

City of Cedar Key

The Island City

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Boat Ramp Workshop

August 11, 2026

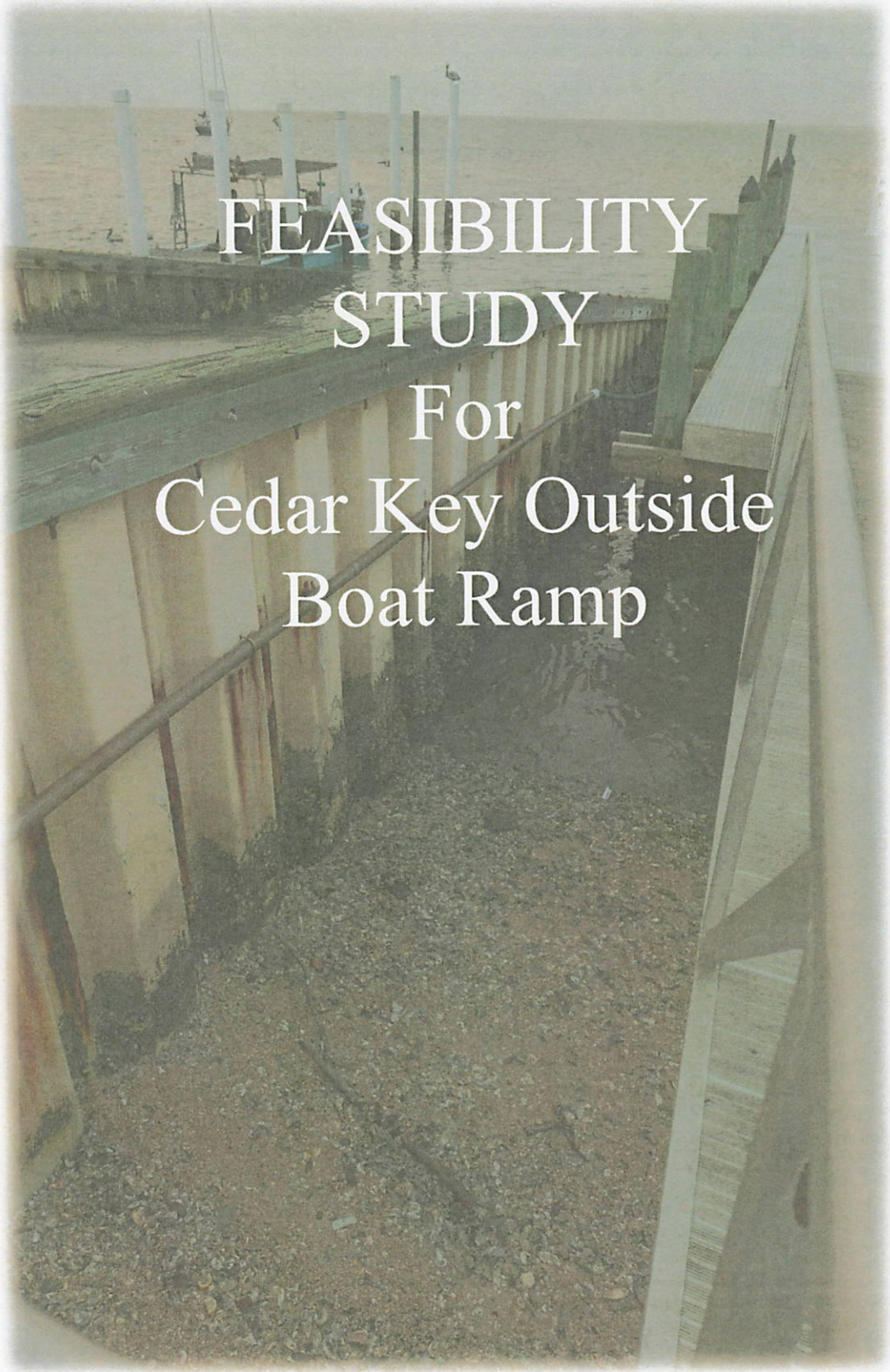
10:00 AM

City Hall

Agenda

- **Opening Remarks**
- **Public Comment**
- **Presentation by Mike Tribble of CPH on the Outer Marina Feasibility from the FWC Florida Boaters Improvement (FBIP) Grant**
- **Discussion on the Marina by Jamies McCain, Public Works Department Head**
- **Adjournment**

5/20/2026



FEASIBILITY STUDY For Cedar Key Outside Boat Ramp

CPH CONSULTING, LLC – ORANGE PARK, FLORIDA

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1.0 EXECUTIVE SUMMARY

The City of Cedar Key is evaluating improvements to its primary Gulf-access boat ramp in response to increasing traffic congestion and growing demand from the local commercial clamming, fishing, and recreation boating industries. Funded through a \$249,000 Florida Boating Improvement Program (FBIP) grant awarded in 2025, the study assesses alternatives to expand the marina's existing outer ramp and improve overall functionality.

Cedar Key has a long maritime history and today is heavily invested in aquaculture, particularly clam farming, which generates an estimated \$30-50 million annually and accounts for up to 90% of Florida's clam production. The existing outer ramp serves as the primary access point for commercial clambers and Gulf-bound vessels, but current demand routinely causes boat traffic backups throughout the marina and onto nearby city streets. The inner harbor ramp is too shallow for larger commercial vessels and is not considered a viable alternative for expansion.

The report evaluates three improvement alternatives:

East Side Expansion

This option widens the existing ramp by approximately 20 feet on the east side, creating a three-lane launch area while largely maintaining current traffic circulation patterns. It requires relocation of the floating dock and demolition of the derelict southeast ramp but allows the existing fixed dock to remain in place. The report identifies this as one of the more cost-effective and operationally efficient solutions.

- Estimated Budget for this alternative: **\$943,000 - \$1.31 million**

West Side Expansion

This alternative also adds a third launch lane but on the west side of the existing ramp. It provides the best vehicle alignment for launching operations but requires demolition and reconstruction of the fixed dock, relocation of marina infrastructure, and may increase future dredging requirements due to sediment accumulation.

- Estimated Budget for this alternative: **\$783,000 - \$1.09 million**

Southeast Standalone Ramp

This option constructs a separate ramp in the southeast corner of the marina at the site of the historic ramp. Its primary advantage is minimizing disruption to existing ramp operations during construction. It also benefits from more favorable wave and sediment conditions. However, it is

the most expensive option and introduces more complicated traffic circulation and parking impacts.

- Estimated Budget for this alternative: **\$1.07 million - \$1.48 million**

In addition to ramp expansion, the report highlights several related infrastructure concerns. The existing floating dock is undersized and critical to marina operations, particularly for boarding and staging vessels. The report recommends evaluating larger or improved floating dock configurations as part of final design. Existing seawalls and steel sheet pile structures also show signs of age and corrosion and will require repair, recoating, and further structural evaluation during design development.

Overall, the study concludes that expanding the outer ramp is essential to supporting Cedar Key's commercial marine economy and improving marina operations.

2.0 BACKGROUND AND NARRATIVE

The City of Cedar Key was established in 1869 and has a long history as an important Gulf port, fishing community, and more recently, as a center for aquaculture. The word “Cedar” Key comes from the cedar trees that once forested the island. Cedar Key became strategically important in the mid-19th century when it was chosen as the western terminus of Florida’s first cross-state railroad, completed in 1861. The railroad connected Cedar Key to Fernandina Beach on the Atlantic coast, making it a key shipping and transportation hub for goods and passengers moving across Florida. The thoroughfare now known as Dock Street is a remnant of the railroad line that ran there. After a major hurricane struck in 1896, railroad interests shifted away from Cedar Key. However, the infrastructure left behind became the foundation for SR24 and the marina which this report will discuss in more detail later.

With the decline of the railroad (the last train rolled out in the 1930’s) Cedar Key’s commercial fishing industry became the backbone of the economy for most of the 20th century. However, concerns regarding overfishing and a subsequent gillnet ban required local fishing interests to pivot to clam farming. By the mid-1990s aquaculture, primarily (clam farming), had replaced large scale commercial fishing as the dominant local industry. Clam farming remains a 30-to-50-million-dollar industry and Cedar Key is responsible for producing up to 90 percent of Florida clam output. Over 100 million clams are harvested annually out of Cedar Key waters.

Photographs from the 1930s show that a Gulf-facing boat ramp has been a fixture of the City’s marina for at least 90 years. A second ramp serving the inner harbor has been in existence since the 1960s. The configuration and materials have no doubt changed through the years, but the outer ramp location has been a launch for both commercial and residential fisherman for many decades. The remains of a concrete ramp (no longer usable) built in the 1980s still occupies the southeast corner of the marina. The active ramp is a combination of concrete and steel sheet pile and was constructed in 2012-14. The need for additional ramp width has become increasingly more apparent as the launch is the primary point of entry for clammers accessing their leases adjacent to Dog Island and for the commercial and residential fishing industry wishing for quick access to the Gulf. The volume of traffic has boaters stacking through the marina and extending along A Street out beyond 1st Street. This is an issue not only for boater frustration levels but also for emergency vehicles and other residents who need egress through the intersection. Although the marina also has an inside boat ramp, this ramp only accesses the inner harbor and is a much shallower draft than the outside ramp. Therefore, the inner ramp is limited to smaller residential craft and not suitable to serve the larger, heavier boats that are typically used by clammers and commercial fisherman. Modifications and improvements to the inside ramp are not considered in this report.

In 2025 the City, recognizing that a need to expand and improve the existing outer ramp was a critical necessity, applied to the Florida Boating Improvement Program (FBIP) for funding to assess and design improvements to the ramp. Awards were announced towards the end of the summer 2025 and Cedar Key was granted \$249,000 dollars for evaluation and design of the improvements. CPH Consulting, LLC was subsequently hired through an RFQ (Request for Qualifications) process as the most qualified respondent.

3.0 ALTERNATIVES CONSIDERED

Currently, the City of Cedar Key's Marina is served by two boat ramps. The inner ramp provides ingress/egress to the City's harbor area and has a shallow draft so it is limited to smaller craft. The outer ramp, although not as wide, has a much deeper draft and egresses directly to the Gulf. The City of Cedar Key was awarded a grant for study and design through the Florida Boating Improvement Program (FBIP) and has hired CPH Consulting, LLC to perform the work. This report will focus on and consider improvements to the outer ramp only.

In evaluating the potential improvements to the ramp, CPH staff met with the city staff to discuss potential improvements and their own observations regarding the ramp's use. Additionally, CPH staff attended a workshop held at City Hall which was open to the public for the purpose of soliciting ideas for the marina as a whole, but included the outside boat ramp. CPH staff also spent a tide cycle at the ramp to observe how boaters interact with the ramp and to get a count of boats accessing the ramp for that window in time.

This report evaluates three (3) scenarios and recommends one that should proceed to design. These scenarios are a direct result of the aforementioned conversations with staff and the comments provided by citizens at the City Hall Workshop. All three scenarios increase total ramp width. Two achieve this by adding a lane to the existing outside ramp on the east and west sides. The third considers adding lane width by rebuilding the existing defunct concrete ramp at the southeast corner of the Marina.

1. Construct Additional Ramp Width – East Side

The existing ramp is a 24-foot wide (2 lane) boat ramp constructed with steel sheet piles and a concrete driving surface. In this scenario we will consider the effects of adding an additional 20 feet of lane width to the east side of this ramp. The east side of the existing ramp is currently served by a floating dock which will need to be relocated as part of any work on that side. The ramp is defined by the steel sheet pile which extends approximately 3 feet above the driving surface of the ramp. This wall could potentially stay or go depending on how the City wishes to use the additional lane width. For the purposes of this report and to maximize the potential cost of the improvements for budgeting purposes we shall assume the wall is to be removed to the surface of the ramp. This would provide a 44-foot-wide ramp easily capable of launching up to 3 vessels at a time.

This scenario will require the demolition of the existing out of service ramp and relocation of the floating ramp to that general area (see Fig 3.1.1). The fixed dock could remain in its current position although issues with usability of that dock are addressed elsewhere in this report. The seawall at this location appears to have experienced some settling/movement over the years and this is reflected in the sidewalk immediately adjacent to the wall.

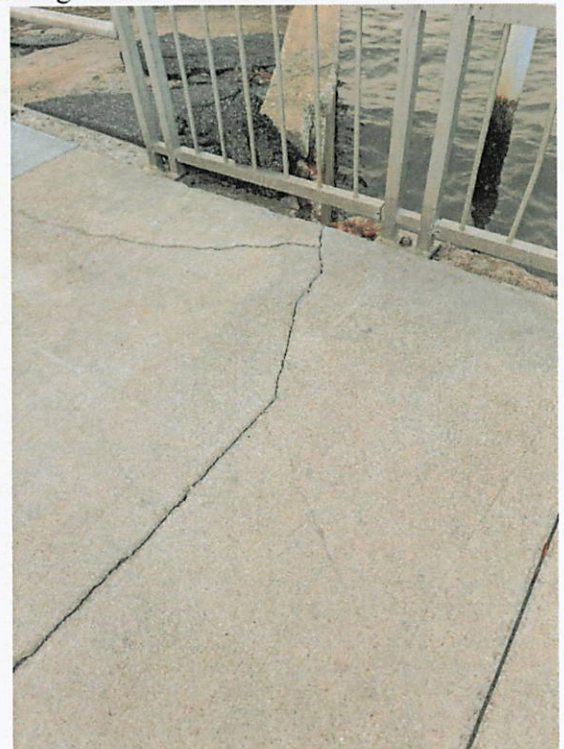


Typical Sidewalk Cracking

expansion will integrate into the existing traffic movement (See Figure 3.1.2) as the additional ramp width will largely align with the existing travel lanes. However, the expansion lane will require a slight jog westward when entering or leaving the ramp. The movement is slight (perhaps a few feet) but will require the boater to pay attention particularly when entering the ramp.

The sidewalk is broken with large cracks exceeding 1/8" in width. Additional analysis of the seawall may be necessary to determine if it is structurally sound enough to receive the proposed improvements

An eastern boat ramp expansion will largely retain the current vehicular movements and circulation patterns in the marina. The counterclockwise rotation of vehicles allows them to stage on the western side of the parking lot before pulling around to the eastern side prior to performing a launch maneuver. An east side



Typical Sidewalk Cracking



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CONCEPTUAL PLAN - OPTION 1 - EAST SIDE EXPANSION

OUTSIDE BOAT RAMP IMPROVEMENTS

City of Cedar Key, Florida

FIGURE
3.1.1

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CONCEPTUAL PLAN - OPTION 1 - TRAFFIC PATTERNS

OUTSIDE BOAT RAMP IMPROVEMENTS

City of Cedar Key, Florida

FIGURE
3.1.2

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Expanding the existing ramp on the east side will be a cost-effective way to expand the ramp. Utilizing one side of the existing ramp will eliminate one wall from the construction. The east side also will allow the fixed dock to remain where it is if needed to save cost. The floating dock will require relocation, but it is the smaller and cheaper of the two. The floating dock only requires new piles on one side and a completely reusable deck system which will be a less expensive reinstallation cost than a fixed dock. An east side expansion is likely to require removal of the derelict ramp located at the SE corner of the marina. Boat access will be difficult to maintain during the construction, and it should be expected that the existing ramp will be reduced to one lane. A detailed Ramp Access Management Plan will need to be part of any contractor's scope of work prior to breaking ground. The impact to City revenue and commercial clamming will need to be considered, whichever option is selected.

The cost for an east side expansion is estimated as follows:

TABLE 3-1 ESTIMATED COST – CONSTRUCT ADDITIONAL RAMP WIDTH – EAST SIDE					
Item No.	Item Description	Unit	Est. Qty.	Unit Price	Est. Cost
1	Mobilization	5%	1	\$45,500	\$45,500
2	General Conditions	10%	1	\$91,100	\$91,100
3	Site Preparation				
a.	Removal of Derelict Boat Ramp	SF	2,000	\$100	\$200,000
b.	Floating Turbidity Barrier	LF	500	\$20	\$10,000
c.	Temporary Fencing	LF	200	\$9	\$1,800
d.	Dewatering	LS	1	\$25,000	\$25,000
e.	Caisson Construction (Port A Dam)	LS	1	\$80,000	\$80,000
f.	Geobag Sediment Treatment	LS	1	\$25,000	\$25,000
g.	Dredging	CY	30	\$1,500	\$45,000
h.	Demolish Floating Dock Pilings	LS	1	\$5,000	\$5,000
4	Grading & Site Reshaping				
a.	Structural Fill (Compacted)	CY	200	\$30	\$6,000
5	Boat Ramp				
a.	Steel Sheet Pile	SF	1,100	\$75	\$82,500
b.	Corrocoat Coating	SF	1,500	\$20	\$30,000
c.	Concrete Paving	CY	75	\$2,250	\$168,800
d.	Seawall Restoration/Repair	LS	1	\$125,000	\$125,000
e.	Existing Sheet Pile Coating Repair (includes steel prep)	SF	600	\$35	\$21,000
f.	Replace Rub Rails	LF	200	\$40	\$8,000
6	Floating Dock				
a.	Construct Floating Dock Pilings	EA	8	\$500	\$4,000
b.	Reconnect Floating Panels	LS	1	\$5,000	\$5,000

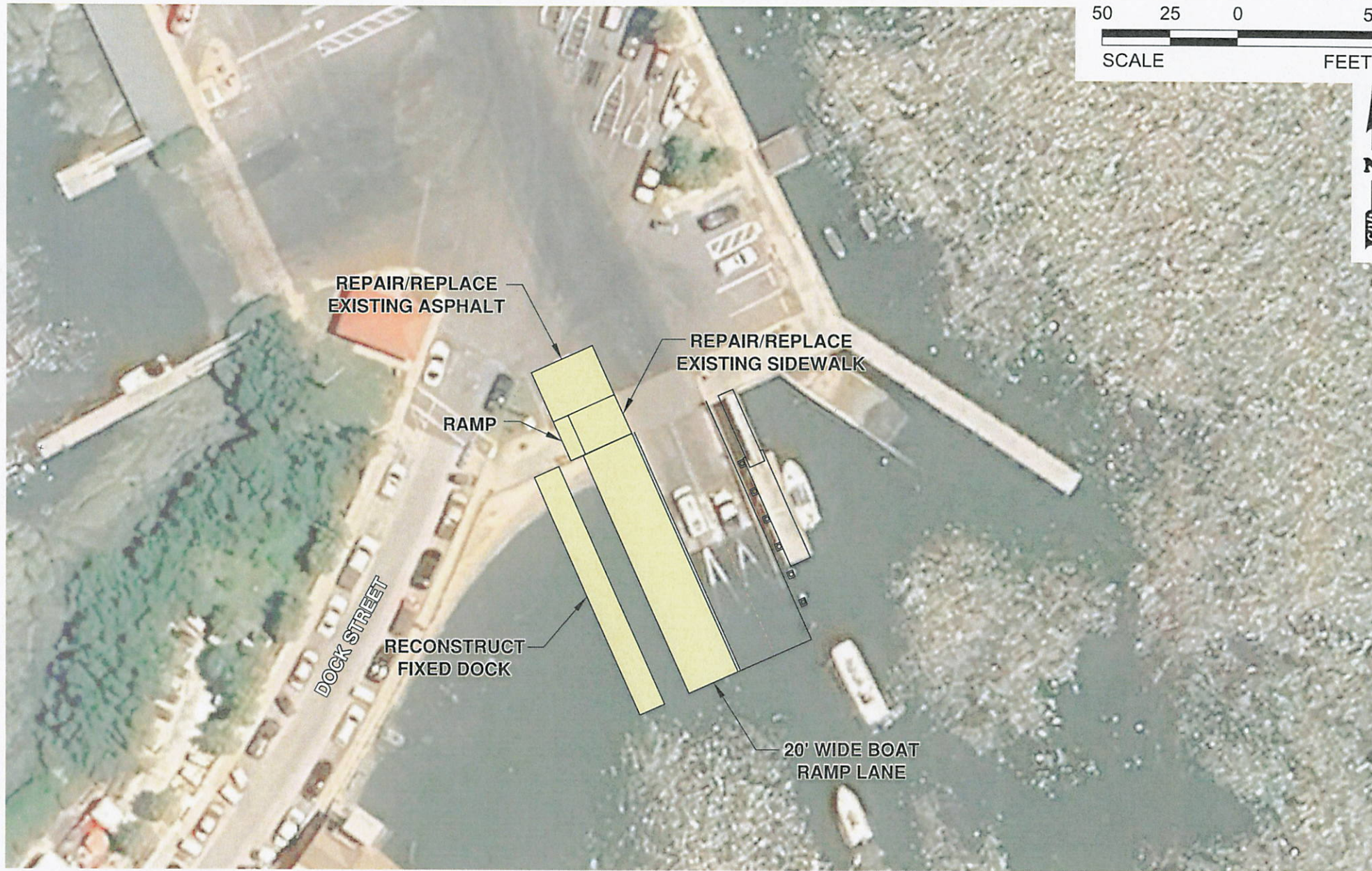
TABLE 3-1 ESTIMATED COST – CONSTRUCT ADDITIONAL RAMP WIDTH – EAST SIDE					
c.	Replace Rub Rails	LS	100	\$30	\$3,000
7	Paving & Sidewalk				
a.	Construct Sidewalk	SF	500	\$60	\$30,000
b.	Construct Asphalt Paving	SF	500	\$40	\$20,000
c.	Restriping and Signage	LS	1	\$5,000	\$5,000
8	Electrical				
a.	Repair Pump Out Station	EA	1	\$5,000	\$5,000
9	Restoration				
a.	Sod	SF	100	\$5	\$500
b.	Landscaping	LS	1	\$5,000	\$5,000
	CONSTRUCTION COST SUBTOTAL				\$1,047,200
	CONTINGENCY			25%	\$261,800
	PROPOSED CONSTRUCTION BUDGET				\$1,309,000

A contingency of 25% reflects a high level of uncertainty with the scope and will be refined during the design phase as materials, equipment and other project features become clearer. The table reflects the upper range. On the low end the project might be 10% cheaper than shown. A reasonable construction budget for the east side ramp expansion should be \$942,500 to \$1,309,000.

2. Construct Additional Ramp Width – West Side

As previously stated, the existing ramp width is 24 feet and a west side expansion similar to an east side expansion will add 20 feet of ramp width allowing up to three vessels to be launched at the same time (See Fig 3.2.1). Similar to the east side expansion, the seawall presents some concerns due to the extensive cracking exhibited in the sidewalk which suggest that the wall or the material under the sidewalk is moving to some degree.

A western expansion will largely maintain the current vehicle movements and circulation patterns (see Fig 3.2.2). It has the advantage over the other options of maintaining a straight back in for any vehicle launch. No jogging or adjustment to alignment is necessary. All other options require a varying amount of change in alignment. This option will impact parking by eliminating at least one handicap space and require the relocation of the pump out station and fixed dock. The western side of the ramp is also known to have a greater accumulation of sands/sediments which makes dredging and maintenance a more likely and frequent occurrence with this option than the others.



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CONCEPTUAL PLAN - OPTION 2 - WEST SIDE EXPANSION

OUTSIDE BOAT RAMP IMPROVEMENTS

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FIGURE
3.2.1

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CONCEPTUAL PLAN - OPTION 2 - TRAFFIC PATTERNS

OUTSIDE BOAT RAMP IMPROVEMENTS

City of Cedar Key, Florida

FIGURE
3.2.2

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Similar to the east side expansion, the west side expansion will be a cost-effective way of increasing ramp capacity. Eliminating one wall of ramp construction will provide a significant saving to the project. The fixed dock will have to be demolished and rebuilt, which will be more expensive than relocating the floating dock. Salvage of the existing decking is feasible, but it is unlikely that the other elements of the dock will be able to be reused. Another significant saving is that construction of a west side ramp expansion will not require demolition of the derelict concrete ramp. Boat access will be difficult to maintain during the construction, and it should be expected that the existing ramp will be reduced to one lane. A detailed Ramp Access Management Plan will need to be part of any contractor's scope of work prior to breaking ground. The impact to city revenue and commercial clamming will need to be considered.

The cost of a west side expansion is estimated as follows:

TABLE 3-2 ESTIMATED COST – CONSTRUCT ADDITIONAL RAMP WIDTH – WEST SIDE					
Item No.	Item Description	Unit	Est. Qty.	Unit Price	Est. Cost
1	Mobilization	5%	1	\$37,800	\$37,800
2	General Conditions	10%	1	\$75,700	\$75,700
3	Site Preparation				
a.	Removal of Derelict Boat Ramp	SF	0	\$100	\$0
b.	Floating Turbidity Barrier	LF	500	\$20	\$10,000
c.	Temporary Fencing	LF	200	\$9	\$1,800
d.	Dewatering	LS	1	\$25,000	\$25,000
e.	Caisson Construction (Port A Dam)	LS	1	\$80,000	\$80,000
f.	Geobag Sediment Treatment	LS	1	\$25,000	\$25,000
g.	Dredging	CY	30	\$1,500	\$45,000
h.	Demolish Fixed Dock	LS	1	\$25,000	\$25,000
4	Grading & Site Reshaping				
a.	Structural Fill (Compacted)	CY	200	\$30	\$6,000
5	Boat Ramp				
a.	Steel Sheet Pile	SF	1,100	\$75	\$82,500
b.	Corrocoat Coating	SF	1,500	\$20	\$30,000
c.	Concrete Paving	CY	75	\$2,250	\$168,800
d.	Seawall Restoration/Repair	LS	1	\$125,000	\$125,000
e.	Existing Sheet Pile Coating Repair (includes steel prep)	SF	600	\$35	\$21,000
f.	Replace Rub Rails	LF	200	\$40	\$8,000
6	Fixed Dock				
a.	Construct Fixed Dock Pilings	EA	16	\$500	\$8,000
b.	Bracing	LS	1	\$9,000	\$9,000

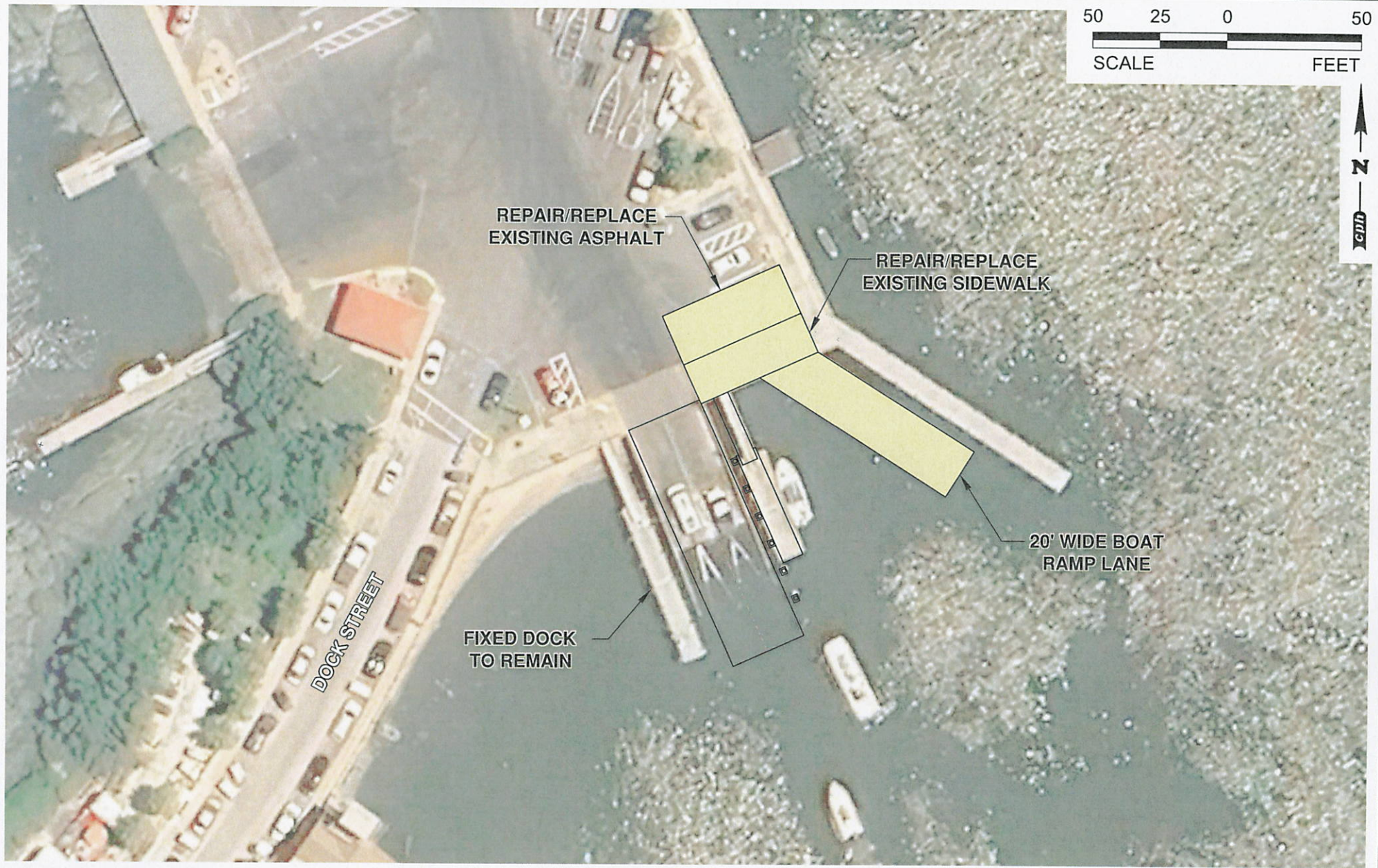
TABLE 3-2 ESTIMATED COST – CONSTRUCT ADDITIONAL RAMP WIDTH – WEST SIDE					
c.	Replace Deck	SF	500	\$30	\$15,000
7	Paving & Sidewalk				
a.	Construct Sidewalk	SF	500	\$60	\$30,000
b.	Construct Asphalt Paving	SF	500	\$40	\$20,000
c.	Restriping and Signage	LS	1	\$5,000	\$5,000
d.	Replace Sewer Line	LF	120	\$50	\$6,000
8	Electrical				
a.	Repair Pump Out Station	EA	1	\$5,000	\$5,000
9	Restoration				
a.	Sod	SF	100	\$5	\$500
b.	Landscaping	LS	1	\$5,000	\$5,000
	CONSTRUCTION COST SUBTOTAL				\$870,100
	CONTINGENCY			25%	\$217,500
	PROPOSED CONSTRUCTION BUDGET				\$1,087,600

A contingency of 25% reflects a high level of uncertainty with the scope and will be refined during the design phase as materials, equipment and other project features become clearer. The table reflects the upper range. On the low end the project might be 10% cheaper than shown. A reasonable budget for the west side ramp expansion should be \$783,000 to \$1,087,600.

3. Construct Separate Ramp – South East Corner

As with the Eastern addition option, building an independent and unconnected boat ramp will require demolition of the existing derelict ramp (see Fig 3.3.1). However, because it will be independent of the existing functional ramp this option offers the significant benefit of being the least intrusive construction. This option should allow the existing ramp to remain relatively unaffected by its construction. Each other option will require careful maintenance of boater access in order to maintain safe use of the ramp. The other options may also periodically require the closure of one lane of the ramp during certain times and perhaps for the duration of the project. This will cause boater frustration and may impact local revenue from boat ramp use.

A southeastern boat ramp is historically the location for boater access in the marina. A ramp has been in this location since the 1930's and its location takes advantage of natural wave and wind patterns that the current boat ramp does not. The southeast corner is less susceptible to sediment buildup that becomes an increasing issue the further north the ramp access point is located. Furthermore, this option does not require the relocation or reconstruction of the floating dock or fixed dock associated with the current ramp. Although a floating dock may be desirable to make



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CONCEPTUAL PLAN - OPTION 3 - S.E. CORNER RAMP

OUTSIDE BOAT RAMP IMPROVEMENTS

City of Cedar Key, Florida

FIGURE
3.3.1

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better use of the ramp. An existing fixed dock which would run parallel to the proposed ramp would remain in place and continue to serve its current function.

The location of the ramp will present issues with current traffic flow and will eliminate at least two and probably 3 parking spaces (see Fig 3.3.2). Two of these spaces are ADA spaces and would need to be relocated. The likely spot for relocation would be Dock Street and may require conversion of existing parallel parking spaces to ADA spaces. Boater traffic will be at cross purposes where the two launch staging areas overlap. This is not insurmountable but will require consideration if the option is selected to take to design. Boaters using a proposed southeast ramp will be using the same space as boaters using the eastern lane of the existing ramp. This can be mitigated with striping and boater education but will always limit the efficiency of the system. A three-lane ramp with all lanes pointing in the same direction will always have efficiency advantages over a system with two lanes in one direction and the third lane at an angle to the others.

Aside from the obvious advantage of providing a clearly independent work area for the contractor, this option also may be advantageous to the community in the future as a dedicated residential or commercial ramp. The program that has funded this report will require that the new ramp be open to all boaters (commercial and residential) for the immediate future, but a switch to a dedicated commercial lane may be available after an appropriate sunset period.



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CONCEPTUAL PLAN - OPTION 3 - TRAFFIC PATTERNS

OUTSIDE BOAT RAMP IMPROVEMENTS

City of Cedar Key, Florida

FIGURE
3.3.2

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The cost for a southeast boat ramp option is estimated as follows:

TABLE 3-3 ESTIMATED COST – CONSTRUCT ADDITIONAL RAMP WIDTH SOUTHEAST CORNER					
Item No.	Item Description	Unit	Est. Qty.	Unit Price	Est. Cost
1	Mobilization	5%	1	\$51,600	\$51,600
2	General Conditions	10%	1	\$103,100	\$103,100
3	Site Preparation				
a.	Removal of Derelict Boat Ramp	SF	2,000	\$100	\$200,000
b.	Floating Turbidity Barrier	LF	500	\$20	\$10,000
c.	Temporary Fencing	LF	200	\$9	\$1,800
d.	Dewatering	LS	1	\$25,000	\$25,000
e.	Caisson Construction (Port A Dam)	LS	1	\$80,000	\$80,000
f.	Geobag Sediment Treatment	LS	1	\$25,000	\$25,000
g.	Dredging	CY	30	\$1,500	\$45,000
4	Grading & Site Reshaping				
a.	Structural Fill (Compacted)	CY	200	\$30	\$6,000
5	Boat Ramp				
a.	Steel Sheet Pile	SF	2,200	\$75	\$165,000
b.	Corrocoat Coating	SF	3,000	\$20	\$60,000
c.	Concrete Paving	CY	75	\$2,250	\$168,750
d.	Seawall Restoration/Repair	LS	1	\$125,000	\$125,000
e.	Existing Sheet Pile Coating Repair (includes steel prep)	SF	800	\$35	\$28,000
f.	Replace Rub Rails	LF	400	\$40	\$16,000
6	Paving & Sidewalk				
a.	Construct Sidewalk	SF	600	\$60	\$36,000
b.	Construct Asphalt Paving	SF	600	\$40	\$24,000
c.	Restriping and Signage	LS	1	\$5,000	\$5,000
d.	Replace Sewer Line	LF	0	\$50	\$0
7	Electrical				
a.	Repair Pump Out Station	EA	1	\$5,000	\$5,000
8	Restoration				
a.	Sod	SF	100	\$5	\$500
b.	Landscaping	LS	1	\$5,000	\$5,000
	CONSTRUCTION COST SUBTOTAL				\$1,185,800
	CONTINGENCY			25%	\$296,500
	PROPOSED CONSTRUCTION BUDGET				\$1,482,300

A contingency of 25% reflects a high level of uncertainty with the scope and will be refined during the design phase as materials, equipment and other project features become clearer. The table reflects the upper range. On the low end, the project might be 10% cheaper than shown. A reasonable construction budget for the west side ramp expansion should be \$1,067,200 to \$1,482,200.

4.0 FLOATING AND FIXED DOCK REPLACEMENT

In each of the scenarios presented in the prior section some combination of fixed dock or floating dock construction is essential. The relocation or reconstruction of these elements presents difficulties in the design and construction of each scenario. In particular, the floating dock is essential to the operation of the existing ramp. Its loss, even temporarily, will need to be addressed as it is the primary method of accessing vessels once launched. The typical launch scenario can be summarized as follows:

1. Align boat to the ramp with one person in the boat and a second in the truck.
2. Back boat and trailer to the water and float the boat off the trailer.
3. Remove trailer from water and park
4. Position boat adjacent to the floating dock and allow landside personnel to board the vessel.

Due to the height above sea level of both fixed docks in the area, they cannot serve as the primary access for boarding a floating vessel. This means that a vessel must launch with most personnel already on board. A nimble person could access a floating vessel from the fixed dock but this would not be true for those people who are less agile, particularly anyone with a disability. Even a temporary loss of use will be an issue that will need to be considered during design. The impact to commercial fisherman, whose business is to provide fishing tours and other sporting activities, will be impacted if the floating dock is unavailable to their customers.

The use of finger docks between each lane may also be beneficial. Finger docks are fixed docks, but rather than maintaining a set elevation, they follow the slope of the ramp before levelling out at a predetermined optimal height. Although convenient during lower tides, they can submerge during high tides.

Location or relocation of the floating dock will need to be carefully considered particularly for the southeast ramp option. The floating dock needs to serve all three ramp lanes and ideally will need to be accessed from both sides. This improves efficiency and the useability of the dock. Presently, the floating dock can only be approached from one side.

Dock length should also be an item of discussion during design. The current floating dock appears to be able to board at most two boats at a time and that is with some difficulty. It does appear that the dock used to be longer and may have been damaged during a storm event. However, at its current length the dock is undersized for the two-lane ramp. Boats stack to await access to the dock both for ingress and egress. Adding another lane will only make wait times longer and boater frustrations more acute.

The Marina currently has two fixed docks. The first is approximately 100 feet in length and is adjacent to the existing boat ramp. The second is located adjacent to the derelict ramp and is approximately 120 feet in length. Both docks are constructed with wood pilings and composite decking. The shorter dock uses aluminum bracing. Based on comments made by regular users of the marina, both docks are too tall to be useful for ingress of a vessel.



Fixed Dock and Composite Decking

The shorter dock by the existing ramp features a pump out station that is currently off-line.

When in service the pump out station can be used to empty waste tanks but dock height and access limited its usability. If the west side expansion is selected for construction the shorter dock will need to be demolished and rebuilt. It is unlikely that much if any of the dock can be salvaged. Wood that has weathered for any length of time will warp once any restraint provided by fasteners has been released. Additionally, it is unlikely that given the liability for reusing degradable

Fixed Dock and Composite Decking

material, that a contractor would be willing to build with a recycled wood. An assessment of the aluminum braces would need to be made during demolition, but for budgeting purposes this report does not anticipate their reuse. With the possible exception of the composite decking, the piles, struts, braces and other structural elements will disposed of.



Pump Out Station on Fixed Dock

5.0 REPAIR OF EXISTING RAMP

The existing boat ramp utilizes steel sheet pile coated with a proprietary factory applied coating. The product used (Zip E) is manufactured by Corrocoat USA and a high end coating system developed for the oil and gas industry for use on offshore drilling platforms. In the 14 years since its installation time has taken its toll. Areas of surface damage are apparent and repairs should be included within the scope of the ramp expansion design.



Existing Ramp Coating Damage

Structurally the ramp seems sound. The visible corrosion seems to be most severe at pile panel edges. This is understandable when considering the installation process. Each pile interlocks with the next utilizing a ball and socket or edge lap system and the coating at the edges would have seen some wear. Some piles were set and withdrawn during the original installation to improve plumbness. This meant that the edges were exposed to abrasion on more than one occasion. Pile lifting points (used for installation) also appear to be areas of active corrosion. A post installation touchup of the piles was performed but within the interlock itself it would have been impossible to say whether the coating was contiguous. Other areas of corrosion appear to be centered around post installation penetrations of the piles. These occur at bolting locations which hold the rub rail in place. The walls to remain in place post expansion should be stripped of any attachments and examined during construction. A repair regimen developed in concert with a coating manufacturer during design should then be applied to material. This will likely include surface preparation to SSPC SP10 (Near White Blast Cleaning) or SP11 (Power Tool Cleaning) depending on the coating manufacturer requirements. The concrete ramp surface appears to be in good shape, but pressure washing and examination should be performed during construction. Special attention should be paid to the interface between the concrete and the steel sheet pile. Although the original design

used coated steel rebar, the joint formed at this interface would be an area where reinforcement corrosion could occur coupled with spalling and other detrimental effects to the concrete.

In addition, the existing seawall is showing signs of deterioration. Depending on which option is selected, the project should anticipate some level of remedial repairs to the seawall. The wall is actively delaminating across its face. This is likely due to heavy corrosion in the first mat of reinforcing steel.



Existing Seawall Exhibiting Delamination

6.0 Parking Volume and Boat Ramp Capacity

The City of Cedar Key's Marina is built out with regard to parking. Not including passenger vehicle parking, the actual spaces for a vehicle and trailer are capped at 52 spaces. Five of those spaces are undersized and only suitable for smaller vehicle/trailer combinations. This leaves 47 spaces sized for a standard truck and trailer. Presently there is no reasonable way to increase the number of spaces for the marina without either creating more land (dredging and filling behind a bulkhead) or finding remote undeveloped parcels reasonably close to the facility. As part of our field observations, we were able to witness the current capacity of the existing dual lane boat ramp. At its peak rate the ramp was able to launch approximately 2 boats every 15 minutes. This means that the current ramp can fill all current parking spaces in approximately 6 hours. This does not consider the inside marina which is probably capable of launching at the same rate. If we include the inside marina, we can estimate that the Marina parking can be filled in 3 hours.

By adding a 3rd outside ramp, we can extrapolate that the launch volume can be increased to 3 vehicles every 15 minutes and up to 12 vehicles per hour. This launch rate will consume the available parking spaces in 3 hours. On the flip side it is also possible to retrieve up to 12 boats per hour. So, vehicle rotation would be increased by 50%. During our field visit we witnessed up to 4 vehicles at a time waiting to launch, which meant that they were stacked beyond the Marina and on to A Street. Adding the 3rd ramp will potentially reduce the stacking by half. This should contain the vehicle stacking within the Marina reducing the potential for blocking 1st Street as anxious boaters try to prevent line cutting. Given that 1st Street is also the location of the Fire Station this may be an important benefit to the project.

7.0 CONCLUSION AND RECOMMENDATIONS

The outside boat ramp is a critical piece of infrastructure for the City of Cedar Key. It is the lynchpin for the local aquaculture community providing irreplaceable access to the important clam farm leases adjacent to Dog Island. As this important driver of the local economy has grown, so has the traffic seen by the boat ramp. The 2012 expansion of ramp capacity from 1 lane to 2 now appears to be insufficient for future needs. This report has explored the likely scenarios for adding a 3rd lane to the existing infrastructure. The alternatives that have been investigated include; adding width to the east side of the existing ramp; adding width to the west side of the existing ramp; and constructing a standalone single lane ramp. Each option has its advantages. The west side expansion is likely to be cheapest and the easiest to integrate into the existing marina geometry. The east side expansion was close to having the same ease of integration but included the additional expense of removing a derelict ramp in order to be completed properly. The stand-alone ramp option was the most expensive but had the significant advantage of being the least intrusive construction on current boat ramp operations.

The stand-alone ramp advantage that would allow the contractor to largely operate independent of the existing boat ramp is huge. In all other scenarios it is difficult, if not impossible, to see how a boat ramp expansion will avoid impacting at least one lane of the existing boat ramp. It is hard to ignore the enormous effect a lane closure will have on the boating community. To some degree construction can be timed to avoid peak clam harvesting periods, but experience tells us that the weather can be extremely unpredictable and have huge effects on a construction schedule. The only way to confidently mitigate the influence of construction on the existing boat ramp is to build the additional capacity as a standalone ramp. We believe that this may have additional advantages in the future such as allowing the community to “dedicate” lanes in peak farming periods so that clammers had priority at certain times of the year. This would need to be discussed with the funding agency perhaps due to restrictions on the use of the grant money. However, after a reasonable sunsetting period there may be an opportunity to introduce some flexibility in use to the community’s advantage. For these reasons this report recommends proceeding with the design of a single lane boat ramp expansion.

8.0 APPENDICES

- A. Cedar Key Launch Pass Summary
- B. Launch Pass Ravel Distance Data
- C. FBIP Grant Application – 2025
- D. Raw Launch

Appendix A

Feasibility Study

Cedar Key Outside Boat Ramp

City of Cedar Key, Florida

0605-32-1

Cedar Key Launch Pass Summary (2024-2025)

2024-2025 Cedar Key Launch Pass Summary

Pass #	Date Paid	Trailer Registration #
1	9/13/2024	MWV554
2	9/13/2024	MRAV39
3	9/13/2024	MWVS55
4	9/13/2024	SAQQ97
5	9/16/2024	Y41FFS
6	9/16/2024	MRSE24
7	9/16/2024	MUWY94
8	9/16/2024	Y15NIL
9	9/16/2024	Y14NIL
10	9/16/2024	QPKC70
11	9/16/2024	MYTN85
12	9/16/2024	BQ58MG
13	9/16/2024	KX514A
14	9/16/2024	BB28YH
15	9/16/2024	IV55EB
16	9/17/2024	Y15UPB
17	9/17/2024	CU4888
18	9/17/2024	Y14UPB
19	9/17/2024	52CIBZ
20	9/17/2024	07BMKU
21	9/17/2024	AK18UF
22	9/17/2024	PCUW96
23	9/18/2024	BQ41MI
24	9/18/2024	83CDIR
25	9/18/2024	Z53IAY
26	9/18/2024	BS41AS
27	9/18/2024	CB7046
28	9/18/2024	61184Z
29	9/18/2024	MPLU23
30	9/18/2024	MKDL06
31	9/19/2024	IP12BK
32	9/19/2024	NQSN12
33	9/19/2024	11EHRE
34	9/20/2024	CK52BG
35	9/20/2024	IWYJ79
36	9/20/2024	QKWE93
37	9/20/2024	CF72DI
38	9/20/2024	CI11GP
39	9/23/2024	IM63WP
40	9/23/2024	18CADE
41	9/23/2024	Y029KU
42	9/23/2024	HM2T73
43	9/23/2024	QVPY49
44	9/23/2024	BX53AB
45	9/23/2024	JDKL08

2024-2025 Cedar Key Launch Pass Summary

46	9/23/2024	Y049DP
47	9/23/2024	BB78RB
48	9/23/2024	Z65JLM
49	9/23/2024	AP49VH
50	9/23/2024	AX84AB
51	9/23/2024	94CDIR
52	9/25/2024	48CHEK
53	9/30/2024	IX30RD
54	10/3/2024	63CIES
55	10/4/2024	Y744BZ
56	10/10/2024	MDPW40
57	10/10/2024	JNQB14
58	10/10/2024	MZIA96
59	10/12/2024	Y73YKX
60	10/12/2024	39CAEC
61	10/14/2024	BD29BJ
62	10/15/2024	KQTH42
63	10/16/2024	MHMR26
64	10/18/2024	GYUU52
65	10/18/2024	95DJCH
66	10/18/2024	BH80UJ
67	10/18/2024	AN26IU
68	10/22/2024	GTQE43
69	10/22/2024	Y38QLV
70	10/25/2024	Y63UNX
71	10/28/2024	36DRMA
72	10/29/2024	MZAS23
73	10/30/2024	94ARZI
74	10/30/2024	IX95RC
75	10/30/2024	RHPV34
76	10/31/2024	GPYX83
77	11/1/2024	7932YA
78	11/3/2024	KPOO2T
79	11/14/2024	19DSZZ
80	11/15/2024	MKLC24
81	11/20/2024	JRPI19
82	11/20/2024	MYWF08
83	11/22/2024	Z24ETX
84	11/22/2024	JDGX38
85	11/25/2024	KRCV62
86	11/25/2024	LVAW86
87	11/25/2024	MRAU19
88	11/25/2024	SAFF52
89	12/5/2024	MXUH11
90	12/9/2024	Commercial
91	12/9/2024	Commercial
92	12/9/2024	Commercial

2024-2025 Cedar Key Launch Pass Summary

93	12/16/2024	MMWL43
94	12/17/2024	Y48UPA
95	12/17/2024	MHGF38
96	12/23/2024	3847QW
97	12/27/2024	RCYA05
98	12/27/2024	IBWY61
99	12/27/2024	BQ36GQ
100	1/2/2025	CK82IF
101	1/2/2025	CM33KQ
102	1/2/2025	NWTC17
103	1/3/2025	Y274PL
104	1/3/2025	70EWSF
105	1/3/2025	BH87LI
106	1/3/2025	Z41EXA
107	1/6/2025	55EZFQ
108	1/6/2025	72CJGQ
109	1/6/2025	71CJGQ
110	1/6/2025	70CJGQ
111	1/6/2025	494PZI
112	1/6/2025	BH88LI
113	1/6/2025	BD64BJ
114	1/6/2025	BH87LI
115	1/6/2025	CH06ZW
116	1/6/2025	PXRT63
117	1/6/2025	37BGBV
118	1/7/2025	AP28KD
119	1/7/2025	IV51EB
120	1/7/2025	CN19BH
121	1/8/2025	CH13ZW
122	1/9/2025	TW24M41
123	1/13/2025	NTGT8Z
124	1/13/2025	IW76SG
125	1/13/2025	TW57W66
126	1/14/2025	Y99AFY
127	1/14/2025	53DSKG
128	1/14/2025	35FCWT
129	1/14/2025	BD59BJ
130	1/14/2025	IX04RD
131	1/15/2025	80DUIG
132	1/16/2025	34DAPJ
133	1/16/2025	Y90BGZ
134	1/16/2025	CL78AN
135	1/16/2025	68DWPM
136	1/16/2025	NEAK15
137	1/16/2025	SAZE97
138	1/16/2025	SAZE98
139	1/16/2025	MTTJ19

2024-2025 Cedar Key Launch Pass Summary

140	1/16/2025	01CEHW
141	1/17/2025	QYK278
142	1/17/2025	NSFA59
143	1/21/2025	CH44403
144	1/23/2025	Z813BV
145	1/24/2025	NDMJ91
146	1/24/2025	MVIP77
147	1/24/2025	5622TM
148	1/27/2025	02CIBZ
149	1/28/2025	QJIV84
150	1/29/2025	80CEYX
151	1/30/2025	GYUV15
152	1/30/2025	BC6979
153	1/31/2025	RTDW94
154	2/3/2025	Y010NF
155	2/4/2025	QPKC72
156	2/5/2025	CS2604
157	2/5/2025	AP94TH
158	2/6/2025	GDHT08
159	2/6/2025	90AFVF
160	2/7/2025	RADS28
161	2/10/2025	2976VB
162	2/11/2025	GAFI52
163	2/11/2025	9177YB
164	2/13/2025	73CIBY

Appendix B

Feasibility Study

Cedar Key Outside Boat Ramp

City of Cedar Key, Florida

0605-32-1

Launch Pass Travel Distance Data

Launch Pass Travel Distance

Non CK City per registration	2020-2021 Passes	Travel Distance from CK (in miles)
Archer, FL	3	43
Alachua, FL	2	62
Bonita Springs, FL	1	285
Bronson, FL	3	33
Bushnell, FL	1	89
Chiefland, FL	12	30
Citra, FL	1	67
Coleman, FL	1	90
Dunedin, FL	1	124
Dunnellon	4	51
Earleton, FL	1	75
Ellenton, FL	1	172
Gainesville	34	59
Hawthorne, FL	1	74
High Springs	2	62
Horseshoe Beach, FL	1	69
Indiaatlantic	2	204
Jacksonville, FL	1	131
Lake City	3	83
Leesburg	1	96
Melbourne Beach	1	206
Micanopy	2	59
Middleburg	1	103
Mount Dora, FL	2	119
Newberry	6	49
Obrien, FL	1	72
Ocala	10	68
Orange Park	2	116
Orlando, FL	1	135
Otter Creek, FL	2	22
Placida, FL	1	233
Ponte Vedra, FL	1	150
Quincy, FL	1	177
Raiford, FL	1	89
Riverview, FL	1	151
Sarasota	2	184
Silver Springs	1	73
Spring Hill	1	88
Starke	1	84
St. Augustine	1	133
Steinhatchee	1	69
Trenton	4	40

Launch Pass Travel Distance

Webster	1	96
Wildwood, FL	1	87
Williston, FL	9	46
Winter Haven, FL	1	154
Yulee, FL	2	146

Appendix C

Feasibility Study

Cedar Key Outside Boat Ramp

City of Cedar Key, Florida

0605-32-1

FLORIDA BOATING IMPROVEMENT PROGRAM

Cedar Key Outer Ramp Expansion Project- Planning and Engineering Design

Florida Fish & Wildlife Conservation Commission

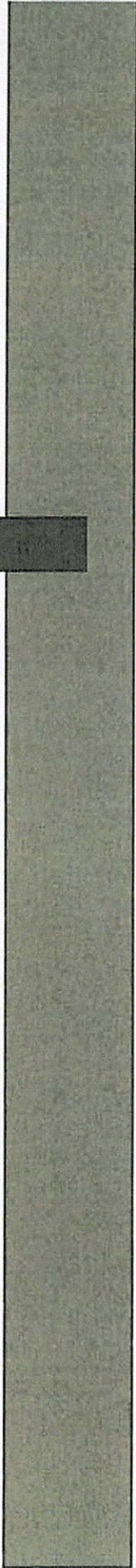


MARCH 2025

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Cover Letter



City of Cedar Key
The Island City

Phone (352) 543-5132 • Fax 1-866-674-2419 • P.O. Box 339 • Cedar Key, Florida 32625

March 28, 2025

Dear FBIP Committee,

I am writing on behalf of the City of Cedar Key to submit a proposal for a feasibility study to expand the Cedar Key Outer Marina's boat launch facility as well as planning and design work for the expansion. The submission of our application was unanimously approved by the City of Cedar Key Commissioners on March 18th, 2025. We are requesting \$249,500 of financial assistance through the 2025 Florida Boating Improvement Program.

Our marina is experiencing significant pressure from both commercial and recreational boaters, and it is imperative to address this growing demand to maintain the efficiency of our commercial operations and significantly improve access and the overall boating experience for recreational boaters.

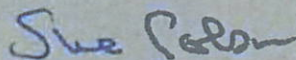
The proposed feasibility study is a vital first step in determining the best approach for expansion and will provide the necessary planning and design work to move the project into the construction phase in future rounds of the FBIP. This study will help ensure that we are able to meet the needs of recreational boaters and provide a safe, efficient, and enjoyable experience for both locals and visitors.

Expanding the Cedar Key Outer Marina's boat launch facility will not only improve access for recreational boaters, but it will also contribute to the growth of our local economy by enhancing tourism and supporting businesses that rely on outdoor activities. The expansion will increase capacity, reduce congestion, and improve safety for all boaters, making Cedar Key a more attractive destination for those seeking outdoor recreational opportunities.

We believe that this project aligns closely with the goals of the FBIP, and we respectfully request your consideration of our proposal to fund the feasibility study and initial planning and design work for our boat ramp expansion. Your support will help us take the crucial first step toward a more sustainable, accessible, and prosperous future for Cedar Key.

Thank you for your time and consideration. Should you require any additional information, please do not hesitate to contact me at 352-477-0136 or scolson@cedarkeyfl.us.

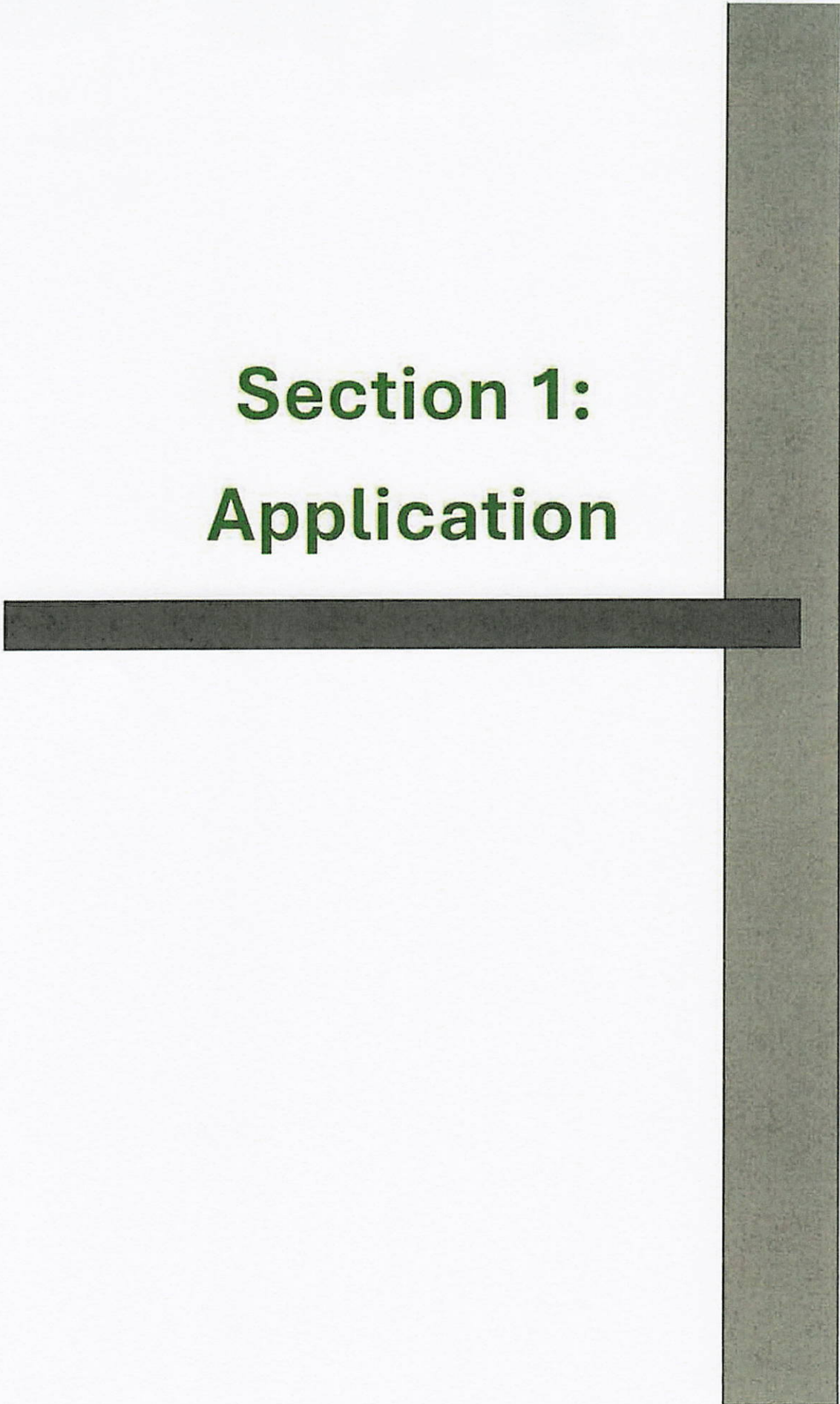
Sincerely,



Sue Colson, Mayor
City of Cedar Key

Section 1:

Application





Florida Fish and Wildlife
Conservation Commission
MyFWC.com

Florida Boating Improvement Program Grant Application

FOR OFFICE USE ONLY

Grant Application Number :

Date Received:

Fill in all sections that **apply** – Put **N/A** for all sections that do not **apply**

I – APPLICANT INFORMATION

Applicant Organization Name: City of Cedar Key			DUNS #: 176556678
Federal Employer Id. No.: 59-6000288	State Senate District: 9	State House District: 22	U.S. Congressional District: 3
Signature Authority Name: Sue Colson		Signature Authority Title: Mayor	
Project Manager Name: Jamie McCain		Project Manager Title: Public Works Director	
Mailing Address: Po box 339		City: Cedar Key	Zip Code: 32625
Shipping Address: 809 6th Street		City: Cedar Key	Zip Code: 32625
Telephone: 352-949-8049	Fax: 866-674-2419	Email: jmcain@cedarkeyfl.us	

II – PROJECT SUMMARY

Project Title: Cedar Key Outer Ramp Expansion Project- Planning and Engineering Design			
Type of Application:	☒ New (never considered before)	☐ Reconsideration	☐ Phased Continuation-Phase No.:
Type of Request:	☒ FCO Design/Engineering/Permitting	☐ FCO Construction	☐ Non-FCO Project
Project Category: (Select only one)	☒ Boat Access Facilities	☐ Recreational Channel Markings/Uniform Waterway Markers	
	☐ Boater Education	☐ Other Boating Related Activities	☐ Derelict Vessels
Project Cost:	Total Project Cost: \$ 256,626.00 FBIP Amount Requested: \$ 249,500		

Project Summary:

This proposal seeks \$249,500 of FBIP funding to conduct Planning and Engineering Design work to expand Cedar Key's outer launch ramp which will increase capacity of the Cedar Key marina and improve the overall experience and safety for boaters. This is the first of two phases for this project: Phase 1- Planning and Engineering Design, Phase 2- Launch Ramp Construction. By improving access times and reducing traffic, the project will enhance the boating experience for local families, tourists, and recreational enthusiasts who rely on the marina for their outdoor activities and livelihoods. The goal of this project is to ensure Cedar Key remains a premier destination for boating, while supporting the long-term growth and sustainability of the local economy. Upon completion of the Planning and Engineering Design phase, the City of Cedar Key will pursue subsequent FBIP funding for the construction of the outer ramp expansion project.

III – PROJECT INFORMATION

Project Type: ☐ Boat Access New Construction (New Facility) ☐ Boat Access New Construction (Existing Facility)
☒ Boat Access Engineering/Permitting (no construction) ☐ Boat Access Renovation/Replacement
☐ New Channel Markers ☐ New Regulatory Markers
☐ New Information Markers ☐ Replace/Repair Channel Markers
☐ Replace/Repair Regulatory Markers ☐ Replace/Repair Information Markers
☐ Derelict Vessel ☐ Kiosks /Signs
☐ Educational Program ☐ Portable Exhibits (trade show exhibit)
☐ Printed Materials (boater guides, brochures)

Current Facility Description: ☒ Boat Ramp/Public Launching Facility ☐ Marina/Tie-up/Overnight Moorage Facility
☐ Primitive ☐ Other:

Facility Location: County: Levy Water body: Gulf of America
Latitude: N29 deg. 8 min. 10.00 sec. Longitude: W83 deg. 1 min. 50.00 sec.
Facility Street Address or Location: 9071 A Street, Cedar Key, Florida 32625

Upland Ownership: ☒ Public - Fee Simple ☐ Public – Lease
Number of Years Remaining in Lease: Name of Owner: City of Cedar Key

Is this facility open to the general public? ☒ Yes ☐ No

Estimate percent (%) use of launching facility: 100.00 % Motorboats/Sailboats 0.00 % Non-Motorboats

Current day use, parking or launch fee amount: \$ 15.00 Tie-up/Overnight Moorage fee: \$ 0.00

How frequently are facilities inspected or maintained? Inspected and maintained daily

Who does the inspections and maintenance? Cedar Key Public Works Department

To capture boating access opportunities in the area, please provide names of comparable boating facilities (ramps, tie-up facilities/marinas) within a 10-mile radius of the proposed facility.

Name	Distance	Name	Distance
1. Cedar Key Marina Boat Ramp (Basin)	<u>50 ft</u>	2. Cedar Key Bridge #4 Boat Ramp	<u>2.4m</u>
3. Shell Mound Campground Boat Ramp	<u>9.5m</u>	4. Shell Mound Campground Boat Ramp	<u>9.6m</u>
5. _____	_____	6. _____	_____
7. _____	_____	8. _____	_____
9. _____	_____	10. _____	_____

IV - FACILITY COMPONENTS AND USE – EXISTING CONDITIONS

Number of Launch Lanes: 2

Type of Ramp: ☐ Asphalt ☒ Concrete ☐ Other

Condition: ☐ Poor ☒ Average ☐ Good

Number of Boarding Docks: 3 Length: 200.0 Ft.

Type of Dock: ☒ Fixed Wood ☐ Fixed Concrete ☐ Aluminum ☒ Floating ☐ Other

Condition: ☐ Good ☒ Average ☐ Poor

Moorage or Tie-up Dock: 0.00 Ft or 0.00 Slip

Type of Dock: ☐ Fixed Wood ☐ Fixed Concrete ☐ Aluminum ☐ Floating ☐ Other

Condition: ☐ Good ☐ Average ☐ Poor

Number of Boat Trailer Parking Spaces: 48

Number of ADA Boat Trailer Parking Spaces: 1

Type of Parking: ☒ Asphalt ☐ Concrete ☐ Grass ☐ Other

Condition: ☐ Good ☐ Average ☒ Poor

Other Facility Attributes:

Restroom: ☒ Yes ☐ No

Pump-out Station: ☒ Yes ☐ No

Showers: ☐ Yes ☒ No

Garbage Cans/Dumpster: ☒ Yes ☐ No

Laundry Facilities: ☐ Yes ☒ No

Hoist Launching System: ☐ Yes ☒ No

Shelters at Launch Sites: ☐ Yes ☒ No

Wave attenuation /Breakwater: ☐ Yes ☒ No

Other: N/A

V - PROJECT ENGINEERING AND CONSTRUCTION

Who is or will be completing project design/engineering?

☐ Applicant's Own Staff

☒ Consulting Engineers

☐ N/A (Materials or Equipment Purchase)

☐ Other:

Level of engineering completed at time of application:

☒ None

☐ Conceptual (Master Plan Phase)

☐ Preliminary

☐ Final (Ready to Bid)

VI - PERMITS

	Submitted	Approved	N/A
U.S. Army Corps of Engineers	☐	☐	☒
Florida Department of Environmental Protection	☐	☐	☒
FWC (Projects involving mooring buoys must be permitted pursuant to Chapter 68D-23, F.A.C.)	☐	☐	☒
Local and Others (If needed)	☐	☐	☒

VII – PROJECT SCOPE

Need Statement: The Applicant must explain why the project is necessary, timely, and how it fulfills a need. Describe why existing facilities are insufficient to meet demand.

The City of Cedar Key is a small, rural community with a population of 746, located along the Gulf Coast in Levy County. According to the US Census Bureau, Levy County had a population of 47,765 in 2024. Despite its remote location, the Cedar Key boat launch ramp in the outer marina attracts recreational boaters from an average of at least 60 miles away on a regular basis, as reflected in our annual launch pass records. In FY 2022-2023 (the most recent FY year, unaffected by substantial hurricanes), the City of Cedar Key recorded the sales of 6,578 daily launch passes and 265 annual launch passes. The Outer Marina boat launch ramp plays a crucial role in supporting recreational boating, commercial operations, and tourism as the only deep-water launching facility in the area. However, the current boat launch ramp is struggling to accommodate the growing demand, especially from recreational boaters who rely on the facility for easy and efficient access to the water. With increasing usage, delays and congestion have become a frequent issue, negatively impacting the experience and safety for local residents and visitors alike.

The planning and design work is timely as the Cedar Key Outer Marina's boat launch ramp is at capacity. It is increasingly unable to accommodate the growing demands of both commercial and recreational boaters. Limited space and capacity often result in significant delays during peak periods, with boaters waiting in lines that stretch over half a mile to access the water. These delays not only create frustration but also pose serious safety concerns, particularly for recreational boaters with varying levels of experience. The risk of accidents increases as boaters are forced to navigate overcrowded ramps in a high-stress environment, and this situation is compounded by the lack of available space for maneuvering boats.

The Outer Marina is the only deep-water access point in Cedar Key and surrounding areas, and the Inner Marina is unusable for about two hours each low tide, further exacerbating the congestion and limiting options for boaters. Since hurricane Helene, the boat ramp at Bridge #4 has been shut down and the Shell Mound boat ramp is problematic due to how shallow it currently is. The expansion of the launch ramp is essential to addressing these safety issues, easing congestion, and improving overall access to the water for all users. A larger, more efficient ramp will ensure safer conditions for both commercial operators who rely on quick access to the water and recreational boaters who seek a more seamless experience.

Beyond the operational and safety benefits, the expansion of the boat launch is critical to Cedar Key's economic recovery, especially following the severe damage caused by two consecutive hurricanes, Idalia and Helene. These storms devastated the city, causing significant damage to infrastructure and disrupting tourism, which is a vital part of Cedar Key's economy. The boat launch facility plays a central role in attracting recreational boaters, many of whom visit Cedar Key from distances of over 60 miles, as evidenced by our annual launch pass records. Expanding the launch ramp will not only improve the boating experience for both locals and tourists, but it will also encourage increased visitation to Cedar Key, contributing to the recovery of local businesses and the tourism industry.

Project Purpose: The Applicant must succinctly summarize the ultimate purpose for the proposed project and link the purpose to the demonstrated need. Be specific and focus on the benefits to the boater and boating access.

The purpose of this project is to conduct Planning and Engineering Design work for the expansion of the Cedar Key outer boat launch facility to address increasing demand from both recreational and commercial boaters. The project aims to conduct all necessary planning and engineering design studies needed for expanding the boat launch ramp (potentially doubling the width of the ramp) with all appropriate impact studies, cost analysis, regulatory compliances and permitting. The expansion of the ramp will address launch ramp capacity issues, improving access for all boaters, reducing waiting times, and enhancing safety, particularly for recreational boaters with varying levels of experience in navigating the water. The planning and engineering design work will lay the foundation necessary to move forward with construction in future rounds of the FBIP.

VII – PROJECT SCOPE

Expected Results or Benefits: The Applicant must describe how the structures, service, or other activities will address the need(s) and benefits for boating access. Describe how the project increases boating access, safety or education.

The Planning and Engineering Design phase is necessary and timely to move forward with the construction phase of expanding the launch ramp. The expansion of the launch ramp is poised to provide substantial benefits in several key areas, including safety, accessibility, operational efficiency, and economic recovery. By addressing the increasing demands from both recreational and commercial boaters, the project will enhance the overall boating experience and directly contribute to the long-term sustainability of Cedar Key.

Increased Boating Access and Efficiency: The current boat launch ramp at Cedar Key's Outer Marina is unable to accommodate the growing number of boaters, leading to significant delays, particularly during peak periods. The feasibility study, planning and design work for the proposed expansion will increase the facility's capacity, reducing wait times and improving the overall flow of boat traffic. With a more efficient launch ramp, boaters will experience smoother transitions from land to water, improving accessibility for both locals and visitors. This expansion will also accommodate the diverse needs of commercial operators, who rely on quick access to the water, thus supporting the local economy.

Enhanced Safety: The overcrowded conditions at the current launch ramp pose serious safety risks, particularly for recreational boaters, who may lack experience in high-pressure environments. Expanding the launch ramp will alleviate congestion, providing boaters with more space and reducing the risk of accidents. With less crowded ramps, boaters will have more room to maneuver, minimizing the likelihood of collisions and other safety incidents. The reduction in stress during peak times will promote safer boating conditions for all users.

Support for Economic Recovery: Cedar Key's economy was severely impacted by two consecutive hurricanes, which caused extensive damage to infrastructure and disrupted tourism. The boat launch ramp is a vital asset for the area's tourism industry, attracting visitors from well over 60 miles away. Expanding the boat launch ramp will improve the overall experience for recreational boaters, encouraging more visitors to return and boosting local tourism. This influx of tourism will contribute to the recovery of local businesses, providing a much-needed economic boost and creating a more resilient community moving forward.

Long-Term Economic Growth: The expansion of the boat launch ramp will not only facilitate immediate recovery efforts but also lay the groundwork for sustained economic growth in the region. By making Cedar Key a more accessible and safer destination for boaters, both commercial and recreational, the project will help to establish Cedar Key as a premier boating hub on Florida's Gulf Coast. This will attract more visitors and encourage investment in the community, supporting long-term growth and prosperity.

In conclusion, expanding Cedar Key's Outer Marina boat launch ramp will provide immediate and long-term benefits by enhancing safety, increasing access, and driving economic recovery. The project addresses both operational needs and community concerns, ultimately creating a safer, more efficient, and economically vibrant Cedar Key.

Project Goals & Timeline: The Applicant must clearly describe the project goal(s) and proposed timeline to reach the desired outcome of the project.

This project will ensure that the Planning and Engineering Design of the outer boat ramp expansion is practical, cost-effective, environmentally responsible, and highly beneficial to the Cedar Key community. It will assess the potential environmental impact on the surrounding ecosystem, water quality, and wildlife. The study will provide a detailed breakdown of the costs involved in the expansion and determine its financial feasibility. It will also help identify the regulatory requirements at the local, state, and federal levels, ensuring that necessary permits are obtained. Additionally, the study will evaluate existing infrastructure, identify potential construction challenges and risks, and assess the long-term sustainability of the project.

The following are the goals and timelines for this project (schedule assumes a start date of August 2025 and will slide depending on when award occurs and funding is available):

Goal 1: Design and Permitting – Complete by 6/23/2026

Goal 2: Surveys – Complete by 11/6/2025

Goal 3: Environmental Studies – Complete by 11/29/25

Goal 4: Geotechnical Investigation – Complete by 12/14/2025

Project Completion: 6/23/2026

VII – PROJECT SCOPE

Approach and Tasks: Using the preferred format outlined in the example below, the Applicant should describe the approach, tasks and activities used to meet the project goal(s). Applicant should describe how each task will be completed, by whom and the anticipated completion date. The goal(s) should be specific, measurable, and those which can be accomplished within the project time frame.

EXAMPLE:

GOAL: *Anywhere County will utilize the approved design, engineering plans and permits to procure contracted services to construct and install a new one-lane boat ramp with a concrete approach.*

Tasks:

- *Prepare construction plans, details, sections, and specifications necessary for bidding: Complete by 01/2020*
- *Advertise the construction project documents to interested bidders: Complete by 02/2020*
- *Review bids and make recommendation of award to the County: Complete by 04/2020*
- *Dredge 400 cubic yards from the end of the boat ramp to the creek: Complete by 05/2020*
- *Demolish the existing boat ramp: Complete by 07/2020*
- *Install a 15-foot by 40-foot concrete boat ramp: Complete by 08/2020*
- *Install a 70 square foot concrete approach slab at the head of the boat ramp: Complete by 08/2020*
- *Install 5-foot by 11-foot aluminum compliant ramp connected to the existing floating dock that is adjacent to the boat ramp: Complete by 09/2020*

Goal 1. Design and Permitting

- * Feasibility Study: Completed by 9/30/2025
- * Client Review: Completed by 10/14/2025
- * 30% Design Document: Completed by 12/13/2025
- * Client Review: Completed by 12/27/2025
- * 60% Design Document: Completed by 3/27/2026
- * Client Review: Completed by 4/10/2026
- * 90% Design Document: Completed by 5/10/2026
- * Client Review: Completed by 5/24/2026
- * 100% Design/Bid Set: Completed by 6/7/2026
- * Client Review: Completed by 6/14/2026
- * Final Bid Set: Completed by 6/21/2026
- * Permit Submittal/Review (ACOE/FDEP/FFWC): Completed by 6/23/2026

Goal 2: Surveys

- * Preliminary Control Survey: Completed by 10/31/2025
- * Bathymetric Survey: Completed by 11/6/2025

Goal 3. Environmental Studies

- * Wetland Delineation: Completed by 11/29/2025
- * Threatened Species Study: Completed by 11/29/2025

Goal 4: Geotechnical Investigation

- * Soil Borings: Completed by 12/14/2025

Project Completion Date: 6/23/2026

VIII – BUDGET			
Budget Category	FBIP Request	Cost Share	Total (FBIP + Cost Share)
Administration (Project Management)	\$12,500	\$7,126	\$19,626
Contracted Services	\$237,000	\$0	\$237,000
Permitting & Project Inspection Fees	\$0	\$0	\$0
Site Preparation	\$0	\$0	\$0
Demolition and Removal	\$0	\$0	\$0
Construction	\$0	\$0	\$0
Equipment (Rental or In-Kind Use)	\$0	\$0	\$0
Contingency Costs	\$	\$0	\$
Other Costs	\$0	\$0	\$0
Pre-Award Costs	\$0	\$0	\$0
TOTAL BUDGET:	\$249500	\$7,126	\$256,626
Cost Share Breakout			
Grantee/Applicant Share: Non-cash/in-kind and cash funds			\$ 7,126.00
Partnerships (Other sources of funds): Public and private partners			\$ 0.00
FBIP Grant Request:			\$ 249,500.00
Partnership Details			
Funding Source/Agency: N/A			
Type of Funding (Federal grant; State grant; Federal loan; State loan): N/A			
Grant Name: N/A			
Amount Awarded/Applied: \$N/A			
Approval Status (Approved, Pending, Date Intend to Apply):			N/A
Funding Source/Agency: N/A			
Type of Funding (Federal grant; State grant; Federal loan; State loan): N/A			
Grant Name: N/A			
Amount Awarded/Applied: \$N/A			
Approval Status (Approved, Pending, Date Intend to Apply): N/A			

IX – BUDGET NARRATIVE

Cost Estimate: The Applicant is required to provide a schedule of values in the form of a formal bid, written quote from proposed vendor, or an engineer's cost estimate, or in the alternative, may provide a detailed explanation of how the budget was developed. Please attach to this application.

Budget Narrative: Responding to the budget narrative questions below, the Applicant is required to provide more budget detail on how they estimated the budget in narrative form. If any of the questions are not applicable, put N/A.

Budget Category Cost Justification: The Applicant must explain all requested budget items/costs listed in the proposed project budget completed in this application. Demonstrate a clear connection between costs and the proposed project activities by providing a brief description of activities, including the estimated number of billable units and rate(s), for each budget category.

Administration: 19,626 (See section 6 of proposal for in-depth breakdown)

Contracted Services: 237,000 (See section 6 of proposal for in-depth breakdown)

Permitting & Project Inspection Fees: 0

Site Work: 0

Demolition & Removal: 0

Construction: 0

Equipment: 0

Contingency Costs:

Other Costs: 0

Pre-Award Costs: Pre-award costs occur prior to the Application being submitted. The Applicant may submit for reimbursement of the costs of design and engineering costs (site surveys, working drawings, construction plans, cost estimates, technical feasibility studies, etc.) and costs for tests, surveys, and application preparation required for permitting as part of the grant Application. In order to be granted pre-award costs, the Applicant must provide an explanation as to why it was necessary to incur these costs prior to the grant Application submission.

N/A

Proration (if applicable): The Applicant must prorate costs for facilities that will benefit non-boating users sharing landside facilities such as restrooms, etc.

N/A

After Project Completion User Fees (if applicable): Describe the amount and frequency of proposed fees that will be charged to boaters for the use of the funded infrastructure after construction is complete and the Agreement ends or has been terminated. Fees charged must be comparable to those charged regionally. The collected fees must be used for operation and maintenance of the funded infrastructure for its useable life.

Daily launch fees are expected to remain at \$15/day however, the City of Cedar Key is currently investigating regional ramp fees to determine if an increase is appropriate.

X - APPLICATION COMPLETION CHECKLIST

☐	Cover Letter: One (1) application transmittal cover letter (identify priority rank with multiple applications).
☐	Application: Three (3) applications. One MUST have original signature from authorized individual.
☐	Electronic Copy on CD: One (1) application with attachments on a CD.
- - Required Attachments - -	
☐	Authorization: An adopted resolution or other authorization, by the Governing Body, authorizing the individual signing the Application the authority to apply for the grant and authorizing the project manager to administer the grant on behalf of the Applicant. If the Applicant is applying on behalf of another public entity, then an MOU between the Applicant and the public entity must also be submitted.
☐	Site Control Documentation: Site control documentation for the upland portion of project site (e.g. deed, lease, results of title search, etc.)
☐	Boundary Map: Map indicating boundary of the project area being dedicated for public use.
☐	Existing Condition Photographs: Sufficient photos to depict the physical characteristics of the project area.
☐	Detailed Cost Estimate: Cost estimate in the form of a formal bid, written quote from proposed vendor or an engineer's cost estimate, or in the alternative, a detailed explanation of how the budget was developed.
☐	Navigational Chart: If available, submit an 8.5" x 11" photocopy of a current NOAA North American Datum 83 nautical chart (provide the NOAA chart name and number) indicating the precise location of the project site.
☐	Permits: Photocopies of all necessary project permit(s). If exempt, provide notification of exemption from permitting agency.
- - - Optional Attachments - - -	
☐	Site Plan: Attach preliminary site plan or conceptual plan (if completed).
☐	Support Letters: Attach letters of known public support.

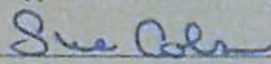
APPLICANT SIGNATURE

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and, to the best of my knowledge and belief, this information is true, complete, and accurate. I further certify that the Applicant possesses the authority, including the necessary requisite property interests, to undertake the proposed activities.

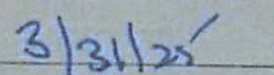
I also certify that the Applicant's governing body has authorized the Project Manager as the official representative of the Applicant to act in connection with this Application and subsequent project as well as to provide additional information as may be required. By signature below, I represent that the Applicant agrees to comply with all applicable federal, state, and local laws in conjunction with this proposal and resulting project, if approved.

Sue Colson

Print/Type Name Individual Signing Application


 Signature
Mayor

Title

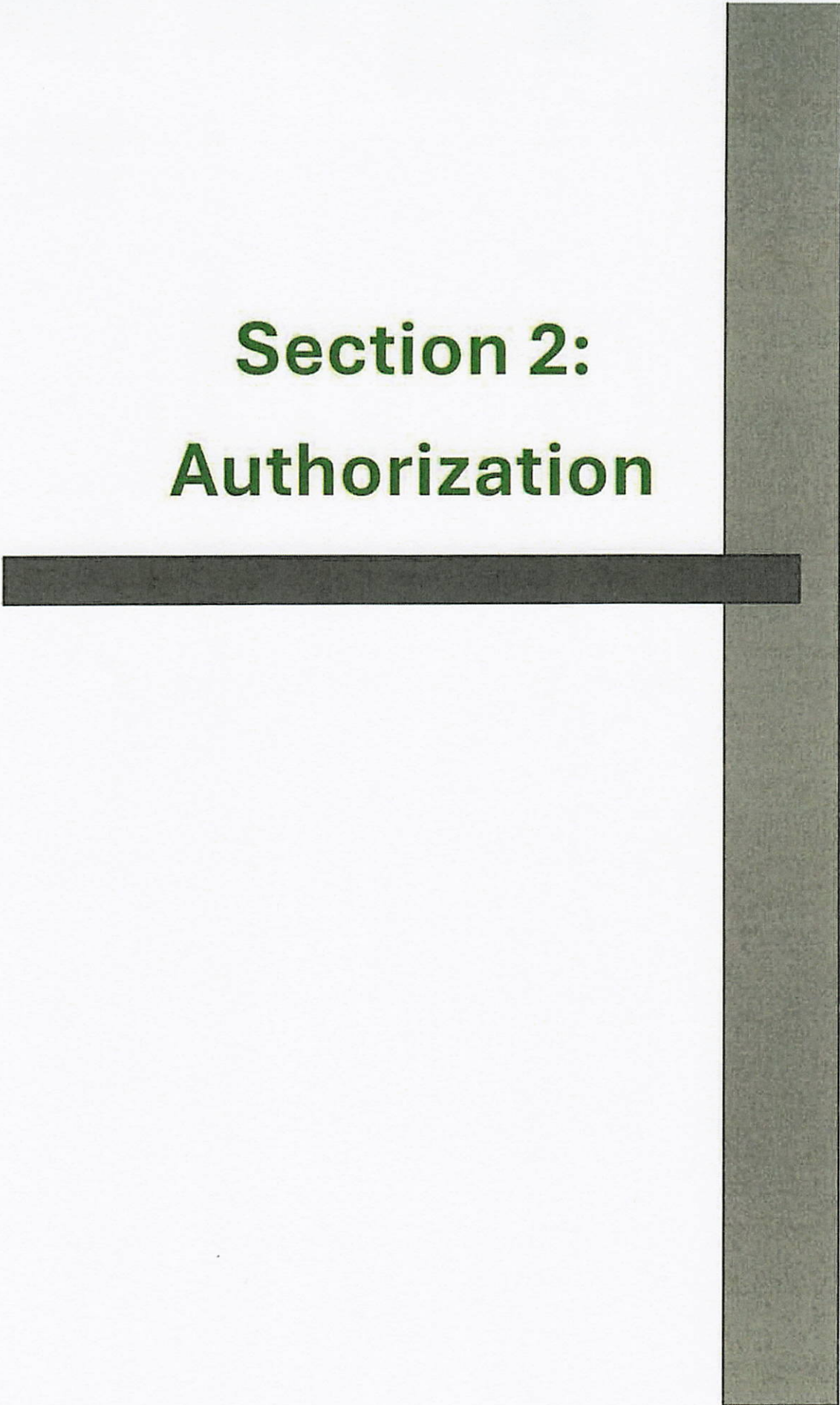

 Date

WARNING: "Whoever knowingly makes a false statement in writing with the intent to mislead a public servant in the performance of his or her official duty shall be guilty of a misdemeanor of the second degree, punishable as provided in s. 775.082 or s. 775.083." § 837.06, Florida Statutes.

NOTE: Instruction and further information regarding this application and the Florida Boating Improvement Program can be found in the Florida Boating Improvement Program Guidelines or by contacting the Program Administrator at: Florida Fish and Wildlife Conservation Commission, Florida Boating Improvement Program, 620 South Meridian Street, Tallahassee, FL 32399-1600; or call (850) 488-5600; or email fbip@MyFWC.com.

Section 2:

Authorization



RESOLUTION NO. 489

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF CEDAR KEY AUTHORIZING SUBMITTAL OF AN APPLICATION TO THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION FOR AN OUTER MARINA BOAT RAMP EXPANSION PROJECT GRANT AND DESIGNATING AUTHORIZED REPRESENTATIVES.

Whereas, the Florida Fish and Wildlife Conservation Commission, ("FWC"), offers grants for boating access projects and boating-related activities; and

Whereas, the City desires to apply for a grant to fund an Outside Marina Boat Ramp expansion project; and

Whereas, the City must designate an Authorized Representative to file the application, provide assurances, execute the grant agreement, and a grant Manager to represent the City in carrying out responsibilities under the grant agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF CEDAR KEY, FLORIDA, AS FOLLOWS:

Section 1. The City of Cedar Key authorizes submittal of a Boating Improvement Program Grant to FWC in the form attached as Exhibit A.

Section 2. The City of Cedar Key designates the Mayor as the Authorized Representative to file the application, provide assurances, execute the grant agreement and designates the Public Works Director as the City's Grant manager to represent the City in carrying out responsibilities under the grant agreement.

Section 3. This resolution shall become effective immediately upon adoption.

Enacted at a regular meeting of the Cedar Key Commission on March 18, 2025.

ATTEST:

CITY OF CEDAR KEY, FLORIDA

BY: Jennifer Sylvester
Jennifer Sylvester, City Clerk

BY: Sue Colson
Sue Colson, Mayor

APPROVED AS TO FORM AND LEGALITY:

Norm D. Fugate
Norm D. Fugate, City Attorney

Section 3:
Site
Control Document



Levy County, FL



Overview



Legend

- Parcels
- Parcel Lines
 - Construction
 - Easement
 - Lot
 - Miscellaneous
 - Parcel
 - Private Road
 - Road Right of Way
 - Subdivision
 - Water
 - <all other values>
- Roads
- City Labels

Parcel ID	0877000000	Physical Address	290 2 ST UNIT (PARK)	Building Value	\$103,841	Last 2 Sales			
Property Use	8900 - MUNICIPAL		CEDAR KEY	Extra Feature Value	\$24,453	Date	Price	Reason	Qual
Taxing District	CEDAR KEY	Mailing Address	CITY OF CEDAR KEY	Market Land Value	\$1,641,600	n/a	0	n/a	n/a
Acres	9.48		PO BOX 339	Ag Land Value	\$1,641,600	n/a	0	n/a	n/a
			CEDAR KEY FL 32625	Just Value	\$1,769,890				
				Assessed Value	\$1,769,890				
				Taxable Value	\$0				

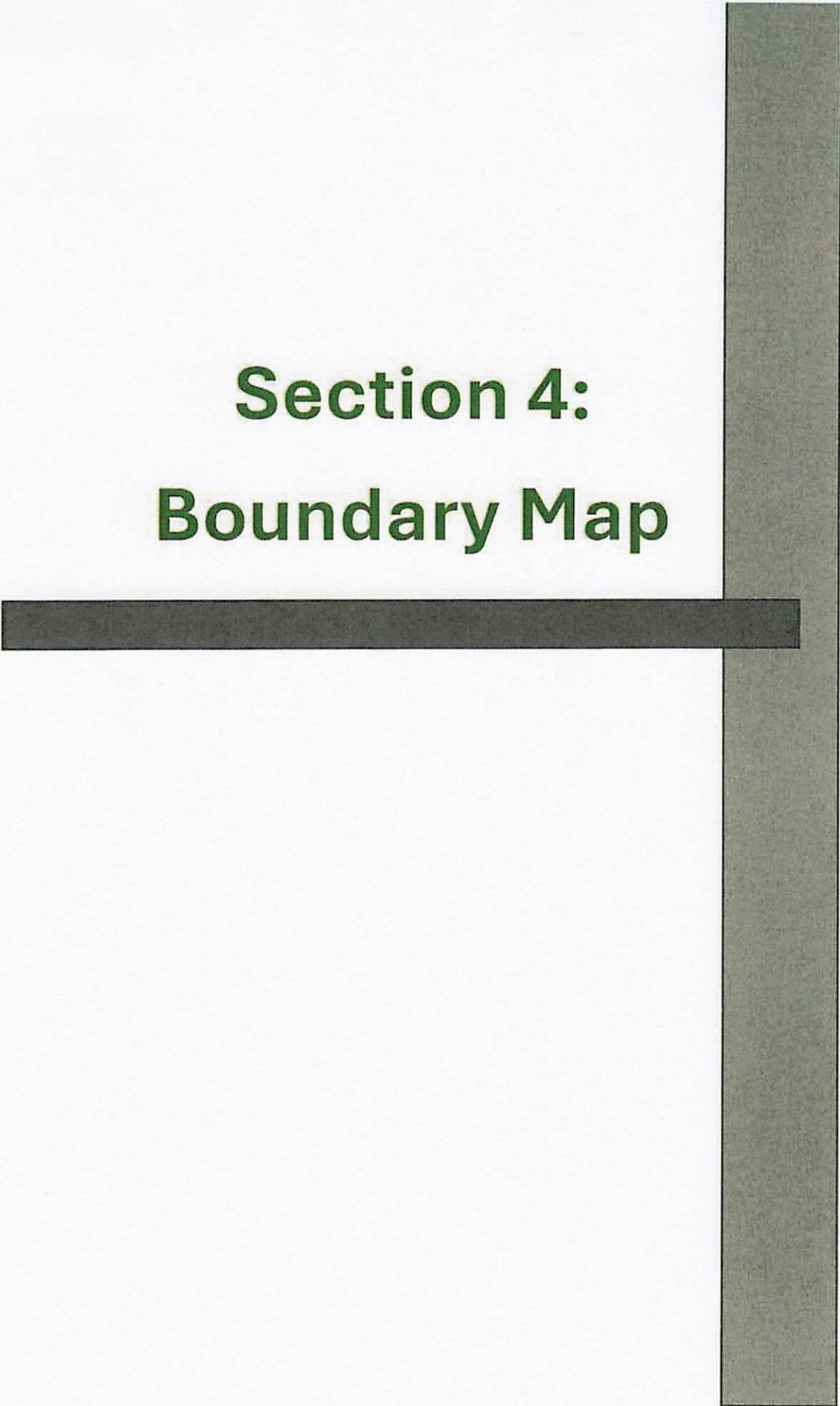
Date created: 3/30/2025

Last Data Uploaded: 3/28/2025 7:31:27 PM

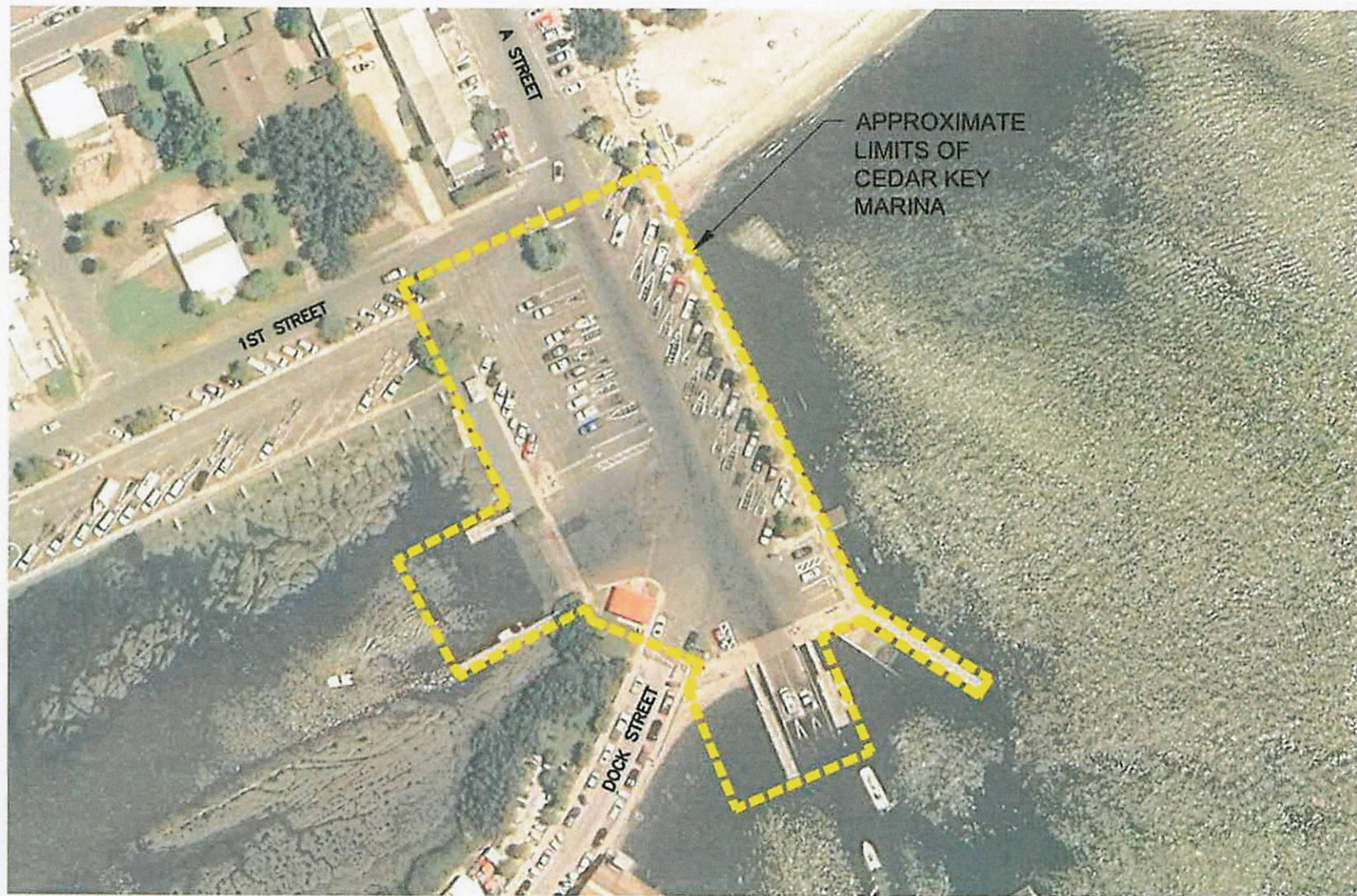
Developed by  SCHNEIDER
GEOSPATIAL

Section 4:

Boundary Map



SCALE: 1" = 100'



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STREET DESIGN ENGINEERS
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CITY OF CEDAR KEY
Outside Boat Ramp Improvements
Boundary Map
Levy County, Florida

FIGURE
#4

March 28, 2025
Project No.
0605-00-0

Section 5:
Existing Condition
Photos



Current launch ramp at or near capacity during peak periods, resulting in launch and loading delays as well as safety concerns.



Narrow ramp makes simultaneous launch difficult. This is an example of combined commercial and recreational launching.



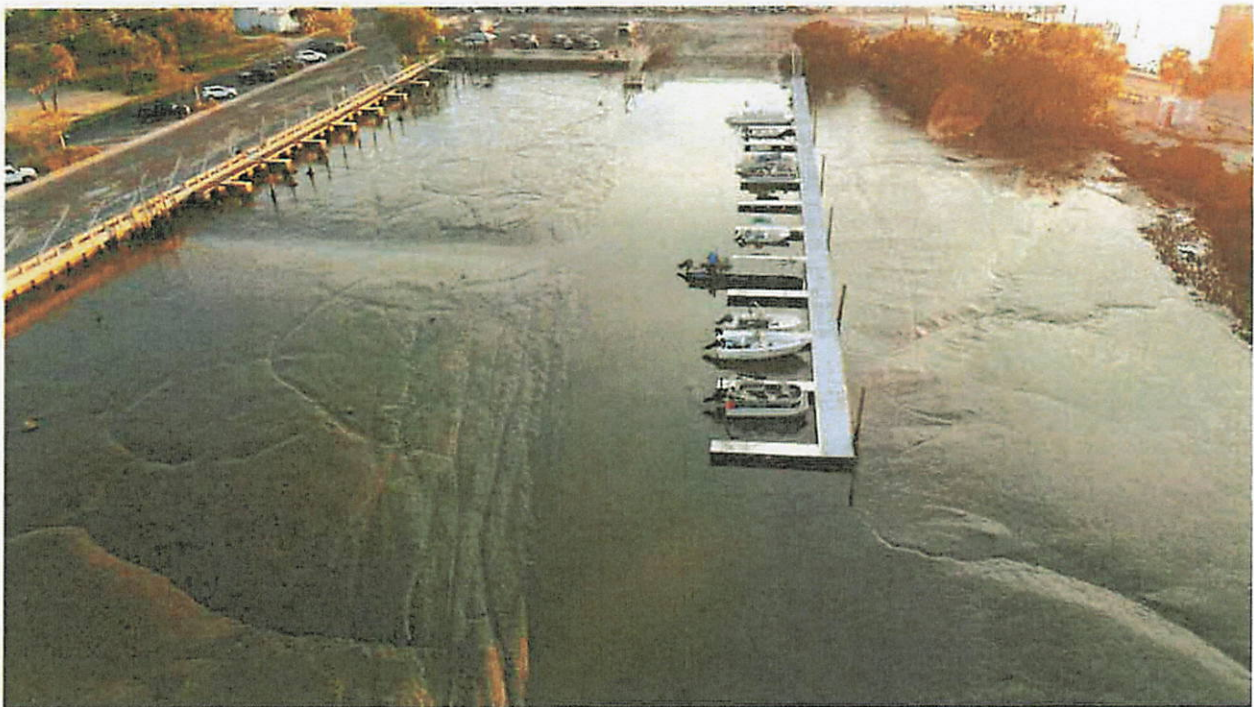
Inexperienced boater having difficulty navigating narrow launch area



Inexperienced boater having difficulty navigating narrow launch area



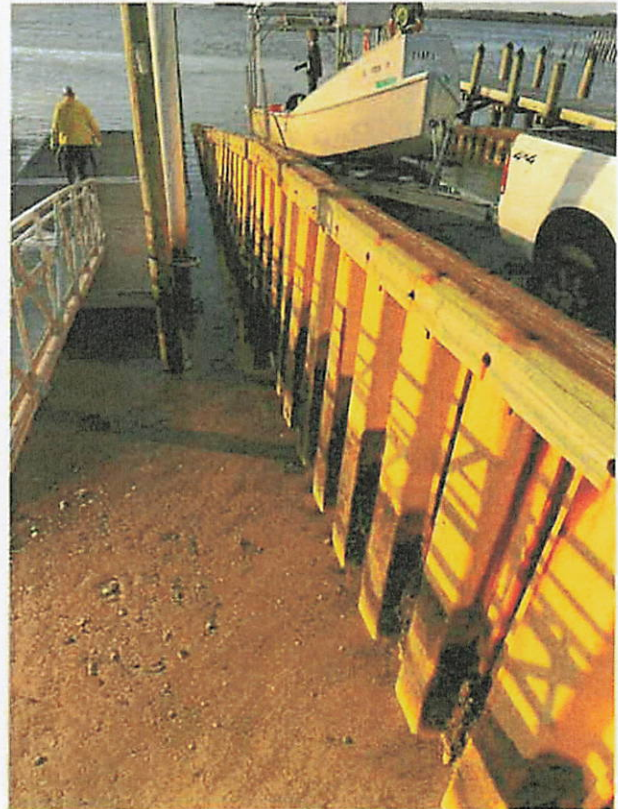
Inner marina ramp is unusable for launch during periods around low tide



Inner marina ramp is unusable for launch during periods around low tide.



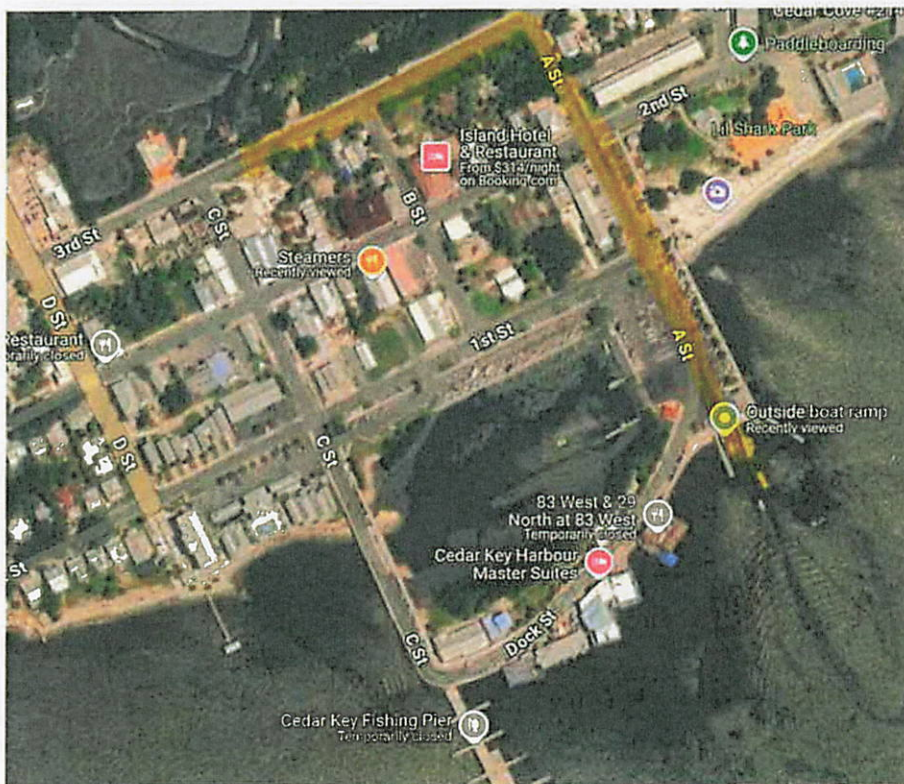
Current condition of Cedar Key outer launch ramp



??



Old ramp next to current launch ramp may require demolition based on the results of the planning and design study conducted as part of this project



The highlighted part on the map shows how far boat traffic backs up during peak times of the day.

Section 6:

Cost Estimate and Timeline

A thick, dark gray horizontal bar spanning across the page, positioned below the section header.A thick, dark gray vertical bar running down the right side of the page, intersecting the horizontal bar.

MITTAUER & ASSOCIATES, INC.		Subject: Boating Facilities Cost Estimate			
CONSULTING ENGINEERS		Project: Gulf Side Boat Ramp Expansion			
580-1 WELLS ROAD		Client: City of Cedar Key			
ORANGE PARK, FL 32073		Job: 0605-00-0		Sht.: 1	
TEL: (904) 278-0030		Date: 03-31-2025		By: MPT	
FAX: (904) 278-0840					
OPINION OF PROBABLE PROJECT COST					
BASIS FOR ESTIMATE: ☒ PRE-DESIGN STUDY, ☐ PRELIMINARY DESIGN, ☐ FINAL DESIGN					
Line No.	Item Description	Estimated Quantity	Unit	Unit Price	Estimated Cost
1	PLANNING / ENGINEERING				
2	Grant Administration / Project Management	1	LS	\$12,500	\$12,500
3	Design / Engineering				
4	Preliminary Design/Feasibility Study	1	LS	\$30,000	\$30,000
5	30/60/90 Design Services	1	LS	\$114,000	\$114,000
6	Bid Administration	1	LS	\$7,600	\$7,600
7	Construction Administration	1	LS	\$30,400	\$30,400
8	Additional Services				
9	Topographic Survey	1	LS	\$7,500	\$7,500
10	Bathymetric Survey	1	LS	\$10,000	\$10,000
11	Geotechnical Investigation	1	LS	\$10,000	\$10,000
12	Permitting (ACOE/FDEP/FFWC)	1	LS	\$20,000	\$20,000
13	Environmental Science	1	LS	\$7,500	\$7,500
14	TOTAL PLANNING / ENGINEERING				\$249,500
15					

Cost Share:

In FBIP 2025, the City of Cedar Key is requesting \$249,500 in funding. The City of Cedar Key will cost share in providing our Public Works Director's time for grant management and reporting as in-kind services. The total estimated is 200 hours at the salary of \$32/hour to total \$6,400. Additionally, our City Clerk will provide in-kind services for grant administration. The total estimated is 22 hours at the salary of \$33/hour to total \$726.

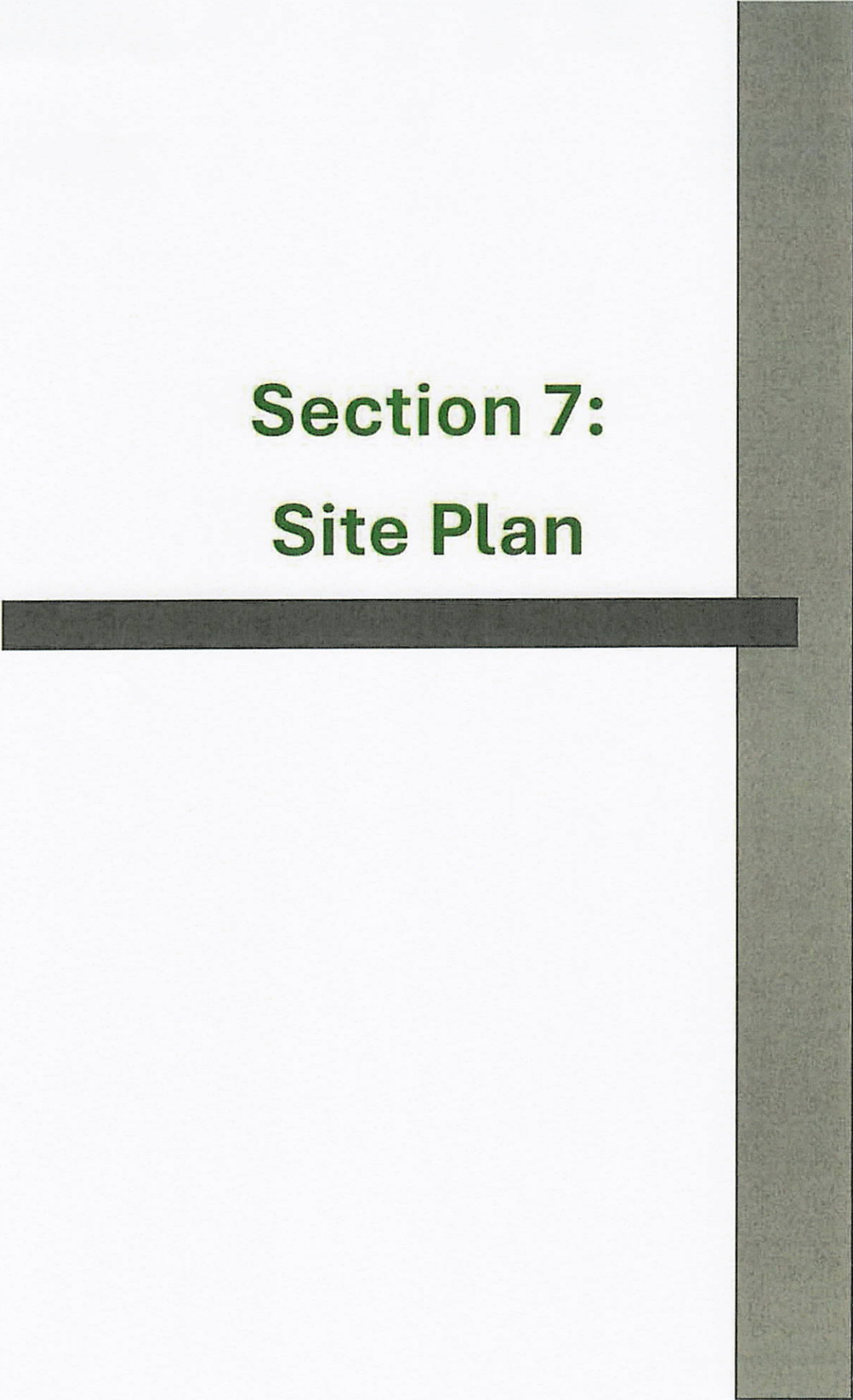
Total cost share = \$7,126.00

Timeline for Cedar Key Outer Ramp Expansion Project- Planning and Engineering Design:

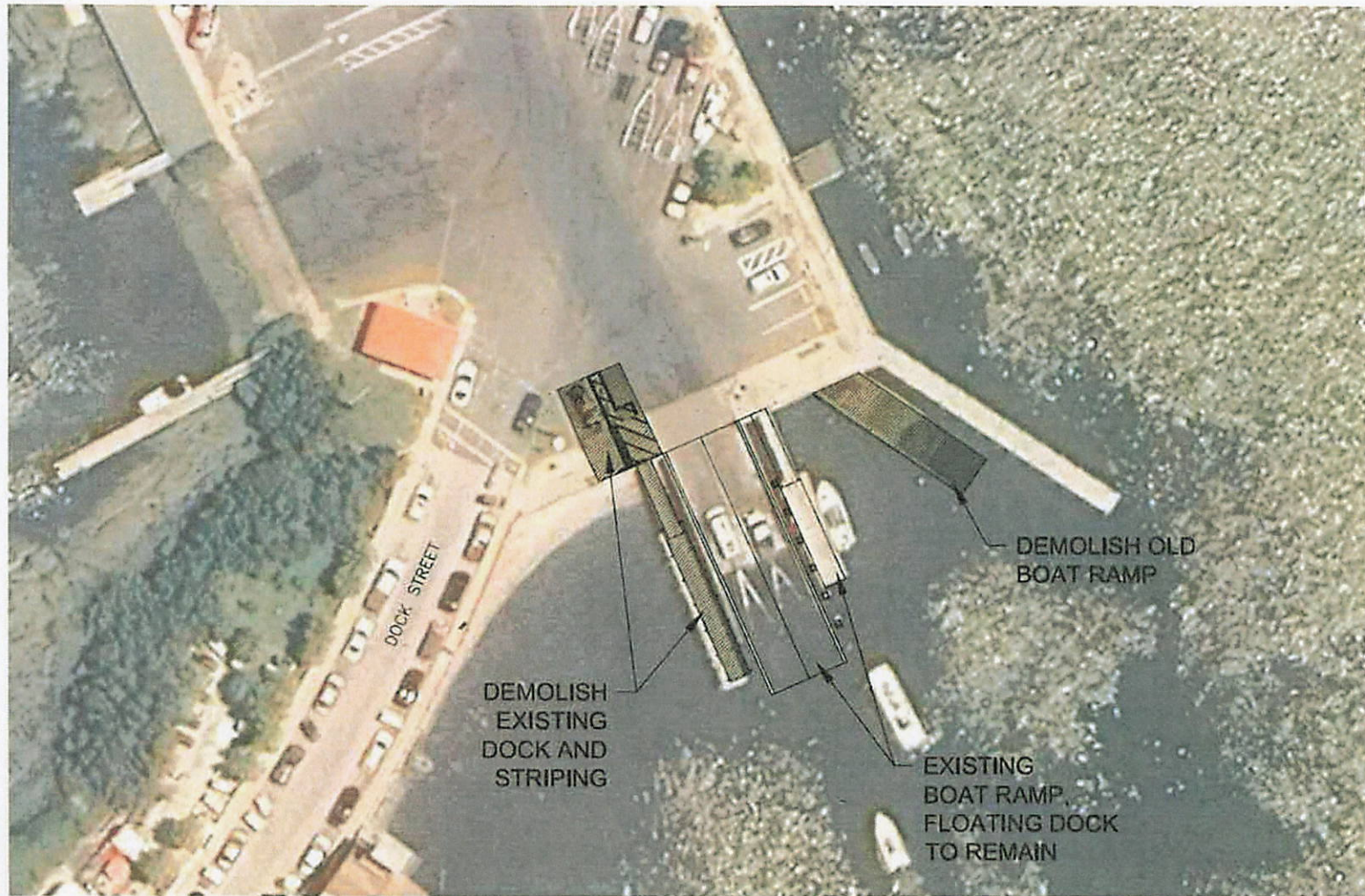
Project:	Cedar Key Outside BR Expansion				
Client	Cedar Key				
M&A No.:	0605-00-0				
Date:	3/28/2025				
Design & Permitting					
Task	Date Start	Day of week	Date Complete	Day of week	Calendar Days
Feasibility Study	8/1/2025	Friday	9/30/2025	Tuesday	60
Client Review	9/30/2025	Tuesday	10/14/2025	Tuesday	14
30% Design Document	10/14/2025	Tuesday	12/13/2025	Saturday	60
Client Review	12/13/2025	Saturday	12/27/2025	Saturday	14
60% Design Document	12/27/2025	Saturday	3/27/2026	Friday	90
Client Review	3/27/2026	Friday	4/10/2026	Friday	14
Permit Submittal/Review -					
Concurrent Activity	4/24/2026	Friday	6/23/2026	Tuesday	60
90% Design Document	4/10/2026	Friday	5/10/2026	Sunday	30
Client Review	5/10/2026	Sunday	5/24/2026	Sunday	14
100% Design/Bid Set	5/24/2026	Sunday	6/7/2026	Sunday	14
Client Review	6/7/2026	Sunday	6/14/2026	Sunday	7
Final Bid Set	6/14/2026	Sunday	6/21/2026	Sunday	7
Total Days					317
Survey					
Preliminary Control	10/30/2025	Thursday	10/31/2025	Friday	1
ROW/Bathymetric	11/1/2025	Saturday	11/6/2025	Thursday	5
Environmental Study					
Wetland Delineation	10/30/2025	Thursday	11/29/2025	Saturday	30
Threatened Species Study	10/30/2025	Thursday	11/29/2025	Saturday	30
Geotechnical Investigation					
Soil Borings	10/30/2025	Thursday	12/14/2025	Sunday	45

Section 7:

Site Plan



SCALE: 1" = 50'



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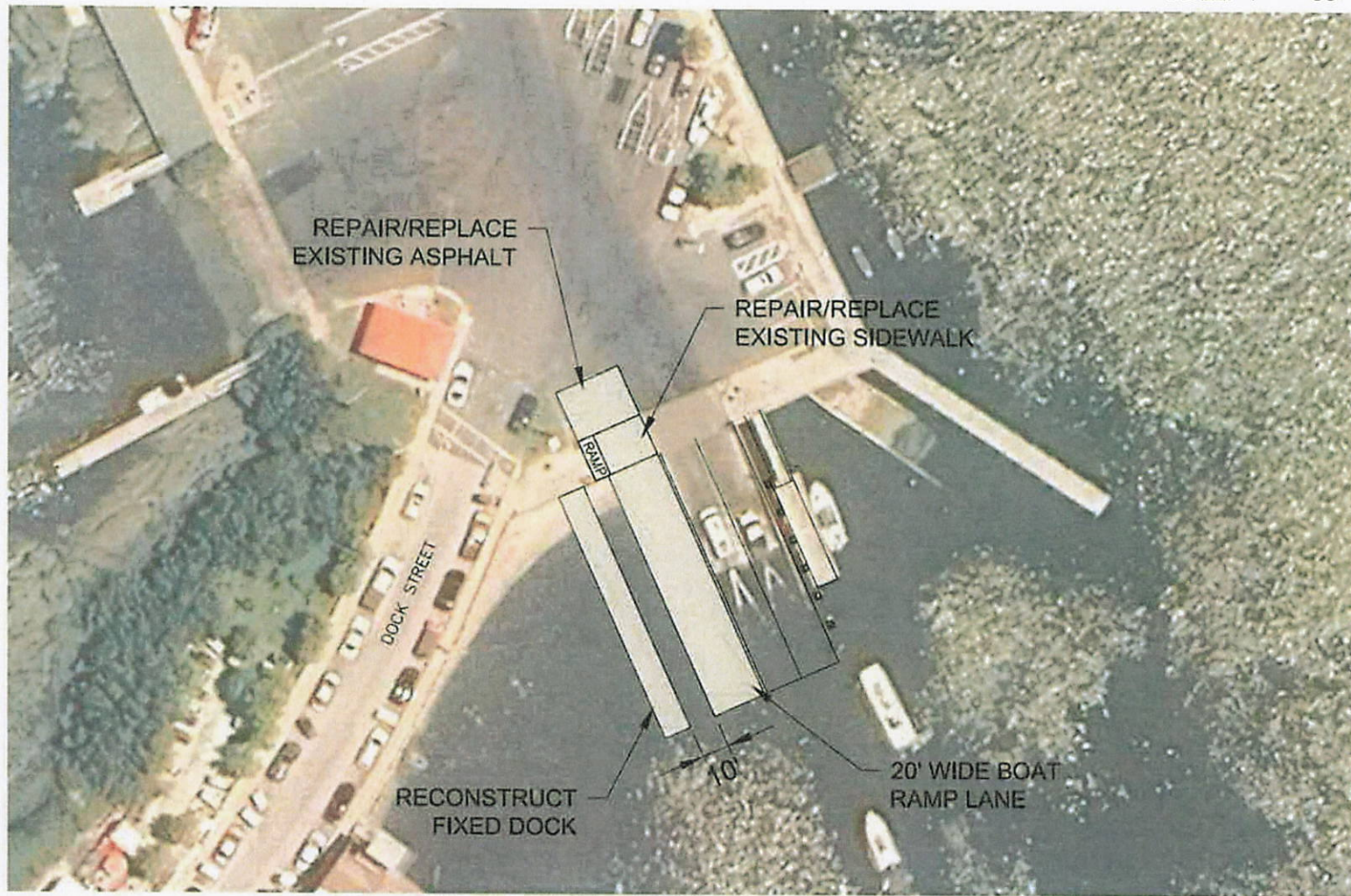
Florida License
No. 3315

CITY OF CEDAR KEY
Outside Boat Ramp Improvements
Demolition Plan
Levy County, Florida

FIGURE
#1

March 26, 2025
Project No.
0605-00-0

M:\SCAD Files\Cedar Key\06050000\Outside BR Expansion 2025\BOAT RAMP EXPANSION EXHIBIT2.dwg, 3/28/2025 9:44:12 AM



SCALE: 1" = 50'



MITTAUER & ASSOCIATES, INC.
CONSULTING ENGINEERS &
PROJECT MANAGERS
NOW A PART OF **epi**
THE SAME GREAT TEAM NOW WITH EVEN MORE RESOURCES.

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No. 3215

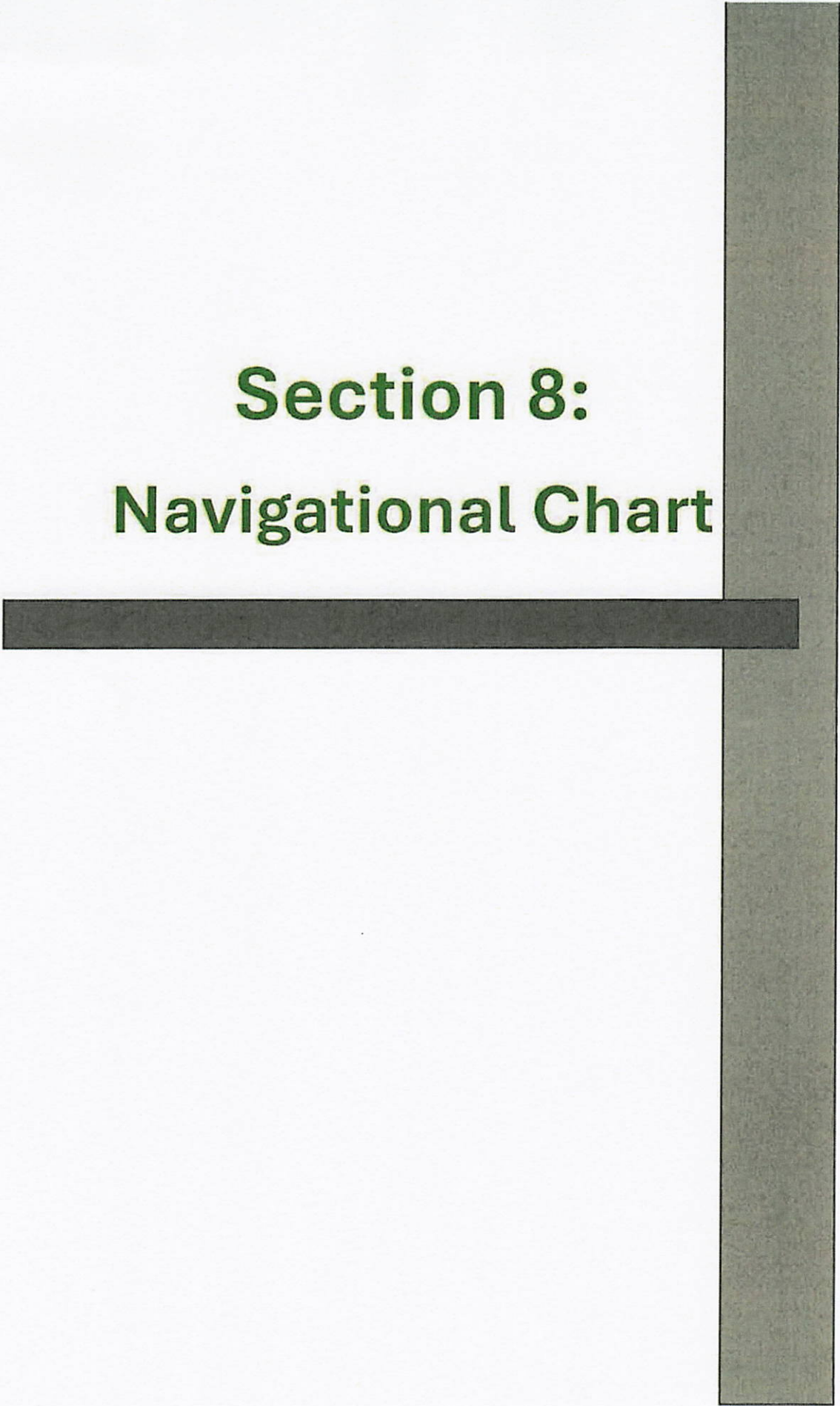
CITY OF CEDAR KEY
Outside Boat Ramp Improvements
Conceptual Plan
Levy County, Florida

FIGURE
#2

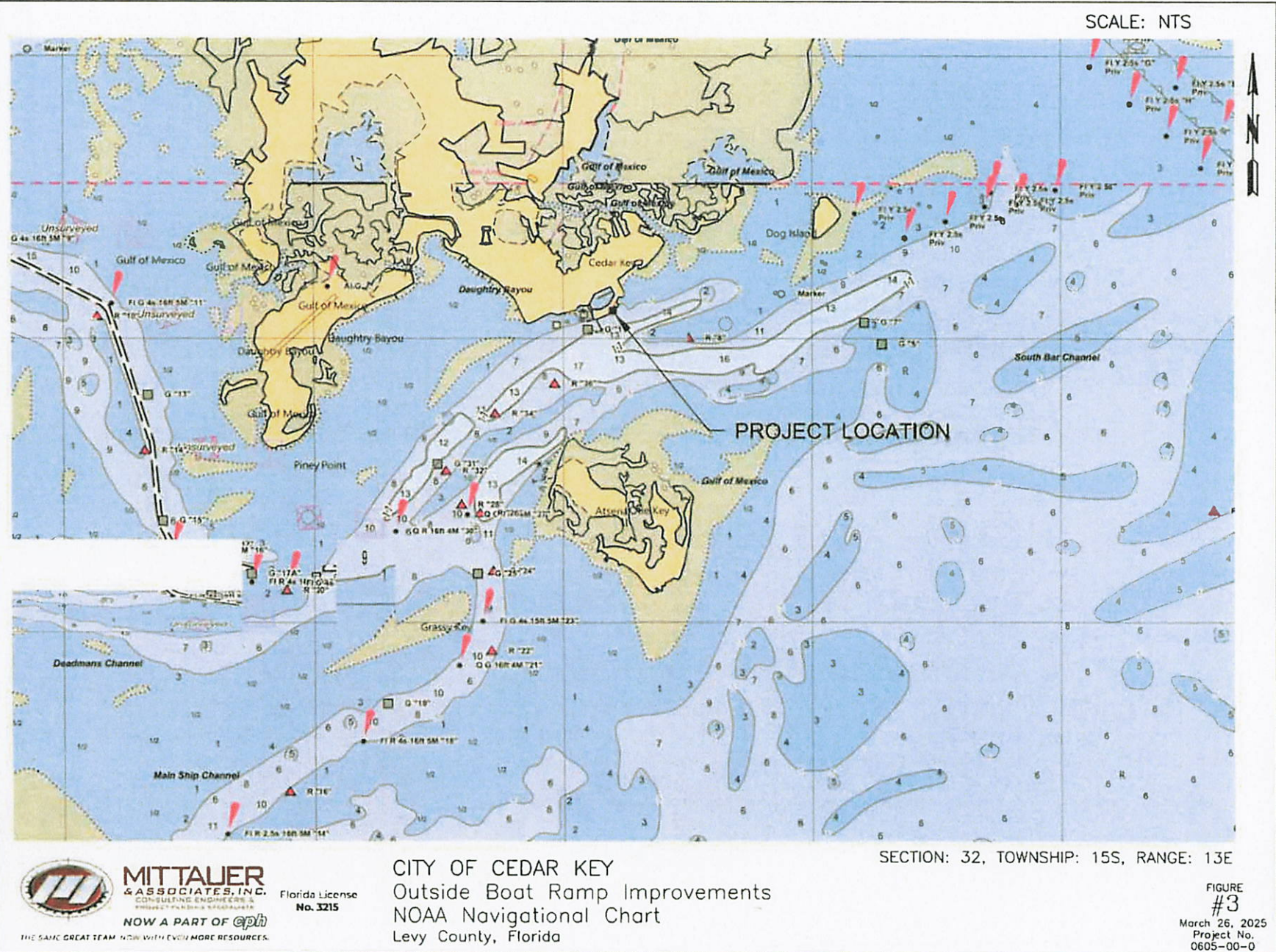
March 28, 2025
Project No.
0605-00-0

Section 8:

Navigational Chart

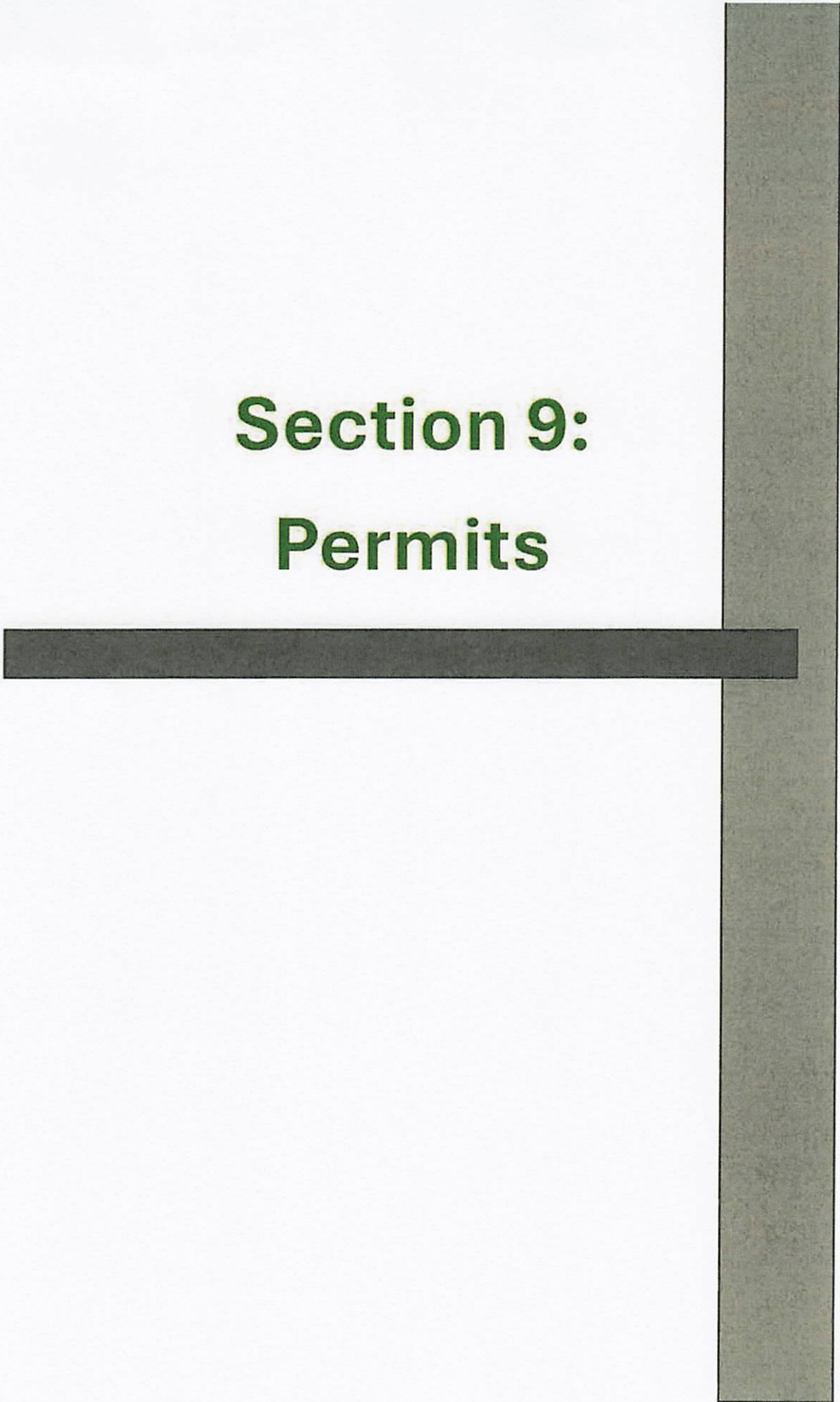


M:\CAD Files\Cedar Key\06050000\Outside BR Expansion 2025\BOAT RAMP EXPANSION EXHIBIT3.dwg, 3/28/2025 9:45:01 AM



Section 9:

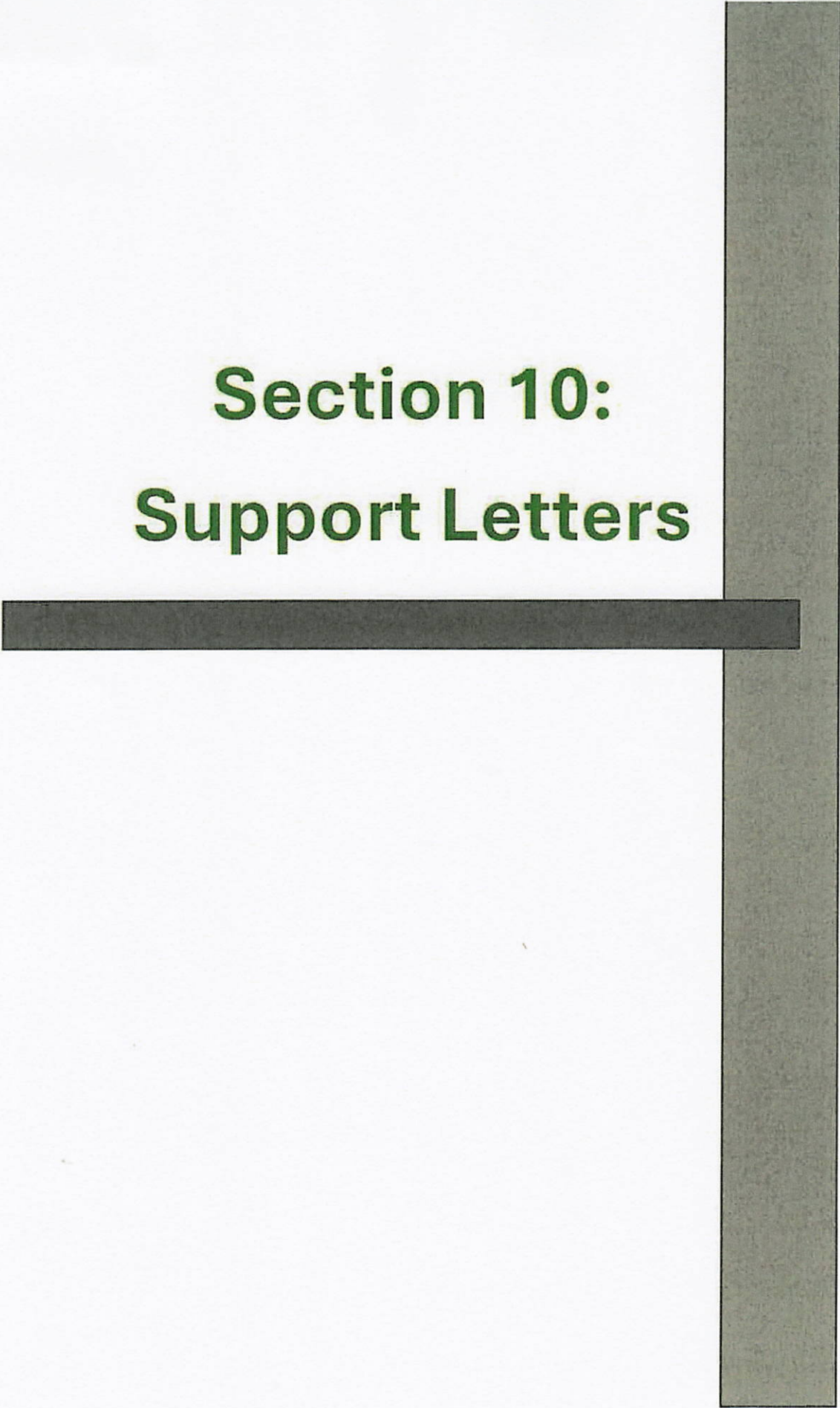
Permits



Permits are not applicable at this stage, as this application is focused on planning and engineering design work of the outer marina boat launch ramp. Permits will be submitted as part of this project. All necessary permits will be completed prior to the beginning of construction.

Section 10:

Support Letters



March 31st, 2025

Grant Review Committee
Florida Boater Improvement Program

Subject: Support for City of Cedar Key's FBIP Grant Application

Dear Grant Review Committee Members,

On behalf of the Cedar Key City Commissioners, I am writing to express our full support for the City of Cedar Key's application for the Florida Boater Improvement Program grant. The City of Cedar Key is an integral part of our community, and this project will have a significant, positive impact on our local economy, environment, and the well-being of the boating community.

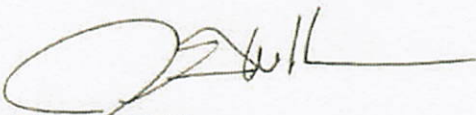
The proposed Boater Improvement Program project will provide essential improvements to the city's waterfront infrastructure, including the feasibility study and planning for the enhancement of the outer marina boat ramp. These upgrades are critical not only for improving access to the water but also for ensuring the safety of boaters and promoting responsible boating practices.

Cedar Key is home to a vibrant boating community, and the proposed project will directly benefit both local residents and the growing number of visitors who come to experience our scenic waters, abundant wildlife, and recreational opportunities. With tourism being a major economic driver in the region, these improvements will help accommodate the increased demand while preserving the natural beauty of the area.

We are confident that this project will be a valuable addition to the City of Cedar Key and the broader community. Therefore, we fully support this grant application and respectfully urge the Florida Boater Improvement Program to approve the funding for this important initiative.

Thank you for your consideration of this request, and please do not hesitate to contact us should you require any further information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey G. Webb', with a stylized flourish at the end.

Jeffrey G. Webb
Cedar Key City Commissioner, Seat 4
jwebb@cedarkeyfl.us

March 18th, 2025

Grant Review Committee
Florida Boater Improvement Program

Subject: Support for City of Cedar Key's FBIP Grant Application

Dear Grant Review Committee Members,

On behalf of the Cedar Key City Commissioners, I am writing to express our full support for the City of Cedar Key's application for the Florida Boater Improvement Program grant. The City of Cedar Key is an integral part of our community, and this project will have a significant, positive impact on our local economy, environment, and the well-being of the boating community.

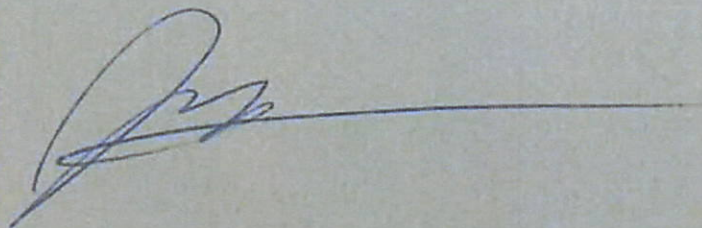
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We are confident that this project will be a valuable addition to the City of Cedar Key and the broader community. Therefore, we fully support this grant application and respectfully urge the Florida Boater Improvement Program to approve the funding for this important initiative.

Thank you for your consideration of this request, and please do not hesitate to contact us should you require any further information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jim Wortham', followed by a long horizontal line extending to the right.

Jim Wortham
Cedar Key City Commissioner, Seat 3
jwortham@cedarkeyfl.us

March 18th, 2025

Grant Review Committee
Florida Boater Improvement Program

Subject: Support for City of Cedar Key's FBIP Grant Application

Dear Grant Review Committee Members,

On behalf of the Cedar Key City Commissioners, I am writing to express our full support for the City of Cedar Key's application for the Florida Boater Improvement Program grant. The City of Cedar Key is an integral part of our community, and this project will have a significant, positive impact on our local economy, environment, and the well-being of the boating community.

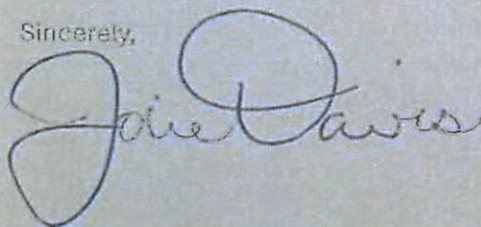
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We are confident that this project will be a valuable addition to the City of Cedar Key and the broader community. Therefore, we fully support this grant application and respectfully urge the Florida Boater Improvement Program to approve the funding for this important initiative.

Thank you for your consideration of this request, and please do not hesitate to contact us should you require any further information.

Sincerely,

A handwritten signature in dark ink, appearing to read "Julie Davis". The signature is fluid and cursive, with a large loop at the end of the last name.

Julie Davis
Cedar Key City Commissioner, Seat 1
jdavis@cedarkeyfl.us



P.O. Box 315
Cedar Key, Florida 32625

March 26, 2025

Subject: Support for City of Cedar Key's FBIP Grant Application

Dear Grant Review Committee Members,

The Aquaculture Association expresses its full support for this project. We recognize the importance of a well-maintained and accessible boat ramp, not only for recreational boaters but also for the aquaculture operations in Cedar Key. The Association is eager to collaborate with the recreational boating community to ensure that the project benefits all users of the boat launch ramp. This collaborative approach will foster a cooperative environment that supports both recreational and commercial interests. For example, all improvements must take into consideration the national and state standards of water quality required for shellfish harvesting classifications. By working together, we can ensure that the needs of all stakeholders are considered, and that the waterfront infrastructure will continue to support the growth and sustainability of Cedar Key's diverse maritime industries.

We are confident that this project will be a valuable addition to the City of Cedar Key and the broader community. Therefore, we fully support this grant application and respectfully urge the Florida Boater Improvement Program to approve the funding for this important initiative.

Thank you for your consideration of this request, and please do not hesitate to contact us should you require any further information.

Sincerely,

Rose Cantrell
Chair
Cedar Key Aquaculture Association
352.215.6341

Appendix D

Feasibility Study

Cedar Key Outside Boat Ramp

City of Cedar Key, Florida

0605-32-1

Raw Launch Count Data – 3/14/2026



MITTAUER & ASSOCIATES, INC.
CONSULTING ENGINEERS

580-1 Wells Road Phone: (904) 278-0030
Orange Park, FL 32073 Fax: (904) 278-0840

Subject: LAUNCH COUNT

Project: _____

Client: CK

Job No.: _____ of _____

Designed By: MT Date: 3/14/26

SUNRISE 1:44 , FIRST LIGHT 7:19 , WIND 10MPH (E), LIGHT CHOP

TIME	RES	COM	NOTES
6 - 6:30		11 ^{oc}	LOW TIDE ~ 6 5:53 O.V. CLAMMERS
6:30 - 7	1 ^F	1 ^{oc}	
7 - 7:30	1	1 ^{oc}	INSIDE: 1
7:30 - 8	1111	1 ^{oc} 1 ^{com} 1 ^{com}	DUAL USE: 111 STACKING: 3 DUAL USE
8 - 8:30	1111	1 ^{oc} 1 ^{oc} 1 ^{oc}	INSIDE: 1 DUAL 1111 P/U: 1 ^{oc}
8:30 - 9	1111	1	DUAL: 11 INSIDE: 1 P/U: 1
9:00 - 9:30	11	1 ^{oc}	INSIDE: 1 P/U: 1 ^{oc}
9:30 - 10	11	1	INSIDE: 111
10 - 10:30			P/U: 1 ^{oc} INSIDE: 1
10:30 - 11	111		INSIDE P/U: 1 INSIDE: 1 P/U: 1 ^{oc}
11:00 11:30			INSIDE: 11 INSIDE P/U: 11
11:30 - 12			INSIDE P/U: 1111 INSIDE: 11 P/U: 1
HIGH TIDE 12:46			

BOTH TIDES WERE LESSER.