U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Southeast District

909 SE 1st Avenue
Miami, FL 33131
Staff Symbol: (dpb)
Phone: 571-614-1005
Email:
Maxwell.C.Utter@uscg.mil

09/09/2025

PUBLIC NOTICE 04-25

All interested parties are herein notified that the Commander, Southeast Coast Guard District, has received application materials dated 2 July 2025 from TY Lin on behalf of the City of Sanibel for approval of location and plans for the replacement of a bridge over a navigable waterway of the United States.

BRIDGE, WATERWAY AND LOCATION: East Periwinkle Bridge over Shell Harbor Canal, mile 0.959 on Periwinkle Way, at Sanibel, Lee County, Florida (lat/long 26.451848°, -82.031446°).

CHARACTER OF WORK: The East Periwinkle Bridge was previously damaged by Hurricane Ian and needs to be replaced. The bridge will be replaced in its entirety. The new bridge will have two 12-foot lanes, one 10-foot shared use path, and one 5-foot sidewalk. The existing seawall and in-water pilings will be removed to increase horizontal clearance in the channel. The replacement of the bridge will be performed one lane at a time to allow its continued use. Temporary sheet pile walls will be installed to allow removal of seawalls and fill behind them. Work will be done with a crane but barges may need to be placed in the water.

MINIMUM NAVIGATIONAL CLEARANCES:

The proposed bridge will have clearances as described in the table below. These clearances are an increase from current clearances over this section of the waterway at or near this mile. Vertical clearance is from low member elevation to Mean High Water.

	Existing	Proposed
Vertical	**7.35'**	**10.1'**
Horizontal	**30'**	**56.8'**

Datum: NAVD88

ENVIRONMENTAL CONSIDERATIONS:

The Coast Guard, as the lead Federal agency, has made a tentative determination that the bridge replacement warrants a categorical exclusion, for the purposes of the National Environmental Policy Act (NEPA) because it satisfies criteria for such actions listed in the Coast Guard's NEPA Implementing Instructions.

Preliminary analysis indicates that the project would not result in adverse effects as described in Section 106 of the National Historic Preservation Act of 1966 An FDOT review of the project did not identify any historic properties that could be affected by this project. No communication

with the State Historic Preservation Office has occurred at this time. No archaeological or cultural heritage sites were found near the project.

A water quality certification in accordance with Section 401 of the Clean Water Act, as amended, for this project was submitted to the South Florida Water Management District on 3 September 2025. No wetlands will be impacted by this project.

The bridge is is located in the floodplain. The 100-year flood elevation is 11.6 feet, while elevation of the low member of the navigation span is 11.3 feet; elevations are referenced to NAVD88 datum. No dredge or fill will occur.

The Coast Guard has made the determination of May Affect but is Not Likely to Adversely Affect species in the area for the West Indian Manatee, Smalltooth Sawfish, Leatherback Sea Turtle, Kemp's Ridley Sea Turtle, Green Seat Turtle, the Hawksbill Sea Turtle, and the Giant Manta Ray. There will be no impacts on any other endangered species.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including need for clearance gauges and extent of nighttime navigation to determine the need for bridge lighting.

Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible environmental impacts, if any, giving sufficient detail to establish a clear understanding of the reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the address noted in the header or via email at Maxwell.C.Utter@uscg.mil through **October 15th, 2025.**

Map of location and plans attached.

UTTER.MAXWELL.CLAYTON.1599170169 Digitally signed by UTTER.MAXWELL.CLAYTON.1599170169 Date: 2025.09.09 08:26:48 -04'00'

Maxwell Utter
Bridge Management Specialist
By direction of the Commander,
Southeast Coast Guard District

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

STRUCTURE PLANS

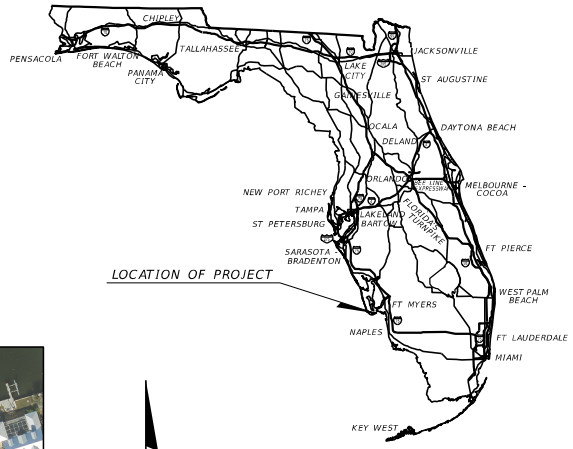
FINANCIAL PROJECT ID 452819-1-34-01

CITY OF SANIBEL

EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL

MILE POINT 0.959 AT

SANIBEL, LEE COUNTY, FL



NOTES:

1. PRIOR TO BEGINNING OF WORK, NOTIFY THE UNITED STATES COAST GUARD (USCG) IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 7-8 STRUCTURES OVER NAVIGABLE WATER AND SECTION 561-4 QUALITY CONTROL. CONTACT LISIA KOWALCZYK AT USCG DISTRICT 7 AT (305) 415-6932 OR lisia.j.kowalczyk@uscg.mil.
2. REQUEST A NOTICE TO MARINER FROM THE USCG TO BE PUBLISHED A MINIMUM OF 30 DAYS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY IN THE WATER. CLOSING THE CHANNEL SHALL NOT BE PERMITTED UNLESS APPROVAL IS GIVEN BY THE USCG AND ENGINEER.
3. TAKE ALL NECESSARY PRECAUTIONS TO PREVENT ANY MATERIAL PRODUCED DURING CONSTRUCTION FROM ENTERING THE WATER. ENSURE THAT WATER QUALITY STANDARDS ARE MAINTAINED AND NO OFF-SITE IMPACTS WILL OCCUR.
4. NO WILDLIFE REFUGES OR CULTURAL ARTIFACTS ON SITE.
5. ALL ELEVATIONS REFERENCE THE NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).

END BRIDGE NO. 126509
STA. 152+22.92

BEGIN BRIDGE NO. 126509
STA. 150+43.00

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2025-26 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

APPLICABLE IRs:

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, FY2025-26 Standard Speci cations for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

STRUCTURE PLANS ENGINEER OF RECORD:

FARZIN ZAFARANIAN, P.E.
P.E. LICENSE NUMBER 59558
T. Y. LIN INTERNATIONAL
12802 TAMPA OAKS BLVD., SUITE 221
TAMPA, FL 33637
(813) 775-7087
CONTRACT NO.: CXXXX
VENDOR NO.: 941598707

CITY PROJECT MANAGER:

ALFRED J. MITTL, P.E.

BRIDGE NO. 126509

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SEAL:

FARZIN ZAFARANIAN LICENSE No 59558 STATE OF FLORIDA PROFESSIONAL ENGINEER

	BY	DATE
DRAWN	LMM	08-25
CHECKED	FZ	08-25

OWNER: CITY OF SANIBEL

LEE COUNTY, FL

EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL REPLACEMENT DESIGN

MILE POINT 0.959

PROJECT LOCATION MAP

SHEET 1 OF 7

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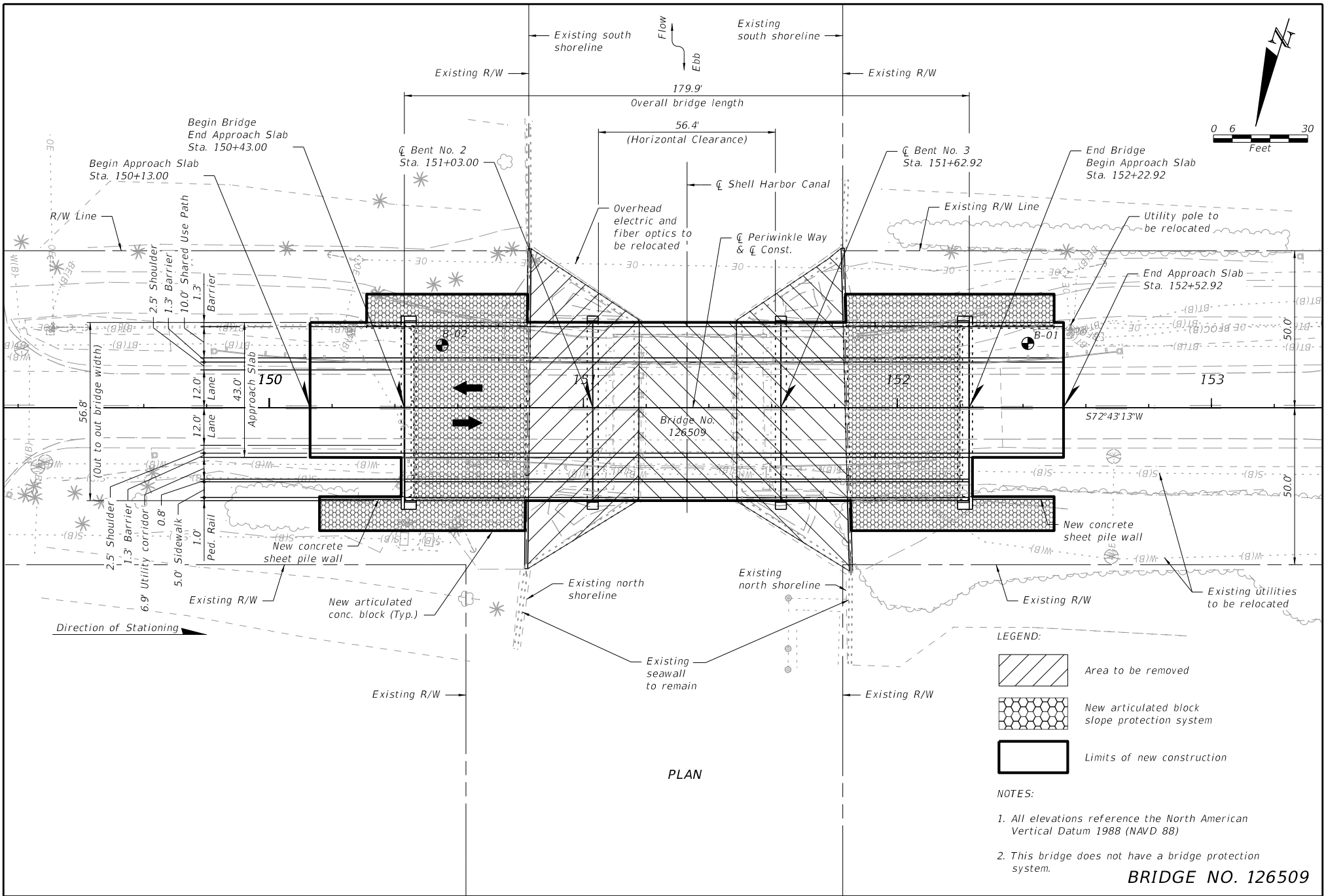

PLAN

BRIDGE NO. 126509

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EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL REPLACEMENT DESIGN

BRIDGE PLAN

MILE POINT 0.959

SHEET 2 OF 7

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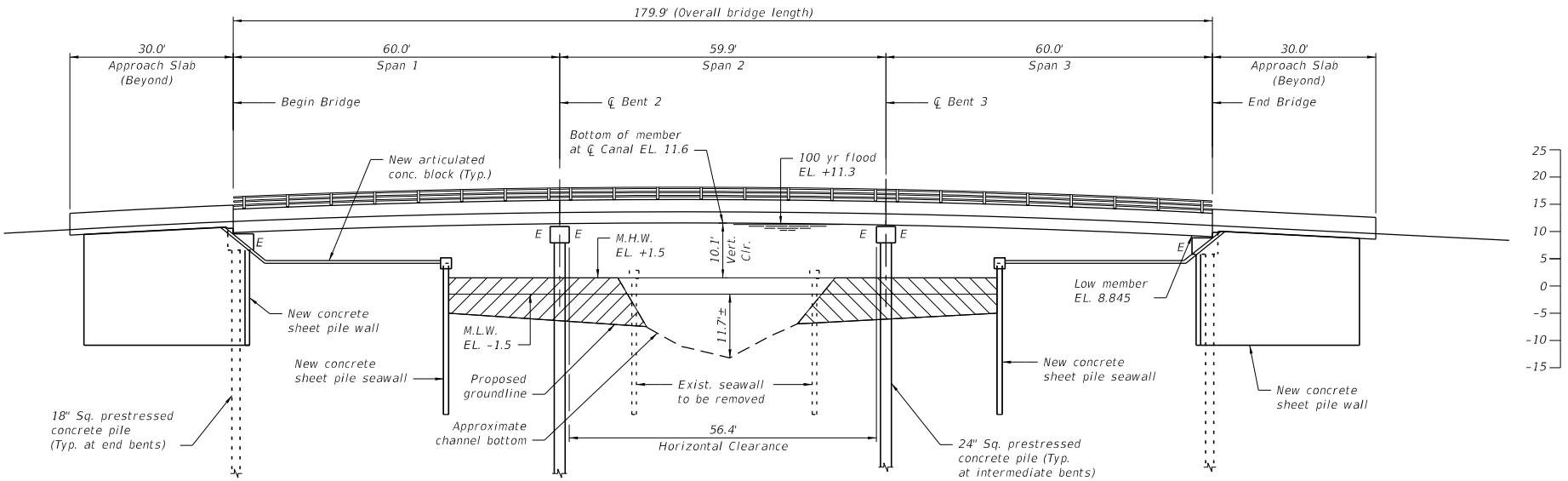
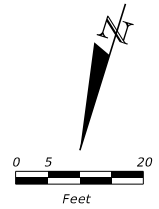


ELEVATION



LEGEND:

Approximate area to be dredged

NOTES:

1. All elevations reference the North American Vertical Datum 1988 (NAVD 88).
2. This bridge does not have a bridge protection system.

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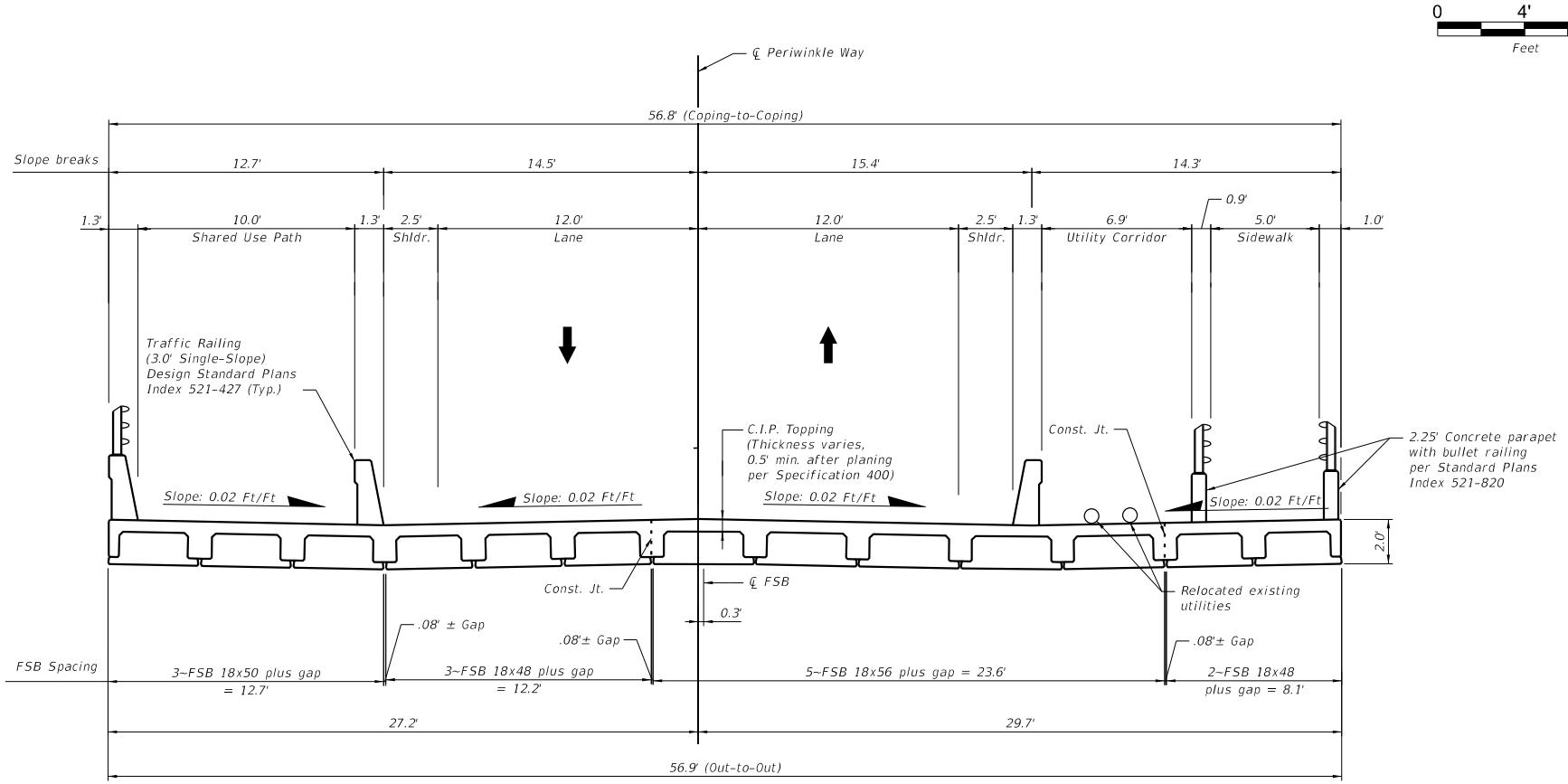
EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL REPLACEMENT DESIGN

MILE POINT 0.959

BRIDGE ELEVATION

SHEET 3 OF 7



TYPICAL SECTION

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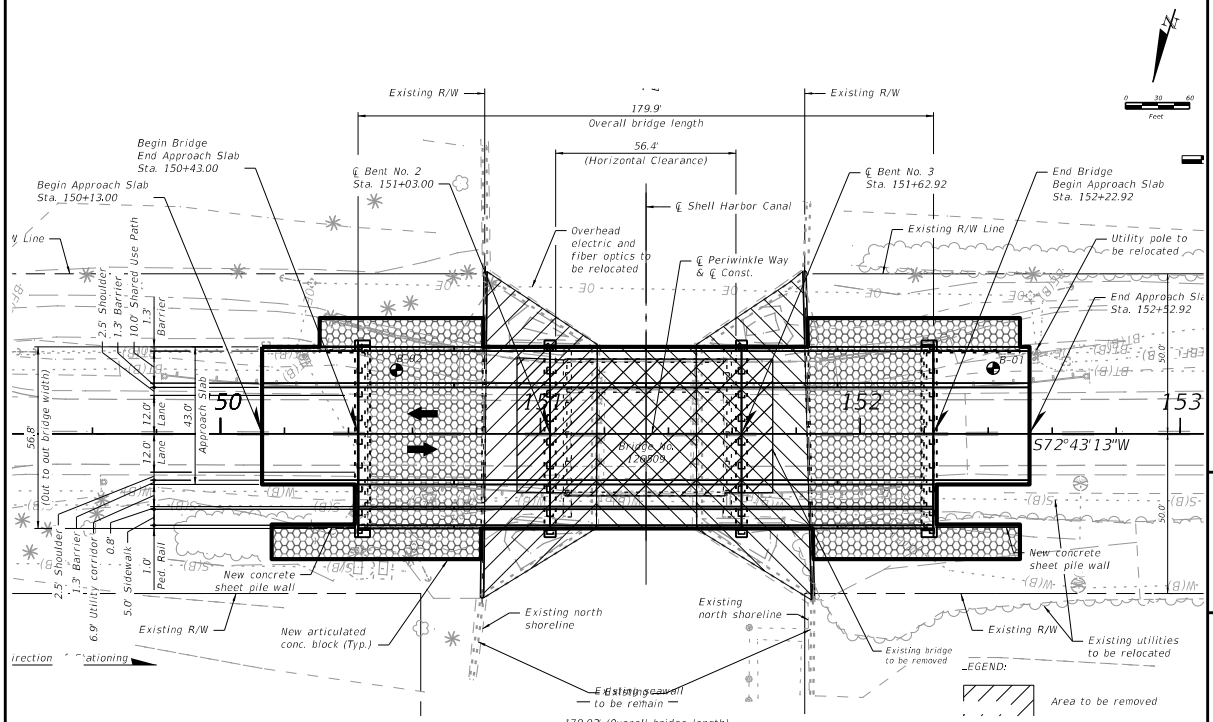
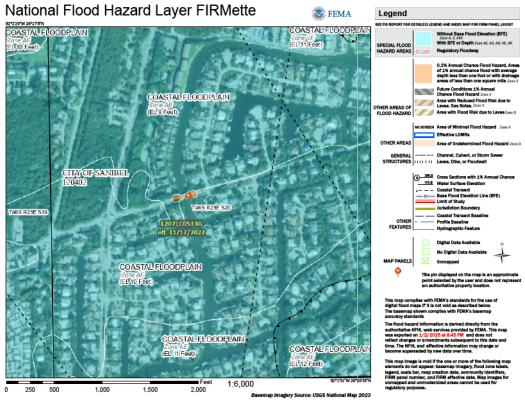
EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL REPLACEMENT DESIGN

TYPICAL SECTION

MILE POINT 0.959

SHEET 4 OF 7





EXISTING STRUCTURES

	(1)	(2)	(3)	(4)	PROPOSED STRUCTURE
(REFERENCE)	126500				126509
FOUNDATION	50'				179.92'
OVERALL LENGTH	10'-30'-10'				60'-59.92'-60'
SPAN LENGTH	CONCRETE				CONCRETE
TYPE CONSTRUCTION	660 sf				2700 sf
AREA OF OPENING@D.F.	52.1'				56.79'
BRIDGE WIDTH	Approx. +10 ft-NAVD88				+8.845 ft-NAVD88
ELEV. LOW MEMBER					

HYDRAULIC DESIGN DATA

NOTE:
The hydraulic data is shown for informational purposes only to indicate the flood discharges and water surface elevations which may be anticipated in any given year. This data was generated using highly variable factors determined by a study of the watershed. Many judgements and assumptions are required to establish these factors. The resultant hydraulic data is sensitive to changes, particularly antecedent conditions, urbanization, channelization and land use. Users of this data are cautioned against the assumption of precision which cannot be obtained.

TERMS:
Design Flood: Utilized to assure a desired level of hydraulic performance.
Base Flood: Has a 1% chance of being exceeded in any given year (100 year frequency)
Overtopping Flood: Causes flow over the highway, over a watershed divide, or thru emergency relief structures.
Greatest Flood: The most severe that can be predicted where overtopping is not practicable.

WATER SURFACE ELEVATIONS: N.H.W. (Non-Tidal) N/A; M.H.W. (Tidal) +1.50 ft[1]; CONTROL (Non-Tidal) N/A; M.L.W. (Tidal) N/A

FLOOD DATA:	MAX. EVENT OF RECORD	DESIGN FLOOD	BASE FLOOD	☐ OVERTOPPING or ■ GREATEST FLOOD
STAGE ELEV. NAVD (ft)	UNKNOWN	+9.9[1]	+11.3[1]	+15.2[1]
DISCHARGE (cfs)	UNKNOWN	14,266	15,511	20,151
AVERAGE VELOCITY (f/s)	UNKNOWN	7.2	7.8	8.0
EXCEEDANCE PROB. (%)	UNKNOWN	2	1	0.2
FREQUENCY (yr.)	UNKNOWN	50	100	500

SCOUR PREDICTIONS FOR PROPOSED STRUCTURE DESCRIBED ABOVE:

PIER INFORMATION NUMBERS	SIZE AND TYPE	LONG TERM SCOUR ELEV.	TOTAL SCOUR ELEVATION WORST CASE < 100 yr. FREQ. (yr.) 100	WORST CASE < 500 yr. FREQ. (yr.) 500
2-3	24" Square Conc. Pile	-30.0 ft-NAVD88	-30.0 ft-NAVD88	-30.0 ft-NAVD88

HYDRAULIC RECOMMENDATIONS

1. BEGIN BRIDGE STATION 150+43 END BRIDGE STATION 152+22.92 SKEW ANGLE 0 deg
2. CLEARANCE PROVIDED: NAV: HORIZ. 56.42' VERT. 9.42' ABOVE EL +1.5' DRIFT: HORIZ. 56.42' VERT. 1.42' ABOVE EL +9.5
3. MINIMUM CLEARANCE: NAV: HORIZ. 10' VERT. 6' ABOVE EL +1.5' DRIFT: HORIZ. 10' VERT. 2' ABOVE EL +9.5
4. ABUTMENTS:

	BEGIN BRIDGE	END BRIDGE
ACB SIZE:	TBD	TBD
SLOPE:	N/A	N/A
BURIED OR NON-BURIED HORIZ. TOE:	N/A	N/A
TOE HORIZ. DISTANCE:	N/A	N/A
LIMIT OF PROTECTION:	15' around end bent	15' around end bent

5. DECK DRAINAGE: Deck is expected to drain all water off bridge/approach slab along gutter lines.

REMARKS: 1. Including a SLR of 1.32 ft

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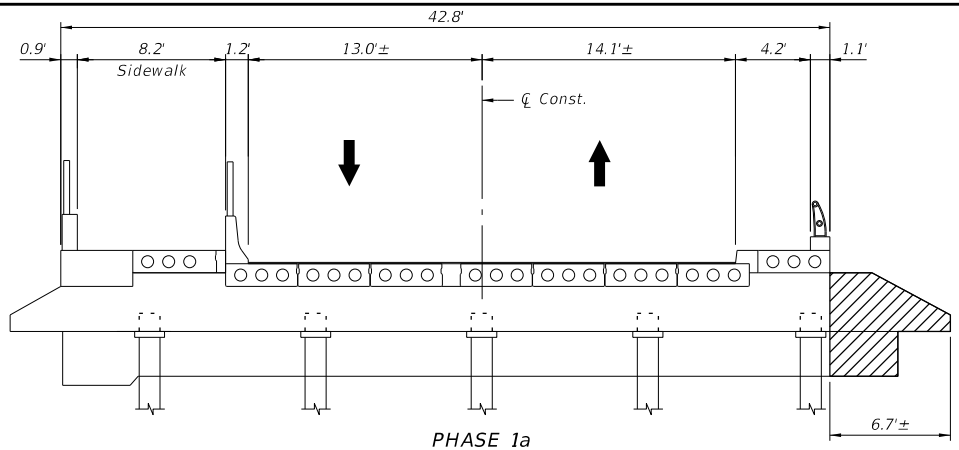
LEE COUNTY, FL

EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL REPLACEMENT DESIGN

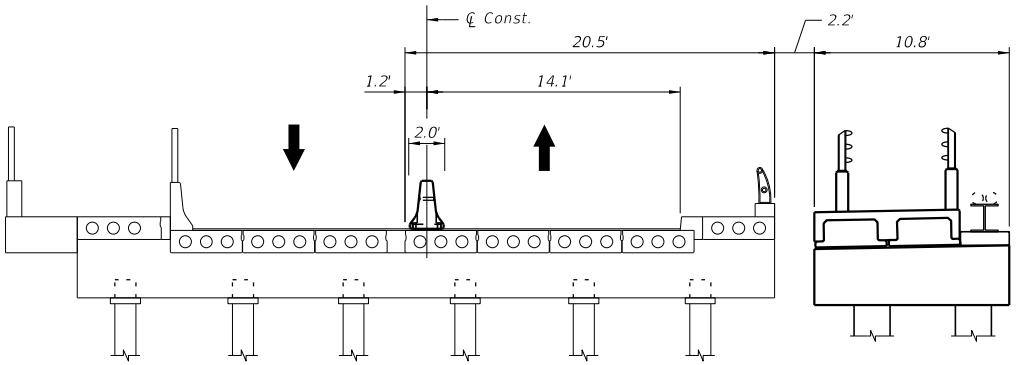
MILE POINT 0.959

BRIDGE HYDRAULIC RECOMMENDATIONS

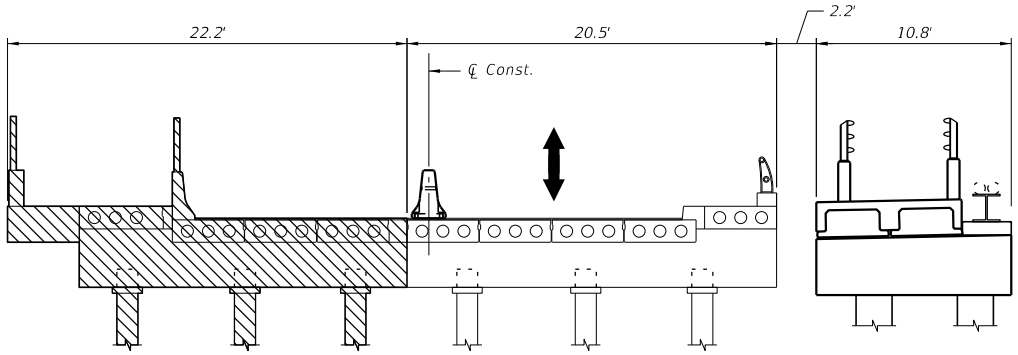
SHEET 5 OF 7



PHASE 1a
(Abutments 1 and 4 only)



PHASE 1b
(Intermediate bent shown)



PHASE 2
(Intermediate bent shown)

PHASE 1a

1. Remove portion of existing cap as shown on north side of Abutments 1 and 4.

PHASE 1b

1. Remove the existing steel sheet pile wall. Install the permanent concrete sheet pile seawall to middle of the pedestrian bridge. Install permanent bent and foundation for the north pedestrian bridge.
2. Provide temporary beam across the pedestrian bridge bent cap and relocate the existing sewer and water utilities to the temporary beam.
3. Install the remaining permanent concrete sheet pile seawall to constructed Phase 1 limit and install the temporary critical wall.
4. Remove the existing seawall and excavate the new channel opening to the permanent concrete sheet pile seawall.
5. Construct the superstructure of the north pedestrian bridge.
6. Detour the existing pedestrian crossing to newly constructed pedestrian bridge.

PHASE 2

1. Install Temporary Barrier and make existing westbound lane to one lane two-way traffic.
2. Remove the existing steel sheet pile wall and bridge to Phase 2 limits.
3. Install Temporary sheet pile wall. Install the permanent concrete sheet pile seawall up to the overhead electric line. Install permanent bent and foundation for Phase 2 limit.
4. Remove the existing seawall and excavate the new channel opening to the permanent concrete sheet pile seawall.
5. Construct the superstructure and approach slab and temporary barrier.
6. Move overhead electric and fiber optic to permanent location.
7. Install remaining permanent concrete sheet pile seawall.
8. Remove the existing seawall and excavate the new channel opening to the permanent concrete sheet pile seawall. Remove the southern most temporary wall.

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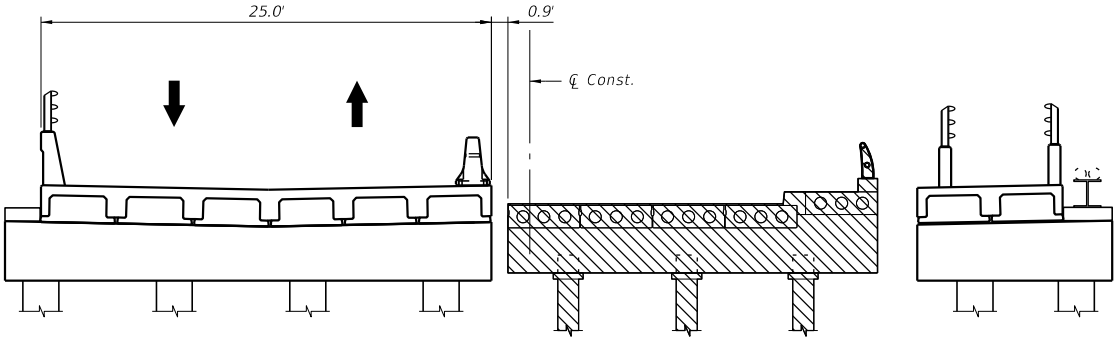
EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL REPLACEMENT DESIGN

CONSTRUCTION SEQUENCE (1 OF 2)

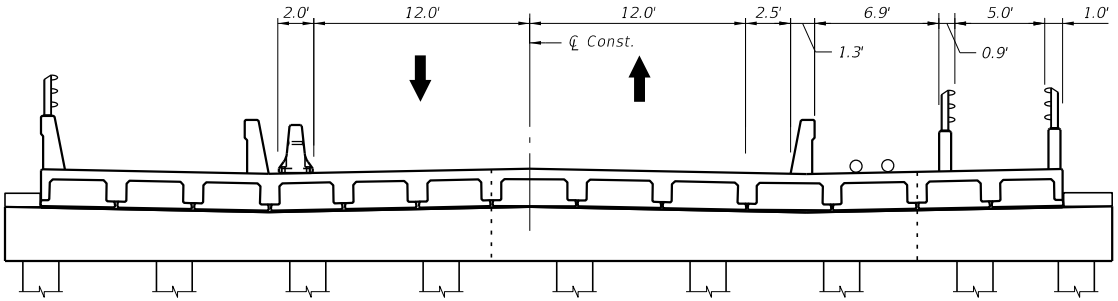
MILE POINT 0.959

SHEET 6 OF 7



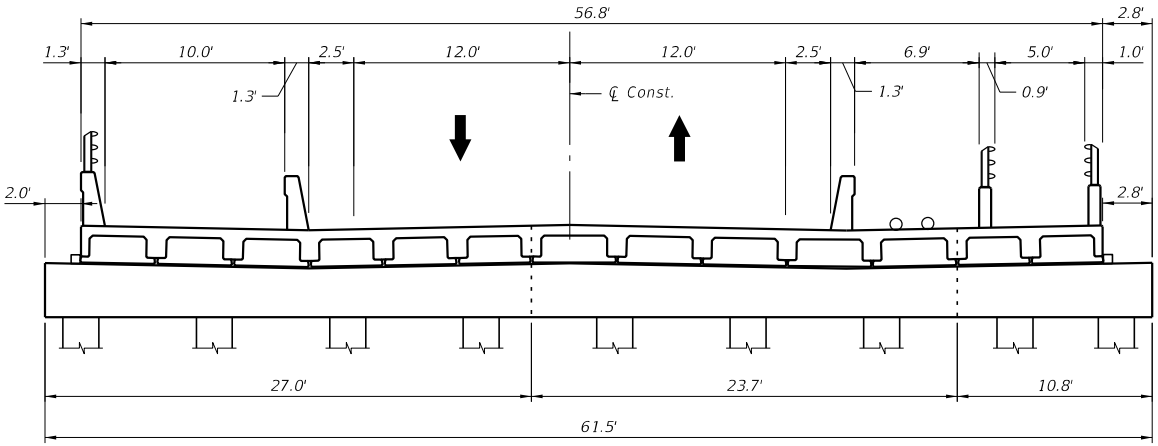
PHASE 3

(Intermediate bent shown)



PHASE 4

(Intermediate bent shown)



FINAL

PHASE 3

1. Shift two lane traffic to newly constructed bridge to two way traffic.
2. Remove remaining existing bridge.
3. Install remaining permanent concrete sheet pile seawall.
4. Remove the existing seawall and excavate the new channel opening to the permanent concrete sheet pile seawall.
5. Remove temporary sheet pile wall. Install permanent bent and foundation to connect entire bridge.
6. Construct the superstructure, approach slab and permanent right barrier.
7. Relocate utilities to utility corridor.

PHASE 4

1. Install temporary barrier and move traffic to permanent travel lane.
2. Install final concrete traffic barrier.
3. Remove temporary barrier.

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LEE COUNTY, FL

EAST PERIWINKLE BRIDGE OVER SHELL HARBOR CANAL REPLACEMENT DESIGN

CONSTRUCTION SEQUENCE (2 OF 2)

MILE POINT 0.959

SHEET 7 OF 7