Ramp/Base/Filter Fabric	487,000.00	243,500.00	243,500.00
Dock/Floating Docks/Gangways/Pilings/Cap	565,000.00	282,500.00	282,500.00
Concrete Ramp Mouth/Asphalt/Curbing/Sheet Piles	150,000.00	75,000.00	75,000.00
Bonding/As-Builts	15,000.00	7,500.00	7,500.00

<b>**TOTALS =</b>	<b>\$ 1,400,000.00</b>	<b>\$ 700,000.00</b>	<b>\$ 700,000.00</b>
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Charlie Leighton Park Boat Ramp Improvements and Renovation
<b>Applicant:</b>	Martin County, Board of County Commissioners (BOCC)

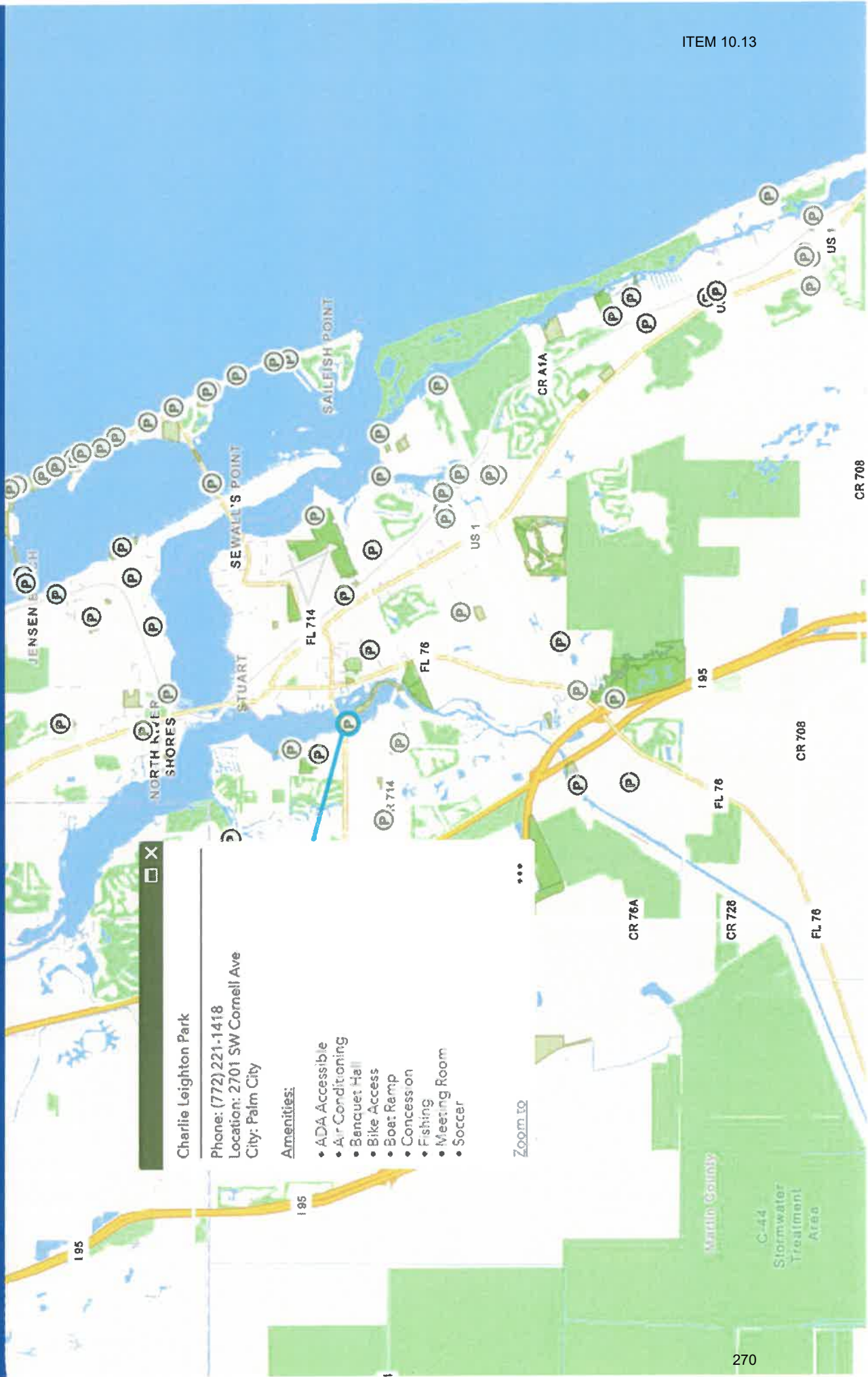
The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

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Date	Component
October 27, 2023	Permits Applications Submitted
March 15, 2024	Design Completed
May 2024	Bidding
July/July 2024	Bid Evaluation and Award
October 2024	Issue Construction Notice to Proceed
April 2025	Construction Completed

# COUNTY LOCATION MAP CHARLIE LEIGHTON PARK BOAT RAMP



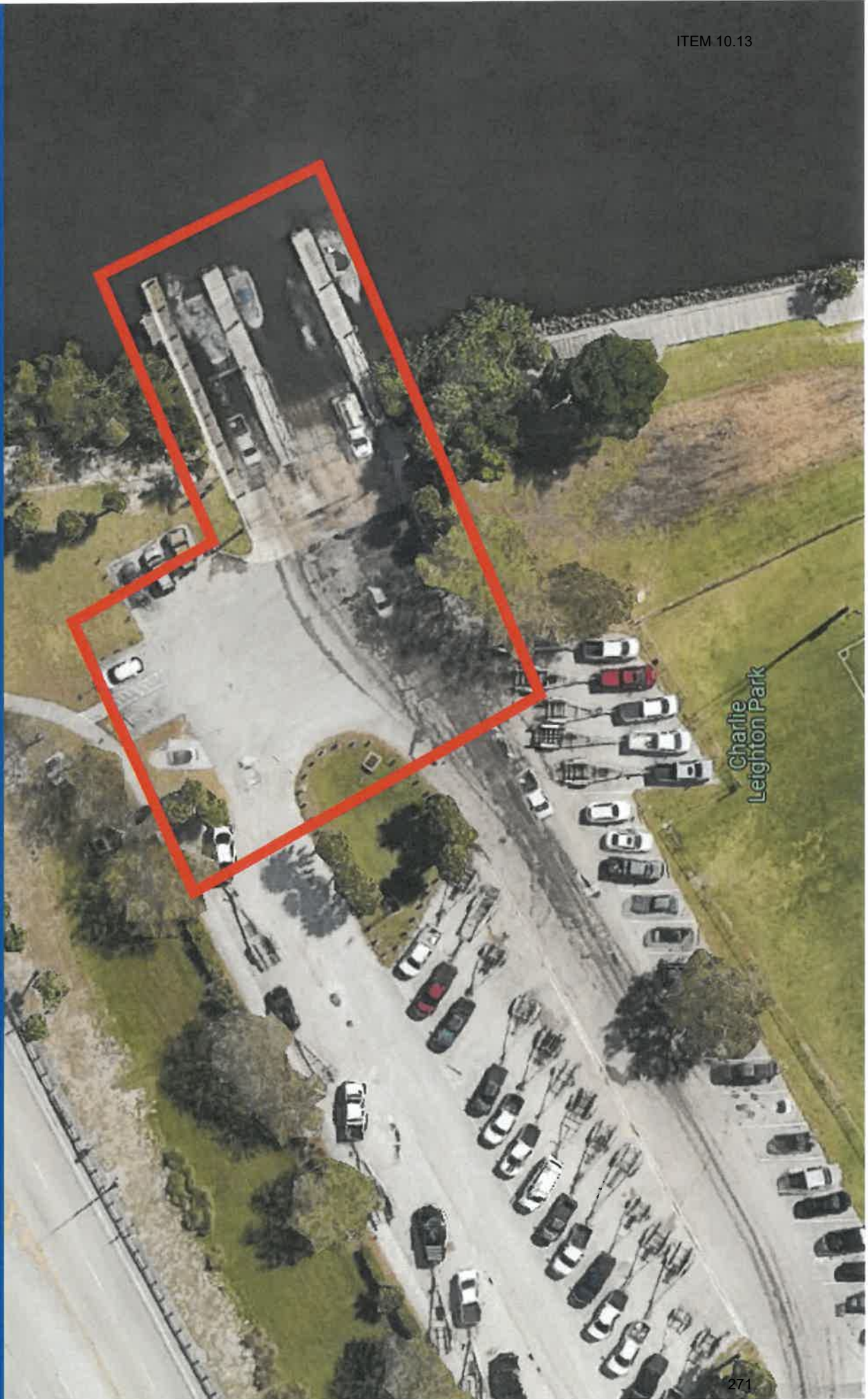
Charlie Leighton Park

Phone: (772) 221-1418  
Location: 2701 SW Cornell Ave  
City: Palm City

- Amenities:**
- ADA Accessible
  - Air Conditioning
  - Banquet Hall
  - Bike Access
  - Boat Ramp
  - Concession
  - Fishing
  - Meeting Room
  - Soccer

Zoom to

# PROJECT BOUNDARY MAP CHARLIE LEIGHTON PARK BOAT RAMP



# SITE PLAN CHARLIE LEIGHTON PARK BOAT RAMP



**1** ADD ADDITIONAL TRUCK / TRAILER SPACES

**2** ADDING NEW LOADING / UNLOADING FLOATING DOCKS

**3** ACCESSIBLE / "AGING FRIENDLY" FLOATING DOCKS

**4** SERRATED PRECAST RAMP SECTIONS

**5** SLIP RESISTANT / WATER SHEDDING FIBERGRATING

**6** CONCRETE RAMP MOUTH

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

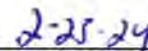
<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> Martin County Sheriff's Office			
<b>Department:</b> Marine Unit			
<b>Project Title:</b> Martin County Sheriff's Office Maritime Safety Project			
<b>Project Director:</b> Garrett Lott		<b>Title:</b>	Sergeant
<b>Project Liaison:</b> <i>(if different from Director)</i> Kristie Thomas		<b>Title:</b>	Grants Administrator
<b>Mailing Address:</b>		800 SE Monterey Road	
<b>City:</b> Stuart		<b>Zip Code:</b>	34994
<b>Email Address:</b> kjthomas@mcsofl.org		<b>Phone #:</b>	772-220-7137
<b>Project Address:</b>		800 SE Monterey Road, Stuart, FL 34994	

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_



**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

Martin County Sheriff's Office Maritime Safety Project focuses on fortifying maritime safety in Martin County, FL through the acquisition of a versatile 29 SAFE Center Console vessel. As a coastal community, Martin County faces unique challenges in safeguarding its waterways, necessitating a dedicated well-equipped vessel for law enforcement, emergency response, and search and rescue operations. The 29 SAFE Center Console will significantly enhance the county's ability to address maritime incidents promptly and effectively. The project's objectives include bolstering law enforcement capabilities, improving search and rescue operations, firefighting, and ensuring the safety of both recreational boaters and the general public along the coastal areas.

By acquiring the 29 SAFE Center Console with firefighting capabilities, Martin County anticipates a tangible improvement in its maritime safety infrastructure. This specialized vessel's versatility will not only enable law enforcement to effectively patrol and monitor waterways but also enhance the county's ability to respond rapidly to emergencies, including fire incidents. The project's outcomes are geared towards a safe and secure coastal environment, fostering community well-being and enjoyment. Strengthening collaboration with neighboring jurisdictions and agencies ensures a holistic approach to maritime safety, making the acquisition of the 29 SAFE Center Console a strategic investment aligned with Martin County Sheriff's Office commitment to safeguarding its coastal waters.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> Martin County Sheriff's Office, Marine Unit	<b>Project Title:</b> Martin County Sheriff's Office Maritime Safety Project	
<b>Total Project Cost:</b> \$607,390.79	<b>FIND Funding Requested:</b> \$125,000.00	<b>% of Total Cost:</b> 21%
<b>Amount of Applicant's Matching Funds:</b>	\$482,390.79	
<b>Source of Applicant's Matching Funds:</b>	Martin County Sheriff's Office General Fund	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:** N/A

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:** N/A

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

Martin County, FL has 17 public boat ramps. Listed: Bessie Creek Public Boat Ramp, Broward Street, Hosford Park Public Boat Ramp, Indian Riverside Park, Jensen Beach Causeway North Boat Ramps, Jensen Beach Causeway South Boat Ramps, Jimmy Graham Park Boat Ramp, Jonathan Dickinson State Park, Lake Okeechobee Pump Station S-135 Public Boat Ramp, Leighton Park, Ocean Boulevard Causeway / Ernest Lyons Bridge, Phipps Park, Port Mayaca Lock - St. Lucie Canal Concrete Boat Ramp, Sandsprit Park, Sheppard Park Ramp, St Lucie Lock Public Use Area, Timer Powers Park

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?** N/A

7. **Are fees charged for the use of this project?** No  Yes  \*\*

**\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.**

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A		
DEP	N/A		
ACOE	N/A		

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Martin County Sheriff's Office Maritime Safety Project
<b>Applicant:</b>	Martin County Sheriff's Office, Marine Unit

**1) PRIORITY LIST:**

- a) Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

13. Waterway boating safety programs & equipment.

- b) Explain how the project fits this priority category.**

Acquiring a 29 SAFE Center Console aligns perfectly with the category of "Waterway Boating Safety Programs and Equipment" as it represents a pivotal addition to Martin County's maritime safety infrastructure and plays a crucial role in the county's Derelict Vessel Program. This specialized vessel, equipped with firefighting capabilities, enhances emergency response capabilities, mitigates fire risks on the water, and becomes an invaluable asset for addressing and mitigating derelict vessels in the waterways. Its versatility ensures efficient identification, monitoring, and removal of such vessels, thereby further enhancing the safety and navigability of Martin County's waterways while reinforcing proactive safety measures.

*(For reviewer only)*

Max. Available Score for application    45

Question 1. Range of Score    (1 to 3 points)

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## 2) WATERWAY RELATIONSHIP:

**a) Explain how the project relates to the ICW and the mission of the Navigation District.**

The 29 SAFE Center Console project holds direct relevance to the Intracoastal Waterway and harmonizes seamlessly with the mission of the Florida Inland Navigation District (FIND). This initiative bolsters safety along the Intracoastal Waterway by providing a specialized vessel for patrolling and responding to incidents, ensuring smooth navigation, and mitigating environmental risks. It aligns perfectly with FIND's mission of safeguarding navigation and environmental stewardship within the Intracoastal Waterway, reflecting a shared commitment to preserving the waterway's vitality and sustainability for the benefit of all its users and the surrounding ecosystems.

**b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?**

The acquisition of a 29 SAFE Center Console vessel for the Martin County Sheriff's Office is expected to significantly enhance public access and navigational safety on the intercoastal waterway and adjoining waterways. The vessel's advanced capabilities will improve law enforcement's ability to patrol these waterways, ensuring safer navigation for boaters. The project will also facilitate quicker response times to emergencies and strengthen the enforcement of maritime laws, which in turn will enhance the overall safety and accessibility of these waterways for the public.

*(For reviewer only)*  
*(1-6 points)*

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## 3) PUBLIC USAGE & BENEFITS:

**a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.**

This 29 SAFE Center Console project is expected to significantly enhance public access and safety on the intercoastal waterways and adjoining waterways in Martin County, Florida. This region is renowned for its rich water-based recreational activities, including world-class fishing in locations like the St. Lucie Inlet and Lake Okeechobee. The county has shown a strong commitment to improving water quality and the environment, which is crucial for public recreation and economic development. The addition of this vessel will bolster safety, encourage more recreational and commercial activities, and contribute to the ongoing efforts to maintain and improve the county's waterways.

**b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.**

The 29 SAFE Center Console project will provide considerable regional and local public benefits. It will significantly enhance safety and security on the intercoastal waterways, benefiting not just Martin County residents but also those from neighboring counties. This improvement in maritime law enforcement and emergency response capabilities will bolster the region's appeal for water-based recreational activities like boating and fishing, supporting both tourism and local economies. Moreover, the project's impact on ensuring safer and more secure waterways extends beyond county borders, making it a valuable asset for the broader Florida Inland Navigational District region.

**c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?**

Martin County Sheriff's Office will conduct the daily law enforcement patrols. The patrols include, but not limited to, the monitoring of boat ramps, speed zones, control any unsafe behavior, and enforce the policies/laws of our county.

*(For reviewer only)*  
*(1-8 points)*

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**4) TIMELINESS:**

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

Currently, MCSO Marine Unit has a quote for this project. If funding is awarded, the requisition will be created and submitted within our agency to move forward with ordering the requested vessel. Per the received quote, 40% of the overall cost will be required for the deposit/contract to start the vessel build and lock in the cost, 30% mid-build and 30% at delivery acceptance. The project is estimated to take one year from the order of the vessel.

- b) Briefly explain any unique aspects of this project that could influence the timeline.**

The 29 SAFE Center Console project is unique in that this vessel is equipped with specialized firefighting and law enforcement equipment, not normally used by the public. This specialized equipment sometimes comes with extended lead times although no known delays are anticipated at this time.

*(For reviewer only)*  
*(1-3 points)*

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**5) COSTS & EFFICIENCY:**

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

The Martin County Sheriff's Office Marine Unit will utilize funding from the 2024 budget year to supplement the total cost of the project.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

Once the quote is secured with a deposit to confirm the order of the vessel, no additional funding increases are expected. The Martin County Sheriff's Office will be supplementing any additional funding required.

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

N/A

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.** N/A

*(For reviewer only)*  
*(1-6 points)*

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**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

The project to acquire a 29 SAFE Center Console vessel for the Martin County Sheriff's Office is necessary to address several key needs:

1. Increased Demand for Maritime Law Enforcement: With the growing popularity of recreational boating and commercial activities on the district's waterways, there's an increased need for robust maritime law enforcement. The current facilities or vessels may be insufficient to effectively patrol the expanded area or to respond rapidly to incidents due to limitations in speed, range, or equipment.

2. Enhanced Emergency Response Capabilities: The existing vessels lack the specialized equipment or capabilities required for certain types of emergency responses, such as firefighting, advanced medical aid, or search and rescue operations in challenging conditions.

3. Environmental Protection Needs: The waterways face environmental threats such as pollution, illegal dumping, or habitat destruction. The current fleet is aging and less equipped to handle these issues as effectively.

4. Combatting Illegal Activities: With the increase in drug and human smuggling, a more capable vessel with advanced technology is necessary to effectively combat these activities and ensure the safety and security of the waterways.

5. Aging Fleet and Technological Advancements: The existing fleet is aging and becoming more costly to maintain. Newer vessels like the 29 SAFE Center Console come with advanced technology and capabilities, offering more efficient and effective operations.

6. Public Safety and Welfare: The new vessel would significantly contribute to public safety by ensuring safer navigation, reducing the likelihood of accidents, and improving overall waterway management.

In summary, the project fills critical gaps in maritime law enforcement, emergency response, environmental protection, and public safety, which current facilities are unable to meet due to limitations in their capabilities, technology, or capacity. The acquisition of a modern, well-equipped vessel is a proactive step towards addressing these evolving challenges and ensuring the safety and security of the waterways.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

Maintaining and funding the 29 SAFE Center Console vessel for the Martin County Sheriff's Office beyond the initial grant period involves budget allocation for ongoing maintenance. The Sheriff's Office will allocate a portion of its annual budget for the vessel's routine maintenance and repairs. This would cover costs such as fuel, engine servicing, replacement parts, and any necessary upgrades to keep the vessel operational.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan? N/A**

*(For reviewer only)*  
*(1-7 points)*

**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4C**  
**EVALUATION WORKSHEET**  
**LAW ENFORCEMENT & BOATING SAFETY PROJECTS**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A LAW ENFORCEMENT OR BOATING SAFETY PROJECT

**7) VIABILITY:**

**c) Describe how the project will address particular public health, safety, or welfare issues of the Navigation District's Waterways.**

The acquisition of a 29 SAFE Center Console vessel for the Martin County Sheriff's Office, equipped with firefighting capabilities, will markedly enhance public health, safety, and welfare along the Florida Inland Navigational District's waterways. This vessel will not only bolster maritime law enforcement but also significantly contribute to firefighting efforts on the water, adding an essential layer of safety in fire-related emergencies. The vessel's role will be pivotal in derelict vessel enforcement, addressing environmental and navigational hazards posed by abandoned or neglected vessels. Additionally, its advanced capabilities will aid in combating drug and human smuggling, ensuring a safer and more secure environment. The presence of this multifunctional vessel will promote safer boating practices, aid in emergency responses, and support vital recreational and commercial activities, thereby positively impacting the community and local economy.

**d) How does the project provide significant benefits or enhancements to the District's Waterways?**

The 29 SAFE Center Console vessel project promises substantial benefits to the district's waterways, enhancing both safety and environmental stewardship. Its advanced capabilities in law enforcement will improve the policing of maritime regulations, contributing to safer boating and reducing incidents. Equipped for firefighting, the vessel will be pivotal in tackling maritime fires, protecting lives and property. Additionally, its role in derelict vessel enforcement will address navigational hazards, thereby preserving the waterways' environmental and aesthetic quality. The vessel's capacity for rapid emergency response, including in situations of drug and human smuggling, will further secure the waterways, making them safer for recreational and commercial use. Overall, this project will significantly uplift the safety, security, and ecological health of the district's waterways, indirectly boosting tourism and local economies reliant on these water resources.

*(For reviewer only)*  
*(1-3 points)*

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## 8) EXPERIENCE & QUALIFICATIONS:

- a) **List the personnel tasked with the implementation of this project, their qualifications, previous training and experience.**

Martin County Sheriff's Office (MCSO) personnel tasked with the implementation of the MCSO Marine Unit Maritime Safety Project include Sergeant Garrett Lott. Sergeant Lott has ten years of law enforcement experience with MCSO. During this time, Sgt. Lott has been involved with projects to include the implementation of the Real Team Crime Center (RTCC). Sgt. Lott is currently assigned to the Marine Unit and has had training in numerous facets of law enforcement to include narcotics, marine, and electronic forensics.

- b) **Have the personnel participated in or received state marine law enforcement training?**

Members of the Martin County Sheriff's Office Marine Unit are certified by the United States Coast Guard as operators of uninspected vessels (OUPV). Further, they are certified by the State of Florida in enforcement of statutes pertaining to vessels and waterways. Members consistently train in vessel operation and proper application of law.

*(For reviewer only)*  
*(1-2 points)*

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## 9) DELIVERABLES:

- a) **Describe the anticipated, long-term measurable results of implementing this project.**

The long-term, measurable outcomes of implementing the 29 SAFE Center Console project are expected to be multifaceted. Key results include a reduction in maritime incidents and improved safety metrics, indicated by fewer accidents, injuries, and fatalities on the water. Enhanced law enforcement efficiency is another anticipated outcome, with more effective patrols and increased interventions in illegal activities. The project will also contribute to environmental protection efforts, with measurable improvements in pollution control and habitat conservation. Additionally, the advanced technology and efficiency of the new vessel should lead to cost savings in operational and maintenance expenses. Finally, the vessel's role in community engagement and education is expected to enhance public awareness about water safety and environmental stewardship, with success measured through participation in events and programs. These outcomes will collectively reflect the project's impact on improving the safety, security, and environmental health of the waterways.

- b) **What is the range or area of coverage for this project? Please provide a map of the coverage area.**

Martin County's area of water way coverage is estimated 97.18 miles. Martin County's 21 miles of coastline consists of two barrier islands separated by the St. Lucie Inlet with the incorporated Town of Jupiter Island to the south of the inlet and Hutchinson Island to the north of the inlet. In addition, Martin County is also unique due to the Okeechobee Canal that connects the Gulf of Mexico to the Atlantic Ocean. Martin County consists of residential and commercial property along the coast with significant lands on the barrier island dedicated to state and national parks and public beaches.

- c) **Does the project fulfill a particular community need?**

The 29 SAFE Center Console project fulfills a critical community need by enhancing maritime safety, law enforcement efficiency, and environmental protection on the local waterways.

*(For reviewer only)*  
*(1-4 points)*

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**10) EDUCATION:**

a) **What are the educational benefits (if any) of this proposed project?** N/A

b) **How does the project or program provide effective public boating education or expand boater safety?**

This project expands boater safety by equipping the Martin County Sheriff's Office, Marine Unit with a state-of-the-art vessel to enhance their ability to enforce maritime laws, respond quickly to emergencies, and ensure safer navigation on the waterways.

*(For reviewer only)*  
*(1 -3 points)*

---

**RATING POINT TOTAL \_\_\_\_\_**

**Note:**

*The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.*

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Martin County Sheriff's Office Maritime Safety Project
<b>Applicant:</b>	Martin County Sheriff's Office, Marine Unit

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
SAFE 29 Center Console	607,390.79	482,390.00	125,000.00

<b>**TOTALS =</b>	<b>\$ 607,390.79</b>	<b>\$ 482,390.00</b>	<b>\$ 125,000.00</b>
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Martin County Sheriff's Office Maritime Safety Project
<b>Applicant:</b>	Martin County Sheriff's Office, Marine Unit

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

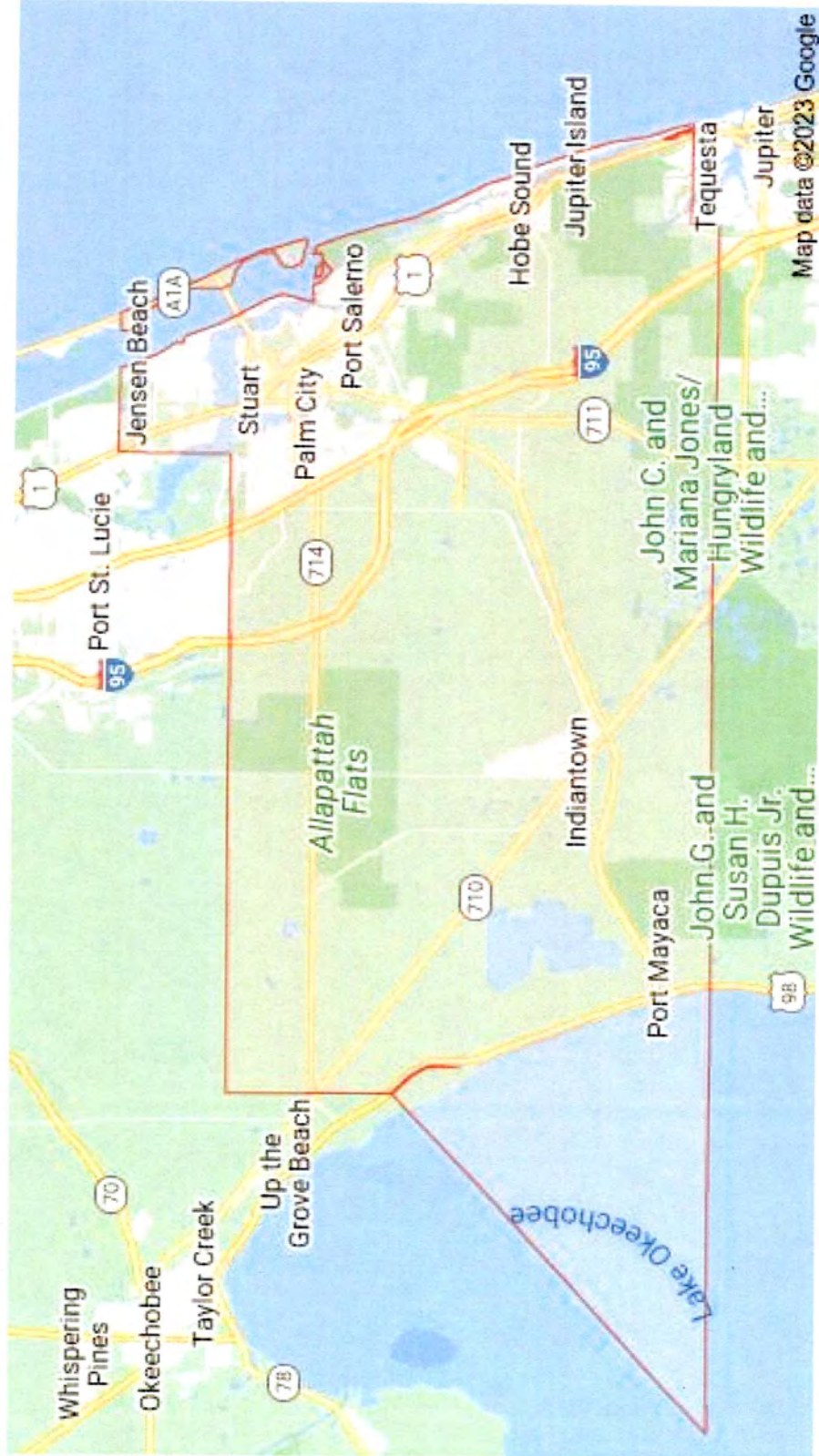
**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
 (or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

Date	Component
October 2024	Execute contract
October 2024	Procurement process begins by submitting and getting the approved requisition within MCSO.
November/December 2024	40% deposit of \$242,956.32 is due for the contract with the vendor to be executed. FIND awarded funding \$125,000.00, MCSO \$117,956.32.
June 2025	30% payment required at Mid-Build. MCSO \$182,217.24
December 2025/January 2026	30% final payment of \$182,217.23 due, required at delivery acceptance/vessel delivered to MCSO, funded project active

\*All quarterly reporting/funding reimbursement request will be submitted as required\*

# COUNTY/CITY - PROJECT BOUNDARY MAP



**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> Martin County Board of County Commissioners			
<b>Department:</b> Public Works Department/Environmental Resources Division			
<b>Project Title:</b> Port Salerno Commercial Fishing Docks Phase 1			
<b>Project Director:</b> George Stokus		<b>Title:</b>	Assistant County Administrator
<b>Project Liaison:</b> <i>(if different from Director)</i>	Jessica Garland	<b>Title:</b>	Coastal Program Manager
<b>Mailing Address:</b>	2401 SE Monterey RD		
<b>City:</b> Stuart	<b>Zip Code:</b>	34996	
<b>Email Address:</b> jgarland@martin.fl.us	<b>Phone #:</b>	772-288-5795	
<b>Project Address:</b>	4358 SE Bayview St, Stuart, FL 34997		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: Jessica Garland Digitally signed by Jessica Garland  
Date: 2024.03.27 14:35:10 -04'00' DATE: \_\_\_\_\_

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The Port Salerno Commercial Fishing Docks are located in the Manatee Pocket waterway and this project requires modification to the existing docks in two phases. This project benefits both the regional and local commercial fishing industry by insuring that an industry that is woven into the fabric of these communities of generational fishermen continues to thrive. This facility allows for PSCDA local and regional (transient) fishermen to moor and unload their catch. This facility also allows non commercial fishing residents access to observe how a working waterfront functions. Phase 1 consists of the removal of miscellaneous small docks, which will be replaced with one new T-dock with 45 slips. Phase 2 consists of the removal of three off-loading platforms, which will be replaced with three new platforms that have been adjusted for Sea Level Rise (SLR). This project will provide Martin County with resilient waterfront access for loading and unloading fishing vessels.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> Martin County Board of County Commissioners		<b>Project Title:</b> Port Salerno Commercial Fishing Docks Phase 1	
<b>Total Project Cost:</b> \$ 120,000	<b>FIND Funding Requested:</b> \$ 60,000	<b>% of Total Cost:</b> 50	
<b>Amount of Applicant's Matching Funds:</b>	60,000		
<b>Source of Applicant's Matching Funds:</b>	The Port Salerno Commercial Dock Authority		

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

Submerged Land Lease with FDEP BOT File #430032478

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:**

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

There is a public boardwalk along the length of the commercial fishing piers.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

An additional 10 boat slips will be added to the commercial fishing docks with this project and three new finger piers.

7. **Are fees charged for the use of this project?** No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD			
DEP		05/22/2023	
ACOE		05/22/2023	

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Port Salerno Commercial Fishing Docks Phase 1
<b>Applicant:</b>	Martin County Board of County Commissioners

**1) PRIORITY LIST:**

- a) Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

10. Public fishing & viewing piers.

5. Acquisition and development of publicly owned spoil disposal sites & public commercial/industrial waterway access.

- b) Explain how the project fits this priority category.**

The Port Salerno Commercial Fishing Docks are located in the Manatee Pocket waterway and this project requires modification to the existing docks in two phases. This facility allows for PSCDA local and regional (transient) fishermen to moor and unload their catch. This facility also allows non commercial fishing residents access to observe how a working waterfront functions. Phase 1 consists of the removal of miscellaneous small docks, which will be replaced with one new T-dock with 45 slips. Phase 2 consists of the removal of three off-loading platforms, which will be replaced with three new platforms that have been adjusted for Sea Level Rise (SLR).

*(For reviewer only)*

*Max. Available Score for application*      48

*Question 1. Range of Score (1 to 6 points)*

---

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

Martin County is the "Crossroads of the Intracoastal Waterway" - the area where the ICW, Okeechobee Mile Marker Zero, and the passage offshore through the St. Lucie Inlet meet. This project will replace the old docks and adjust for sea level rise and add an additional set of slips.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

This project will allow for more of our commercial fishermen to have on the water dockage instead of having to use the boat ramps for when they leave for fishing.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

The public has access to the boardwalk along the docks and the floating docks at the Manatee Pocket Mooring Field.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

This project benefits both the regional and local commercial fishing industry by insuring that an industry that is woven into the fabric of these communities of generational fishermen continues to thrive. This facility allows for PSCDA local and regional (transient) fishermen to moor and unload their catch. This facility also allows non commercial fishing residents access to observe how a working waterfront functions.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

This site is used by the Port Salerno Commercial Dock Authority.

*(For reviewer only)*  
*(1-8 points)*

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#### 4) TIMELINESS:

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

The project is currently in the final stages of design and permitting. Construction documents will be ready for bid in October 2024 and construction will be completed by September 2025.

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

There should not be anything that would affect this timeline.

*(For reviewer only)*

*(1-3 points)*

---

#### 5) COSTS & EFFICIENCY:

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

The \$60,000 match is coming from the Port Salerno Commercial Dock Authority and they have this funding to provide to the county upon receipt of the FIND grant for the match.

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

The cost of wood may increase between now and the time of construction.

- c) **Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

PSCDA Local and Transient Annual Membership: \$300.00 per year

Whole Sale Vendors: \$ .05 per pound

Non Fishing Visitors: Free

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

Fees are used to maintain and operate the facility.

This County / PSCDA partnership is unique to this region with no other comparable.

*(For reviewer only)*

*(1-6 points)*

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**6) PROJECT VIABILITY:**

- a) **Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

This project is to replace the current facility that exists. The docks that are there have met the lifespan for safety, SLR and the dock authority has a need to increase capacity for additional users.

- b) **Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

The project area will be maintained by the Commercial Dock Authority in the years following the project.

- c) **Is this project referenced or incorporated in an existing maritime management, public assess or comp plan?**

N/A

*(For reviewer only)*  
*(1-7 points)*

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**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) **Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

This grant request is to complete phase 1 construction

- b) **If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

Phase I construction work is estimated to be \$300,000.00 for reconstruction of the fishing docks.

- c) **Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

There should not be anything that would affect this timeline.

*(For reviewer only)*  
*(1-4 points)*

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**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

A design has been put together and permit applications submitted to the agency

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

none

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The project will be constructed using wood pilings and wood decking.

- b) **What is the design life of the proposed materials compared to other available materials?**

10 years

*(For reviewer only)  
(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**

- a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

The PSCDA works closely with the Florida Fish and Wildlife Conservation Commission to maintain fish stocks of commercially harvested fish in our region through fish counts and quotas.

- b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The height of the docks has been addressed in the design of the docks to account for an additional 1ft of SLR over the next 15 years

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Port Salerno Commercial Fishing Docks Phase 1
<b>Applicant:</b>	Martin County Board of County Commissioners

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Demolition/preparation for extensions	10,000.00	5,000.00	5,000.00
Dock and platform construction	90,000.00	45,000.00	45,000.00
Dock/platform electrical outlets and lighting	15,000.00	7,500.00	7,500.00
Dock/platform water service	5,000.00	2,500.00	2,500.00

<b>**TOTALS =</b>	<b>\$ 120,000.00</b>	<b>\$ 60,000.00</b>	<b>\$ 60,000.00</b>
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Port Salerno Commercial Fishing Docks Phase 1
<b>Applicant:</b>	Martin County Board of County Commissioners

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

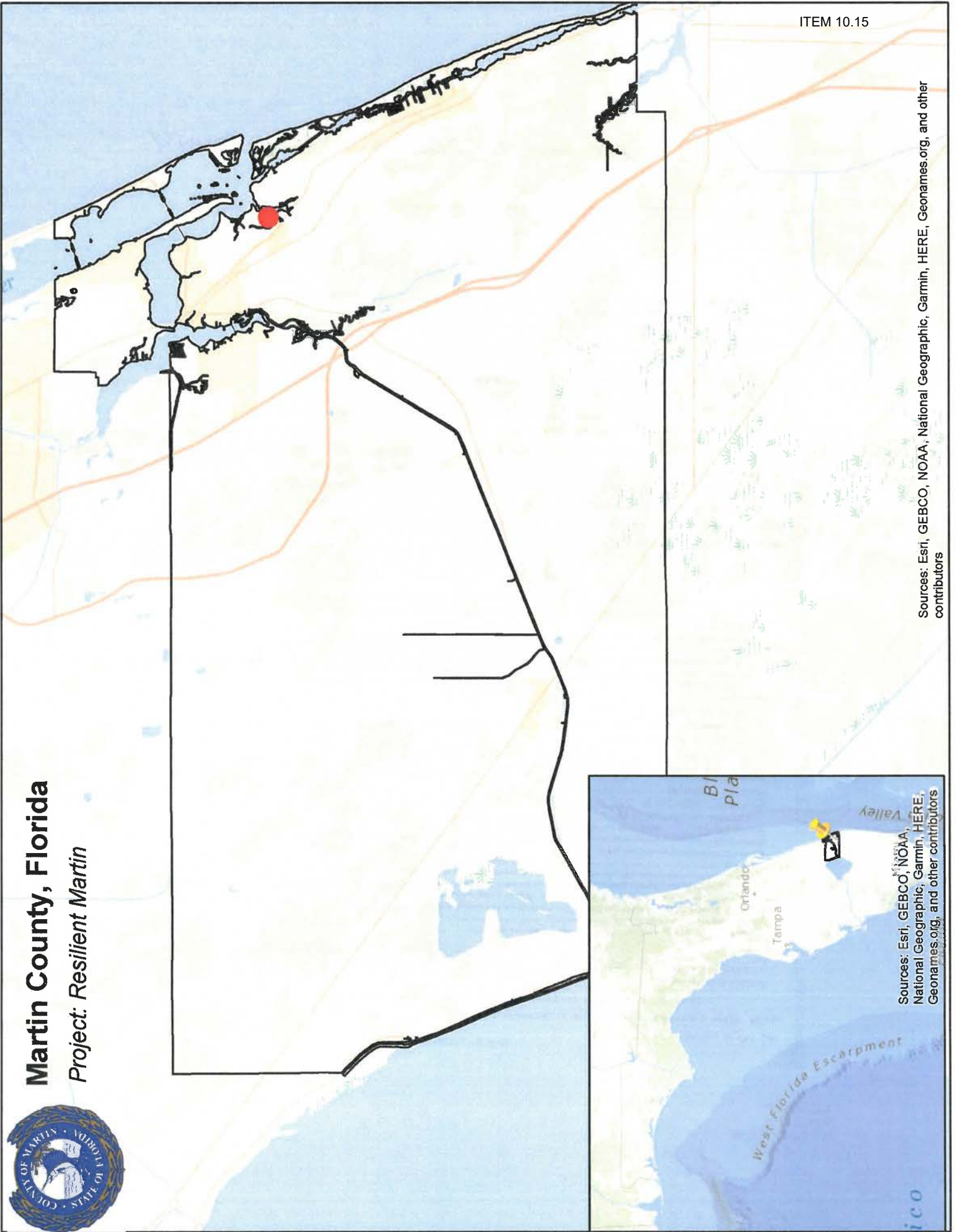
**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
 (or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

---

Date	Component
October 1, 2024	Construction

# Martin County, Florida

Project: Resilient Martin



Sources: Esri, GEBCO, NOAA, National Geographic, Garmin, HERE, Geonames.org, and other contributors

Sources: Esri, GEBCO, NOAA, National Geographic, Garmin, HERE, Geonames.org, and other contributors



**MARTIN COUNTY  
PUBLIC WORKS DEPARTMENT  
ENVIRONMENTAL RESOURCES  
DIVISION**

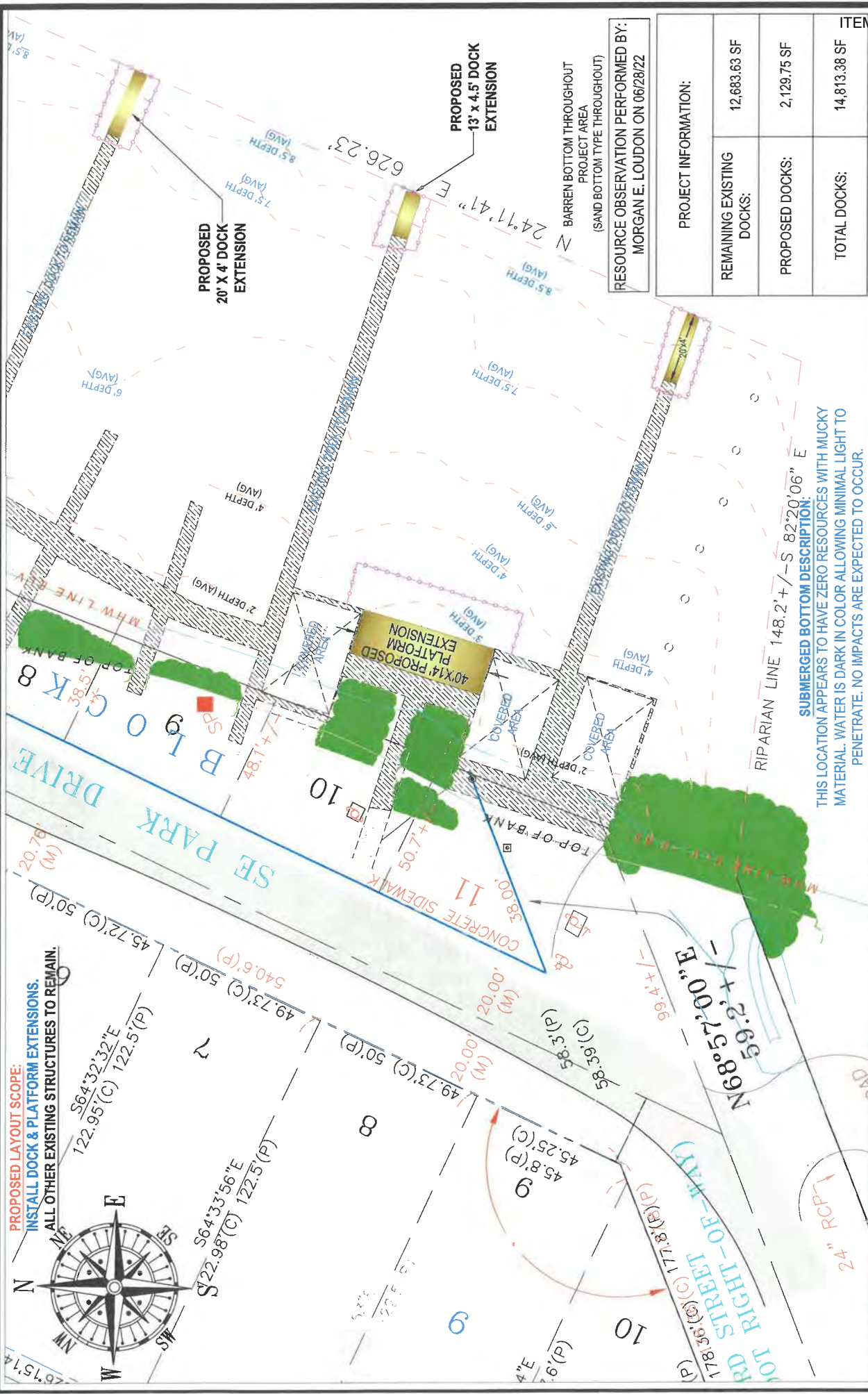
**PORT SALERNO  
DOCK AUTHORITY**



	Mooring Field Floating Dock
	PSDA



NOT TO SCALE  
2023 AERIAL



RESOURCE OBSERVATION PERFORMED BY:  
 MORGAN E. LOUDON ON 06/28/22

PROJECT INFORMATION:	
REMAINING EXISTING DOCKS:	12,683.63 SF
PROPOSED DOCKS:	2,129.75 SF
TOTAL DOCKS:	14,813.38 SF

ITEM 10.15

**OWNER INFORMATION:**  
 MARTIN COUNTY C/O PROPERTY MANAGEMENT DEPT.  
 2401 SE MONTEREY RD.  
 STUART, FL 34996

# PROPOSED LAYOUT

(SHEET ONE)

SCALE: 1" = 20'

**REVISIONS:**  
 R1 10/25/22 - CLIENT REV.  
 R2 12/16/22 - CLIENT REV.  
 R3 04/15/23 - MC REV.  
 R4 06/28/23 - FDFP REV.

**DESIGN CONSULTANT INFORMATION:**  
 LOUDON & ASSOCIATES, LLC.  
 3340 SE FEDERAL HWY #234  
 STUART, FL 34997  
 (772) 215-8805 OFFICE  
 loudonandassociates@gmail.com

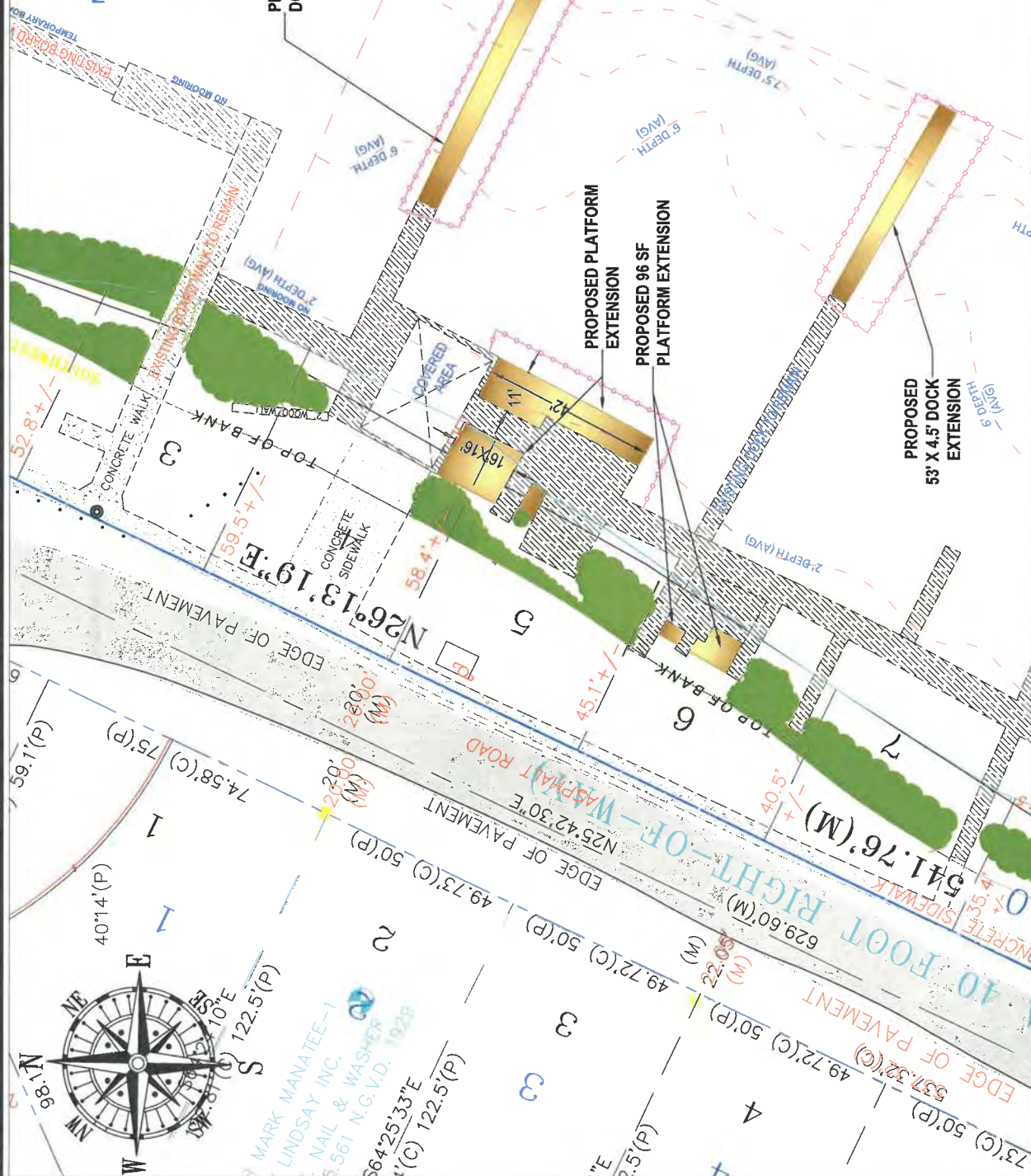
**SUBMERGED BOTTOM DESCRIPTION:**  
 THIS LOCATION APPEARS TO HAVE ZERO RESOURCES WITH MUCKY MATERIAL. WATER IS DARK IN COLOR ALLOWING MINIMAL LIGHT TO PENETRATE. NO IMPACTS ARE EXPECTED TO OCCUR.

**PROPOSED LAYOUT SCOPE:**  
 INSTALL DOCK & PLATFORM EXTENSIONS.  
 ALL OTHER EXISTING STRUCTURES TO REMAIN.

BARREN BOTTOM THROUGHOUT  
 PROJECT AREA  
 (SAND BOTTOM TYPE THROUGHOUT)

RESOURCE OBSERVATION PERFORMED BY:  
 MORGAN E. LOUDON ON 06/28/22

PROJECT INFORMATION:	
REMAINING EXISTING DOCKS:	12,683.63 SF
PROPOSED DOCKS:	2,129.75 SF
TOTAL DOCKS:	14,813.38 SF



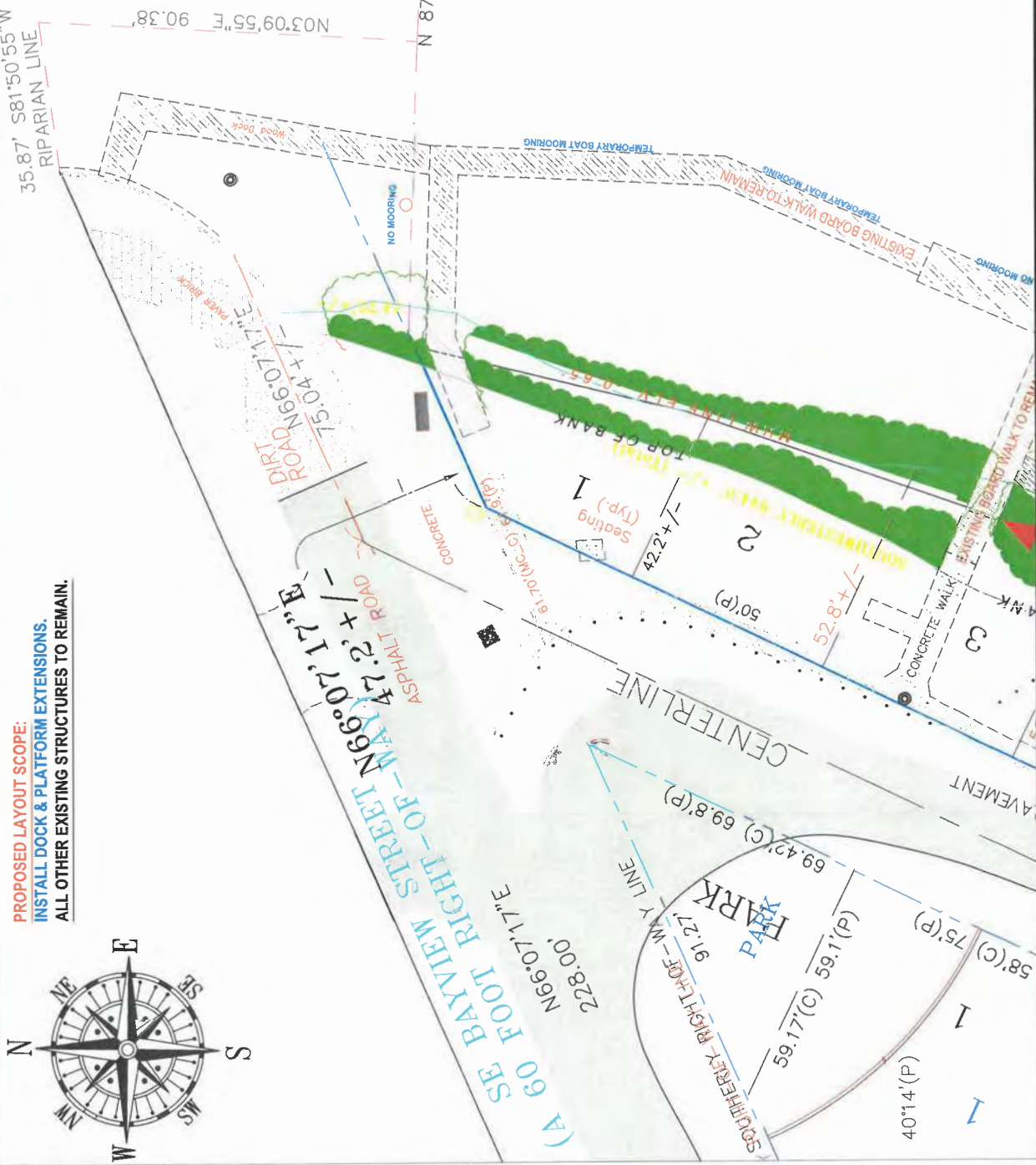
**PROPOSED LAYOUT**  
 (SHEET TWO)  
 SCALE: 1" = 20'

**OWNER INFORMATION:**  
 MARTIN COUNTY C/O PROPERTY MANAGEMENT DEPT.  
 2401 SE MONTEREY RD.  
 STUART, FL 34986

**PROJECT INFORMATION:**  
 MARTIN COUNTY  
 4358 SE BAYVIEW ST.  
 STUART, FL 34997  
 P.I.:51-38-41-001-070-00010-7

**DESIGN CONSULTANT INFORMATION:**  
 LOUDON & ASSOCIATES, LLC.  
 3340 SE FEDERAL HWY #234  
 STUART, FL 34997  
 (772) 215-8805 OFFICE  
 loudonandassociates@gmail.com

**REVISIONS:**  
 R1 10/25/22 - CLIENT REV.  
 R2 12/15/22 - CLIENT REV.  
 R3 04/16/23 - NC REV.  
 R4 06/28/23 - FDPF REV.



**PROPOSED LAYOUT SCOPE:**  
 INSTALL DOCK & PLATFORM EXTENSIONS.  
 ALL OTHER EXISTING STRUCTURES TO REMAIN.

**SUBMERGED BOTTOM DESCRIPTION:**  
 THIS LOCATION APPEARS TO HAVE ZERO RESOURCES WITH MUCKY MATERIAL. WATER IS DARK IN COLOR ALLOWING MINIMAL LIGHT TO PENETRATE. NO IMPACTS ARE EXPECTED TO OCCUR.

PROJECT INFORMATION:	
REMAINING EXISTING DOCKS:	12,683.63 SF
PROPOSED DOCKS:	2,129.75 SF
TOTAL DOCKS:	14,813.38 SF

BARREN BOTTOM THROUGHOUT  
 PROJECT AREA  
 (SAND BOTTOM TYPE THROUGHOUT)  
**RESOURCE OBSERVATION PERFORMED BY:**  
 MORGAN E. LOUDON ON 06/28/22

**PROPOSED LAYOUT**  
 (SHEET THREE)  
 SCALE: 1" = 20'

**OWNER INFORMATION:**  
 MARTIN COUNTY C/O PROPERTY  
 MANAGEMENT DEPT.  
 2401 SE MONTEREY RD.  
 STUART, FL 34996

**PROJECT INFORMATION:**  
 MARTIN COUNTY  
 4358 SE BAYVIEW ST.  
 STUART, FL 34997  
 P.I.:51-38-41-001-070-00010-7

**REVISIONS:**  
 R1 10/25/22 - CLIENT REV.  
 R2 12/15/22 - CLIENT REV.  
 R3 04/15/23 - MC REV.  
 R4 06/28/23 - FDBP REV.

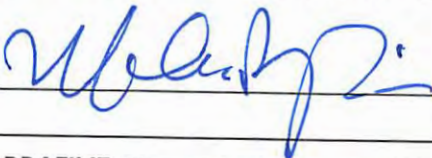
**DESIGN CONSULTANT INFORMATION:**  
 LOUDON & ASSOCIATES, LLC.  
 3340 SE FEDERAL HWY #234  
 STUART, FL. 34997  
 (772) 215-8805 OFFICE  
 loudonandassociates@gmail.com

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
Applicant: City of Stuart			
Department: Public Works			
Project Title: Courtesy Dock & Wave Attenuator			
Project Director: Milton Leggett		Title:	Public Works Director
Project Liaison: <i>(if different from Director)</i>	Marc Rogolino	Title:	Project Manager
Mailing Address:	121 SW Flagler Avenue		
City: Stuart	Zip Code:	34994	
Email Address: mrogolino@ci.stuart.fl.us	Phone #:	772-221-4700	
Project Address:	121 SW Flagler Avenue, Stuart, Florida		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_

4/1/2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

The City of Stuart's existing floating courtesy dock provides downtown docking facilities to the boating public. Over the last several years, the stress and damage caused by repeated wave action from storm events and windy days has taken its toll on the structure. Therefore, the City would like to construct a new courtesy dock that can better withstand and be more resilient during storm events. In addition to the new dock, this project also proposes installation of a wave attenuation device. The wave attenuation device will increase the life span of the new courtesy dock and help minimize maintenance costs associated with wave action. The new courtesy dock will be free and open to the public on a first come, first serve basis.

This application is for Phase 2 of the project, which requests funding assistance for the construction of the new courtesy dock and wave attenuation device.

PROJECT INFORMATION

WATERWAY ASSISTANCE PROGRAM FY 2024

Applicant: <a href="#">City of Stuart</a>	Project Title: <a href="#">Courtesy Dock &amp; Wave Attenuator Phase II</a>	
Total Project Cost: \$ <a href="#">\$2,300,000.00</a>	FIND Funding Requested: <a href="#">\$1,115,000.00</a>	% of Total Cost: <a href="#">50%</a>
Amount of Applicant's Matching Funds:	<a href="#">\$1,115,000.00</a>	
Source of Applicant's Matching Funds:	<a href="#">Transportation Impact Fees (TIF)</a>	

1. Ownership of Project Site (check one): Own:  Leased:  Other:

2. If leased or other, please describe lease or terms and conditions:  
[Please see attached "Attorney Attestation – Attachment E8"](#)

3. Has the District previously provided assistance funding to this project or site? Yes  No:

4. If yes, please list:  
 • [Phase I design, fixed pier, floating courtesy dock with boat slips and Riverwalk.](#)

5. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):  
[The current level of public access consists of 400 LF of fixed pier and 530 LF of floating courtesy dockage providing 13 boat slips.](#)

6. How many additional ramps, slips, parking spaces or other access features will be added by this project?  
[This project would add 31 additional boat and non-motorized slips and a wave attenuation device to assist with protection of the proposed facilities.](#)

7. Are fees charged for the use of this project? No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

Please list all Environmental Resource Permits required for this project:

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	<a href="#">N/A</a>		
DEP	<a href="#">YES</a>	<a href="#">October 20, 2023</a>	
ACOE	<a href="#">YES</a>	<a href="#">October 20, 2023</a>	

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\*

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

Project Title:	Courtesy Dock & Wave Attenuator Phase II
Applicant:	City of Stuart

**1) PRIORITY LIST:**

- a)** Denote the priority list category of this project from Attachment C in the application. (The application may only be of one type based upon the predominant cost of the project elements.)

7. Acquisition, dredging, shoreline stabilization and development of public boat docking and mooring facilities.

~~Category 11—Public waterfront parks and boardwalks and associated improvements~~

- b)** Explain how the project fits this priority category.

This proposed project fits the priority category as this second phase will facilitate construction of a wave attenuation device to increase the lifespan of the new courtesy dock and reduce future maintenance. Doing so will improve the City of Stuart's public docking facilities by expanding the number of slips, therefore, enhancing free public access along the City's waterfront and existing boardwalk (Riverwalk).

*(For reviewer only)*

Max. Available Score for application      47

Question 1. Range of Score    (1 to 7 points)

---

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

The project lies within the St. Lucie River, which is part of the Okeechobee Waterway System that the District serves as the local navigation sponsor for. The site is approximately 1,200 feet downstream of the Roosevelt Bridge. The new courtesy dock and wave attenuation device will provide benefits to vessels traveling north and south on the Atlantic Intracoastal Waterway as well as users of the City's previously F.I.N.D.- funded Riverwalk. The wave attenuation device will incorporate environmental benefits to the St. Lucie River by providing habitat for marine species and wading birds as well as water quality treatment for the river.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

The proposed project will enhance use of public and private facilities and encourage greater awareness and enjoyment of the Intracoastal Waterways. Additionally, the project would augment public access to the Riverwalk and strengthen links with Historic Downtown Stuart, providing a safer and more effective use of the community's waterfront and the larger public pedestrian network.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access.

Estimate the amount of total public use.

The new courtesy dock will provide a total of 30 boat slips, which is 17 more boat slips than the existing floating courtesy dock. Currently all 13 slips are full each weekend day (no overnights are permitted). It is estimated 1,450 boaters access the existing floating dock annually. The proposed expansion will increase the number of vessels that can access the dock (motorized and non-motorized), therefore, increasing the number of visitors to the waterfront district. More boaters will be encouraged to access the area via the Okeechobee Waterway. Upon project completion, it is estimated that this project will, at a minimum, double the number of members of the boating public/boaters that will have free access to this facility on an annual basis.

- b) Discuss the regional and local public benefits provided by the project.

Can residents from other counties of the District reasonably access and use the project? Explain.

The City of Stuart is in northern Martin County, Florida. The proposed project site is located at the heart of Stuart, which is an increasingly popular suburban municipality featuring ten miles of waterfront. The courtesy docks will lead visitors directly onto the Riverwalk and into the unique pedestrian-friendly historic district, which includes a variety of free public resources such as parks and museums. Additionally, City businesses, many independently owned and operated, will benefit from additional visitors and revenue. The project's location on the St. Lucie River allows for easy access for residents from the District's 11 other counties.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

No boating access, speed zone, commercial access, or other restrictions on the use of the site will be implemented.

*(For reviewer only)(18 points)*

## 4) TIMELINESS:

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.

Phase 2 includes construction of the new courtesy dock and wave attenuation device and is anticipated to take 12 months to complete.

- b) Briefly explain any unique aspects of this project that could influence the timeline.

Permitting and the complexity regarding FDEP's strict requirements for the submerged lands lease documentation may influence the timelines.

*(For reviewer only)*

*(1-3 points)*

---

## 5) COSTS &amp; EFFICIENCY:

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.

Funding for this project will come from Transportation Impact Fees (TIF) The City will pursue additional grant funding from multiple sources including Florida Fish and Wildlife's – Boating Infrastructure Grant Program and Florida Boating Improvement Program.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.

The existing oyster beds could prevent the use of certain types of wave attenuation devices, which would potentially increase the overall cost of the project.

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.

No fees will be charged for use of this facility.

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.

No fees will be charged for use of this facility.

*(For reviewer only)*

*(1-6 points)*

---

## a. PROJECT VIABILITY:

- i. Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?

The City of Stuart's existing floating courtesy dock provides downtown docking facilities to the boating public. As the City grows, and boating traffic increases, the existing floating courtesy dock is no longer adequate to accommodate demand. Further, repeated wave action from storm events and windy days has taken its toll on the existing structure. This project proposes to construct a new courtesy dock to accommodate additional waterway users. Additionally, the project proposes installation of a wave attenuation device. The wave attenuation device will increase the life span of the new courtesy dock and help minimize maintenance costs associated with wave action.

- ii. Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.

The new courtesy dock and wave attenuation device will be maintained by the City of Stuart's Public Works Department with annual funding as needed. The City has an excellent track record in maintaining similar facilities (i.e., FIND funded projects including the existing fixed and floating courtesy dock, downtown Riverwalk and festival deck, anchorage and dinghy dock, and boat ramp and fish walk at Shepard Park).

- iii. Is this project referenced or incorporated in an existing maritime management, public access or comp plan?

This project is not referenced or incorporated in an existing maritime management, public access, or comp plan.

*(For reviewer only)*  
*(1-7 points)*

---

SUB-TOTAL \_\_\_\_\_

**FIND FORM NO. 91-25**

Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
EVALUATION WORKSHEET  
DEVELOPMENT & CONSTRUCTION PROJECTS  
WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

a. PERMITTING:

- i. Have all required environmental permits been applied for? (USACE, DEP and WMD)  
If permits are NOT required, explain why not.

The proposed new courtesy dock and wave attenuation device will require permitting by FDEP and the USACE. Permit applications were submitted in October, 2023. We are currently awaiting issuance of permits.

- ii. If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.

This project is Phase II - the construction of the new courtesy dock and wave attenuation device. Phase II is estimated to cost \$2,300,000.00.

- iii. Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.

No permit issuance delays are anticipated.

*(For reviewer only)*  
*(1-4 points)*

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b. PROJECT DESIGN:

- i. Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?  
This is a Phase II project. Design was completed in Phase I.
- ii. Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?

The City of Stuart's waterfront serves as the "front door" to our vibrant historic downtown for members of the boating public. Additionally, the waterfront and Riverwalk offer wide-water views of the St. Lucie River for all members of the public including pedestrians. This proposed project will increase the number of boaters who can access the community via the water. Also, the wave attenuation device component of this project will serve to minimize impact on the dock and slips, as well as reduce maintenance costs of the facility. Additionally, the wave attenuation device will incorporate environmental benefits to the St. Lucie River by providing habitat for marine species and wading birds as well as water quality treatment for the river.

*(For reviewer only)*  
*(1-2 points)*

---

c. CONSTRUCTION TECHNIQUES:

- i. Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.

At this point the materials most suited for the proposed new courtesy dock and wave attenuation device will be constructed of the latest technology, maximizing the longevity of the product, reducing maintenance costs, and minimizing environmental impacts. The proposed new courtesy dock could potentially be constructed of timber. This would significantly reduce the equipment needed for installation, thus reducing project costs.

- ii. What is the design life of the proposed materials compared to other available materials?

It is the intent of the City to utilize materials with the latest technology, which will maximize the longevity of the product and reduce maintenance costs.

*(For reviewer only)*  
*(1-3 points)*

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d. ENVIRONMENTAL COMPONENTS:

- i. How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?

The City of Stuart declared its full commitment to environmental compliance, sustainability, and stewardship with a proclamation that 2020 was the "Year of Climate Action" and establishment of a Sustainability Action Plan (SAP). The SAP identified achievable and timely actions including ones relating to climate resiliency, waste reduction, transportation, and built environment. This project aligns with our goals relating to sustainability as it will reduce auto traffic and enhance pedestrian traffic in our historic waterfront community. The wave attenuator will enhance sustainability of the project and reduce maintenance. In addition, it will incorporate environmental benefits to the St. Lucie River by providing habitat for marine species and wading birds as well as water quality treatment for the river.

- ii. What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?

Impacts of sea level rise and king tides were incorporated into the Phase I design of this project. These measures will help increase the life span of the new courtesy dock.

*(For reviewer only)*  
*(1-3 points)*

---

RATING POINT TOTAL \_\_\_\_\_

Note:

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
 Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

Project Title:	Courtesy Dock and Wave Attenuation Phase II
Applicant:	City of Stuart

Project Elements <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	Total Estimated Cost	Applicant's Cost <i>(To the nearest \$50)</i>	FIND Cost <i>(To the nearest \$50)</i>
General Conditions	\$117,000.00	\$58,500.00	\$58,500.00
Demolition	\$148,000.00	\$74,000.00	\$74,000.00
Construction – Furnish & Install Timber Dock	\$1,500,000.00	\$750,000.00	\$750,000.00
Construction – Furnish & Install Concrete Floating Dock	\$475,000.00	\$237,500.00	\$237,500.00
Fire Suppression System	\$50,000.00	\$25,000.00	\$25,000.00
Asbuilt Survey	\$10,000.00	\$5,000.00	\$5,000.00

**TOTALS =	\$ 2,300,000.00	\$ 1,115,000.00	\$1,115,000.00
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

Project Title:	Courtesy Dock and Wave Attenuation Phase II
Applicant:	City of Stuart

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

NOTE: All funded activities must begin AFTER October 1<sup>st</sup> (or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

**Phase II Timeline**

Date	Component
10/31/2024	Execute FIND Agreement for Phase II
1/7/2025	Advertise Invitation to Bid
2/7/2025	Receive Bids
3/11/2025	Award Construction Contract
4/1/2025	Notice to Proceed
3/31/2026	Complete Construction

# SKETCH TO ACCOMPANY LEGAL DESCRIPTION

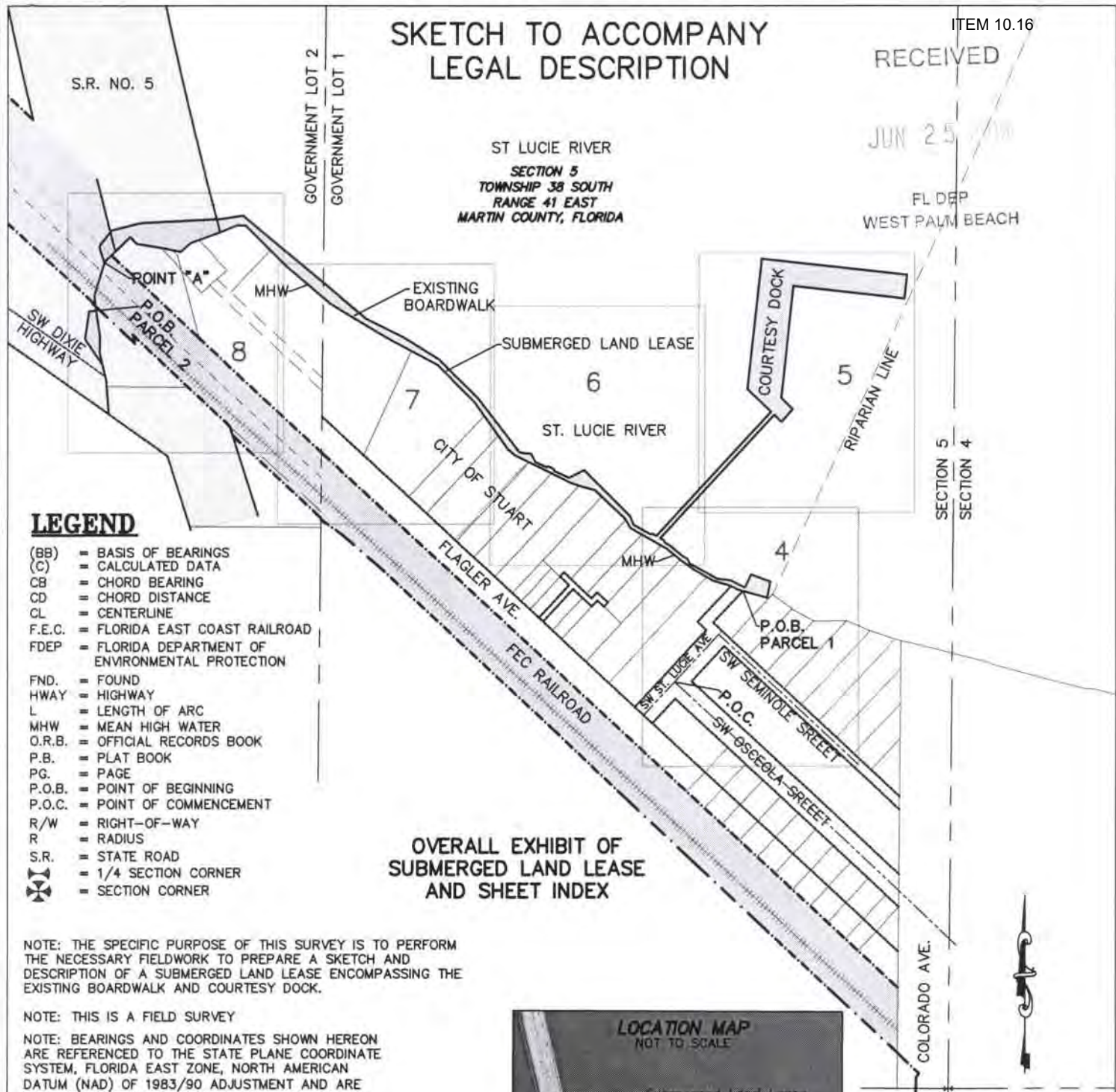
ITEM 10.16

RECEIVED

JUN 25 2019

FL DEP  
WEST PALM BEACH

ST LUCIE RIVER  
SECTION 5  
TOWNSHIP 38 SOUTH  
RANGE 41 EAST  
MARTIN COUNTY, FLORIDA



## LEGEND

- (BB) = BASIS OF BEARINGS
- (C) = CALCULATED DATA
- CB = CHORD BEARING
- CD = CHORD DISTANCE
- CL = CENTERLINE
- F.E.C. = FLORIDA EAST COAST RAILROAD
- FDEP = FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
- FND. = FOUND
- HWAY = HIGHWAY
- L = LENGTH OF ARC
- MHW = MEAN HIGH WATER
- O.R.B. = OFFICIAL RECORDS BOOK
- P.B. = PLAT BOOK
- PG. = PAGE
- P.O.B. = POINT OF BEGINNING
- P.O.C. = POINT OF COMMENCEMENT
- R/W = RIGHT-OF-WAY
- R = RADIUS
- S.R. = STATE ROAD
- ⊕ = 1/4 SECTION CORNER
- ⊕ = SECTION CORNER

## OVERALL EXHIBIT OF SUBMERGED LAND LEASE AND SHEET INDEX

NOTE: THE SPECIFIC PURPOSE OF THIS SURVEY IS TO PERFORM THE NECESSARY FIELDWORK TO PREPARE A SKETCH AND DESCRIPTION OF A SUBMERGED LAND LEASE ENCOMPASSING THE EXISTING BOARDWALK AND COURTESY DOCK.

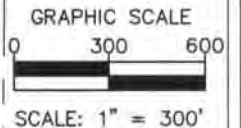
NOTE: THIS IS A FIELD SURVEY

NOTE: BEARINGS AND COORDINATES SHOWN HEREON ARE REFERENCED TO THE STATE PLANE COORDINATE SYSTEM, FLORIDA EAST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983/90 ADJUSTMENT AND ARE FURTHER REFERENCED TO THE CENTERLINE OF ST. LUCIE AVE. WHICH LINE BEARS N42°59'19"E AND ALL BEARINGS ARE RELATIVE THERETO.

NOTE: THIS SKETCH AND DESCRIPTION ARE NOT VALID WITHOUT ALL 8 PAGES OF THIS DOCUMENT.

NOTE: LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY AND/OR EASEMENTS OF RECORD.

NOTE: THE MEAN HIGH WATER ELEVATION (-0.42') SHOWN HEREON HAS BEEN ESTABLISHED ACCORDING TO TIDAL BENCHMARK 875-2357, BASED ON THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) OF 1988.



Sheet 1 of 8

**SPECIFIC PURPOSE SURVEY  
SUBMERGED LAND LEASE  
CITY OF STUART  
THIS IS A FIELD SURVEY**

File: 19-013  
Date: 02-23-2019  
Scale: 1"=300'  
Tech: BKH



**CULPEPPER & TERPENING INC**  
CONSULTING ENGINEERS | LAND SURVEYORS  
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981  
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com  
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994  
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com  
STATE OF FLORIDA CERTIFICATION No. LD 436



PROJECT:  
STUART COURTESY  
DOCK AND WAVE  
ATTENUATOR PROJECT

ADDRESS:  
121 SW FLAGLER AVENUE  
STUART, FLORIDA 34494

CLIENT:  
CITY OF STUART  
PUBLIC WORKS/UTILITIES AND  
ENGINEERING

ATTN:  
MR. MARC ROGOLINO  
ADDRESS:  
121 SW FLAGLER AVENUE  
STUART, FLORIDA 34494

ENGINEER:  
**CUMMINS CEDERBERG**  
CONSTAL & MARINE ENGINEERING  
201 ALHAMBRA CIRCLE, SUITE 601  
CORAL GABLES, FL 33134  
TEL: +1 305 741-6755 FAX: +1 305-974-1989  
WWW.CUMMINSCEDERBERG.COM  
COA # 29062

SEAL:

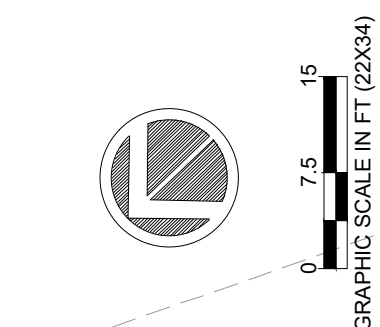
ISSUE	DATE	PERMIT DRAWINGS	SUBMISSION / REVISION
1	02/05/2024		

CC PROJECT NO: 120700  
DRAWN: GK  
CHECKED: SC  
SCALE: AS SHOWN  
SHEET TITLE

**PROPOSED  
CONDITIONS PLAN**

SHEET 6 OF 12

**CM-2.1**



**PROPOSED DOCK QUANTITIES**

ITEM	UNIT	QUANTITY
PROPOSED 14" SQ. CONC. PILE	EA	250
PROPOSED 12" DIA. TIMBER MOORING PILE	EA	20
PROPOSED ACCESS PLATFORM	SF	720
PROPOSED 8' WIDE ACCESS WALKWAY	LF	700
PROPOSED 5' WIDE FINGER PIER	LF	270
25' BOAT SLIPS	EA	15
30' BOAT SLIPS	EA	16
40' BOAT SLIP	EA	10
45' BOAT SLIP	EA	3
FLOATING DOCK	SF	1,400
18" SQ. CONC. GUIDE PILES	EA	7
12" TIMBER GUIDE PILES	EA	4
PROPOSED FLOATING VESSEL PLATFORM	SF	300
TOTAL PROPOSED OVER WATER DOCKS	SF	9,370
TOTAL ACCESS DOCK TO REMAIN	SF	3,445

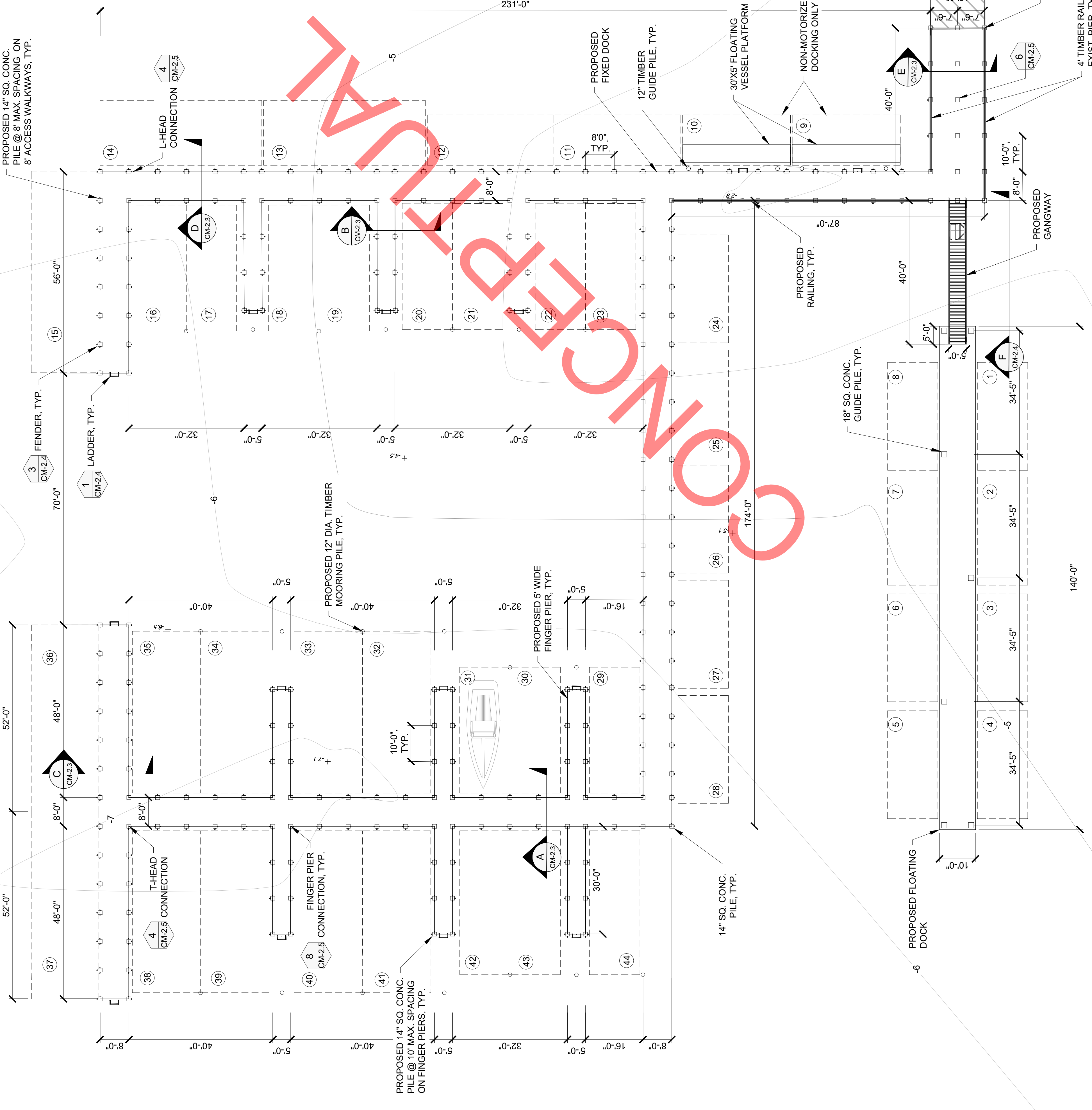
**DRAFT SLIP MIX**

SLIP #	VESSEL LENGTH	SLIP SIZE	MAXIMUM VESSEL DRAFT
1	25 FT.	30'X14'	2.0 FT.
2	25 FT.	30'X14'	2.0 FT.
3	25 FT.	30'X14'	2.0 FT.
4	25 FT.	30'X14'	2.0 FT.
5	25 FT.	30'X14'	2.0 FT.
6	25 FT.	30'X14'	2.0 FT.
7	25 FT.	30'X14'	2.0 FT.
8	25 FT.	30'X14'	2.0 FT.
9	N/A	30'X14'	N/A
10	N/A	30'X14'	N/A
24	25 FT.	30'X14'	1.5 FT.
25	25 FT.	30'X14'	2.0 FT.
26	25 FT.	30'X14'	3.0 FT.
27	25 FT.	30'X14'	3.5 FT.
28	25 FT.	30'X14'	3.5 FT.
11	30 FT.	35'X14'	1.5 FT.
12	30 FT.	35'X14'	1.5 FT.
16	30 FT.	35'X14'	3.9 FT.
17	30 FT.	35'X14'	3.9 FT.
18	30 FT.	35'X14'	3.9 FT.
19	30 FT.	35'X14'	3.5 FT.
20	30 FT.	35'X14'	2.0 FT.
21	30 FT.	35'X14'	2.0 FT.
22	30 FT.	35'X14'	1.5 FT.

**DRAFT SLIP MIX**

SLIP #	VESSEL LENGTH	SLIP SIZE	MAXIMUM VESSEL DRAFT
23	30 FT.	35'X14'	1.5 FT.
29	30 FT.	35'X14'	3.9 FT.
30	30 FT.	35'X14'	3.9 FT.
31	30 FT.	35'X14'	3.9 FT.
42	30 FT.	35'X14'	3.9 FT.
43	30 FT.	35'X14'	3.9 FT.
44	30 FT.	35'X14'	3.9 FT.
13	40 FT.	45'X19'	3.0 FT.
14	40 FT.	45'X19'	3.5 FT.
32	40 FT.	45'X19'	4.4 FT.
33	40 FT.	45'X19'	4.4 FT.
34	40 FT.	45'X19'	4.4 FT.
35	40 FT.	45'X19'	4.4 FT.
38	40 FT.	45'X19'	4.4 FT.
39	40 FT.	45'X19'	4.4 FT.
40	40 FT.	45'X19'	4.4 FT.
41	40 FT.	45'X19'	4.4 FT.
15	45 FT.	56'X18'	4.5 FT.
36	45 FT.	52'X18'	4.5 FT.
37	45 FT.	52'X18'	4.5 FT.

LEGEND:  
(27) SLIP NUMBER



**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

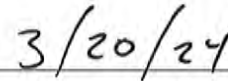
<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> St Johns County			
<b>Department:</b> Parks and Recreation			
<b>Project Title:</b> Riverdale Overflow Parking- Phase II Construction			
<b>Project Director:</b> Nathan Otter		<b>Title:</b>	Natural Resources Superintendent
<b>Project Liaison:</b> <i>(if different from Director)</i>		<b>Title:</b>	
<b>Mailing Address:</b>	2175 Mizell Road		
<b>City:</b> St. Augustine	<b>Zip Code:</b>	32080	
<b>Email Address:</b> notter@sjcfl.us	<b>Phone #:</b>	904.209.0328	
<b>Project Address:</b>	994 S County Road 13 Fruit Cove, FL 32092		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_



**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

Riverdale Boat Ramp is located in the Northwest area of St. Johns County. The current boat ramp is located across the street from this overflow parking site. The development of this site will provide 28 additional boat trailer parking spaces.

This grant application is a continuation project for development of the site. St Johns County was awarded a Land Acquisition grant as well as Phase 1 Design grant from FIND.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> St. Johns County	<b>Project Title:</b> Riverdale Overflow Parking- Phase II Construction	
<b>Total Project Cost:</b> \$965,000	<b>FIND Funding Requested:</b> \$350,000	<b>% of Total Cost:</b> 50% 36%
<b>Amount of Applicant's Matching Funds:</b>	\$615,000	
<b>Source of Applicant's Matching Funds:</b>	County General fund, Impact Fees, or Countywide Waterway Access Fund	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:** FIND provided funding for land acquisition and project design.

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)?** (as applicable):

The proposed site is undeveloped, however the adjacent Riverdale Boat Ramp has 1 boat ramp and approximately 30 parking spaces

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?** The proposed project site will create an additional 28 overflow spaces.

7. **Are fees charged for the use of this project?** No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

Please list all Environmental Resource Permits required for this project:

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	NO		
DEP	N/A		
ACOE	N/A		

## ATTACHMENT E-4 EVALUATION WORKSHEET

### WATERWAY ASSISTANCE PROGRAM FY 2024

#### DIRECTIONS:

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Riverdale Overflow Parking- Phase II Construction
<b>Applicant:</b>	St. Johns County

#### 1) PRIORITY LIST:

- a) Denote the priority list category of this project from Attachment C in the application.**  
(The application may only be of **one** type based upon the predominant cost of the project elements.)

~~1. Public waterfront parks and boardwalks and associated improvements.~~

6. Acquisition, dredging, shoreline stabilization and development of public boat ramps and launching facilities.

- b) Explain how the project fits this priority category.**

This project will help increase the number of trailer parking spaces for the Riverdale Boat Ramp. With the increased parking available, it will provide more waterway access to the St Johns River. The development of the overflow parking lot is an improvement to the Riverdale Boat Ramp.

*(For reviewer only)*

Max. Available Score for application 47

Question 1. Range of Score (1 to 5 points)

---

## 2) WATERWAY RELATIONSHIP:

### a) Explain how the project relates to the ICW and the mission of the Navigation District.

The construction of the overflow parking lot will allow for more boaters to access the St. Johns River and ICW. The site is often at capacity for spaces available, therefore this project will help create more access to the waterways for Northeast Florida boaters.

### b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

This project will increase access to the St. Johns River and ICW by providing more allocated trailer parking for boaters in NE Florida. Considering the population growth in St Johns County and increased boater registrations, St Johns County is limited on access to the waterways. This project provides more access to help to continue to bridge that gap.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

### a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

The construction of the overflow parking will create additional boat and trailer parking spaces. The project will create an additional 28 boat trailer spaces.

### b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

The addition of the overflow parking will benefit the amount of public usage for all neighboring counties including Putnam, Flagler, Alachua Clay and Duval's by providing direct access to the St. Johns River. The added trailer parking also could provide more opportunities for the site to host local and/ or regional fishing/boating tournaments.

### c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

Not at this time.

*(For reviewer only)*  
*(1-8 points)*

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---

**4) TIMELINESS:**

- a) **Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

We are currently under design and permitting of the site. If awarded a Grant by FIND, the construction would go out to bid in October of 2024.

- b) **Briefly explain any unique aspects of this project that could influence the timeline.**

None at this time.

*(For reviewer only)*

*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) **List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

\$350,000 from FIND

\$ 615,000 from General Fund SJC, Tourist Development Tax, Impact Fees or a combination thereof.

- b) **Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

N/A

- c) **Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

No, fees are not associated with the use of this facility.

- d) **If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

N/A

*(For reviewer only)*

*(1-6 points)*

---

---

**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

In 2021, St Johns County was the 10<sup>th</sup> fastest growing county in the United States and the county's population continues to rise. A large draw St. Johns County has is its waterway access to the ICW, Atlantic Ocean and St. Johns River. The current waterway access facilities in St Johns County are often at capacity throughout the year. This overflow parking brings additional boat trailer spaces for boaters to access the waterway.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

Through St Johns County Waterway Access Management Plan, there is allocated funding to ongoing maintenance for waterway access facilities. Preventative maintenance along with monthly site inspections will help keep this facility in good standing for boat users.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

A boat ramp feasibility study identified this location as a potential land acquisition site for future development. With the recommendation from the feasibility study, St. Johns County purchased the property.

*(For reviewer only)*  
*(1-7 points)*

---

**SUB-TOTAL** \_\_\_\_\_

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT IS NOT AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

---

**7) PERMITTING:**

- a) **Have all required environmental permits been applied for? (USACE, DEP and WMD)**  
If permits are NOT required, explain why not.

All applicable permits will be applied for upon completion of Design.

- b) **If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

N/A

- c) **Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

None at this time.

*(For reviewer only)*  
*(1-4 points)*

---

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

90% Design is complete.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

ADA accessible boat parking spots are being provided.

*(For reviewer only)  
(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The project will be constructed with an emphasis on minimal environmental impacts to the site and utilize a typical asphalt parking lot design.

- b) **What is the design life of the proposed materials compared to other available materials?**

Concrete and asphalt have an estimated lifespan of up to 50 years.

*(For reviewer only)  
(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**

- a) **How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

The overflow parking is working around current existing trees and will be utilizing a Florida Friendly Landscape design.

- b) **What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The overflow parking is on the east side of County Road 13, not directly on the water. The existing Riverdale Boat Ramp has a partnership with FWC for an Eel Grass Restoration project to help combat further erosion.

*(For reviewer only)*  
*(1-3 points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5  
PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Riverdale Overflow Parking- Phase II Construction
<b>Applicant:</b>	St Johns County

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Roadway work	\$692,000	\$467,000	\$225,000
Drainage	\$200,000	\$100,000	\$100,000
Signage and Pavement Markings	\$50,000	\$25,000	\$25,000
EZ Dock Kayak Launch	\$23,000	\$23,000	0

<b>**TOTALS =</b>	<b>\$ 965,000.00</b>	<b>\$ 615,000</b>	<b>\$ 350,000.00</b>
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Riverdale Overflow Parking-Phase II Construction
<b>Applicant:</b>	St. Johns County

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

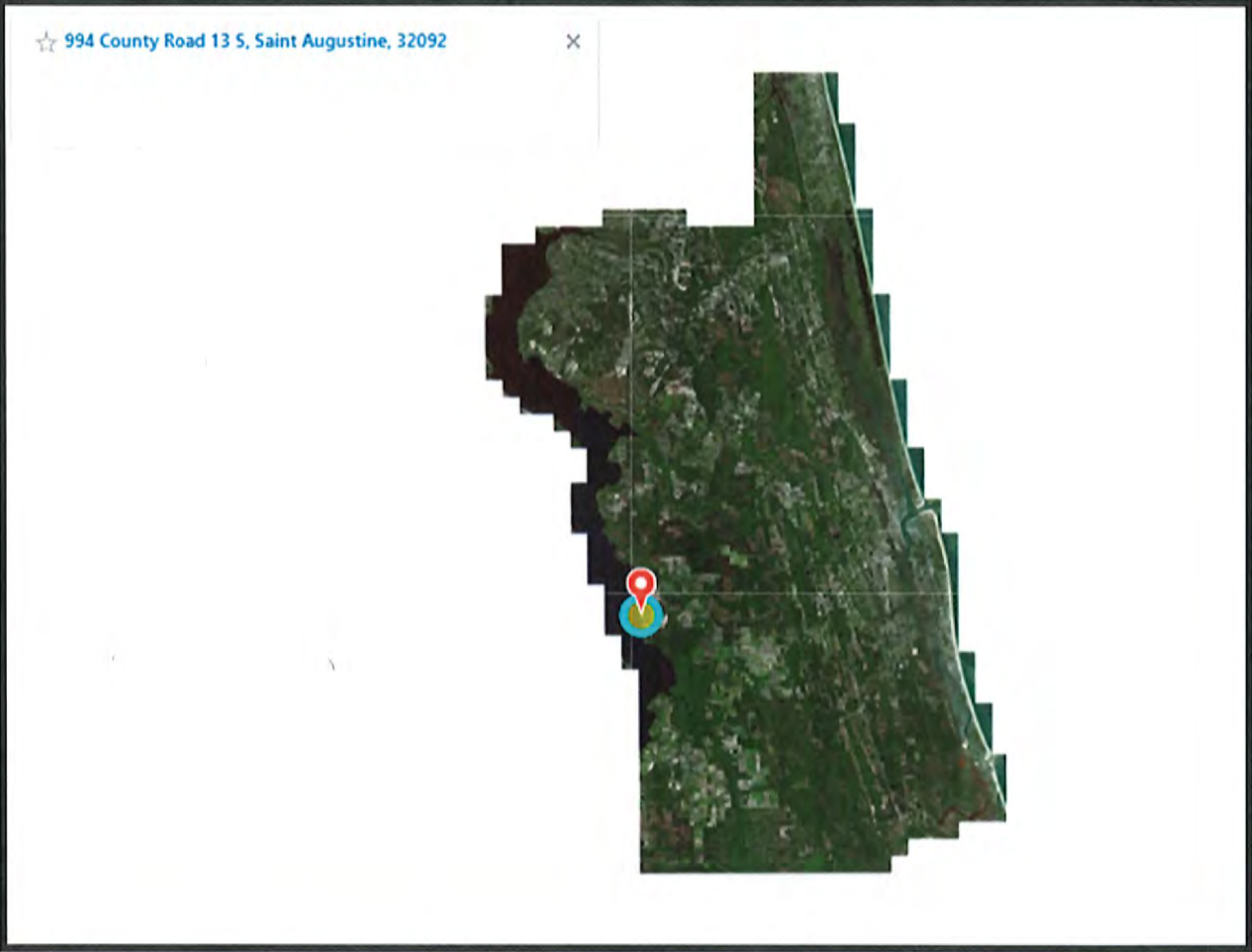
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Date	Component
August 01, 2024	Project Solicitation of Bids
November 01, 2024	Award Construction Contract
November 15, 2024	Begin Construction
April 01, 2025	Final Construction / Open Project

11. Property Boundary Map



10. County / City Location Map

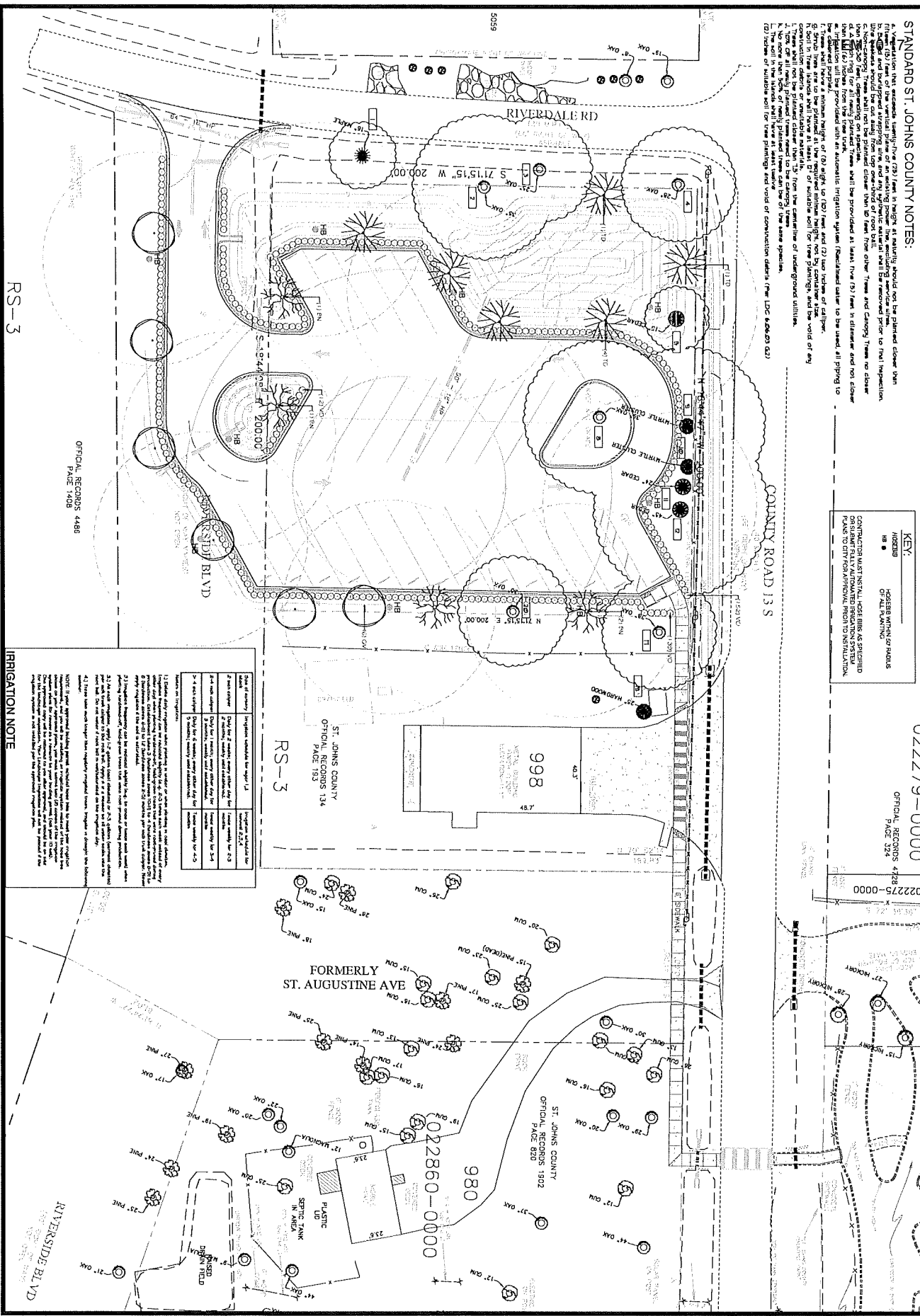


**STANDARD ST. JOHNS COUNTY NOTES:**

1. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
2. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
3. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
4. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
5. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
6. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
7. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
8. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
9. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.
10. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

**KEY:**

- HOESING WITHIN 50 RADII
- HOESING WITHIN 100 RADII
- HOESING WITHIN 150 RADII
- HOESING WITHIN 200 RADII
- HOESING WITHIN 250 RADII
- HOESING WITHIN 300 RADII
- HOESING WITHIN 350 RADII
- HOESING WITHIN 400 RADII
- HOESING WITHIN 450 RADII
- HOESING WITHIN 500 RADII
- HOESING WITHIN 550 RADII
- HOESING WITHIN 600 RADII
- HOESING WITHIN 650 RADII
- HOESING WITHIN 700 RADII
- HOESING WITHIN 750 RADII
- HOESING WITHIN 800 RADII
- HOESING WITHIN 850 RADII
- HOESING WITHIN 900 RADII
- HOESING WITHIN 950 RADII
- HOESING WITHIN 1000 RADII



RS-3

OFFICIAL RECORDS 4486  
PAGE 1402

IRIGATION NOTE

Emitter Size	Emitter Spacing	Emitter Flow Rate	Emitter Application Rate
1/2 inch	12 inches	0.15 GPH	0.0015 GPM/IN <sup>2</sup>
3/4 inch	12 inches	0.20 GPH	0.0020 GPM/IN <sup>2</sup>
1 inch	12 inches	0.25 GPH	0.0025 GPM/IN <sup>2</sup>
1 1/2 inch	12 inches	0.35 GPH	0.0035 GPM/IN <sup>2</sup>
2 inch	12 inches	0.50 GPH	0.0050 GPM/IN <sup>2</sup>
2 1/2 inch	12 inches	0.70 GPH	0.0070 GPM/IN <sup>2</sup>
3 inch	12 inches	0.90 GPH	0.0090 GPM/IN <sup>2</sup>
3 1/2 inch	12 inches	1.10 GPH	0.0110 GPM/IN <sup>2</sup>
4 inch	12 inches	1.40 GPH	0.0140 GPM/IN <sup>2</sup>
4 1/2 inch	12 inches	1.70 GPH	0.0170 GPM/IN <sup>2</sup>
5 inch	12 inches	2.00 GPH	0.0200 GPM/IN <sup>2</sup>
5 1/2 inch	12 inches	2.30 GPH	0.0230 GPM/IN <sup>2</sup>
6 inch	12 inches	2.60 GPH	0.0260 GPM/IN <sup>2</sup>
6 1/2 inch	12 inches	2.90 GPH	0.0290 GPM/IN <sup>2</sup>
7 inch	12 inches	3.20 GPH	0.0320 GPM/IN <sup>2</sup>
7 1/2 inch	12 inches	3.50 GPH	0.0350 GPM/IN <sup>2</sup>
8 inch	12 inches	3.80 GPH	0.0380 GPM/IN <sup>2</sup>
8 1/2 inch	12 inches	4.10 GPH	0.0410 GPM/IN <sup>2</sup>
9 inch	12 inches	4.40 GPH	0.0440 GPM/IN <sup>2</sup>
9 1/2 inch	12 inches	4.70 GPH	0.0470 GPM/IN <sup>2</sup>
10 inch	12 inches	5.00 GPH	0.0500 GPM/IN <sup>2</sup>

1. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

2. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

3. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

4. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

5. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

6. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

7. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

8. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

9. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

10. The contractor shall determine the (20) foot radius of the trees to be removed and shall be removed prior to final inspection.

**REVISIONS :**

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

DATE: SEPTEMBER 23, 2024  
PROJECT NO: 228743  
DESIGNED BY: LSKR  
DRAWN BY: LSKR  
CHECKED BY: LSKR  
SCALE: 1" = 30'

SHEET TITLE  
LANDSCAPE PLAN

1-1  
SHEET

**RIVERDALE PARK**  
980 CR 13 S  
St. Augustine  
FL 32092

**A & K LAND PLANNING & DESIGN, INC.**  
328  
1000 W. PALM BEACH BLVD., SUITE 100, WEST PALM BEACH, FL 33411  
TEL: 561-833-1111  
WWW.A&KLANDDESIGN.COM



Yellow dot depicts location of Riverdale Boat Ramp.

**ATTACHMENT E-2****APPLICANT INFORMATION & PROJECT SUMMARY**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> St Johns County			
<b>Department:</b> Parks and Recreation			
<b>Project Title:</b> Butler West Boat Ramp Dock Expansion			
<b>Project Director:</b> Nathan Otter		<b>Title:</b>	Natural Resources Superintendent
<b>Project Liaison:</b> <i>(if different from Director)</i>		<b>Title:</b>	
<b>Mailing Address:</b>	2175 Mizell Road		
<b>City:</b> St. Augustine	<b>Zip Code:</b>	32080	
<b>Email Address:</b> notter@sjcfl.us	<b>Phone #:</b>	904.209.0328	
<b>Project Address:</b>	399 Riverside Blvd. St Augustine FL, 32080		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE: \_\_\_\_\_



DATE: \_\_\_\_\_

3/20/24

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

Butler West Boat Ramp is located in the Southeast area of St. Johns County. The current boat ramp is located on the ICW and provides access for boaters to the south end of the county's waterways.

This grant application will increase the user experience of the site by extending the floating dock and gangway, improving the fixed dock, installing other boat ramp improvements and providing a maintenance dredge.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> St. Johns County	<b>Project Title:</b> Butler West Boat Ramp Dock Expansion	
<b>Total Project Cost:</b> \$700,000	<b>FIND Funding Requested:</b> \$350,000	<b>% of Total Cost:</b> 50%
<b>Amount of Applicant's Matching Funds:</b>	\$350,000	
<b>Source of Applicant's Matching Funds:</b>	County General fund, Impact Fees, or Countywide Waterway Access Fund	

1. **Ownership of Project Site (check one):**     Leased  Other:  Own:

2. **If leased or other, please describe lease or terms and conditions:**

The property is leased from the state of Florida (Lease number 3024). Supporting documents attached.

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:** SJ-05-28 Frank Butler Park West - Phase I \$35,000  
 SJ-07-32 Frank Butler Park West Construction - Phase I I \$239,750      SJ-97-12 Butler Park Channel Dredging, Parking & Road Imp. \$51,753  
 SJ-16-190 Frank Butler Park West Boat Ramp Dredging \$60,000

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

The project site is currently a boat ramp with a double slip, fixed dock (20ft) and gangway. Currently, the parking is not delineated but it serves roughly 55 parking spaces.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?** The proposed project site will increase the length of floating dock to 80ft to allow for multiple boats to tie off to site. The fixed dock will updated to with new decking and handrails as well as structural improvements. The ramp will be delineated by a guideline system to define two (2) launching / loading lanes. Currently, although the ramp is wide enough for two users simultaneously, most users utilize the center of the ramp limiting it a "one-at-a-time" experience. This addition will improve efficiency and expediency of traffic flow.

7. **Are fees charged for the use of this project?** No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

Please list all Environmental Resource Permits required for this project:

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A		
DEP	Yes	8/4/23	
ACOE	Yes	8/3/23	

Form No. 90-22a (New 10-14-92, Rev. 04-24-06, 4-15-07)

## ATTACHMENT E-4 EVALUATION WORKSHEET

WATERWAY ASSISTANCE PROGRAM FY 2024

### DIRECTIONS:

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Butler West Boat Ramp Dock Expansion
<b>Applicant:</b>	St. Johns County

### 1) PRIORITY LIST:

- a) Denote the priority list category of this project from Attachment C in the application. (The application may only be of **one** type based upon the predominant cost of the project elements.)

~~11. Public waterfront parks and boardwalks and associated improvements.~~

6. Acquisition, dredging, shoreline stabilization and development of public boat ramps and launching facilities.

- b) Explain how the project fits this priority category.

This project will increase the length of the floating dock and improve the fixed dock and gangway at Butler West Boat Ramp. With the increased and improved amenities available, it will provide enhanced waterway access to the ICW.

*(For reviewer only)*

Max. Available Score for application      47

Question 1. Range of Score    (1 to 5 points)

---

## 2) WATERWAY RELATIONSHIP:

### a) Explain how the project relates to the ICW and the mission of the Navigation District.

The expansion of the waterway amenities at the site will allow for more boaters to access the ICW. The amenities will provide and encourage more use of the boat ramp. The current 20ft floating dock does not adequately support the boat ramp. Additionally, the maintenance dredge for the dock construction will allow for better access to the ICW for boaters.

### b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

This project will increase access to the ICW by providing more space for boaters to stage while loading and unloading vessels. This should decrease wait times for loading and unloading vessels into the water while in return encouraging a better user experience of the site. Considering the population growth in St Johns County and increased boater registrations, St Johns County is limited on access to the waterways. This proposed project provides more access to help to continue to bridge that gap.

*(For  
reviewer  
only)(1-6  
points)*

---

## 3) PUBLIC USAGE & BENEFITS:

### a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

The expansion of the floating dock improves boater and public access to the ICW. The proposed 80ft floating dock provides an additional 60ft of staging space for boaters. Additionally, dredging of the area provides increased accessibility for different size vessels to the ICW.

### b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

The expansion of the waterway amenities will benefit the amount of public usage for all neighboring counties including Putnam, Flagler, Alachua Clay and Duval's while providing access to the ICW. The expanded amenities also could provide more opportunities for the site to host local and/ or regional fishing/boating tournaments.

### c) Has the local Sponsor implemented or plans to implement any boating access, speedzone, commercial access or other restrictive use of this site?

Not at this time.

*(For  
reviewer  
only)(1-8  
points)*

---

**4) TIMELINESS:**

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.

We have completed design of the site and are working through permitting of the site. If awarded a Grant by FIND, the construction would begin fall/winter of 2024.

- b) Briefly explain any unique aspects of this project that could influence the timeline.

None at this time.

*(For  
reviewer  
only)(1-3  
points)*

**5) COSTS & EFFICIENCY:**

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.

\$350,000 from FIND

\$350,000 from General Fund SJC, Tourist Development Tax, Impact Fees or a combination thereof.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.

N/A

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.

No, fees are not associated with the use of this facility.

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.

N/A

*(For  
reviewer*

*only)(1-6  
points)*

---

**6) PROJECT VIABILITY:****a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

In 2021, St Johns County was the 10<sup>th</sup> fastest growing county in the United States and the county's population continues to rise. A large draw St. Johns County has is its waterway access to the ICW, Atlantic Ocean and St. Johns River. The current waterway access facilities in St Johns County are often at capacity throughout the year. This proposed project brings upgraded and improved waterway amenities to Butler West Boat Ramp allowing boaters to access the waterway.

**b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

Through St Johns County Waterway Access Management Plan, there is allocated funding to ongoing maintenance for waterway access facilities. Preventative maintenance along with monthly site inspections will help keep this facility in good standing for boat users.

**c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

A boat ramp feasibility study identified this location as a park that could receive future improvements to encourage the use of the site. Additionally, increased and improved Waterway Access is in Parks and Recreations Master Plan.

*(For  
reviewer  
only)(1-7  
points)*

---

**SUB-TOTAL** \_\_\_\_\_

FIND FORM NO. 91-25

Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION**  
**WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**

WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

**7) PERMITTING:**

- a) Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.

The County has applied for all required permits.

- b) If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.

N/A

- c) Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.

None at this time.

*(For  
reviewer  
only)(1-4  
points)*

**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

100% Design is complete.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

The current dock will be expanded in length which in return will increase usage and access for the site. Additionally, dredging of the area will increase usage.

*(For  
reviewer*

*only)(1-2  
points)*

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The project will be constructed with an emphasis on minimal environmental impacts to the site. The improved fixed dock will utilize composite decking and handrails to improve the lifespan of the dock.

- b) **What is the design life of the proposed materials compared to other available materials?**

The fixed dock, floating dock and gangway have an estimated lifespan of up to 30 years. \*under normal conditions to not include large storm events\*

*(For  
reviewer  
only)(1-3  
points)*

---

**10) ENVIRONMENTAL COMPONENTS:**

- a) **How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?**

The current site is owned by the state, however St Johns County has a management plan with the state to make sure we are maintaining to the standards set across the state for environmental compliance. The proposed project keeps all of these practices in mind.

- b) **What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?**

The floating dock will rise and fall with the tides and be built in accordance with potential local impacts we may have with sea level rise.

*(For  
reviewer  
only)(1-3  
points)*

---

**RATING POINT TOTAL** \_\_\_\_\_

**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

**ATTACHMENT E-5  
PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Butler West Boat Ramp Dock Expansion
<b>Applicant:</b>	St Johns County

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Floating Dock 8'x80'	\$250,000	\$125,000	\$125,000
Channel Dredging	\$300,000	\$150,000	\$150,000
Boat Ramp Improvements	\$150,000	\$75,000	\$75,000

<b>**TOTALS =</b>	<b>\$700,000</b>	<b>\$350,000</b>	<b>\$ 350,000.00</b>
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**

WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Butler West Boat Ramp Dock Expansion
<b>Applicant:</b>	St. Johns County

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

**Date**

**Component**

August 01, 2024

Project Solicitation of Bids

November 01, 2024

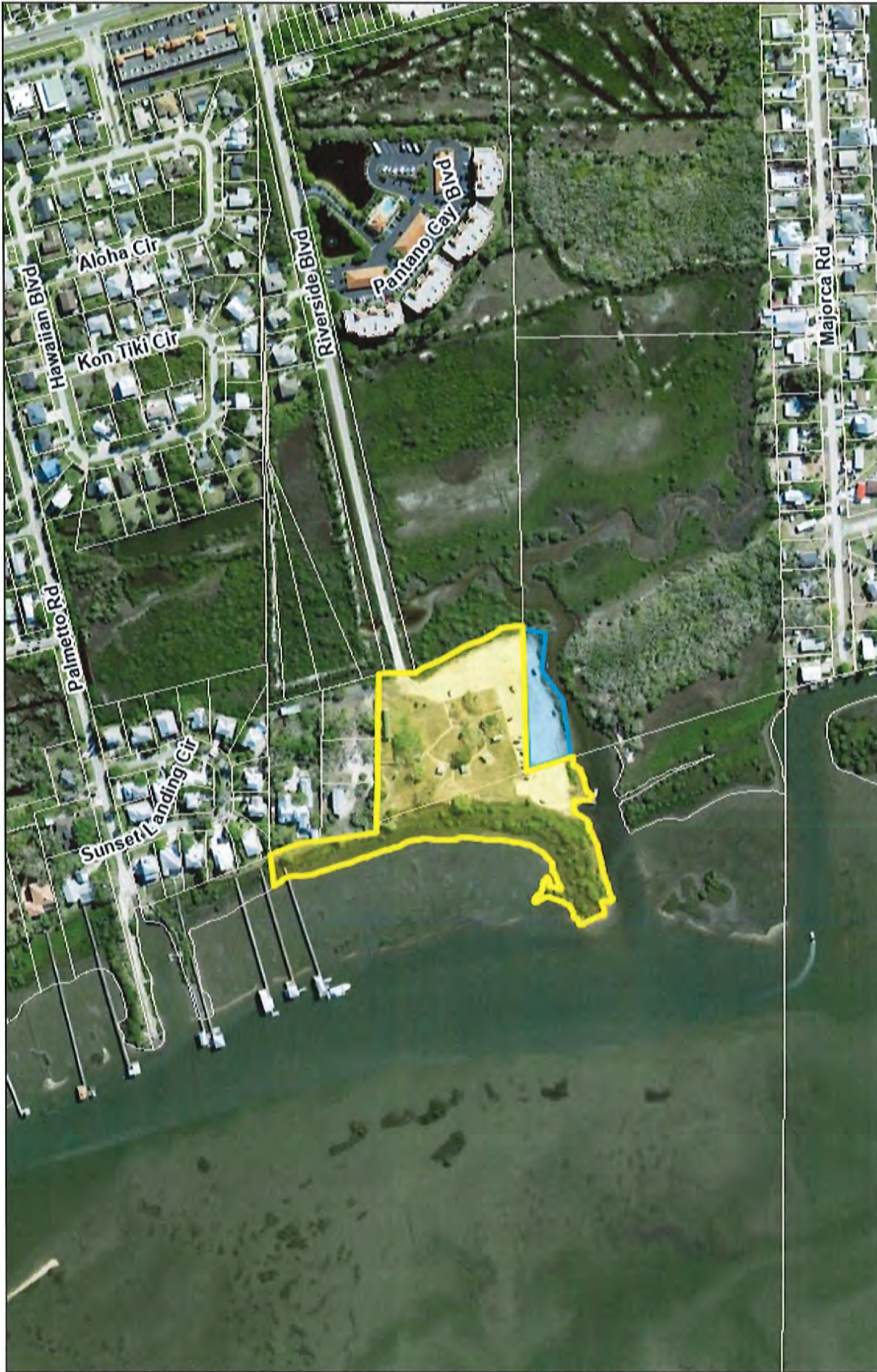
Award Construction Contract

November 15, 2024

Begin Construction

April 01, 2025

Final Construction / Open Project

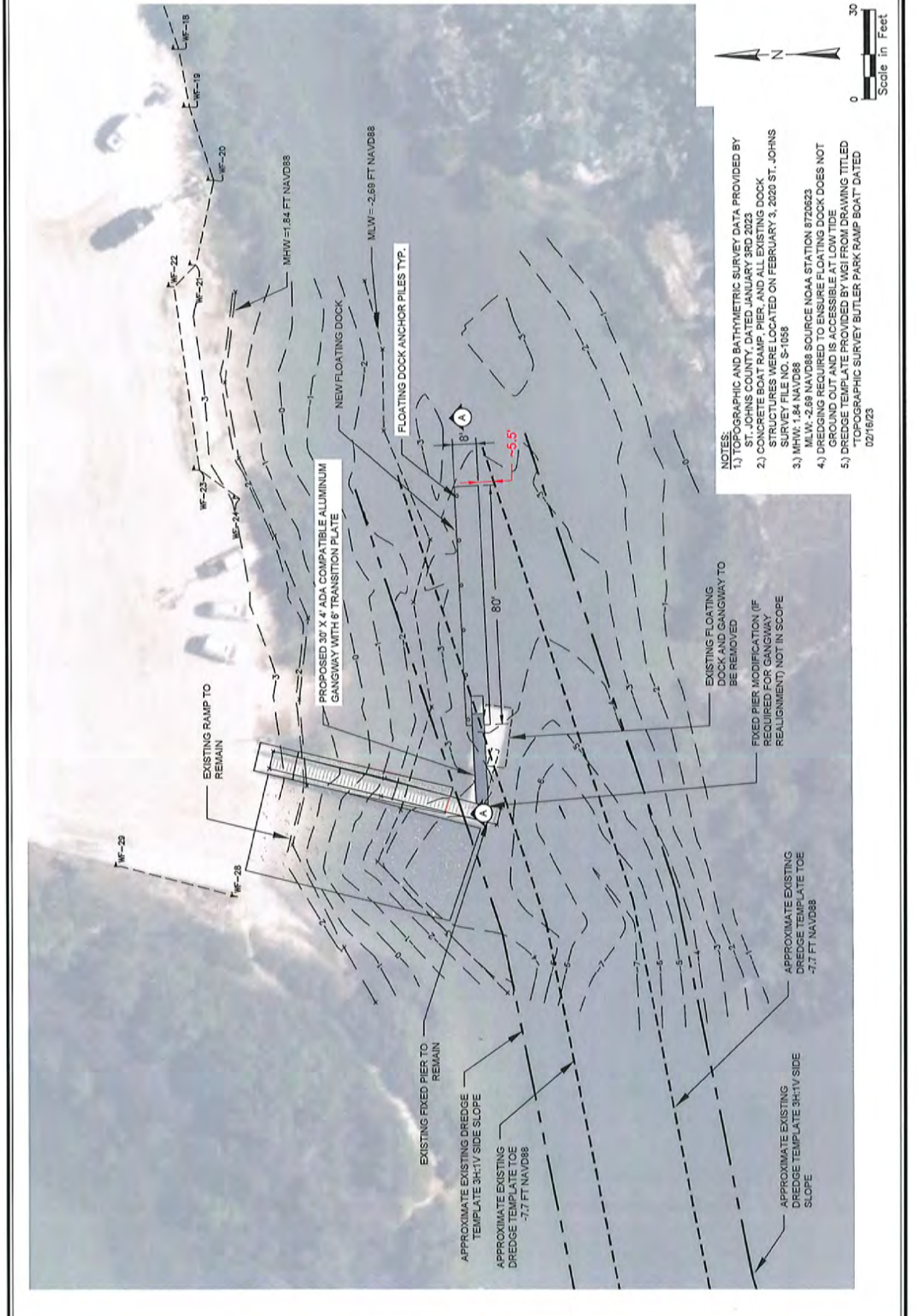


## Butler West Boat Ramp Property Boundary Map

Map created with St. Johns County's iMap

**DISCLAIMER:**  
 This map is for reference use only. Data provided are derived from multiple sources with varying levels of accuracy. The St. Johns County GIS Division disclaims all responsibility for the accuracy or completeness of the data shown herein.

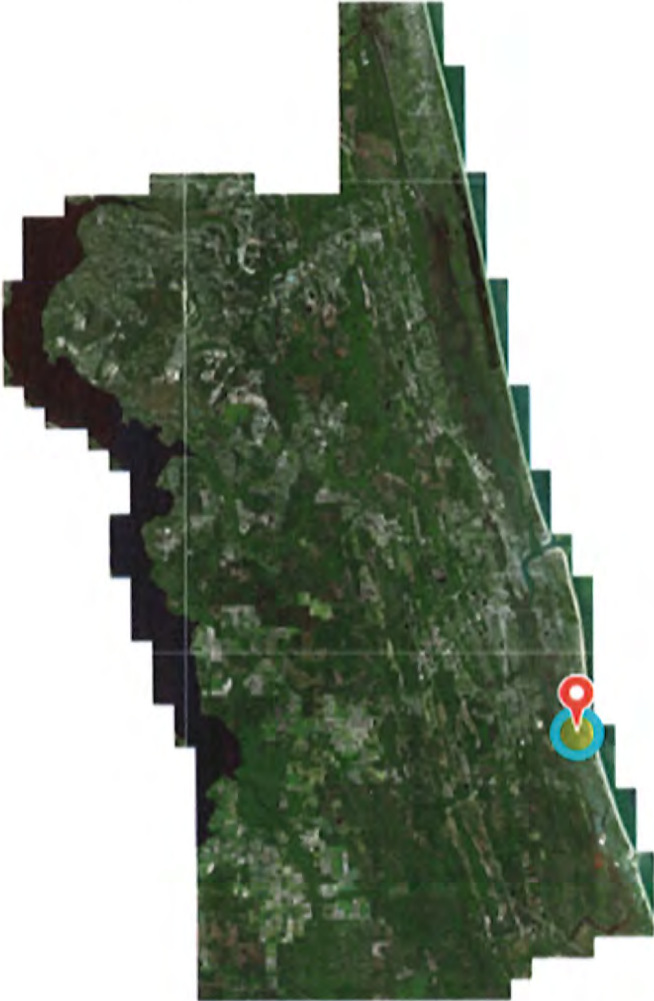
Date Created: 3/21/2024



- NOTES:
- 1.) TOPOGRAPHIC AND BATHYMETRIC SURVEY DATA PROVIDED BY ST. JOHNS COUNTY DATED JANUARY 3RD 2023
  - 2.) CONCRETE BOAT RAMP, PIER, AND ALL EXISTING DOCK STRUCTURES WERE LOCATED ON FEBRUARY 3, 2020 ST. JOHNS SURVEY FILE NO. S-1058
  - 3.) MHW: 1.84 NAVD88  
MLW: -2.69 NAVD88 SOURCE NOAA STATION 8720523
  - 4.) DREDGING REQUIRED TO ENSURE FLOATING DOCK DOES NOT GROUND OUT AND IS ACCESSIBLE AT LOW TIDE
  - 5.) DREDGE TEMPLATE PROVIDED BY WGI FROM DRAWING TITLED "TOPOGRAPHIC SURVEY BUTLER PARK BOAT RAMP" DATED 02/16/23

Butler West Boat Ramp County Location Map

☆ 403 Riverside Blvd, Saint Augustine, 32080 ×



**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
Applicant: City of St. Augustine			
Department: Community Redevelopment Agency			
Project Title: Eddie Vickers Park Kayak Launch			
Project Director: Jaime D. Perkins		Title:	Neighborhood Services & CRA Manager
Project Liaison: <small>(if different from Director)</small>		Title:	
Mailing Address:	P.O. Box 210		
City: St. Augustine	Zip Code:	32085-0210	
Email Address: jperkins@citystaug.com	Phone #:	904-209-4254	
Project Address:	399 Riberia Street, St. Augustine, Florida 32084		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE:  DATE: 03/13/2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

This project will provide for construction of a public kayak launch and dock to be located in the Eddie Vickers Recreational Park in St. Augustine, Florida. The kayak launch project will provide a new avenue of public access for recreational kayakers and canoers into the Maria Sanchez Creek, which connects via the Matanzas River into the Atlantic Intracoastal Waterway. The 118-foot dock will be constructed of marine grade pressure treated lumber. The floating kayak platform will be composed of concrete modular sections, imbedded in expanded polystyrene with marine grade pressure treated wood framing. The floating platform will be secured with pre-stressed concrete piles and access to the platform will be provided by an aluminum gangway.

There will be no fees associated with the use of the kayak launch. The project will provide new and continued access for low impact recreational kayakers and canoers to the waters of the Maria Sanchez Creek, the Matanzas and the San Sebastian Rivers and the Atlantic Intracoastal Waterway. It will be accessible to residents of the City of St. Augustine and St. Johns County, as well as the residents of surrounding Duval, Putnam, Clay, and Flagler counties.

## ATTACHMENT E-3 PROJECT INFORMATION

### WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Applicant:</b> City of St. Augustine	<b>Project Title:</b> Eddie Vickers Park Kayak Launch	
<b>Total Project Cost:</b> \$ 350,000	<b>FIND Funding Requested:</b> \$ 175,000	<b>% of Total Cost:</b> 50
<b>Amount of Applicant's Matching Funds:</b>	\$175,000	
<b>Source of Applicant's Matching Funds:</b>	CRA TIF Funds	

1. **Ownership of Project Site (check one):** Own:  Leased:  Other:

2. **If leased or other, please describe lease or terms and conditions:**

3. **Has the District previously provided assistance funding to this project or site?** Yes  No:

4. **If yes, please list:**

On October 19, 2015, the City was awarded a Phase I grant (#SJ-SA-15-61) from the District for design, engineering and permitting for this project.

5. **What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):**

At present, there is no public access to the area waterways (Maria Sanchez Creek and Matanzas River) at the proposed project site.

6. **How many additional ramps, slips, parking spaces or other access features will be added by this project?**

This project will provide an access driveway for vehicles, a 118-foot walkway/dock and a kayak launch.

7. **Are fees charged for the use of this project?** No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

**Please list all Environmental Resource Permits required for this project:**

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	No		
DEP	Yes		
ACOE	No		

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

**\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\***

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

<b>Project Title:</b>	Eddie Vickers Park Kayak Launch
<b>Applicant:</b>	City of St. Augustine

**1) PRIORITY LIST:**

- a) Denote the priority list category of this project from Attachment C in the application.**  
 (The application may only be of **one** type based upon the predominant cost of the project elements.)

7. Acquisition, dredging, shoreline stabilization and development of public boat docking and mooring facilities.

- b) Explain how the project fits this priority category.**

This project will provide for construction of a public kayak launch and dock into Maria Sanchez Creek, a tributary of the Atlantic Intracoastal Waterway (AICW)

*(For reviewer only)*

Max. Available Score for application 47

Question 1. Range of Score (1 to 5 points)

---

## 2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

This project supports the second of the Florida Inland Navigation District's two primary missions: "...to provide assistance to other governments to develop waterway access and improvement projects". This project will provide access to and enhance recreational boating in the AICW and its adjoining waterways.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

This project will provide a new avenue of public access for recreational kayakers/canoers into Maria Sanchez Creek and from there into AICW.

*(For reviewer only)*  
*(1-6 points)*

---

## 3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

The location of the proposed kayak launch, Eddie Vickers Recreational Park, is a City-owned recreational area, open to the general public. The kayak launch would provide access for the public to Maria Sanchez Creek and to the AICW via Matanzas River. It is estimated that the proposed kayak launch would be used approximately 150-200 times per year.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

The kayak launch would be utilized by local residents of St. Augustine and St. Johns County as well as residents of neighboring Flagler, Duval, Clay and Putnam counties. The launch facility will be located within the City of St. Augustine and is accessible by paved roads from U.S. Highway 1, less than one mile away, to residents of the City, St. Johns County and the surrounding counties as well.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

The proposed kayak launch is intended for recreational use. Additional avenues of use may be explored.

*(For reviewer only)*  
*(1-8 points)*

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**4) TIMELINESS:**

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.**

Design and engineering is complete and the City has construction plans in hand. The required permit from the Florida Department of Environmental Protection has also been received. It is estimated that the construction phase of this project, bidding through substantial completion, should be completed within ten (10) months of commencement.

- b) Briefly explain any unique aspects of this project that could influence the timeline.**

There are no unique aspects of this project which could influence the project timeline.

*(For reviewer only)*

*(1-3 points)*

---

**5) COSTS & EFFICIENCY:**

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.**

St Augustine Lincolnton Community Redevelopment Area TIF will provide the match and any additional funds needed to complete the project.

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.**

The City is unaware of any project costs which may increase based upon materials or site conditions.

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.**

There are no fees associated with use of the proposed kayak launch.

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.**

The other two (2) similar facilities, Joe Pomar Park and the Lighthouse Park Boat Ramp, are free of charge.

*(For reviewer only)*

*(1-6 points)*

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**6) PROJECT VIABILITY:**

- a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?**

This project will provide additional waterway recreational access and opportunities for the Maria Sanchez Creek and Matanzas River/AICW areas.  
The kayak launch is listed as part of the Lincolnville Community Redevelopment Area Comprehensive Plan and the Eddie Vickers Park Improvement Masterplan.

- b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.**

The City of St. Augustine will continue to maintain and fund the public access kayak launch as part of its standard maintenance schedule.

- c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?**

The City is unaware of any references in any existing maritime management, public access or comp plan.

*(For reviewer only)*  
*(1-7 points)*

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**SUB-TOTAL \_\_\_\_\_**

FIND FORM NO. 91-25  
Rule 66B-2.005 (Effective Date: 3-21-01, Revised 4-24-06, 1-27-14)

**ATTACHMENT E-4A**  
**EVALUATION WORKSHEET**  
**DEVELOPMENT & CONSTRUCTION PROJECTS**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS A DEVELOPMENT OR CONSTRUCTION PROJECT BUT **IS NOT** AN INLET MANAGEMENT OR BEACH RENOURISHMENT PROJECT.

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**7) PERMITTING:**

- a) **Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.**

The City has initiated the permitting process. DEP previously issued a permit for this project design, in the same project location.

- b) **If the project is a Phase I project, please provide a general cost estimate for the future Phase II work.**

NIA - This is not a Phase I project.

- c) **Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.**

The City is not aware of any other significant impediments.

*(For reviewer only)*  
*(1-4 points)*

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**8) PROJECT DESIGN:**

- a) **Has the design work been completed?  
If this is a Phase I project, has a preliminary design been developed?**

The design and engineering work has been completed and the City has received the construction drawings.

- b) **Are there unique beneficial aspects to the proposed design that enhance public usage or access, minimize environmental impacts, improve water quality or reduce costs?**

This proposed kayak launch will provide for a new public access to area waterways for low-impact (non-motorized) recreational watercraft such as kayaks and canoes.

*(For reviewer only)*  
*(1-2 points)*

---

**9) CONSTRUCTION TECHNIQUES:**

- a) **Briefly explain the construction techniques and materials to be utilized for this project. Identify any unique construction materials that may significantly alter the project costs. If a Phase 1, elaborate on potential techniques.**

The 118-foot dock will be constructed of marine grade pressure treated lumber. The floating kayak platform will be composed of concrete modular sections, imbedded in expanded polystyrene with marine grade pressure treated wood framing. The floating platform will be secured with prestressed concrete piles and access to the platform will be provided by an aluminum gangway. The construction budget includes the cost of using stainless steel hardware in lieu of galvanized steel hardware in the floating platform.

- b) **What is the design life of the proposed materials compared to other available materials?**

Materials to be used will be concrete, polystyrene, pressure treated pine, aluminum, and stainless steel. The utilization of stainless-steel hardware on the floating platform, in lieu of galvanized steel, should provide a twenty-to-twenty-five-year useful life span.

*(For reviewer only)*  
*(1-3 points)*

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**10) ENVIRONMENTAL COMPONENTS:**

- a) How has the facility where the project is located demonstrated commitment to environmental compliance, sustainability, and stewardship?

This project will allow for increased low-impact ecological and environmental recreation in the area's waterways.

- b) What considerations, if any, have been made for sea level rise impacts in the design and life span of this project?

The City of St. Augustine will continue to use studies and data collected through our Resiliency efforts to address impacts of sea level rise.

*(For reviewer only)*  
*(1-3 points)*

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**RATING POINT TOTAL** \_\_\_\_\_**Note:**

The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.

Form No. 91-25A  
Rule 66B-2.005 (Effective Date: 3-21-01, revised 4-24-06, 1-27-14)

**ATTACHMENT E-5  
PROJECT COST ESTIMATE**

WATERWAY ASSISTANCE PROGRAM FY 2024

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

<b>Project Title:</b>	Eddie Vickers Park Kayak Launch
<b>Applicant:</b>	City of St. Augustine

<b>Project Elements</b> <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	<b>Total Estimated Cost</b>	<b>Applicant's Cost</b> <i>(To the nearest \$50)</i>	<b>FIND Cost</b> <i>(To the nearest \$50)</i>
Demolition and earthwork	30,000.00	15,000.00	15,000.00
Concrete sidewalk	75,000.00	37,500.00	37,500.00
Kayak launch: pilings, decking, railing, gangway, floating platform	180,000.00	90,000.00	90,000.00
CEI: construction management	65,000.00	32,500.00	32,500.00

<b>**TOTALS =</b>	<b>\$ 350,000.00</b>	<b>\$ 175,000.00</b>	<b>\$ 175,000.00</b>
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>Project Title:</b>	Eddie Vickers Park Kayak Launch
<b>Applicant:</b>	City of St. Augustine

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

**NOTE: All funded activities must begin AFTER October 1<sup>st</sup>**  
 (or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

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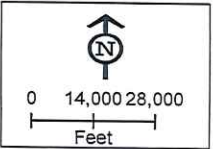
Date	Component
11/01/2024	Solicit bids for construction of project
12/01/2024	Issue Notice of Award to execute contract
01/01/2024	Issue Notice of Commencement
01/15/2024	Construction work commences
08/15/2024	Final approval- acceptance of construction
9/15/2024	Project completion/ dedication ceremony

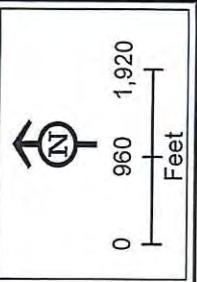


Map created with St. Johns County's iMap  
DISCLAIMER:  
This map is for reference use only. Data provided are derived from multiple sources with varying levels of accuracy. The St. Johns County GIS Division disclaims all responsibility for the accuracy or completeness of the data shown herein.  
Date: 3/23/2017

# St. Johns County

Project Location





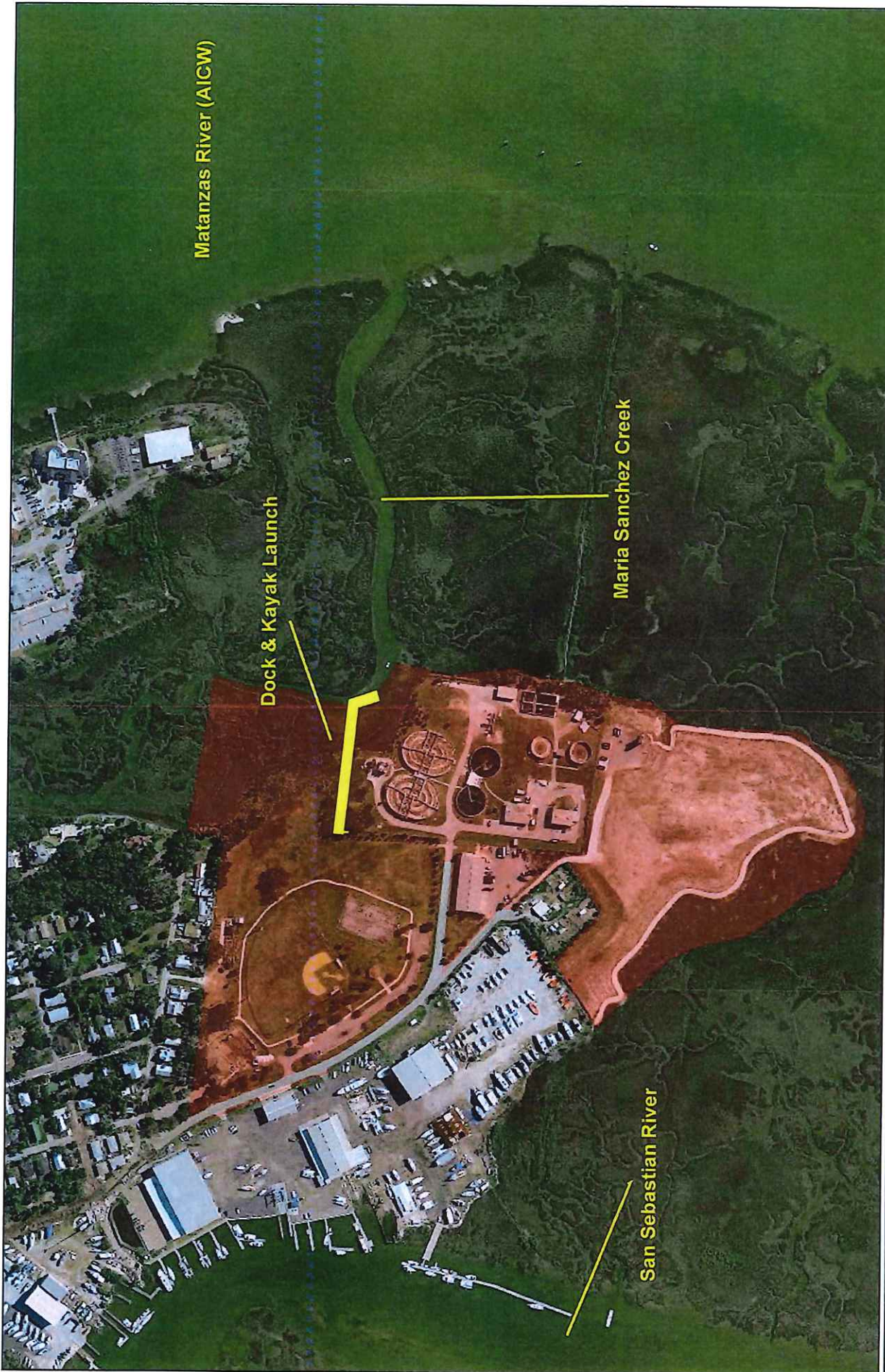
# Riberia Pointe Kayak Launch

Project Location Map

Map created with St. Johns County's IMap

**DISCLAIMER:**  
 This map is for reference use only. Data provided are derived from multiple sources with varying levels of accuracy. The St. Johns County GIS Division disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Date: 3/22/2017

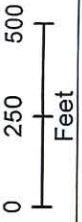


Matanzas River (AICW)

Dock & Kayak Launch

Maria Sanchez Creek

San Sebastian River



# Riberia Pointe Kayak Launch

## Site Map

Map created with St. Johns County's iMap

**DISCLAIMER:**

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Date: 3/22/2017

# Proposed Kayak Launch at Eddie Vickers Recreational Park

Prepared by:



**Keep Riberia Pointe Green**

*a resident-based, volunteer task group*

for more information visit:

<https://www.facebook.com/ProtectRiberiaPointe>

Wood dock with safety railing  
(118 feet long)

Hard packed dirt walk path

Driveway / Parking Area  
(dirt filled base with asphalt millings)

Metal Gangway

-Optional-  
Fee-based Kayak storage  
open-air pole structure

Floating Kayak Dock

Slightly adjust utility plant fence  
to minimize wetland impacts  
at landscape with Jasmine vine

Dock side extension  
(kayak & gear staging area /  
pedestrian enjoyment)

-Optional-  
water connection  
for spray hose

Maria  
Sanchez  
Creek

City  
Wastewater  
Plant

Riberia Street

Google

**ATTACHMENT E-2**  
**APPLICANT INFORMATION & PROJECT SUMMARY**  
 WATERWAY ASSISTANCE PROGRAM FY 2024

<b>APPLICANT INFORMATION</b>			
<b>Applicant:</b> City of St. Augustine			
<b>Department:</b> General Services			
<b>Project Title:</b> Salt Run Navigation Channel Maintenance Dredging 2024			
<b>Project Director:</b> Corey Sakryd		<b>Title:</b>	Director, General Services
<b>Project Liaison:</b> <i>(if different from Director)</i>	Eric Walters	<b>Title:</b>	Grants Coordinator
<b>Mailing Address:</b>	P.O. Box 210		
<b>City:</b> St. Augustine FL		<b>Zip Code:</b>	32085
<b>Email Address:</b> <a href="mailto:ewalters@citystaug.com">ewalters@citystaug.com</a>		<b>Phone #:</b>	904-209-4302
<b>Project Address:</b>	Salt Run Navigation Channel		

\*\*\* I hereby certify that the information provided in this application is true and accurate. \*\*\*

SIGNATURE:  DATE: 3/1/2024

**PROJECT NARRATIVE** (Please summarize the project in space provided below in 2 paragraphs or less.)

Salt Run was the natural channel providing ocean and AICW access to St. Augustine until 1940 when a new inlet was dredged by the ACOE north of the natural inlet. This action created a lagoon now known as Salt Run. Salt Run is home to the St. Augustine Lighthouse Park Boat Ramp, which is used by both recreational boaters and marine contractors loading materials onto their barges. Also located in Salt Run is the Conch House Marina & Resort, which hosts a 200 slip marina, providing both short term and long term slip rentals. It also sells fuel, has a sewage pump-out facility, a repair service, and is currently home to 6 charter fishing boats, sightseeing and eco-tours. There are also 67 mooring balls in Salt Run. It is a popular overnight anchorage for vessels traveling the AICW. The Salt Run Channel also provides boaters access to Anastasia State Park and the AICW for over 60 boats docked at private, single-family docks. The St. Augustine Yacht Club, founded in 1873, is located at the St. Augustine Lighthouse Park Boat Ramp, sponsors multiple youth sailing programs, including a Summer Sailing Camp and a Sail Team for children aged 5-17, building seamanship skills through the sport of sailing for over 200 kids a year. The natural, marked-access channel begins at the AICW and runs 1.8 miles south to the Lighthouse Park Boat Ramp. This project will continue to address shoaling in the channel which is negatively impacting all of the vessels, which use Salt Run. The maintenance plan is to dredge an additional 6,327 cubic yards which will bring the channel to a depth of -10 feet MLW and a width of 80 feet. The dredge material shall be transported via barge to the Harbor Waterway Special District, Reed Island spoil disposal site. Dredging activities are scheduled to begin during the Fall of 2025.

PROJECT INFORMATION

WATERWAY ASSISTANCE PROGRAM FY 2024

Applicant:	Project Title:	
Total Project Cost: \$ <b>400,000.00</b>	FIND Funding Requested: \$ <b>300,000.00</b>	% of Total Cost: 75%
Amount of Applicant's Matching Funds:	<b>\$100,000 or 25% of total project cost as detailed in the attached interlocal agreement.</b>	
Source of Applicant's Matching Funds:	<b>St. Augustine Port, Waterway and Beach District.</b>	

1. Ownership of Project Site (check one): Own:  Leased:  Other:

2. If leased or other, please describe lease or terms and conditions:

**Not Applicable**

**The St. Augustine Port, Waterway & Beach District will fund 25% of the total cost of this project through an interlocal agreement with the City of St. Augustine. The approved interlocal agreement is attached to this application.**

3. Has the District previously provided assistance funding to this project or site? Yes:  No:

4. If yes, please list:

**FIND WAP grants were awarded in 2020, 2021 and 2022 for the total amount of \$444,829.86 with a 25% match from the St. Augustine Port Waterway and Beach District in the amount of \$148,276.62. These funds were used for maintenance dredging of the Salt Run Navigation Channel in which we removed a total of 10,259 Cubic yards of spoil.**

5. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.)? (as applicable):

**There are approximately 10,000 launches at lighthouse park boat ramp annually. There are 200 wet slips at the Conch House Marina, along with 6 charter fishing boats based at the same facility. There are 67 City operated mooring balls in Salt Run and approximately 60 vessels based at private docks.**

6. How many additional ramps, slips, parking spaces or other access features will be added by this project?

**This project is for dredging the waterway for safe accessibility to recreational and commercial boaters. No new additions will be added to this project.**

7. Are fees charged for the use of this project? No  Yes  \*\*

\*\*If yes, please attach additional documentation of fees and how they compare with fees from similar public & private facilities in the area.

Please list all Environmental Resource Permits required for this project:

AGENCY	Yes / No / N/A	Date Applied For	Date Received
WMD	N/A	N/A	N/A
DEP	Yes	10-2007	02-06-2009
ACOE	Yes	10-2007	02-10-2009

**ATTACHMENT E-4**  
**EVALUATION WORKSHEET**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

**DIRECTIONS:**

All applicants will complete questions 1 through 6, and then based on the type of project, complete one and only one subsection (E-4A, B, C, D or E) for questions 7-10.

\*\*\*Please keep your answers brief and do not change the pagination of Attachment E-4\*\*\*

All other sub-attachments that are not applicable to an applicant's project should not be included in the submitted application.

Project Title:	<b>Salt Run Navigation Channel Maintenance Dredging 2024</b>
Applicant:	<b>City of St. Augustine</b>

## 1) PRIORITY LIST:

- a) Denote the priority list category of this project from Attachment C in the application. (The application may only be of one type based upon the predominant cost of the project elements.)

**1. Public navigation channel dredging.**

- b) Explain how the project fits this priority category.

This project maintains the existing natural channel which provides 1.8 mil of public access from the AICW and the St. Augustine Inlet to the Lighthouse Park Boat Ramp, The Conch House Marina (200 wet slips, fuel, repairs, charter fishing, and sewer pump out services) and Anastasia State Park. Salt Run also provides access for the protection of anchored vessels transitioning in the AICW.

*(For reviewer only)*

*Max. Available Score for application*      50

*Question 1. Range of Score*    (1 to 8 points)

---

2) WATERWAY RELATIONSHIP:

- a) Explain how the project relates to the ICW and the mission of the Navigation District.

The Channel starts at the intersection of the AICW and the St. Augustine Inlet. This project will improve and maintain access to the AICW for the vessels using the public boat ramp at Lighthouse Park, including commercial marine barges. It will also improve access for vessels traveling the AICW that need dockage, fuel, supplies and repairs.

- b) What public access or navigational benefit to the ICW or adjoining waterway will result from this project?

In addition to providing public access to and from the AICW from the Lighthouse Park Boat Ramp and the Conch House Marina, the project also provides public boating access to Anastasia State Park and the anchorage in Salt Run, including 67 permanent moorings for transient vessels.

*(For reviewer only)*  
*(1-6 points)*

---

3) PUBLIC USAGE & BENEFITS:

- a) Describe how the project increases/improves boater/public access. Estimate the amount of total public use.

This project addresses shoaling in the channel which is negatively impacting all vessels which use Salt Run. The goal is to maintain a depth of-10 feet MLW and a width of 80 feet. Keeping AICW access available to the City's only public boat ramp averaging up to 10,000 launches per year, 60 single-family boat docks, and access to the Conch House Marina which has a capacity to serve 200 vessels up to 100 feet in length.

- b) Discuss the regional and local public benefits provided by the project. Can residents from other counties of the District reasonably access and use the project? Explain.

St. Johns County and Northeast Florida are one of the fastest growing areas in the Southeast United States. Salt Run provides public access to the AICW and the St. Augustine Inlet for this growing population. This dredging project will improve and maintain access to the AICW for local and regional: sightseeing/eco tours, private vessels, charter fishing vessels, sailboats, and access for commercial marine contractors.

- c) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use of this site?

The City plans to continue the current public waterway access policy for all recreational and commercial uses for the Salt Run Navigation Channel.

*(For reviewer only)*  
*(1-8 points)*

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4) TIMELINESS:

- a) Describe current status of the project and present a reasonable and effective timeline for the completion of the project consistent with Attachment E-6.

**The St. Augustine Port, Waterway & Beach District has funded the permit cost from the ACOE & FDEP. The permits authorize work for construction & maintenance phases of this project. The City will combine this WAP award with FY2025 award funding to reduce contractor mobilization costs and begin project dredging activities in Fall 2025.**

- b) Briefly explain any unique aspects of this project that could influence the timeline.

**The dredge spoil generated by the project will be off loaded and dewatered onto hopper barges and transported via the AICW for disposal at the Harbor Waterway Special District, Reed Island spoil disposal site, The navigation channel will remain open to the public during the project.**

*(For reviewer only)*  
*(1-3 points)*

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5) COSTS & EFFICIENCY:

- a) List funding sources and the status and amount of the corresponding funding that will be utilized to complete this project including any cash match or matching grant funds.

**The St. Augustine Port, Waterway & Beach District will fund 25% of the total cost of this project through an interlocal agreement with the City of St. Augustine. The approved interlocal agreement is attached to this application.**

- b) Identify and describe any project costs that may be increased because of the materials utilized or specific site conditions.

**The major factor which could impact the cost of this project will be the cost of diesel fuel during the Fall of 2025.**

- c) Are there any fees associated with the use of this facility? If so, please list or attach fee sheet.

**No fees are charged to use the Salt Run Navigation Channel or Lighthouse Park Boat Ramp. Currently, anchorage in Salt Run is free and open to the public without restrictions.**

- d) If there are any fees, please explain where these fees go and what they are used for. In addition, please provide a listing of the fees charged by similar facilities, public and private, in the project area.

**Not Applicable**

*(For reviewer only)*  
*(1-6 points)*

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6) PROJECT VIABILITY:

- a) Why is the project necessary and what need will it fill? Why are existing facilities insufficient to meet demand?

This project continues to address shoaling in the channel, which is negatively impacting the natural habitat and all commercial and recreational vessels that use Salt Run. The primary goal is to maintain the ACOE and FDEP permitted depth of -10 feet MLW for the entire 1.8 mile channel. This channel is the only AICW access available to the City's only public boat ramp that is available for both local and regional use.

Salt Run is also home to a large population of marine life and birds. This project will improve the daily tidal exchange and water volume necessary to maintain this critical marine habitat. This continued flushing action improves the water quality, causing a positive impact on the marine habitat in Salt Run, including active oyster beds and the marshes inside Anastasia State Park, which are a habitat for migrating waterfowl.

The Salt Run Channel was also the natural waterway that provided ocean access to the City of St. Augustine for the first 375 years of the City's existence. This channel is a historic asset in the Nation's Oldest City.

- b) Clearly demonstrate how the project will continue to be maintained and funded after funding is completed.

The St. Augustine Port, Waterway & Beach District, in partnership with the City of St. Augustine, place a big priority on the maintenance of this channel subject to the availability of adequate revenue to meet the overall budget of the City and the Port District. The Port District installed and has maintained Salt Run's channel markers for over twenty-five (25) years and provided dredging match funding for fourteen (14) years.

- c) Is this project referenced or incorporated in an existing maritime management, public access or comp plan?

Yes, in the 2040 St. Augustine Comprehensive Plan, section 2.8 of the Conservation and Coastal Management (CCM) element states the City in partnership with other governmental agencies will work to maintain both commercial and recreational access to the Salt Run Navigation Channel as permitted by State and Federal Agencies.

*(For reviewer only)*  
*(1-7 points)*

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SUB-TOTAL \_\_\_\_\_

**ATTACHMENT E-4D**  
**EVALUATION WORKSHEET**  
**INLET MANAGEMENT & PUBLIC NAVIGATION PROJECTS**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

**THIS ATTACHMENT IS TO BE COMPLETED IF YOUR PROJECT IS AN INLET  
MANAGEMENT OR PUBLIC NAVIGATION PROJECT**

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7) WATERWAY RELATIONSHIP:

- a) How does the project directly benefit the Atlantic Intracoastal Waterway (AICW)?

The Salt Run Channel connects to the AICW where the AICW intersects with the St. Augustine ocean inlet. This dredging project will improve and maintain the access of deep draft sailboats, charter fishing vessels, government vessels, commercial barges, and recreational vessels which are either based in Salt Run or are visiting St. Augustine as they travel up and down the AICW or enter the AICW from the Atlantic Ocean.

- b) Identify any long-term sedimentation problems and briefly discuss any methods or activities that will address these issues.

The Salt Run Channel has routinely experienced shoaling in several areas of the channel following several recent area Tropical Storms (Ian & Nicole). Sediment redeposits or backfills in sections of the previously dredged 80 feet by 1.8-mile channel. These locations are depicted in a pair of predredging surveys taken in late 2022. Continued maintenance dredging of these problematic areas is the most efficient method to maintain a safe navigation depth for the channel.

- c) Will the project inhibit sediment inflow into, or reduce the dredging frequency of the AICW?

Yes. Salt Run has a tidal connection tied directly to the AICW and the St. Augustine Inlet. Any dredge spoil which is removed from the Salt Run Channel is spoil that will not ultimately find its way to the AICW.

*(For reviewer only)*  
*(1-5 points)*

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8) PUBLIC ACCESS:

- a) Will the project enhance public access to or from the waterways? Describe in brief detail.

Yes. This project increases and maintains the depth of the channel. Currently, portions of the channel is only -5 to -9 feet at MLW, restricting access to larger vessels. This project maintains depths to -10 feet improving access for all recreational and commercial vessels.

- b) List the upstream publicly accessible facilities with improved access as a result of this project.

This dredging project will increase and maintain access to the Lighthouse Park Boat Ramp, Anastasia State Park, and the City of St. Augustine's Salt Run mooring field.

*(For reviewer only)*

*(1 -3 points)*

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9) BENEFICIAL PROJECT ELEMENTS:

- a) Are there additional economic benefits to be realized by implementing this project?

Yes. The project will help restore and maintain the natural historic channel which provided ocean access to St. Augustine for over 375 years. In 1940, the ACOE dredged the current ocean inlet north of the natural inlet, located at the St. Augustine Lighthouse. This action ultimately closed the natural inlet and created Salt Run. This project will help maintain the historic channel used by both the Spanish and the British residents of St. Augustine prior to the birth of the United States and the creation of the State of Florida.

- b) Briefly spell out any water quality, environmental or habitat benefits to be realized by this project.

Salt Run is connected to the AICW at its north end and there is a tidal exchange with the AICW and the Atlantic Ocean. The dredging of Salt Run Channel will increase the volume of water entering and leaving Salt Run with each daily tide. This flushing action of the tide improves the water quality, causing a positive impact on the marine habitat in Salt Run, including active oyster beds, and the marshes inside Anastasia State Park.

*(For reviewer only)*

*(1 -2 points)*

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10) PROJECT MAINTENANCE:

- a) When was this area last dredged? What is the expected frequency of future dredging?

The most recent phase of completed dredging activity was finished in May 2023. The City currently has a firm under contract to complete this phase of maintenance by the end 1st quarter of FY-2025. Additional dredging operations are anticipated on a biennial or triennial time frame to maintain the entire 1.8 mile navigation channel to a depth of -10 feet MLW.

- b) Explain the funding mechanism for the long-term maintenance of the project.

The St. Augustine Port, Waterway & Beach District provides 25% of the required funding for this project detailed in the attached inter-local agreement. Historically, the Port District, in partnership with the City, has maintained Salt Run Channel navigation aids, Lighthouse Park Public Boat Ramp, and removal of derelict vessels and other hazards to navigation. Sources of funding for these efforts are local real estate taxes and grant funding through the Port District.

- c) Describe the long-range dredge material management plans.

The dredged spoil and sediment will be dewatered and transported by the dredging contractor via hopper barge to a Florida Department of Environmental Protection approved disposal site maintained by the Harbor Waterway Special District located on Reed Island in Jacksonville, Florida.

*(For reviewer only)*  
*(1 -2 points)*

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RATING POINT TOTAL \_\_\_\_\_

**Note:**

*The total maximum score possible is dependent upon the project priority category but cannot exceed 50 points unless the project qualifies as an emergency-related project. The minimum score possible is 10 points. A score of 35 points or more is required to be considered for funding.*

**ATTACHMENT E-5**  
**PROJECT COST ESTIMATE**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

Project Title:	<b>Salt Run Navigation Channel Maintenance Dredging 2024</b>
Applicant:	<b>City of St. Augustine</b>

Project Elements <i>(Please list the MAJOR project elements and provide general costs for each one. For Phase I Projects, please list the major elements and products expected)</i>	Total Estimated Cost	Applicant's Cost <i>(To the nearest \$50)</i>	FIND Cost <i>(To the nearest \$50)</i>
Engineering Consultation and Supervision, Pre and Post Dredge Surveys.	\$10,000.00	\$2,500.00	\$7,500.00
Pre and Post Dredge Surveys.	\$40,000.00	\$10,000.00	\$30,000.00
Dredging, transport, and final disposal of dredged materials.	\$350,000.00	\$87,500.00	\$262,500.00

**TOTALS =	\$ 400,000.00	\$ 100,000.00	\$ 300,000.00
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**ATTACHMENT E-6**  
**PROJECT TIMELINE**  
**WATERWAY ASSISTANCE PROGRAM FY 2024**

Project Title:	Salt Run Navigation Channel Maintenance Dredging 2024
Applicant:	City of St. Augustine

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction.

NOTE: All funded activities must begin AFTER October 1<sup>st</sup>  
(or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses)

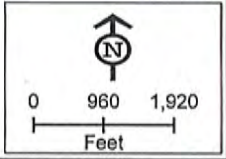
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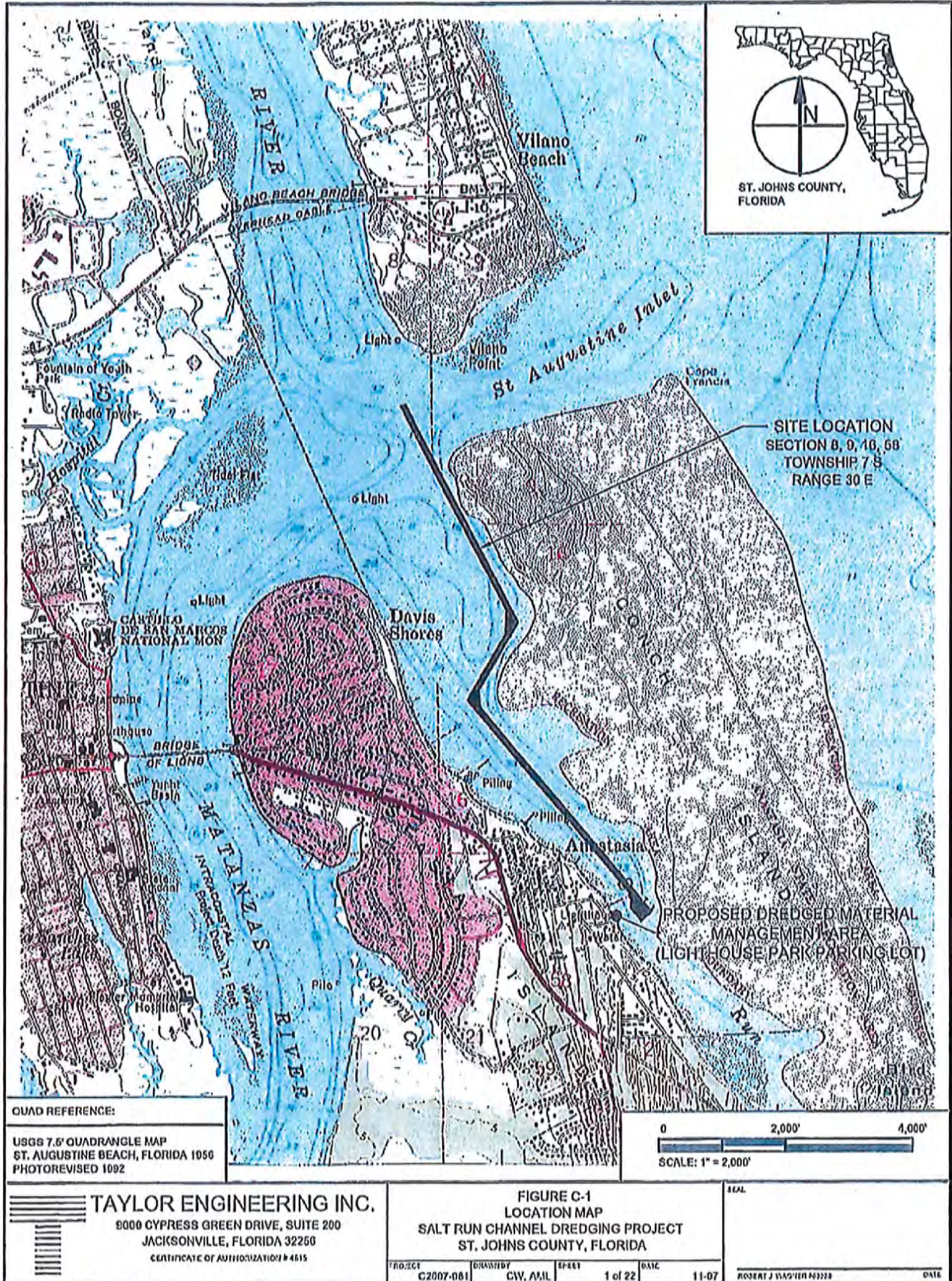
Date	Component
Completed	Permitting and Design
Completed	Bidding, Approval, and Award of Contract
October 21, 2024	Surveying of Navigation Channel
December 1, 2024	Contractor Mobilization to Site
December 6, 2024	Dredging Operations Commence
January 31, 2025	Dredging Operations Conclude
February 1, 2025	Final Surveying
February 15, 2025	Contractor Demobilization
March 15, 2025	Project Closeout



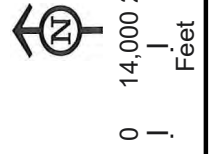
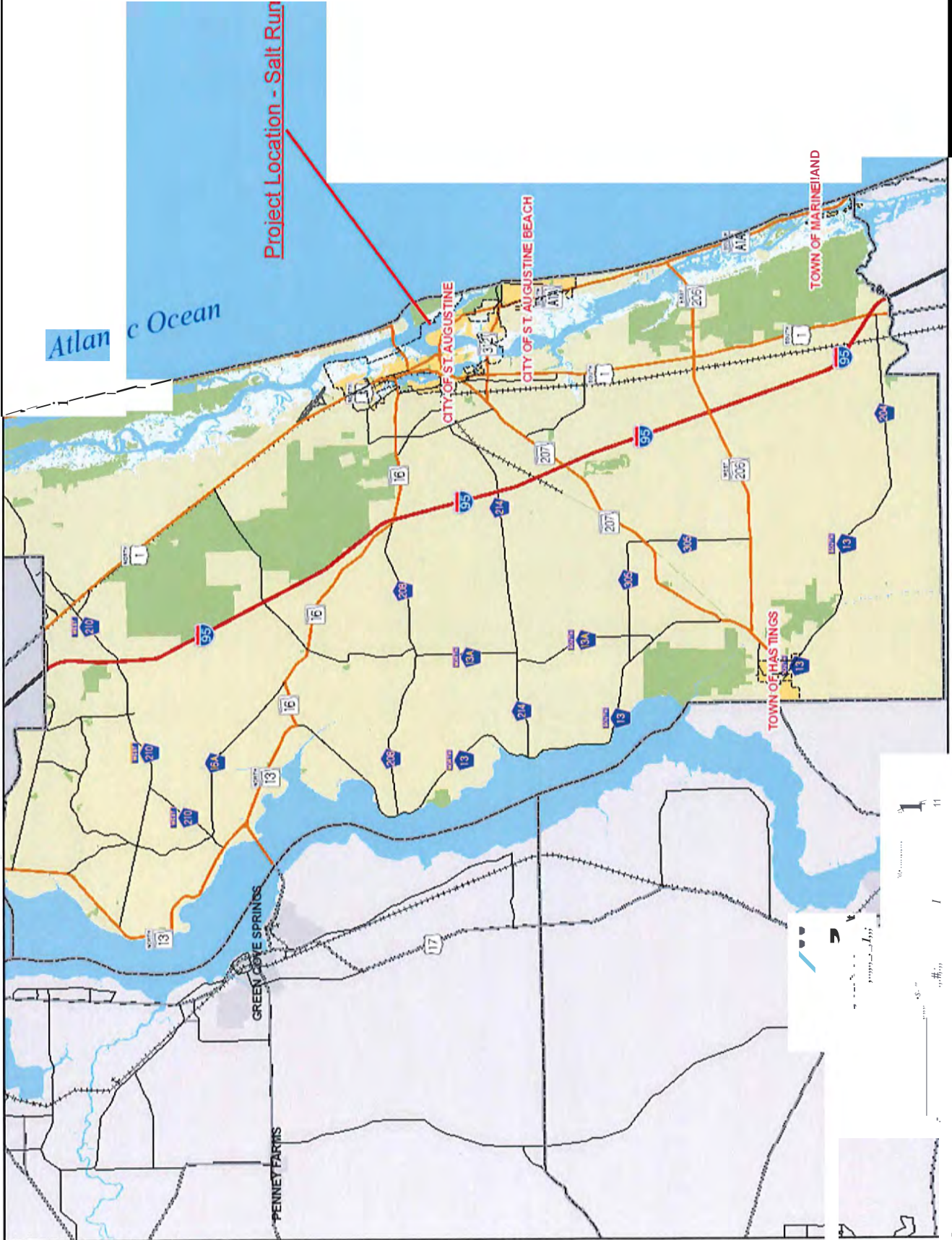
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Date: 3/23/2017

### Salt Run Channel





PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.



# St. Johns County

## Project Location - Salt Run

Map created with St. Johns County's iMap

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Date: 3/23/2017



Salt Run Channel

# Salt Run Channel

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Date: 3/23/2017

