

**SeaPort Manatee
NEPA, Permitting and Engineering of Berthing Infrastructure**

Note to Interested Parties: This is a draft document being provided for information purposes only. This document may be updated prior to finalization. The final document is subject to federal concurrence. Funding for this work is dependent on federal funding. The timeline for project activities is dependent on the federal government. The Port expects to sign a federal grant in April, May or June 2025. The Port estimates the public solicitation period to start in April, May, June or July 2025. Proposals will be solicited on Demand Star:

<https://www.demandstar.com/app/agencies/florida/manatee-county-port-authority/procurement-opportunities/>

A. Overview

1.0. Background. The inner harbor of the Port was constructed in the late 1960s, and berths were incrementally developed from 1970 through 1988. Table 1 shows the history of berth development. Berth 09 was fully reconstructed in 2017 and has a design life of 50 years. The remaining berths have received partial reconstructions and have recent or ongoing ‘Band-Aid’ projects to hold them together until full rebuilds can occur. In addition to capacity loading restraints, the berths have functional restrictions that need to be corrected during rebuilds.

Table 1. History of Partial Rebuilds and Status of Restrictions

Berth	Year Built	Partial Rebuilds and ‘Band-Aid’ Project Year(s)	Capacity Restrictions	Functional Restrictions
06	1982	1989, 2008, 2018, 2022 and 2024	Yes	Gap in Wharf
07	1970	1986, 2008, 2013 and 2018	Yes	Lack of Equipment
08	1977	2022, 2023 and 2024	Yes	Length
09	2017	Fully Rebuilt in 2017	No	Length of Berth 08 & 10
10	1970	1999, 2022 and Ongoing Upgrades	Yes	Length
11	1988	2022	Yes	Wharf Width & Length

2.0. Vision for Project.

2.1. Results in shovel ready – critical infrastructure projects. The project will complete the following pre-construction items for reconstruction of Berths 06, 07, 08, 10 and 11:

- *NEPA.* National Environmental Policy Act paperwork
- *Permitting.* Local, state and federal permitting
- *Engineering.* Engineering designs (30%, 60%, 90% and 100% plans) and specifications

2.2. Construction planning focuses on limiting impacts to operations. Most major berth reconstruction projects are expensive and have a duration of 18 months. When a seaport takes a

berth out of service, the seaport is not generating revenues or economic activity. Therefore, for 18 months a port is expending a significant amount of capital funds and not immediately recouping revenues from the assets. Berth reconstruction can also be extremely disruptive to vessel operations and economic activity.

The project will complete all of this predevelopment work at one time which will allow the Port to strategically take entire berths or portions of multiple berths out of service during mobilization periods, reducing costs and limiting impacts to vessel operations and economic activity. Therefore, all components of construction plans and specifications will be developed to make it easy to pull out and solicit construction services for parts of individual plans.

2.3. Results in docks that are ready for dredging to 47 feet. The current authorized depth is -40 feet +1 foot over depth. Currently, ships are arriving at the Port with drafts exceeding -39 feet. Harbor Pilots have issued berth specific navigation restrictions ranging from -36 feet 8 inches to -39 feet 9 inches. Deepening the harbor will limit restrictions in the future and allow the Port to handle deeper-draft vessels. Engineering and permitting deliverables will incorporate designs for the future deepening of waterways and local berthing areas to a depth of -45 feet + 2 feet over depth.

2.4. Infrastructure design life is maximized. The Project will complete a parametric analysis to evaluate different design variations and their potential cost impacts. The evaluation will consider at least three design lives (e.g., 50 years, 75 years, 100 years or longer) of new infrastructure. Bollards and similar mooring structures should be designed, manufactured, installed (e.g., protective coatings) and constructed to have minimal maintenance requirements and maximized design lives.

2.5. Results in true multi-user berthing facilities. All of the Port's berths are multi-user berths, which provides the Port's Harbor Master with flexibility in scheduling and reducing congestion. Designs will include the ability to handle mobile harbor crane traverses and full crane loading. The Port will consider and include other features to increase the redundancy of operating capacity at each berth.

2.6. Maintenance dredging friendly. The Port's dredge material management area is located upland. During maintenance dredging events, contractors connect piping and pipes hang over the shoreline / dock into the water. The Port will consider features (e.g., pits, underground sleeves) that limit impacts to Port operations during future maintenance dredging events.

2.7. Future proofed infrastructure. The Port will consider features to make the infrastructure ready for the future, including adaptation to sea level rise and different types of vessel operations.

B. Task

1.0. Task 1. NEPA Document. The Port plans to seek federal funding in the future for construction phases of the project (e.g., federal fiscal years 2025, 2026, etc.). Funding the construction phases of the project will require respective federal agencies to consider environmental impacts of proposed actions. Based on determination requirements from the federal agencies, the Port will

prepare the appropriate draft and final documents to achieve the policies and goals established by the National Environmental Policy Act (NEPA) and related regulations for implementation.

1.1. Deliverable(s): Categorical Exclusion (CATEX), Environmental Impact Assessment (EIA), or Environmental Impact Statement (EIS)

2.0. Task 2. Engineering Analysis. The Port will complete an engineering analysis and survey of Berths 06, 07, 08, 09, 10, and 11. The purpose of the analysis is to establish baseline structural conditions, evaluate geotechnical conditions, compile and review as-builts, conduct subwater inspections, conduct subsurface utility engineering, review existing mooring and bollard analysis, prepare a survey, prepare costs estimates, and prepare updated port-wide (all berths) maps of dock load limits for berths. These documents will be used for permitting, engineering design, and informing the order of dock rebuilds.

The Port will work closely with Tampa Harbor Pilots and U.S. Army Corps of Engineers and conduct a navigation analysis of proposed designs, if warranted.

2.1. Deliverable(s):

- a) Engineering analysis and surveys (geotechnical, subwater inspections, subsurface utility)
- b) Cost estimates
- c) Maps of dock load limits for berths (i.e., 04, 05, 06, 07, 08, 09, 10, 11, 12 and 14)
- d) Navigation analysis
- e) Parametric analysis of different design lives

2.2. Assumption(s):

- a) The Port will work closely with Tampa Harbor Pilots on the future layout of bollards and mooring hardware features for all Berths.

3.0. Task 3. Permitting. The project will complete all required local, state and federal permitting and mitigation required to start construction. Time dependent permitting for individual berths or portion of berths may be staggered to complement corresponding construction scheduling.

3.1. Deliverable(s):

- a) Federal U.S. Army Corps of Engineers permits
- b) Federal or State mitigation, including credits
- c) State of Florida Environmental Resource Permits
- d) County Building Permits

3.2. Assumption(s):

- a) Reconfiguring Berth 11 may impact vessel accessibility to the South Channel. Findings from the included navigation analysis may warrant the reconfiguration of the navigation channel and nearby features. Permitting is assumed to include reconfiguration of the channel and nearby features.

4.0. Task 4. Berth 10 and 11 Engineering. The Port’s Master Plan Update 2022 calls for the extension of Berth 10 to the west approximately 410 feet. Berth 11 is currently connected to Berth 12 on the south by an obtuse angle. By extending Berth 10 westward, and reconfiguring Berth 11 along the same alignment as Berths 12 and 14, several utilization and capacity benefits will be realized. Specifically, vessels alongside Berth 10 can be positioned further westward, allowing vessels at Berth 09 to position vessels further westward, and unlocking restrictions at Berth 08. Additionally, with the realignment of Berth 11, the utility of combined Berths 11, 12, and 14 improves as 2,160 feet of continuous marginal wharf would be created.

Specific engineering design elements and considerations will include: new fuel pit(s) on Berths 10 and 11; new shore utility connections (e.g., water, electric); and, ability to handle mobile harbor crane loading.

4.1. Deliverable(s):

- a) Berth 10 Construction Plans and Specifications
- b) Berth 11 Construction Plans and Specifications

4.2. Assumption(s):

- b) As of early-calendar year 2025, Berth 11 is currently the Port’s most underutilized Berth. Reconstructing Berth 11 first and adding redundancy features (e.g., fuel pits, mobile harbor crane receptacles), will allow the Port to subsequently take Berth 10 out of service, and immediately unlock additional potential of Berths 12 and 14. Berth 10 and 11 share a corner. If Berth 11 is taken out of service and constructed first, a majority of the shared corner will be constructed during the Berth 11 project. The shared corner constructed under the Berth 11 project will also include installation of new Berth 10 fuel pit(s). Once Berth 11 is completed, the Berth 10 waterside construction project should be simplified, consisting of a straight-line installation of a new sheet pile bulkhead.
- c) Reconfiguring Berth 11 may impact vessel accessibility to the South Channel. Findings from the included navigation analysis may warrant the reconfiguration of the navigation channel and nearby features.
- b) The Port’s Master Plan 2022 calls for the extension of Berth 14 southward 850 feet. Once Berth 14 is extended, Berths 11, 12 and 14 will have total lengths of 1,000-feet each. The Port will work closely with Tampa Harbor Pilots on the future layout of bollards and mooring hardware features for all Berths.

5.0. Task 5. Berth 07 Engineering. Berth 07 currently has a number of capacity and functional restrictions and has recently been one of the least utilized cargo berths at the Port. Adding functionality during reconstruction will allow the Port to shift operations during reconstruction of other berths, limiting impacts on vessel operations. Long-term, adding functionality will also increase Port resiliency through redundancy.

Specific engineering design elements and considerations will include: new fuel pit(s); new shore utility connections (e.g., water, electric); ability to handle mobile harbor crane loading; infrastructure to support ship loading operations; and, new pit(s), pump(s), and underground line(s) for pneumatic ship unloaders.

5.1. Deliverable(s):

- a) Berth 07 Construction Plans and Specifications
- b) Pneumatic ship unloader infrastructure, Construction Plans and Specifications

5.2. Assumption(s):

- a) Currently, Berth 08 is the only facility that can handle a pneumatic ship unloader. It should be assumed that Berth 07 will be rebuilt before Berth 08. During the design of Berth 07, the adjoining corner slip of Berth 07 and Berth 08 will need to be filled in partially or entirely to allow for the traverse of a pneumatic ship unloader. During a rebuild of Berth 08, pneumatic ship unloader(s) will conduct operations on Berth 07. All pneumatic ship unloader features on Berth 07 should be underground and make underground connections to the uplands of Berth 08.

6.0. Task 6. Berth 06 Engineering. Berth 06 is located at the northwest corner of the main basin and represents an opportunity to upgrade a berth asset for multipurpose operations. Berth 06 is currently configured with a minimalist apron that was designed to accommodate discharge of bulk vessels. The apron is limited to approximately 412 feet in length, and approximately 50 feet in width. The apron can be extended east approximately 265 feet to connect with Berth 07 and extended another 97 feet toward the west to align with the southwest corner of Berth 05.

Specific engineering design elements and considerations will include: new fuel pit(s); new shore utility connections (e.g., water, electric); and, ability to handle mobile harbor crane loading.

6.1. Deliverable(s):

- a) Berth 06 Construction Plans and Specifications

6.2. Assumption(s):

- a) There is a gap in the wharf between Berths 06 and 07. The Port intends to fill in the gap and construct a continuous wharf, connecting the face of Berths 06 and 07. Construction plans and specifications will be developed to allow for the construction of the gap with either of the Berth 06 or 07 projects.
- b) During the Port's separate, Berth 04 extension project, the corner of Berth 05 and Berth 06 has been designed to meet at 90 degrees. The designs will likely need to be updated to match the future alignment of Berths 06 and 07.

7.0. Task 7. Berth 08 Engineering. Berth 08 is located at the toe of the inner-harbor horseshoe. The berth provides 427 feet of accessible wharf length; however, Berth 08 is bounded by the berth pocket for Berth 07 to the north, a Roll-on / Roll-off ramp (RORO) to the south, and vessel activities at Berth 09. This berth is constrained by vessel operations at adjacent Berths 07 and 09. With vessels at these adjacent berths, the effective length of Berth 08 is limited. Unlocking the hidden capacity at Berth 08 is linked to improvements at Berths 10 and 11, which will allow the Port to shift vessel operations at Berth 10 and 09 westwards, freeing up space at the southern

portion of Berth 08. Berth 08 is also currently the only berth that can accommodate pneumatic ship unloaders, which will be addressed through the installation of pit(s) and piping on Berth 07 to add redundancy.

Specific engineering design elements and considerations will include: new fuel pit(s); new shore utility connections (e.g., water, electric); ability to handle mobile harbor crane loading; new pit(s), pump(s), and underground line(s) for pneumatic ship unloaders; and, new RORO ramp.

7.1. Deliverable(s):

- a) Berth 08 Construction Plans and Specifications
- b) Pneumatic ship unloader infrastructure, Construction Plans and Specifications

8.0. Task 8. Design Toe Walls. Designing toe walls, or similar structures, at Berths 04, 05, 09, 12, and 14), to accommodate future port-wide deepening activities (i.e., from the current authorized depth of -40 feet +1 foot over depth, to a depth of -45 feet + 2 feet over depth).

8.1. Deliverable(s):

- a) Berth 04 Construction Plans and Specifications
- b) Berth 05 Construction Plans and Specifications
- c) Berth 09 Construction Plans and Specifications
- d) Berth 12 Construction Plans and Specifications
- e) Berth 14 Construction Plans and Specifications