

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WATER QUALITY IMPACT EVALUATION CHECKLIST

650-050-37
ENVIRONMENTAL
MANAGEMENT
10/17

PART 1: PROJECT INFORMATION

Project Name:	US 41/SR 45 at CSX Railroad Grade Separation PD&E Study from S. of SR 676 to N. of SR 676
County:	Hillsborough
FM Number:	440749-1-22-01
Federal Aid Project No:	D719-029-B
Brief Project Description:	The current study is evaluating intersection and operational improvements on US 41/SR 45/SR 599 from south of the Causeway Boulevard intersection to north of the Causeway Boulevard intersection. These improvements include the construction of a grade separation of US 41/SR 45 at the CSX railroad crossing located approximately 1,400' south of the Causeway Boulevard intersection.

PART 2: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

Is the project located within a permitted MS4? ☒ Yes ☐ No

Name: Hillsborough County

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water(s) names: East Bay and McKay Bay portions of Tampa Bay

Water Management District: Southwest Florida

Environmental Look Around meeting date: N/A

Attach meeting minutes/notes to the checklist.

Water Control District Name (list all that apply): N/A

Groundwater

Sole Source Aquifer (SSA)? ☐ Yes ☒ No

Name _____

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer? ☐ Yes ☒ No

Name _____

Springs vents? ☐ Yes ☒ No
Name _____

Well head protection area? ☐ Yes ☒ No
Name _____

Groundwater recharge? ☒ Yes ☐ No
Name Floridan Aquifer Recharge Area

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: N/A

PART 4: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information should be updated during each re-evaluation as required.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.
Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies? ☒ Yes ☐ No

BMAP Stakeholders contacted: ☐ Yes ☒ No
No BMAPs

TMDL program contacted: No WBIDs with roadway pollutant impairments
☐ Yes ☒ No

RAP Stakeholders contacted: ☐ Yes ☒ No
No RAP

Regional water quality projects identified in the ELA ☐ Yes ☒ No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified? ☒ Yes ☐ No
If yes, describe:

Construction of roadway and pond sites may unearth or affect existing contamination previously identified on adjacent properties, especially in the vicinity of Delaney Creek. To the extent feasible, FDOT will remediate impacted sites within the project footprint and coordinate with the FDEP as necessary prior to project construction. Temporary water quality impacts may occur during project construction. These potential impacts will be avoided and minimized to the greatest extent practicable through the implementation of a Stormwater Pollution Prevention Plan (SWPPP), as well as adherence to resource-agency issued permits and permit conditions and the FDOT's Standard Specifications for Road and Bridge Construction.

Discuss any other relevant information related to water quality including Regulatory Agency Water Quality Requirements.

Refer to meeting minutes in Attachment 1.

PART 5: WQIE DOCUMENTATION

- ☐ A. No involvement with water quality
- ☐ B. No water quality regulatory requirements apply.
- ☒ C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- ☐ D. EPA Ground/Drinking Water Branch review required. ☐ Yes ☒ No
Concurrence received? ☐ Yes ☐ No
If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)
Attach the concurrence letter

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Evaluator Name (print): Gordon Mullen, RK&K

Title: Technical Leader

Signature:

Date: 11/1/2022

Table 1: Water Quality Criteria

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IIIL,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Pollutants of concern	BMAP, RA Plan or SSAC
Unnamed Ditch (Drainage to McKay Bay)	1	1615	III	N/A	N/A	Yes	No	Bacteria	No
Delaney Creek (Tidal)	1	1605D	III	N/A	N/A	Yes	No	Metals, Bacteria	No

* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

** Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

Table 2: REGULATORY Agencies/Stakeholders Contacted

[illegible]

1.1 AGENCY COORDINATION

1.1.1. SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

A Pre-Application Meeting was held with the Southwest Florida Water Management District (SWFWMD) on March 12, 2020. The purpose of this meeting was to confirm design criteria for the stormwater management facilities and floodplain compensation requirements for the corridor. Treatment will be required for new travel lanes and any existing impervious areas that have previously been permitted. Attenuation will not be required for areas that directly discharge to tidally controlled water bodies. Otherwise, the post development peak discharge must be less than the predevelopment discharge for the 25-year, 24-hour storm event. Equivalent compensating storage will be required for any riverine floodplain impacts and flood stages are not to be increased. Correspondence and additional documentation are included in **Attachment 1**.

An additional meeting was held with SWFWMD on November 19, 2020 to determine the tidal nature of the project and discuss whether attenuation and floodplain compensation would be required for the proposed improvements. It was determined that the receiving system is not tidally influenced due to the constrictions imposed by the downstream bridge structure at the railroad tracks over Delaney Creek and the downstream culvert in the Unnamed Creek. Therefore, attenuation will be required and floodplain compensation. SWFWMD will allow the use of the Delaney Creek model to show no rises to the flood stages. Meeting minutes and email correspondence included in **Attachment 1**.

1.1.2. FLORIDA DEPARTMENT OF TRANSPORTATION

A Drainage Coordination Meeting was held with the FDOT on February 25, 2020. The purpose of this meeting was to identify any preferred pond site locations and discuss the drainage needs of the project. The FDOT confirmed that a “design level” Pond Siting report will be required for the project and that an LHR will be required to confirm any floodplain mitigation needs for the project. The meeting minutes are included in **Attachment 1**.

A Pond Siting Coordination Meeting was held on October 4, 2022 with the FDOT to identify the pond sites for the Preferred Alternative. Three pond alternatives were selected for Basins 1 and 3 and two pond alternatives were selected for Basin 2. The selected ponds will be analyzed within the Pond Site Selection Report. The meeting minutes are included in **Attachment 1**.

1.1.3. HILLSBOROUGH COUNTY

Hillsborough County was contacted on March 8, 2021 to determine if a “no-rise” analysis will be required for the bridge over Delaney Creek. The effective FEMA maps at the time of the meeting showed Delaney Creek as a designated floodway within the project limits. The new effective maps have removed the floodway from the project limits. Hillsborough County confirmed that a “no-rise” evaluation will not be required for Delaney Creek. The email correspondence is included in **Attachment 1**.

ATTACHMENT 1

440749-1-22-01/440749-1-32-01

**US 41 AT CSX RAILROAD GRADE
SEPARATION**

AGENCY COORDINATION



US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation

From South of Causeway Boulevard to North of Causeway Boulevard

WPI Segment No. 440749-1

Hillsborough County, Florida

Meeting Minutes

Date: October 5, 2022
To: Craig Fox
Re: Pond Siting Coordination Meeting

Meeting: Drainage Coordination Meeting
Date: October 4, 2022
Time: 1:30 pm
Location: District 7 Office (11201 N. McKinley Drive, Tampa, FL 33612) and MS Teams
Attendees: FDOT – Kirk Bogen, Craig Fox, Robin Rhinesmith, Bill McTeer, Manny Marsh, Robert Blenton, Allison Conner, Anthony Celani (virtual), Abdul Waris (virtual), Joel Johnson (virtual), Barry Lenz (virtual), Marcel Goss (virtual)
FDOT GEC – Caroline Cation Smith
RK&K – Liz Lorello, Joe Baan (virtual), Vishal Verma, Brett Berube (virtual)
KCA – Branan Anderson

Meeting Notes:

Introduction

- The meeting began with an introduction of the participants.
- Craig introductions; Status update on 15% Line & Grade; concept updates - flyover removal
- Pre-app meeting with SWFWMD; Update Delaney creek model 0.04' rise
 - No FPC; No increase in flood stage
- Design Approach:
 - 3 basins with pond alternatives
 - Basins 1 and 2 draining to Delaney Creek
 - Basin 3 draining north to Unnamed Creek
 - All basins ultimately outfall to McKay Bay
 - Existing southern basin divide located at Hartford
 - Project limits have been extended further south
 - Currently assuming entire project limits draining to Pond 1
 - Project to south is expected to be constructed second

Right of Way Discussion

Basin 1

- Pond 1A site looks feasible due to the property encroachment from the roadway improvements
- Pond 1D - Bill McTeer- partial take with building
 - Bill - Can 1D be adjusted to the east to avoid the building structure and impact the existing parking area, and pipe along property line



US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation

From South of Causeway Boulevard to North of Causeway Boulevard

WPI Segment No. 440749-1

Hillsborough County, Florida

- Liz – hydraulically, yes
- Bill - Otherwise you will be purchasing the entire property
 - No access from US 41
 - Joe - Access directly to ramp may not be feasible
 - Review access to the property if reconfigured to the east
- Any possibility for connecting basins 1 & 2?
 - Joe - Crossing creek would be challenging and expensive given elevations, but possible
- Pond 1C - Brett - environmental concerns
 - Marcel Goss - contamination concerns with 1C - suggest dropping this alternative; Location adjacent to brownfield site regulated by FDEP
- Robin Rhinesmith - Does RK&K have someone who runs EST tool?
 - Joe Baan - yes
 - Robin also referred to the AOI tool
 - Brett confirmed that we can access these tools and shared a matrix of the pond sites comparing the cultural and contamination risks during the meeting

Basin 1 Consensus: Remove 1C and proceed with 1A, 1B, & 1D (reconfigured)

Basin 2

- Craig - a lot of movement within the area due to contamination; FDEP looking to make adjustments to areas in order for development
 - Marcel - all ponds in Basin 2 are within brownfield sites; These sites have not been fully evaluated for the level of contamination and will require further investigation
 - Exide battery site; Historically - Ground up batteries spread around site before FDEP regulated
- Pond 2E - Bill - look at 2E; Possibly cleaner from an environmental standpoint
 - Brett - wetlands and other surface waters located within site 2E; Blocked off and under security by FDEP
 - Bill - Move 2E to the paintball property; Can justify the take due to environmental concerns elsewhere
- Pond 2C – Bill - any opportunities for 2C to be full take?
 - Bill - any opportunities for 2C to be full take?
 - Look into reconfiguring pond to maximize pond usage
 - Bill to Craig - Look to see if Exide is willing to sell entire 2C (Early acquisition opportunity)
- Kirk Bogen – only need up to two pond sites to be evaluated; up to three is desirable but not required
 - Can justify environmental concerns in the area for just the two sites

Basin 2 Consensus: Expand 2C & use Paintball site for 2E; Eliminate all other alternatives



US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation

From South of Causeway Boulevard to North of Causeway Boulevard

WPI Segment No. 440749-1

Hillsborough County, Florida

Basin 3

- Liz - existing ponds at northeast and northwest corners of Causeway intersection will be impacted by the roadway improvements; These ponds need to be reconfigured to meet the drainage requirements of the existing conditions
 - Looking to combine those ponds to maintain the existing drainage patterns and compensation
 - Additional right of way to the west of the existing pond on the northwest corner will be required to maintain the existing drainage condition. It is shown in yellow on the maps.
 - Bill - This pond needs to be identified as 3A and will be required for all alternatives
- Bill - Anything between El Camino Blanco, Sagasta, and Causeway desirable for full take
- Pond 3A - Bill prefers 3A blue
 - May need to expand 3A adjacent to Sagasta and could possibly eliminate Sagasta connection to Causeway Blvd. since motorists will have opportunity to access Causeway Blvd. directly from the signal at 47th St.
 - Could also consider using the southern portion of County R/W along El Camino Blanco Blvd. to eliminate the need for northern 3A adjacent to 47th St.
- Pond 3B – google street view shows site to be under development
- Pond 3C – showing residential takes
 - Possibly take the commercial piece in 3C to eliminate impacts to residents and combine with one or two of the commercial sites within 3D as an alternative
- Marcel documented pre-existing contamination for petroleum removal from sites adjacent to 47th St.
 - Bill - Mainline improvements already impacting the property so contamination cleanup will likely be required either way

Basin 3 Consensus: Adjust yellow east of Sagasta to include the 2 parcel takes and call that 3A, change 3A blue to 3B and evaluate closing Sagasta connection to expand 3B - check hydraulics, eliminate 3A north, and reconfigure 3C to commercial only. Add what is needed from 3D for 3C hydraulic needs. Eliminate Pond 3B as an alternative.

Action Items:

1. Basin 1: Remove 1C and proceed with 1A, 1B, & 1D (reconfigured - becomes 1C)
2. Basin 2: Evaluate expanding 2C to become 2A (full parcel take); Evaluate paintball property for 2E to be reconfigured for use - becomes 2B
3. Basin 3: Adjust yellow shape east of Sagasta to include the 2 parcel takes and call that 3A, change 3A blue to 3B and evaluate closing Sagasta connection to expand 3B - check hydraulics, eliminate 3A north, and reconfigure 3C to commercial only and add what we need from 3D for 3C hydraulic needs.
4. Updated exhibits to be provided to D7 meeting invites

From: Dollman, Kyle <DollmanK@hillsboroughcounty.org>
Sent: Monday, March 8, 2021 11:47 AM
To: Joseph Baan
Cc: Erik Fleming; Branan Anderson; Celani, Anthony L.; OBrien, Tim; Liz Lorello
Subject: RE: 440749-1 | US 41 at CSX | Delaney Creek No-Rise Determination

Joe,

You're correct. Per the latest preliminary FIRM and FIS, US41 at Delaney Creek will not be within the regulatory floodway once the preliminary products become effective. The County expects FEMA to issue the Letter of Final Determination (LFD) for these preliminary products on April 7th, 2021. This would mean that the preliminary FIS and FIRMs would become effective on October 7th, 2021.

While there is no reason to believe that the preliminary FIRM and FIS will change here, it could theoretically happen between now and the time the preliminary products become effective. The chances of this, however, are extremely slim.

If you are anticipating permitting and construction activities to occur after October 7th, 2021, I would agree that you would want to use the preliminary FIS and FIRM to evaluate your floodway no-rise requirement. Based on these products as they currently stand, you would not be required to meet the floodway no-rise certification criteria.

However, if you plan to obtain a permit prior to October 7th, 2021 (again, this is an estimate based on when FEMA will issue the LFD), a floodway no-rise analysis and certification would still be required, as the effective maps would show US41 at Delaney Creek within the floodway.

Hope this helps. Please let me know if you have any additional questions.

Thank you

Kyle Dollman, P.E., CFM
Floodplain Administrator
Stormwater Services Section
Technical Services Division
Engineering and Operations Department

P: (813) 599-2509
E: DollmanK@HillsboroughCounty.org
W: HCFLGov.net

From: Joseph Baan <jbaan@rkk.com>
Sent: Monday, March 8, 2021 10:45 AM
To: Dollman, Kyle <DollmanK@hillsboroughcounty.org>
Cc: Erik Fleming <efleming@rkk.com>; Branan Anderson <banderson@kcaeng.com>; Celani, Anthony L. <Anthony.Celani@dot.state.fl.us>; OBrien, Tim <Tim.OBrien@dot.state.fl.us>; Liz Lorello

From: [Celani, Anthony L.](#)
To: [Joseph Baan](#)
Cc: [Liz Lorello](#)
Subject: RE: 440749-1 // US 41 at CSX // Sea Level Rise
Date: Thursday, February 25, 2021 1:23:39 PM
Attachments: [image008.png](#)
[image012.png](#)

Hey Joe,

We can look at the SLR scenario and document it in the drainage report. Since this is an existing corridor, retrofitting it to meet SLR criteria may not be feasible or practical.

Thanks,

Anthony L. Celani, P.E.
District Seven Drainage Department
11201 N. McKinley Drive MS 7-800
Tampa, FL 33612
(813) 975-6783 Fax 813-975-4206
anthony.celani@dot.state.fl.us



Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Joseph Baan <jbaan@rkk.com>
Sent: Thursday, February 25, 2021 12:42 PM
To: Celani, Anthony L. <Anthony.Celani@dot.state.fl.us>
Cc: Liz Lorello <llorello@rkk.com>
Subject: 440749-1 // US 41 at CSX // Sea Level Rise

EXTERNAL SENDER: Use caution with links and attachments.

Anthony,

We are in the early stages of design on US 41 at CSX, which is about 1.5 miles up Delaney Creek from East Bay. Most of our drainage design (ponds, cross drains, FPC) will be done in the Delaney Creek Watershed Model, which ends at East Bay. This project is on the border between coastal and non-coastal. It is outside the VE floodplain but it is still within FEMA coastal transects. I'd like to confirm how sea level rise should be incorporated into the project as it could have significant impacts on our pond sizes and roadway profiles.

Section 3.4.1 of the Drainage Manual (DM) requires coastal projects to "incorporate sea level rise analysis to assess the vulnerability of flooding over the design life of the facility." DM Section 4.5

states that tidally influenced culverts should "adjust the MHW elevation for sea level rise..." Assuming a design service life of 50 years (DM Table 4.1) and the MSL trends in DM Table 3.2, we could experience a rise of approximately 0.454 ft.

Increasing the design stage of East Bay would have a significant impact on the project. It would likely increase pond sizes and require raising the profile of US 41 and even Causeway Boulevard. I don't see SWFWMD requiring an increase in the stage of East Bay for our permitted analysis.

Should we increase the stage of East Bay in the Delaney Creek Watershed Model for our design analysis to represent potential conditions in 50 years or do we just need to include a section in the drainage report summarizing the potential impacts of sea level rise on the proposed conditions?

Thanks,

JOE BAAN, PE, CFM
Project Manager | Transportation



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<llorello@rkk.com>

Subject: 440749-1 | US 41 at CSX | Delaney Creek No-Rise Determination

[External]

Kyle,

RK&K is designing the drainage for improvements to US 41 and Causeway Boulevard, which includes replacement of Bridge 100048 over Delaney Creek. Delaney Creek is a Floodway on effective FEMA FIRM Panel 12057C0367H (see attached FIRMETTE) dated 8/28/2008. As you know, this panel is being revised by a Coastal Flood Risk Map Update. The preliminary FIRM (attached) shows the Delaney Creek floodway ending approximately ½ mile upstream of the US 41 crossing. Therefore, the US 41 crossing should no longer require a no-rise when the preliminary FIRM becomes effective. The analysis for the update is complete and comment period has closed. A Letter of Determination from FEMA is anticipated in Spring of 2021, making the revisions effective in Fall 2021. The Phase II (60%) design of the US 41 project is scheduled to be complete in mid-2022 with construction at least two years after that.

We would like to respectfully request your concurrence that the preliminary FIRM should be used for this project and a no-rise would not be required if construction occurs after the preliminary FIRM becomes effective. The project will still go through the standard environmental permitting process with SWFWMD and other regulatory agencies.

Please let me know if you have any questions.

Thanks,

JOE BAAN, PE, CFM

Project Manager | Transportation



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**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES**

**FILE
NUMBER:**

PA 408072

Date:	11/19/2020		
Time:	11 am		
Project Name:	BAR PA 408072 US 41 and Causeway/CSX		
District Engineer:	Bob Dasta		
District ES:	Chaz LaRiche		
Attendees:	Joseph Baan, RK&K (Drainage), Liz Lorello, RK&K (Drainage), Erik Fleming, RK&K (Roadway), Branen Anderson, KCA (Roadway), Craig Fox, FDOT (Project Manager), Abdul Waris, FDOT (Drainage), Anthony Celani, FDOT (Drainage)		
County:	Hillsborough	Sec/Twp/Rge:	27,28,29,33,34/29/19
Total Land Acreage:		Project Acreage:	acres

Prior On-Site/Off-Site Permit Activity:

- ERP – 27063.000
- ETDM – 14345

Project Overview:

- From US 41 at Trenton Street to US 41 at S. 23rd Ave
- Capacity and operational improvements on US 41/SR45/SR 599 from south of the SR 676/Causeway Boulevard intersection to north of the SR 676/Causeway Boulevard intersection
- ~100 ft span bridge at railroad crossing over Delaney creek. Based on LIDAR, this measured approximately 70 ft from top of bank to top of bank.
- Pre/post modeling shows rises downstream between railroad track along Delaney Creek (0.05 ft). No rises further modeled west of the railroad track. This would be considered an adverse impact since the system is not tidal, especially prior to the span bridge at CSX (and the culvert at the unnamed creek to the north).
- Discussed with staff (Monte Ritter) after the pre-application to determine if tidal.
 - It was determined that the receiving system is not tidally influenced due to the constrictions imposed by the bridge at the railroad crossing at Delaney Creek and then to East Bay and the culvert constriction at the unnamed creek to McKay Bay; the large contributing basin areas to each of these locations, and the narrow channels to each of the bays.
 - Another consideration is the mean high tide levels in the channels. If the mean high tide levels for the bays are above the top of bank of the channels to the bay, this would be an indication that the system is tidal at that point. However, this is only with regards to the channels themselves this does not consider constrictions such as culverts. If the mean high tide levels for the bays are less than the top of bank of the channels to the bay then the channelized flow with head losses is not considered tidal (i.e., riverine).
 - The mean high tide would be the minimum tailwater to model the boundary nodes at each of the bays.
 - East Bay. Site 8726674. Mean high tide appears to be 0.52 ft NAVD88
 - McKay Bay. Site 8726667. Mean high tide appears to be 0.52 ft NAVD88
 - It is possible the some of the project on the west most side (i.e., Causeway Blvd) may drain without constrictions (i.e, culverts, bridge, narrow channels) to each of the bays.
- This area is within a brownfield site with FDEP.
- Consultant discussed that floodplain compensation difficult to provide without additional wetland impacts and FDEP brownfield issues and site will peak far earlier than the channels.
- East Bay is in the Tampa Bay nitrogen consortium, thus, nitrogen impaired.

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

- An additional pre-application meeting will be scheduled to discuss the environmental concerns for this FDOT project. Please note there are wetlands associated with the proposed roadway improvements and wetland

impacts may result from the proposed construction, but the final design has not been reached so the total is not clear. This meeting was to discuss the floodplain compensation in the area of Delaney Creek and an Unnamed Creek, both discharging to Tampa Bay.

- Provide the limits of jurisdictional wetlands and surface waters as they relate to the project area. Roadside ditches or other water conveyances, including permitted and constructed water conveyance features, can be claimed as surface waters per Chapter 62-340 F.A.C. if they do not meet the definition of a swale as stated under Rule 403.803 (14) F.S.
- Provide appropriate mitigation using UMAM for impacts, if applicable.
- Maintain minimum 15 foot, average 25 foot wetland conservation area setback or address secondary impacts.
- Determine SHWL's at pond locations, wetlands, and OSWs.
- Determine normal pool elevations of wetlands.
- Determine 'pop-off' locations and elevations of wetlands.
- As of October 1, 2017, the District will no longer send a copy of an application that does not qualify for a State Programmatic General Permit (SPGP) to the U.S. Army Corps of Engineers. If a project does not qualify for a SPGP, you will need to apply separately to the Corps using the appropriate federal application form for activities under federal jurisdiction. Please see the Corps' Jacksonville District Regulatory Division Sourcebook for more information about federal permitting. Please call your local Corps office if you have questions about federal permitting. Link: <http://www.saj.usace.army.mil/Missions/Regulatory/Source-Book/>

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

- WBIDs need to be independently verified by the consultant - WBIDs 1584C, East Bay, 1584B, McKay Bay, 1625, 1605D and 1637
- Possibly discharging to impaired waters.
- Document/justify SHWE's at pond locations, wetlands, and OSWs.
- Determine normal pool elevations of wetlands.
- Determine 'pop-off' locations and elevations of wetlands.
- Provide documentation to support tailwater conditions for quality and quantity design
- Proposed control structures in wetlands should be consistent with existing 'pop-off' elevations of wetlands; demonstrate no adverse impacts to wetland hydroperiod for up to 2.33yr mean annual storm.
- Stormwater retention and detention systems are classified as moderate sanitary hazards with respect to public and private drinking water wells. Stormwater treatment facilities shall not be constructed within 100 feet of an existing public water supply well and shall not be constructed within 75 feet of an existing private drinking water well. Subsection 4.2, A.H.V.II.
- Any wells on site should be identified and their future use/abandonment must be designated.
- Contamination issues need to be resolved with the FDEP (i.e., brownfield area). Check FDEP MapDirect layer for possible contamination points within/adjacent to the project area. [FDEP MapDirect Link](#)
For known contamination within the site or within 500' beyond the proposed stormwater management system:

- after the application is submitted, please contact FDEP staff listed below and provide them with the ERP Application ID # along with a mounding analysis (groundwater elevation versus distance) of the proposed stormwater management system that shows the proposed groundwater mound will not adversely impact the contaminated area. FDEP will review the plans submitted to the District and mounding analysis to determine any adverse impacts. Provide documentation from FDEP that the proposed construction will not result in adverse impacts. This is required prior to the ERP Application being deemed complete.

- If a SWMS is to be constructed within a contamination zone area, a groundwater sample collected from the first aquifer water bearing zone (i.e. zone of saturation or first zone that the water table is encountered) will most likely be required.

For known offsite contamination between 500' and 1500' beyond the site:

- FDEP may also require a mounding analysis (groundwater elevation versus distance) for the proposed stormwater systems. SWFWMD will issue the permit when contamination sites are located outside the 500 ft radius prior to concurrence from DEP, however, it is the Permittee's responsibility to resolve contaminated site assessment concerns with the FDEP prior to beginning any construction activities. A permit condition will be used to reiterate this. You are advised to contact DEP as soon as possible, preferably during permit application period.

FDEP Contacts:

- For projects located within Citrus, Hernando, Pasco, Hillsborough, Pinellas, Manatee, Polk and Hardee Counties: Yanisa Angulo yanisa.angulo@floridadep.gov

- For projects located within Sarasota, DeSoto, Highlands and Charlotte Counties: Gary Maier Gary.Maier@FloridaDEP.gov
- For projects located within Marion, Lake and Sumter Counties: Lu Burson Lu.burson@floridadep.gov
- For projects located within Levy County: Craig Parke Craig.parke@floridadep.gov

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

- Demonstrate that post development peak discharges from proposed project area will not cause an adverse impact for a 25-year, 24-hour storm event.
- For projects or portions of projects that discharge to a closed basin, limit the post-development 100-year discharge volume to the pre-development 100-year, 24-hour volume.
- Demonstrate that site will not impede the conveyance of contributing off-site flows.
- Demonstrate that the project will not increase flood stages up- or down-stream of the project area(s).
- Provide equivalent compensating storage for all 100-year, 24-hour riverine floodplain impacts if applicable. Providing cup-for-cup storage in dedicated areas of excavation is the preferred method of compensation; if no impacts to flood conveyance are proposed and storage impacts and compensation occur within the same basin. In this case, tabulations should be provided at 0.5-foot increments to demonstrate encroachment and compensation occur at the same levels. Otherwise, storage modeling will be required to demonstrate no increase in flood stages will occur on off-site properties, using the mean annual, 10-year, 25-year, and 100-year storm events for the pre- and post-development conditions.
- Please be aware that if there is credible historical evidence of past flooding or the physical capacity of the downstream conveyance or receiving waters indicates that the conditions for issuance will not be met without consideration of storm events of different frequency or duration, applicants shall be required to provide additional analyses using storm events of different duration or frequency than the 25-year 24-hour storm event, or to adjust the volume, rate or timing of discharges. [Section 3.0 Applicant's Handbook Volume II]

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

- Provide water quality treatment for entire project area and all contributing off-site flows.
- In addition, if the project discharges to an impaired water body, must provide a net environmental improvement.
- Also, replace treatment function of existing ditches to be filled.
- Presumptive Water Quality Treatment for Alterations to Existing Public Roadway Projects:
 - Refer to Section 4.5 A.H.V.II for Alterations to Existing Public Roadway Projects.
 - Refer to Sections 4.8, 4.8.1 and 4.8.2 A.H.V.II for Compensating Stormwater Treatment, Overtreatment, and Offsite Compensation.
 - All co-mingled existing & new impervious that is proposed to be connected to a treatment pond will require treatment for an area equal to the co-mingled existing & new impervious (times ½" for dry treatment or 1" for wet treatment). This applies whether or not equivalent treatment concepts are used.
 - However, if equivalent treatment concepts are used it is possible to strategically locate the pond(s) so that the minimum treatment requirement may be for an area equivalent to the new impervious area only. That is, co-mingled existing & new impervious that is not connected to a treatment pond may bypass treatment (as per Section 4.5(2), A.H.V.II); if the 'total impervious area' that is connected to the treatment pond(s) is at least equivalent to the area of new impervious only. The 'total impervious area' that is connected to the pond(s) may be composed of co-mingled existing & new impervious.
 - Offsite impervious not required to be treated; but may be useful to be treated when using equivalent treatment concepts.
 - Existing treatment capacity displaced by any road project will require additional compensating volume. Refer to Subsection 4.5(c), A.H.V.II.
- Will acknowledge compensatory treatment to offset pollutant loads associated with portions of the project area that cannot be physically treated.
- Provide additional 50% treatment for any direct discharges to OFW. Refer to ERP Applicant's Handbook Vol. II Subsection 4.1(f).
- Please be advised that although use of isolated wetlands for ERP treatment purposes is permissible as per Section 4.1(a)(3), A.H.V.II, use of isolated wetlands for treatment purposes may not necessarily meet US Army Corps criteria.
- Net improvement
 - Refer to rule 62-330.301(2), F.A.C.

-Applicant may demonstrate a net improvement for the parameters of concern by performing a pre/post pollutant loading analysis based on existing land use and the proposed land use. Refer to ERP Applicant's Handbook Vol. II Subsection 4.1(g).

-Effluent filtration is known to be ineffective for treating nutrient related impairments, unless special nutrient adsorption media provided. However, please note special nutrient adsorption media has extremely low conductivity values compared to typical sand type effluent filtration filter media. Note: if treatment volume required for net improvement is less than the treatment volume required for 'presumptive' treatment, then use of effluent filtration is ok.

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

- The project may be located within state owned sovereign submerged lands (SSSL). Be advised that a title determination will be required from FDEP to verify the presence and/or location of SSSL.
- If use of SSSL is proposed, authorization will be required. Refer to Chapter 18-21, F.A.C. and Chapter 18-20, F.A.C. for guidance on projects that impact SSSL and Aquatic Preserves.
- Coordination with the Tampa Port Authority for projects located in Hillsborough County is recommended.

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- The permit must be issued to entity that owns or controls the property.
- Provide evidence of ownership or control by deed, easement, contract for purchase, etc. Evidence of ownership or control must include a legal description. A Property Appraiser summary of the legal description is NOT acceptable.
- Provide Homeowners Association (HOA) or Property Owners Association (POA) documents and affidavit. Refer to ERP Applicant's Handbook Vol. I Subsection 12.3.4 and Section 7 of the References and Design Aids for Vol. I.
- The HOA/POA documents, covenants, and deed restrictions will need to address any docking facility, boat uses, wetland, wetland mitigation, and all other applicable regulatory and proprietary restrictions that are a result of the requested uses.

Application Type and Fee Required:

- SWERP – Sections A, C, and E of the ERP Application.
- Consult the [fee schedule](#) for different thresholds.

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

- An application for an individual permit to construct or alter a dam, impoundment, reservoir, or appurtenant work, requires that a notice of receipt of the application must be published in a newspaper within the affected area. Provide documentation that such noticing has been accomplished. Note that the published notices of receipt for an ERP can be in accordance with the language provided in Rule 40D-1.603(10), F.A.C.
- Provide a copy of the legal description (of all applicable parcels within the project area) in one of the following forms:
 - a. Deed with complete Legal Description attachment.
 - b. Plat.
 - c. Boundary survey of the property(ies) with a sketch.
- The plans and drainage report submitted electronically must include the appropriate information required under Rules 61G15-23.005 and 61G15-23.004 (Digital), F.A.C. The following text is required by the Florida Board of Professional Engineers (FBPE) to meet this requirement when a digitally created seal is not used and must appear where the signature would normally appear:

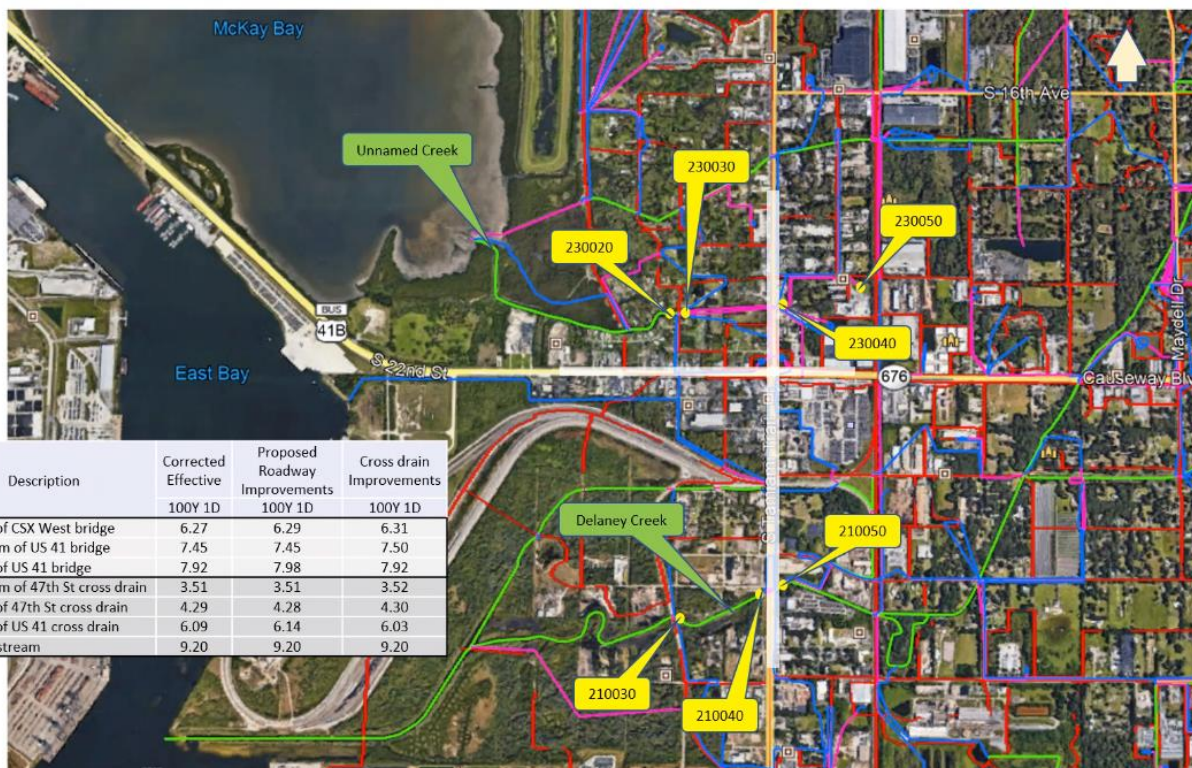
ELECTRONIC (Manifest): *[NAME] State of Florida, Professional Engineer, License No. [NUMBER]
This item has been electronically signed and sealed by [NAME] on the date indicated here using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies*

DIGITAL: *[NAME] State of Florida, Professional Engineer, License No. [NUMBER]; This item has been digitally signed and sealed by [NAME] on the date indicated here; Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.*

- Provide soil erosion and sediment control measures for use during construction. Refer to ERP Applicant's Handbook Vol. 1 Part IV Erosion and Sediment Control.
- Demonstrate that excavation of any stormwater ponds does not breach an aquitard (see Subsection 2.1.1, A.H.V.II) such that it would allow for lesser quality water to pass, either way, between the two systems. In those geographical areas of the District where there is not an aquitard present, the depth of the pond(s) shall not be excavated to within two (2) feet of the underlying limestone which is part of a drinking water aquifer. [Refer to Subsection 5.4.1(b), A.H.V.II]
- If lowering of SHWE is proposed, then burden is on Applicant to demonstrate no adverse onsite or offsite impacts as per Subsection 3.6, A.H.V.II. Groundwater drawdown 'radius of influence' computations may be required to demonstrate no adverse onsite or offsite impacts. Please note that new roadside swales or deepening of existing roadside swales may result in lowering of SHWE. Proposed ponds with control elevation less than SHWE may result in adverse lowering of onsite or offsite groundwater.

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.

Waterbody	Node	Description	Corrected Effective	Proposed Roadway Improvements	Cross drain Improvements
			100Y 1D	100Y 1D	100Y 1D
Delaney Creek	210030	Upstream of CSX West bridge	6.27	6.29	6.31
	210040	Downstream of US 41 bridge	7.45	7.45	7.50
	210050	Upstream of US 41 bridge	7.92	7.98	7.92
Unnamed Creek	230020	Downstream of 47th St cross drain	3.51	3.51	3.52
	230030	Upstream of 47th St cross drain	4.29	4.28	4.30
	230040	Upstream of US 41 cross drain	6.09	6.14	6.03
	230050	Further upstream	9.20	9.20	9.20



From: [Bob Dasta](#)
To: [Joseph Baan](#)
Subject: RE: PA 408072 US 41 and Causeway/CSX
Date: Wednesday, December 2, 2020 12:51:18 PM
Attachments: [image001.png](#)

Hi Joe,

Sorry for the delay in my response. I also hope you and your family had a Happy Thanksgiving.

The District has used the logic of rounding rises that are less than 0.05 feet (i.e., would round to 0.00 feet, for example 0.04 feet) on a case-by-case basis. There are several factors which determine if/when this is applied. Some factors include, but not limited to, whether these sites are where no reported flooding problems or complaints have occurred in the area (if there are reported flooding problems/complaints then there should be no increase at all); the location of the rises (i.e., within the top of bank of existing ditches, etc.); the duration of these rises; and other factors. Based on the location of the rises that we discussed in the pre-application meeting (i.e., within the top of bank of Delaney Creek just prior to the tidal system or within the channels to the tidal system), it is possible that this logic can be applied for this project as it would be expected that these rises (< 0.05 feet) would not result in adverse impacts.

Thanks,

Bob

Bob Dasta, P.E.
Professional Engineer
Environmental Resource Permit Bureau
Regulation Division
Southwest Florida Water Management District
7601 Highway 301 North
Tampa, FL 33637-6759
(800) 836-0797 or (813) 985-7481, extension 6105
Robert.Dasta@swfwmd.state.fl.us



From: Joseph Baan <jbaan@rkk.com>
Sent: Wednesday, December 2, 2020 11:09 AM
To: Bob Dasta <Robert.Dasta@swfwmd.state.fl.us>
Subject: RE: PA 408072 US 41 and Causeway/CSX

[EXTERNAL SENDER] Use caution before opening.

Bob,

I hope you had a good Thanksgiving. I didn't hear back on the email below. Does this sound reasonable?

Thanks,

JOE BAAN, PE, CFM
Project Manager | Transportation
863.333.4583 P | 863.670.9361 C

From: Joseph Baan
Sent: Tuesday, November 24, 2020 9:08 AM
To: 'Bob Dasta' <Robert.Dasta@swfwmd.state.fl.us>
Cc: Monte Ritter <Monte.Ritter@swfwmd.state.fl.us>; Rob McDaniel <Rob.McDaniel@swfwmd.state.fl.us>; Dave Kramer <dave.kramer@swfwmd.state.fl.us>
Subject: RE: PA 408072 US 41 and Causeway/CSX

Bob,

It sounds like we will be required to model our project in the Delaney Creek SWMM Model to ensure no significant stage increases. Based on our pre-app on 3/12/2020, we will need to model the 10YR24HR, 25YR24HR and 100YR24HR storm events. In the past, I understand FDOT D7 has been allowed a modeling peak stage tolerance of 0.05'. Can you confirm this tolerance will also be acceptable for this project?

Thanks,

JOE BAAN, PE, CFM
Project Manager | Transportation
863.333.4583 P | 863.670.9361 C

From: Bob Dasta <Robert.Dasta@swfwmd.state.fl.us>
Sent: Monday, November 23, 2020 8:58 AM
To: Joseph Baan <jbaan@rkk.com>
Cc: Monte Ritter <Monte.Ritter@swfwmd.state.fl.us>; Rob McDaniel <Rob.McDaniel@swfwmd.state.fl.us>; Dave Kramer <dave.kramer@swfwmd.state.fl.us>
Subject: PA 408072 US 41 and Causeway/CSX

Joe,

I discussed with the tidal receiving system and tidal floodplain issues with Monte Ritter, Chief Engineer with the District. Monte conducted the ETDM (US 41 at CSX Grade Separation, ETDM #14345 PA #405960). It was determined that the receiving system is not tidally influenced due to the constrictions imposed by the bridge at the railroad crossing at Delaney Creek and then to East Bay and the culvert constriction at the unnamed creek to McKay Bay; the large contributing basin areas to each of these locations, and the narrow channels conveying the runoff to each of the bays. Another important consideration is the mean high tide levels in the channels. If the mean high tide levels for the bays are above the top of bank of the channels to the bay, this would be an indication that the system is tidal at that point. However, this is only with regards to the channels themselves this does not consider constrictions such as culverts. If the mean high tide levels for the bays are less than the top of bank of the channels to the bay then the channelized flow with head losses is not considered tidal (i.e., riverine). The mean high tide appears to be 0.52 ft NAVD88 for both bays. It is possible the some of the project on the west most side (i.e., Causeway Blvd) may drain without constrictions (i.e., culverts, bridge, narrow channels) to each of the bays.

Thanks,

Bob

Bob Dasta, P.E.
Professional Engineer
Environmental Resource Permit Bureau
Regulation Division
Southwest Florida Water Management District
7601 Highway 301 North
Tampa, FL 33637-6759
(800) 836-0797 or (813) 985-7481, extension 6105
Robert.Dasta@swfwmd.state.fl.us



"RK&K" and "RK&K Engineers" are registered trade names of Rummel, Klepper & Kahl, LLP, a Maryland limited liability partnership. This message contains confidential information intended only for the person or persons named above. If you have received this message in error, please immediately notify the sender by return email and delete the message. Thank you.

RK&K is an equal opportunity employer that values diversity at all levels. RK&K does not discriminate in employment on the basis of race, color, religion, sex (including pregnancy), national origin, political affiliation, sexual orientation, marital status, disability, genetic information, age, parental status, military and veteran status, and any other characteristic protected by applicable law. Consistent with the requirements of Title VI of the Civil Rights Act of 1964, as amended and other nondiscrimination laws and authorities, we also note that RK&K does not discriminate in its selection or retention of subcontractors on the grounds of race, color, or national origin. We also note that RK&K will ensure that Minorities will be afforded full opportunity to submit proposals and not be discriminated against on the grounds of race, color, or national origin in consideration for an award.



**SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES**

**FILE
NUMBER:**

PA 407537

Date:	03/12/2020		
Time:	10:00		
Project Name:	PD&E on US41		
District Engineer:	Buddy Wood		
District ES:	Al Gagne		
Attendees:	Elizabeth Lorello, Joe Baan (RK&K), Tony Celani, Craig Fox (FDOT)		
County:	Hillsborough	Sec/Twp/Rge:	27, 28, 33, 34/29/19
Total Land Acreage:	< 40 acres	Project Acreage:	< 40 acres

Prior On-Site/Off-Site Permit Activity:

- ERP 27063 (Causeway) and ERP 41528 (US 41)

Project Overview:

- Widening and expansion of Causeway Boulevard and US 41 intersection and intersection improvements.

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

- Project may impact surface waters and wetlands associated with Delaney Creek to the south and the unnamed creek to the north of the intersection. There may also be impacts associated with roadside ditches.
- Project is located in the Tampa Bay and Coastal Areas ERP Basin. Mitigation banks that serve this area include the Tampa Bay, Mangrove Point and Nature Coast mitigation banks.
- Provide the limits of jurisdictional wetlands and surface waters. Roadside ditches or other water conveyances, including permitted and constructed water conveyance features, can be claimed as surface waters per Chapter 62-340 F.A.C. if they do not meet the definition of a swale as stated under Rule 403.803 (14) F.S
- Provide appropriate mitigation using UMAM for impacts, if applicable.
- If the wetland mitigation is appropriate and the applicant is proposing to utilize mitigation bank credit as wetland mitigation, the following applies: Provide letter or credit availability or, if applicable, a letter of reservation from the wetland mitigation bank. The wetland mitigation bank service area and current ledgers can be found out the following link: <https://www.swfwmd.state.fl.us/business/epermitting/environmental-resource-permit>, Goto "ERP Mitigation Bank Wetland Credit Ledgers"
- Demonstrate elimination and reduction of wetland impacts.
- Maintain minimum 15 foot, average 25 foot wetland conservation area setback or address secondary impacts.
- As of October 1, 2017, the District will no longer send a copy of an application that does not qualify for a State Programmatic General Permit (SPGP) to the U.S. Army Corps of Engineers. If a project does not qualify for a SPGP, you will need to apply separately to the Corps using the appropriate federal application form for activities under federal jurisdiction. Please see the Corps' Jacksonville District Regulatory Division Sourcebook for more information about federal permitting. Please call your local Corps office if you have questions about federal permitting. Link: <http://www.saj.usace.army.mil/Missions/Regulatory/Source-Book/>

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

- Existing roadway/intersections
- Watersheds- Unnamed Ditch (WBID 1615)- does not appear to be impaired for nutrients, Delaney Creek (Tidal) (WBID 1605D)- does not appear to be impaired for nutrients.
- WBIDs need to be independently verified by the consultant
- Possibly discharging to impaired waters.
- Document/justify SHWE's at pond locations, wetlands, and OSWs.
- Determine normal pool elevations of wetlands.

- Determine 'pop-off' locations and elevations of wetlands.
 - Provide documentation to support tailwater conditions for quality and quantity design
 - Minimum flows and levels of receiving waters shall not be disrupted.
 - Contamination issues need to be resolved with the FDEP. Check FDEP MapDirect layer for possible contamination points within/adjacent to the project area. [FDEP MapDirect Link](#)
 - FDEP Site ID Nos. **XXXXXX and XXXXXX** located within or adjacent to site. Please verify with FDEP if any have current contamination issues. FDEP MapDirect appears to indicate **XXXXXX** has contamination issues.
- For known contamination within the site or within 500' beyond the proposed stormwater management system:
- after the application is submitted, please contact FDEP staff listed below and provide them with the ERP Application ID # along with a mounding analysis (groundwater elevation versus distance) of the proposed stormwater management system that shows the proposed groundwater mound will not adversely impact the contaminated area. FDEP will review the plans submitted to the District and mounding analysis to determine any adverse impacts. Provide documentation from FDEP that the proposed construction will not result in adverse impacts. This is required prior to the ERP Application being deemed complete.
 - If a SWMS is to be constructed within a contamination zone area, a groundwater sample collected from the first aquifer water bearing zone (i.e. zone of saturation or first zone that the water table is encountered) will most likely be required.
- For known offsite contamination between 500' and 1500' beyond the site:
- FDEP may also require a mounding analysis (groundwater elevation versus distance) for the proposed stormwater systems. SWFWMD will issue the permit when contamination sites are located outside the 500 ft radius prior to concurrence from DEP, however, it is the Permittee's responsibility to resolve contaminated site assessment concerns with the FDEP prior to beginning any construction activities. A permit condition will be used to reiterate this. You are advised to contact DEP as soon as possible, preferably during permit application period.
- FDEP Contacts:
- For projects located within Citrus, Hernando, Pasco, Hillsborough, Pinellas, Manatee, Polk and Hardee Counties: Yanisa Angulo yanisa.angulo@floridadep.gov
- Stormwater retention and detention systems are classified as moderate sanitary hazards with respect to public and private drinking water wells. Stormwater treatment facilities shall not be constructed within 100 feet of an existing public water supply well and shall not be constructed within 75 feet of an existing private drinking water well. Subsection 4.2, A.H.V.II.
 - District GIS identifies existing Well Construction Permits (WCP) near the project.
 - Any wells on site should be identified and their future use/abandonment must be designated.

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

- Demonstrate that post development peak discharges from proposed project area will not cause an adverse impact for a 25-year, 24-hour storm event. Would not be required if it can be demonstrated that the discharge is to a tidally-controlled waterbody with no restrictions and no adverse impacts to adjacent properties.
- Demonstrate that site will not impede the conveyance of contributing off-site flows.
- Demonstrate that the project will not increase flood stages up- or down-stream of the project area(s).
- Provide equivalent compensating storage for all 100-year, 24-hour riverine floodplain impacts if applicable. Providing cup-for-cup storage in dedicated areas of excavation is the preferred method of compensation; if no impacts to flood conveyance are proposed and storage impacts and compensation occur within the same basin. In this case, tabulations should be provided at 0.5-foot increments to demonstrate encroachment and compensation occur at the same levels. Otherwise, storage modeling will be required to demonstrate no increase in flood stages will occur on off-site properties, using the mean annual, 10-year, 25-year, and 100-year storm events for the pre- and post-development conditions.

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

- Provide water quality treatment for new travel lanes and any existing impervious area that has been previously permitted to be treated.
- Also, replace treatment function of existing ditches to be filled.
- Presumptive Water Quality Treatment for Alterations to Existing Public Roadway Projects:
 - Refer to Section 4.5 A.H.V.II for Alterations to Existing Public Roadway Projects.

- Refer to Sections 4.8, 4.8.1 and 4.8.2 A.H.V.II for Compensating Stormwater Treatment, Overtreatment, and Offsite Compensation.
- All co-mingled existing & new impervious that is proposed to be connected to a treatment pond will require treatment for an area equal to the co-mingled existing & new impervious (times ½” for dry treatment or 1” for wet treatment). This applies whether or not equivalent treatment concepts are used.
- However, if equivalent treatment concepts are used it is possible to strategically locate the pond(s) so that the minimum treatment requirement may be for an area equivalent to the new impervious area only. That is, co-mingled existing & new impervious that is not connected to a treatment pond may bypass treatment (as per Section 4.5(2), A.H.V.II); if the ‘total impervious area’ that is connected to the treatment pond(s) is at least equivalent to the area of new impervious only. The ‘total impervious area’ that is connected to the pond(s) may be composed of co-mingled existing & new impervious.
- Offsite impervious not required to be treated; but may be useful to be treated when using equivalent treatment concepts.
- Existing treatment capacity displaced by any road project will require additional compensating volume. Refer to Subsection 4.5(c), A.H.V.II.
- Will acknowledge compensatory treatment to offset pollutant loads associated with portions of the project area that cannot be physically treated.

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

- Coordination with the Tampa Port Authority for projects located in Hillsborough County is recommended.

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- The permit must be issued to entity that owns or controls the property.
- Provide evidence of ownership or control by deed, easement, contract for purchase, etc. Evidence of ownership or control must include a legal description. A Property Appraiser summary of the legal description is NOT acceptable.

Application Type and Fee Required:

- SWERP new Individual– Sections A, C, and E of the ERP Application.
- < 40 acres of project area and < 3 acre of wetland or surface water impacts - \$2,491.50 Online Submittal
- Consult the [fee schedule](#) for different thresholds.

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

- An application for an individual permit to construct or alter a dam, impoundment, reservoir, or appurtenant work, requires that a notice of receipt of the application must be published in a newspaper within the affected area. Provide documentation that such noticing has been accomplished. Note that the published notices of receipt for an ERP can be in accordance with the language provided in Rule 40D-1.603(10), F.A.C.
- The plans and drainage report submitted electronically must include the appropriate information required under Rules 61G15-23.005 and 61G15-23.004 (Digital), F.A.C. The following text is required by the Florida Board of Professional Engineers (FBPE) to meet this requirement when a digitally created seal is not used and must appear where the signature would normally appear:

ELECTRONIC (Manifest): *[NAME] State of Florida, Professional Engineer, License No. [NUMBER]
This item has been electronically signed and sealed by [NAME] on the date indicated here using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies*

DIGITAL: *[NAME] State of Florida, Professional Engineer, License No. [NUMBER]; This item has been digitally signed and sealed by [NAME] on the date indicated here; Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.*

- Provide soil erosion and sediment control measures for use during construction. Refer to ERP Applicant's Handbook Vol. 1 Part IV Erosion and Sediment Control.
- Demonstrate that excavation of any stormwater ponds does not breach an aquitard (see Subsection 2.1.1, A.H.V.II) such that it would allow for lesser quality water to pass, either way, between the two systems. In those geographical areas of the District where there is not an aquitard present, the depth of the pond(s) shall

not be excavated to within two (2) feet of the underlying limestone which is part of a drinking water aquifer.
[Refer to Subsection 5.4.1(b), A.H.V.II]

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.



US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation

From South of Causeway Boulevard to North of Causeway Boulevard

WPI Segment No. 440749-1

Hillsborough County, Florida

Meeting Minutes

Date: February 28, 2020

To: Craig Fox

From: Erik Fleming

Re: WPI Segment No. 440749-1

Meeting: Drainage Coordination Meeting

Date: February 25, 2020

Time: 8:30 am

Location: District 7 Office (11201 N. McKinley Drive, Tampa, FL 33612)

Attendees: FDOT – Kirk Bogen, Craig Fox, Robin Rhinesmith, Anthony Celani, Bill McTeer

FDOT GEC – Amber Russo

RK&K – Liz Lorello, Joe Baan, (Erik Fleming on phone)

KCA – (Mike Campo on phone)

Meeting Notes:

Introduction

- The meeting began with an introduction of the participants.
- Erik provided a brief overview of the project. He summarized each of the four project alternatives evaluated thus far and presented at the Alternatives Public Workshop on November 19, 2019:
 - Alternative 1 (Flyover)
 - Alternative 2 (Quadrant)
 - Alternative 3 (Diverging Diamond Interchange – DDI)
 - Alternative 4 (Single Point Urban Interchange – SPUI)
- Erik discussed a modified Alternative 4 (SPUI) with two flyover ramps for NB US 41 to WB Causeway Blvd and EB Causeway Blvd to SB US 41 that would improve future operations. This Alternative 5 would be a Modified Alternative 4. Erik mentioned that these ramps could be single lane ramps to minimize the proposed ROW footprint.
- Erik discussed a potential new alternative being developed but RK&K was waiting on Department's direction.
- Craig will be the PD&E PM and Tim O'Brien will be the design PM moving forward.
-

Preferred Alternative



US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation

From South of Causeway Boulevard to North of Causeway Boulevard

WPI Segment No. 440749-1

Hillsborough County, Florida

- Kirk said that the Department has identified a modified version of Alternative 1 as its preferred alternative:
 - FDOT sent an email from Allan Urbonas stating a design speed of 45 mph for the flyover with a radius and shoulder widths.
 - US 41 and Causeway Boulevard intersection improvements will be modified to be all at-grade. (Remove the US 41 northbound grade separation over Causeway Boulevard)
 - NB to WB flyover will be modified to one lane with ability to be widened in the future.
 - The flyover will still land in the median of Causeway Boulevard.
 - US 41 will remain a grade separation over CSX.
 - Triple right-turn lanes for EB to SB movement will remain under signal control
- Erik asked for clarification on the frontage road configuration. Based on one-way frontage roads shown at the Alternatives Public Workshop or two-way frontage road operations revised following the workshop. Erik will provide to the Department the frontage road configuration concepts for review and final determination.
- Traffic analysis will need to be updated for the preferred alternative.
- The Department desires to construct the ultimate configuration if sufficient funding is available.

Concrete Funding

- Department believes that the use of concrete funding will be better determined during the design phase but will have an internal meeting to determine final action. Based on an email from the previous PM the deadline for the concrete funding is February. Erik will forward the email to Craig.

Drainage

- RK&K to schedule pre-application meeting with SWFWMD to determine permitting requirements and include PMs and drainage staff.
- Anthony asked if basins were impaired. RK&K to confirm and notify the Department of the status.
- Anthony stated that the department does not prefer the use of pond liners for hydraulic reasons. Liners are allowed if needed to prevent contamination from seeping into wet ponds.
- RK&K will move forward with a design level PSR and confirm process during scoping under Optional Services. Two or three-3 pond sites will be evaluated for each basin.
- FPID 430056-2 to the south was included within a previous SEIR and will not need to be addressed within this project.
- An LHR will be completed after meeting with WMD to confirm if any floodplain mitigation will be required.
- Kirk would prefer to postpone the public hearing until after 60% plans are complete.
- Bill reviewed the handout provided and gave comments on possible site locations:
 - Verizon property cannot be impacted



US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation

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- Consider the properties on the east side of US 41 south of Causeway Boulevard and north of CSX. They are currently being purchased by the department.
- Consider the properties along south side of Causeway west of US 41 that require partial takes for the recommended widening. They will be impacted by the improvements.

Action Items:

1. FDOT staff to discuss internally and provide RK&K direction on concrete funding
 - a. Erik to forward Craig email regarding previous coordination.
2. FDOT staff to discuss internally and provide RK&K direction on frontage road configuration
 - a. Erik to provide graphics of concepts for frontage road configurations.
3. RK&K to setup Pre-application Meeting with SWFWMD.
4. RK&K to provide verification of impairment status.



US 41/SR 45/South 50th Street at CSX Grade Separation Re-evaluation

From South of Causeway Boulevard to North of Causeway Boulevard

Work Program Segment No. 440749-1

Hillsborough County, Florida

PLEASE SIGN-IN

Drainage Meeting on February 25, 2020 at 8:30 am			
Name	Organization	Email	Initial
Craig Fox	FDOT D7	Craig.Fox@dot.state.fl.us	C.F.
Amber Russo	FDOT D7 GEC	Amber.Russo@dot.state.fl.us	AR
Kirk Bogen	FDOT D7	Kirk.bogen@dot.state.fl.us	KB
Robin Rhinesmith	FDOT D7	Robin.Rhinesmith@dot.state.fl.us	RR
Abdul Waris	FDOT D7	Abdul.Waris@dot.state.fl.us	AW
Anthony Celani	FDOT D7	Anthony.Celani@dot.state.fl.us	AC
Bill McTeer	FDOT D7	Bill.McTeer@dot.state.fl.us	BM
Erik Fleming	RK&K	efleming@rkk.com	EF
Liz Lorello	RK&K	llorello@rkk.com	LL
Joe Baan	RK&K	jbaan@rkk.com	JB
Mike Campo	KCA	Michael.Campo@kisingercampo.com	MC
Anthony Celani	FDOT D7 Drainage		

February 25, 2020