



American Consulting Engineers of Florida, LLC

2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Tel 813.435.2600 • Fax 813.435.2601
american@ace-fla.com • www.ace-fla.com

September 26, 2008

Environmental Reviewer
Florida Natural Areas Inventory
1018 Thomasville Road, Suite 200-C
Tallahassee, FL 32303

Re: Request for natural resource assessment on the US 41/SR 45 PD&E Project located in Sections 2, 3, 10, 11, 14, 15, 22, 27, 28, & 33 Township 31S, Range 19E of Hillsborough County, Florida.

Dear Environmental Reviewer:

American Consulting Engineers of Florida, LLC (American) is conducting a review for listed species occurrence records, potential natural areas, and other significant ecological resources within the above-referenced corridor study area. The project involves a Project Development and Environment (PD&E) study for US 41/SR 45 in Hillsborough County, from 12 Street North to Kracker Avenue, including a Biological Assessment.

American is requesting an assessment of the flora and fauna of this site and the surrounding area. Included with this request letter is a location map for the roadway study corridor. We are interested in the results of your preliminary survey assessing any known or potentially significant ecological resources on the site that may warrant further study. Ideally, we would like information for at least one mile in any direction of the project limits indicated on the enclosed map.

We look forward to hearing back from you as soon as possible. Thanks in advance for your coordination efforts. If you need any other information or have any questions about this natural resources assessment, please call me at (813) 435-2617 or email at csalicco@ace-fla.com.

Sincerely,
American Consulting Engineers of Florida, LLC

A handwritten signature in blue ink that reads 'Chris Salicco'.

Chris Salicco
Environmental Scientist

cc: file, Larry Weatherby, Jeff Novotny

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September 26, 2008

Christina Williams
Florida Fish and Wildlife Conservation Commission
620 South Meridian St
Mail Station 5B6
Tallahassee, FL 32399-1600

Re: Request for natural resource assessment on the US 41/SR 45 PD&E Project located in Sections 2, 3, 10, 11, 14, 15, 22, 27, 28, & 33 Township 31S, Range 19E of Hillsborough County, Florida

Dear Christina Williams:

American Consulting Engineers of Florida, LLC (American) is conducting a review for listed species occurrence records, critical habitats, and Strategic Habitat Conservation Areas within the above-referenced corridor study area. The project involves a Project Development and Environment (PD&E) study for US 41/SR 45 in Hillsborough County, from 12 Street North to Kracker Avenue, including a Biological Assessment.

American is requesting an assessment of the flora and fauna of this site. Included with this request letter is a location map for the roadway study corridor. We are interested in the results of your preliminary survey assessing any known or potentially significant ecological resources along the project corridor that may warrant further study. Ideally, we would like information for at least one mile in any direction of the highlighted area.

We look forward to hearing back from you as soon as possible. Thanks in advance for your coordination efforts. If you need any other information or have any questions about this natural resources assessment, please call me at (813) 435-2617 or email me at csalicco@ace-fla.com.

Sincerely,
American Consulting Engineers of Florida, LLC

A handwritten signature in blue ink, appearing to read 'Chris Salicco'.

Chris Salicco
Environmental Scientist

cc: file, Larry Weatherby, Jeff Novotny

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Wesley Chapel, Florida 33544
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american@ace-fla.com • www.ace-fla.com

September 26, 2008

Mr. Todd Mecklenborg
U.S. Fish and Wildlife Service
600 4th Street South
St. Petersburg, FL 33701

RE: Request for natural resource assessment on the US 41/SR 45 PD&E Project located in Sections 2, 3, 10, 11, 14, 15, 22, 27, 28, & 33 Township 31S, Range 19E of Hillsborough County, Florida

Dear Mr. Mecklenborg:

American Consulting Engineers of Florida, LLC (American) is conducting a review for listed species occurrence records and critical habitats within the above-referenced corridor study area. The project involves a Project Development and Environment (PD&E) study for US 41/SR 45 in Hillsborough County, from 12 Street North to Kracker Avenue, including a Biological Assessment.

American is requesting an assessment of the flora and fauna that are found and may potentially be found along the project corridor. Included with this request letter is a location map for the roadway study corridor. We are interested in the results of your preliminary survey assessing any known or potentially significant ecological resources along the project corridor that may warrant further study. Ideally, we would like information for at least one mile in any direction of the highlighted area.

We look forward to hearing back from you as soon as possible. Thanks in advance for your coordination efforts. If you need any other information or have any questions about this natural resources assessment, please call me at (813) 435-2617 or email me at csalicco@ace-fla.com.

Sincerely,
American Consulting Engineers of Florida, LLC

A handwritten signature in blue ink, appearing to read 'Chris Salicco'.

Chris Salicco
Environmental Scientist

cc: file, Larry Weatherby, Jeff Novotny

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Salicco, Christopher

From: Todd_Mecklenborg@fws.gov
Sent: Friday, October 03, 2008 11:38 AM
To: Salicco, Christopher
Subject: US 41, Hillsborough County

please refer to www.fws.gov/northflorida/,

select Florida Federal Species List Hillsborough County,

survey appropriate habitats for species on list and document in report

Todd Mecklenborg, Fish & Wildlife Biologist
U.S. Fish and Wildlife Service
600 Fourth Street South
Saint Petersburg, Florida 33701
(727) 820-3705
www.fws.gov/northflorida/



U.S. Fish & Wildlife Service

North Florida Field Office

Hillsborough County Federally Listed Species

This information is provided as a guide to project planning, and is not a substitute for site-specific surveys. Such surveys may be needed to assess species' presence or absence, as well as the extent of project effects on listed species and/or designated critical habitat.

The following table lists those federally-listed species known to be present in the county.
 Code Key: E = Endangered, T = Threatened, P = Proposed, C = Candidate, CH = Critical Habitat

Category	Species Common Name	Species Scientific Name	Code
Mammals	West Indian (Florida) Manatee	<i>Trichechus manatus latirostris</i>	E/CH
Birds	Piping Plover	<i>Charadrius melodus</i>	T
	Florida Scrub-jay	<i>Aphelocoma coerulescens</i>	T
	Wood Stork	<i>Mycteria americana</i>	E
	Red-cockaded Woodpecker	<i>Picoides borealis</i>	E
Fish	Gulf Sturgeon	<i>Acipenser oxyrhynchus desotoi</i>	T
Reptiles	Eastern Indigo Snake	<i>Dymarchon corais couperi</i>	T
	Green Sea Turtle	<i>Chelonia mydas</i>	E
	Leatherback Sea Turtle	<i>Dermochelys coriacea</i>	E
	Kemp's ridley Sea Turtle	<i>Lepidochelys kempii</i>	E
	Loggerhead Sea Turtle	<i>Caretta caretta</i>	T
Amphibians	None		
Mollusks	None		
Crustaceans	None		
Plants	Florida Golden Aster	<i>Chrysopsis (= Heterotheca) floridana</i>	E

▶ [Home](#) ▶ [Species: North Florida County](#) ▶ [Species: South Florida County](#) ▶ [Species: Panhandle County](#)

For details on State listed species, please go to <http://myfwc.com/imperiledspecies/>

Send comments on our web site or general questions to [North Florida office](#)
 If you need special assistance please contact the [Public Affairs Officer](#)

Last modified June 28, 2007

USFWS, U. S. Fish and Wildlife Service, FWS, permit reviews, projects, species recovery, Florida, Fish and Wildlife, florida manatee, wildlife, endangered, threatened, endangered species act, ESA, marine mammal protection act, MMPA, eagles, whooping cranes, cranes, florida scrub-jay, scrub jay, jay, scrub, sea turtles, loggerhead, kemp's ridley, olive ridley, olive ridley seaturtle, hawksbill, hawksbill sea turtle, hawks bill, green sea turtle, leatherback, turtle, red-cockaded woodpeckers, woodpeckers, RCW, beach mouse, beach mice, mouse, snake, indigo sanke, recovery, regulation, regulatory, permit reviews, Section Seven, section 7, section 10, habitat, habitat conservation, habitat conservation plan, HCP, incidental take, incidental take permits, reviews, consultation, north florida, nassau, duval, clay, st. johns, saint johns, bradford, putnam, flagler, volusia, seminole, orange, brevard, lake, sumter, hernando, pasco, pinellas, hillsborough, manatee, citrus, levy, dixie, alachua, marion, union, baker, columbia, suwannee, hamilton, madison, taylor, lafayette, gilchrist, tampa, jacksonville, gainesville, crystal river, orlando, st. petersburg, daytona, daytona beach, st. augustine, saint augustine, saint petersburg, orange park, lake city, palatka, Blue Spring, homosassa, springs, boating, resource, natural resources, recreation, property, development, growth, impacts, environment, enviromental, environmental impacts, recovery plans, recovery implementation, safe harbor, habitat, critical habitat, critical habitat designation

FDOT Contractor Requirements for Unexpected Interaction with Certain Protected Species During Work Activities

These Requirements are utilized for all FDOT projects and specifically apply when the project has no other identified mitigation measures or permit conditions related to the species encountered.

NOTE: These Requirements represent the species most likely to be unexpectedly encountered on FDOT projects. These Requirements *DO NOT* address all Protected Species that are found in Florida. In the event a species is encountered during project activities and that species' protection status is in question, immediately contact the Engineer.

Bald Eagle

Stop work if live Bald Eagles (*Haliaeetus leucocephalus*) are found in the work area. Work may resume after the bird or birds are allowed to leave the area of their own volition.

Report live sightings of Bald Eagles immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If a Bald Eagle is found nesting within 660 feet of the project limits, cease all work in the area until FDOT (Florida Department of Transportation) has coordinated with USFWS (United States Fish and Wildlife Service).

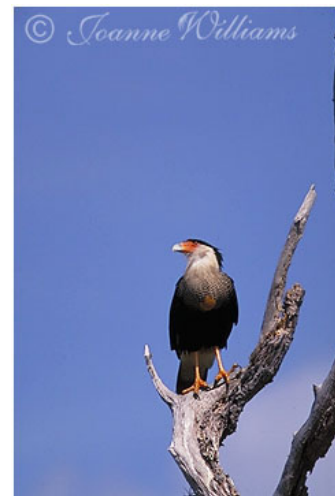


Crested Caracara

Stop work if live Audubon's Crested Caracara (*Caracara cheriway audubonii*) are found in the work area. Work may resume after the bird or birds are allowed to leave the area of their own volition.

Report live sightings of Audubon's Crested Caracara immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If an Audubon's Crested Caracara is found nesting within 1500 feet of the project limits, cease all work in the area until FDOT has coordinated with USFWS



Florida Burrowing Owl

Stop work if live Florida Burrowing Owls (*Athene cunicularia floridana*) are found in the work area. Work may resume after the bird or birds are allowed to leave the area of their own volition.



Report live sightings of Florida Burrowing Owls immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

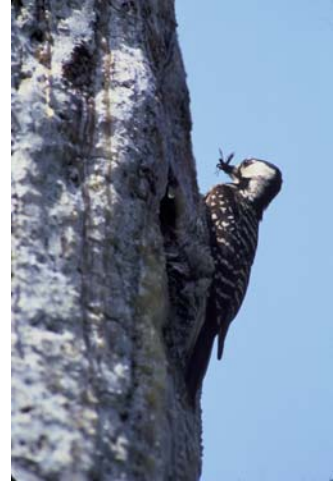
If a Florida Burrowing Owl is found nesting within 1000 feet of the project limits, cease all work in the area until FDOT has coordinated with the Florida Fish and Wildlife Conservation Commission (FWC). Take cautionary measures to guard against accidental destruction of the nest. Do not plug the burrow entrance or cause the burrow to collapse, as this would effectively destroy the nest, and requires a permit.

Red-Cockaded Woodpecker

Stop work if live Red-Cockaded Woodpeckers (*Picoides borealis*) are found in the work area. Work may resume after the bird or birds are allowed to leave the area of their own volition.

Report live sightings of Red-Cockaded Woodpeckers immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If a Red-Cockaded Woodpecker is found nesting within 1000 feet of the project limits, cease all work in the area until FDOT has coordinated with USFWS.



Florida Scrub Jay

Stop work if live Florida Scrub Jays (*Aphelocoma coerulescens*) are found in the work area. Work may resume after the bird or birds are allowed to leave the area of their own volition.

Report live sightings of Florida Scrub Jays immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer .

If a Florida Scrub Jay is found nesting within 1000 feet of the project limits, cease all work in the area until FDOT has coordinated with USFWS.



Everglade Snail Kite

Stop work if live Everglade Snail Kites (*Rostrhamus sociabilis plumbeus*) are found in the work area. Work may resume after the bird or birds are allowed to leave the area of their own volition.

Report live sightings of Everglade Snail Kite immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If an Everglade Snail Kite is found nesting within 1000 feet of the project limits, cease all work in the area until FDOT has coordinated with USFWS.



Woodstork

Stop work if live Woodstorks (*Mycteria americana*) are found in the work area. Work may resume after the bird or birds are allowed to leave the area of their own volition.

Report live sightings of Woodstorks immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If a Woodstork is found nesting within 1000 feet of the project limits, cease all work in the area until FDOT has coordinated with USFWS.



Gopher Tortoise

Stop work if live Gopher Tortoises (*Gopherus polyphemus*) are found in the work area. Work may resume after the Gopher Tortoises are allowed to leave the area of their own volition.

Report live sightings of Gopher Tortoises immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If a Gopher Tortoise or burrow is found within an area of construction then the area must have staked silt fence partially encircling the burrow. The silt fence must be 25 feet from the apron of the burrow, and the half-radius configuration must prevent the occupant from entering the construction site, yet allow the tortoise to have access to the surrounding natural areas. Do not plug the burrow entrance or cause the burrow to collapse, as this would effectively destroy the burrow, and requires a permit.



Eastern Indigo Snake

If live Eastern Indigo Snakes (*Drymarchon corais couperi*) are found in the work area, stop all work. Work may resume after the snake or snakes are allowed to leave the area of their own volition.

Report live sightings of Eastern Indigo Snakes to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If a dead Eastern Indigo Snake is found on the project site, freeze the dead snake as soon as possible and immediately notify the District Environmental Administrator or Construction Environmental Coordinator and Construction Project Manager.



West Indian Manatee

If a manatee(s) (*Trichechus manatus*) is/are seen within 300 feet of the active daily construction/dredging operation or vessel movement, implement all appropriate precautions to ensure protection of the manatee. These precautions include:

- (a) Do not operate moving equipment closer than 300 feet of a manatee.
- (b) Shutdown the operation of any equipment closer than 300 feet to a manatee.
- (c) Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, are properly secured, and are regularly monitored to avoid manatee entrapment. Barriers must not block manatee entry to or exit from essential habitat.
- (d) All vehicles associated with the construction project shall operate at “no wake/idle” speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a four foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- (e) Do not resume activities until the manatee(s) have departed the project area of its own volition. Reporting of Manatee activity, and injury to listed species is required:
 - (a) Post Manatee Hotline number at on-site telephones to be used for information or help in dealing with manatee problems.
 - (b) Keep a log detailing sightings, collisions or other contact with Manatees as events occur during construction. When work is completed, forward this data to Florida Department of Environmental Protection, Marine Research Institute, Office of Protected Species Research, 100 Eighth Ave., S.E., St. Petersburg, FL 33701-5095.
 - (c) Immediately report any collision with and/or injury to a manatee to the “Manatee Hotline” at 1-888-404-FWCC (1-888-404-3922) and to the U.S. Fish and Wildlife Service Vero Beach office.



Post identification posters for easy recognition of listed species.

- (a) Post, temporary signs concerning manatees prior to and during all construction/dredging activities. Remove the signs upon completion of the project. Post a sign measuring at least 3 feet by 4 feet which reads Caution: Manatee Area in a location prominently visible to water-related construction crews.
- (b) If vessels are associated with the construction, Post a second sign so that it is visible to the vessel operator. The second sign should be at least 8 ½ inches by 11 inches and read: Caution: Manatee Habitat. Idle speed is required if operating a vessel in the construction area. Specific warning sign and design placement is a condition of the Water Management District.

Small Toothed Sawfish

If a small toothed sawfish (*Pristis pectinata*) is seen within 300 feet of the active daily construction/dredging operation or vessel movement, implement all appropriate precautions to ensure protection of the small toothed sawfish.



These precautions include:

- (a) do not operate moving equipment closer than 50 feet of a small toothed sawfish.
- (b) Shutdown the operation of any equipment closer than 50 feet to a small toothed sawfish.
- (c) Siltation or turbidity barriers shall be made of material in which small toothed sawfish cannot become entangled, are properly secured, and are regularly monitored to avoid small toothed sawfish entrapment. Barriers must not block small toothed sawfish entry to or exit from essential habitat.

- (d) All vehicles associated with the construction project shall operate at “no wake/idle” speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a four foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- (e) Do not resume activities until the small toothed sawfish have departed the project area of its own volition.

Reporting of small tooth sawfish activity, or injury to listed species is required:

- (a) USFWS (1-561-562-3909), National Marine Fisheries Service at (727) 570-5344 numbers will be available at on-site telephones to be used for information or help in dealing with small tooth sawfish problems.
- (b) Keep a log detailing sightings, collisions or other contact with small tooth sawfish as events occur during construction. Forward this information to the nearest regional U.S. Fish and Wildlife Service.
- (c) Report any collision and/or injury to a small toothed sawfish to the U.S. Fish and Wildlife Service in Vero Beach (1-561-562-3909) in southern Florida, and National Marine Fisheries Service at (727) 570-5344

Post identification posters for easy recognition of listed species.

- (a) Post, temporary signs concerning small tooth sawfish prior to, and during all construction/dredging activities. Remove the signs upon completion of the project.
- (b) If vessels are associated with the construction, post a second sign so that it is visible to the vessel operator. The second sign should be at least 8 ½ inches by 11 inches and read: Caution: small tooth sawfish. Idle speed is required if operating a vessel in the construction area. Specific warning sign and design placement is a condition of the Water Management District.

Sea Turtle Species

If marine turtles {including Green Sea Turtles (*Chelonia mydas*), Hawksbill Sea Turtles (*Eretmochelys imbricata*), Kemp’s Ridley Sea Turtles (*Lepidochelys kempii*), Leatherback Sea Turtles (*Demochelys coriacea*), and Loggerhead Sea Turtles (*Caretta caretta*)} are seen within 300 feet of the active daily construction/dredging operation or vessel movement, implement all appropriate precautions to ensure protection of the marine turtles.

These precautions include:

- (a) do not operate moving equipment closer than 50 feet of a marine turtle.
- (b) Shutdown the operation of any equipment closer than 50 feet to a marine turtle.
- (c) Siltation or turbidity barriers shall be made of material in which seaturtles cannot become entangled, are properly secured, and are regularly monitored to avoid small toothed sawfish entrapment. Barriers must not block seaturtle entry to or exit from essential habitat.

- (d) All vehicles associated with the construction project shall operate at “no wake/idle” speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a four foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.

- (e) Do not resume activities until the marine turtles have departed the project area of its own volition.



Green Sea Turtle



Hawksbill Sea Turtle



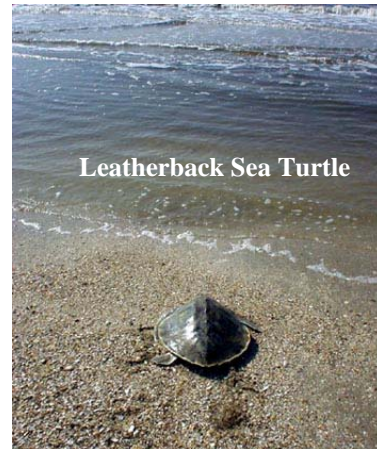
Kemp’s Ridley Sea Turtle

Reporting of marine turtles, and injury to listed species is required:

- (a) Post Hotline number at on-site telephones to be used for information or help in dealing with marine turtle problems.
- (b) Keep a log detailing sightings, collisions or other contact with marine turtles as events occur during construction. When work is completed, forward this data to the nearest U.S. Fish and Wildlife Service regional office.
- (c) Report any collision and/or injury to marine turtles to the U.S. Fish and Wildlife Service in Vero Beach (1-561-562-3909) in southern Florida, and National Marine Fisheries Service at (727) 570-5344

Post identification posters for easy recognition of listed species.

- (a) Post, temporary signs concerning marine turtles prior to and during all construction/dredging activities. Remove the signs upon completion of the project. Post a sign measuring at least 3 feet by 4 feet which reads "Caution: Marine Turtles" in a location prominently visible to water-related construction crews.
- (b) If vessels are associated with the construction, post a second sign so that it is visible to the vessel operator. The second sign should be at least 8 ½ inches by 11 inches and read: "Caution: Marine Turtle Habitat". Idle speed is required if operating a vessel in the construction area. Specific warning sign and design placement is a condition of the Water Management District.



Shortnose and Gulf Sturgeon

If a Shortnose sturgeon (*Acipenser brevirostrum*) or a Gulf sturgeon (*A. oxyrinchus desotoi*) is seen within 300 feet of active construction/dredging operation or vessel movement, implement all appropriate precautions to ensure protection of the sturgeon.



These precautions include:

- (a) Use curtains of appropriate dimension to restrict the animal's access to the work area. Pollution booms or turbidity curtains should use tangle resistant or hemp rope when anchoring, or employ surface anchors to prevent entangling sturgeon.



- (b) Maintain continuous surveillance in order to free animals which may become trapped in silt or turbidity barrier.

- (c) Post signs on site warning of the presence of sturgeon, of their endangered status, and precautions needed.



(d) Take care in lowering equipment or material below the water surface and into the stream bed to ensure no harm occurs to any sturgeon which may have entered the construction area undetected.

(e) Following completion of the project, prepare a report summarizing any involvement with sturgeon for NMFS and/or USFWS.

Florida Panther

Stop work if a live Florida panther (*Puma concolor coryi*) is found in the work area. Work may resume after the panther is allowed to leave the area of their own volition.

Report live sightings of the Florida panther immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If a dead panther is observed within the project site or if any collision with and/or injury to a panther occurs they shall be reported within two hours to the FWC through their wildlife alert line (888-404-3922). Immediately notify the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.



Florida Black Bear

Stop work if a live Florida black bear (*Ursus americanus floridanus*) is found in the work area. Work may resume after the bear (s) are allowed to leave the area of their own volition.

Report live sightings of the Florida black bear to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If a dead black bear is observed within the project site or if any collision with and/or injury to a black bear occurs they shall be reported within two hours to the FWC through their wildlife alert line (888-404-3922). Immediately notify the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.



Florida Sandhill Crane



Stop work if a live Florida sandhill crane (*Grus canadensis pratensis*) is found in the work area. Work may resume after the sandhill crane(s) are allowed to leave the area of their own volition.

Report live sightings of Florida Sandhill Cranes immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

If an active nest is found within 400 feet of the project limits, cease all work in the area until FDOT has coordinated with the FWC. Immediately notify the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.

Sherman's Fox Squirrel and Big Cypress Fox Squirrel

Stop work if a live Sherman's Fox Squirrel (*Sciurus niger shermani*) or a Big Cypress Fox Squirrel (*Sciurus niger avicennia*) is found in the work area. Work may resume after the fox squirrel(s) are allowed to leave the area of their own volition.

No trees are to be removed that contain active nest(s) being utilized by fox squirrels. If any nests are found and deemed to be active, a buffer of 125 feet will be established around the nest tree(s) and no clearing shall occur within the buffer until the nest becomes inactive.



Sand Skink and Blue Tailed Mole Skink

Stop work if a live sand skink (*Neoseps reynoldsi*) or a live blue tailed mole skink (*Eumeces egregius lividus*) is found within the work area or adjacent to the work



area. Work may resume after the skink(s) are allowed to leave the area of their own volition.

Report live sightings of skinks immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.



American Crocodile

Stop work if a live American crocodile (*Crocodylus actus*) is found within the work area or adjacent to the work area. Work may resume after the crocodile(s) are allowed to leave the area of their own volition.

Report live sightings of crocodiles immediately to the District Environmental Administrator or Construction Environmental Coordinator and the Engineer.



All photos not credited to Joanne Williams (www.joannewilliamsphoto.com) are public domain and provided by USFWS or NMFS



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Manuel Santos
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720-6834

January 5, 2008⁹

RE: DHR Project File Number: 2008-7664/ Received by DHR: November 17, 2008
FPID: 421140-8-22-01
Project: US 41 from 12th Street to Kracker Avenue PD&E Study
County: Hillsborough

Dear Mr. Santos:

Our office reviewed the project in accordance with Chapter 267, Florida Statutes, and applicable local ordinances. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, State agencies and local governments in carrying out their historic preservation responsibilities; to cooperate with State agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with agencies on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

As a result of this survey, no previously or newly recorded archaeological sites are located within or adjacent to the project's area of potential effect (APE). Three previously recorded historic buildings (8HI1010 and 8HI11360), one railroad segment (8HI10237), 20 newly recorded historic structures including two resource groups (8HI11364 and 8HI11318), and 18 historic residential and commercial buildings (8HI 11362-8HI11379) are located within the project APE and were recorded with Florida Master Site Files forms. The previously recorded Ruskin Vegetable Corporation Office and the newly identified modern style commercial building (8HI1364) are considered potentially eligible for listing in the National register of Historic Places (NRHP). The Ruskin Vegetable Corporation Resource Group, comprised of two contributing buildings is also considered potentially eligible for listing in the NRHP. With the exception of the CSX Resource Group (8HI10237), the remaining 20 historic resources are considered ineligible for listing in the NRHP. There is insufficient information to evaluate the eligibility of 8HI10237.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

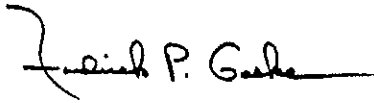
Archaeological Research
(850) 245-6444 • FAX: 245-6452

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Mr. Santos 9
January 5, 2008
Page 2

Our office concurs that no historic properties will be affected as per 36 CFR Part 800.4 (d)(1). If you have any questions, please contact Alyssa McManus, Architectural Historian, Transportation Compliance Review Program, at 850-245-6333 or by email ammcmanus@dos.state.fl.us.

Sincerely,



Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Roy Jackson, CEMO, FDOT
Rebecca Spain Schwarz, FDOT District 7, Tampa



April 7, 2009

RECEIVED
PLANNING UNIT

2009 APR 13 PM 4:07

Mr. Ming Gao, P. E.
Interim Intermodal Systems Dev Manager
Florida Department of Transportation - D7
11201 N. McKinley Dr, MS 7-500
Tampa, FL 33612-6456

Mayor Joe Affronti, Sr.
City of Temple Terrace
MPO Chairman

Commissioner Rose Ferlita
Hillsborough County
MPO Vice Chairman

Dear Mr. Gao:

Re: US 41 Project Development and Environment Study

Commissioner Kevin Beckner
Hillsborough County

Councilman Joseph Caetano
City of Tampa

Councilman John Dingfelder
HART

Commissioner Ken Hagan
Hillsborough County

Mayor Rick A. Lott
City of Plant City

Louis Miller
Hillsborough Co. Aviation Authority

Councilwoman Mary Mulhern
City of Tampa

Councilwoman Linda Saul-Sena
City of Tampa

Commissioner Mark Sharpe
Hillsborough County

Joseph Waggoner
Expressway Authority

Richard Wainio
Tampa Port Authority

Hung T. Mai, P.E. (Ex-Officio)
The Planning Commission

Donald J. Skelton, P.E. (Ex-Officio)
FDOT, District Seven

Ramond A. Chiaramonte, AICP
Executive Director

Thank you for the opportunity to provide comments on the subject PD&E study.

The adopted Comprehensive Plan for Hillsborough County envisions the future land uses along US 41 south of Big Bend Rd. to be primarily residential and commercial in nature. These types of uses are likely to produce pedestrian activity as well as vehicular traffic. As growth continues within this area of the county, there will also be a need to provide public transportation as an alternative to single occupant vehicles. With these considerations in mind, the following recommendations are made with respect to the proposed US 41 cross-sections presented at the recent public hearing:

Within the County's Urban Services Area, all major roadways should be designed as an urban section. That is, with enclosed drainage. An urban design will make it easier for pedestrians to cross the roadway by reducing the crossing distance and eliminating the physical barrier that an open ditch creates. The urban section also lends itself better to providing and encouraging the use of transit.

In addition to the urban cross-section, we would like to see no more than six lanes on any non-interstate/freeway where pedestrian activity is anticipated. Again, the goal is to reduce the crossing distance and thereby provide for a safer pedestrian experience. You are no doubt aware of the State's and Hillsborough County's ranking in number and severity of pedestrian injuries and deaths. We should do everything we can to design our roadways to be as pedestrian friendly and safe as possible.

Hillsborough County
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e-mail: transportation@plancom.org

Mr. Ming Gao, P.E.

April 10, 2009

Re: US 41 Project Development and Environment Study

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As you are probably aware, the TBARTA Long-Range Plan calls for a commuter rail service running along the entire length of US 41 through the southern part of Hillsborough County and into Manatee County. This service, when implemented, could accommodate some of the north/south travel demands in the corridor. Again, for this service to provide its greatest benefit, the design of US 41 must not create a barrier to pedestrian access from the residential developments planned along the east side of US 41.

In the area just north of Big Bend Rd., the Hillsborough County Comprehensive Plan envisions predominately industrial and other non-residential uses. These types of uses tend to produce fewer bicycle and pedestrian trips. The cross-sections presented at the public hearing are more appropriate adjacent to these non-residential land uses. However, the Hillsborough County Comprehensive Plan again provides for primarily residential along US 41 in the area between Pembroke Rd. and Kracker Ave. Within this area, the PD&E is again proposing the Suburban cross-section with open ditches. As noted above, we do not believe this is the best design for an area where an increase in pedestrians and transit usage is anticipated.

I was happy to see that all of the proposed cross-sections provided sidewalks and bicycle accommodations.

Please consider this letter as our official public hearing comments and make it a part of the public hearing record. Should you have any questions on any of my comments, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Ramond A. Chiaramonte for". The signature is written in black ink and is positioned above the printed name.

Ramond A. Chiaramonte, AICP
Executive Director

[Was printed on FDOT letterhead]

June 1, 2009

Mr. Raymond A. Chiaramonte, AICP
Executive Director, Hillsborough MPO
P.O. Box 1110
Tampa FL 33601-1110

Re: US 41 PD&E Study, 12th Street to Kracker Avenue
Financial Project No. 421140-8

Dear Mr. Chiaramonte:

Thank you for your letter dated April 7, 2009 concerning the US 41 (SR 45) Project Development and Environment Study. Your comments have been included in our official public hearing record.

The department appreciates your comments regarding the need for an urban typical section to accommodate pedestrian traffic and future transit as well as to be compatible with the Urban Service Area characteristics. However, considering pedestrian safety, environmental factors and costs, we feel that the suburban typical section (flush shoulders) is preferable to the urban typical section (curb and gutter) for most segments of this project. The suburban typical section encourages pedestrians to cross at designated locations and it provides greater separation from travel lanes to sidewalks. For transit accommodations, pipe culverts can be placed in the swales at bus stop locations to provide connection between the sidewalks and flush shoulders.

Also, the suburban typical section offers environmental advantages in terms of providing partial treatment of storm water runoff compared to an urban typical section, especially with the new requirements related to Total Maximum Daily Loading (TMDL) of nutrients. Furthermore, cost estimates show that an urban typical section would add approximately 26 percent to the construction cost (\$43.1 million to \$54.4 million). These additional costs could further delay implementation of the proposed project, since no funding is currently identified for construction.

Please note that a segment of urban roadway is proposed south and north of Apollo Beach Boulevard and Big Bend Road, due to the need for add/drop lanes at these intersections and to minimize the need for additional right-of-way. The department will work with the MPO and the Bicycle and Pedestrian Advisory

Mr. Raymond A. Chiaramonte, AICP

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June 1, 2009

Committee during the future design phase to ensure that the needs of nonmotorized and transit users are fully considered as the project moves forward.

With respect to the issue of pedestrians having to cross 8 lanes verses 6 lanes at Apollo Beach Boulevard and at Big Bend Road, the additional "add/drop" lanes are needed to maximize the at-grade intersection capacities of these two intersections without having to construct cost-prohibitive interchanges. We realize that this may inconvenience some pedestrians; however, signal timings can be adjusted accordingly to ensure that adequate protected crossing times are available. We believe that in this case, given that US 41 is a designated emergency evacuation route as well as a heavily traveled truck route, minimizing the delay and traffic queues at these intersections is very important for the satisfactory operation of this corridor.

Please feel free to call me with any additional questions and/or comments at 813-975-6454.

Sincerely,

Ming Gao, P.E.
Intermodal Systems
Development Manager

2009 MAY -5 AM 11: 57

Bruce P. Cury
Chair

Jacqueline R. Wilson
Vice Chair

MEMORANDUM

Vivian M. Kitchen
Member-at-Large

DATE: April 30, 2009

Jill Buford
Frank M. Chillura
Terri G. Cobb
Derek L. Doughty, P.E.
Miller Q. Dowdy
Edward F. Giunta II
Hung T. Mai, P.E.

TO: Mr. Ming Gao, P.E., Florida Department of Transportation

FROM: Robert B. Hunter, FAICP, Executive Director, Planning Commission

Christina Hummel (Ex-Officio)
MacDill AFB

SUBJECT: US Highway 41 PD&E - Community Plans

Cathy Valdes (Ex-Officio)
School District

The US Highway 41 Corridor plays a prominent role as a "Signature Corridor" with residential neighborhoods and mixed-use transit oriented town centers in the communities of Apollo Beach, Gibsonton and Ruskin. Each of these communities has a Community Plan adopted in the *Future of Hillsborough County Comprehensive Plan*. These plans were developed through an extensive public participation program with the assistance of the Planning Commission, Planning and Growth Management Department and Office of Neighborhood Relations.

Robert B. Hunter, FAICP
Executive Director

Signature Corridors are four to six lane roadways that move high volumes of traffic, but need to provide a safe environment for pedestrians, a high aesthetic quality and a flexible pattern of development. These corridors serve to uniquely identify and define the areas they are placed within, providing economic development and neighborhood center functions.

The Community Plans strive to achieve a balance between the need for future road capacity and the need to preserve their communities' character and environmental resources along US 41 with specific goals shown below:

SOUTHSHORE AREAWIDE SYSTEMS PLAN

Livable Roadways Strategies -Reflect in future and improved roadway corridors their surrounding character, neighborhood and/or historical and environmental features (e.g. rural roads in rural areas).

To achieve a balance between the need for future road capacity and the need to preserve the community character and environmental resources, the following

corridors will be subject to a more detailed examination of alternatives to expansion as community-based planning occurs:

- *SR 674 between I-75 and Westlake Dr. (Sun City Center, Wimauma and Ruskin)*
- *US 41 between 19th Ave. N.E. and SR 674 (Ruskin)*
- *US 41 between Elsberry Rd. and Leisey Rd. (Apollo Beach)*

GIBSONTON

Transportation Strategy

Identify unsafe intersections and collaborate with State and County transportation agencies in resolving dangerous locations as part of capital improvement plans. Include I-75 interchange with Gibsonton Drive; and traffic lights at U.S. 41 at Symmes Road and U.S. 41 at Nundy Avenue, and street lights on U.S. 41 from Ohio St to Symmes Rd.

- *Provide a landscaped median along U. S. 41*

Goal 4a: Gibsonton will enjoy appropriately-scaled commercial development by:

Enhancing the opportunities for small professional, businesses and specialty neighborhood retail along Gibsonton Drive and US 41.

Prepare and carry out a master gateway plan for signing, lighting and landscaping at U.S. 41 north, U. S. 41 south, Gibsonton Drive east at East Bay Road and Rhodine Road extension east at East Bay Road. Work with County and developers to ensure landscape compatibility with Gibsonton Drive gateway and landscaping.

Develop and carryout a landscaping concept for the grassed median along U. S. 41 between the proposed north and south gateways.

APOLLO BEACH

- *Provide gateways or markers at recommended locations on U.S. Highway 41, Big Bend Road and the Apollo Beach Boulevard extension*
- *Promote beautification and landscaping of existing and proposed thoroughfares, paying particular attention to Big Bend Road, U.S. Highway 41, Miller Mac Road and all new collectors and arterials*
- *Encourage mixed use town centers at Apollo Beach Boulevard and U.S. Highway 41 and between U.S. Highway 41 and Interstate 75 in close proximity to the Apollo Beach Boulevard extension, as well as at other appropriate locations*

- Create a special district for the commercial node at Apollo Beach Boulevard west of U.S. Highway 41 that requires new construction to meet design guidelines that further the town center concept
- Provide a traffic signal at Miller Mac Road and U.S. Highway 41, conduct warrant studies at Central Avenue/Apollo Beach Boulevard and Fairway Drive/Apollo Beach Boulevard, and require new developments to provide traffic signals where necessary (warrant studies will be required)
- Require future development between the CSX rail line and U.S. Highway 41 to reserve areas for commuter rail access
- Investigate the potential for providing a golf cart path on Apollo Beach Boulevard from Golf and Sea Boulevard to U.S. Highway 41

RUSKIN

Goal 1: Downtown Ruskin – Revitalize Ruskin’s business center along US 41, enhance the appearance of the district, and promote business growth that is compatible with our small town community.

Strategies:

- Develop common design and landscape standards for commercial development along US 41 outside the Town Center
- Ensure that improvements to US 41 are compatible with the revitalization of Ruskin’s historic business center. Seek alternatives to expansion of US 41
 - Limit US 41 to two through lanes in each direction.
 - Develop 2nd and 3rd Streets as a local alternative to US 41 with direct connection to US 41

Goal 3. Environment – Protect and enhance Ruskin’s natural environment and ensure that it remains an integral part of the community.

- Support replacing the US 41 and 2nd Street culverts to improve water flow and to provide pedestrian access to Marsh Creek
- Promote beautification and landscaping along US 41, College Avenue and Shell Point Road

Goal 5: Community and Neighborhood Character – Provide for a diversity of home styles and types while protecting Ruskin’s small town character.

- Promote beautification and landscaping along US 41, College Avenue and Shell Point Road

We are requesting that the community input as expressed in their visions and strategies be incorporated to the fullest extent possible in the design of

the roadway. As you can see many of the goals and strategies relate to aesthetics and landscaping, we understand that landscape installation and maintenance is not the responsibility of FDOT but rather the local jurisdiction.

Given the adopted Community Plans' vision we do not believe an open swale cross-section is the best design for US 41. Open drainage design is more typical of a rural area of which this area of the county is not. The safety and convenience of the pedestrians would be better served by an urban cross-section (curb and gutter/closed drainage) design. We find allowing roadway improvements with rural drainage features in an urbanizing area of the county causes many issues later which are very costly and difficult to mitigate. (See Figures below from Livable Roadways Guidelines, August 1, 2006).

An important consideration when designing for transit facilities is creating an experience that can compete with the convenience of the automobile. We find the current cross section does not support implementation of the following Future Land Use Element goals, objectives and polices:

GOAL 15: Provide a transportation system throughout Hillsborough County that is safe and functional for all modes of transportation, is aesthetically-pleasing, and is designed to meet the overall needs of the communities it serves.

OBJECTIVE 15-7: Ensure that roadway improvements and new roadways are designed to accommodate mass transit.

15-7.2: Transit stops shall be easily accessible to pedestrians, bicyclists, and all persons with disabilities. Provide access to transit stops by providing sidewalks and ADA improvements as standard part of roadway projects. Provide these improvements as part of transportation mitigation for new developments.

OBJECTIVE 15-8: Ensure those transit stops are designed taking into account user comfort and safety.

The Livable Roadways Guidelines further describes how improvements to US 41 should:

- *Provide provide direct routes between destinations, minimizing potential conflicts between pedestrians and automobiles*
- *Provide ADA accessible connections between the sidewalk system and transit stops, including between the sidewalk and the curb in stop location*

In addition to the urban cross-section, we would like to see no more than six lanes of roadway width. Again the excessive number of lanes conflict with polices for an effective transit network and safe pedestrian crossing. We are pleased to see the proposed cross-sections provide for sidewalks and bicycle lanes and would like to see these remain in the design phase, even if a situation of constrained right-of-way presents itself. We request the flexibility allowed in Chapter 21 of the Plans Preparation Manual be used to ensure all modes of travel are accommodated (for example narrower travel lanes versus removal of sidewalk or bicycle lane).

Please consider this letter as our official public hearing comments and make it a part of the public hearing record. Questions may be directed to Lisa K. Silva at 276-8392, or silval@plancom.org.

Sincerely,



Robert B. Hunter, FAICP
Executive Director, Planning Commission

cc: Board of County Commissioners
Planning Commission
Donald Skelton, PE, FDOT Secretary
Ramond A. Chiaramonte, Executive Director, MPO
David Armijo, Exec Director, HART
Bob Gordon, Director, Public Works
Leigh Ann Pyron, Director of Engineering, Public Works
Robert Campbell, Division Director, Planning and Growth Management
Ned Baier, Manager, Planning and Growth Management
Joseph L. Incorvia, Manager, Planning and Growth Management

Source: *Livable Roadways Guidelines, August 1, 2006*
Figure 2.67: *Four-Lane Divided Urban Corridor*

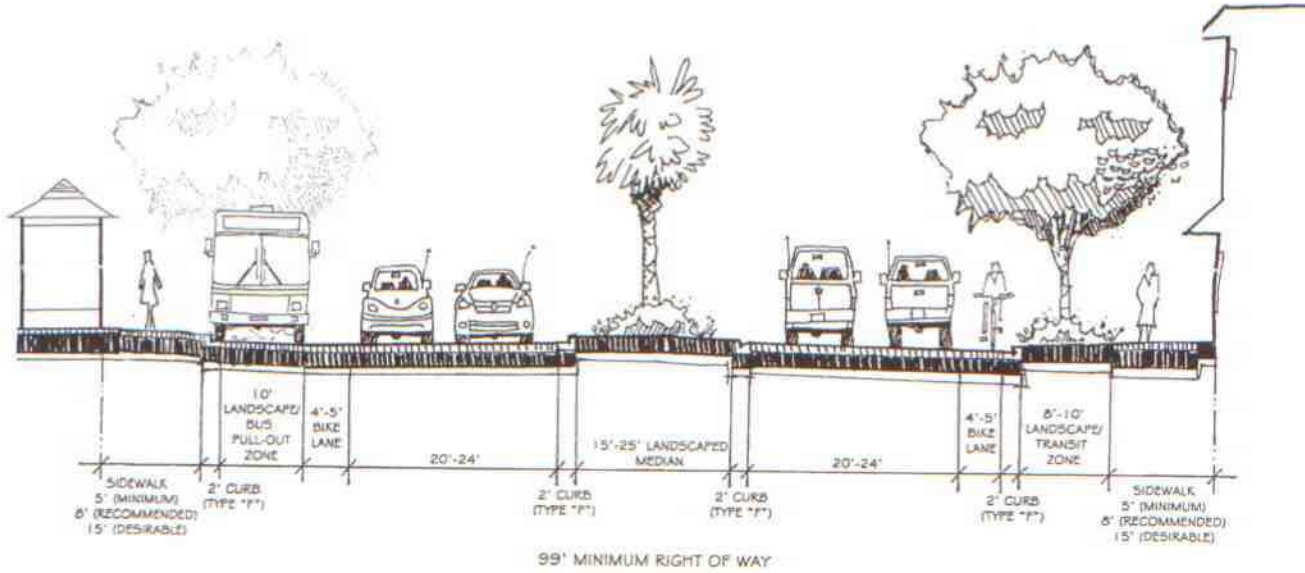
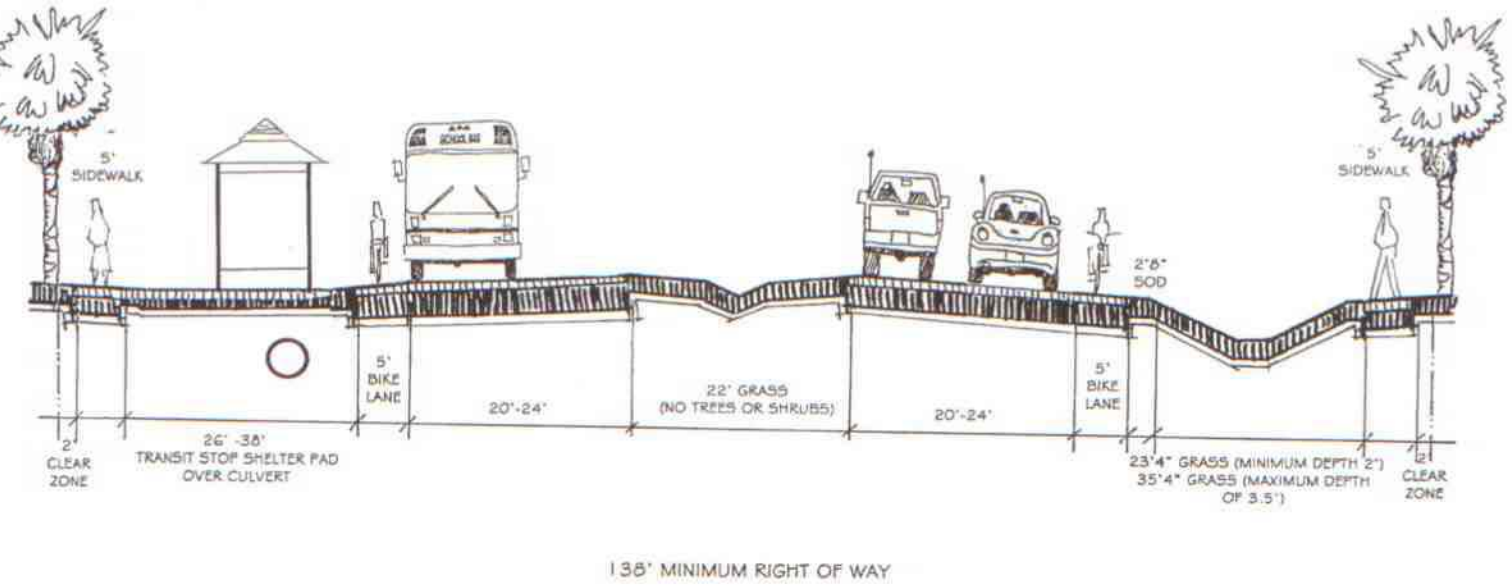


Figure 2.73: *Four-Lane Divided Rural Corridor*



[Was printed on FDOT letterhead]

June 9, 2009

Mr. Robert B. Hunter, AICP
Executive Director
Hills. Co. City-Co. Planning Commission
P.O. Box 1110
Tampa FL 33601-1110

Re: US 41 PD&E Study, 12th Street to Kracker Avenue
Financial Project No. 421140-8

Dear Mr. Hunter:

Thank you for your memorandum dated April 30, 2009 concerning the US 41 (SR 45) Project Development and Environment (PD&E) Study. The Department of Transportation values your input on the proposed project. We appreciate your concern regarding the proposed project's compatibility with the comprehensive and community plans for Ruskin, Apollo Beach, and Gibsonton. Please note however, that the town centers for Ruskin and Gibsonton fall outside of the limits of this proposed project, so many of the comments in your memo will be retained for potential future studies.

The limits for this PD&E Study extend from 12th Street (north of Ruskin) to Kracker Avenue, which appears to be the proposed southern gateway entrance to Gibsonton. However, regarding the Gibsonton Transportation Strategy and your request to consider the traffic lights on US 41 at Symmes Road and at Nundy Avenue, both fall outside the limits of this PD&E Study. If your planning staff desires to contact FDOT regarding the eligibility or plans for future signals at these locations, we suggest they contact Gary Thompson, District Traffic Operations Engineer, at 813-975-6253 to discuss further.

The following are responses to applicable comments for the section of US 41 within the study limits.

In regards to your request to provide a landscape median along US 41, as you may know the provision of a landscaped median is dependent upon local government coordination and available funding sources. The department is always receptive to working with local agencies and private interests who may be interested in providing and maintaining landscaping. With respect to a potential gateway at the south end of

Mr. Robert B. Hunter, AICP

Page 2

June 9, 2009

Gibsonton, again, the department would be willing to consider and permit any safe structures that either local government or private groups are willing to construct and maintain. Certain restrictions apply regarding what types of objects and landscaping can be placed within the department's right-of-way.

Concerning your comments for proposed gateways or marker for Apollo Beach, the same rules would apply as for Gibsonton, as discussed above. With respect to a potential traffic signal at US 41/Miller Mac Road, the traffic study conducted for the PD&E Study noted that a traffic signal may be installed at this location in the future when the warrants are met. We evaluated turn lane queue lengths for either a signalized or unsignalized situation. Again, your planning staff may contact department staff listed above regarding the eligibility or plans for a future signal at this location.

With respect to your request to provide a golf cart path on Apollo Beach Boulevard, this potential action falls outside of our jurisdiction. However, this issue is addressed on page 25 of the *Apollo Beach Boulevard Improvements Study* (no date given) available at http://www.hccommunityplanning.com/hccbpp_apollobeach/documents.asp (under General Documents).

The department appreciates your comments regarding the need for an urban typical section to accommodate pedestrian traffic and future transit as well as to be compatible with the Urban Service Area characteristics. However, considering pedestrian safety, environmental factors and costs, we feel that the suburban typical section (flush shoulders) is preferable to the urban typical section (curb and gutter) for most segments of this project. The suburban typical section encourages pedestrians to cross at designated locations and it provides greater separation from travel lanes to sidewalks. For transit accommodations, pipe culverts can be placed in the swales at bus stop locations to provide connection between the sidewalks and flush shoulders.

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Please note that a segment of urban roadway is proposed south and north of Apollo Beach Boulevard and Big Bend Road, due to the need for add/drop lanes at these intersections and to minimize the need for additional right-of-way. The department will work with the MPO and the Bicycle and Pedestrian Advisory Committee during the future design phase to ensure that the needs of non-motorized and transit users are fully considered as the project moves forward.

Mr. Robert B. Hunter, AICP

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June 9, 2009

With respect to the issue of pedestrians having to cross 8 lanes verses 6 lanes at Apollo Beach Boulevard and at Big Bend Road, the additional "add/drop" lanes are needed to maximize the at-grade intersection capacities of these two intersections without having to construct cost-prohibitive interchanges. We realize that this may inconvenience some pedestrians; however, signal timings can be adjusted accordingly to ensure that adequate protected crossing times are available. We believe that in this case, given that US 41 is a designated emergency evacuation route as well as a heavily traveled truck route, minimizing the delay and traffic queues at these intersections is very important for the satisfactory operation of this corridor.

Please feel free to call me with any additional questions and/or comments at 813-975-6454.

Sincerely,

Ming Gao, P.E.
Intermodal Systems Development Manager
Ming.gao@dot.state.fl.us

cc: Board of County Commissioners
Planning Commission
Donald Skelton, P.E.
Raymond Chiaramonte, MPO
David Armijo, HART
Bob Gordon, Hillsborough County DPW
Leigh Ann Pyron, Hillsborough County DPW
Robert Campbell, Hillsborough County P&GM
Ned Baier, Hillsborough County P&GM
Joseph Incorvia, Hillsborough County P&GM