

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TECHNICAL REPORT COVERSHEET

650-050-38
ENVIRONMENTAL
MANAGEMENT
08/22

WATER QUALITY IMPACT EVALUATION

Florida Department of Transportation

District Seven

US 92/SR 600/Gandy Boulevard

Limits of Project: from 4th Street to West Shore Boulevard

Pinellas and Hillsborough Counties, Florida

Financial Management Number: 441250-1-22-01

ETDM Number: 14335

Date: October 2022

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WATER QUALITY IMPACT EVALUATION CHECKLIST

650-050-37
ENVIRONMENTAL
MANAGEMENT
08/22

PART 1: PROJECT INFORMATION

Project Name:	Gandy Boulevard PD&E (SR 600/US 98)
County:	Pinellas & Hillsborough
FM Number:	441250-1-22-01
Federal Aid Project No:	
Brief Project Description:	Widening and reconstruction of Gandy Boulevard with portions of elevated roadway, construction of a new bridge over Old Tampa Bay, demolition of existing bridge, expansion of an existing stormwater management facility, and construction of one new stormwater management facility.

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: Pinellas County Phase IC and City of Tampa Phase I

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 names: Tinney Creek, Old Tampa Bay

Water Management District: Southwest Florida

Environmental Look Around meeting date: 6/10/2021

Attach meeting minutes/notes to the checklist.

Water Control District Name(s) (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 Floridan

Springs vents? ☐ Yes ☒ No

Name _____

Well head protection area? ☐ Yes ☒ No
Name _____
Groundwater recharge? ☒ Yes ☐ No
Name Rainfall, Infiltration

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: 8/3/2021

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

TMDL program contacted? ☐ Yes ☒ No

RAP Stakeholders contacted? ☒ Yes ☐ No
Tampa Bay Estuary Program

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

If yes, describe:
Old Tampa Bay Water Quality Improvement Project

Potential direct effects associated with project construction and/or operation identified? ☒ Yes ☐ No

If yes, describe:
Water Quality Credits to be used for Gandy Blvd.

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

Traditional water quality treatment volume required only in Basins 1 and 2 which discharge to Tinney Creek. SWFWMD water quality criteria is 1.0 inch over net new DCIA, excluding shoulders, sidewalks, and shared-use paths. Basins 3 and 4 utilize water quality credits from the Old Tampa Bay Water Quality Improvement Project.

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

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Evaluator Name (print): Renato Chuw

Title: Senior Drainage Engineer

Signature:

Date: 10/19/2022

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
Tinney Creek	1	1624, 1654	II		Stream	Yes	Yes	Nitrogen	
Old Tampa Bay	1	1558G, 1558GB, 1558F, 1609	II	Aquatic Preserve (Pinellas County)	Estuary	Yes	Yes	Nitrogen	

* 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.

DATE: June 10, 2021

TO: All Attendees / Project File

FROM: Renato Chuw, PE

RE: US 92 / SR 600 / Gandy Blvd PD&E; FPID 441250-1 FDOT Longlist SMF Meeting

CC: Craig Fox, Abdul Waris, Kirk Bogen, Michael Campo, Branan Anderson, Martin Horwitz, Renato Chuw, Zach Evans

An initial pond siting (Longlist SMF) meeting was held on June 9, 2021 at 4 pm at the FDOT D7 office. The purpose of the meeting was to present the initial pond sites to FDOT for the Gandy Blvd PD&E Study and obtain concurrence before the sites are released for further screenings by other sub-consultants. In attendance were:

Craig Fox (FDOT PM)

Kirk Bogen (FDOT)

Abdul Waris (FDOT)

Michael Campo (KCA)

Branan Anderson (KCA)

Martin Horwitz (KCA) – via Teams

Renato Chuw (Inwood) – via Teams

Zach Evans (Inwood) – via Teams

The following is a summary of the items discussed in this meeting:

- A brief project overview of the scope of the study and evaluation of roadway concept was provided by Michael Campo.
- Gandy Blvd (between Brighton Bay Blvd to West Shore Blvd) is within the limits of the Old Tampa Bay watershed in which a permit was issued by SWFWMD to FDOT for water quality credits due to improvements made to the circulation of the bay. As FDOT projects come online within this watershed, water quality credits are deducted from the ledger. Therefore, as per initial discussions with FDOT during the kickoff meeting, no proposed pond sites are required within these limits. The required water quality treatment will be converted to the appropriate water quality credit for documentation and accounting purposes.
- Between 4th Street to Brighton Bay Blvd, the roadway falls upon the Tinney Creek watershed. Two basins were developed between these limits based on inspection of the existing Gandy Blvd permit.
- Basin 1 begins at 4th Street and extend approximately 1,400 feet to the east along Gandy Blvd. The existing FDOT pond under the bridge east of 4th St. will be used and expanded to the south. The expansion required is 0.17 acres since the existing pond is maxed out in the current condition.
 - It was agreed that no additional offsite pond alternatives need to be evaluated if the existing pond within the R/W can work and is viable for this basin.
 - The existing pond outfalls to a system under 4th St. that runs in a north to south direction. The control structure of the pond is on the SW corner of the existing pond.
 - Inwood mentioned that there are also two other existing ponds for Gandy Blvd. One is under the existing bridge west of 4th St. and the other is on the SW quadrant of 4th St. and Gandy Blvd. However, only the existing pond east of 4th St. is proposed to be modified for this study.
 - The existing permitted calculations showed that pre vs. post discharge attenuation was performed, even though the project is within the tidal influence of the bay.

- Abdul recommended that the question is asked to SWFWMD to confirm if pre vs. post discharge attenuation is required. The argument could be made that the eventual outfall is tidal. This would be dependent on the outfall system being able to handle additional flow without causing hydraulic issues within the storm sewer system.
 - Concerns of the pond expansion and potential impacts to the existing mast arm was brought up. Abdul indicated that some form of liner treatment or cutoff wall may be required to prevent seepage from the pond that could impact the mast arm foundation. Inwood mentioned that the pond expansion could be done in a way to create more buffer to the existing mast arm and this will be evaluated further.
- Basin 2 begins 1,400 feet east of 4th St. and continues until Brighton Blvd. There are two existing cross drains (a single 5'x3' box culvert and a 24" pipe) that convey runoff south to a ditch system around the perimeter of the Vantage Point Condominium complex. East of Brighton Bay Blvd, it was verified through existing plans and permits that runoff flows east towards Old Tampa Bay.
 - Two pond alternatives were sited (Ponds 2A and 2B). A 3rd alternative was difficult to site due to the dense urbanization in the area and lack of available land without significant and costly impacts. FDOT agreed and accepted the approach for two alternative sites for this basin.
 - Per the existing Gandy Blvd permit, linear treatment swales along both sides of the road currently provide water quality treatment/attenuation. Inwood indicated that the proposed pond sizes account for the permitted volumes that will be lost due to encroachment of the roadway improvements in these swales, in addition to the new volume requirements for the study improvements.
 - The site for Pond 2A is in a parcel owned by International House of Tampa Bay, LLC., and located south of Gandy and east of 2nd St.
 - A proposed easement was shown for this pond, but it was indicated that the alternative roadway concept showed a cul-de-sac encroaching into this parcel and that the proposed easement could be eliminated.
 - Kirk asked the purpose of the cul-de-sac. Branan indicated that through coordination with traffic ops, the approach is to send traffic south along 4th St. and those who wish to have access to Gandy Blvd, will have access via the existing signal at 4th St.
 - This site showed that it was for sale and most likely it will be a total take. Furthermore, additional volume could be provided by expanding this pond to take the entire parcel and potentially be use as an ELA for future projects. Another benefit would be additional fill material for construction of the roadway.
 - From looking at older aerials, it appeared that this site was a mobile home community but appeared to be vacated in 2006. The parcel is currently vacant. No other adjacent parcels are owned by International House of Tampa Bay, LLC.
 - The site for Pond 2B is in a parcel owned by St. Petersburg Kennel Club, Inc., and adjacent west to the Greyhound track (same ownership).
 - This site will be a total take within the parcel.
 - Abdul asked if there would be issues conveying the runoff to this pond if the system is going against the profile for Gandy Blvd. Inwood stated that the pond is centrally located within the basin and not far from the basin divide. In addition, the pond is controlled much lower than the existing roadway elevation.
- An existing Duke Energy easement exists running east/west and south of the Pond 2A site. However, the pond site will not impact the existing utility nor the easement.

- Abdul indicated that a flooding complaint was made to the County by the Goodwill Industries and the adjacent Mobile Home Park regarding the runoff from the existing ditch between these two properties. Abdul mentioned that the county went out and cleaned the ditch, which appeared to be under an existing easement to the county. A culvert under the existing sidewalk along the south side of Gandy Blvd allows runoff to get into this ditch.
- Inwood stated that other than the Old Tampa Bay water quality credit program and using the credits for our study, limited ELA opportunities were found in the portion west of the project (between 4th St. and Brighton Bay Blvd). As indicated before, the proposed pond expansion (2A) could meet ELA requirements by providing additional capacity for future uses or regional opportunities down the line.
- The meeting concluded with FDOT concurring with the approach and the pond site alternatives presented.

Action Items

1. Revised Pond 2A to show taking the entire parcel.
2. Provide updated pond sites to KCA to begin evaluation by other sub-consultants.
3. Verify with SWFWMD regarding pre vs. post attenuation for proposed ponds in Basins 1 and 2.
 - a. Set up meeting with SWFWMD.

These are the author's understanding of the discussions and decisions reached at this meeting. If there are comments or questions, please contact Renato Chuw at rchuw@inwoodinc.com or 407-971-8850.

DATE: August 3, 2021

TO: All Attendees / Project File

FROM: Renato Chuw, PE

RE: US 92 / SR 600 / Gandy Blvd PD&E; FPID 441250-1 SWFWMD Pre Application Meeting

CC: Attendees, Abdul Waris

A pre application meeting with the Southwest Florida Water Management District (SWFWMD) permit staff was held on August 3rd, 2021, at 10:00 am via Teams. The purpose of the meeting was to provide an overview and discuss the project concept for the Gandy Blvd PD&E Study and verify the drainage, permit criteria and approach. In attendance were:

Craig Fox (FDOT)
Anthony Celani (FDOT)
Joel Johnson (FDOT)
Przemyslaw Kuzlo (HNTB)
Tracy Ellison (HW Lochner)

Scott VanOrsdale (SWFWMD)
Al Gagne (SWFWMD)
Amber Smith (SWFWMD)
Michael Campo (KCA)
Branan Anderson (KCA)

Martin Horwitz (KCA)
Renato Chuw (Inwood)
Allyson Burke (Inwood)
Zach Evans (Inwood)

The following is a summary of the items discussed in this meeting:

- An overview of the project was provided by Inwood. The PD&E Study proposes to improve the existing Gandy Blvd between 4th St. in Pinellas County and S W. Shore Blvd in Hillsborough County. The existing EB bridge will be demolished while the existing WB bridge will be repurposed as the new EB direction bridge. A new bridge to the north is proposed to serve as the WB direction bridge. The study includes the entire project limits; however, a design phase has been funded up until 15% Line and Grade for the segment within Pinellas County terminating at the start of the bridge. The remaining portions of Gandy Blvd are not funded for design at this time.
- A description of the drainage approach was provided. Two basins have been delineated from 4th St. to Brighton Bay Blvd. These two basins are part of the Tinney Creek watershed and WBID. East of Brighton Bay Blvd until the end of the project, the basin is part of the Old Tampa Bay watershed. Basins 1 and 2 contain existing permitted stormwater facilities. An existing wet detention pond under the Gandy Blvd bridge over 4th street treats runoff from Basin 1. Dry linear swales within the R/W treats runoff within Basin 2. Within the Old Tampa Bay watershed, runoff currently goes untreated to the bay. Past the bridge into the Hillsborough County side, a permit was issued for the THEA Selmon Expressway project.
- Inwood explained that stormwater management alternatives are being investigated for the PD&E study phase. In Basin 1, the existing FDOT pond will be expanded within the R/W. Two alternatives pond sites are being evaluated for Basin 2, with one ultimately to be the preferred site. Within the Old Tampa Bay watershed, is anticipated that water quality credits will be used from the permitted ledger for the Old Tampa Bay permit.
- The ponds are sized to treat runoff based on the net new DCIA (Directly Connected Impervious Areas) and not including paved shoulders, sidewalks, or shared use paths. SWFWMD indicated that typically the

presumptive treatment criteria govern which is to treat the DCIA, however Inwood explained that for Basins 1 and 2, the ponds are sized to accommodate the previous required treatment volume plus the additional impervious areas for the study. SWFWMD agreed that this approach was acceptable. Compensating treatment was also discussed as an alternative.

- Pre vs Post attenuation are considered in the design of the proposed SMFs in Basins 1 and 2. This is consistent with the design and permit approach for the existing permitted facilities. East of Brighton Bay Blvd, attenuation is not required because of the tidal influence of the bay.
- Inwood stated that the approach for the basin east of Brighton Bay Blvd is to tap into the water quality credits and the ledger established for the Old Tampa Bay watershed. SWFWMD mentioned that the ledger may not address Total Suspended Solids (TSS) and oils but will verify with Dave Kramer about the treatment covered by the ledger. There is a potential that the first flush of treatment may be required.
- Chris (Kuzlow) indicated that for the Howard Frankland Bridge project, stormwater ponds or pre-treatment was not required and that the water quality credits for the OTB permit was used. It was stated that all projects within the Bay should be covered by the ledger. Chris provided the meeting notes with SWFWMD from 2019 for Tampa Bay Next discussing this. SWFWMD indicated that they have been using the credits for bridge projects.
- SWFWMD will verify if the OTB permit which is providing the credits per the ledger is functioning as intended in order to release all credits. FDOT indicated that the OTB project has succeeded in meeting the target credits per the ledger to this point.
- Inwood asked if the credits can be used to offset impacts to the existing pond for the Channel 10 News site. FDOT mentioned that the credits have been used before to offset impacts to offsite systems.
- Inwood indicated that floodplain compensation is not anticipated for this project because of the tidal influence of the bay. SWFWMD stated to verify the St. Pete Watershed Study and model for the tidal influence limits. SWFWMD will provide a link to obtain a copy of the model when preparing the pre app meeting notes.
- Inwood staff mentioned that the approximate primary and secondary wetland impacts are being reviewed and mitigation sites will be identified. The impacts and mitigation will be finalized during the design phase of the project.
- The project location is within the limits retained by the USACE for 404 permitting.
- NMFS, USFWS, and FWC will be coordinated with to ensure protection of fish and wildlife species.
- KCA will confirm if the bridge is located within SSL. If yes, will confirm that all proposed improvements are within an SSL easement during design.
- Conservation Easement: there is one known CE located E of 4th St on the N side of Gandy - appears to be outside of ROW and will not be impacted by current design.

Action items

1. SWFWMD to confirm with Dave Kramer regarding viability to use OTP water quality credits and the ledger for the Gandy Blvd project
2. SWFWMD to confirm that the OTB permit, and ledger is functioning as intended in order to release credits for the Gandy Blvd project
3. Inwood to investigate the St. Pete watershed model for tidal influence limits
4. KCA to confirm that the proposed bridge is within the SSL easement

These are the author's understanding of the discussions and decisions reached at this meeting. If there are comments or questions, please contact Renato Chuw at rchuw@inwoodinc.com or 407-971-8850.



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

**FILE
NUMBER:**

PA 408718

Date:	08/03/2021		
Time:	10:00AM		
Project Name:	Gandy Blvd		
District Engineer:	Scott VanOrsdale		
District ES:	Al Gagne		
Attendees:	Craig Fox (FDOT) Anthony Celani (FDOT) Joel Johnson (FDOT) Renato Chuw (Inwood) Allyson Burke (Inwood) Zach Evans (Inwood) Przemyslaw Kuzlo (HNTB) Tracy Ellison (HW Lochner) Michael Campo (KCA) Branan Anderson (KCA) Martin Horwitz (KCA) Amber Smith (SWFWMD)		
County:	Pinellas County	Sec/Twp/Rge:	15,16,17,18,&19/30/17
Total Land Acreage:	N/A	Project Acreage:	< 640 acres

Prior On-Site/Off-Site Permit Activity:

- Multiple permits along R/W that could be impacted. Consultants to verify which permits will be impacted. One noted during the meeting was ERP No. 23680.000, for the Channel Ten Site and the Tampa Bay Water Quality Improvement project – ERP No. 920.017.

Project Overview:

- Proposed road widening from 4th Street North to the start of the bridge. New bridge will be built in the future, scope of this pre-app was to discuss the requirements for Gandy Blvd from 4th Street North to the start of the bridge.
- Two Basin have been identified from 4th Street North to just east Brighton Bay. An existing pond and linear swales will be modified to accommodate the widening for the new DICA (excluding sidewalks, shared paths and safety shoulders). Must attenuate to the 25-year event in these basins.
- East of Brighton Bay Blvd. Right-of-way is limited. Will utilize the treatment credits from the Old Tampa Bay Water Quality Improvement Project - ERP No. 920.017 (OTB), must address the 95% reduction for discharges directly into the OFW for total suspended solids (TSS) and provide mechanism to skim oils and greases (80% reduction for TSS any non-direct discharges). Any direct discharges into the bay will not require attenuation; however, any discharges that co-mingle prior to entering the bay may require attenuation.
- The stormwater management system for ERP No. 3680.000, will be impact and is located east of Brighton Bay Blvd. May use the OTB treatment credits to offsite any treatment losses; however, must ensure the modifications will still meet the 95% reduction for discharges directly into the OFW for total suspended solids (TSS) and provide mechanism to skim oils and greases (80% reduction for TSS any non-direct discharges).
- Will need to determine if there are sufficient functional gain available in the Old Tampa Bay Water Quality Improvement Project - ERP No. 920.017, to offset the proposed improvements.
- Additional comments/requirements below:

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.)

- Wetland/surface water impacts are proposed with this project. FDOT may wish to use excess functional gain from the Old Tampa Bay Water Quality Improvement Project to help offset impacts from this project.

- 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.
- The site is located in the Tampa Bay and Coastal Areas ERP Basin. Mitigation Banks that serve this area include the Nature Coast, Big Bullfrog Creek, Tampa Bay and Northshore Seagrass mitigation banks. For an interactive map of permitted mitigation banks and their service areas, use this [LINK](#).
- 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 current credit ledgers can be found out the following link: <https://www.swfwmd.state.fl.us/business/epermitting/environmental-resource-permit>, Go to "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.
- Please note, the Florida Department of Environmental Protection (FDEP) has assumed the Federal dredge and fill permitting program under section 404 of the Federal Clean Water Act within certain waters. State 404 Program streamlining intentions direct Agency staff to coordinate joint site visits for overall consistency between the two State programs. As such, District staff and the FDEP will need to conduct a joint site visit for evaluation of the wetland/surface water systems proposed for impact. District staff will coordinate with FDEP staff on determining dates/times of joint Agency availability. Upon determination of joint availability, staff will provide the applicant's representative with site visit scheduling options.

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

- Existing roadway/intersections – Gandy Blvd. from 4th street North to start of the bridge.
- Watersheds – Roosevelt Creek and City of St. Pete Watershed models available. Link to these provide in the water quantity section of the notes.
- WBIDs need to be independently verified by the consultant – WBID 1624 Roosevelt Basin and 1661D Tinney Creek – Not meeting standards for DO. Direct discharges to Tampa Bay will require net improvement per the Tampa Bay Estuary Program agreement.
- Possibly discharging to impaired waters.
- OFW on Pinellas side, elevated treatment criterion for direct discharge shall be required.
- 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.
- 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](#)
- Several contamination sites shown on or near the roadway. Please verify with FDEP if any have current 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.

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.
- Multiple wells shown within the R/W on GIS. Any 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.
- 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).
- Watershed Model information may be available for download using the following link:
<https://watermatters.sharefile.com/d-s8c9019e00fd243908654e733a6b2016c>
- 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.)

- OTB water quality credits can be used where available and applicable (see Project Overview Section above).
- 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.
 - WBIDs 1624 and 1661D not meeting standards Dissolved Oxygen. Please verify accuracy of WBID boundaries and status of impairment.
 - Tampa Bay is designated as a Category 4b waterbody (impaired, but no TMDL required); therefore, net improvement (for nutrients) is required for discharges to Tampa Bay.
 - The application must demonstrate a net improvement for nutrients. 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.
- For projects such as these, a public easement may be the appropriate form of SSSL authorization. Refer to Chapter 18-21.005, F.A.C.

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 – Sections A, C, and E of the ERP Application.
- < 640 acres of project area and < 50 acre of wetland or surface water impacts - \$3,105.75, 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.
- 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.
- On December 17, 2020, the Environmental Protection Agency (EPA) formally transferred permitting authority under CWA Section 404 from the U.S. Army Corps of Engineers (Corps) to the State of Florida for a broad range of water resources within the State. The primary State 404 Program rules are adopted by the Florida Department of Environmental Protection (FDEP) as Chapter 62-331 of the Florida Administrative Code (F.A.C.). While the State 404 Program is a separate permitting program from the Environmental Resource Permitting program (ERP) under Chapter 62-330, F.A.C., and agency action for State 404 Program verifications, notices, or permits shall be taken independently from ERP agency action, the FDEP and the Southwest Florida Water Management District (SWFWMD) will be participating in a Joint application Process. Upon submittal of an ERP application that proposes dredge/fill activities in wetlands or surface waters within state assumed waters, the SWFWMD will forward a copy of your application to the FDEP for activities under State 404 jurisdiction. The applicant may choose to have the State 404 Program and ERP agency actions issued concurrently to help ensure consistency and reduce the need for project modifications that may occur when the agency actions are issued at different times. Additional information on the FDEP's 404 delegation can be found at: <https://floridadep.gov/water/submerged-lands-environmental-resources-coordination/content/state-404-program>

Additionally, for those projects located in areas where the Corps retains jurisdiction, the applicant is advised that the District will not 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/>

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.

DATE: August 31, 2021

TO: All Attendees / Project File

FROM: Renato Chuw, PE

RE: US 92 / SR 600 / Gandy Blvd PD&E; FPID 441250-1 Tampa Bay Estuary Program Meeting

CC: Attendees

A coordination meeting with the Tampa Bay Estuary (TBE) was held on August 31st, 2021, at 4:00 pm via Teams. The purpose of the meeting was to provide an overview and discuss the project concept for the Gandy Blvd PD&E Study with the Tampa Bay Estuary and obtain input and suggestion pertaining the circulation of Old Tampa Bay. In attendance were:

Craig Fox (FDOT)
Abdul Waris (FDOT)
Anthony Celani (FDOT)
Joel Johnson (FDOT)
Ahmad Chehab (FDOT)

Ed Sherwood (TBE)
Maya Burke (TBE)
Michael Campo (KCA)
Branan Anderson (KCA)
Martin Horwitz (KCA)

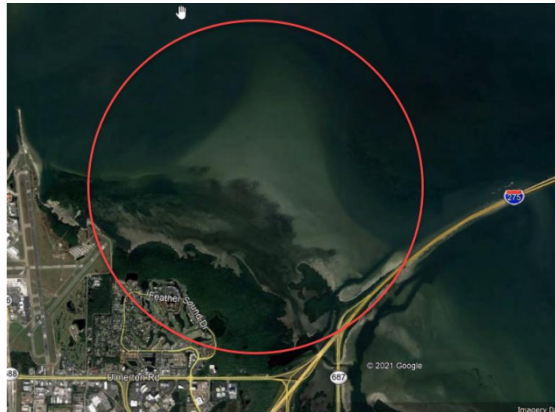
Renato Chuw (Inwood)
Zach Evans (Inwood)
Allyson Burke (Inwood)

The following is a summary of the items discussed in this meeting:

- Introductions of attendees and an overview of the project was provided. KCA is the prime consultant for the study. Inwood is the subconsultant tasked for the drainage evaluation and natural environment assessments. The PD&E Study proposes to improve the existing Gandy Blvd. between 4th St. in Pinellas County and S Westshore Blvd. in Hillsborough County. The existing EB bridge is proposed to be demolished while the existing WB bridge will be repurposed as the new EB direction bridge. A new bridge to the north is proposed to serve as the WB direction bridge. The study includes the entire project limits; however, a design phase has been funded up in the Pinellas County side terminating at the start of the bridge. The remaining portions of Gandy Blvd. are not funded for design at this time.
- Craig noted that a new bridge over Old Tampa Bay is proposed to carry two lanes of westbound traffic and a shared use path with accommodations for future widening to provide an additional westbound travel lane. He clarified that a previous concept proposed a three-lane structure and widening of an existing bridge to carry six lanes of traffic over Old Tampa Bay. He explained that the traffic analysis does not show the need for 6 lanes before the design year.
- From 4th Street to Brighton Bay Blvd, runoff from the roadway will be collected and managed in an existing FDOT pond that will be expanded (under the 4th St. bridge) and a new offsite pond. The study team is currently in the process of preparing a Pond Siting Report for the study. From Brighton Bay Blvd to the eastern end of the study, the runoff discharges to the bay. Runoff from the existing bridge discharges directly to the bay via scuppers. The plan is to maintain the existing drainage patterns to the bay and utilize the water quality/nutrient credits and the ledger for the Old Tampa Bay permit, in which circulation in the bay was improved. This is a similar approach taken from the Howard Frankland bridge improvements. Inwood discussed the possibility of implementing shallow retention swales within the R/W where possible, to capture the initial runoff and providing an additional benefit for nutrient removal. TBEP supported this

approach. This has been discussed with SWFWMD during the pre-application meeting and they have agreed that it is an acceptable approach.

- Ed explained that the removal of the Gandy Bridge/causeways has not been specifically modeled (although all three bridges were modeled together in the early 2000s).
- Ed asked if there were enough water quality credits available for the Gandy Blvd project. The response was yes, there are enough available credits.
- TBEP indicated that they focus on nutrient management and impediments to circulation. Ed indicated that since 2018 the bay has experienced a decline in seagrass coverage and water quality, primarily in the OTB segment where poor water quality and recent loss of seagrass has occurred. He attributed it to nutrient loading, poor circulation and long residence times in the OTB segment. Removal of the Gandy Blvd. bridge and causeway have not been modeled in the Old Tampa Bay model, but the Howard Frankland bridge project utilized the OTB model and then modified it.
- TBEP mentioned that they are interested in improving the circulation of the OTB segment as a whole.
- Seagrass beds have been relatively stable near the Gandy Blvd. bridge. Impacts to these seagrass beds would be the main concern for the TBEP. Improving the seagrass beds in areas that have recently suffered significant losses (e.g., the Feather Sound “hump” highlighted below) is the principal concern of the TBEP. Impacts to the seagrass were most significant on a 4,000-acre area in the Feather Sound “hump” (i.e. large, shallow flat between the HFB and the St. Pete-CLW Airport) just north of the Howard Frankland bridge between 2018 and 2020 (see map below).



- TBEP is encouraging FDOT to consider ways that circulation can be improved in OTB when these large infrastructure/bridge replacement projects are pursued to improve the seagrass beds. It was recognized that the Gandy Blvd. bridge and causeway may not be the most influential impediment to circulation in this region of OTB; however, linking multiple causeway alteration projects together was viewed as a necessary means to improve overall circulation patterns in OTB. Significant summertime algal blooms (*Pyrodinium* sp.) are occurring in western OTB which are affecting the seagrass. Red tide (*Karenia brevis*) was also observed in OTB in 2021.
- Therefore, Ed and Maya indicated that improvements to Gandy causeway would need to be made in conjunction to similar improvements to the Howard Frankland causeway to be effective in addressing the overall water quality issues.

- Maya clarified that the proposed bridge improvements and construction are not anticipated to create significant impacts to the bay. She noted nutrient runoff from other development that ultimately discharges to the bay along with existing poor circulation are the main contributors to the water quality issues.
- Michael mentioned the scope of our study is just the Gandy Blvd. bridge and asked how the modeling a potential cut in the land causeway and benefits would be measured for the bay by considering pockets of long residence time. How could the cost-benefit ratio be measured? Ed stated that the benefits of a new cut in the causeway could be measured in new seagrass coverage created. However, he acknowledged the benefit created is unlikely to exceed the cost for the Gandy project alone because the ledger mitigation credits are already available to the Department and the full benefit of the project will not be realized until similar improvements are implemented on the Howard Frankland causeway.
- Maya explained that a better approach to funding potential Gandy causeway improvements would be through the use of special funding sources such as grant applications from the Restore Act or FEMA resilience funds (or potentially additional funding sources currently being debated in Congress). Maya mentioned the BRIC funding further described here (national competition awards up to \$50M): <https://www.floridadisaster.org/globalassets/dem/mitigation/bric-building-resilient-infrastructure-and-communities-grant-program/application/fy-2021-building-resilient-infrastructure-and-communities-fact-sheet.pdf>. Abdul noted that FEMA resilience funds would require the existing roadway profile to be raised above storm surge elevation which would create additional issues with access and impacts to adjacent parcels.
- Ed recommended reaching out to Allison Yeh. She has completed several FHWA resilience/transportation projects that show the value of modifying the causeways (elevating/replacing with bridge), incl. Gandy https://www.tbrpc.org/wp-content/uploads/2020/03/030920_Resilient-Tampa-Bay-Transportation-Study_Yeh_Kiselewski_Hillsborough-MPO.pdf; <https://planhillsborough.org/resilient-tampa-bay-transportation/>
- TBEP indicated a “big picture” approach should be considered for various projects within the bay and they are willing to partner with FDOT. Pre-treatment of stormwater is good for addressing nutrient loading but doesn’t help circulation.
- FDOT mentioned similar improvements to what was done for the Courtney Campbell causeway could potentially be implemented but should be evaluated independent of the Gandy Blvd PD&E study.
- Opening up the causeway areas along the mangrove fringe and closer to shore, on Pinellas side, will provide a more localized benefit. Improvements within the causeway further east and in deeper conditions have higher potential to provide benefits further north within the bay. Linking multiple causeway improvements throughout multiple bridges within the bay will add cumulative circulation benefits within the bay.
- TBEP stated the circulation pattern is north along the eastern side of the bay, once it gets to the Courtney Campbell bridge, it circulates and then slowly goes out along the western front. The Courtney Campbell bridge project improved the circulation of the bay.
- FDOT mentioned that raising the causeway would create issues with tie downs to existing driveways and other features. TBEP would provide sample projects done in Miami that dealt with similar issues.

- Miami Beach is working with D6 on the "Rising Above the Risk" strategy <https://www.miamibeachfl.gov/wp-content/uploads/2020/01/Jacobs-Engineering-Final-Presentation-Tasks-2-3.pdf>
- Because we are in the PD&E study phase, it is good to have these conversations now to see what can be done as part of this project to improve the bay circulation. A broader look will need to be discussed within the Department moving forward.

These are the author's understanding of the discussions and decisions reached at this meeting. If there are comments or questions, please contact Renato Chuw at rchuw@inwoodinc.com or 407-971-8850.