

Table 1. Tampa Bay Dredged Material Management Plan								
Shoal Estimates-Maintenance Material, Federal Channels								
Major Source	Major Bay Segment	Minor Bay Segment	Jacksonville District dredging history database		DAS shoal estimate (CY)		Tampa Port Authority DMMP	
			Per Year	Up to year end 2025	Per Year	Up to year end 2025	Per Year	Up to year end 2025
Federal Channels	Tampa Harbor Project	Egmont 1	316,000	8,216,000	320,000	8,320,000		
		Egmont 2			500	13,000		
		Mullet Key Channel			2,500	65,000		
		Cut A			15,000	390,000		
		Cut B			11,000	286,000		
		Cut C			100	2,600		
		Cut D			2,000	52,000		
		Cut E			400	10,400		
		Cut F			6,000	156,000		
		Cut G	81,000	2,106,000	65,000	1,690,000	66,000	1,716,000
		Cut J			300	7,800		
		Cut J2			25	650		
		Cut K			1,000	26,000	2,000	52,000
		Gadsen Point Cut	19,000	494,000	20,000	520,000	38,000	988,000
		Cut A (Hillsborough Bay)	90,000	2,340,000	39,000	1,014,000	39,000	1,014,000
		Cut C (Hillsborough Bay)	20,000	520,000	110,000	2,860,000	110,000	2,860,000
		Port Sutton Channel and Turning Basi	57,000	1,482,000	75,000	1,950,000	87,000	2,262,000
		East Bay	20,000	520,000	20,000	520,000	100,000	2,600,000
		Cut D (Hillsborough Bay)	10,000	260,000	35,000	910,000	113,000	2,938,000
		Sparkman Channel	60,000	1,560,000	30,000	780,000	43,000	1,118,000
		Ybor Channel			10,000	260,000	3,000	78,000
		Seddon Channel			0	0		
		Alafia River	155,000	4,030,000	110,000	2,860,000	130,000	3,380,000
	Intracoastal Waterway		6,000	156,000				
	Manatee Harbor		68,000	1,768,000				
	Manatee River							
	St. Petersburg Harbor		20,000	520,000				
	John's Pass		12,000	312,000				
	Pas-A-Grill Pass		4,000	104,000				
		TOTAL	938,000	24,388,000	872,800	22,693,500	731,000	19,006,000

Table 2. Tampa Bay Dredged Material Management Plan				
Shoal Estimates-Maintenance Material, Non-Federal Channels				
			Shoal estimate (CY)	
			Per Year	Up to year end 2025
Major Source	Major Bay Segment	Minor Bay Segment		
Non-Federal Channels				
	Big Bend		74,700	1,942,200
	Port Sutton Terminal Channel		20,000	520,000
	Blind Pass		42,000	1,092,000
Berthing Areas				
	Big Bend		5,300	137,800
	Intracoastal Waterway			
	Manatee Harbor		53,500	1,391,000
	Manatee River			
	Port Sutton Terminal Channel		5,000	130,000
	St. Petersburg Harbor			
	Tampa Harbor		50,000	1,300,000
	John's Pass			
	Pas-A-Grill Pass			
Private Dredging	Hillsborough County	City of Tampa residential canals		
(Marinas, Finger Canals, Other)	Manatee County	Manatee County	8,100	210,600
	Pinellas County	Neptune Lagoon and others	500	13,000
	St. Petersburg County	City of St. Petersburg arterial waterways and channels, Farragut Yacht Ba	24,500	613,000
	Miscellaneous	All counties	200	5,200
		TOTAL	283,800	7,354,800

Table 3. Tampa Bay Dredged Material Management Plan						
New Work Dredging Projection						
Federal Dredging						
Major Source	Major Bay Segment	Minor Bay Segment	Description of Work	Volume of Material To Be Removed	Placement Area(s) and Notes	
Federal Channels	Tampa Harbor Project	Egmont 1				
		Egmont 2				
		Mullet Key Channel				
		Cut A				
		Cut B				
		Cut C				
		Cut D				
		Cut E				
		Cut F				
		Cut G				
		Cut J				
		Cut J2				
		Cut K				
		Gadsen Point Cut				
		Cut A (Hillsborough Bay)				
		Cut C (Hillsborough Bay)				
		Port Sutton Channel and Turning Basin	Deepen channel to 43 feet		245,000	February 1991 report places material in CMDA 2-D
		East Bay				
		Cut D (Hillsborough Bay)				
		Sparkman Channel				
		Ybor Channel	Enlarge Ybor Turning Basin		478,000	Hooker's Point (264,000 CY) and Garrison Channel (215,000 CY)
		Seddon Channel				
		Alafia River	Deepen and widen		3,000,000	Subject to funding, ODMDS and CMDA 2-D under consideration, as well as beneficial uses
Anchorage Area	Construct (Details uncertain at present)					
Intracoastal Waterway						
Manatee Harbor	Deepen to 40 feet, construct wideners, and enlarge turning basin		2,400,000	Authorized but never completed, proposal to place dredged material in Buckeye Pit		
Manatee River						
St. Petersburg Harbor	Current channel 23 feet deep, authorized to 24 feet			No plans to construct deeper channel		
John's Pass						
Pas-A-Grill Pass						
			Total	6,123,000		

Table 4. Tampa Bay Dredged Material Management Plan					
New Work Dredging Projection					
Non-Federal Dredging					
Major Source	Major Bay Segment	Minor Bay Segment	Description of Work	Volume of Material	Placement Area(s) and Notes
Non-Federal Channels	Big Bend		Deepen and widen channels and turning basin, and become part of Federal Tampa Harbor project	3,500,000	September 1997 report places material in CMDA 3-D, construction subject to funding
	Port Sutton Terminal Channel		Deepen channel and become part of Federal Tampa Harbor project	345,000	Upland site near channel (may no longer be practical-from 1985 study)
	Blind Pass				
Berthing Areas	Big Bend		Deepen	195,000	In association with construction of Federal project
	Intracoastal Waterway				
	Manatee Harbor				
	Manatee River				
	Port Sutton Terminal Channel		Deepen	65,000	In association with construction of Federal project
	St. Petersburg Harbor		Deepen if necessary		In association with construction of Federal project
	Tampa Harbor				
Private Dredging (Marinas, Finger Canals, Other)	Hillsborough County				
	Manatee County				
	Pinellas County				
	St. Petersburg County				
				Total	4,105,000
				Grand Total	10,228,000

Table 5 (Page 2 of 4). Tampa Bay Dredged Material Management Plan																	
Years Expected To Be Dredged																	
Major Source	Major Bay Segment	Minor Bay Segment	Average Annual Shoaling Rate	Years Expected To Be Dredged													
				2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
Non-Federal Channels																	
	Big Bend		74,700					373,500						373,500			
	Port Sutton Terminal Channel		20,000					100,000						100,000			
	Blind Pass		42,000	210,000					210,000						210,000		
Berthing Areas																	
	Big Bend	IMC-Agrico	5,300			16,000			16,000				16,000			16,000	
	Intracoastal Waterway																
	Manatee Harbor		53,500			#####				214,000					214,000		
	Manatee River																
	Port Sutton Terminal Channel	IMC-Agrico	5,000				15,000			15,000				15,000		15,000	
	St. Petersburg Harbor																
	Tampa Harbor		50,000		100,000					250,000						#####	
	John's Pass																
	Pas-A-Grill Pass																
Private Dredging																	
	Hillsborough County	Residential canals															
(Marinas, Finger Canals, Other)	Manatee County	Manatee County/Homeowners	8,100		21,000	14,210											
	Pinellas County		500														
	St. Petersburg County	Small boat channels A through C	24,500	105,000	105,000	#####	#####	105,000	105,000								
	Miscellaneous		200	200	200	200	200	200	200	200	200	200	200	200	200	200	
TOTAL			283,800	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	256,200	1,338,700	#####	#####

Table 6. Tampa Bay Dredged Material Management Plan			
Dredging Methods			
Major Source	Major Bay Segment	Minor Bay Segment	Probable Method of Dredging
Federal Channels	Tampa Harbor Project	Egmont 1	Hopper
		Egmont 2	Hopper
		Mullet Key Channel	Hopper
		Cut A	Hopper
		Cut B	
		Cut C	
		Cut D	Closed clamshell
		Cut E	
		Cut F	
		Cut G	Closed clamshell
		Cut J	
		Cut J2	
		Cut K	
		Gadsen Point Cut	Closed clamshell
		Cut A (Hillsborough Bay)	Hydraulic
		Cut C (Hillsborough Bay)	Hydraulic
		Port Sutton Channel and Turning Basin	Hydraulic
		East Bay	Hydraulic
		Cut D (Hillsborough Bay)	Hydraulic
		Sparkman Channel	Hydraulic
		Ybor Channel	Hydraulic
		Seddon Channel	Hydraulic
			Alafia River
	Intracoastal Waterway		
	Manatee Harbor	Hydraulic/cutter suction	
	Manatee River		
	St. Petersburg Harbor		
	John's Pass		
	Pas-A-Grill Pass		
Non-Federal Channels	Big Bend		Hydraulic/Sealed Clamshell
	Port Sutton Terminal Channel		Hydraulic
	Blind Pass		Hydraulic
Berthing Areas	Big Bend		Clamshell
	Intracoastal Waterway		
	Manatee Harbor		Clamshell
	Manatee River		
	Port Sutton Terminal Channel		Clamshell
	St. Petersburg Harbor		
	Tampa Harbor		
Private Dredging (Marinas, Finger Canals, Other)	Hillsboro County	Residential canals	
	Manatee County		Hydraulic
	Pinellas County		
	St. Petersburg County		Hydraulic

Table 7. Tampa Bay Dredged Material Management Plan							
Dredged Material Quality							
Major Source	Major Bay Segment	Minor Bay Segment	Physical Qualities	Chemical Concerns	Reference	Contact Person	
Federal Channels	Tampa Harbor Project	Egmont 1	Silt				
		Egmont 2	Silt				
		Mullet Key Channel	Silt				
		Cut A	Silt				
		Cut B					
		Cut C					
		Cut D	Silt				
		Cut E					
		Cut F					
		Cut G	Silt				
		Cut J					
		Cut J2					
		Cut K					
		Gadsen Point Cut	Silt				
		Cut A (Hillsborough Bay)	Silt				
		Cut C (Hillsborough Bay)	Silt				
		Port Sutton Channel and Turning Basin					
		East Bay					
		Cut D (Hillsborough Bay)	Silt				
		Sparkman Channel					
		Ybor Channel					
		Seddon Channel					
				Alafia River			
	Intracoastal Waterway		Beach quality				
	Manatee Harbor		Beach quality and non-beach quality				
	Manatee River						
	St. Petersburg Harbor		Fine Sand and Silty, Clayey Fine Sand				
	John's Pass		Beach quality				
	Pas-A-Grill Pass		Sand				
Non-Federal Channels	Big Bend		Sand, Silt, Shell				
		Port Sutton Terminal Channel					
	Blind Pass		Sand				
Berthing Areas	Big Bend	IMC-Agrico	Sand, Silt, Shell				
	Intracoastal Waterway						
	Manatee Harbor						
	Manatee River						
	Port Sutton Terminal Channel	IMC-Agrico	Sand and Silt				
	St. Petersburg Harbor						
	Tampa Harbor						
Private Dredging (Marinas, Finger Canals, Other)	Hillsborough County	Residential canals		Metals and petroleum-based compounds	Draft Residential Canal Dredging Manual, March 2000		
	Manatee County	Manatee County/Homeowners	Sand and Silt				
	Pinellas County						
	St. Petersburg County	Small Boat Channels A thru Q	Fine Sand				

Table 8. Tampa Bay Dredged Material Management Plan			
Project Sponsors			
Major Source	Major Bay Segment	Minor Bay Segment	Project Sponsor
Federal Channels	Tampa Harbor Project	Egmont 1	Tampa Port Authority
		Egmont 2	
		Mullet Key Channel	
		Cut A	
		Cut B	
		Cut C	
		Cut D	
		Cut E	
		Cut F	
		Cut G	
		Cut J	
		Cut J2	
		Cut K	
		Gadsen Point Cut	
		Cut A (Hillsborough Bay)	
		Cut C (Hillsborough Bay)	
		Port Sutton Channel and Turning Basin	
		East Bay	
		Cut D (Hillsborough Bay)	
		Sparkman Channel	
Ybor Channel			
Seddon Channel			
Alafia River			
	Intracoastal Waterway		Pinellas County
	Manatee Harbor		Manatee Port Authority
	Manatee River		Board of County Commissioners, Manatee County
	St. Petersburg Harbor		City of St. Petersburg
	John's Pass		Pinellas County
	Pas-A-Grill Pass		Pinellas County
Non-Federal Channels	Big Bend		Tampa Port Authority
	Port Sutton Terminal Channel		Tampa Port Authority
	Blind Pass		Pinellas County
Berthing Areas	Big Bend		
	Intracoastal Waterway		
	Manatee Harbor		
	Manatee River		
	Port Sutton Terminal Channel		
	St. Petersburg Harbor		
Private Dredging (Marinas, Finger Canals, Other)	Tampa Harbor		
	Hillsborough County		
	Manatee County		
	Pinellas County		
	St. Petersburg County		

Table 9. Tampa Bay Dredged Material Management Plan					
Existing, Approved Placement Sites					
Site Name	Facility Operator	Restrictions on Material	Total Storage Capacity	Capacity Remaining	Site Type
Offshore Dredged Material Disposal Site (ODMDS)	EPA/COE		Unlimited		Offshore open water
Confined Dredged Material Disposal Area 2D	TPA		15,700,000	441,000	Nearshore confined
Confined Dredged Material Disposal Area 3D	TPA		13,100,000	3,614,000	Nearshore confined
Cargill/Alafia River Site 'C'	Cargill, Inc.		900,000		Upland confined
Big Bend-IMC/Agrico	TECO/IMC/Agrico	Sand, silt, shell	385,000		Upland
Big Bend-TECO DA-1	TECO	Sand, silt, shell	75,000		Upland
Big Bend-TECO DA-5	TECO	Sand, silt, shell	427,000		Upland
Manatee Harbor	Port Manatee				Upland
Pinellas County Beaches	COE/Pinellas County	Beach quality			Beach
			Sum	4,055,000	
EPA=U.S. Environmental Protection Agency					
COE=U.S. Army Corps of Engineers					
TPA=Tampa Port Authority					

Table 10. Tampa Bay Dredged Material Management Plan					
New Placement Sites and Planned Expansions					
Site Name	Location	Facility Operator	Restrictions on Material	Additional Storage Capacity	New/Planned Expansion
CMDA-2D	Hillsborough Bay	TPA		10,000,000	Planned Expansion
CMDA-3D	Hillsborough Bay	TPA		10,000,000	Planned Expansion
			Sum	20,000,000	

Table 11. Tampa Bay Dredged Material Management Plan						
Potential Fill Sites, Including Habitat Restoration and Other Beneficial Use Sites						
Site Name		Facility Operator	Type	Quantity of Fill Required	Quality of Fill Required	Potential Permitting or Logistical Problems, and Notes
Shell mining pits	Central and Upper Tampa Bay					Locations of pits need to be determined
Seddon Channel	Hillsborough Bay		Deauthorized navigation channel			
Garrison Channel	Hillsborough Bay	Tampa Port Authority (leased to Audubon Society)	Deauthorized navigation channel			Raising bottom surface elevation to -12 feet MLLW planned as part of Ybor Turning Basin expansion
Ben T. Davis Beach	Hillsborough County					
Bay Point Dredge Hole	Hillsborough County		Subtidal borrow area			
Rocky Point East Dredge Hole	Hillsborough County		Subtidal borrow area			
Cypress Point Dredge Hole	Hillsborough County		Subtidal borrow area			
Culbreath Bayou North Channel	Hillsborough County		Subtidal borrow area			
Georgetown Dredge Hole	Hillsborough County		Subtidal borrow area			
Westinghouse Turning Basin	Hillsborough County		Subtidal borrow area			
MacDill AFB Runway Extension Dredge Hole	Hillsborough County		Subtidal borrow area			
MacDill AFB Beach Dredge Hole	Hillsborough County		Subtidal borrow area			
MacDill AFB Docks Dredge Hole	Hillsborough County		Subtidal borrow area			
McKay Bay Dredge Cuts	Hillsborough County		Subtidal borrow area			
Whiskey Stump Key Holes	Hillsborough County		Subtidal borrow area	950,000	Fine and coarse-grained	
TECO Rock Ponds	Hillsborough County		Subtidal borrow area			
Wolf Branch Creek	Hillsborough County	Hillsborough County				
Palm River	Hillsborough County	Southwest Florida Water Management District	Flood control channel			Federal feasibility study underway
Cockroach Bay	Hillsborough County	Southwest Florida Water Management District	Inland mines (shell pits)	5,000,000		5 pits total, a Federal feasibility study is underway for two of the pits (600,000 cy)
Sunken Island	Hillsborough County	Tampa Port Authority (leased to Audubon Society)		545,000		Migratory bird rookery, suggested for expansion
Highland Shores	Manatee County	Ellenton	Construction fill	9,600		One time fill only
Skyway Causeway South Hole	Manatee County		Subtidal borrow area			
Maximo Pit	Manatee County		Subtidal borrow area			
Booth Point Pits	Manatee County		Subtidal borrow area			
Port Manatee Upland Pits	Manatee County		Subtidal borrow area			
Terra Ceia Bay Upland Borrow Pit	Manatee County		Subtidal borrow area			
Manatee River Dolomite Pit	Manatee County		Subtidal borrow area			
Lena Road Landfill	Manatee County	Manatee County	Landfill	10,585,000	Class III landfill material	Landfill cover (1,000 cy daily until 2029)
Buckeye Pit	Manatee County					
Bay Colony Phase 1 and 2 Project	Manatee County	Palmetto	Construction fill	25,000		One time fill only
Northeast St. Pete Pits 1,2,3	Pinellas County		Subtidal borrow area	3,000,000		
Mangrove Bay Golf Course	Pinellas County	City of St. Petersburg	Borrow pit	87,800	Natural bay bottom sands	87,800 is remaining capacity
Harbor Isles Lake	Pinellas County	City of St. Petersburg		400,000	Natural bay bottom sands	
Clam Bayou	Pinellas County			1,000,000		
St. Petersburg Airport East 1 and 2	Pinellas County		Subtidal borrow area			
Ft. DeSoto Dredge Cuts	Pinellas County		Subtidal borrow area			
Shore Acres dredge hole	Pinellas County		Subtidal borrow area			
Venetian Islands South	Pinellas County		Subtidal borrow area			
Snug Harbor West Dredge Cut	Pinellas County		Subtidal borrow area			
Gandy Channel North	Pinellas County		Subtidal borrow area			
Howard Frankland Causeway Cuts South	Pinellas County		Subtidal borrow area			
Big Island Cut and Dredge Hole	Pinellas County		Subtidal borrow area			
Albert Whitted Municipal Airport	Pinellas County		Construction fill			
Water site adjacent to Municipal Airport	Pinellas County					
Howard Frankland West	Pinellas County	Pinellas Co./Private				
Deep water disposal near St. Petersburg Harbor entrance channel	Tampa Bay					
Egmont Key	Western shoreline	FDEP/USFWS		3,000,000	Sand (some beach quality)	
Chateau Tower Lagoon Restoration Project						
Inland Sun City Shell Pit		SE corner of Cockroach Bay		1,000,000		
Sun City Shell Mine						
Kaul Fill Site at Old Tampa Bay						
Bullfrog Creek Marsh						Salt content of dredged material a possible constraint
			SUM	25,602,400		

Table 12 (Page 1 of 2). Tampa Bay Dredged Material Management Plan			
Capacity Shortfall			
Major Source	Major Bay Segment	Minor Bay Segment	Placement Options
MAINTENANCE			
Federal Channels			
	Tampa Harbor Project	Egmont 1	ODMDS
		Egmont 2	ODMDS
		Mullet Key Channel	ODMDS
		Cut A	ODMDS
		Cut B	ODMDS
		Cut C	ODMDS
		Cut D	ODMDS
		Cut E	ODMDS
		Cut F	ODMDS
		Cut G	3-D
		Cut J	
		Cut J2	
		Cut K	
		Gadsen Point Cut	3-D
		Cut A (Hillsborough Bay)	3-D
		Cut C (Hillsborough Bay)	3-D/2-D
		Port Sutton Channel and Turning Basin	2-D
		East Bay	2-D
		Cut D (Hillsborough Bay)	2-D
		Sparkman Channel	2-D
		Ybor Channel	2-D
		Seddon Channel	2-D
		Alafia River	C/3-D
	Gulf Intracoastal Waterway		Beach
	Manatee Harbor		Port Authority-Owned DA
	Manatee River		
	St. Petersburg Harbor		ODMDS, airport upland, nearshore adjacent to airport, deep water disposal in Tampa Bay (St. Petersburg entrance channel mile 2.25 to 4.5)
	John's Pass		Beach
	Pas-A-Grill Pass		Beach
Non-Federal Channels			
	Big Bend		Big Bend/IMC-Agrico site, TECO DA-1, TECO DA-5
	Port Sutton Terminal Channel		2-D
	Blind Pass		Beach
Berthing Areas			
	Big Bend		Big Bend/IMC-Agrico site, TECO DA-1, TECO DA-5
	Gulf Intracoastal Waterway		Beach
	Manatee Harbor		Port Authority-Owned DA
	Manatee River		
	Port Sutton Terminal Channel		2-D
	St. Petersburg Harbor		ODMDS, airport upland, nearshore adjacent to airport, deep water disposal in Tampa Bay (St. Petersburg entrance channel mile 2.25 to 4.5)
	Tampa Harbor		2-D, 3-D
	John's Pass		Beach
	Pas-A-Grill Pass		Beach
Private Dredging			
(Marinas, Finger Canals, Other)	Hillsborough County		
	Manatee County	Manatee County	Highland Shores, Bay Colony, Lena Road Landfill, various upland sites
	Pinellas County	Neptune Lagoon	Various upland sites
	St. Petersburg County	City of St. Petersburg arterial waterways and channels, Farragut Yacht Basin	Various upland sites, borrow pit, Harbor Isle Lake
	Miscellaneous	All counties	Various upland sites
			Sum

Develop a Long-Term Dredging and Dredged Material Management Plan for Tampa Bay

DR-1

ACTION:

Develop a long-term management plan that coordinates the individual dredging and dredged material management plans of the bay's three major seaports, as well as utilities and industries and other users that rely on the bay's navigational channels.

BACKGROUND:

Tampa Bay serves three major seaports managed by independent port authorities. Various utilities and industries also share the bay's 40-mile-long deep-water transportation highway. This action calls for the development of a long-range plan to coordinate dredging and dredged material management for Tampa Bay to maximize shared disposal and beneficial use opportunities while minimizing the environmental impacts and costs associated with these activities in the future. The U.S. Army Corps of Engineers (USACOE), as the major coordinator and sponsor of dredging projects in the bay, has tentatively agreed to direct this comprehensive planning effort with funding assistance from the NEP.

With an average depth of only 12 feet, regular dredging of ship channels and berths is needed to serve area ports and industries. Ship channels, which are dredged to depths of up to 43 feet, must be cleared periodically to remove silty sediments.

Coordinated planning among ports and area industries will help ensure that the most environmentally sensitive and cost-effective strategies are pursued, especially in regard to long-range dredge material disposal, which has only been partially addressed. It also allows bay managers to explore options for beneficial uses of spoil material, minimize impacts to nesting birds on spoil islands, and promote best available technologies to reduce sediment resuspension during dredging.

In fact, local port authorities already have begun working together to examine mutual concerns and foster cooperation. A study conducted for Tampa Bay's port authorities and the Florida Department of Transportation (FDOT) in 1995 cited the establishment and maintenance of shared dredged material disposal sites as one of 13 recommendations adopted by the participants.

The Tampa Port Authority (TPA) estimates that about 840,000 cubic yards of material will be generated annually to maintain the upper part of the main ship channel, which extends south to the Gadsen Point widener. Long-term disposal needs will exceed the remaining capacity of the Port Authority's two spoil islands in Hillsborough Bay (estimated to be about 6 million cubic yards) in about seven years.

TPA has proposed to meet the shortfall by raising the islands' perimeter dikes from 20-30 feet, a strategy being reviewed by TPA's engineering department, as well as the Florida Department of Environmental Protection (FDEP) and the USACOE, which issues and periodically reassesses the port's maintenance dredging permit.

Maintenance dredging of the main ship channel between Gadsen Point and the mouth of Tampa Bay is expected to generate about another 200,000 cubic yards of material a year. Dredged material from the lower segment of that channel (below Cut B) will be placed at a recently approved ocean disposal site 18 miles from the bay's entrance. There are no long-term plans for disposal of the remainder of the material.

Port Manatee's development blueprint includes plans to enlarge its turning basin and widener, and dredge its harbor channel to maintain a 40-foot mean low water depth. A total of about 1.3 million cubic yards of material will be removed for these projects in order to keep pace with the anticipated shoaling of some 220,000 cubic yards of material each year. The Port Authority will contain all construction and maintenance dredging material at several upland sites on its property. These sites can accommodate material for at least another 25 years.

The Port of St. Petersburg, the smallest of the bay's three major seaports, will rely on the ocean disposal site for its sporadic dredging needs, unless cost-effective beneficial uses are identified for the material.

An unknown factor is how private facilities throughout the bay plan to dispose of their dredged material, an issue which should be addressed in long-term planning scenarios.

A strong emphasis on coordinated planning is reflected in 1996 guidance from the National Dredging Team, a consortium of federal agencies led by the EPA, Corps of Engineers and Department of Transportation. The draft guidance calls for the creation of regional planning committees to aid in the development of dredged material management plans.

STRATEGY:

This strategy calls for the development and implementation of a long-range plan to coordinate dredging and dredged material management for Tampa Bay, and highlights additional planning needs that must be addressed to complete this coordinated strategy.

STEP 1 Establish a Tampa Bay Dredging and Dredged Material Management Committee, directed by the Corps of Engineers and co-chaired by the FDEP, to develop and implement a long-term management plan. The Committee should include the bay's three major seaports, port-related industries and utilities, major commercial/private ports, government agencies, local governments, recreational and environmental interests and a representative of Egmont Key State Park. The Tampa Port Authority's existing Dredge Advisory and Migratory Bird committees, which include many of these same parties, may provide an initial membership base.

The Dredging and Dredged Material Management Plan for Tampa Bay should:

- coordinate existing port and industry plans for dredging and dredged material management; identify capacity short-falls; and develop a long-range strategy that integrates these plans to minimize costs and environmental impacts

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ACTION PLAN

- explore long-term options for the disposal of spoil material, including beneficial uses such as habitat restoration
- promote best available technologies to reduce sediment resuspension and nutrient releases during dredging, spoil disposal and containment

Responsible parties: USACOE and FDEP, in cooperation with local port authorities and the Committee

STEP 2 Develop a 25-year plan for the management of maintenance material removed from the southern segment of the main ship channel from the Gadsen Point widener to the point where the main shipping channel enters the bay. The Corps should develop the plan in consultation with the Committee established in step 1. The Plan should be consistent with 1996 draft guidance from the National Dredging Team.

As part of the overall plan:

- Determine status of long-term spoil disposal plans for privately maintained shipping channels in the Bay, particularly channels serving Big Bend and other utilities.

Responsible parties: USACOE, in cooperation with local ports and the Committee

SCHEDULE:

With funding assistance from NEP, the project is expected to get underway in Spring 1997.

COST:

The Tampa Bay NEP has set aside \$40,000 to assist the Corps in developing a long-term management plan. The Corps is contributing a minimum of \$5,000 in-kind services. In-kind support also is anticipated from the area's three port authorities, the FDOT and other entities serving on the Committee.

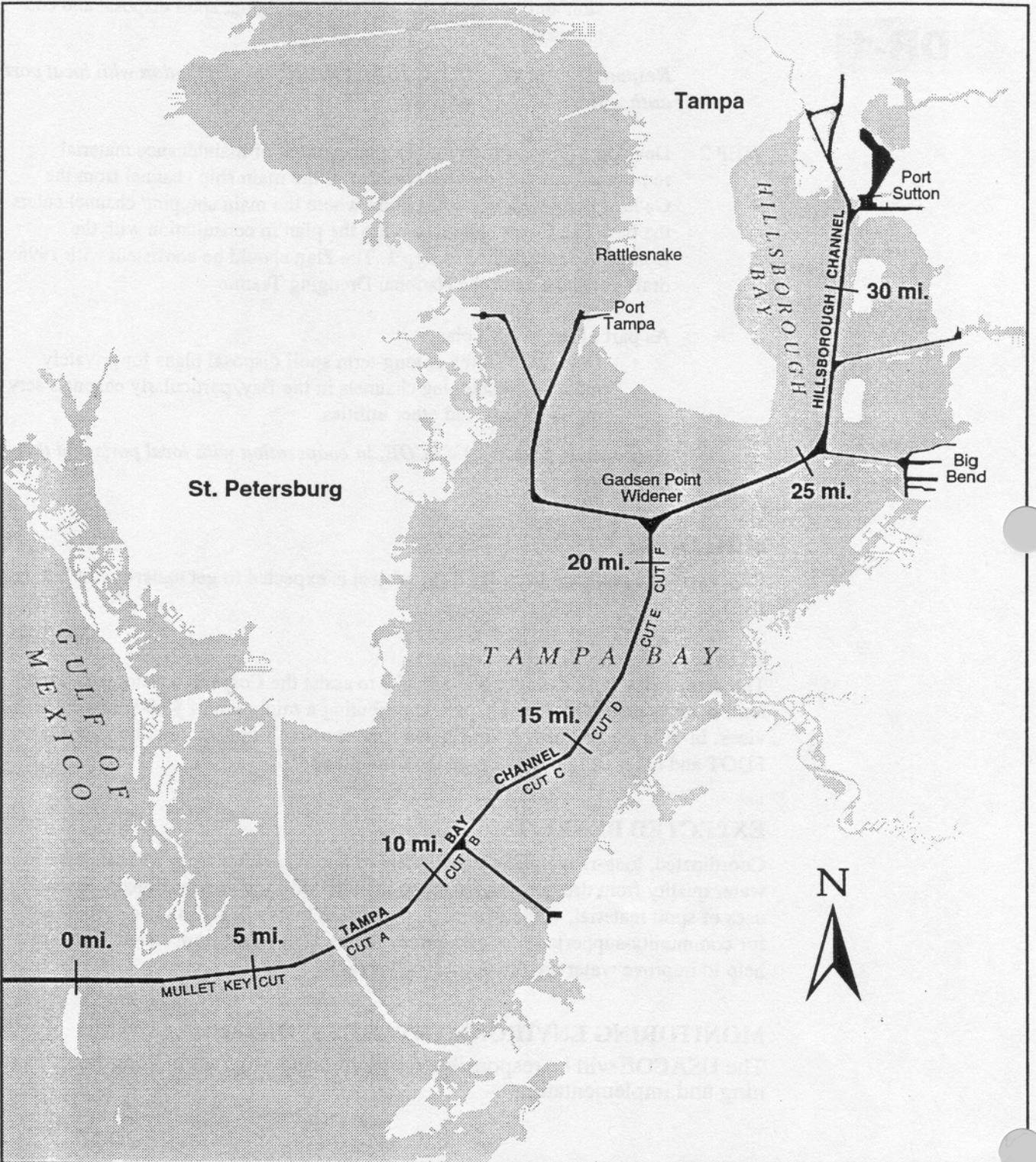
EXPECTED BENEFITS:

Coordinated, long-range planning will help to minimize impacts to bay habitats and water quality from dredging and dredged material disposal and maximize beneficial uses of spoil material, while fostering cooperation that is likely to yield cost-savings for community-supported port authorities. Removal of muck from channels also can help to improve water quality in localized areas.

MONITORING ENVIRONMENTAL RESPONSE:

The USACOE will be responsible for monitoring progress on long-range planning and implementation.

Tampa Bay Shipping Channels



SOURCE: TAMPA PORT AUTHORITY

ACTION PLAN

Dredging & Dredged Material Management

REGULATORY NEEDS:

None anticipated.

RELATED ACTIONS:

BH-1

DR-1