

EXHIBIT III

AGENCY COORDINATION

Planning Division  
Environmental Resources Branch

TO ADDRESSES LISTED

The Jacksonville District, U.S. Army Corps of Engineers, is beginning to gather information to help define issues and concerns that will be addressed in a Study of Navigation Improvements to the Big Bend Channel in Tampa Bay, Hillsborough County, Florida.

The Big Bend Channel connects a multiowner Industrial Port Complex with the Hillsborough Bay ship channel. It is about 2.2 miles long, 35 feet deep at mean low water and 200 feet wide with a turning basin 1,000 feet long by 700 to 1500 feet wide. The Corps of Engineers will examine the feasibility of maintenance dredging the existing channel with placement of the dredged material on disposal island 3D. The feasibility of widening and deepening Big Bend Channel, with dredged material disposal on uplands and/or disposal islands, will also be examined.

We welcome your views, comments and information about resources, study objectives and important features within the described study area, as well as any suggested improvements. Letters of comments or inquiry should be addressed to the attention of Planning Division, Environmental Studies Section and received in this office by December 20, 1990.

Sincerely,

Mann G. Davis III  
Acting Chief, Planning Division

Enclosure

3 LANG/CESAJ-PD-ES/3691

2 WL/10/15/90/RKD

QND ATMAR/CESAJ-PD-ES

MAZER/CESAJ-PD-ER

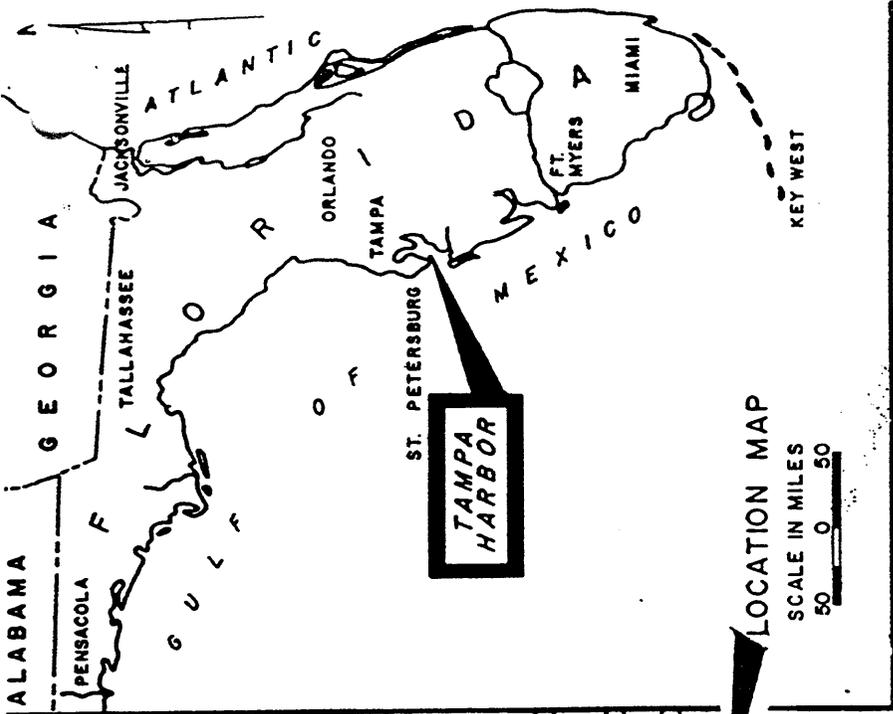
SMITH/CESAJ-PD-E

BAILEY/CESAJ-PD-N

STRAIN/CESAJ-PD-P

DAVIS/CESAJ-PD-A

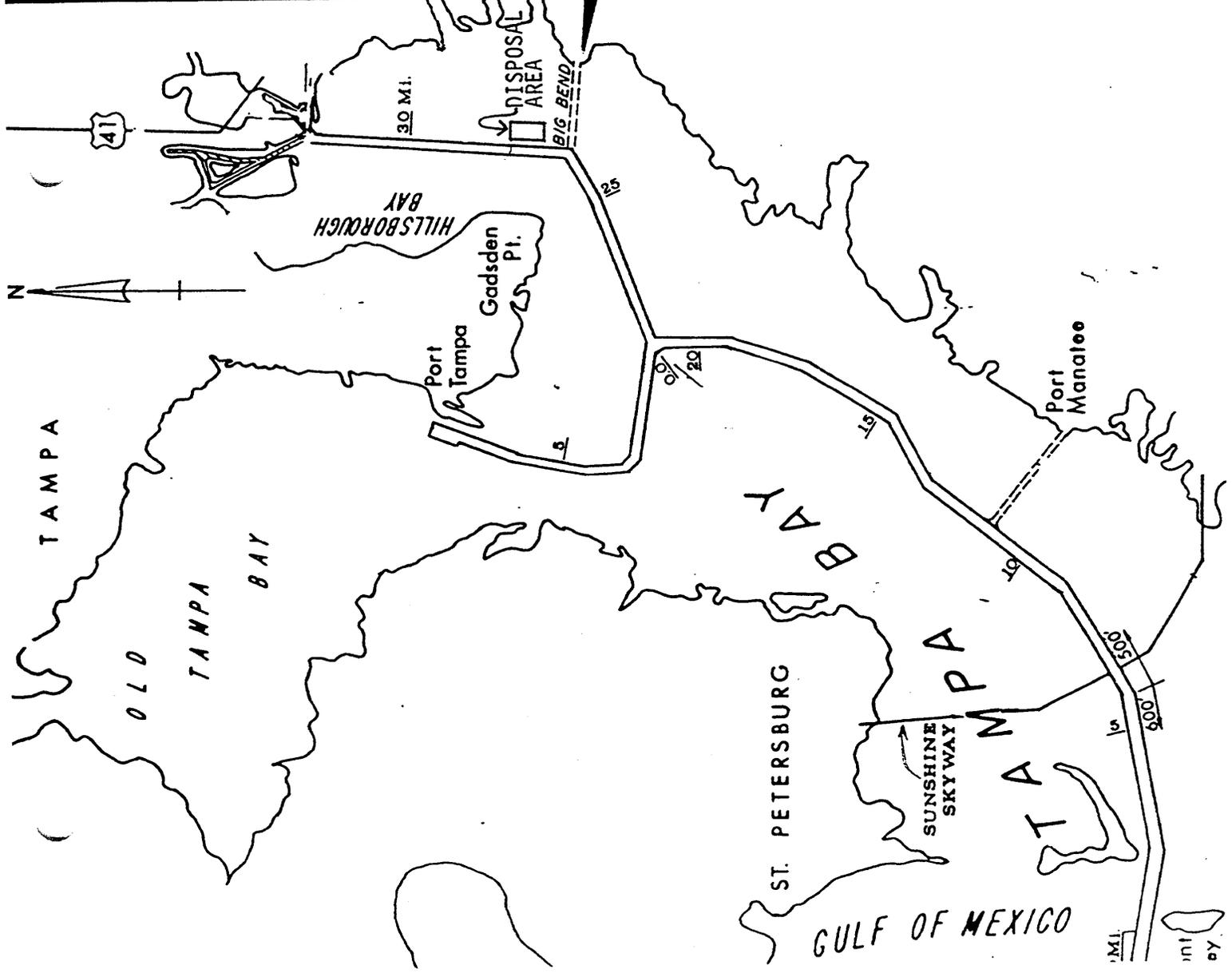
SALEM/CESAJ-PD



SCALE IN MILES  
 50 0 50

SCALE IN MILES  
 2 0 2 4

LOCATION MAP



**TAMPA HARBOR,  
 BIG BEND CHANNEL, FLORIDA  
 LOCATION MAP**

DEPARTMENT OF THE ARMY  
 JACKSONVILLE DISTRICT, CORPS OF ENGINEERS  
 JACKSONVILLE, FLORIDA

FIGURE

NATIONAL

Director  
Office of Federal Activities  
Environmental Protection Agency  
401 M Street, SW (A-104)  
Washington, DC 20460 (5 cys)

Director  
Department of Commerce  
NOAA/CS/EC/Room 6222  
14th and Constitution Ave., NW  
Washington, DC 20230 (4cys)

Director  
Office of Environmental Compliance  
Department of Energy, RM 4G064  
1000 Independence Ave., SW  
Washington, DC 20585 (2cys)

Mr. Gregg Chappell  
Federal Emergency Mgt. Admin.  
Room 714  
500 C Street, SW  
Washington, DC 20472

Mr. Bruce Blanchard, Director  
Office of Envir. Project Review  
Dept. of the Interior, RM 4241  
18th and C Street  
Washington, DC 20240 (12cys)

Chief  
Environmental Impacts Branch  
US Environmental Protection Agency  
26 Federal Plaza, Room 400  
New York, NY 10278-0001

Dr. Kenneth Holt  
Office of the Director  
Center for Environmental Health  
and Injury Control/F29  
Centers for Disease Control  
1600 Clifton Rd  
Atlanta, GA 30333 (2cys)

Mr. Gregg Chappell  
Federal Emergency Mgmt. Admin.  
Room 714  
500 C Street, SW  
Washington, DC 20472

Mr. Bruce Blanchard, Director  
Office of Envir. Project Review  
Dept. of the Interior, Room 4241  
18th and C Streets NW  
Washington, DC 20240 (12 cys)

Chief  
Environmental Impacts Branch  
US Envir. Protection Agency  
26 Federal Plaza, Room 400  
New York, NY 10278-0001

Executive Director  
Advisory Council on Historic  
Preservation  
The Old Post Office Bldg.  
1100 Pennsylvania Avenue, NW #809  
Washington, DC 20004-2590

South Atlantic Fishery  
Management Council  
One Southpark Circle, Suite 306  
Charleston, SC 29407

Florida

Florida Audubon Society  
11101 Audubon Way  
Maitland, FL 32751-5451

Mr. John Rains, Jr.  
Isaak Walton League  
of America, Inc.  
5314 Bay State Rd.  
Palmetto, FL 33561-9712

Field Supervisor  
US Fish and Wildlife Service  
PO Box 2676  
Vero Beach, FL 32961-2676

State Clearinghouse  
Office of Planning & Budgeting  
Executive Office of the Governor  
The Capitol (16 cys)  
Tallahassee, FL 32301-8074

Florida Wildlife Federation  
PO Box 6870  
Tallahassee, FL 32314-6870

Mr. George W. Percy, Director  
Division of Historical Resources  
State Historic Preservation Officer  
R.A. Gray Building  
500 South Bronough  
Tallahassee, FL 32399

Field Supervisor  
Jacksonville Field Office  
U.S. Fish and Wildlife Service  
3100 University Boulevard South  
Jacksonville, FL 32216

Dr. Elaine Harrington  
Florida Chapter  
Sierra Club  
927 Delores Dr.  
Tallahassee, FL 32301-2929

Florida Defenders of the Environment  
1523 NW 4th Street  
Gainesville, FL 32601

State Conservationist  
Soil Conservation Service  
U.S. Dept. of Agriculture  
401 First Ave. SE  
Gainesville, FL 32601-6816

Regional Environmental Officer  
Housing & Urban Development  
Room 600-C  
75 Spring Street, SW  
Atlanta, GA 30303-3309 (2cys)

Commander (OAN)  
Seventh Coast Guard District  
909 SE 1st Avenue  
Bricknell Plaza Federal Bldg.  
Miami, FL 33131-3050

Mr. Heinz Mueller  
Environmental Policy Section  
EPA, Region IV  
345 Courtland St. NE  
Atlanta, GA 30365-2401 (5cys)

Regional Director  
Insurance & Mitigation Division  
FEMA  
1371 Peachtree Street NE  
Atlanta, GA 30303-3309

Mr. Earl J. Tullos  
State Topographic Bureau, DOT  
605 Suwannee Street  
Mail Stop 56  
Tallahassee, FL 32301

Professor John Gifford  
Department of Anthropology  
University of Miami  
Coral Gables, FL 33124

State Director  
ASCS  
US Dept. of Agriculture  
PO Drawer 670  
Gainesville, FL 32602-0670

Southern Region Forester  
US Forest Service  
Dept. of Agriculture  
1720 Peachtree Rd. NW  
Atlanta, GA 30309-2405

National Marine Fisheries Service  
Environmental Assessment Branch  
3500 Delwood Beach Rd  
Panama City, FL 32407-7499

National Marine Fisheries Service  
Chief, Protected Species  
Management Branch  
9450 Koger Boulevard  
St. Petersburg, FL 33702-2496

National Marine Fisheries Service  
Office of the Regional Director  
9450 Koger Boulevard  
St. Petersburg, FL 33702-2496

Regional Director  
U.S. Fish and Wildlife Service  
75 Spring Street, SW  
Atlanta, GA 30303-3309

Mr. Justin Gillis  
Miami Herald  
5555 Hollywood  
Boulevard  
Hollywood, FL 33021-6496

Wilderness Society  
4055 Ponce de Leon Boulevard  
Coral Gables, FL 33146

Miccosukee Tribe of Indians  
of Florida  
PO Box 440021  
Tamiami Station  
Miami, FL 33144

SAI: FL9011270620

PROJECT: STUDY OF NAVIGATION IMPROVEMENTS TO THE BIG BEND C  
CHANNEL IN TAMPA BAY, HILLSBOROUGH COUNTY, FLORIDA

RECEIVED: 11/27/90

correspondence requesting review under its intergovernmental coordination and review process. This correspondence has been assigned a State Application Identifier (SAI) Number, shown above, which should be used in all communications with this office concerning the application or project.

The State Clearinghouse will coordinate a review of the application or project pursuant to Presidential Executive Order 12372; Gubernatorial Executive Order Number 83-150; section 216.212, Florida Statutes; the National Environmental Policy Act; the Florida approved coastal management program; the Outer Continental Shelf Lands Act; and other federal or informational review requirements.

The review begins on the date the correspondence is received by the State Clearinghouse and normally is completed in 30 days, although longer review periods of 45 and 60 days are permitted by federal law for specific types of applications or projects. Completion of the review may be delayed if additional information is needed by reviewing agencies, in which case you will be notified. Please send three (3) copies of your application or project to the appropriate Regional Planning Council (RPC), if applicable.

**FLORIDA STATE CLEARINGHOUSE**  
Executive Office of the Governor/OPB  
Growth Management and Planning Policy Unit  
The Capitol, Tallahassee, Florida 32399-0001  
(904) 488-8114; (SunCom) 278-8114



LAWTON CHILES  
GOVERNOR

STATE OF FLORIDA

## Office of the Governor

THE CAPITOL  
TALLAHASSEE, FLORIDA 32399-0001

January 28, 1991

Mr. Eddie Salem  
Acting Chief, Planning Division  
Department of the Army  
Jacksonville District,  
Corps of Engineers  
Post Office Box 4970  
Jacksonville, Florida 32232-0019

RE: Study of Navigation Improvements to the Big Bend Channel in  
Tampa Bay, Hillsborough County, Florida

SAI: FL9011270620C

Dear Mr. Salem:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 83-150, the Coastal Zone Management Act and the National Environmental Policy Act, has coordinated a review of the above referenced project.

Pursuant to Presidential Executive Order 12372, the project will be in accord with State plans, programs, procedures and objectives when consideration is given to and action taken on the enclosed comments and requirements of our reviewing agencies.

Please review the enclosed letters from the Department of Community Affairs (DCA), Department of Environmental Regulation (DER), Department of Natural Resources (DNR) and Game and Fresh Water Fish Commission (GFWFC). Subsequent reviews of this project will focus on the issues identified by state agencies.

The federal agency did not provide a federal consistency determination for this project in accordance with 15 CFR 930, subpart C. However, the State has completed a review of the project information available at this time. Based on this information, the project at this stage is consistent with the Florida Coastal Management Program. Although the State does not object to the proposed work, we have identified several issues which must be resolved as the project progresses through later stages of planning, design and funding. As required by 15 CFR 930.34 and .37, at each major point of decision-making the federal agency is required to submit a consistency determination

Mr. Eddie Salem  
Page Two

for the State's review. The format and content of the determination are described in 15 CFR 930.34 - .39. The State's continued agreement with this project will be based, in part, on adequate reconciliation of previously identified concerns.

This letter reflects your compliance with Presidential Executive Order 12372.

Sincerely,



Estus D. Whitfield, Deputy Director  
State Clearinghouse

EDW/rt

Enclosure(s)

cc: Department of Community Affairs  
Department of Environmental Regulation  
Department of Natural Resources  
Department of State  
Game and Fresh Water Fish Commission  
Ted Hoehn - Department of Environmental Regulation



STATE OF FLORIDA  
DEPARTMENT OF COMMUNITY AFFAIRS

2740 CENTERVIEW DRIVE • TALLAHASSEE, FLORIDA 32399

BOB MARTINEZ  
Governor

THOMAS G. PELHAM  
Secretary

RECEIVED

JAN 7 1991

MEMORANDUM

STATE CLEARINGHOUSE

TO: Director, State Clearinghouse  
FROM: Thomas G. Pelham, Secretary *[Signature]*  
SUBJECT: Proposed Study of Navigation Improvements to the Big Bend Channel in Tampa Bay, SAI #FL9011270620C  
DATE: January 2, 1991

=====

The following comments are provided in response to the U. S. Army Corps of Engineers (COE) request for input on the proposed Study of Navigation Improvements to the Big Bend Channel in Tampa Bay, Hillsborough County, Florida.

The proposed study, which will evaluate the feasibility of the COE accepting maintenance responsibility for the existing Big Bend Channel and expanding the channel beyond its current design dimensions, should consider the relevant deepwater port master plan and local government comprehensive plans prepared according to the statewide planning requirements of Chapter 163, Part II, Florida Statutes (F.S.). As one of Florida's 12 designated deep-water ports, the Port of Tampa is required to prepare a master plan in accordance with the provisions of Section 163.3178(2)(c), F.S. The port master plan includes plans for future in-water maintenance and expansion and goals, objectives, and policies covering a variety of coastal management issues. The port plan must be incorporated into the Coastal Management Element of the appropriate local government comprehensive plan, which, in this case, is Hillsborough County. The Hillsborough County Plan also includes various goals, objectives, and policies covering coastal issues. Consideration should be given to the relevant provisions of these approved plans to avoid conflicts with study recommendations.

MEMORANDUM

January 2, 1991

Page Two

The Department also recommends the study contain a thorough evaluation of project costs to local sponsors. Assuming maintenance responsibility for this existing private channel suggests there may be additional financial obligations for local sponsors (i.e., the port authority or local government). These costs must be accurately projected so local sponsors can determine if the project is financially feasible.

There are also a number of potential environmental impacts related to dredging and spoil disposal in the Big Bend area of Tampa Bay including temporary and long term impacts to water quality, submerged and terrestrial habitats, and endangered species. In addition to the Port of Tampa master plan and the Hillsborough County comprehensive plan there are other resource protection plans for Tampa Bay being prepared under the state's Surface Water Improvement and Management Program and the federal National Estuary Program. While the approach taken under these various planning efforts may vary, they do share similar goals for protecting marine resources and natural systems in Tampa Bay. Conventional approaches used elsewhere or in the past, may no longer be appropriate if they conflict with these adopted plans. Innovative alternatives may be needed to achieve compatibility and further the integrated planning strategy Florida has instituted and we encourage exploring such considerations as part of the proposed study.

If you have any questions about these comments, please contact Keith McCarron at (904) 922-5438.

TGP/kmw



# Florida Department of Environmental Regulation

Twin Towers Office Bldg. • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400

Bob Martinez, Governor

Daic Twachmann, Secretary

John Shearer, Assistant Secretary

RECEIVED

JAN 17 1991

STATE CLEARING HOUSE  
JAN 17 1991

Mr. Don Henningsen, Senior Government Analyst  
Intergovernmental Coordination  
Office of the Governor  
413 Carlton Building  
Tallahassee, Florida 32399-0001

Dear Mr. Henningsen:

RE: U.S. Army Corps of Engineers, Preliminary Study of  
Navigation Improvements to Big Bend Channel in Tampa Bay  
SAI No: FL9011270620C

The Department of Environmental Regulation has reviewed the referenced study and has the following suggestions and comments. We have no objections to the maintenance dredging of the channel or placement of dredged materials on disposal islands such as Island 3D. To allow continued use of the disposal island sites in the area the Corps of Engineers should continue to work closely with the Tampa Port Authority to ensure the site's longevity through proper handling of sediments during their deposition and reuse of dewatered material.

Mapping of seagrass and seagrass regeneration in the affected area should be accomplished to aid in the protection of these valuable resource. Precautions and various dredging methodologies should be considered to protect any seagrass beds in the project area. When dredging is complete, consideration should be given to revegetating the island's shorelines to decrease erosion and improve wildlife habitat. Many of these disposal island sites have become bird rookeries and reestablishment of similar habitats should be attempted.

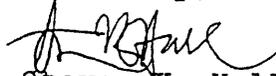
Data should be collected documenting existing conditions in the project site. Sediments should be tested for the presence of metals such as Al, Cd, Hg, Cu, Zn, P, Cr and any other harmful metals suspected to be present. Sediments should also be tested for levels of nutrient and pesticides. Boring logs should be presented showing all layers to be penetrated along with their grain size distribution.



Mr. Don Henningsen  
SAI No: FL9011270620C  
January 17, 1991  
Page 2

Early consideration of these issues will improve the quality of this project and minimize its impacts on the bay system. Preapplication coordination with our Bureau of Wetlands Resource Management is recommended. Pursuant to 15 CFR 930, subpart C, the Corps is required to evaluate the consistency of this project with the Florida Coastal Management Program and submit its determination to the state. A consistency determination should be provided at each decision point and accompany each planning and environmental document prepared for this project. If you should have any questions please call Stephen Brooker at 904/ 488-0130.

Sincerely,



Steven K. Hall  
Agency Assistance Coordinator  
Division of Water Management

SKH/tsb  
cc: Rick Garrity



Tom Gardner, Executive Director

# FLORIDA DEPARTMENT OF NATURAL RESOURCES

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399

Lawton Chiles  
Governor  
Jim Smith  
Secretary of State  
Bob Butterworth  
Attorney General  
Gerald Lewis  
State Comptroller  
Tom Gallagher  
State Treasurer  
Bob Crawford  
Commissioner of Agriculture  
Betty Castor  
Commissioner of Education

January 28, 1991

Mr. Estus Whitfield  
Office of Planning and Budgeting  
Executive Office of the Governor  
The Capitol  
Tallahassee, Florida 32399-0001

Dear Mr. Whitfield:

SAI No. FL9001127062C, USACE-Jacksonville District  
Study of Navigation Improvements, Big Bend Channel  
Tampa Bay, Hillsborough County

The Department has reviewed the above referenced document. The only comments we have were related to the protection of manatees. We have supplied those comments directly to the Corps of Engineers and have enclosed a copy for your reference. Thank you for the opportunity to comment on this study.

Sincerely,

David W. Arnold  
Senior Management Analyst

Enclosure

JAN 29 1991

STATE CLEARINGHOUSE



BOB MARTINEZ  
GOVERNOR

STATE OF FLORIDA  
**Office of the Governor**  
THE CAPITOL  
TALLAHASSEE, FLORIDA 32399-0001

**RECEIVED**  
DEC 4 1990

Div. of Resource Mgmt.  
Dept. of Natural Resources

Date: DEC 03 1990

Comment Due Date: DEC 17 1990

SAI#: FL9011270620C

**RECEIVED**

JAN 29 1991

STATE CLEARINGHOUSE

TO: Department of Natural Resources  
FROM: State Clearinghouse  
SUBJECT: Intergovernmental Coordination (formerly A-95) Federal  
Consistency Project Review Process

The attached Notification of Intent to Apply for Federal Assistance (Standard Form 424 Application) or other federally required document (e.g., Environmental Impact Statement, Fishery Management Plan, Consistency Determination, etc.) is forwarded to your agency for review and comment in accordance with:

- Intergovernmental Coordination and Review Process (IC&RP), pursuant to Presidential Executive Order 12372 and Governor's Executive Order 83-150.
- Coastal Zone Management Act (CZMA) of 1972 and Federal Regulations (15 CFR 930) requiring an evaluation of the document for consistency with the Florida Coastal Management Program (FCMP).
- Other

If the document requires a CZMA/FCMP consistency evaluation, it is categorized as one of the following:

- Federal Assistance to State or Local Governments (15 CFR 930, Subpart F). State agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Your review and comments for State Clearinghouse projects should address themselves to the extent to which the project is in accord with or contributes to the fulfillment of your agency's plans or the achievement of your projects, programs and objectives.

DIAGNOSTIC AIRTEL



Tom Gardner, Executive Director

FLORIDA DEPARTMENT OF NATURAL RESOURCES

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399

- Lawton Chiles  
Governor
- Jim Smith  
Secretary of State
- Bob Butterworth  
Attorney General
- Gerald Lewis  
State Comptroller
- Tom Gallagher  
State Treasurer
- Bob Crawford  
Commissioner of Agriculture
- Betty Castor  
Commissioner of Education

January 11, 1991

RECEIVED

JAN 11 1991

Mann G. Davis III  
Acting Chief, Planning Division  
United States Army Corps of Engineers  
Post Office Box 4970  
Jacksonville, Florida 32232-0019

DEPUTY ASSISTANT  
EXECUTIVE DIRECTOR  
FOR PLANNING

RE: Feasibility Study of Big Bend Channel, Tampa Bay  
SAI No. F190011270620C

Dear Mr. Davis:

The intent of this letter is to address the Corps' request for information to help define issues and concerns that will be addressed in their Study of Navigation Improvements to the Big Bend Channel in Tampa Bay, Hillsborough County, Florida.

The Division of Marine Resources has concerns about the proposed project with respect to its possible effects on the endangered West Indian Manatee, Trichechus manatus latirostris. Aerial surveys, sighting reports and mortality data all show that the endangered West Indian Manatee regularly occurs throughout Tampa Bay.

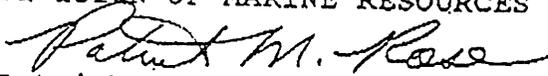
Manatee distribution in Tampa Bay during the year is variable. They congregate during the months of November through March near the Tampa Electric Company's (TECO) Big Bend generating plant at Apollo Beach on the east side of the bay and the Florida Power Corporations's Bartow power plant at Weedon Island on the west side of the bay. During cold periods more than 100 manatees, a significant percentage of the west coast manatee population, have been observed at the warm water discharges of the power plants. During the fall and warmer periods of the winter, manatees travel between the power plants and utilize the extensive feeding habitats nearby. From TECO Big Bend plant manatees move north to the Alafia River and south to the Manatee River. From Bartow power plant, the manatees utilize the extensive grassbeds in Old Tampa Bay. During cold snaps, the animals move back into the warm water refugia of the power plants. Manatees will disperse throughout Tampa Bay during the warmer periods of the year.

Mann G. Davis  
Page 2  
January 11, 1991

To reduce possible impacts to manatees, we recommend that standard manatee protection construction conditions be used. Further, the dredging of the Big Bend Channel should not be done from November 15 through March 31 and we strongly suggest the dredging take place between June 1 and August 31.

Sincerely,

DIVISION OF MARINE RESOURCES

  
Patrick M. Rose  
Environmental Administrator

PMR/wbb

cc: Pam McVety  
Charles Futch  
David Arnold  
Bob Turner, USFWS  
29BIGBEND.DR

For projects circulated for evaluation of consistency with the FCMP, the process is slightly different. An additional review is not necessary as your plans, policies and objectives are, in large part, mandated by appropriate Florida statutory authority. However, for consistency review purposes, it is suggested that your comments in response to the attached document be expressed as follows.

Based on an analysis of the mandatory enforceable provisions and recommended policies of the core FCMP statutes and implementing rules which your agency administers, the proposed activity is:

- Consistent
- Not Consistent. Objections to an activity must describe how the proposed project is inconsistent with the specific provisions included in the FCMP and alternatives if any, which if adopted, would allow the activity to be consistent.
- Not consistent due to failure to provide sufficient information to assess the consistency of the activity. Objections or findings of inconsistency based on insufficient information must describe the nature of information is necessary to determine consistency.

Should you need additional information from the applicant for IC&RP purposes or to evaluate the consistency of the project with the FCMP, please contact the applicant for the required information and notify this office by the due date. The State Clearinghouse will promptly inform the applicant that a project review cannot be completed until such information is provided to reviewers. Should a conference be necessary, please contact this office as soon as possible. Timely response is essential in order to preserve the state's rights in both IC&RP and CZMA Consistency proceedings.

Please check the appropriate box below, provide any comments on your agency's stationary and return to the State Clearinghouse by the due date. In both telephone conversation and written correspondence, please refer to the State Application Identifier (SAI) number.

Enclosure

\*\*\*\*\*

E.O. 12372

FEDERAL  
CONSISTENCY

TO: Director  
State Clearinghouse  
Office of Planning and Budgeting  
Executive Office of the Governor  
The Capitol  
Tallahassee, Florida 32399-0001  
(904) 488-8114

NO COMMENT

CONSISTENT  
(COMMENTS ATTACHED)

COMMENTS  
ATTACHED

NOT CONSISTENT  
(COMMENTS ATTACHED)

FROM: DNR

SAI#: FL9011 27 0620 C

DIVISION/BUREAU: Exec office

REVIEWER: David W. Arnold

DATE: 1-28-91

**RECEIVED**

JAN 29 1991

STATE CLEARINGHOUSE



FLORIDA DEPARTMENT OF STATE

Jim Smith  
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building  
Tallahassee, Florida 32399-0250  
(904) 488-1480

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DEC 18 1990

STATE CLEARINGHOUSE

December 12, 1990

Ms. Karen K. MacFarland, Director  
State Planning and Development  
Clearinghouse  
Office of Planning and Budgeting  
The Capitol  
Tallahassee, Florida 32399-0001

In Reply Refer To:  
Laura A. Kammerer  
Historic Sites  
Specialist  
(904) 487-2333  
Project File No. 903536

RE: Cultural Resource Assessment Request  
SAI# FL9011270620C  
Department of the Army - Corps of Engineers  
Study of Navigation Improvements  
Big Bend Channel in Tampa Bay  
Hillsborough County, Florida

Dear Ms. MacFarland:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the above referenced project for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the National Register of Historic Places. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

A review of the Florida Master Site File indicates that no significant archaeological or historical sites are recorded for or considered likely to be present within the project area. Furthermore, it is the opinion of this agency that because of the project location and/or nature it is considered unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on any sites listed, or eligible for listing in the National Register. project may proceed without further involvement with this agency.

Ms. Karen K. MacFarland, Director  
December 12, 1990  
Page 2

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's archaeological and historic resources is appreciated.

Sincerely,

*Suzanne P. Walker*

*for*

George W. Percy, Director  
Division of Historical Resources  
and  
State Historic Preservation Officer

GWP/lak

# FLORIDA GAME AND FRESH WATER FISH COMMISSION

WILLIAM G. BOSTICK, JR.  
Winter Haven

DON WRIGHT  
Orlando

THOMAS L. HIRSH, SR.  
Lake Wales

MRS. GILBERT W. HUMPHREY  
Micosukee

JOE MARLIN HILLIARD  
Clewiston

ROBERT M. BRANTLY, Executive Director  
ALLAN L. EGBERT, Ph.D., Assistant Executive Director



FARRIS BRYANT BUILDING  
620 South Meridian Street  
Tallahassee, Florida 32399-1600  
(904) 488-1960

December 20, 1990

RECEIVED  
JAN 2 1991

STATE CLEARINGHOUSE

Ms. Karen MacFarland, Director  
Florida State Clearinghouse  
Executive Office of the Governor  
Office of Planning and Budgeting  
The Capitol  
Tallahassee, Florida 32399-0001

RE: SAI #FL9011270620C,  
Hillsborough County, Big Bend  
Channel Dredging, USACE

Dear Ms. MacFarland:

The Office of Environmental Services of the Florida Game and Fresh Water Fish Commission has reviewed the referenced document, and offers the following comments.

The U.S. Army Corps of Engineers (COE) is proposing to maintenance dredge an existing private channel, known as the Big Bend Channel. Currently, the channel is 2.2 miles long, 35 feet deep at mean low water, and 200 feet wide, with a turning basin 1,000 feet long by 700 to 1,500 feet wide. The spoil material would be placed on disposal island 3D. The COE is also examining widening and deepening the Big Bend Channel to an unspecified extent.

Our biologist reviewed the project and spoil sites on December 17, 1990. There are several environmental concerns associated with the proposed project. Spoil island 3D is a nationally significant colonial nesting bird rookery for least terns (threatened), black skimmers, American oystercatchers (species of special concern - SSC), 20,000 to 40,000 pairs of laughing gulls, royal terns, sandwich terns, and the only Florida colony of Caspian terns. The island is also a documented feeding area for reddish egret (SSC), snowy egret (SSC), little blue heron (SSC), black-necked stilt, and American oystercatcher (SSC).

The existing channel is flanked by extensive shoals, some of which were created by past dredge spoil disposal. Seagrass beds are present in the areas surrounding the existing turning basin and the channel near the turning basin.

Ms. Karen MacFarland  
December 20, 1990  
Page 2

Small islands south of the channel entrance are the site of historic mitigation studies, and are utilized for nesting by American oystercatchers and as foraging sites for wading birds. The West Indian manatee (endangered) is documented to utilize the turning basin area and adjacent seagrass beds for temperature refuge and feeding.

We recommend that project impacts to natural habitats and the bird rookery islands be eliminated wherever possible. Existing dike failures on island 3D should be repaired. No loss of existing seagrass beds should be permitted. The small islands and associated shoals adjacent to the channel should also be preserved. Any proposed spoil deposition to island 3D should occur only between the months of September to March, outside the normal shorebird nesting season.

The proposed expansion of the federal maintenance dredging responsibility should be carefully examined, particularly with regard to future environmental impacts incurred when spoil island 3D reaches capacity prior to its design lifetime. A careful examination should also be made of the conflicting goals of deepening and widening channels which impact water quality and habitat resources that the Tampa Bay Surface Water Improvement and Management (SWIM) program is attempting to protect, enhance, and restore.

Sincerely,

  
Bradley J. Hartman, Director  
Office of Environmental Services

BJH/JWB3/rs  
ENV 1-3-2

cc: Mr. Mann G. Davis III  
Planning Division  
USA Corps of Engineers  
P. O. Box 4970  
Jacksonville, FL 32232-0019



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET, N.E.  
ATLANTA, GEORGIA 30365

April 8, 1991

Colonel Bruce A. Malson  
District Engineer, Jacksonville  
P.O. Box 4970  
Jacksonville, FL 32232

ATTN: Mr. A.J. Salem, Planning Division

Subject: Reconnaissance Phase Study on Tampa Harbor-Big  
Bend Channel and Alafia River

Colonel Malson:

Pursuant to Section 309 of the Clean Air Act, EPA, Region IV has reviewed the subject document which examines a number of options related to upgrading the navigation capacities/capabilities at the Big Bend port facility. Certain of the assumptions used to determine the economic basis of a federal interest in this project are perplexing. For example, it was assumed that after the January 1992 maintenance operation no further excavation would be performed. Moreover, it was posited that the work at Big Bend could not be coupled with any other dredging in Tampa Bay. We acknowledge that this is a point of view, but it appears flawed from a common sense perspective. Technical staff have discussed these issues with the study manager and, we feel sure that they will be explained in greater detail in the forthcoming documentation.

We would like to suggest that these studies also examine the possibility of using this project as a means of performing some environmental mitigation for all the previous navigation work in Tampa Bay. There are any number of possibilities to compensate for the significant alterations/adverse environmental consequences attendant to these actions.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-347-3776) will serve as initial point of contact.

Sincerely,

A handwritten signature in cursive script that reads "Heinz J. Mueller".

Heinz J. Mueller, Chief  
Environmental Policy Section  
Federal Activities Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET, N.E.  
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March 9, 1991

Colonel Bruce A. Malson  
District Engineer, Jacksonville  
P.O. Box 4970  
Jacksonville, FL 32232

ATTN: Mr. A.J. Salem, Planning Division

Subject: Reconnaissance Phase Study on Tampa Harbor-Big  
Bend Channel and Alafia River

Colonel Malson:

Pursuant to Section 309 of the Clean Air Act, EPA, Region IV has reviewed the subject document which examines a number of options related to upgrading the navigation capacities/capabilities at the Big Bend port facility. In general, the proposed structural measures and the environmental consequences thereof are relatively straight forward. However, certain of the assumptions used to determine the economic basis of a federal interest in this project are perplexing. For example, it was assumed that after the January 1992 maintenance operation no further excavation would be performed. Moreover, it was posited that the work at Big Bend could not be coupled with any other dredging in Tampa Bay. We acknowledge that this is a point of view, but it appears flawed from a common sense perspective. Technical staff have discussed these issues with the study manager and, we feel sure that they will be explained in greater detail in the forthcoming documentation.

We would like to suggest that these studies also examine the possibility of using this project as a means of performing some environmental mitigation for all the previous navigation work in Tampa Bay. There are any number of possibilities to compensate for the significant alterations/adverse environmental consequences attendant to these actions. We believe that these measures could be structured into the engineering plans such that both the environment and the net economic costs of the project would benefit.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-347-3776) will serve as initial point of contact.

Sincerely,

*Heinz J. Mueller*  
Heinz J. Mueller, Chief  
Environmental Policy Section



DEPARTMENT OF THE ARMY  
JACKSONVILLE DISTRICT CORPS OF ENGINEERS  
P. O. BOX 4970  
JACKSONVILLE, FLORIDA 32232-0019



REPLY TO  
ATTENTION OF

29 JUN 1996

Planning Division  
Environmental Branch

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers is completing a study on the feasibility of providing a navigation improvement for the Tampa Harbor - Big Bend Navigation Channel as a Federal project. Enclosed are the draft Finding of No Significant Impact, the Draft Feasibility Report, Draft Environmental Assessment, and preliminary evaluation pursuant to Section 404(b)(1) of the Clean Water Act for the proposed action.

In compliance with requirements of the National Environmental Policy Act, Section 404 of the Clean Water Act, and U.S. Army Corps of Engineers regulations (ER 1105-2-100 and ER 200-2-2); we are asking for your comments concerning the proposed action. In addition, any person who has an interest may request a public hearing. The request must be submitted in writing within 30 days of the date of this notice and must clearly set forth the interest which may be affected and the manner in which the interest may be affected by this activity. A public meeting is planned concerning this action. The time and location of the public meeting will be announced.

The final decision on the proposed action will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against it reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

Provide your response to me at the letterhead address within 30 days of the date of this letter. If you have any questions concerning this public notice or the public meeting, contact Mr. Bill Fonferek at 904-232-2803 or fax to 904-232-3442.

Sincerely,

A handwritten signature in cursive script that reads "A. J. Salem".

A. J. Salem  
Chief, Planning Division

Enclosure

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DUNEDIN FL 34698

MS DENA GROSS LEAVENGOOD  
THE FLORIDA AQUARIUM  
300 SOUTH 13TH STREET  
TAMPA FL 33602-5628

MS CHARLANN MASON  
11448 - 72ND TERRACE NORTH  
SEMINOLE FL 34642

MR DON MOORES  
2208 RIVERSIDE DRIVE NORTH  
CLEARWATER FL 34624

MR CHARLES R O'NEAL III  
SUNCOAST FISHERMAN'S GUIDE  
P O BOX 273187  
TAMPA FL 33688

MR KEITH PATTERSON  
GEONEX MARTEL  
8950 NINTH STREET NORTH  
ST PETERSBURG FL 33702

MS RAYE-PAGE  
409 HILLTOP AVENUE  
CLEARWATER FL 34615

MR STEVE POWELL  
ENVIRONMENTAL SCIENTIST  
ENVIROPACT CONSULTANTS INC  
11300 - 43RD STREET NORTH  
CLEARWATER FL 34622

COMMANDER WILLIAM H RYAN  
CLEARWATER POWER SQUADRON INC  
1000 CLEVELAND STREET  
CLEARWATER FL 34615-4514

MR JOHN RYAN  
LEAGUE OF ENVIRONMENTAL  
ORGANIZATIONS ("LEO")  
PO BOX 773  
WINTER HAVEN FL 33882-0773

MR FRANK SARGENT  
TAMPA TRIBUNE  
OUTDOORS SECTION  
PO BOX 191  
TAMPA FL 33601

MR JIM SHINHOLSER  
PINELLAS COUNTY MOSQUITO CENTRAL 4100  
- 118TH AVENUE NORTH  
CLEARWATER FL 34622

MR CRAIG SMITH  
WFLA-TV CHANNEL 8  
905 EAST JACKSON STREET  
TAMPA FL 33602

MR MICHAEL P SMITH  
BROWN & CALDWELL  
5110 EISENHOWER BOULEVARD #230  
TAMPA FL 33634

DR EILEEN SULLIVAN  
FLORIDA DEPARTMENT OF ENVIRONMENTAL  
PROTECTION  
MAIL STATION 240  
3900 COMMONWEALTH BOULEVARD  
TALLAHASSEE FL 32399-3000

MR TERRY TOMALIN  
ST PETERSBURG TIMES  
SPORTS DEPARTMENT  
BOX 1121  
ST PETERSBURG FL 33731

MR GARY TOURTELLOTTE  
ENVIRONMENTAL SCIENCE & ENGINEERING  
5840 WEST CYPRESS STREET SUITE A  
TAMPA FL 33607

COMMISSIONER EDWIN TURANCHIK  
HILLSBOROUGH COUNTY BOARD OF COUNTY  
COMMISSIONERS  
P O BOX 1110  
TAMPA FL 33601

MR FOREST TURBIVILLE  
3137 LAKE ELLEN DRIVE  
TAMPA FL 33618

MAJOR JENNA VENERO  
FLORIDA DEPARTMENT OF ENVIRONMENTAL  
PROTECTION  
TAMPA MARINE PATROL DISTRICT 4  
5110 GANDY BOULEVARD  
TAMPA FL 33611-3036

MR E D SONNY VERGARA  
EXECUTIVE DIRECTOR  
PEACE RIVER MANASOTA WATER SUPPLY  
1451 DAM ROAD  
BRADENTON FL 34202

MR BILL WADSWORTH PE  
HDR ENGINEERING  
5100 WEST KENNEDY BOULEVARD #225  
TAMPA FL 33609-1806

DR ROGER WATKINS  
28752 COTTAGEWOOD DRIVE  
WESLEY CHAPEL FL 33544

MS JULIE WESTON  
CITY OF ST PETERSBURG  
PLANNING DEPARTMENT  
PO BOX 2842  
ST PETERSBURG FL 33731

MR MARVIN C WILLIAMS  
PAKHOED DRY BULK TERMINALS INC  
PO BOX 5049  
TAMPA FL 33675

MR ALAN WRIGHT PLANNER  
THE PLANNING COMMISSION  
601 EAST KENNEDY BOULEVARD  
TAMPA FL 33602

MR HANS ZARBOCK PROGRAM MANAGER  
COASTAL ENVIRONMENTAL INC  
9800 FOURTH STREET NORTH SUITE 108  
ST PETERSBURG FL 33702

MR ROBERT STEINER  
PORT DIRECTOR  
TAMPA PORT AUTHORITY  
PO BOX 2192  
TAMPA FL 33601

JUL 10 1996

Planning Division  
Plan Formulation Branch  
Navigation Section

TO ADDRESSEES ON ENCLOSED LIST

The notice with a Draft Feasibility Report and Environmental Assessment (EA) on the U.S. Army Corps of Engineers' navigation study for the Tampa Harbor - Big Bend Channel indicated a planned public meeting without a time and date. Arrangements are now in place for an informal meeting to take place on July 29, 1996, at 7:00 p.m. The meeting will be in the Board Room of the Tampa Port Authority, located at 811 Wynkoop Road in Building Number 24 on the 2nd floor.

As stated in the previous notice, the draft report and EA findings are for your review and comment before preparation of a final report. If you wish to make your comments known at the meeting, an opportunity will be provided for you to speak. Anyone desiring to provide written comments at that time may also do so.

Sincerely

A. J. Salem  
Chief, Planning Division

U.S. Army Corps of Engineers - Jacksonville  
 Draft Feasibility Report and Environmental Assessment  
 Tampa Harbor - Big Bend Channel  
 July 29, 1996 7:00 PM  
 Tampa Port Authority Board Room  
 811 Wynkoop Road Tampa, Florida 33605

Meeting Attendance Roster:

<u>Name (Print)</u>	<u>Company, Address, Phone Number</u>
Gene Nichols	GC Service Co. 702 N. Franklin St. Plaza 9 (813) 209-4242
Bill Fehring	Greiner 813-286-1711 PO Box 2192
STEVEN FIDLER	TAMPA PORT AUTHORITY TAMPA FL 33605 813 272-0535
Pick Eckwood	Tampa Bay NEP, 111 7th Ave. S., St. Pete 813-893-2763 33701
Pete & Jeanie Johnson	671-3693 Concerned Citizens of Gibsonton Area In Gibsonton 335. PO Box 1304
Danny Albaradi	EPC HILLSBOROUGH COUNTY
Rick Paul	National Audubon 410 Ware Blvd, Tampa 33619 813-623-6360
STU MARVIN	THE PLANNING COMMISSION, 601 E. KENNEDY BLVD, FLA P.O. Box 941-428-205
Bill Simpson	LMC-Agrico 2000 Mulberry, Fl. 428-205
ROD KOSBY	IMC-ASICO " " " 813 677-24
Rod Burkhardt	TECO P.O. Box 111 Tampa 33601 228-1615
Zail	TPA
JAN VOORHEES	Consultant 4856 P. SHOOKHOUSE ST. PETE 33705 (813) 827-1971
Lee Fox	840 5th Ave S Penellas Seabird Behav FU: 33713 813 867036



FLORIDA DEPARTMENT OF STATE

Sandra B. Mortham

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

500 South Bronough Street

Tallahassee, Florida 32399-0250

Director's Office  
(904) 488-1480

Telecopier Number (FAX)  
(904) 488-3353

August 7, 1996

Mr. A. J. Salem, Chief  
Planning Division, Environmental Resources Brance  
Jacksonville District Corps of Engineers  
P.O. Box 4970  
Jacksonville, Florida 32232-0019

In Reply Refer To:  
Frank J. Keel  
Historic Preservation Planner  
(904) 487-2333  
Project File No. 962728

RE: Draft Feasibility Report and Environmental Assessment  
Navigation Study for Tampa Harbor - Big Bend Channel - 10128  
Hillsborough County, Florida

Dear Mr. Salem:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project(s) for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the *National Register of Historic Places*.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

*for* *Lama A. Kemmerer*  
George W. Percy, Director  
Division of Historical Resources

and

State Historic Preservation Officer

GWP/Kfk



August 1, 1996

9455 Koger Boulevard  
St. Petersburg, FL 33702-2491  
(813) 577-5151/Tampa 224-9380  
Suncom 586-3217

A.J. Salem, Chief  
Planning Division  
U.S. Army Corps of Engineers  
P.O. Box 4970  
Jacksonville, FL 32232-0019

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John Gause

**Vice-Chairman**  
Councilman  
Armand "Sandy" Burke

**Secretary/Treasurer**  
Commissioner  
Steven M. Seibert

**Executive Director**  
Julia E. Greene

Dear Mr. Salem:

Re: Draft Feasibility Report and Environmental Assessment on the  
Navigation Study for the Tampa Harbor-Big Bend Channel

The above-referenced document has been received by the staff of the Tampa Bay Regional Planning Council and its Agency on Bay Management. Please be advised that the Council will submit its comments and recommendations following the receipt of additional information which is currently scheduled to occur on September 12, 1996. Mr Tim Murphy of the Jacksonville District staff is scheduled to make a presentation to the Council's Agency on Bay Management on that date.

Draft comments from TBRPC staff will be sent as soon as possible after that informational meeting.

Thank you for inviting the Tampa Bay Regional Planning Council to review the draft document. The maintenance of our shipping facilities is vital to the economy of the Tampa Bay region, just as protection of our estuarine resources is crucial to the environmental health of Tampa Bay.

Please call Ms. Sheila Benz, or Mr. John Meyer, TBRPC staff, if you have any questions or need further assistance.

Sincerely,

Julia E. Greene  
Executive Director

cc: Commissioner Steve Seibert



DP Tim  
M

**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office  
9721 Executive Center Drive North  
St. Petersburg, Florida 33702

July 23, 1996

Colonel Terry Rice  
District Engineer, Jacksonville District  
Department of the Army, Corps of Engineers  
P.O. Box 4970  
Jacksonville, Florida 32232-0019

Dear Colonel Rice:

The National Marine Fisheries Service (NMFS) has reviewed the Draft Feasibility Report and Environmental Assessment (EA), dated June 28, 1996, for the proposed widening and deepening of the Tampa Harbor Big Bend Channel in Hillsborough County, Florida. The selected plan calls for widening the channel from 200 to 250 feet and deepening the channel from 34 to 41 feet. The dredged material would initially be placed into disposal island 3D then, after fine sediments have been separated, the material will be removed from island 3D and placed in deep borrow holes off Whiskey Stump Key. The restoration of bottom elevations surrounding Whiskey Stump Key is anticipated to increase habitat value and improve water quality of the area that currently exhibits low dissolved oxygen levels.

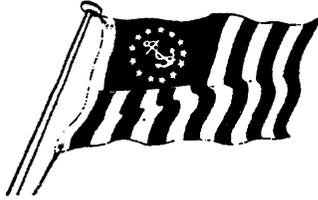
Potential effects, of the selected plan, on living marine resources are adequately addressed in the EA and the Fish and Wildlife Coordination Act Report (FWCAR). Additionally, the selected plan is consistent with comments and recommendations made by the NMFS during our review of the FWCAR. Therefore, we have no other comments to offer at this time.

Please direct related comments or questions to Mr. David N. Dale of our St. Petersburg Area Office. He may be contacted at 813/570-5317.

Sincerely,

*A* Andreas Mager, Jr.  
Assistant Regional Director  
Habitat Conservation Division





## *Clearwater Power Squadron, Inc.*

A UNIT OF UNITED STATES POWER SQUADRONS

SAIL AND POWER BOATING

1000 Cleveland St. • Clearwater, FL 34615 - 4514

(813) 441 - 8775

15 July 1996

Department of the Army  
Jacksonville District Corps of Engineers  
P. O. Box 4970  
Jacksonville, FL 32232-0019

Attn: A. J. Salem, Chief  
Planning Division  
Environmental Branch

Dear Sir,

We are in receipt of your proposal for the improvement of Big Bend Navigation Channel. We are unable to note any serious environmental problems resulting from this small amount of dredging in Tampa Bay.

The Clearwater Power Squadron is very active in the Co-operative Charting program of the N.O.A., and can be much more of a help to you in the waterways of the West Coast from Ancelote Kay to Egemont Key.

Sincerely,

William H. Ryan, AP  
Past Commander



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
SOUTHEAST/CARIBBEAN  
Richard B. Russell Federal Building  
75 Spring Street, S.W.  
Atlanta, Georgia 30303-3388

July 10, 1996

Mr. A. J. Salem, Chief, Planning Division  
US Army Corps of Engineers  
P.O. Box 4970  
Jacksonville, Fl 32232-0019

Dear Mr. Salem:

This refers to your memorandum dated June 28, 1996, transmitting the Draft Feasibility Report and Draft Environmental Impact Statement [DEIS] for the Tampa Harbor Navigation Study - Big Bend Channel - 10128 in Florida.

Our review indicates there will be no significant adverse impact on any HUD programs as a result of this project.

Thank you for the opportunity to review and comment on your proposed project.

Sincerely,

Thomas A. Ficht  
Supervisory Environmental Officer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

345 COURTLAND STREET, N.E.  
ATLANTA, GEORGIA 30365

AUG 12 1996

Colonel Terry B. Rice  
District Engineer, Jacksonville  
P.O. Box 4970  
Jacksonville, FL 32232

ATTN: Mr. A.J. Salem, Planning Division

Subject: Environmental Assessment (EA) on the Tampa Harbor-Big  
Bend Channel Navigation Study, Hillsborough County, FL

Colonel Rice:

Pursuant to Section 309 of the Clean Air Act, EPA, Region 4 has reviewed the subject document which examines the consequences of upgrading the navigation capacities/capabilities at the Big Bend Port facility, viz., deepening the access channel/turning basin to 41 feet plus 2 feet of advance maintenance. The proposed measures would generate 2.7 million cubic yards of new work material which will be placed at the existing disposal area (CMDA-3D) and/or to expand Sunken Island or fill some dredged areas near Whiskey Stump Key.

The proposal's environmental ramifications appear relatively straight forward and the mitigation should compensate, at least in part, for the significant alterations/adverse environmental consequences attendant to historic actions associated with overall port development. Further, we believe that the noted best management measures which will be implemented during construction and any necessary changes directed by subsequent monitoring should lessen short-term adverse effects to acceptable levels. The environmental features of this proposal appear excellent and should establish a precedent for any future development actions in Tampa Bay.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-347-3555 VM 6853) will serve as initial point of contact.

Sincerely,

A handwritten signature in cursive script that reads "Heinz Mueller".

Heinz J. Mueller, Chief  
Environmental Policy Section



# United States Department of the Interior

## OFFICE OF THE SECRETARY OFFICE OF ENVIRONMENTAL POLICY AND COMPLIANCE

Richard B. Russell Federal Building  
75 Spring Street, S.W.  
Atlanta, Georgia 30303

August 22, 1996

ER-96/448

District Engineer  
Jacksonville District  
US Army Corps of Engineers  
P.O. Box 4970  
Jacksonville, FL 32232-0019

Dear Sir:

The Department of the Interior has reviewed the draft Feasibility Report, FONSI, and Environmental Assessment for the Tampa Harbor-Big Bend Channel expansion project Hillsborough County, Florida. It was prepared to describe a proposed dredge expansion of the shipping and berthing areas of the Big Bend area, and accompanying dredge disposal areas.

The Fish and Wildlife Service (Service) submitted a Coordination Act Report for this project in February 1994, addressing the environmental conditions of the work area and proposed disposal sites. The report made recommendations regarding each spoil site, as well as construction time frames to avoid impact to nesting shorebirds and manatees.

The Corps determined this project would have "no effect" on the West Indian manatee (*Trichechus manatus*). The Service disagreed, and determined the project would "adversely affect" the manatee. A biological opinion was prepared. Conservation recommendations were provided to reduce the potential impact to manatees. Those recommendations consisted of implementation of the standard manatee construction conditions, and a request that no dredging occur during the winter period (November 15 through March 31).

In the Draft Feasibility Report and Environmental Assessment, an analysis and description of dredge alternatives and accompanying disposal sites were included for review.

The Corps stated in the FONSI that the standard manatee construction precautions will be followed, but it will not be possible to restrict dredging during the winter months for the following reasons:

1. No manatee mortality has ever been recorded for dredging (Manatee Recovery Plan).

2. The standard manatee protection conditions will be implemented during construction.

3. There is no food source or warm water outfall to attract manatees to the construction areas.

4. A bulkhead separates Big Bend Port from the power plant (TECO) where manatees congregate.

The Service is concerned the project, even with the manatee safeguards, may have an adverse affect on the manatee. While no manatee mortality has occurred as a direct result from a dredge, it has been documented that associated crew boat traffic has caused injury or death.

Regarding the lack of "attractants" to the immediate area, the Service has recent information which indicates sea grass beds exist in the immediate vicinity of the proposed dredge site. The "Kitchen" area, which lies to the immediate north of the inner channel, Adamsville peninsula, Fishhook Island, and the spoil island across from the Big Bend power plant all have documented sea grass beds. Manatees have been observed in the turning basin, and three percent of all winter sightings in the area document manatee travel northward to the Alafia River, Port Sutton, and the Hillsborough River. The latter three locations are directly in the project work area. We believe these areas serve as attractants to manatees, and the animals travel either north towards the Kitchen, or southward into the inner channel.

The bulkhead discussed in the FONSI forms the western boundary of the individual berthing area and is known as the inner channel. A Service biologist visited the site, and agrees this should prevent manatees from gaining entrance from outside areas during construction. Congregating manatees at the TECO outfall should not be affected. However, the possibility remains that manatees may venture inside the entrance to the berthing channels on the north side. There have been documented sightings at the mouth of the northern most channel, and northwest of the TECO channel, meandering 200 yards from an operational dredge.

Other areas proposed for dredging include the entrance channel and the main shipping channel. Manatee safety concerns are also important in these areas due to a lack of confinement structures, and a documented history of use as a travel corridor. Florida Marine Research Institute has provided aerial survey information which indicates that manatees frequent both the TECO outfall area as well as the Bartow Power Plant located on the north side of Weedon Island in St. Petersburg. Data suggests the animals travel from the TECO outfall, west along the spoil islands (adjacent to the proposed dredge site), along Gadsden Point, and across Old Tampa Bay to Weedon Island. Apparently, this is a frequent

occurrence. The project, as proposed, requires dredging in this area.

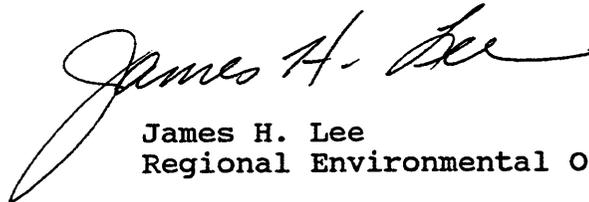
The Service believes the manatee may be adversely affected, and we request that the Corps reconsider their decision to dredge in the winter months (November 15-March 31). The project site is adjacent to a state-designated winter manatee sanctuary, and serves as a travel corridor to one hundred plus manatees at any one time during cold weather.

An alternative is to time the project so that the inner channel is dredged outside of the manatee season, and then move into the open water areas at the beginning of the winter period. This would reduce the potential impact to manatees. If this is not possible, we request a trained biologist, to be approved by the Service, be available to observe for manatees during the winter months. The Service also requests that all service boats used in the work area be fitted with propeller guards.

The Service agrees with the use of Disposal Island 3-D, Alternative Plan C-4 (Sunken Island Disposal) or Plan C-3 (Whiskey Stump Key) for disposal of dredge materials. We suggest that the dikes at 3-D be rebuilt, and that any remaining spoil be put to beneficial uses, such as those at C-3 and C-4. We recommend that disposal occur outside of the shorebird nesting season (April 1 - September 1), and that the management plan as described in the CAR be followed. We also recommend that any nourishment done at sites C-3 or C-4 avoid impacting sea grass beds. If impacts are unavoidable, the Corps should develop a mitigation plan. The standard manatee construction precautions also apply for the disposal sites.

The Department appreciates this opportunity to provide comments on these documents and hopes these comments are useful in your deliberations.

Sincerely yours,



James H. Lee  
Regional Environmental Officer

SEP 3 1996

Planning Division  
Environmental Branch

Mr. James Lee  
Regional Environmental Officer  
U.S. Department of Interior  
75 Spring Street, SW.  
Atlanta, Georgia 30303

Dear Mr. Lee:

We have reviewed your comments on the Feasibility Report for the Tampa Harbor - Big Bend Navigation Channel dated August 22, 1996.

Regarding the U.S. Army Corps of Engineers' (Corps) determination that there would be "no effects" on manatees, there has been an informal agreement with the U.S. Fish and Wildlife Service (FWS) offices in Florida that if we incorporate standard conditions adopted by the State of Florida and the FWS, then the FWS would concur with the "no effects" determination. This was done so the FWS would not have to prepare a Biological Opinion on all the maintenance dredging actions that occur in this District which would essentially have the same Terms and Conditions as the adopted standard conditions. If this approach is no longer appropriate, please let us know.

The Big Bend project is located adjacent to a migratory bird rookery managed by the National Audubon Society. The dredged material management area CMDA-3D which will also be used for the project is also used by migratory birds for nesting. The District has developed and implemented a Migratory Bird Protection Policy in conjunction with the FWS and the Florida Game and Freshwater Fish Commission. The potential impacts on migratory birds from the dredging and placement are almost certain. Therefore, we plan to avoid construction during this valuable nesting period (1 April - 31 August).

Since the inception of this project, the FWS has been involved in the identification and development of alternatives. During the preparation of the Coordination Act Report, the FWS also included the Biological Opinion in response to our "no effects" determination. Included in that were the Conservation Recommendations, listed by your office. No special conditions were included in the Terms and Conditions of the Incidental Take statement.

Ms. Karen MacFarland  
December 20, 1990  
Page 2

Small islands south of the channel entrance are the site of historic mitigation studies, and are utilized for nesting by American oystercatchers and as foraging sites for wading birds. The West Indian manatee (endangered) is documented to utilize the turning basin area and adjacent seagrass beds for temperature refuge and feeding.

We recommend that project impacts to natural habitats and the bird rookery islands be eliminated wherever possible. Existing dike failures on island 3D should be repaired. No loss of existing seagrass beds should be permitted. The small islands and associated shoals adjacent to the channel should also be preserved. Any proposed spoil deposition to island 3D should occur only between the months of September to March, outside the normal shorebird nesting season.

The proposed expansion of the federal maintenance dredging responsibility should be carefully examined, particularly with regard to future environmental impacts incurred when spoil island 3D reaches capacity prior to its design lifetime. A careful examination should also be made of the conflicting goals of deepening and widening channels which impact water quality and habitat resources that the Tampa Bay Surface Water Improvement and Management (SWIM) program is attempting to protect, enhance, and restore.

Sincerely,

  
Bradley J. Hartman, Director  
Office of Environmental Services

BJH/JWB3/rs  
ENV 1-3-2

cc: Mr. Mann G. Davis III  
Planning Division  
USA Corps of Engineers  
P. O. Box 4970  
Jacksonville, FL 32232-0019



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET, N.E.  
ATLANTA, GEORGIA 30365

April 8, 1991

Colonel Bruce A. Malson  
District Engineer, Jacksonville  
P.O. Box 4970  
Jacksonville, FL 32232

ATTN: Mr. A.J. Salem, Planning Division

Subject: Reconnaissance Phase Study on Tampa Harbor-Big  
Bend Channel and Alafia River

Colonel Malson:

Pursuant to Section 309 of the Clean Air Act, EPA, Region IV has reviewed the subject document which examines a number of options related to upgrading the navigation capacities/capabilities at the Big Bend port facility. Certain of the assumptions used to determine the economic basis of a federal interest in this project are perplexing. For example, it was assumed that after the January 1992 maintenance operation no further excavation would be performed. Moreover, it was posited that the work at Big Bend could not be coupled with any other dredging in Tampa Bay. We acknowledge that this is a point of view, but it appears flawed from a common sense perspective. Technical staff have discussed these issues with the study manager and, we feel sure that they will be explained in greater detail in the forthcoming documentation.

We would like to suggest that these studies also examine the possibility of using this project as a means of performing some environmental mitigation for all the previous navigation work in Tampa Bay. There are any number of possibilities to compensate for the significant alterations/adverse environmental consequences attendant to these actions.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-347-3776) will serve as initial point of contact.

Sincerely,

A handwritten signature in cursive script that reads "Heinz J. Mueller".

Heinz J. Mueller, Chief  
Environmental Policy Section  
Federal Activities Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IV

345 COURTLAND STREET, N.E.  
ATLANTA, GEORGIA 30365

March 9, 1991

Colonel Bruce A. Malson  
District Engineer, Jacksonville  
P.O. Box 4970  
Jacksonville, FL 32232

ATTN: Mr. A.J. Salem, Planning Division

Subject: Reconnaissance Phase Study on Tampa Harbor-Big  
Bend Channel and Alafia River

Colonel Malson:

Pursuant to Section 309 of the Clean Air Act, EPA, Region IV has reviewed the subject document which examines a number of options related to upgrading the navigation capacities/capabilities at the Big Bend port facility. In general, the proposed structural measures and the environmental consequences thereof are relatively straight forward. However, certain of the assumptions used to determine the economic basis of a federal interest in this project are perplexing. For example, it was assumed that after the January 1992 maintenance operation no further excavation would be performed. Moreover, it was posited that the work at Big Bend could not be coupled with any other dredging in Tampa Bay. We acknowledge that this is a point of view, but it appears flawed from a common sense perspective. Technical staff have discussed these issues with the study manager and, we feel sure that they will be explained in greater detail in the forthcoming documentation.

We would like to suggest that these studies also examine the possibility of using this project as a means of performing some environmental mitigation for all the previous navigation work in Tampa Bay. There are any number of possibilities to compensate for the significant alterations/adverse environmental consequences attendant to these actions. We believe that these measures could be structured into the engineering plans such that both the environment and the net economic costs of the project would benefit.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-347-3776) will serve as initial point of contact.

Sincerely,

*Heinz J. Mueller*  
Heinz J. Mueller, Chief  
Environmental Policy Section



DEPARTMENT OF THE ARMY  
JACKSONVILLE DISTRICT CORPS OF ENGINEERS  
P. O. BOX 4970  
JACKSONVILLE, FLORIDA 32232-0019



REPLY TO  
ATTENTION OF

Planning Division  
Environmental Branch

29 JUN 1996

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers is completing a study on the feasibility of providing a navigation improvement for the Tampa Harbor - Big Bend Navigation Channel as a Federal project. Enclosed are the draft Finding of No Significant Impact, the Draft Feasibility Report, Draft Environmental Assessment, and preliminary evaluation pursuant to Section 404(b)(1) of the Clean Water Act for the proposed action.

In compliance with requirements of the National Environmental Policy Act, Section 404 of the Clean Water Act, and U.S. Army Corps of Engineers regulations (ER 1105-2-100 and ER 200-2-2); we are asking for your comments concerning the proposed action. In addition, any person who has an interest may request a public hearing. The request must be submitted in writing within 30 days of the date of this notice and must clearly set forth the interest which may be affected and the manner in which the interest may be affected by this activity. A public meeting is planned concerning this action. The time and location of the public meeting will be announced.

The final decision on the proposed action will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against it reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

Provide your response to me at the letterhead address within 30 days of the date of this letter. If you have any questions concerning this public notice or the public meeting, contact Mr. Bill Fonferek at 904-232-2803 or fax to 904-232-3442.

Sincerely,

A handwritten signature in cursive script that reads "A. J. Salem".

A. J. Salem  
Chief, Planning Division

Enclosure

HONORABLE JOHN A GRANT  
SENATE DISTRICT 13  
610 W WATERS AVE STE A  
TAMPA FL 33604

HONORABLE RICK DANTZLER  
SENATE DISTRICT 17  
P O BOX 9225  
WINTER HAVEN FL 33883

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JUL 10 1996

Planning Division  
Plan Formulation Branch  
Navigation Section

TO ADDRESSEES ON ENCLOSED LIST

The notice with a Draft Feasibility Report and Environmental Assessment (EA) on the U.S. Army Corps of Engineers' navigation study for the Tampa Harbor - Big Bend Channel indicated a planned public meeting without a time and date. Arrangements are now in place for an informal meeting to take place on July 29, 1996, at 7:00 p.m. The meeting will be in the Board Room of the Tampa Port Authority, located at 811 Wynkoop Road in Building Number 24 on the 2nd floor.

As stated in the previous notice, the draft report and EA findings are for your review and comment before preparation of a final report. If you wish to make your comments known at the meeting, an opportunity will be provided for you to speak. Anyone desiring to provide written comments at that time may also do so.

Sincerely

A. J. Salem  
Chief, Planning Division

U.S. Army Corps of Engineers - Jacksonville  
 Draft Feasibility Report and Environmental Assessment  
 Tampa Harbor - Big Bend Channel  
 July 29, 1996 7:00 PM  
 Tampa Port Authority Board Room  
 811 Wynkoop Road Tampa, Florida 33605

Meeting Attendance Roster:

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Pick Eckwood	Tampa Bay NEP, 111 7th Ave. S., St. Pete 813-893-2763 33701
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Rick Paul	National Audubon 410 Ware Blvd, Tampa 33619 813-623-6360
STU MARVIN	THE PLANNING COMMISSION, 601 E. KENNEDY BLVD, FLA P.O. Box 941-428-205
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Rod Burkhardt	TECO P.O. Box 111 Tampa 33601 228-1615
Zail	TPA
JAN VOORHEES	Consultant 4856 P. SHOOKHOUSE ST. PETE 33705 (813) 827-1971
Lee Fox	840 5th Ave S Penellas Seabird Behav FU: 33713 813 867036



FLORIDA DEPARTMENT OF STATE

Sandra B. Mortham

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

500 South Bronough Street

Tallahassee, Florida 32399-0250

Director's Office  
(904) 488-1480

Telecopier Number (FAX)  
(904) 488-3353

August 7, 1996

Mr. A. J. Salem, Chief  
Planning Division, Environmental Resources Brance  
Jacksonville District Corps of Engineers  
P.O. Box 4970  
Jacksonville, Florida 32232-0019

In Reply Refer To:  
Frank J. Keel  
Historic Preservation Planner  
(904) 487-2333  
Project File No. 962728

RE: Draft Feasibility Report and Environmental Assessment  
Navigation Study for Tampa Harbor - Big Bend Channel - 10128  
Hillsborough County, Florida

Dear Mr. Salem:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project(s) for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the *National Register of Historic Places*.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

*for* *Lana A. Kemmerer*  
George W. Percy, Director  
Division of Historical Resources

and

State Historic Preservation Officer

GWP/Kfk



August 1, 1996

9455 Koger Boulevard  
St. Petersburg, FL 33702-2491  
(813) 577-5151/Tampa 224-9380  
Suncorn 586-3217

A.J. Salem, Chief  
Planning Division  
U.S. Army Corps of Engineers  
P.O. Box 4970  
Jacksonville, FL 32232-0019

**Officers**

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Commissioner  
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Councilman  
Armand "Sandy" Burke

**Secretary/Treasurer**  
Commissioner  
Steven M. Seibert

**Executive Director**  
Julia E. Greene

Dear Mr. Salem:

Re: Draft Feasibility Report and Environmental Assessment on the  
Navigation Study for the Tampa Harbor-Big Bend Channel

The above-referenced document has been received by the staff of the Tampa Bay Regional Planning Council and its Agency on Bay Management. Please be advised that the Council will submit its comments and recommendations following the receipt of additional information which is currently scheduled to occur on September 12, 1996. Mr Tim Murphy of the Jacksonville District staff is scheduled to make a presentation to the Council's Agency on Bay Management on that date.

Draft comments from TBRPC staff will be sent as soon as possible after that informational meeting.

Thank you for inviting the Tampa Bay Regional Planning Council to review the draft document. The maintenance of our shipping facilities is vital to the economy of the Tampa Bay region, just as protection of our estuarine resources is crucial to the environmental health of Tampa Bay.

Please call Ms. Sheila Benz, or Mr. John Meyer, TBRPC staff, if you have any questions or need further assistance.

Sincerely,

Julia E. Greene  
Executive Director

cc: Commissioner Steve Seibert



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office  
9721 Executive Center Drive North  
St. Petersburg, Florida 33702

July 23, 1996

Colonel Terry Rice  
District Engineer, Jacksonville District  
Department of the Army, Corps of Engineers  
P.O. Box 4970  
Jacksonville, Florida 32232-0019

Dear Colonel Rice:

The National Marine Fisheries Service (NMFS) has reviewed the Draft Feasibility Report and Environmental Assessment (EA), dated June 28, 1996, for the proposed widening and deepening of the Tampa Harbor Big Bend Channel in Hillsborough County, Florida. The selected plan calls for widening the channel from 200 to 250 feet and deepening the channel from 34 to 41 feet. The dredged material would initially be placed into disposal island 3D then, after fine sediments have been separated, the material will be removed from island 3D and placed in deep borrow holes off Whiskey Stump Key. The restoration of bottom elevations surrounding Whiskey Stump Key is anticipated to increase habitat value and improve water quality of the area that currently exhibits low dissolved oxygen levels.

Potential effects, of the selected plan, on living marine resources are adequately addressed in the EA and the Fish and Wildlife Coordination Act Report (FWCAR). Additionally, the selected plan is consistent with comments and recommendations made by the NMFS during our review of the FWCAR. Therefore, we have no other comments to offer at this time.

Please direct related comments or questions to Mr. David N. Dale of our St. Petersburg Area Office. He may be contacted at 813/570-5317.

Sincerely,

*A* Andreas Mager, Jr.  
Assistant Regional Director  
Habitat Conservation Division

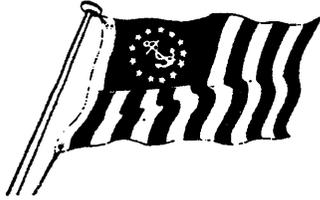


cc:

Mr. A. J. Salem  
Chief, Planning Division  
Department of the Army, Corps of Engineers  
Planing Division, Environmental Branch  
P.O. Box 4970  
Jacksonville, Florida 32232-0019

F/SEO2

F/SEO23-St Pete



## *Clearwater Power Squadron, Inc.*

A UNIT OF UNITED STATES POWER SQUADRONS

SAIL AND POWER BOATING

1000 Cleveland St. • Clearwater, FL 34615 - 4514

(813) 441 - 8775

15 July 1996

Department of the Army  
Jacksonville District Corps of Engineers  
P. O. Box 4970  
Jacksonville, FL 32232-0019

Attn: A. J. Salem, Chief  
Planning Division  
Environmental Branch

Dear Sir,

We are in receipt of your proposal for the improvement of Big Bend Navigation Channel. We are unable to note any serious environmental problems resulting from this small amount of dredging in Tampa Bay.

The Clearwater Power Squadron is very active in the Co-operative Charting program of the N.O.A., and can be much more of a help to you in the waterways of the West Coast from Ancelote Kay to Egemont Key.

Sincerely,

William H. Ryan, AP  
Past Commander



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
SOUTHEAST/CARIBBEAN  
Richard B. Russell Federal Building  
75 Spring Street, S.W.  
Atlanta, Georgia 30303-3388

July 10, 1996

Mr. A. J. Salem, Chief, Planning Division  
US Army Corps of Engineers  
P.O. Box 4970  
Jacksonville, Fl 32232-0019

Dear Mr. Salem:

This refers to your memorandum dated June 28, 1996, transmitting the Draft Feasibility Report and Draft Environmental Impact Statement [DEIS] for the Tampa Harbor Navigation Study - Big Bend Channel - 10128 in Florida.

Our review indicates there will be no significant adverse impact on any HUD programs as a result of this project.

Thank you for the opportunity to review and comment on your proposed project.

Sincerely,

Thomas A. Ficht  
Supervisory Environmental Officer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

345 COURTLAND STREET, N.E.  
ATLANTA, GEORGIA 30365

AUG 12 1996

Colonel Terry B. Rice  
District Engineer, Jacksonville  
P.O. Box 4970  
Jacksonville, FL 32232

ATTN: Mr. A.J. Salem, Planning Division

Subject: Environmental Assessment (EA) on the Tampa Harbor-Big  
Bend Channel Navigation Study, Hillsborough County, FL

Colonel Rice:

Pursuant to Section 309 of the Clean Air Act, EPA, Region 4 has reviewed the subject document which examines the consequences of upgrading the navigation capacities/capabilities at the Big Bend Port facility, viz., deepening the access channel/turning basin to 41 feet plus 2 feet of advance maintenance. The proposed measures would generate 2.7 million cubic yards of new work material which will be placed at the existing disposal area (CMDA-3D) and/or to expand Sunken Island or fill some dredged areas near Whiskey Stump Key.

The proposal's environmental ramifications appear relatively straight forward and the mitigation should compensate, at least in part, for the significant alterations/adverse environmental consequences attendant to historic actions associated with overall port development. Further, we believe that the noted best management measures which will be implemented during construction and any necessary changes directed by subsequent monitoring should lessen short-term adverse effects to acceptable levels. The environmental features of this proposal appear excellent and should establish a precedent for any future development actions in Tampa Bay.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-347-3555 VM 6853) will serve as initial point of contact.

Sincerely,

A handwritten signature in cursive script that reads "Heinz Mueller".

Heinz J. Mueller, Chief  
Environmental Policy Section



# United States Department of the Interior

## OFFICE OF THE SECRETARY OFFICE OF ENVIRONMENTAL POLICY AND COMPLIANCE

Richard B. Russell Federal Building  
75 Spring Street, S.W.  
Atlanta, Georgia 30303

August 22, 1996

ER-96/448

District Engineer  
Jacksonville District  
US Army Corps of Engineers  
P.O. Box 4970  
Jacksonville, FL 32232-0019

Dear Sir:

The Department of the Interior has reviewed the draft Feasibility Report, FONSI, and Environmental Assessment for the Tampa Harbor-Big Bend Channel expansion project Hillsborough County, Florida. It was prepared to describe a proposed dredge expansion of the shipping and berthing areas of the Big Bend area, and accompanying dredge disposal areas.

The Fish and Wildlife Service (Service) submitted a Coordination Act Report for this project in February 1994, addressing the environmental conditions of the work area and proposed disposal sites. The report made recommendations regarding each spoil site, as well as construction time frames to avoid impact to nesting shorebirds and manatees.

The Corps determined this project would have "no effect" on the West Indian manatee (*Trichechus manatus*). The Service disagreed, and determined the project would "adversely affect" the manatee. A biological opinion was prepared. Conservation recommendations were provided to reduce the potential impact to manatees. Those recommendations consisted of implementation of the standard manatee construction conditions, and a request that no dredging occur during the winter period (November 15 through March 31).

In the Draft Feasibility Report and Environmental Assessment, an analysis and description of dredge alternatives and accompanying disposal sites were included for review.

The Corps stated in the FONSI that the standard manatee construction precautions will be followed, but it will not be possible to restrict dredging during the winter months for the following reasons:

1. No manatee mortality has ever been recorded for dredging (Manatee Recovery Plan).

2. The standard manatee protection conditions will be implemented during construction.

3. There is no food source or warm water outfall to attract manatees to the construction areas.

4. A bulkhead separates Big Bend Port from the power plant (TECO) where manatees congregate.

The Service is concerned the project, even with the manatee safeguards, may have an adverse affect on the manatee. While no manatee mortality has occurred as a direct result from a dredge, it has been documented that associated crew boat traffic has caused injury or death.

Regarding the lack of "attractants" to the immediate area, the Service has recent information which indicates sea grass beds exist in the immediate vicinity of the proposed dredge site. The "Kitchen" area, which lies to the immediate north of the inner channel, Adamsville peninsula, Fishhook Island, and the spoil island across from the Big Bend power plant all have documented sea grass beds. Manatees have been observed in the turning basin, and three percent of all winter sightings in the area document manatee travel northward to the Alafia River, Port Sutton, and the Hillsborough River. The latter three locations are directly in the project work area. We believe these areas serve as attractants to manatees, and the animals travel either north towards the Kitchen, or southward into the inner channel.

The bulkhead discussed in the FONSI forms the western boundary of the individual berthing area and is known as the inner channel. A Service biologist visited the site, and agrees this should prevent manatees from gaining entrance from outside areas during construction. Congregating manatees at the TECO outfall should not be affected. However, the possibility remains that manatees may venture inside the entrance to the berthing channels on the north side. There have been documented sightings at the mouth of the northern most channel, and northwest of the TECO channel, meandering 200 yards from an operational dredge.

Other areas proposed for dredging include the entrance channel and the main shipping channel. Manatee safety concerns are also important in these areas due to a lack of confinement structures, and a documented history of use as a travel corridor. Florida Marine Research Institute has provided aerial survey information which indicates that manatees frequent both the TECO outfall area as well as the Bartow Power Plant located on the north side of Weedon Island in St. Petersburg. Data suggests the animals travel from the TECO outfall, west along the spoil islands (adjacent to the proposed dredge site), along Gadsden Point, and across Old Tampa Bay to Weedon Island. Apparently, this is a frequent

occurrence. The project, as proposed, requires dredging in this area.

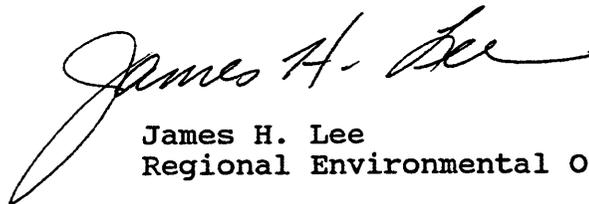
The Service believes the manatee may be adversely affected, and we request that the Corps reconsider their decision to dredge in the winter months (November 15-March 31). The project site is adjacent to a state-designated winter manatee sanctuary, and serves as a travel corridor to one hundred plus manatees at any one time during cold weather.

An alternative is to time the project so that the inner channel is dredged outside of the manatee season, and then move into the open water areas at the beginning of the winter period. This would reduce the potential impact to manatees. If this is not possible, we request a trained biologist, to be approved by the Service, be available to observe for manatees during the winter months. The Service also requests that all service boats used in the work area be fitted with propeller guards.

The Service agrees with the use of Disposal Island 3-D, Alternative Plan C-4 (Sunken Island Disposal) or Plan C-3 (Whiskey Stump Key) for disposal of dredge materials. We suggest that the dikes at 3-D be rebuilt, and that any remaining spoil be put to beneficial uses, such as those at C-3 and C-4. We recommend that disposal occur outside of the shorebird nesting season (April 1 - September 1), and that the management plan as described in the CAR be followed. We also recommend that any nourishment done at sites C-3 or C-4 avoid impacting sea grass beds. If impacts are unavoidable, the Corps should develop a mitigation plan. The standard manatee construction precautions also apply for the disposal sites.

The Department appreciates this opportunity to provide comments on these documents and hopes these comments are useful in your deliberations.

Sincerely yours,



James H. Lee  
Regional Environmental Officer

SEP 3 1996

Planning Division  
Environmental Branch

Mr. James Lee  
Regional Environmental Officer  
U.S. Department of Interior  
75 Spring Street, SW.  
Atlanta, Georgia 30303

Dear Mr. Lee:

We have reviewed your comments on the Feasibility Report for the Tampa Harbor - Big Bend Navigation Channel dated August 22, 1996.

Regarding the U.S. Army Corps of Engineers' (Corps) determination that there would be "no effects" on manatees, there has been an informal agreement with the U.S. Fish and Wildlife Service (FWS) offices in Florida that if we incorporate standard conditions adopted by the State of Florida and the FWS, then the FWS would concur with the "no effects" determination. This was done so the FWS would not have to prepare a Biological Opinion on all the maintenance dredging actions that occur in this District which would essentially have the same Terms and Conditions as the adopted standard conditions. If this approach is no longer appropriate, please let us know.

The Big Bend project is located adjacent to a migratory bird rookery managed by the National Audubon Society. The dredged material management area CMDA-3D which will also be used for the project is also used by migratory birds for nesting. The District has developed and implemented a Migratory Bird Protection Policy in conjunction with the FWS and the Florida Game and Freshwater Fish Commission. The potential impacts on migratory birds from the dredging and placement are almost certain. Therefore, we plan to avoid construction during this valuable nesting period (1 April - 31 August).

Since the inception of this project, the FWS has been involved in the identification and development of alternatives. During the preparation of the Coordination Act Report, the FWS also included the Biological Opinion in response to our "no effects" determination. Included in that were the Conservation Recommendations, listed by your office. No special conditions were included in the Terms and Conditions of the Incidental Take statement.

We have considered the two recommendations presented in your letter of August 22, 1996, and have adopted the standard Manatee protection conditions. However, we disagree with the second recommendation for a construction window for Manatees for the following reasons:

a. No mortalities have ever been recorded from maintenance dredging in general (Manatee Recovery Plan). According to Corps' records, we have never taken, injured, or harmed a manatee either by the dredging equipment or by auxiliary vessels. This is due to the Corps totally embracing the standard manatee conditions which includes making the contractors aware of the legal and contractual requirements. We have inspectors at each of our sites to insure compliance with these conditions. We do not see how mortalities could occur from the dredging operation if the equipment is shut down in the presence of manatees. The auxiliary vessels operate less frequently than recreational vessels in the area and under more constraints, therefore, even if the dredging is occurring in a populated area we believe that based on our proven record and current operating conditions that mortalities would not occur.

b. The project area is segregated from the TECO power plant's warm water outfall. During our most recent visit to the project area on August 9, 1996, with FWS Biologist Ms. Debra Manz, Florida Department of Environmental Protection Biologist, Mr. Allen Burdett, and Tampa Bay Audubon Society Area Manager, Mr. Rich Paul, we examined the TECO outfall and project turning basin. We observed a pile bulkhead segregating the warm water outfall area from the turning basin. This bulkhead is connected to an island that lies adjacent to the project navigation channel.

c. We also entered the turning basin area and looked for seagrass beds. None were found. No seagrass beds are located within the project area. We do agree that other seagrass beds are located north of the project area but during the winter months, manatees would likely stay congregated at the outfall. If they do wander, the incident of contact is minimized by the island and bulkhead barrier. The alternative you present us appears to increase impacts to manatees based on the information rather than reduce them. If we dredge the inner channel (that area which is most segregated from the manatees during the winter months), then, when we would be conducting dredging in the outer channel during the warmer times of the year, manatees would be more likely to be wondering into our area.

d. The manatee window would significantly limit our ability to construct the project. If we tried to implement both dredging windows, there would not be enough construction time. We have weighed the impacts to migratory

bird nesting versus impacts to manatees. We believe that impacts of working during the migratory bird nesting season (April 1 through August 31) are almost certain and are of more concern than the undocumented and unlikely impacts on Manatees even during the "winter period" (November 15 through March 31).

Your comments stated that if these recommendations were not possible, that additional conditions be implemented during construction to protect manatees which included a FWS-approved observer be onboard during the November-March 31 timeframe and that all service boats be fitted with propeller guards. We have agreed to implement these conditions.

Thank you for your comments and assisting the Corps in the evaluation of this project. If you have any questions, Mr. Bill Fonferek is the technical manager for this action. His telephone number is 904 232-2803.

Sincerely,

George M. Strain  
Acting Chief, Planning Division

Copy furnished:

David Hankla, Field Supervisor, U.S. Fish and Wildlife Service, 6620 Southpoint Boulevard, Jacksonville Florida 32216

Ms. Debra Manz, US Fish and Wildlife Service, McDill AFB, PO Box 19247, Tampa, Florida 33686-9247

*J* Fonferek/CESAJ-PD-ER/2803/ljd *Pod*

*D* Dugger/CESAJ-PD-E

*S* Smith/CESAJ-PD E

*B* Bailey/CESAJ-PF-PN

*M* Murphy/CESAJ-DP-I

*B* BiChiara/CESAJ-CO

*G* Strain/CESAJ-PD

word:group/pde/usfws.ltr



STATE OF FLORIDA  
DEPARTMENT OF COMMUNITY AFFAIRS  
EMERGENCY MANAGEMENT • HOUSING AND COMMUNITY DEVELOPMENT • RESOURCE PLANNING AND MANAGEMENT

LAWTON CHILES  
Governor

August 29, 1996

JAMES F. MURLEY  
Secretary

Mr. Bill Fonferek  
Department of the Army  
Jacksonville District Corps of Engineers  
Post Office Box 4970  
Jacksonville, Florida 32232-0019

RE: U.S. Department of Defense - Navigation Projects - Draft  
Navigation Study for Tampa Harbor - Big Bend Channel -  
Feasibility Report and Environmental Assessment  
SAI: FL9607180575C

Dear Mr. Fonferek:

The Florida State Clearinghouse has received your notification of the above-described project, and has forwarded it to the appropriate state agencies for review. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the review. Therefore, the clearance letter due date for this project will be extended from September 2, 1996, to September 17, 1996. If all comments are received prior to the extended date, every effort will be made to forward the clearance letter to you at an earlier date.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Keri Akers, Clearinghouse Coordinator, at (904) 922-5438.

Sincerely,

*for* Ralph Cantral, Executive Director  
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

FLORIDA KEYS AREA OF CRITICAL STATE CONCERN  
FIELD OFFICE  
2796 Overseas Highway, Suite 212  
Marathon, Florida 33050-2227

SOUTH FLORIDA RECOVERY OFFICE  
P.O. Box 4022  
8600 N.W. 36th Street  
Miami, Florida 33159-4022

GREEN SWAMP AREA OF CRITICAL STATE CONCERN  
FIELD OFFICE  
155 East Summerlin  
Bartow, Florida 33830-4641

1 AUG 26 1996



# CITY OF TAMPA

Department of Sanitary Sewers

Howard F. Curren  
Advanced Wastewater Treatment Plant

August 21, 1996

Department of the Army  
Jacksonville District Corps of Engineers  
Planning Division  
Environmental Branch  
Attention: A.J. Salem, Chief, Planning Division

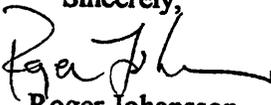
Dear A.J. Salem:

After reviewing *Navigation Study For Tampa Harbor- Big Bend Channel-10128 Feasibility Report and Environmental Assessment* draft, several issues in the draft which are of concern are presented.

1. Please note that Whiskey Stump Key is between the existing barrow pits (dredged holes) and not to the east as indicated in Figure 10 (p. 53).
2. Regarding Beneficial Use Plans of dredge material disposal in the barrow pits around Whiskey Stump Key (p.54, paragraph 2), the possible supplementation of fines for suitable material and then capping with a minimum of one foot (or up to 3 to 6 feet) of suitable material is of concern. It should be demonstrated the suitable material would not displace the already accumulated or supplemented fines over the short and/or long term period.
3. Section 3.3.2, paragraph b on page EA-10 of the Environmental Assessment draft states that no seagrasses are located near the Big Bend Channel. In 1995, the City of Tampa, Bay Study Group documented *Halodule wrightii* (shoalgrass) on the northern and western shore of Adamsville peninsula (the peninsula north of East Channel and east of the turning basin). In addition, the eastern emergent spoil island now contains shoalgrass on the northern and eastern flats as well as the coverage described on page 4 (Open Water Spoil Sites) of the Fish and Wildlife Coordination Act Report. Also, sparse shoalgrass is present in a narrow channel between the shoal area just west of the Inner Channel and the spoil island located on the north side of the discharge channel for Tampa Electric's Big Bend power generating station.
4. Section 4.3.2, paragraph b on page EA-14. Refer to item 3 of this correspondence.
5. Section 4.4.2, paragraph b on page EA-15. Refer to item 3 of this correspondence. Also, there are numerous patches of shoalgrass located on the south side of Sunken Island, beginning midway along the island and extending east to near the tip of the island.

6. Section 4.5.2, paragraph b on page EA-17. Refer to item 3 of this correspondence. Also, there is considerable shoalgrass coverage on the east side of Whiskey Stump Key and in the embayment known as The Kitchen. Patchy shoalgrass exists on the northern and western flats of Whiskey Stump Key.
7. Section V. (Fish and Wildlife Observations) on page 3 of the Fish and Wildlife Coordination Act Report (Exhibit II) states that a seagrass study performed by the Southwest Florida Water Management District reported no seagrass in this section of Tampa Bay. Please cite this reference.
8. Page 404-5 of the Section 404(b)(1) Evaluations in Exhibit VI, line (d) states that no vegetated shallows would be affected on Sunken Island. Figure 10 (p.53) indicates that shoalgrass on the southern flats, midway along the island, may be impacted.
9. Page 404-5 of the Section 404(b)(1) Evaluations in Exhibit VI, line (d) states that no vegetated shallows would be affected on Whiskey Stump Key. Please see item 5 of this correspondence.

Enclosed with this letter is a copy of our 1996 annual report to the Florida Department of Environmental Protection. Upon review of this document, you will see that the southeastern portion of Hillsborough Bay is recovering from years of environmental pressure and presently contains nearly two thirds of the 30 hectares of shoalgrass found Hillsborough Bay. If you proceed with your project, please consider the concerns discussed here. If your department requires any additional information or assistance, feel free to call me at (813) 247-3451.

Sincerely,  
  
Roger Johansson  
Chief Biologist  
City of Tampa, Bay Study Group

cc. Rich Paul  
Enclosure

September 10, 1996

Planning Division  
Environmental Branch

Ms. Keri Akers  
Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

Dear Ms. Akers:

This is to confirm our agreement with the Department of Environmental Protection (DEP) regarding the special condition we will implement on the Tampa Harbor - Big Bend project (FL9607180575C) in order to protect manatees.

On September 9, 1996, we had a telephone conversation with representatives of DEP and your office to discuss conditions proposed by DEP (Encl 1). After review of these conditions, we requested a modification to Condition No. 5 (encl 2). On September 10, 1996, we had a second conversation with representatives of both State offices to discuss this modification (encl 3). As a result of this conversation, we have reached a determination that the modification to Condition No. 5 as well as the other conditions will be incorporated into the project.

If you have any questions, please feel free to contact me at the above address. If there is anything we can do to expedite your comments, let us know as completion of our report and submittal to a higher authority is one of the Districts top priorities.

Sincerely,

George M. Strain  
Acting Chief,  
Planning Division

Enclosures

Copy Furnished (w/enclosures):

Ms. Mary Duncan, Office of Protected Species, Department of Environmental Protection, 3900 Commonwealth Boulevard, Mail Station 245, Tallahassee, Florida 32399

bcc:

CESAJ-PD-PN

CESAJ-DP-I

Fonferek/CESAJ-PD-ER/2803/ljd *ljd*

Dugger/CESAJ-PD-ER

Smith/CESAJ-PD-E

Strain/CESAJ-PD

L:\group\pde\bbend\clear.ltr

Post-it* Fax Note	7671	Date	# of pages ▶
To	George Stein/B.H. [unclear]	From	Mary Duncan
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

DATE: September 9, 1996

TO: Lindy Broz  
Office of Intergovernmental Programs

FROM: Mary Duncan Environmental Specialist  
Protected Species Management  
Division of Marine Resources

SUBJECT: Manatee Impact Review; SAI #96-0575C;  
Tampa Harbor-Big Bend Channel deepening and widening project

This correspondence is a revision of my August 28, 1996 comments by electronic mail, and the subsequent response to those comments by the Army Corps of Engineers. As per our conference telephone call today, there is an outstanding issue with the recommendation to prohibit dredging at night during "manatee season" near the Port. Due to a conflict between bird nesting season and the amount of time needed to perform the activity, the Corps requested that we reevaluate the need for this prohibition. The recommendation of no work during the winter season is unacceptable to the Corps.

It appears that the use of a hydraulic, pipeline dredge with a cutterhead is the method of choice for cost estimating purposes, according to page EA-4 of the submittal. Due to the depth of the dredge (34 - 41 feet), the fact that it does not continually move through the water column, and does not require frequent barge/tugboat trips, it is our opinion that this is the method of choice for offsetting potential impacts to manatees. With this type of dredge, the remaining potential impacts are from ancillary vessels associated with work crews and equipment. There is, however, a requirement for the Corps to bid out the project to all types of equipment, including clamshell dredges. Because this type of dredge moves up and down through the water column to remove material, the potential for encountering a manatee increases. It is probable that manatee observers would be able to offset this potential impact by halting work in the event a manatee travels in the immediate vicinity of a clamshell dredge operation. The limitation with manatee observers, however, is the inability to spot manatees at night. Even under the best circumstances during the daytime it is possible to miss animals that are present since they only surface for a few seconds to breathe.

The potential to adversely impact manatees varies widely depending on the type of equipment used. Accordingly, we would like to revise our comments to request the following recommendations.

Lindy Broz  
September 9, 1996  
Page 2

We do not object to this project if the following conservation measures are incorporated into any authorization:

- 1) The standard manatee protection construction conditions are followed for all in-water construction, including transfer of spoil by barge/tugboat; and
- 2) All vessels associated with the project install and maintain propeller guards;
- 3) All vessels associated with the project travel at idle speed while traversing to, in and from the project site;
- 4) If clamshell-type dredges are used for the project between November 15 and March 31, no in-water work shall occur after sunset. Experienced, dedicated manatee observers shall be used during all daytime in-water work. Manatee observers must also be pre-approved by the Bureau of Protected Species Management;
- 5) Work may be halted immediately upon the request of a representative of the Department should, as a result of this project, any person, at any time, by any means or in any manner, intentionally or negligently, annoy, molest, harass, or disturb any manatee.

The project preference for the hydraulic dredge is a result of the project location's proximity to an important warm water aggregation area. The additional measures for a clamshell-type dredge for this project should not be misconstrued as requirements for potential dredging activities in other locations of Tampa Bay.

These measures are considered necessary in order for this project to not significantly affect the conservation of wildlife. The conclusion of this opinion is based on information available during review. If new information reveals impacts to protected species and/or their habitat that is not considered in this opinion, this biological opinion may be revised. Please do not hesitate to call me at (904) 922-4330 if you have any questions.

Lindy Broz  
September 9, 1996  
Page 3

Lindy and Mary,

Letter looks great. Reviewed by Bill Fonferek, Ken Dugger, Bo Smith, and George Strain. Request one modification.

Please change the language in measure number 5 to read "Work shall be halted and reconsultation with the U.S. Fish and Wildlife Service will be initiated should, as a result of this project, any person, at any time, by any means or in any manner, intentionally or negligently, annoy, molest, harass, or disturb any manatee."

No incidental take is allowed for the manatee so the Biological Opinion from the F&WS states that we will stop work and reconsult if we "take" a manatee. Standard manatee protection criteria will be followed and include contacting the Florida Marine Patrol "Manatee Hotline" and the U.S. Fish and Wildlife Service. We will add the contact of your choice to our standard criteria for this project. Just let me know who to add and the phone number.

My phone number is 904-232-3847. Do not hesitate to call with any questions concerning this or any other matter. Thanks for the timely response.

Thanks again,  
Tim





STATE OF FLORIDA  
DEPARTMENT OF COMMUNITY AFFAIRS

EMERGENCY MANAGEMENT • HOUSING AND COMMUNITY DEVELOPMENT • RESOURCE PLANNING AND MANAGEMENT

LAWTON CHILES  
Governor

JAMES F. MURLEY  
Secretary

September 13, 1996

Mr. A. J. Salem  
Jacksonville District  
Army Corps of Engineers  
Post Office Box 4970  
Jacksonville, Florida 32232-0019

RE: Navigation Study for Tampa Harbor - Big Bend Channel - Draft  
Feasibility Report and Environmental Assessment -  
Hillsborough County, Florida  
SAI: FL9607180575C

Dear Mr. Salem:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) indicates large numbers of endangered manatees are present in the project area. The DEP notes that the project, as initially proposed in the above-referenced document, is unacceptable because of the likelihood of adverse impacts to manatees. However, the Corps of Engineers (Corps) has agreed to modify the proposed project to incorporate the measures recommended by the DEP, as outlined in the enclosed comments. In addition, the use of a hydraulic dredge instead of a clamshell type dredge is recommended in order to minimize the risk of injury to protected wildlife. All precautions should be taken to avoid impacts to shallow bottoms and areas with submerged aquatic vegetation and to minimize turbidity levels around the dredge site.

The project will require an Environmental Resource Permit prior to the start of construction. Because the proposed widening of the channel may result in impacts to water quality within waters of the state, a variance to the permit may be required. In addition, details

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

FLORIDA KEYS AREA OF CRITICAL STATE CONCERN  
FIELD OFFICE  
2796 Overseas Highway, Suite 212  
Marathon, Florida 33050-2227

SOUTH FLORIDA RECOVERY OFFICE  
P.O. Box 4022  
8600 N.W. 36th Street

GREEN SWAMP AREA OF CRITICAL STATE CONCERN  
FIELD OFFICE  
155 East Summerlin

Mr. A. J. Salem  
September 13, 1996  
Page Two

of the dredging methodology, disposal operations, sediment analysis and assessment of potential beneficial uses of the dredged material should be provided to the DEP. Early coordination with the DEP may help to eliminate problems in the permitting process.

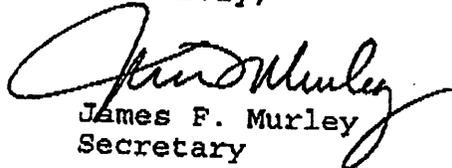
The DEP indicates that the project, as modified by the conditions stated in the Corps' enclosed letter of September 10, 1996, is consistent with its Florida Coastal Management Program (FCMP) authorities. All future changes to the proposed project will be reviewed by the DEP for potential impacts to protected species and their habitat. Please refer to the enclosed DEP comments.

The Southwest Florida Water Management District (SWFWMD) recommends additional analysis of the filling of holes and restoration proposed for the Whiskey Stump Key area. The Corps is advised to contact the City of Tampa regarding the most current seagrass information. Please refer to the enclosed SWFWMD comments.

The Game and Fresh Water Fish Commission (GFWFC) indicates that several listed species occur in the project area. Therefore, measures are recommended for protection of shorebirds, colonial nesting birds, seagrass beds and other significant resources. Please refer to the enclosed GFWFC comments for the specific recommendations.

Based on the information contained in the Draft Feasibility Report and Environmental Assessment and the Corps' satisfactory compliance with all conditions included in the Corps' September 10, 1996 letter, the state has determined that, at this stage, the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews.

Sincerely,

  
James F. Murley  
Secretary

JFM/rk  
Enclosures

cc: Lynn Griffin, Department of Environmental Protection  
Trisha Neasman, Southwest Florida Water Management District  
Bradley Hartman, Game and Fresh Water Fish Commission

Mr. Keri Akers  
August 1, 1996  
Page 3

Mr. Jeremy Craft, Director  
Division of Environmental Permitting  
Department of Environmental Protection  
Twin Towers Office Building  
2600 Blair Stone Road  
Tallahassee, Florida 32399-2400

Tampa Port Authority  
P.O. Box 2192  
811 Wyncoop Road  
Tampa, Florida 33601



## FLORIDA GAME AND FRESH WATER FISH COMMISSION



JULIE K. MORRIS  
Sarasota

QUINTON L. HEDGEPEETH, DDS  
Miami

MRS. GILBERT W. HUMPHREY  
Miccosukee

THOMAS B. KIBLER  
Lakeland

JOE BRUNER  
Destin

ALLAN L. EGBERT, Ph.D., Executive Director  
VICTOR J. HELLER, Assistant Executive Director

OFFICE OF ENVIRONMENTAL SERVICES  
BRADLEY J. HARTMAN, Director  
FARRIS BRYANT BUILDING  
620 South Meridian Street  
Tallahassee, FL 32399-1600  
(904) 488-6661  
SUNCOM 278-6661  
FAX (904) 922-5679  
TDD (904) 488-9542

August 1, 1996

**RECEIVED**  
AUG 12 1996

Ms. Keri Akers, Coordinator  
Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

State of Florida Clearinghouse

RE: SAI# FL9607180575C, Hillsborough  
County, Tampa Harbor-Big Bend  
Channel Feasibility Report and  
Environmental Assessment

Dear Ms. Akers:

The Office of Environmental Services of the Florida Game and Fresh Water Fish Commission has reviewed the referenced document, and offers the following comments and recommendations.

The Tampa Harbor-Big Bend Channel Feasibility Report and Environmental Assessment is a feasibility study of proposals to widen the existing entrance to the Big Bend Channel from 200 to 250 feet, widen the channel bottom to 200 feet, and increase channel depth to 41 feet. Economic analyses of project benefits and costs, including potential beneficial uses of dredged materials, were performed in the evaluation.

Based on our review of projects within the proposed study area and surveys associated with our regional wildlife habitat planning, the following state-listed species are documented in the study area: West Indian manatee (endangered), least tern (threatened-T), snowy plover (T), loggerhead sea turtle (T), reddish egret (species of special concern-SSC), little blue heron (SSC), tricolored heron (SSC), snowy egret (SSC), white ibis (SSC), black skimmer (SSC), American oystercatcher (SSC), and brown pelican (SSC). The threatened piping plover may overwinter in the project area.

Mr. Keri Akers  
August 1, 1996  
Page 2

In order to protect regionally significant wildlife resources, our December 20, 1990, recommendations (attached), concerning protection of shorebird and colonial bird nesting areas, protection of shoals utilized by listed bird species as resting areas, and protection of seagrass bed resources, should be addressed.

If you have any questions concerning our comments or recommendations, please contact me or Mr. Jim Beaver at (941) 639-3515.

Sincerely,

  
Bradley J. Hartman, Director  
Office of Environmental Services

BJH/JWB  
ENV 1-3-2  
Enclosure  
bigbend2.sai

cc: Colonel Terry L. Rice  
District Engineer  
U.S. Army Corps of Engineers  
P.O. Box 4970  
Jacksonville, Florida 32232-0012

Ms. Debra Manz, U.S. Fish and Wildlife Service  
c/o U.S. Army Corps of Engineers  
P.O. Box 19247  
Tampa, Florida 33686-9247

Mr. Joe Bacheler  
Chief, Tampa Regulatory Field Office  
U.S. Army Corps of Engineers  
P.O. Box 19247  
Tampa, Florida 33686-9247



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## Southwest Florida Water Management District

2379 Broad Street • Brooksville, Florida 34609-6899 • 1-800-423-1476 (Florida Only) or  
(352) 796-7211 • SUNCOM 628-4150 • T.D.D. Number Only (Florida Only): 1-800-231-6103

7601 Highway 301 North  
Tampa, Florida 33637-6759  
1-800-836-0797 or (813) 985-7481  
SUNCOM 578-2070

170 Century Boulevard  
Bartow, Florida 33830-7700  
1-800-492-7862 or (941) 534-1448  
SUNCOM 572-6200

115 Corporation Way  
Venice, Florida 34292-3524  
1-800-320-3503 or (941) 486-1212  
SUNCOM 526-6900

2303 Highway 44 West  
Inverness, Florida 34453-3809  
(352) 637-1360

August 23, 1996

Ms. Keri Akers  
Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

RECEIVED  
AUG 29 1996

State of Florida Clearinghouse

Subject: Department of the Army-Draft Navigation Study for Tampa  
Harbor-Big Bend Channel-10128 Feasibility Report and  
Environmental Assessment

SAI#: FL9607180575C

Dear Ms. Akers:

The Southwest Florida Water Management District has conducted a consistency evaluation for the referenced project and determined that it is generally consistent with our authorities in the Florida Coastal Management Program. However, the following comments and recommendations are offered.

- 1) The use of dredged material to fill-in holes in the Whiskey Stump Key area is mentioned throughout the report. Our position on this matter is that consideration should be given to filling the holes to various depths to promote the formation of diverse and complex habitats. Opportunities for variety in marine species are greatly increased with diversified habitats.
- 2) Page 57. Regarding the cost (i.e., \$5.2 million) of the restoration in the Whiskey Key area, we are uncertain whether the environmental benefits of the proposed initiative are worth the "price tag." We believe that costs/benefits analyses should be carefully examined for the restoration project to determine whether it is worthy of such a cost. We also encourage the applicant to include an examination of the cost/benefit of filling the holes at various depths (see comment #1) as one of the alternatives in the decision-making for the project.
- 3) The report mentions in page EA-10 and several other pages in the document that there are no seagrasses near the Big Bend Channel. Additionally, there is the statement "We were aware from a published seagrass study performed by the Southwest Florida Water Management District that no seagrass was found in this section of Tampa Bay" in the portion of the report prepared by the U.S. Fish and Wildlife Service (see page 3). Apparently, the District study relied on is not the latest

Roy G. Harrell, Jr.  
Chairman, St. Petersburg  
Joe L. Davis, Jr.  
Vice Chairman, Wauchula  
Curtis L. Law  
Secretary, Land O' Lakes  
Sally Thompson  
Treasurer, Tampa  
James L. Allen  
Bushnell  
Ramon F. Campo  
Brandon  
James L. Cox  
Lakeland  
Rebecca M. Eger  
Sarasota  
John P. Harlee, IV  
Bradenton  
James E. Martin  
St. Petersburg  
Virginia S. Roo  
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Peter G. Hubbell  
Executive Director  
Mark D. Farrell  
Assistant Executive Director  
Edward B. Helvenston  
General Counsel

Excellence  
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Ms. Keri Akers  
August 23, 1996  
Page Two

Information on this issue because our sources indicate that there are seagrasses near the Big Bend Channel. We recommend that the applicant contact City of Tampa's Roger Johansson (813-247-3451) for the most current information on Big Bend Channel's seagrass situation.

The District appreciates the opportunity to participate in the review of this project. If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,



Trisha Neasman, AICP  
Government Planning Coordinator

TN

cc: Rand Baldwin, SWFWMD  
Brandt Henningsen, SWFWMD-SWIM



DEPARTMENT OF THE ARMY  
JACKSONVILLE DISTRICT CORPS OF ENGINEERS  
P. O. BOX 4878  
JACKSONVILLE, FLORIDA 32233-0078

September 10, 1996



REPLY TO  
ATTENTION OF  
Planning Division  
Environmental Branch

Ms. Kari Akers  
Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

OPTIONAL FORM 99 (7-95)

FAX TRANSMITTAL

of pages 5

To <i>Dindy Brox</i>	From <i>Bull Jorjuck</i>
Basic Agency	Phone #
Fax # <i>904-922-5380</i>	Fax #

NSN 7540-01-311-7000 GPO-107 GENERAL SERVICES ADMINISTRATION

Dear Ms. Akers:

This is to confirm our agreement with the Department of Environmental Protection (DEP) regarding the special condition we will implement on the Tampa Harbor - Big Bend project (FLD607180575C) in order to protect manatees.

On September 9, 1996, we had a telephone conversation with representatives of DEP and your office to discuss conditions proposed by DEP (Encl 1). After review of these conditions, we requested a modification to Condition No. 5 (encl 2). On September 10, 1996, we had a second conversation with representatives of both state offices to discuss this modification (encl 3). As a result of this conversation, we have reached a determination that the modification to Condition No. 5 as well as the other conditions will be incorporated into the project.

If you have any questions, please feel free to contact me at the above address. If there is anything we can do to expedite your comments, let us know as completion of our report and submittal to a higher authority is one of the Districts top priorities.

Sincerely,

*George N. Strain*  
George N. Strain  
Acting Chief  
Planning Division

Enclosures

Copy furnished (w/enclosures):

Ms. Mary Duncan, Office of Protected Species, Department of Environmental Protection, 3900 Commonwealth Boulevard, Mail Station 245, Tallahassee, Florida 32399

Sep-09-96 03:53P

P. 01

Post-It® Fax Note	7671	Date	
From	George S. [unclear]	To	Mary Duncan
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

**DATE:** September 9, 1996

**TO:** Lindy Broz  
 Office of Intergovernmental Programs

**FROM:** Mary Duncan Environmental Specialist  
 Protected Species Management  
 Division of Marine Resources

**SUBJECT:** Manatee Impact Review, SAI #96-0576C;  
 Tampa Harbor-Big Bend Channel deepening and widening project

This correspondence is a revision of my August 28, 1996 comments by electronic mail, and the subsequent response to those comments by the Army Corps of Engineers. As per our conference telephone call today, there is an outstanding issue with the recommendation to prohibit dredging at night during "manatee season" near the Port. Due to a conflict between bird nesting season and the amount of time needed to perform the activity, the Corps requested that we reevaluate the need for this prohibition. The recommendation of no work during the winter season is unacceptable to the Corps.

It appears that the use of a hydraulic, pipeline dredge with a cutterhead is the method of choice for cost estimating purposes, according to page EA-4 of the submittal. Due to the depth of the dredge (34 - 41 feet), the fact that it does not continually move through the water column, and does not require frequent barge/tugboat trips, it is our opinion that this is the method of choice for offsetting potential impacts to manatees. With this type of dredge, the remaining potential impacts are from ancillary vessels associated with work crews and equipment. There is, however, a requirement for the Corps to bid out the project to all types of equipment, including clamshell dredges. Because this type of dredge moves up and down through the water column to remove material, the potential for encountering a manatee increases. It is probable that manatee observers would be able to offset this potential impact by halting work in the event a manatee travels in the immediate vicinity of a clamshell dredge operation. The limitation with manatee observers, however, is the inability to spot manatees at night. Even under the best circumstances during the daytime it is possible to miss animals that are present since they only surface for a few seconds to breathe.

The potential to adversely impact manatees varies widely depending on the type of equipment used. Accordingly, we would like to revise our comments to request the following recommendations.

Sep-09-96 03:55P

P.01

Lindy Broz  
September 9, 1996  
Page 2

We do not object to this project if the following conservation measures are incorporated into any authorization:

- 1) The standard manatee protection construction conditions are followed for all in-water construction, including transfer of spoil by barge/tugboat; and
- 2) All vessels associated with the project install and maintain propeller guards;
- 3) All vessels associated with the project travel at idle speed while traversing to, in and from the project site;
- 4) If clamshell-type dredges are used for the project between November 15 and March 31, no in-water work shall occur after sunset. Experienced, dedicated manatee observers shall be used during all daytime in-water work. Manatee observers must also be pre-approved by the Bureau of Protected Species Management;
- 5) Work may be halted immediately upon the request of a representative of the Department should, as a result of this project, any person, at any time, by any means or in any manner, intentionally or negligently, annoy, molest, harass, or disturb any manatee.

The project preference for the hydraulic dredge is a result of the project location's proximity to an important warm water aggregation area. The additional measures for a clamshell-type dredge for this project should not be misconstrued as requirements for potential dredging activities in other locations of Tampa Bay.

These measures are considered necessary in order for this project to not significantly affect the conservation of wildlife. The conclusion of this opinion is based on information available during review. If new information reveals impacts to protected species and/or their habitat that is not considered in this opinion, this biological opinion may be revised. Please do not hesitate to call me at (904) 922-4330 if you have any questions.

Lindy Broz  
September 9, 1996  
Page 3

**Lindy and Mary,**

**Letter looks great. Reviewed by Bill Fonterek, Ken Dugger, Bo Smith, and George Strain. Request one modification.**

**Please change the language in measure number 5 to read "Work shall be halted and reconsultation with the U.S. Fish and Wildlife Service will be initiated should, as a result of this project, any person, at any time, by any means or in any manner, intentionally or negligently, annoy, molest, harass, or disturb any manatee."**

**No incidental take is allowed for the manatee so the Biological Opinion from the F&WS states that we will stop work and reconsult if we "take" a manatee. Standard manatee protection criteria will be followed and include contacting the Florida Marine Patrol "Manatee Hotline" and the U.S. Fish and Wildlife Service. We will add the contact of your choice to our standard criteria for this project. Just let me know who to add and the phone number.**

**My phone number is 904-222-3847. Do not hesitate to call with any questions concerning this or any other matter. Thanks for the timely response.**

**Thanks again,  
Tim**





## Department of Environmental Protection

Lawton Chiles  
Governor

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000  
September 11, 1996

Virginia B. Wetherell  
Secretary

Ms. Keri Akers  
State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Blvd.  
Tallahassee, Florida 32399-2100

RE: COE/Navigation Study, Tampa Harbor-Big Bend Channel/Feasibility Report and  
Environmental Assessment, Hillsborough County  
SAI: FL9607180575C

Dear Ms. Akers:

The Department has reviewed the Draft Feasibility Report and Environmental Assessment (EA) on the U.S. Army Corps of Engineers' navigation study for the Tampa Harbor-Big Bend Channel. The project involves deepening and widening the existing Big Bend Channel, including the entrance channel, turning basin, inner channel and berthing areas. Section 2.3.2 of the Draft Environmental Assessment and Finding Of No Significant Impact (FONSI), outlines the Dredging Plan and the Alternative Disposal Plan C1/C2 (CMDA-3D). It states that Disposal Island 3D will be the primary disposal area for all excavated material and work would be scheduled to avoid the migratory bird nesting season, 1 April to 31 August.

The Department determined that dredging in the vicinity of this warm water refuge during the proposed dredging time window of 1 September to 31 March is unacceptable due to the following reasons:

1. There have been at least three known manatee deaths associated with dredging activities, and at least one other death suspected;
2. The standard manatee construction conditions alone are not sufficient to adequately protect large numbers of manatees in a specific area (see Attachments);
3. While the construction site is not located directly in seagrass beds and near a warm water outfall site, it is located immediately adjacent to areas where large numbers of manatees will be traversing. Manatees, while aggregating in warm water during colder weather, frequently disperse into surrounding areas including the construction area and the barge/tugboat travel corridor;
4. The existence of the bulkhead at the power plant may assist in concentrating the manatees while they are in the canal, but it does not prohibit them from dispersing out during the warmer portions of the day;
5. The presence of large numbers of manatees in the immediate vicinity of the project site (i.e., 120 animals on January 24, 1994) increases the probability that work will constantly need to cease according to the standard protection conditions. Creating a situation in which work will be constantly interrupted increases the potential for noncompliance with permit conditions; and,

Navigation Study/Tampa Harbor  
FL9807180575C  
Page Two

6. The barge/tugboat and/or crew boat traffic, as well as some of the types of dredges that may be used, create disturbances in the immediate vicinity of a warm water refuge location for large numbers of manatees. The effects of these disturbances can be difficult to measure and are, therefore, hard to mitigate and/or offset. It is important that manatees not be scared away or harassed into leaving warm water for quieter, colder waters.

It appears that the use of a hydraulic, pipeline dredge with a cutterhead is the method of choice for cost estimating purposes, according to page EA-4 of the proposal. Due to the depth of the cut (34-41 feet), the fact that the dredge does not continually move through the water column, and because frequent barge/tugboat trips are not required, it is our opinion that this is the preferred dredging method for offsetting potential impacts to manatees. With this type of dredge, the remaining potential impacts would be from ancillary vessels associated with work crews and equipment. There is, however, a requirement for the Corps to consider all types of equipment in the bidding process, including clamshell dredges. Because a clamshell dredge moves up and down throughout the water column as it removes material, the potential for encountering a manatee increases. It is probable that manatee observers would be able to offset this potential impact by halting work in the event a manatee travels in the immediate vicinity of a clamshell dredge operation. Manatee observers, however, are unable to spot manatees at night. Even under the best circumstances during the daytime, it is possible to miss animals that are present since they only surface for a few seconds to breathe.

The potential for adverse impacts to manatees varies widely depending on the type of equipment used, as well as the time of year that dredging activities occur. Based on these concerns, this project was determined to be potentially inconsistent with the Department's authorities in the Florida Coastal Management Program, specifically Chapter 370.12(2), F.S., the "Florida Manatee Sanctuary Act." However, following a meeting with state agencies on these issues, the Corps agreed to modify its Draft Environmental Assessment to include the following manatee protection measures:

1. The standard manatee protection construction conditions are to be followed for all in-water construction, including transfer of spoil by barge/tugboat;
2. All vessels associated with the project will install and maintain propeller guards;
3. All vessels associated with the project will travel at idle speed while traversing to, in, and from the project site;
4. If clamshell-type dredges are used for the project between 15 November and 31 March, no in-water work shall occur after sunset. Experienced, dedicated manatee observers shall be used during all daytime, in-water work. Manatee observers must also be preapproved by the Bureau of Protected Species Management; and
5. Work shall be halted and reconsultation with the U.S. Fish and Wildlife Service and the Department of Environmental Protection will be initiated should, as a result of this project, any person, at any time, by any means or in any manner, intentionally or negligently, annoy, molest, or disturb any manatee.

Use of a hydraulic dredge is preferred because of the project's proximity to an important warm water manatee aggregation area. The additional measures for a clamshell-type dredge for this project should not be misconstrued as a requirement which may be applied to all dredging activities in Tampa Bay. These measures are considered necessary in order to ensure that this project does not significantly affect the conservation of wildlife. Incorporating these measures as

Navigation Study/Tampa Harbor  
FL9607180576C  
Page Three

special conditions to the permit or other authorization is required to make the project consistent with the department's authorities in the Florida Coastal Management Program. This conclusion is based on information available during the review. If new information reveals impacts to protected species and/or their habitat that was not considered in this review, this biological opinion may be revised.

#### Other Environmental Resource Concerns

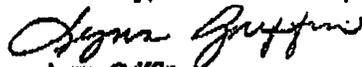
The proposed Big Bend Channel improvements will require an Environmental Resource Permit, pursuant to Ch. 373, F.S. The model simulation studies in the Big Bend Channel Study indicate that widening the existing entrance channel from 200 to 250 feet is necessary; however, the Feasibility Study recommends that the channel be widened from 200' to 300'. The applicant must demonstrate that proposed impacts have been minimized. The project would result in the creation of additional waters of the state which may not be expected to meet state water quality standards (i.e. dissolved oxygen). In this case, a variance to the permit may be required.

In addition, the report indicates that the dredged material will contain a high percentage of fines (40%-50%). Boring logs indicated that fines (exceeding the #200 sieve) ranged from approximately 5% to over 80%. The applicant must provide the Department with details relating to dredging methodology and disposal to address water quality concerns. The Department may require information relating to the potential release of contaminants such as metals and nutrients into the water column during dredging or disposal operations. This may be in the form of bulk sediment analysis and elutriate tests of the material to be dredged. Also, the resulting dredged material should be analyzed for potential beneficial uses. Questions concerning the permitting process should be directed to Ms. Lauren Milligan at (904) 488-0130. Currently, the DEP Southwest District staff are working with the Tampa Port Authority on specifics for modifications to Permit #291284589/Tampa Port Authority, Phase II 25-Year Permit. Applicable conditions in the permit for the Big Bend Channel improvements should conform with methodologies and monitoring requirements specified in the 25-year permit.

Lastly, the Department has concerns regarding the dredging of any productive shallow bottoms or areas with submerged aquatic vegetation due to the cumulative loss of these habitats in the past. Also, precautions should be taken to minimize turbidity levels in waters in and around the dredge site.

We appreciate the opportunity to review the Tampa Harbor-Big Bend Channel Feasibility Report and draft EA, and, based on the modifications to the project, find it consistent with our authorities in the Florida Coastal Management Program. Questions regarding our response should be directed to Lindy Broz at (904)487-2231.

Cordially,

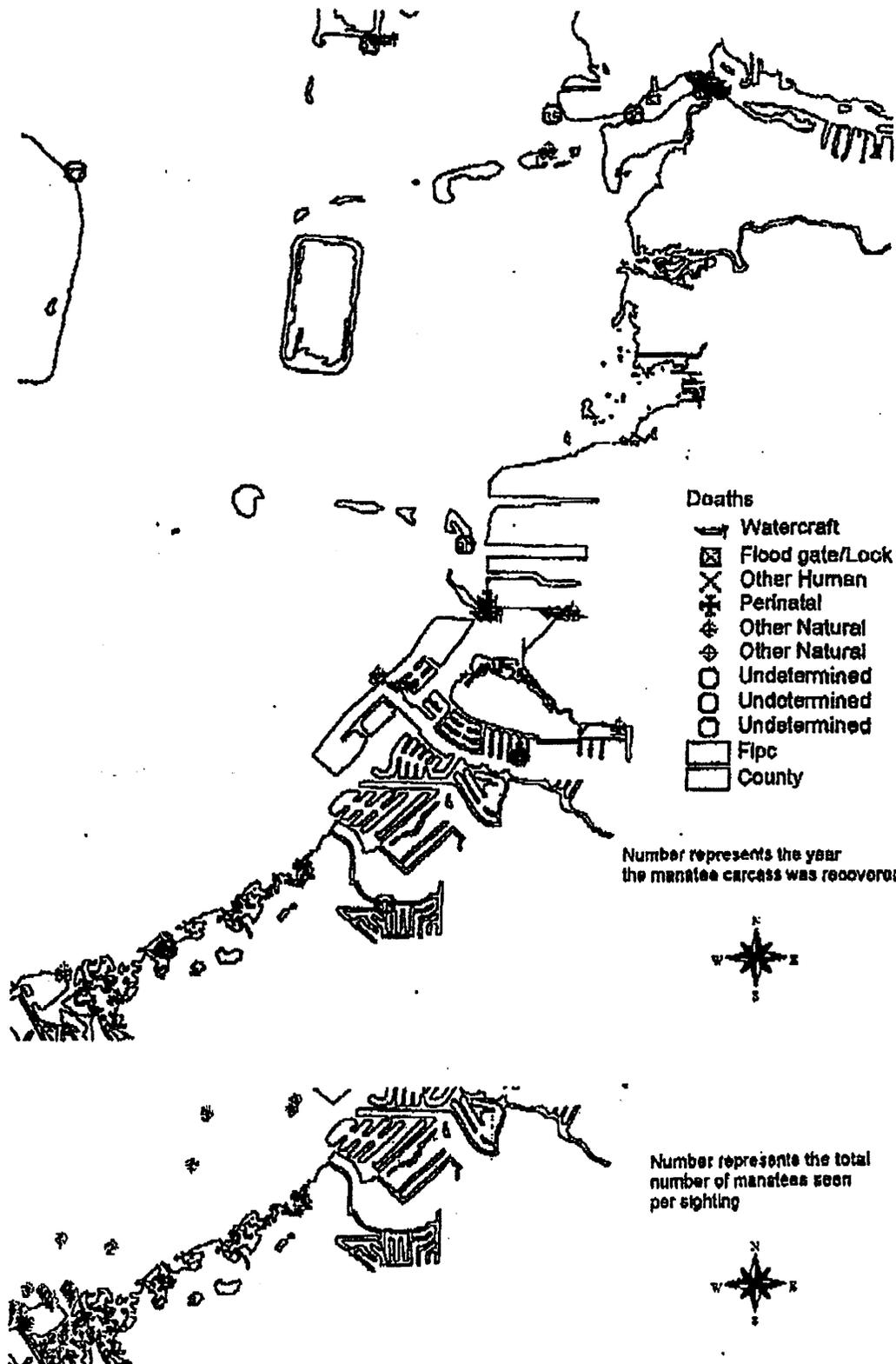


Lynn Griffin  
Environmental Administrator  
Office of Intergovernmental Programs

LG/mb

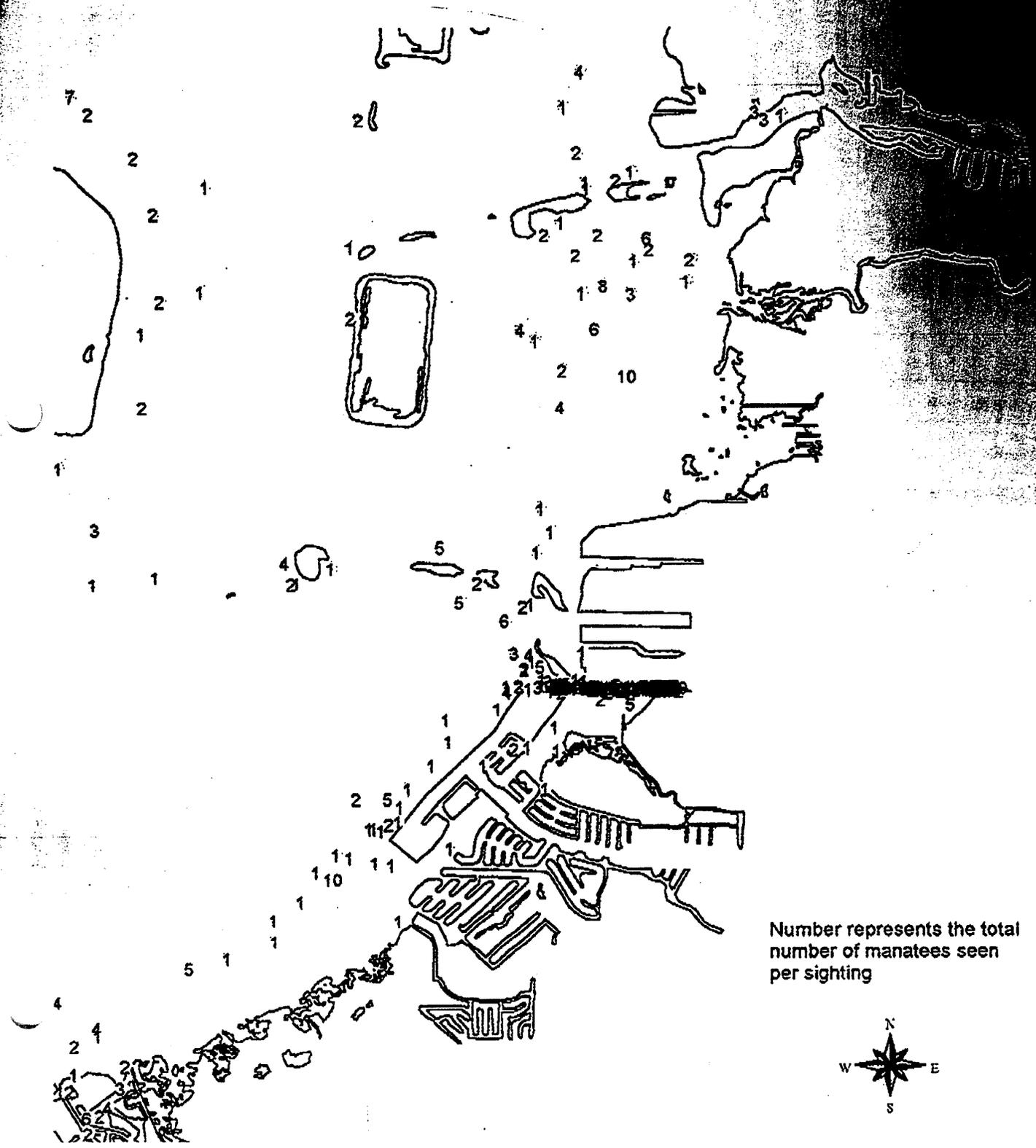
cc: Ed Conklin, Marine Resources  
Deborah Parrish, Office of Intergovernmental Programs  
Lauren Milligan, Environmental Resource Permitting

### Tampa Harbor-Big Bend Channel Project Manatee Mortality January 1974 through January 1996





# Tampa Harbor-Big Bend Channel Project Manatee Aerial Survey Data ASTBFV 11/13/87 - 5/27/94 88 Overflights November through March Months



COMMENTS L...-2 WKS: 07/18/96  
CLEARANCE DUE DATE: 08/01/96  
SAI#: 09/02/96

FL960718057

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
Marine Fisheries Commission  
State  
Transportation

Southwest Florida WMD

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State of Florida Clearinghouse

OFFICE OF PLANNING  
& BUDGETING  
ENVIRONMENTAL POLICY UNIT

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
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- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Draft - Navigation Study for Tampa Harbor - Big Bend Channel - 10128 - Feasibility Report and Environmental Assessment.

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(904) 922-5438 (SC 292-5438)  
(904) 487-2899 (FAX)

EO. 12372/NEPA

Federal Consistency

- No Comment
- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: ORB/ENV  
Reviewer: [Signature]  
Date: 9-9-96

DATE: 07/18/96

COMMENTS DUE-2 WKS: 08/01/96

CLEARANCE DUE DATE: 09/02/96

SAI#: FL9607180575C

Message:

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From: DCA

Division/Bureau: FCT, RAM, CMP

Reviewer:

Date: 9 SEP 96 OS

Message:

COMMENTS: JE-2 WKS:

07/18/96

CLEARANCE DUE DATE:

08/01/96

SAI#:

FL9607180575

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
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COMPLIANCE & REVIEW SECTION

From:

Division/Bureau: Division of Historical Resources

Reviewer: [Signature]

Date: 8/6/96

DATE: 07/18/96  
COMMENTS DUE-2 WKS: 08/01/96  
CLEARANCE DUE DATE: 09/02/96  
SAI#:

FL9607180575C

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

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MARINE FISHERIES  
COMMISSION

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JUL 30 1996

State of Florida Clearinghouse

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Project Description:

Department of the Army - Draft - Navigation Study for Tampa Harbor - Big Bend Channel - 10126 - Feasibility Report and Environmental Assessment.

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(904) 922-5438 (SC 292-5438)  
(904) 487-2899 (FAX)

EO. 12372/NEPA

Federal Consistency

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- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

MARINE FISHERIES COMMISSION  
2540 EXECUTIVE CENTER CIRCLE WEST  
SUITE 106  
TALLAHASSEE, FLORIDA 32301

From:

Division/Bureau:

Reviewer:

Date:

*[Signature]*  
7-26-96

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
Marine Fisheries Commission  
State  
X Transportation

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Environmental Policy/C & ED

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CENTRAL OFFICE FDOT  
ICAR COORDINATOR

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Project Description:

Department of the Army - Draft - Navigation Study for Tampa Harbor - Big Bend Channel - 10128 - Feasibility Report and Environmental Assessment.

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- Not Applicable

From:

Division/Bureau: FDOT RAIL OFFICE  
Reviewer: John D. Holt Administration - Ports/International  
Date: 8/1/96