DRAFT PRELIMINARY ENGINEERING REPORT UPDATE

Florida Department of Transportation

District Seven

US 41 (SR 45) Project Development and Environment (PD&E) Study

From Kracker Avenue to South of SR 676 (Causeway Boulevard)

Hillsborough County, Florida

Work Program Item Number: 430056-1

ETDM Number: 5180

Date: January 2026

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

PROFESSIONAL ENGINEER CERTIFICATION

DRAFT PRELIMINARY ENGINEERING REPORT UPDATE

Project: US 41 (SR 45), From Kracker Avenue to South of SR 676 (Causeway Blvd.)

ETDM Number: 5180

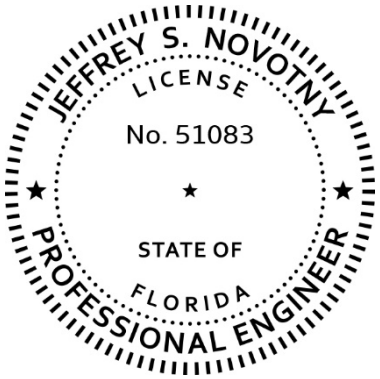
Financial Project ID (FPID): 430056-1-22-01

Federal Aid Project Number: N/A

This *Draft Preliminary Engineering Report Update* contains engineering information that fulfills the purpose and need for the US 41 (SR 45) Project Development & Environment Study from Kracker Avenue to SR 676 (Causeway Boulevard) in Hillsborough County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

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

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Consor North America, Inc., and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice for this project.



This item has been signed and sealed by Jeffrey S. Novotny, P.E. on the date adjacent to the seal.

Signature must be verified on any electronic copies.

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Acronyms

AADT	Annual Average Daily Traffic
C&CR	Comments and Coordination Report
CFA	Core Foraging Area
CE	Category Exclusion
CRAS	*Cultural Resource Assessment Survey*
CSER	*Contamination Screening Evaluation Report*
CSRP	*Conceptual Stage Relocation Plan*
CSXT	CSX Transportation
DTTM	*Design Traffic Technical Memorandum*
EFH	Essential Fish Habitat
ERP	Environmental Resource Permit
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FDEP	Florida Department of Environmental Protection
FDM	*FDOT Design Manual*
FDOT	Florida Department of Transportation (also "Department")
FEMA	Federal Emergency Management Agency
FGDL	Florida Geographic Data Library
FIHS	Florida Interstate Highway System
FLUCCS	Florida Land Use, Cover and Forms Classification System
FO	Functionally Obsolete
FPC	Floodplain Compensation
FPER	Final Preliminary Engineering Report
FPID	Financial Project Identification
FT	Feet
FWC	Florida Fish and Wildlife Conservation Commission
GIS	Geographic Information System
HCGTMP	Hillsborough County Greenways and Trails Master Plan
ITS	Intelligent Transportation System
LHM	*Location Hydraulic Memo*
LOS	Level of Service
LRE	Long Range Estimates
LRTP	Long Range Transportation Plan
MOT	Maintenance of Traffic
MP	Mile Post
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
NAC	Noise Abatement Criteria
NB	North Bound
NBI	National Bridge Inventory
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
No.	Number
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRE	*Natural Resource Evaluation*
NRI	National Rivers Inventory
NSR	*Noise Study Report*
NWI	National Wetland Inventory
OEM	Office of Environmental Management
PD&E	Project Development and Environment
PER	*Preliminary Engineering Report*
PIP	*Public Involvement Plan*
PSR	*Pond Siting Report*
ROW	Right-of-Way
SAV	Submerged Aquatic Vegetation
SB	Southbound
SEIR	*State Environmental Impact Report*
SHWL	Seasonal High-Water Level
SHPO	State Historic Preservation Officer
SIS	Strategic Intermodal System
SMF	Stormwater Management Facility
SR	State Road
STIP	State Transportation Improvement Plan
SUN	Shared-Use Non-motorized
SWFWMD	Southwest Florida Water Management District
TIP	Transportation Improvement Plan
TPO	Transportation Planning Organization
TSM&O	Transportation System Management and Operations
UMAM	Uniform Mitigation Assessment Method
USFWS	United States Fish and Wildlife Service
VPU	Virtual Project Update
WEBAR	*Wetlands Evaluation & Biological Assessment Report*
WQIE	*Water Quality Impact Evaluation*
WPI	Work Program Item

Section 1 Project Summary

The Florida Department of Transportation (FDOT) District Seven conducted a Project Development and Environment (PD&E) study along US 41 from Kracker Avenue to south of State Road (SR) 676 (Causeway Boulevard). The objective of the PD&E study is to assist the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the widening of US 41. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary roadway alignments, and intersection enhancements.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right-of-way [ROW] acquisition, and construction). This project was screened through the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 5180. A Final *Programming Screen Summary Report* was published on April 10, 2013, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. A Final State Environmental Impact Report (SEIR) was prepared for this study and approved on January 12, 2017. A Project Status Update Memorandum was forwarded to agencies as part of the ETDM process on August 28, 2024 to notify them of FDOT's intention to seek federal eligibility. A *Type 2 Categorical Exclusion* (*CE*) is the class of action for this PD&E study. **The portions of this Preliminary Engineering Report Update that did not change since completion of the *Final Preliminary Engineering Report* (FPER-January 2017), will be referenced by the location where they can be found in the 2017 FPER rather than repeat them herein.**

1.1 Project Description

The project consists of widening US 41 to accommodate future capacity needs from Kracker Avenue to south of State Road (SR) 676 (Causeway Boulevard) in unincorporated Hillsborough County (**Figure 1-1**), a distance of approximately 7.0 miles. Improvements will include widening the roadway to a six-lane divided facility. Proposed typical sections include urban typical sections within Gibsonton Road intersection area from Palm Avenue to Lula Street and suburban typical sections for the remainder of the project. The project includes replacement of the bridges at Bullfrog Creek and the Alafia River. The project also includes operational improvements at various intersections and construction of stormwater management facilities (SMF) and floodplain compensation (FPC) sites. Additional right of way will be required for the Preferred Alternative in the Gibsonton Drive intersection area and for stormwater management facilities (SMF) and floodplain compensation (FPC) sites. A Final State Environmental Impact Report (SEIR) was prepared for this study and approved on January 12, 2017. The FDOT is pursuing federal eligibility for this project.

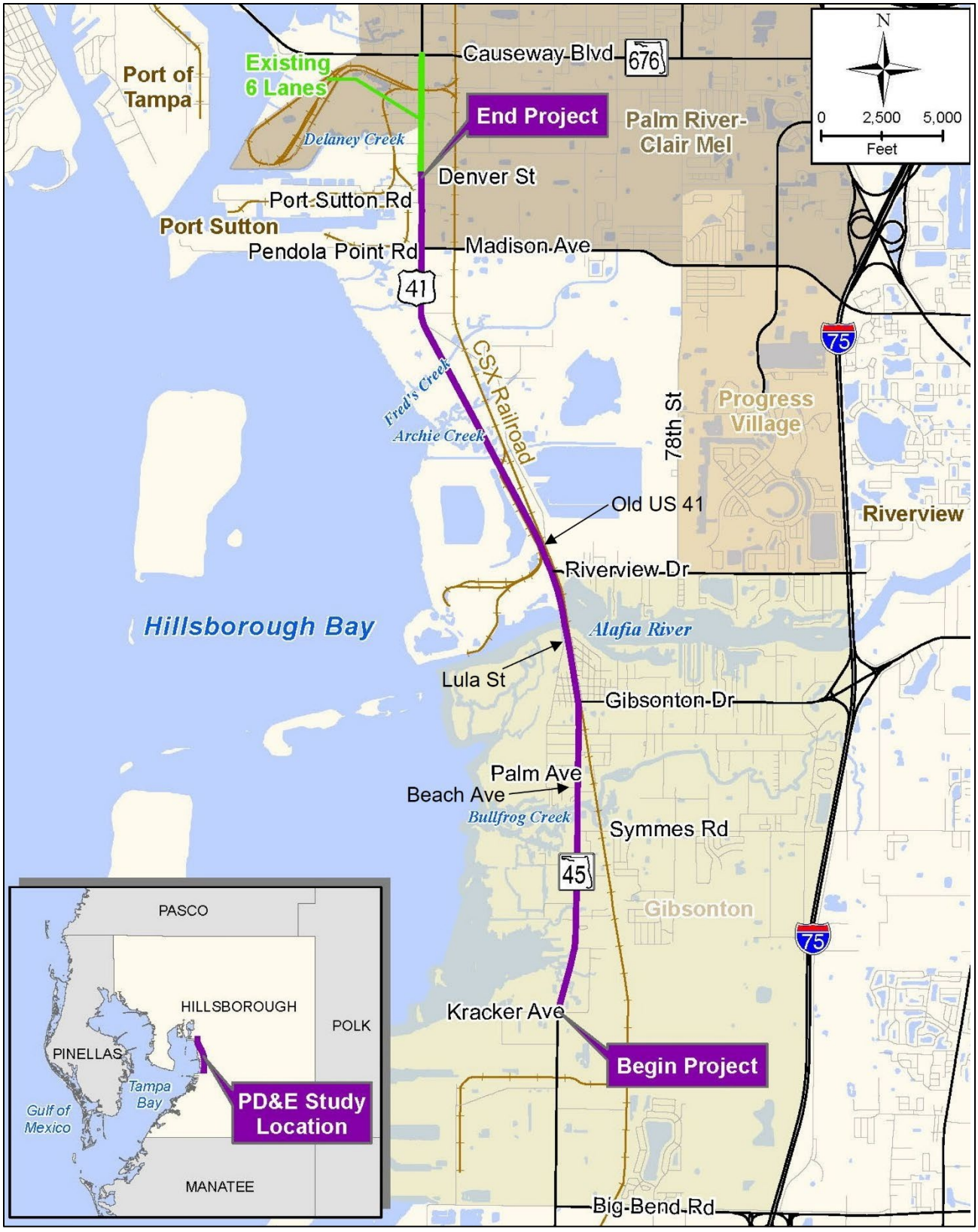


Figure 1-1 | Project Location Map

Existing Conditions

US 41 currently has both four-lane divided rural and urban typical sections. In addition, a 0.9-mile segment between Denver Street and SR 676, was previously widened to a six-lane urban section. Existing lane widths vary from 11 to 12 feet and median widths vary from 19 to 40 feet. All areas include 4-foot minimum wide paved shoulders. The posted speed limit is 50 miles per hour (mph) in the north Gibsonton community and 55 mph elsewhere. The existing ROW width varies from 100 feet in north Gibsonton to 182 feet in the areas to the south and north. The existing roadway typical sections are shown as **Figure 1-2** and the typical sections for the existing northbound (NB) and southbound (SB) bridges over Bullfrog Creek and the Alafia River are shown as **Figure 1-3**.

Preferred Alternative

The improvements for the Preferred Alternative include widening US 41 to six lanes as well as intersection improvements, construction of SMF and FPC sitesand the addition of 6-foot wide sidewalks and bicycle lanes throughout. A shared use path will be constructed in place of the sidewalk in two segments of the project to accommodate the future South Coast Greenway planned by Hillsborough County. The shared use path spans on the west side of US 41 from Symmes Road to Beach Avenue and from Lula Street to Old US 41. The shared use path switches from the west side of US 41 just north of the Alafia River Bridge to the east side of US 41 by routing under the Alafia River Bridge.

Proposed typical sections include urban typical sections within north Gibsonton Drive intersection area from Palm Avenue to Lula Street and suburban typical sections for the remainder of the project. The Proposed Roadway Typical Sections are shown in **Figure 1-4** through **Figure 1-8**. The bridges over Bullfrog Creek (**Figure 1-9**) and the Alafia River (**Figure 1-10**) will be replaced. The bridges include a 12-foot wide shared use path on the west side and a 6-foot wide sidewalk on the east side. Horizontal widening alignments were adjusted to minimize ROW requirements, impacts and costs. Additional right of way will be required for the Preferred Alternative for roadway widening in the north Gibsonton area and for off-site SMF and FPC sites for the Preferred Alternative.

The Preferred Alternative includes construction of 11 new off-site SMFs designated as SMF 1C, 2A, 3B, 4C, 5B, 6D1, 6D2, 7A, 8B, 9A/10A and Pond 1. Three new off-site FPC sites, designated as FPC 3B, 4C and 10A are also proposed as part of the Preferred Alternative.

The additional ROW widths along US 41 are shown on **Figure 1-5** and **Figure 1-6**. An estimated 3.47 acres are required from 34 parcels for the roadway needs. An estimated 44.31 acres of additional ROW are required from 11 parcels for the off-site SMF & FPC sites. In total, the Preferred Alternative will require an estimated 47.78 acres from 45 parcels.

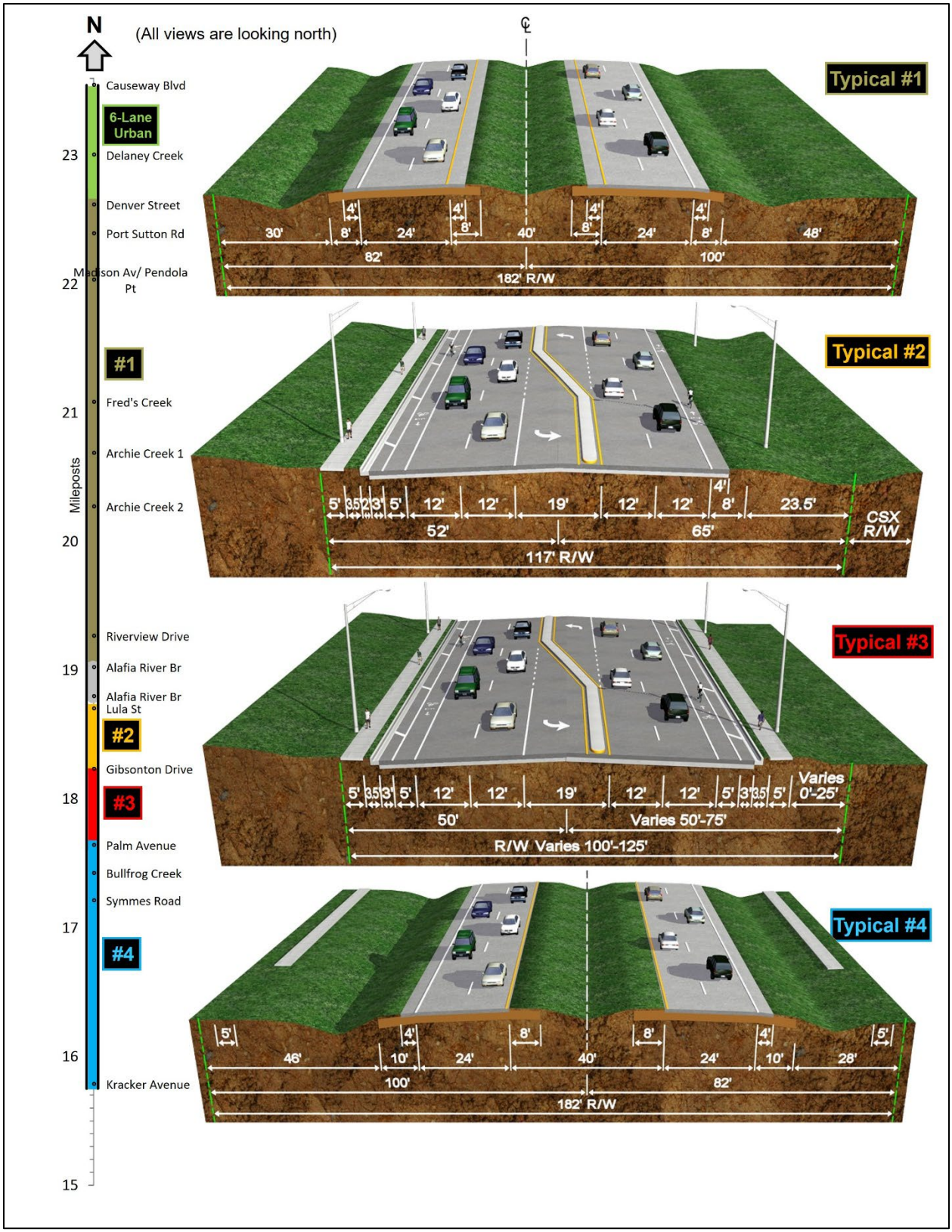


Figure 1-2 | Existing US 41 Roadway Typical Sections

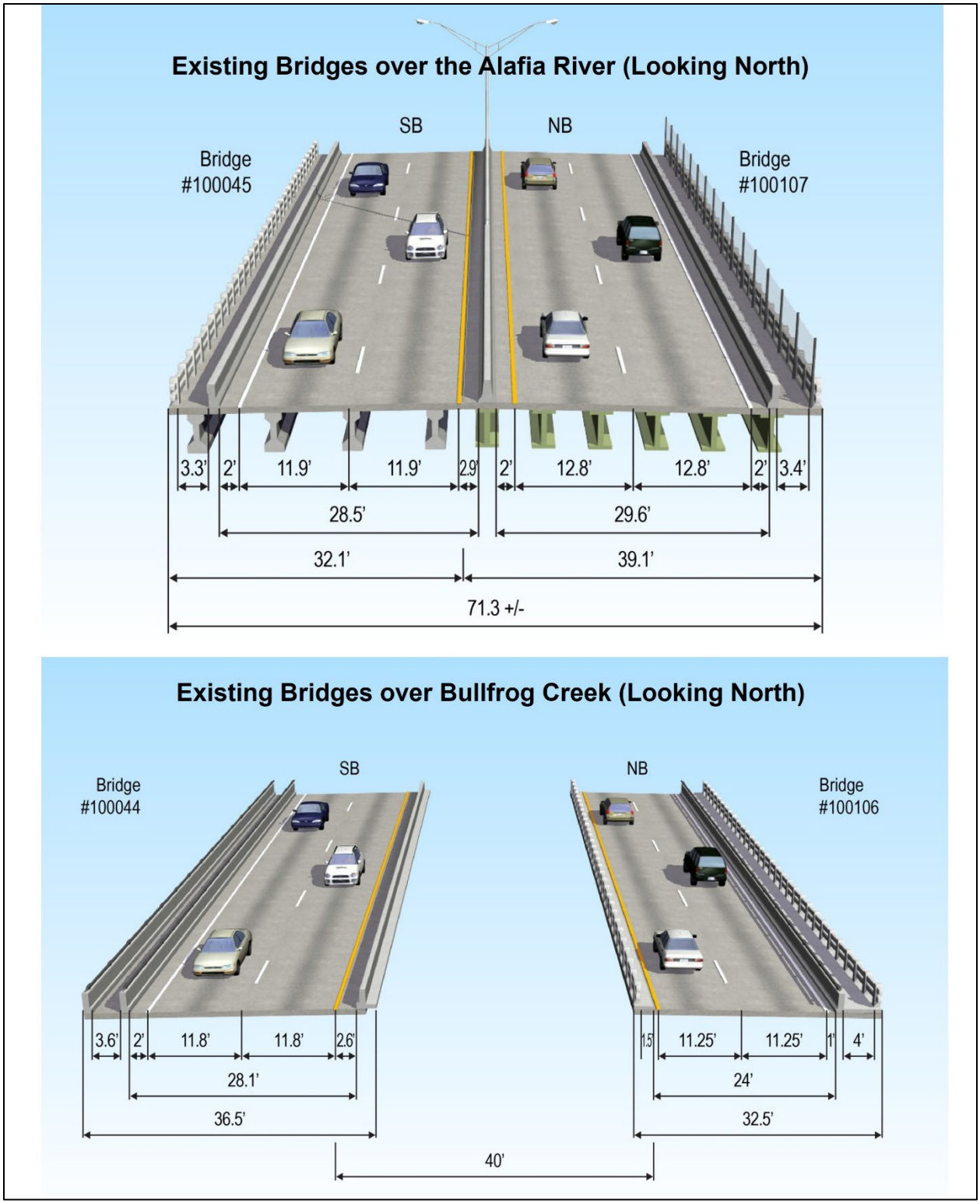


Figure 1-3 | Existing US 41 Bridge Typical Sections

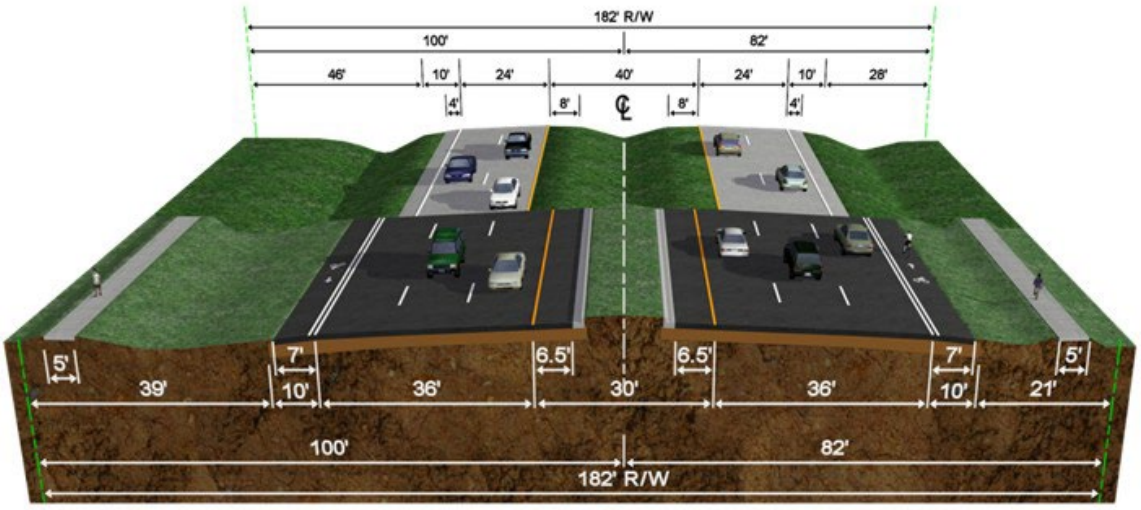


Figure 1-4 | Proposed US 41 Roadway Typical Section - Kracker Avenue to Palm Avenue

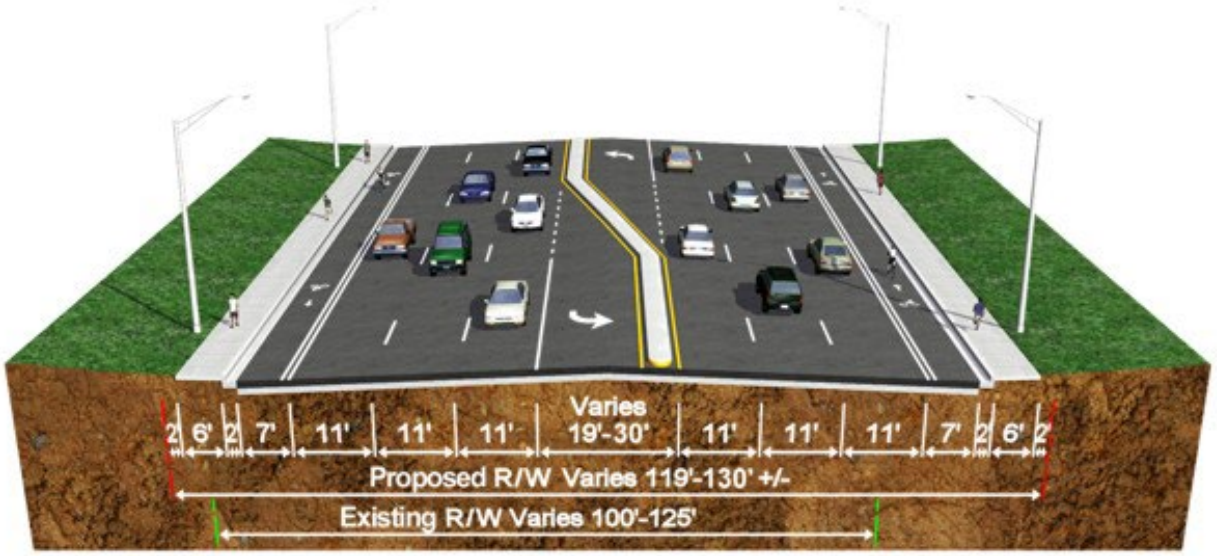


Figure 1-5 | Proposed US 41 Roadway Typical Section - Palm Avenue to Gibsonton Drive

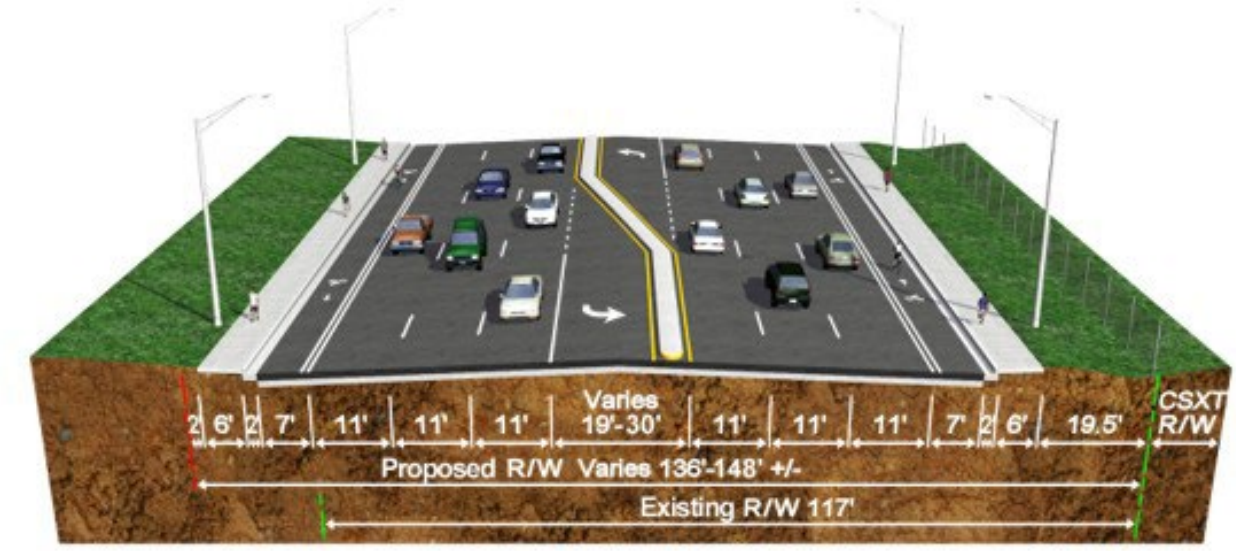


Figure 1-6 | Proposed US 41 Roadway Typical Section - Gibsonton Drive to Lula Street

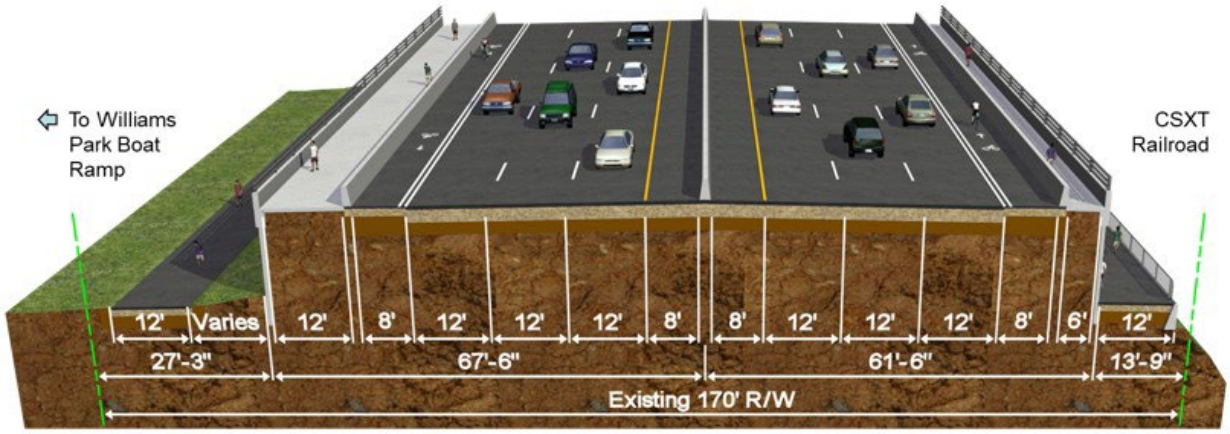


Figure 1-7 | Proposed US 41 Roadway Typical Section - North of Alafia River to South of Riverview Drive

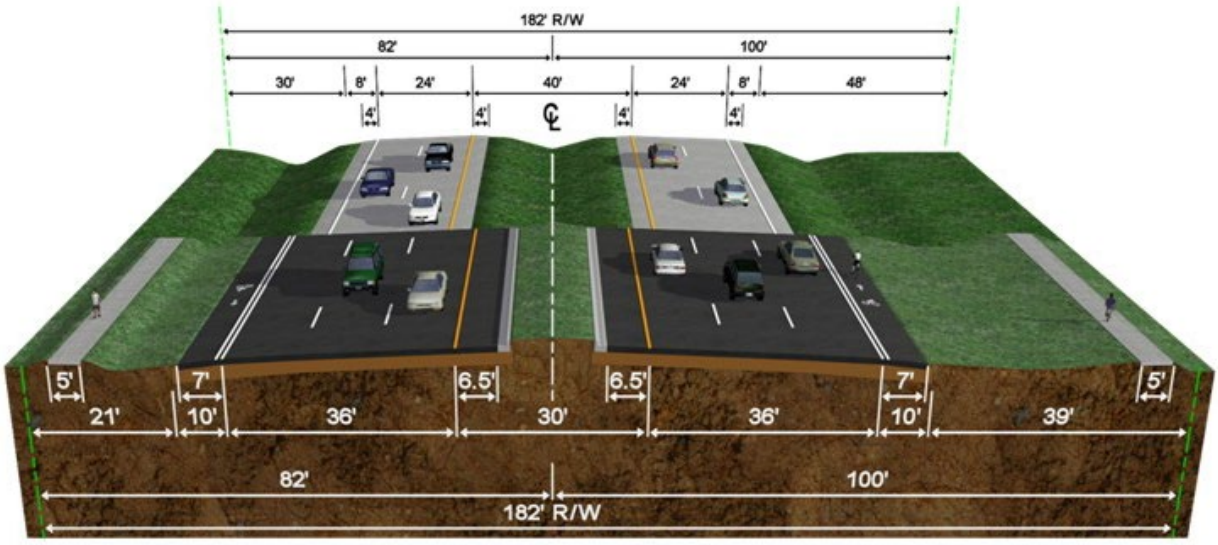


Figure 1-8 | Proposed US 41 Roadway Typical Section - South of Riverview Drive to Denver Street

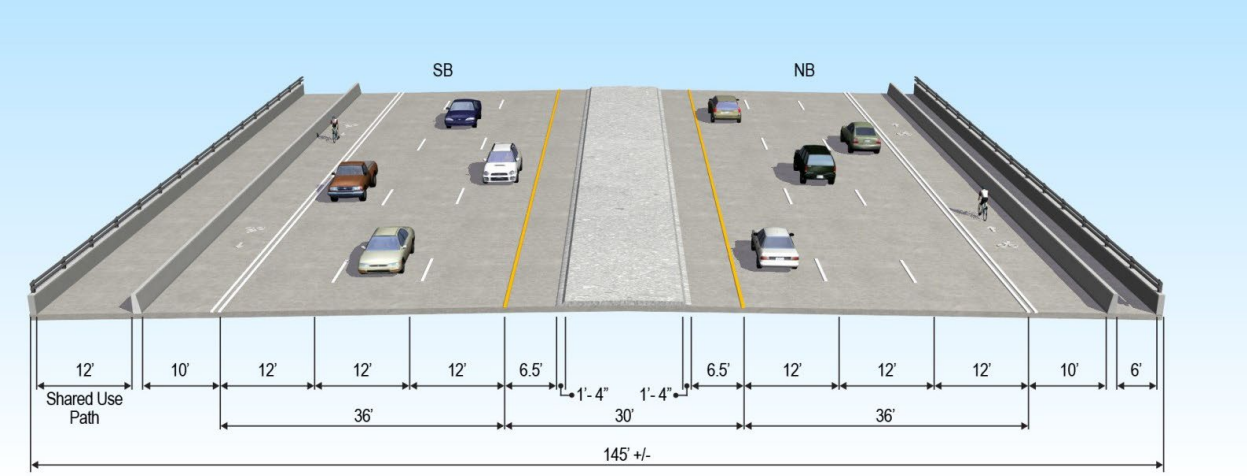


Figure 1-9 | Proposed Bridge Typical Section - US 41 Over Bullfrog Creek

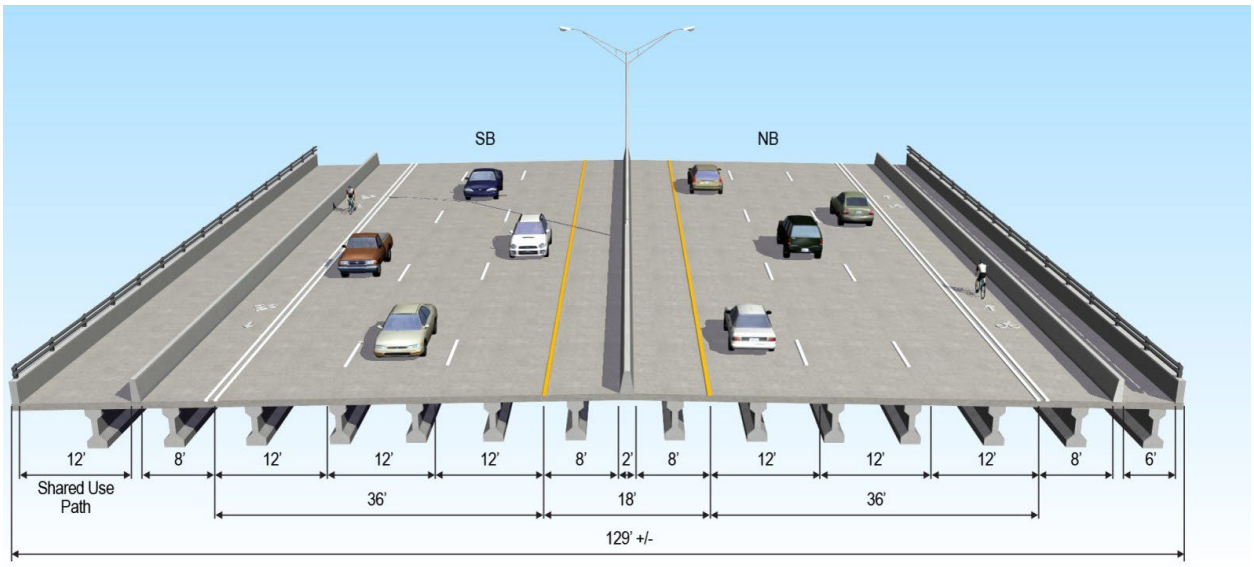


Figure 1-10 | Proposed Bridge Typical Section - US 41 Over Alafia River

1.2 Purpose & Need

1.2.1 Purpose

The purpose of the proposed project is to accommodate existing and future traffic capacity on US 41 due to transportation demand as a result of growth within the project limits and surrounding areas and to enhance regional connectivity in southern Hillsborough County and the Tampa Bay Region along with improving safety for vehicles, pedestrians, and bicyclists along US 41. US 41 is part of the Florida Intrastate Highway System (FIHS).

1.2.2 Need

The project is needed to enhance regional connectivity for the traveling public and intermodal facilities, improve safety, and accommodate existing and projected future traffic, which shows the level of service (LOS) deficiencies in this corridor as a result of transportation demand.

Project Status

This project is consistent with the Hillsborough County Comprehensive Plan (adopted October 2023) and listed in the Plan's Corridor Preservation component as a segment of US 41 that needs to be improved to 6-lanes.

The project (Work Program Item [WPI] Segment Number [No.] 430056-2) is identified in the Hillsborough Transportation Planning Organization (TPO) *2050 Long Range Transportation Plan* (LRTP), as the addition of one lane in each direction on US 41 from South of Madison Avenue to South of Causeway Boulevard. This lane addition project overlaps with the boundaries of the US 41 from Kracker Avenue to south of Causeway Boulevard for approximately 1 mile. The project is listed in the Hillsborough TPO *Transportation Improvement Plan* (TIP) and the FDOT *State Transportation Improvement Program* (STIP) with funding year

2026 and earlier for the Preliminary Engineering phase and in year 2027 for ROW. There is no funding in the current 5-year work program for Construction. The remaining portion of the corridor, from Kracker Avenue to south of Madison Avenue is not listed in the *LRTP*, *TIP*, or *STIP*.

Regional Connectivity

The project is needed to enhance regional connectivity. US 41 is a major north-south regional arterial that parallels I-75 and US 301 and connects south Hillsborough County to the Tampa Bay region. It provides connectivity between the communities of Apollo Beach, Riverview, and Gibsonton. US 41 is part of the FIHS, a regional roadway network identified by the Sun Coast Transportation Planning Alliance Board.

US 41 is also part of the highway network that provides access to regional intermodal facilities such as the Port of Tampa and Port Manatee. The portion of US 41 from Madison Avenue to Causeway Boulevard (SR 676) is designated as part of Florida's Strategic Intermodal System (SIS) of highways. Improvements are needed to improve access to activity centers in the area and improve movement for goods and freight in the Tampa Bay region and across the state. The widening of this facility is also needed to provide relief to parallel facilities such as I-75 and US 301.

Transportation Demand / Capacity

Traffic on US 41 is expected to increase due to projected population and employment growth along the corridor. According to the Hillsborough County 2045 LRTP, Hillsborough County population is expected to grow from 1,292,800 to 2,006,200 (55% increase) between 2015 and 2045, and employment is expected to grow from 830,800 to 1,705,400 (over 100% increase) within this timeframe.

US 41, between Gibsonton Drive and Madison Avenue, and between Denver Street to Causeway Boulevard, currently operates at an acceptable level of service (LOS), but the remaining segments within the project limits are at a failing LOS, LOS F, based on 2023 traffic counts. The entire project is projected to operate deficiently in the design year 2040 with no capacity improvements. The future 2040 No Build conditions is projected to have Annual Average Daily Traffic (AADT) of between 42,100 and 60,950, resulting in a LOS F exceeding the threshold for four-lane divided arterials (45 mph posted speed limit) when using Table 1 of the FDOT Generalized Tables as listed in the *2023 Multimodal Quality/Level of Service Handbook*. The 2023 and projected 2040 design year AADT volumes are shown in **Table 1-1**.

Table 1-1 | US 41 AADT / LOS for Years 2023 and 2040

US 41 Segment- Between Signalized Intersections	Year 2023	Design Year 2040	Percent Increase
Kracker Avenue to Symmes Road	37,500 / F	42,100 / F	12.3%
Symmes Road to Palm Avenue	37,500 / F	45,000 / F	20.0%
Palm Avenue to Gibsonton Drive	37,500 / F	45,200 / F	20.5%
Gibsonton Drive to Riverview Drive	32,500 / D	53,650 / F	65.1%
Riverview Drive to Madison Avenue	32,500 / D	47,200 / F	45.2%
Madison Avenue to Port Sutton	40,500 / F	57,625 / F	42.3%
Port Sutton to South of Causeway Boulevard	40,500 / F	60,950 / F	50.5%

Safety

Crash data was analyzed for a 5-year period from 2019 to 2023. During this 5-year period, 1,015 crashes occurred along the study corridor involving 16 fatal crashes and 373 injury crashes. Table 1-2 provides the actual crash rates per million vehicle miles for this study corridor from the Florida Department of Highway Safety and Motor Vehicles. Crash rates are shown annually for 2019 through 2023, together with the statewide average for similar facility types. The average crash rates were higher than the statewide average crash rate for the majority of segments and on average as shown with an asterisk (*) in **Table 1-2**.

Table 1-2 | US 41 Segment Crash Rates for 2019-2023

US 41 Segment - Between Signalized Intersections	Segment Length (in Miles)	Year					Average 2019-2023
		2019	2020	2021	2022	2023	
Kracker Avenue to Symmes Road	1.4	1.77*	1.98*	1.20	1.55	1.94*	1.69*
Symmes Road to Palm Avenue	0.4	4.01*	6.43*	5.44*	4.68*	4.45*	5.00*
Palm Avenue to Gibsonton Drive	0.6	1.08	1.07	1.34	1.01	0.99	1.10
Gibsonton Drive to Riverview Drive	1.0	1.61	2.47*	1.63	1.20	1.28	1.64
Riverview Drive to Madison Avenue	2.8	6.23*	7.69*	5.36*	6.36*	7.54*	6.64*
Madison Avenue to Port Sutton	0.4	2.56*	1.83*	1.54	2.23*	1.55	1.94*
Port Sutton to South of Causeway Boulevard	0.3	4.91*	3.51*	2.95*	4.00*	2.44*	3.56*

Source: Signal4
+ Segment crash rate = crashes per million vehicle miles
* Denotes crash rate exceeds statewide average of 1.66 for 4-lane divided arterial roadway (approx. 5.3 miles of project)

1.3 Commitments

The FDOT has made the following commitments related to this project:

- While no human remains were observed within the project area of potential effect during the survey, the findings of previous work indicate that if any land altering activities are planned outside the existing eastern ROW located between Ohio and Michigan Avenues, FDOT will perform archaeological monitoring given the possible presence of human remains.

- FDOT will perform archaeological fieldwork at two proposed pond sites (SMF/FPC 4C and SMF 5B) which were not tested due to access issues. This field surveying and coordination with SHPO will take place before any ground disturbance is conducted within these two pond sites.

- FDOT commits to construct a fence on FDOT ROW along the proposed shared use path as it switches under the Alafia River Bridge from the west side of US 41 to the east side. For security reasons, Hillsborough County requested that no public gate be included in the fence so shared use path users would not have direct access to the Williams Park and Boat Ramp property.

- The most recent version of the USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be utilized during construction.

- FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.

- FDOT will adhere to the National Marine Fisheries Service's (NMFS)'s *Southeast Region's Protected Species Construction Conditions* and NMFS's *Vessel Strike Avoidance Measures* during construction of the project.

- The NMFS and USFWS *Construction Special Provisions, Gulf Sturgeon Protection Guidelines* will be utilized during construction.

- FDOT will coordinate with NMFS on potential impacts associated with any pile driving activities. A ramp-up procedure will be utilized at the beginning of each in-water pile-driving event, and a ramp-up procedure is also required for impact hammer proofing of any pipe piles installed with a vibratory hammer during construction.

- The USFWS and Florida Fish and Wildlife Conservation Commission (FWC) *Standard Manatee Construction Conditions for In-Water Work* will be utilized during construction.

- Special conditions for manatees will need to be addressed during construction and include the following:

    - No nighttime in-water work will be performed. In-water work can be conducted from official sunrise until official sunset times.

    - Two dedicated (minimum one primary) experienced manatee observers will be present when in-water work is performed. Primary observers will have experience observing manatees in the wild on construction projects similar to this one.

    - All siltation barriers or coffer dams will be checked at least twice a day, in the morning and in the evening, for manatees that may become entangled or entrapped at the site.

    - Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. All existing slow speed or no wake zones will apply to all work boats and barges associated with construction.

    - Any culverts larger than eight inches and less than eight feet in diameter will be grated to prevent manatee entrapment. The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between piles, further coordination will be conducted with the USFWS.

- If the listing status of the monarch butterfly is elevated by US Fish and Wildlife Service (USFWS) to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project, the FDOT commits to reinitiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

- Upon listing of the tricolored bat, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).

- Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat.

- The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS) acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time) will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, Assessing Bridges and Culverts for Bats, will be used.

    - If the surveys result in no tricolored bats detected, FDOT will proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to FWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in the first bullet, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.

    - If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

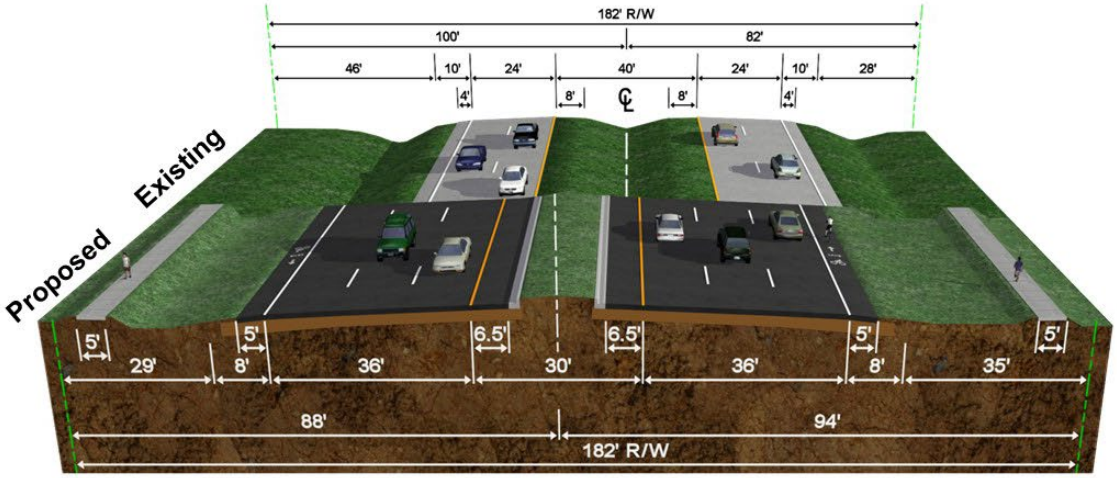
1.4 Alternatives Analysis Summary

1.4.1 Alternatives Considered

The study is considering one Build Alternative to satisfy the purpose and need while also considering the No-Build (or no-action) Alternative.

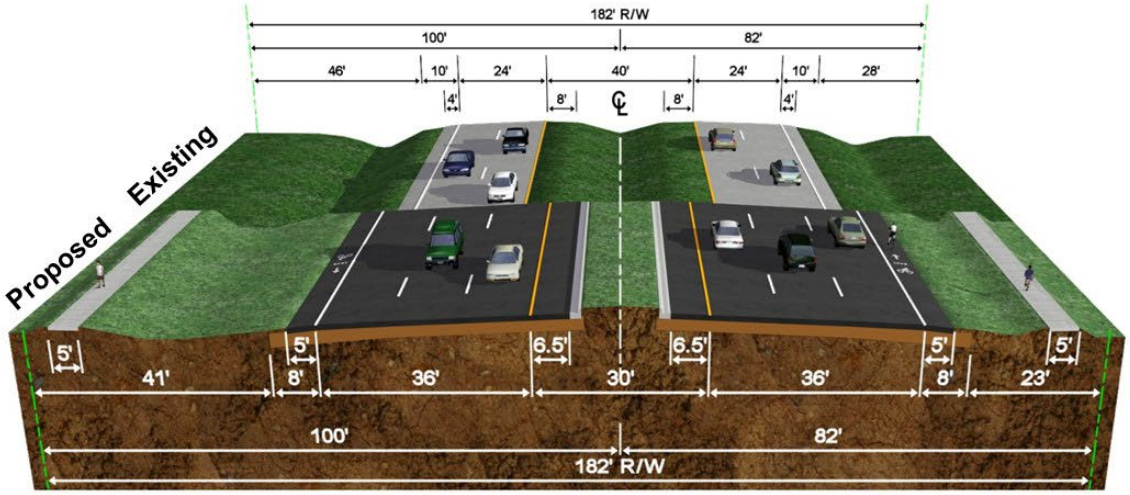
For the Build Alternatives evaluation, six-lane suburban typical sections were evaluated for the areas with the existing 182-foot ROW since these can be constructed within the existing ROW. A 30-foot median was recommended instead of a 40-foot median in order to provide wider border widths and clear zones while still meeting the design standards for a six-lane suburban typical section. Alternatives were considered that both use and don't use the existing pavement (**Figure 1-11 & Figure 1-12**). The use-existing-pavement alternative was found to be the best from a construction staging standpoint. For the north Gibsonton area where the ROW is much narrower, a six-lane urban typical section is the only practical option; alternative alignments studied included west-shifted, centered, and east-shifted.

Alternatives Between Kracker Ave. & Palm Ave.
(Near the South End of the Project)



"West-Shifted Suburban" Typical Section Alternative

- Provides 50 mph design speed
- Design variation for border width required
- Construction cost is higher than for the alternative shown below
- No additional ROW required



Suburban Alternative Utilizing the Existing Pavement

- Provides 50 mph design speed
- Design variation for border width required
- No additional ROW required

(All views are looking north)

Rev. 10/12/16

Figure 1-11 | Typical Section Alternatives

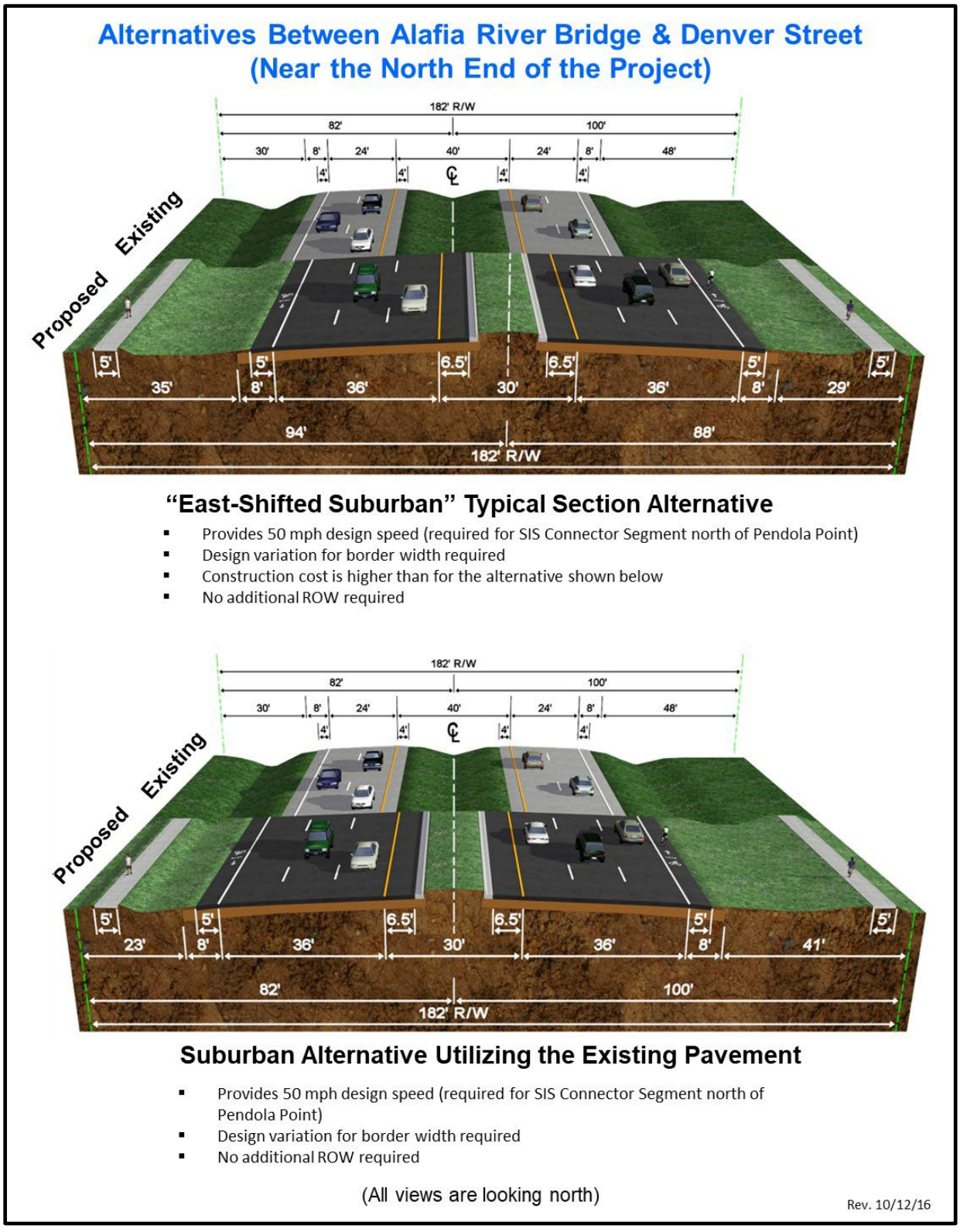


Figure 1-12 | Typical Section Alternatives

The estimated ROW costs are summarized in an evaluation matrix (Table 5-8), and the recommended alignment is based on a combination of lower ROW costs as well as FDOT's goal to minimize or avoid the need to acquire ROW from CSX Transportation (CSXT). The resulting recommended alignment in the north Gibsonton area is east-shifted south of Gibsonton Drive, transitioning to a west-shifted alignment between Gibsonton Drive and the Alafia River.

1.5 Alternatives Analysis

A no-build alternative, where no improvements are made other than routine maintenance, remains viable through the alternatives analysis. There are currently no intelligent transportation system (ITS) nor Transportation System Management and Operations (TSM&O) features within the study limits. There are TSM&O strategies of adding additional turn lanes that could reduce traffic congestion, but the *Design Traffic Technical Memorandum* (DTTM*)* concluded that additional traffic capacity improvements are needed to accommodate the future traffic demand.

1.6 Description of Preferred Alternative

Roadway typical sections for the Preferred Alternative are shown in Figure 1-4 through Figure 1-8.

Suburban typical sections are recommended for areas to the south and north of "North Gibsonton" where the existing ROW is 182 feet wide. Urban typical sections are recommended for the "north Gibsonton" area where the existing ROW is much narrower, and the existing typical sections are already urban.

The Preferred Alternative suburban typical sections would utilize the existing pavement (subject to pavement and base condition evaluation during the future design phase), be constructed within the existing ROW. They include 7-foot paved shoulders for bicyclists and continuous sidewalks on both sides for pedestrians.

The Preferred Alternative urban typical sections are similar to the existing urban typical sections but wider; they also include 7-foot buffered bicycle lanes and continuous sidewalks on both sides, with 11-foot traffic lanes. These lanes widths were revised in late 2014 to comply with new FDOT design standards for urbanized areas. Where additional ROW would be required in the north Gibsonton area, the proposed alignment was designed to avoid the need for ROW acquisition from CSXT to minimize ROW costs.

The Preferred Alternative bridge typical sections (Figure 1-9 and Figure 1-10) include wider sidewalks, shoulders, and buffered bicycle lanes to comply with current design standards. The proposed bridges also include accommodations for the future South Coast Greenway, a proposed trail system to be implemented by Hillsborough County which will be part of the planned Southwest Coast Connector, a sub- segment of the planned Coast to Coast Connector trail system, part of the planned statewide Shared-Use Non-motorized (SUN) Trail System.

The Preferred Alternative includes the construction of SMF and FPC sites; the locations of these facilities were identified in Section 5.4.7. The Preferred Alternative also includes modifications of numerous median openings to improve safety and access management. The conceptual design plans for the Preferred Alternative are included in Appendix A.

1.7 List of Technical Documents

The study was conducted to meet the requirements of the NEPA and other related federal and state laws, rules, and regulations. The technical reports that are to be completed during this study and other reports necessary for reference are listed in **Table 1-3** .

Table 1-3 | List of Technical Documents

Report	Date Completed
Public Involvement Items	
Public Involvement Plan (PIP)	March 2013
PIP Update	January 2025
Public Hearing Scrapbook	February 2017
Virtual Project Update (VPU) Scrapbook	To be prepared after VPU
Comments and Coordination Report from SEIR	March 2017
Comment and Coordination Report Update	To be prepared after VPU
Engineering Items	
Final Preliminary Engineering Report (FPER) from SEIR	December 2016
Preliminary Engineering Report Update	(Draft) January 2026
Design Traffic Technical Memo (DTTM)	January 2017
Pond Sizing Report	November 2025
Location Hydraulic Technical Memo (LHM)	January 2017
Utility Assessment Package	February 2015
Value Engineering Study Report	October 2015
Environmental Items	
Water Quality Impact Evaluation (WQIE)	December 2025
Cultural Resource Assessment Survey (CRAS)	January 2014
CRAS Addendum	July 2025
CRAS Addendum for SMF/FPC 3B	January 2026
Wetland Evaluation and Biological Assessment Report (WEBAR)	January 2017
Natural Resource Evaluation (NRE) Addendum	(Draft) January 2026
Contamination Screening Evaluation Report (CSER)	January 2017
CSER Technical Memo	November 2025
Section 4(f) Resources Document	(Draft) January 2026
Noise Study Report (NSR)	January 2017
NSR Technical Memo	December 2025
Conceptual Stage Relocation Plan (CSRP)	September 2025
State Environmental Impact Report (SEIR)	January 2017
Type 2 Categorical Exclusion (CE)	(Draft) January 2026

Section 2 Existing Conditions

2.1 Previous Planning Studies

There were planning studies completed for this project. A *Final Preliminary Engineering Report* (FPER) was prepared and *SEIR* was approved for this project in January 2017 which served as the foundation for this evaluation.

2.2 Existing Roadway Conditions

US 41 from Kracker Avenue (mile post [MP] 15.784) to south of SR 676 (Causeway Boulevard – MP 22.791) in Hillsborough County is an urban principal arterial with access management classification 3 in most areas. Some areas within Gibsonton have median opening spacing that is much closer than class 3 standards. The existing ROW is 182 feet wide south of Palm Avenue and north of the Alafia River and it varies from 100 to 117 feet between these two locations. The posted speed limit is 55 miles per hour (mph) south of Symmes Road and north of Riverview Drive and 50 mph between these two locations. There are a total of six signalized intersections within the study limits (excluding the intersection at Causeway Boulevard). Sidewalks and bicycle accommodations are nonexistent in some areas.

2.2.1 Roadway Typical Sections

US 41 currently has both four-lane divided rural and urban typical sections (see **Figure 1-2**). Refer to *FPER* Section 4.1.2, including Figure 4-2.

2.2.2 Roadway Functional & Context Classifications

The existing highway is functionally classified as an "urban principal arterial – other" within the study limits. The existing context classification is C3C – Suburban Commercial which is defined as mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

2.2.3 Access Management Classification

Refer to *FPER* Section 4.1.1.

2.2.4 Right of Way

Refer to *FPER* Section 4.1.4, including Figure 4-4.

2.2.5 Adjacent Land Use

Land use and vegetative cover within and adjacent to the project corridor was classified using the FDOT's Florida Land Use Cover and Forms Classification System (FLUCCS). The study corridor has a variety of mixed uses, including but not limited to, residential, commercial, and natural communities. FLUCCS data, aerial photographs, and wetland data from the National Wetlands Inventory (NWI) were utilized to determine current land use and habitat types within the corridor. Future land use data was obtained from the Hillsborough County Adopted 2025 Future Land Use Unincorporated County-Wide Map, effective December 3, 2014, by the Hillsborough City-County Planning Commission. The map shows that the majority of the area surrounding the project corridor will be industrial, residential, suburban mixed-use, and

commercial. Based on field reviews and available geographic information system (GIS) data, minimal to no land use changes are anticipated to occur along the project corridor if the proposed project is implemented. Any changes to land use will be documented in the Type 2 Categorical Exclusion.

2.2.6 Pavement Type and Condition

A flexible pavement condition survey was conducted by FDOT in 2024 for the project corridor. Each section of pavement was rated for cracking ride and rutting on a 0-10 scale with 0 being the worst and 10 the best. Any rating of 6.0 or less is considered deficient pavement and is marked with an asterisk. **Table 2-1** identifies the existing and projected pavement condition ratings for US 41. The existing pavement is generally in good condition.

Table 2-1 | Pavement Condition Survey Results

Beginning MP	Ending MP	Most Recent Surveyed Year	Condition Category	Ratings	Year Finished Paving
Brevard County					
15.784 Kracker Ave	17.422	2023	Cracking	3.5*	2021
			Ride	6.5	
17.422	21.906	2024	Cracking	10.0	2021
			Ride	8.3	
21.906	22.413	2024	Cracking	9.5	2021
			Ride	7.8	
22.413	23.547 Causeway Blvd	2024	Cracking	5.5*	2017
			Ride	7.1	

*Deficient Pavement Source: FDOT's All System Pavement Condition Forecast - extracted on 8/16/2024

2.2.7 Existing Design and Posted Speed

Refer to *FPER* Section 4.1.2.

2.2.8 Horizontal Alignment

Refer to *FPER* Section 4.1.5, including Table 4-1.

2.2.9 Vertical Alignment

Refer to *FPER* Section 4.1.6, including Table 4-2, Figure 4-5 and Figure 4-6.

2.2.10 Multimodal Facilities

Refer to *FPER* Section 4.1.3.

2.2.11 Intersections

Refer to *FPER* Section 4.1.10, including Figure 4-14.

2.2.12 Physical or Operational Restrictions

There are no multimodal use lanes, parking, fixed objects, barriers or clear zone restrictions within the limits of this study.

2.2.13 Traffic Data

Refer to *FPER* Section 7.1, including Table 7-1, Figure 7-1 and Figure 7-2.

2.2.14 Roadway Operational Conditions

Refer to *FPER* Section 7.2, including Table 7-2, Table 7-3 and Figure 7-3.

2.2.15 Crash Data

Refer to *FPER* Section 4.1.9, including Table 4-7, Table 4-8, Figure 4-12 and Figure 4-13.

Following completion of the *SEIR*, crash data was updated and analyzed for a 5-year period from 2019 to 2023. During this 5-year period, 1,015 crashes occurred along the study corridor involving 16 fatal crashes and 373 injury crashes. Table 1-2 provides the actual crash rates per million vehicle miles for this study corridor from the Florida Department of Highway Safety and Motor Vehicles are shown annually for 2019 through 2023, together with the statewide average for similar facility types. The average crash rates were higher than the statewide average crash rate for the majority of segments and on average as shown with an asterisk (*) in **Table 2-2**.

Table 2-2 | US 41 Segment Crash Rates for 2019-2023

US 41 Segment - Between Signalized Intersections	Segment Length (in Miles)	Year					Average 2019-2023
		2019	2020	2021	2022	2023	
Kracker Avenue to Symmes Road	1.4	1.77*	1.98*	1.20	1.55	1.94*	1.69*
Symmes Road to Palm Avenue	0.4	4.01*	6.43*	5.44*	4.68*	4.45*	5.00*
Palm Avenue to Gibsonton Drive	0.6	1.08	1.07	1.34	1.01	0.99	1.10
Gibsonton Drive to Riverview Drive	1.0	1.61	2.47*	1.63	1.20	1.28	1.64
Riverview Drive to Madison Avenue	2.8	6.23*	7.69*	5.36*	6.36*	7.54*	6.64*
Madison Avenue to Port Sutton	0.4	2.56*	1.83*	1.54	2.23*	1.55	1.94*
Port Sutton to South of Causeway Boulevard	0.3	4.91*	3.51*	2.95*	4.00*	2.44*	3.56*

Source: Signal4
+ Segment crash rate = crashes per million vehicle miles
* Denotes crash rate exceeds statewide average of 1.66 for 4-lane divided arterial roadway (approx. 5.3 miles of project)

2.2.16 Railroad Crossings

The CSXT Tampa Terminal Subdivision and Palmetto Subdivision line runs east of and parallel to US 41 for the entire project limits. It is directly adjacent to US 41 from Gibsonton Drive to approximately River Drive. Based on a train count made on 5/1/2012, and provided by the District Rail Coordinator, this railroad line has 4 daytime switching trains and 3 nighttime switching trains per day, for a total of 7 trains per day. These freight trains travel speeds range from 35 to 40 mph, with a maximum timetable speed of 40 mph. There

is one rail spur crossing on US 41 within the project limits. It is located south of Madison Avenue. **Refer to Figure 2-1** (624797-F CSX). According to the District's Rail Section, there is no accurate information for this track. The future plan is to install a new crossing surface for this track. FDOT estimated about 8 movements a day with 5 to 10 minutes for each movement.

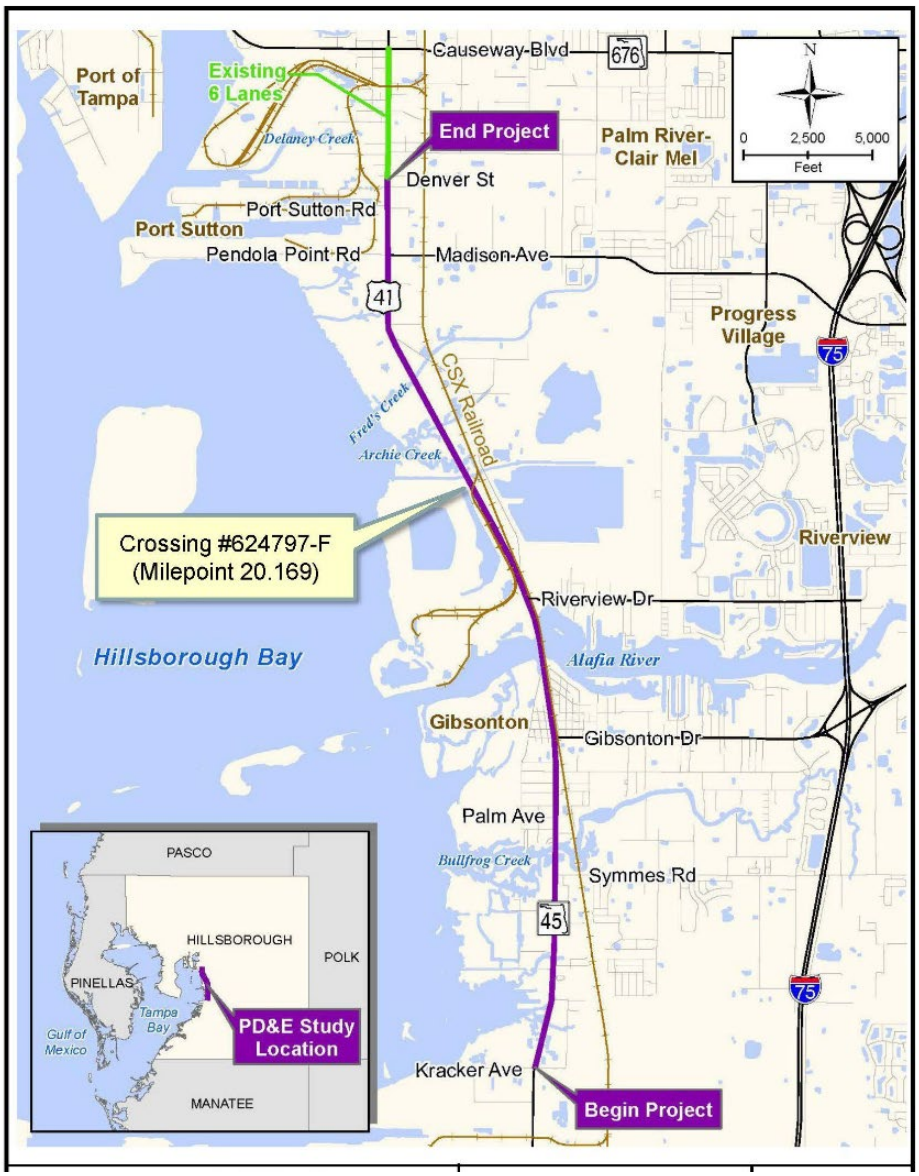


Figure 2-1 | CSXT Railroad Crossing Location

2.2.17 Drainage

Refer to *FPER* Section 4.1.7, including Table 4-3, Figure 4-7 and Figure 4-8.

2.2.18 Lighting

Refer to *FPER* Section 4.1.11.

2.2.19 Utilities

Refer to *FPER* Section 4.1.12, including Table 4-9.

2.2.20 Soils and Geotechnical Data

Refer to *FPER* Section 4.1.8, including Table 4-6, Figure 4-10 and Figure 4-11.

2.2.21 Aesthetics Features

FDOT may consider context sensitive solutions such as aesthetic features and landscaping during the design phase so that the project is in harmony with the community and preserves and/or enhances the natural, environmental, scenic, and aesthetic values of the area. The placement and maintenance of any landscaping area shall comply with the required clear zone and sight distance at intersections. No other provisions or commitments have been made yet regarding special aesthetic features, lighting, or noise walls.

2.2.22 Traffic Signs

There are no overhead signs within the project limits.

2.2.23 Noise Walls and Perimeter Walls

There are currently no existing noise nor perimeter walls within the study limits.

2.2.24 Intelligent Transportation Systems (ITS)/Transportation Systems Management and Operations (TSM&O) Features

There are currently no ITS nor TSM&O features within the study limits.

2.3 Existing Bridges and Structures

Refer to *FPER* Section 4.2.

2.3.1 Bridge Culverts

Refer to *FPER* Section 4.2.1. Updated features of the existing bridge culverts are summarized in **Table 2-3**.

Table 2-3 | Existing Bridge Culverts

Bridge No.	Location	MP	Year Built/ Reconstructed	Sufficiency Rating	Health Index	NBI Rating	Last Inspection	Structure Type	Bridge Length	Load Rating	Span Length	Notes
100046	US 41 over Archie Creek	20.271	1943/1959	85	62.21		3/23/2023	Double Barrel Culvert	33.9’	3.84 (H15)	10’x 6’	Previously Widened
100047	US 41 over Archie Creek N	20.686	1943/1959	85	65.12		3/30/2023	Triple Barrel Culvert	32’	4.62 (H15)	10’x 6’	Previously Widened
100467	US 41 over Fred’s Creek	21.084	1943/1959	74	60.48		3/30/2023	Double Barrel Culvert	24’	1.11 (HL93)	10’x 6’	Previously Widened
100048	US 41 over Delaney Creek	23.003	1959	68.7	35.16		3/30/2023	Triple Barrel Culvert	38.1’	1.53 (HS20)	12’x 8.25’	

2.3.2 Bridges

Refer to *FPER* Section 4.2.2 and Section 4.2.3, including Figures 4-17 through 4-20. Pertinent updated data is included on **Table 2-4**.

Table 2-4 | Characteristics of the Existing Bridges

Bridge No.	Location	MP	Year Built/ Reconstructed	Sufficiency Rating	Health Index	NBI Rating	Last Inspection	Structure Type	Bridge Length	Load Rating	Span Length	Notes
100044	US 41 SB over Bullfrog Creek	17.422	1960/1986	76.6	76.56	FO	3/29/2023	Reinforced Slab	202.8’	1.91 (HS20)	23’	
100106	US 41 NB over Bullfrog Creek	17.422	1945	71.5	97.6	FO	3/27/2023	Reinforced Slab	211.1’	2.29 (HS20)	14.4’	Scour Critical
100045	US 41 SB over Alafia River/Doyle E. Carlton Bridge	18.914	1959	65.8	74.73	FO	3/28/2023	AASHTO Type I-Bream	1215.9’	1.66 (H20)	40’ / 60’ / 78’	Main Span Post Tensioned
100107	US 41 SB over Alafia River/Doyle E. Carlton Bridge	18.914	1952	77.6	79.58	FO	3/28/2023	Steel I-Beam	1215.9’	1.86 (H20)	40’ / 60’ / 78’	Continuous Girder

FO = Functionally obsolete; NBI=National Bridge Inventory

2.4 Existing Environmental Features

The existing environmental features within the project limits were identified and evaluated when developing alternatives. These environmental features include location of potential cultural resources, Section 4(f) resources, special designation of the National Rivers Inventory, wetlands and surface waters, documented protected species and habitat, potential contamination sites. Furthermore, the existing environmental features are documented in more detail within the project's technical support documents. Existing environmental features are shown on the Preferred Alternative Concept Plans in **Appendix A**.

2.4.1 ETDM Programming Screen Summary Report

The purpose of the *Programming Screen Summary Report* (April 2013) is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. A number of effects were either enhanced or, minimal. Resources related to Coastal and Marine, Contamination, Navigation, Special Designations, Wildlife and Habitat, Historic and Archaeological, Relocation, Social, and Secondary and Cumulative Effects were categorized as Moderate for potential effects. Floodplains, Water Quality and Quantity and Wetlands were categorized as Substantial for potential effects..

2.4.2 Cultural Resources

As documented in the *Cultural Resources Assessment Survey* (CRAS-January 2014) and CRAS Addendum (July 2025), cultural resources were identified within the project area of potential effect. The Alafia River Swing Span Bridge and Tender Station (site 8HI01007) and the CSX Railroad (site 8HI10237) are considered potentially eligible for listing in the National Register of Historic Places. The CRAS Addendum had a finding of No Adverse Effect to these resources. The State Historic Preservation Officer (SHPO) concurred with these findings on September 2, 2025. Both resources are adjacent to US 41. **Figure 2-2** shows the CSX Railroad and Alafia River Swing Span Bridge and Tender Station from atop the US 41 bridge over the Alafia River.

2.4.3 Section 4(f) Resources

There are five Section 4(f) resources adjacent to the project study area as noted below. A *Section 4(f) Resources Report* (Dec 2025) was prepared which documents the location, owner, official with jurisdiction, description of the property, relationship between the resource and the project for all five resources. **Figure 2-3** shows the locations of the five Section 4(f) resources.

- Williams Park and Boat Ramp - Park/Recreational Area
- The Kitchen Preserve - Wildlife/Waterfowl Refuge
- Alafia River Swing Span Bridge and Tender Station (site 8HI01007) - Historic Site
- CSX Railroad (site 8HI10237) - Historic Site
- Mosaic Park - Park/Recreational Area

Figure 2-2 | CSX Railroad/Alafia River Swing Bridge and Tender Station

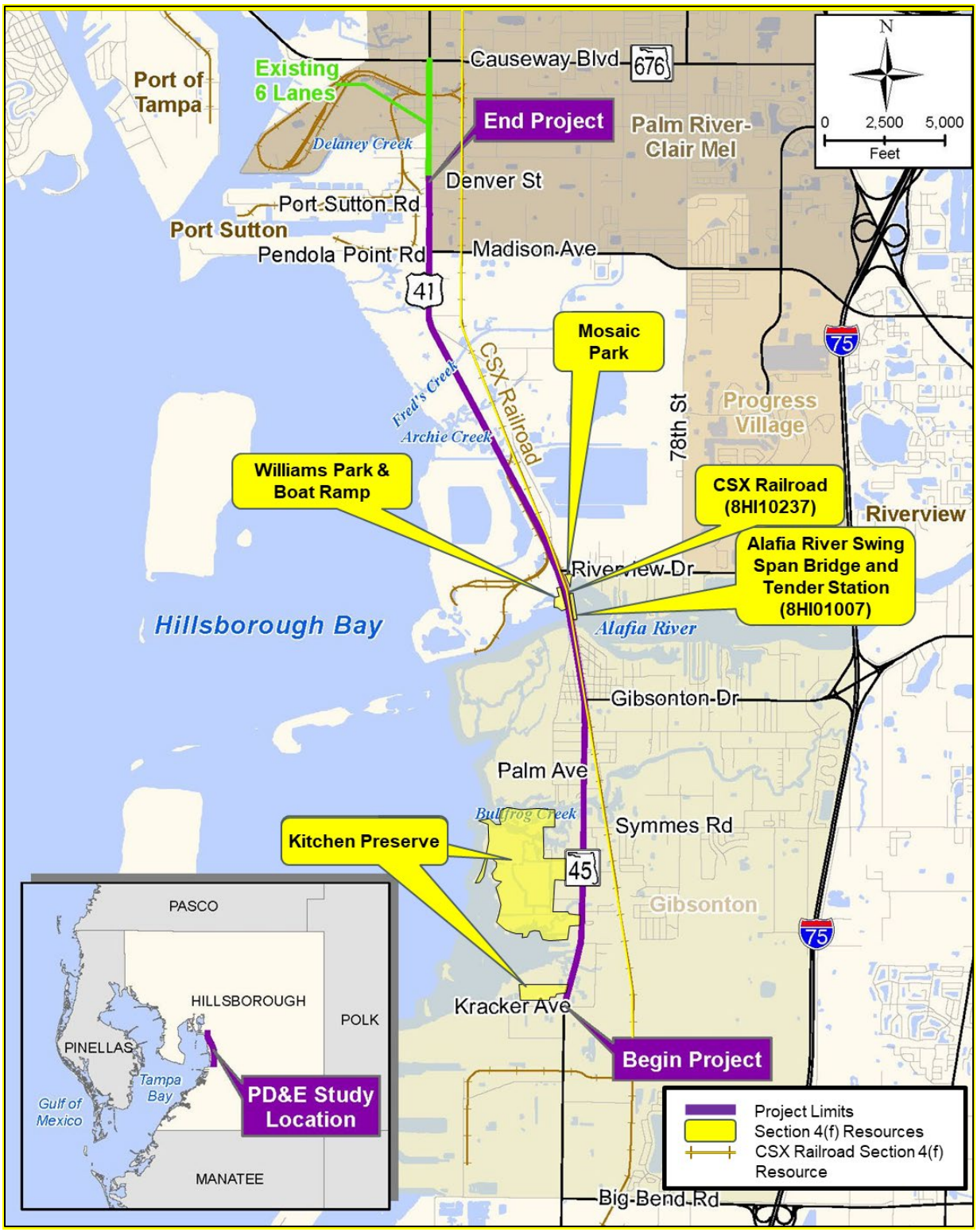


Figure 2-3 | Section 4(f) Resources

Other Recreational Areas

The Florida Geographic Data Library (FGDL), researched in December 2025, shows three paddling trails within the limits of the project as shown on the attached Paddling Trails Map. The data entry for each of these trails indicates Hillsborough County as the managing entity. The Hillsborough County Greenways and Trails Master Plan (HCGTMP-June 2024), provides information concerning County managed paddling trails (called blueways by the County). The three trails are listed from south to north.

- The Bullfrog Creek Trail is shown on the FGDL map to cross US 41 at the Bullfrog Creek bridge. The HCGTMP shows a "Vision Blueway" along Bullfrog Creek within the project limits, but it is not shown as an existing blueway.

- Alafia River Trail: A portion of the Alafia River Trail is designated by FDEP and begins approximately 10 miles upstream (east) along the Alafia River from U.S. 41. The FDEP designated portion is not within the project limits. The HCGTMP shows a "Vision Blueway" along the Alafia River within the project limits, but it is not shown as an existing blueway.

- The Gibsonton Trail (also noted as Hillsborough Bay Trail on FGDL) is shown on the FGDL map as following the bay shoreline and moving inland along a canal, reaching US 41, but not crossing it. The HCGTMP does not show a "Vision Blueway", or as an existing blueway.

Since none of these 3 paddling trails are officially designated by FDEP, and not shown as existing blueways per HCGTMP, presently they are all informal and undesignated paddling trails.

2.4.4 Coastal and Marine

The Alafia River is listed in the Nationwide Rivers Inventory (NRI). In addition, the Alafia River is considered navigable, which requires coordination with US Coast Guard related to any modifications to the existing navigational crossing.

2.4.5 Protected Species and Wetlands

As documented previously in the Wetland Evaluation and Biological Assessment Report (WEBAR-January 2017) and in the *Natural Resources Evaluation (NRE) Addendum* (December 2025), literature reviews, agency database searches and field reviews were conducted to assess federal and state-protected species presence, their habitat, and designated critical habitat occurring or potentially occurring within the project study area. Eighteen (18) federally listed animal, 6 animal species with special federal designations, and 4 federally-listed plant species have the potential to occur in the project area. In addition, there are 12 state-listed animal species and 18 state-listed plant species with a potential to occur in the project area.

There are 27 existing wetland areas, 9 surface waters and 10 other surface waters within the study area of this project as noted in the *NRE Addendum*. Table 4-1 in the *NRE Addendum* provides a description of area, NWI/USFWS designations and the FLUCCS code for each area.

The *NRE Addendum* also documented that Essential Fish Habitat (EFH) exists in the project study area within the habitats of Alafia River, Bullfrog Creek, tidally influenced marshes, and mangrove forests. The EFH types existing within the project study area include soft bottom waterways with potential patches of Submerged Aquatic Vegetation (SAV), mangroves, and emergent marshes. Nineteen (19) of the 27 wetland areas and 8 of the 9 surface waters noted above have the potential for EFH.

2.4.6 Contamination Potential

As documented in the *Contamination Screening Evaluation Report* (CSER-January 2017) and the *CSER Technical Memo* (November 2025), as part of the Level I evaluation, 79 sites of potential environmental concern were identified along the US 41 corridor through a desktop review, site reconnaissance, and review of historical records to identify all past and present potentially contaminating activities within or adjacent to the project and to determine the need for further assessments. The sites were awarded a "risk rating" based on the potential for contaminant impacts to proposed construction activities to be present on each site. Twenty-one (21) sites received "Low" risk ratings, 14 sites received "Medium" risk ratings, and 10 sites received "High" risk ratings for potential environmental impacts to proposed construction activities.

Section 3 Future Conditions

3.1 Future Conditions Considerations

Refer to *FPER* Section 7.3 and 7.4, including Figures 7-4 through 7-6.

Section 4 Design Controls & Criteria

4.1 Design Controls

The design controls for the proposed US 41 study will adhere to the FDOT Design Manual (FDM) Chapter 201, effective January 2025, and Section 3.2.3.5 of Part 2 Chapter 3 of the PD&E Manual.

4.2 Design Criteria

Refer to *FPER* Section 6, including Table 6-1, Table 6-2 and Figure 6-1.

4.3 Design Criteria for Water Quality

The design criteria for water quality requires:

1. A wet detention treatment system shall treat one inch of runoff from the contributing area.

2. A manmade wet detention system shall include a minimum of 35 percent littoral zone, concentrated at the outfall, for biological assimilation of pollutants. The treatment volume shall be no greater than 18 inches above the control elevation (orifice elevation/ Seasonal High Water Level (SHWL)).

3. The wet detention system's treatment volume shall be discharged in no less than 120 hours (5 days) with no more than one-half the total volume being discharged within the first 60 hours (2.5 days).

Criterion 1 was utilized to estimate the required water quality for the wet pond. Criteria 2 and 3 will be implemented in final design. Dry retention ponds are provided as well for the following reason: due to the impaired status for many of the receiving water bodies it is necessary to demonstrate that the project will not contribute to the impairment through demonstration of no net increase in nutrient loading from the project (pre vs. post nutrient loading comparison). Based on the Nutrient Loading calculations, a wet pond would not be capable of meeting requirements for nutrient loading for some basins, therefore dry detention ponds have been considered in the estimation of pond sizing requirements.

Section 5 Alternatives Analysis

5.1 No-Build (No-Action) Alternative

The No-Build Alternative (No-Action) was considered. This alternative involves leaving the existing roadway along US 41 as-is and providing only routine maintenance activities. Although the No-Build Alternative does not accomplish the purpose and need for this project it does remain a viable alternative. The following are advantages and disadvantages associated with the No-Build Alternative:

The advantages of the No-Build Alternative are as follows:

- No design or construction costs
- No ROW acquisitions or relocations
- No impacts to the adjacent natural and physical environment, and
- No disruption to property owners or delays to motorists due to construction

The disadvantages of the No-Build Alternative are as follows:

- Increased roadway maintenance and user costs
- Increased traffic congestion
- Increased potential for traffic crashes due to congestion, and
- Decline of air quality over time to increased traffic congestion

These advantages and disadvantages, along with other established criteria, will be used in the evaluation process with the Build alternative.

5.1.1 Future No-Build Levels of Service

Refer to *FPER* Section 7.5 and 7.6, including Figure 7-7, Tables 7-4 through 7-6.

5.2 Transportation Systems Management and Operations (TSM&O) Alternative

Refer to *FPER* Section 8.2.

5.3 Multimodal Alternatives

Refer to *FPER* Section 8.3.

5.4 Build Alternatives

Refer to *FPER* Section 8.4.

5.4.1 Roadway Typical Sections

Refer to *FPER* Section 8.4.1, including Figure 8-1 and Figure 8-2.

5.4.2 Bridge Typical Sections

Refer to *FPER* Section 9.17 and Figure 9-4.

5.4.3 Build Lane Geometry

Refer to *FPER* Section 7.7, including Figure 7-8.

5.4.4 Build Alternative Operational Analysis

Refer to *FPER* Section 7-6, including Table 7-8 and Table 7-8.

5.4.5 Alternative Alignments

Refer to *FPER* Section 8-4-2.

5.4.6 Drainage Considerations

The *PSR* (November 2025) identified SMF and FPC site alternatives and the analysis for selection of preferred sites. This evaluation analyzed SMF site alternatives that are hydraulically feasible and environmentally permissible based on the best available information. These alternatives were then compared based on relocations and community impacts; environmental impacts including wetlands, upland habitat, and protected species involvement; petroleum and hazardous materials contamination; and economic factors including right of way costs. Maps showing the alternative SMF and FPC sites are provided in the PSR.

Stormwater Management Requirements

Table 5-1 summarizes the stormwater management facility water quality and quantity.

Table 5-1 | Stormwater Management Requirements

Basin	Estimated Required Water Quality Treatment (acre-ft)*	Estimated Required Stormwater Management Volume (acre-ft)
1	0.62	1.20
2	0.73	1.50
3	0.78	1.60
4	0.87	1.70
5	1.03	2.10
6	1.69	3.40
7	2.52	5.00
8	0.76	1.50
9	0.73	1.50
10	0.73	1.50

*ac-ft = Acre-feet

Basin Considerations

The following paragraphs describe the proposed roadway and drainage improvements within each basin associated with the preferred alternative. Existing flow patterns have been maintained; therefore, the basin divides, and station limits remain consistent between existing and proposed conditions. All proposed SMF site alternatives consist of dry detention ponds, which will provide on-line treatment of runoff and are located directly adjacent to the proposed right-of-way associated with the preferred build alternative. Only Basins 1 through 10 are considered pond site alternatives. Basins 11 through 13 are part of an adjacent project being completed by the design team for WPI Segment No. 430056-2 and described in the PSR for that design project.

Basin 1

There are three SMF alternatives identified for Basin 1. The site for SMF 1A would be a partial take of 1.75-acre vacant acreage parcel along southbound US 41, north of Kracker Avenue. While SMF 1C would be a whole take of a 1.71-acre vacant residential parcel at the northwest corner of US 41 and Kracker Avenue. An alternative SMF 1B was identified but eliminated based on the results of the *CRAS* Report for a moderate zone of archaeological potential (ZAP). **SMF 1C is the preferred alternative for Basin 1.**

Basin 2

There are three SMF alternatives identified for Basin 2. SMF 2A and SMF 2B, would be a whole take of vacant commercial parcels of 2.02 acres and 2.25 acres, respectively, west of US 41 at Ohio Street. An alternative SMF 2C was identified but eliminated based on the results of the *CRAS* Report for a high ZAP for prehistoric archaeological sites. **SMF 2A is the preferred alternative for Basin 2.**

Basin 3

There are three SMF/FPC alternative pairs identified for Basin 3. SMF/FPC 3A, SMF/FPC 3B, SMF/FPC 3C would be a whole take of 3.57 acres, 5.21 acres, and 6.17 acres, respectively. SMF/FPC 3A is a combination of a commercial and manufactured home parcel on the northwest corner of US 41 and Adams Street with outfall to Dug Creek. This alternative will require the potential relocation of one business and one residence. SMF/FPC 3B is an equipment storage parcel with a 20-foot easement included to access parcel west of US 41 requiring the potential relocation of a business. SMF/FPC 3C is a county-owned property located west

of US 41, with access to the pond provided via Florence Street. Coordination with the county has determined that this site is part of The Kitchen Preserve which is a Section 4(f) resource. At this time, SMF/FPC 3C will be dropped from further evaluation. **SMF/FPC 3B is the preferred alternative for Basin 3.**

Basin 4

There are three SMF/ FPC alternative pairs identified for Basin 4. SMF/FPC 4A is a partial take of a 2.63 acres of a commercial parcel at the southwest corner of US 41 and Symmes Road requiring business relocation. SMF/FPC 4B and SMF/FPC 4C would be a whole take of 2.86 acres and 2.25 acres, respectively. SMF/FPC 4B is a combination of a vacant residential and manufactured home parcel requiring a residential relocation and SMF/FPC 4C is a commercial office parcel. Both alternatives are west of US 41 and Nena Avenue. Conveyance to these alternatives is along Nena Avenue. **SMF/FPC 4C is the preferred alternative for Basin 4 since there are no potential relocations involved.**

Basin 5

There are two hydraulically feasible SMF alternatives identified for Basin 5. SMF 5A is a whole take of a combination of parcels totaling 4.97 acres at the southeast corner of Beach Avenue and US 41. SMF 5B is a whole take of a 5.03-acre residential parcel at the northeast corner of Lula Street and Cedar Avenue. **SMF 5B is the preferred alternative for Basin 5 since there are no potential relocations involved.**

Basin 6

There are four SMF alternatives identified for Basin 6. SMF 6A is a partial take of 4.34 acres of a 9.13-acre outdoor public storage lot at the northeast corner of Lula Street and Lewis Avenue. Additionally, a 50-foot wide access easement will be needed for conveyance to the pond site. SMF 6B is a whole take of a 6.86-acre residential parcel east of the CSX Railroad track on the northeast corner of US 41 and Nundy Avenue. Then SMF 6C alternative is a combination of vacant residential parcels and a county-owned parcel. This alternative would expand the existing county-owned pond into residential parcels to the north and south. Conveyance from these parcels for alternative SMF 6B and 6C would be through a jack and bore under the CSX Railroad track and would require extensive coordination, flagging, permits, and easements. The SMF 6D alternative is a combination of SMF 6D1 and SMF 6D2. SMF 6D1 is a whole take of two commercial parcels on the southeast corner of US 41 and Nundy Avenue totaling 1.20 acres. This alternative would require a potential business relocation. SMF 6D2 is a whole take of a 1.41-acre vacant residential parcel on the northeast corner of US 41 and Nundy Avenue owned by Mosaic Fertilizer LLC. **SMF 6D1 & 6D2 is the preferred alternative for Basin 6 because it does not require a CSX crossing and the proximity to US 41 and does not require an easement or construction of a pipe to connect to the pond site.**

Basin 7

In Basin 7, all the adjacent properties are owned by Mosaic Fertilizer. There are two SMF alternatives identified for the Basin . SMF 7A is adjacent to the northbound travel lane, just north of the intersection of Old US Highway 41A. The SMF is only proposed to be constructed on a portion of the parcel so as not to conflict with the Water piping for the Mosaic Plant. The parcel is a 7.13 acre partial take of the Mosaic property. SMF 7B is a 5-acre partial take of the Mosaic Property at the intersection of US 41 and Riverview Drive. Both sites have been cleared by Mosaic as not being in conflict with any future expansion of the Gypsum Plant. **SMF 7A is the preferred alternative for Basin 7.**

Basin 8

In Basin 8, there are two SMF alternatives identified for the Basin that are hydraulically feasible. SMF 8A and 8B are adjacent to US 41 between Archie Creek South and North. Both SMF are a partial take of the Mosaic Property of 4.13 acres and 2.00 acres, respectively. Mosaic identified that both of these sites are most likely not in conflict with future expansion of the Gypsum Plant operations. **SMF 8B is the preferred alternative for Basin 8.**

Basin 9

In Basin 9, there is only one combined alternative for SMF/FPC 9A/10A requiring a 6.34 acre partial take of a vacant acreage parcel. The pond site is located south of Fred's Creek and north of Archie Creek North. This combined alternative will provide water quality for Basin 9 and compensation for Basin 10. **SMF 9A/10A/FPC 10A is the preferred alternative for Basin 9.**

Basin 10

All of the adjacent property in Basin 10 is owned by Mosaic Fertilizer and is part of the Archie Creek maintenance program. Water quality for Basin 10 will be compensated for in Basin 9.

Basin 11-13

The pond siting alternatives for these basins are currently being evaluated by others under Financial Project Identification (FPID) No. 430056-2-52-01. The preferred pond site Pond 1 is included on the conceptual plans in **Appendix A.**

5.4.7 Floodplain Compensation Site Alternatives

Floodplain Compensation Site Requirements

The improvements proposed within the preferred roadway alternative will require fill to be placed within the floodplain. These encroachments are listed in **Table 5-2**.

FLOODPLAIN CONSIDERATIONS

Floodplain compensation is required for encroachments within the riverine floodplain as identified by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps and Hillsborough County floodplain data.

The following paragraphs describe the preferred FPC site alternatives for the preferred build alternative. Environmental considerations associated with the proposed improvements are discussed in SECTION 6 of the *PSR*. Conceptual Drainage Maps depicting the FPC site alternatives, detailed HCSWMM floodplain elevations and calculations for the FPC alternatives can be found in the *PSR*.

FPC 3B

FPC 3B is located on the same 5.21-acre commercial parcel as SMF 3B between Mabrey Avenue and Bucket Court, on the west side of US 41. This parcel is directly connected to the floodplain associated with the encroachments. The riverine floodplain elevation is approximately 4.46 ft-NAVD88 according to HCSWMM. FPC 3B has a required volume of 1.71 acre-ft and provides an estimated 3.039 acre-ft of storage volume. Compensation for the floodplain encroachments would be evaluated on a cup-for-cup basis.

Table 5-2 | Floodplain Encroachment Summary

Basin /FPC Site No.	Project Basin Boundaries (Station Range)	Estimated Floodplain Encroachment Area (acres) ①	Estimated Floodplain Encroachment Volume (acres-ft) ②	Estimated Floodplain Compensation (FPC) Site Area (acres) ③
1	831+00.00 to 848+90.00	Above 100-year Riverine Floodplain Elevation (EL)		
2	848+90.00 to 869+91.00	Above 100-year Riverine Floodplain EL		
3	869+91.00 to 892+40.00	2.74	1.37	1.71
4	892+40.00 to 917+37.00	0.56	0.28	0.35
5	917+37.00 to 946+99.00	Above 100-year Riverine Floodplain EL		
6	946+99.00 to 995+51.00	Above 100-year Riverine Floodplain EL		
7	995+51.00 to 1034+11.00 63+05.00 to 96+75.00	Above 100-year Riverine Floodplain EL		
8	96+75.00 to 118+66.00	Above 100-year r Riverine Floodplain EL		
9	118+66.00 to 139+67.00	Above 100-year Riverine Floodplain EL		
10	139+67.00 to 160+58.00	2.54	5.08	6.34
11	160+58.00 to 189+78.00	3.13	1.57	1.96
12	189+78.00 to 208+79.00	2.31	2.31	2.89
13	208+79.00 to 220+62.00	Above 100-year Riverine Floodplain EL		

①The estimated floodplain encroachment area is based on a 26.5 feet (ft) width per the length of encroachment per side.

②An estimated fill depth based on contour data and the average depth was estimated per basin.

③The FPC site area includes an estimated 25% increase to account for potential uncertainties in floodplain compensation.

FPC 4A

FPC 4A is located on the same 2.63-acre commercial parcel as SMF 4A between Nena Avenue and Symmes Road, on the west side of US 41. This parcel is directly connected to the floodplain associated with the encroachments. The riverine floodplain elevation is approximately 5.01 feet-NAVD88 according to HCSWMM. FPC 4A has a required volume of 0.35 acre-ft and provides an estimated 0.425 acre-ft of storage volume. Compensation for the floodplain encroachments would be evaluated on a cup-for-cup basis.

FPC 4C

FPC 4C is located on the same 1.94-acre residential parcel as SMF 4C between Isabel Avenue and Nena Avenue, on the west side of US 41. This parcel is directly connected to the floodplain associated with the encroachments. The riverine floodplain elevation is approximately 5.01 ft-NAVD88 according to HCSWMM. FPC 4C has a required volume of 0.35 acre-ft and provides an estimated 0.504 acre-ft of storage volume. Compensation for the floodplain encroachments would be evaluated on a cup-for-cup basis.

FPC 10A

FPC 10A is located on the same 6.34-acre as SMF 10A between Archie Creek North and Fred's Creek, on the west side of US 41. This parcel is directly connected to the floodplain associated with the encroachments. The riverine floodplain elevation is approximately 3.67 feet-NAVD88 according to HCSWMM. FPC 10A has a required volume of 6.36 acre-ft and provides an estimated 6.99 acre-ft of storage volume. Compensation for the floodplain encroachments would be evaluated on a cup-for-cup basis. Other FPC sites were not considered because there were no hydraulically connected sites that were feasible within the encroached floodplain.

5.4.8 Survey and Mapping

This study utilizes as-built plan data collected for this project. Design level survey for the roadway, drainage, structures, preferred pond sites and the ROW survey will be conducted during the design phase.

5.4.9 Geotechnical Investigation

The soil types within the project limits are noted in Section 2.2.20. Preliminary geotechnical field investigations will be conducted in the design phase.

5.4.10 Project Segmentation

Based on funding opportunities and traffic operations around the Port Tampa Bay facilities at the northern end of the project, the project has been segmented into the following two segments.

- Segment 1 – from Kracker Avenue to south of Pendola Point/Madison Avenue (near Dover Street)
- Segment 2 – from south of Pendola Point/Madison (near Dover Street) to south of Causeway Boulevard (near Austin Street) (WPI Segment No. 430056-2)

5.4.11 Environmental Impact Evaluation of Alternatives

Anticipated environmental impacts for implementing the Preferred Alternative are documented in detail in technical reports listed in Sections 1.7 and 2.4. Below is a description of these potential impacts.

Social and Economic Impacts

Social and economic effects are anticipated to be minimal. There are no planned changes to land use nor aesthetics. Economic conditions may be enhanced through enhanced mobility. As documented in the *Conceptual Stage Relocation Plan* (September 2025) the right of way acquisition required for the Preferred Build Alternative is estimated to result in six business relocations and two residential relocations. The residential relocations include one owner-occupied single-family residence and one residential unit of the East Bay Motel.

The business relocations located in zip code 33534 include:

- Gibsonton Food Mart & Citgo - 10143 South Highway 41
- No Name Truck Repair - 10015 South Highway 41
- Taken For Granite & Marble - 9919 South Highway 41*
- Five Brothers Tires & Wheels - 9921 South Highway 41*
- Bring Me Boxes.com - 9913 South Highway 41
- East Bay Motel - 9839 South Highway 41**

* Both relocations are situated on the same parcel
** Business relocation includes one unit that is serving as manager's office

The project is located both within and outside the urban service boundary. An evaluation of farmland impacts resulting from the project was conducted pursuant to the Farmland Protection Policy Act of 1981. There are proposed mainline improvements and one SMF pond site situated outside the urban boundary that will require additional ROW. There are approximately 151.63 acres of farmland soils identified within

the project area with approximately 9.34 acres to potentially be directly converted, primarily with preferred off-site SMF/FPC sites. Based on the scoring on the farmland form, the potential impact to productivity is minimal and no further coordination is needed with Natural Resource Conservation Service (NRCS).

Cultural Resources Impacts

As noted in Section 2.4.2 the Alafia River Swing Span Bridge and Tender Station (8HI01007) and the CSX Railroad (8HI10237) are considered potentially eligible for National Register for Historic Places; however, the finding of No Adverse Effects was concurred with by the SHPO on September 2, 2025. It is anticipated that the proposed project will have no involvement with these resources and no further archaeological or architectural history work is recommended.

As noted in Section 2.4.3, there are five Section 4(f) resources adjacent to the project study area. The Preferred Alternative includes roadway improvements that will be constructed within mostly within existing FDOT ROW. Additional ROW will be limited along US 41 for roadway improvements and required for off-site SMF/FPC sites. Based on supporting technical material located in the project file, the Preferred Alternative meets the requirements for a Section 4(f) No Use determination which has been made by OEM on [date pending], for all five resources. Documentation for each resource's No Use determinations is included in the attached *Section 4(f) Resources Report*.

The three paddling trails listed in Section 2.4.3 will be maintained throughout construction. If a segment near construction needs to be closed, the FDOT will provide an alternate route around the active construction area. Any occupation of the waterways will be temporary, the scope of work within the paddling trails is minor (no alterations to the paddling trails are proposed). There are no meaningful proximity impacts to the protected properties, and there will be no impacts to the access and usage of the paddling trails. Therefore, the project will have no impacts to these three paddling trails.

There are no properties within the project areas that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965, nor other recreational or protected lands.

Natural Resources Impacts

As noted in Section 2.4.5, the *NRE Addendum* (December 2025) documented all potential involvement of species and wetlands within the project area. The project will not have significant impacts to natural resources.

The Preferred Alternative will result in approximately 5.86 acres of impacts to wetlands, 2.45 acres of surface waters and 0.74 acres of other surface waters as shown in Table 5-3. Avoidance and minimization of impacts to wetlands have been implemented throughout the project phases, including pond sites being placed in uplands. Wetland impacts due to pond placement discussed in this *NRE Addendum* have the potential to be re-shaped during future design phases to further avoid and minimize impacts. The total wetland functional loss for the Preferred Alternative was evaluated in accordance with the Uniform Mitigation Assessment Method (UMAM), Chapter 62-345, F.A.C., for the wetland direct impacts and are shown in Table 5-3. UMAM scores will be reevaluated at the time of permitting based on the final design plans.

The project corridor is located within the Core Foraging Area (CFA) of wood stork colonies. There are several listed species that may be present, or their habitat may be present. The effect determination of “may affect, not likely to adversely affect” was made for the 13 federally-listed animal and 4 federally-listed plant species. A “no adverse affect anticipated” determination was made for 10 state-listed animal and 10 state

listed plant species. The remaining evaluated Federal and/or State Listed faunal and floral species received either “no effect” or “no effect anticipated” effect determinations (**Refer to Tables 5-4 & 5-5**).

Table 5-3 | Wetland / Surface Water Impacts and UMAM Functional Loss

Habitat Type	FLUCCS	Impact Acreage	Functional Loss
Mangrove Swamps	612	0.75	0.29
Wetland Forested Mixed	630	3.41	2.40
Vegetated Non-forested	640	0.03	0.01
Freshwater Marshes	641	0.32	0.12
Saltwater Marshes	642	1.24	0.69
Emergent Aquatics	644	0.11	0.01
Total Wetlands		**5.86**	**3.52**
Streams and Waterways	510	1.58	0.17
Reservoirs	530	0.87	0.20
Total Surface Waters		**2.45**	**0.37**
Water	500	0.74	0.00
Total Other Surface Waters		**0.74**	**0.00**
Project Total		**9.05**	**3.89**

Table 5-4 | Federally Listed Species

Scientific Name	Common Name	USFWS Designation	Effect Determination
Fishes			
Acipenser oxyrhynchus desoto	Gulf sturgeon	T	"May affect, not likely to adversely affect"
Mobula birostris	giant manta ray	T	
Pristis pectinata	dmalltooth sawfish	E	
Microphis brachyrus	opossum pipefish	SSC	--
Reptiles			
Caretta caretta	loggerhead sea turtle	T	"May affect, not likely to adversely affect"
Chelonia mydas	green sea turtle	E	
Crocodylus acutus	American crocodile	T	
Drymarchon couperi	eastern indigo snake	T	
Lepidochelys kempii	Kemp's Ridley sea turtle	E	
Dermochelys coriacea	leatherback sea turtle	E	"No effect"
Eretmochelys imbricata	hawksbill sea turtle	E	
Alligator mississippiensis	American alligator	T(S/A)	--
Insects			
Danaus plexippus	monarch butterfly	PT	--
Mammals			
Trichechus manatus	West Indian manatee	T	"May affect, not likely to adversely affect"
Perimyotis subflavus	tricolored bat	PE	--
Birds			
Calidris canutus rufa	rufa red knot	T	"May affect, not likely to adversely affect"
Caracara plancus audubonii	Audubon's crested caracara	T	
Mycteria americana	wood stork	T	
Rostrhamus sociabilis	Everglade snail kite	E	
Aphelocoma coerulescens	Florida scrub-jay	T	"No effect"
Charadrius melodus	piping plover	T	
Haliaeetus leucocephalus	bald eagle	BGEPA	
Laterallus jamaicensis ssp. Jamaicensis	eastern black rail	T	
Grus americana	whooping crane	EXPN	--
Plants			
Bonamia grandiflora	Florida bonamia	T	"May affect, not likely to adversely affect"
Campanula robinsiae	Brooksville bellflower (State name: chinsegut bellflower)	E	
Chionanthus pygmaeus	pygmy fringe-tree	E	
Schwalbea americana	chaff-seed	E	

E=Federal Endangered, PE = Federally Proposed as Endangered, T= Federal Threatened, PT = Federally Proposed as Threatened, T(S/A)= Federal Threatened due to similarity of appearance to another species, SSC = Species of Special Concern, EXPN= Experimental Population (Non-essential); BGEPA = Protected under Bald and Golden Eagle Protection Act (16 U.S.C. § 668-668c)

Table 5-5 | State Listed Species

Scientific Name	Common Name	FWC/FDACS Designation	Effect Determination
Reptiles			
Gopherus polyphemus	gopher tortoise	T	"No Adverse Effect Anticipated"
Pituophis melanoleucus	Florida pine snake	T	"No Effect Anticipated"
Birds			
Ursus americanus floridanus	Florida black bear	--	--
Antigone canadensis pratensis	Florida sandhill crane	T	"No Adverse Effect Anticipated"
Charadrius nivosus	snowy plover	T	
Egretta caerulea	little blue heron	T	
Egretta refescens	reddish egret	T	
Egretta tricolor	tricolored heron	T	
Haematopus palliatus	American oystercatcher	T	
Platea ajaja	roseate spoonbill	T	
Rynchops niger	black skimmer	T	
Sternula antillarum	least tern	T	
Athene cunicularia floridana	Florida burrowing owl	T	"No Effect Anticipated"
Plants			
Acrostichum aureum	golden leather fern	T	"No Adverse Effect Anticipated"
Andropogon arctatus	pinewoods bluestem	T	
Centrosema arenicola	sand butterfly-pea	E	
Lythrum flagellare	lowland loosestrife	E	
Opuntia stricta	shell mound prickly pear	T	
Polypodium plumula (syn. Pecluma plumula)	plume polybody	E	
Polypodium ptilodon (syn. Pecluma ptilodon)	swamp plume polypody	E	
Thelypteris serrata	dentate lattice-vein fern	E	
Verbena tampensis (syn Glandularia tampensis)	Tampa vervain	E	
Zephyranthes simpsonii	Simpson's zephyr-lily	T	
Asclepias curtissii	Curtiss's milkweed	E	"No Effect Anticipated"
Asplenium auritum	auricled spleenwort	E	
Calopogon multiflorus	many-flowered grass pink	T	
Lechea cernua	nodding pinweed	T	
Matelea floridana	Florida spiny-pod	E	
Rhynchospora megaplumosa	hairy-spikelet beakrush	E	
Tephrosia angustissima	hoary-pea	E	
Triphora latifolia (syn. T. amazonica)	*wide-leaved triphora*	E	

T=State Threatened , E=State Endangered, SGCN = State of Florida Species of Greatest Conservation Need, --=Not Listed

As documented in the *NRE Addendum* and coordinated with NMFS, the Preferred Alternative impacts approximately 3.57 acres of wetlands and surface waters designated as EFH. The habitats being directly impacted are shown in **Table 5-6**. Impacts to EFH were avoided and minimized by alignment shifts and pond siting analysis during the PD&E phase. The proposed project will have no impacts to seagrasses or other submerged aquatic vegetation (SAV). If any changes are made during the design phase that result in seagrass or other SAV impacts, mitigation measures will be developed in coordination with the appropriate agencies. Mitigation will be provided for all wetland impacts.

The proposed project will not have significant direct impacts, indirect impacts or cumulative impacts to EFH, resulting in no representative species or life stages of a species being significantly impacted. Therefore, the FDOT has determined the project will have more than minimal but less than substantial effects on EFH.

Table 5-6 | EFH Impacts by FLUCCS Code and Impact Type

FLUCCS / Habitat Type	EFH Habitat Description	Impact Type	Impact Acreage
500 / Water	Soft Bottom	Roadway Fill	0.10
510 / Streams and Waterways	Soft Bottom	Roadway Fill	1.48
612 / Mangrove Swamps	Mangroves	Roadway Fill	0.63
		SMF & FPC Sites	0.12
642 / Saltwater Marshes	Emergent Marshes	Roadway Fill	0.31
		SMF & FPC Sites	0.93
Project Total			**3.57**

As noted in **Section 2.4.4**, the Alafia River is listed in the NRI. The existing US 41 bridges over the Alafia River will be replaced. There will be no direct or adverse effects on the values for which the either the Alafia River have been designated which are: alteration of free flow, any change in character setting, deterioration of water quality, sale of property adjacent to. FDOT coordinated with NPS regarding both river crossings on 12/12/25.

Physical Environment Impacts

An evaluation of highway traffic noise was documented in the *Noise Study Report* (NSR-January 2017) and *NSR Technical Memo* (December 2025). Of the noise receptors evaluated, 61 receptors realized noise levels that equal or exceed the FHWA Noise Abatement Criteria (NAC) in the future no-build condition. With the Preferred Alternative, 89 receptors exceed the NAC. An analysis of potential abatement measures was performed however, no noise barriers were found to be cost reasonable or feasible and are not proposed with this project.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards and the project is also expected to improve the LOS and reduce delay and congestion on all facilities within the study area.

The *CSER Technical Memo* (November 2025) documented the presence of potential contamination sources along the study corridor as documented in **Section 2.4.6**. As part of the evaluation, sites of potential environmental concern were reviewed and awarded a risk ranking based on the potential for contaminant impacts to be present on each site. Fourteen (14) sites received "Medium" risk ratings, and 10 sites received

"High" risk ratings for potential environmental impacts to proposed construction activities and are listed in Table 5-7. All sites ranked 'High' or 'Medium' risk will require a Level II Contamination assessment during the design phase.

Table 5-7 | Potential Contamination Sites Rated Medium or High Risk

Site #	Site Name	Potential Contamination
Medium Risk Rated Sites		
2	Circle K #7032	Petroleum Products & Hazardous Waste
14	Mobil-Gibsonton #121	Petroleum Products
17	Shell-Bullfrog #669	Petroleum Products
18	Joy Foods #101	Petroleum Products
23	Billy's Tire & Wheel	Hazardous Waste
24	Pats Place Hardware	Petroleum Products
29	Closed Gypsum stacks, Mosaic Company	Hazardous Waste (Phosphogypsum)
30	Active Gypsum stacks, Mosaic Company	Hazardous Waste (Phosphogypsum)
35	Tampa Bay Metals Brownfield	Petroleum Products & Hazardous Waste
39	Former Marathon Petroleum Bulk Facility / Marathon Asphalt Plant (#65936)	Petroleum Products
42	One Steel Recycling Ltd	Petroleum Products & Hazardous Waste
46	Vacant Property (Formerly: Interstate Uniform Services Corp.)	Drycleaning Solvents
47	Florida Mariner Joiner Service, Inc	Hazardous Waste
49	William Leek	Unknown, not listed
High Risk Rated Sites		
21	CSX Railroad Corridor	Arsenic, Pesticides/Herbicides, Petroleum Products
22	Presto Food Store #40 / Gibsonton Food Mart	Petroleum Products & Solvents
26	CSX Railroad Crossing (southern crossing along project)	Arsenic, Pesticides/Herbicides, Petroleum Products
27	Rail Yard	Arsenic, Pesticides/Herbicides, Petroleum Products
28	CSX Railroad Crossing (northern crossing along project)	Arsenic, Pesticides/Herbicides, Petroleum Products
37	Circle K #2708536	Petroleum Products
62	Magno Melo Trucking, Inc.	Petroleum Products
67	Inter Bay Moorings	Petroleum Products
69	Williams Park Boat Ramp	Petroleum Products
69	Scrap King, LLC	Petroleum Products

For utilities and railroads, refer to *FPER* Section 9.13.

5.4.12 Value Engineering

Refer to *FPER* Section 9.15, including Table 9-5.

5.5 Comparative Alternatives Evaluation

Refer to *FPER* Section 8.5, including Table 8-1.

An evaluation matrix was determined based on environmental effects, ROW needs, project costs, and engineering factors. The evaluation matrix is provided in **Table 5-8**. The matrix quantifies considerations such as potential business and residential relocations, impacts to environmental resources, and the amount of right-of-way needed for roadway improvements and stormwater management facilities.

The top portion of the evaluation matrix identifies estimates of project costs for wetland mitigation, ROW acquisition, construction, design, construction, construction engineering and inspection. These estimates were based on the year 2024-unit costs. Construction costs were estimated using the FDOT's Long Range Estimate (LRE) provided in **Appendix C.**

Table 5-8 | Alternative Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Build Alternative [1]
Potential ROW Impacts		
Number of parcels (business and residential) for roadway/ponds	0	34 / 11
Area of ROW anticipated to be acquired for road widening (acres)	0	3.47
Area of ROW anticipated to be acquired for stormwater management and floodplain compensation sites (acres)	0	44.31
Number of relocations (business and residential)	0	6 business, 2 residential
Potential Environment Effects		
Section 4(f) Resources	0	0
Archaeological / Historic Sites Impacted *	0	0 / 0
Section 4(f) Resources in Project Limits / Impacted	None	5 / 0
Wetlands and Surface Waters (acres)	0	8.31
Other Surface Waters (acres)	0	0.74
Floodplain Encroachment (acre-feet)	0	10.61
Threatened and Endangered Species (Involvement)	None	Low
Contamination/Hazardous Waste Sites (ranked low/medium/high)	0	21 / 14 / 10
Noise Impacted Receptors**	61	89
Estimated Project Cost (in millions)		
Construction (roadway, bridge and ponds)	$0.0	$273.50
ROW Acquisition for Roadway Widening	$0.0	$21.21
ROW Acquisition for Stormwater Ponds and Floodplain Comp	$0.0	$16.18
Wetlands Mitigation ***	$0.0	$2.08
Engineering Design & Construction Inspection (20%)	$0.0	$55.00
Preliminary Total Cost	**$0.0**	**$367.97**

* Sites eligible for the National Register of Historic Places

** Sites with noise levels equal to or higher than the Federal Highway Administration's Noise Abatement Criteria

*** Based on average mitigation cost of $175,000 per acre

5.6 Selection of the Preferred Alternative

Refer to *FPER* Section 8.6.

5.6.1 Recommendation for a Preferred Alternative

Refer to *FPER* Section 8.6.

5.6.2 Description of the Preferred Alternative

Refer to *FPER* Section 8.6. The preferred SMF and FPC sites include: SMF 1C, SMF 2A, SMF/FPC 3B, SMF/FPC 4C, SMF 5B, SMF 6D1 and 6D2, SMF 7A, SMF 8B, SMF 9A/10A/FPC 10A, and Pond 1. Updated conceptual design plans for the preferred alternative are included in Appendix A.

Section 6 Agency Coordination & Public Involvement

6.1 Agency Coordination

Refer to *FPER* Section 9.14.

The results of the entire program are summarized in a *Comments and Coordination Report* (C&CR) and a *C&CR Addendum* which were prepared for this study. Several presentations were given to various agencies/groups, as listed in an updated **Table 6-1.** Minutes of these meetings are available in the *C&CR* prepared for the *SEIR* or the *C&CR Addendum* prepared for this Type 2 Categorical Exclusion.

Table 6-1 | Summary of Presentations to Agencies/Groups

Date	Agency/Group	Meeting/Presentation Purpose
10/16/13	Hillsborough Metropolitan Planning Organization (MPO) Citizens Advisory Committee	Kick off and study update
10/21/13	MPO's Technical Advisory Committee	Kick off and study update
10/31/13	Hillsborough Co. Dept. of Public Works	General project update and to review proposed intersection improvements
1/22/14	CSXT	To discuss potential ROW impacts
1/22/14	SWFWMD	Pre-Application Meeting
4/1/14	Hillsborough Co. Parks Dept.	General project information and to discuss Williams Park and South Coast Greenway
4/30/14	Port Tampa Bay (FKA Tampa Port Authority)	General project update and review impacts to port facilities
5/30/14	Mosaic	General project information & discuss Riverview Drive intersection
8/5/14	Mosaic and Hills. Co. Parks and DPW Representatives	Project update and discussed Riverview Drive intersection and South Coast Greenway
8/19/15	SWFWMD	Second "pre-app" meeting
6/4/24	Mosaic fertilizer	Follow up meeting
5/27/25	SWFWMD	Follow-up "pre-app" meeting
9/17/25	Hillsborough County Community Planning	Updated project information including status of South Coast Greenway
10/2/25	Hillsborough County Parks/Recreation and Conservation/Environmental Lands	General project information and discuss Section 4(f) resources maintained by County including Williams Park, Mosaic Park and Kitchen Preserve

6.2 Public Hearing

Refer to *FPER* Section 9.14.

6.3 Virtual Project Update

A Virtual Project Update (VPU) is planned for January 2026 to provide the public an opportunity to review updated project materials including concept plans, environmental impacts and costs. A Comments and Coordination Report Addendum will be prepared following the VPU documenting agency and public involvement activities after the *SEIR* was approved.

Section 7 Preferred Alternative

This section describes engineering details of the operational improvements and design of the proposed Preferred Alternative. Based on evaluation of the Build Alternative and the No-Build Alternative described in **Section 5,** the Build Alternative is the Preferred Alternative. The *Preliminary Conceptual Design Plans* in **Appendix A** illustrate the proposed improvements of the Preferred Alternative.

7.1 Engineering Details of the Preferred Alternative

7.1.1 Typical Sections

Refer to *FPER* Section 9.2, including Figure 8-3 and Figure 8-4. The approved Typical Section Package is included in **Appendix B.**

7.1.2 Access Management

Refer to *FPER* Section 9.19, including Table 9-8.

7.1.3 Right-of-Way

Refer to *FPER* Section 9.5.

An estimated 3.47 acres of proposed ROW is proposed to be acquired from 34 parcels for roadway widening of the Preferred Alternative as summarized in **Table 7-1**. The estimated cost of the ROW acquisition for roadway widening is approximately $21,210,000. Specific locations for proposed ROW acquisition are shown on the preliminary conceptual design plans included in **Appendix A**.

In addition to ROW for the roadway and intersection improvements, approximately 44.31 acres of ROW will be needed for SMF and FPC sites from 11 parcels. The estimated cost of the ROW acquisition for SMF and FPC sites is approximately $16,180,000.

Based on the preliminary conceptual design plans, an estimated 6 business and 2 residential relocations are expected (in the north Gibsonton area) as a result of construction of the Preferred Alternative. According to the *CSRP* prepared as part of this study, there are sufficient business and residential sites available for relocation within the project area.

7.1.4 Horizontal and Vertical Geometry

Refer to *FPER* Section 9.4.

7.1.5 Design Variations and Design Exceptions

The need for design exceptions or variations will be re-examined during the design phase.

7.1.6 Multimodal Accommodations

Refer to *FPER* Section 9.12, including Figures 9-1 through 9-3.

Table 7-1 | Proposed Right of Way Acquisition for Roadway Widening

Parcel #	Parcel ID	Concept Plan Sheet No.	Proposed ROW Area (Square Feet)	Proposed ROW Area (Acres)
1	U-26-30-19-1RR-000000-00057.4	1	48.54	0.00
2	U-26-30-19-1RR-000000-00056.1	1	1,378.24	0.03
3	U-26-30-19-1RR-000000-00055.1	1	5,767.39	0.13
4	U-26-30-19-1RR-000000-00054.8	2	6,748.74	0.15
5	U-26-30-19-1RR-000000-00053.O	2	4,643.93	0.11
6	U-26-30-19-1RR-000000-00053.N	2	5,559.44	0.13
7	U-26-30-19-1RR-000000-00052.1	2	1,777.52	0.04
8	U-26-30-19-1RR-000000-00052.0	2	5,014.30	0.12
9	U-26-30-19-1RR-000000-I0000.2	2	5,012.60	0.12
10	U-26-30-19-1RU-000000-00001.0	2	279.80	0.01
11	U-26-30-19-1RR-000000-F0000.1	3	17,876.63	0.41
12	U-26-30-19-1RV-000000-00005.0	3	3,616.44	0.08
13	U-26-30-19-1RV-000000-00004.0	3	3,031.62	0.07
14	U-26-30-19-1RV-000000-00001.0	3	10,388.39	0.24
15	U-26-30-19-1R4-000000-00011.0	3	7,194.03	0.17
16	U-26-30-19-1R4-000000-00010.0	3	5,253.51	0.12
17	U-23-30-19-1R4-000000-00007.1	4	7,345.31	0.17
18	U-23-30-19-1R4-000000-00007.2	4	990.74	0.02
19	U-23-30-19-1R4-000000-00007.0	4	1,808.49	0.04
20	U-23-30-19-1R4-000000-00006.0	4	3,312.16	0.08
21	U-23-30-19-1R4-000000-00004.0	4	6,547.25	0.15
22	U-23-30-19-1R4-000000-00003.0	4	3,837.14	0.09
23	U-23-30-19-1R4-000000-00002.0	4	2,310.56	0.05
24	U-23-30-19-1R4-000000-00001.0	4	2,268.06	0.05
25	U-23-30-19-ZZZ-000001-69970.0	4	13,398.63	0.31
26	U-23-30-19-1R5-000000-00001.0	5	4,699.44	0.11
27	U-23-30-19-1R5-000000-00001.1	5	12,345.18	0.28
28	U-22-30-19-ZZZ-000001-69680.0	6	250.77	0.01
29	U-03-30-19-1Q3-000103-00005.1	7	471.80	0.01
30	U-34-29-19-1Q3-000058-00003.0	8	111.73	0.00
31	U-33-29-19-1Q3-000059-00001.0	8	296.20	0.01
32	U-34-29-19-1Q3-000057-00005.0	8	760.32	0.02
33	U-33-29-19-1Q3-000056-00004.0	8	3,210.19	0.07
34	**	8	13.73	0.00
35	**	8	239.98	0.01
36	U-34-29-19-1Q-000057-00004.1	8	9.98	0.00
37	U-33-29-19-1Q3-000056-00001.0	8	3,119.52	0.07
38	U-33-29-19-1Q3-000047-00001.0	8	259.35	0.01
34	<Number of parcels (accounting for 4 duplicate owners)		151,197.65	3.47
** Appears to be a platted alley between parcels 33/37 on west side of US 41 and 32/36 on the east side of US 41				

7.1.7 Intersection/Interchange Concepts and Signal Analysis

Refer to *FPER* Section 9.3, including Table 9-1 and Figure 7-9.

7.1.8 Tolled Projects

There are no Tolled Projects within the study limits.

7.1.9 Intelligent Transportation System and TSM&O Strategies

ITS and TSM&O Strategies will be evaluated further in the design phase.

7.1.10 Landscape

Landscaping will be evaluated in the design phase

7.1.11 Lighting

Lighting will be evaluated in the design phase

7.1.12 Wildlife Crossings

Wildlife crossings will be evaluated in the design phase.

7.1.13 Permits

The permits listed in **Table 7-2** are anticipated for this project and will be applied for during the design or construction phase as appropriate.

Table 7-2 | Anticipated Permits

Coordinating Agency	Permit
Florida Department of Environmental Protection (FDEP)	National Pollutant Discharge Elimination System (NPDES) Permit
US Army Corps of Engineers	404 Permit
Southwest Florida Water Management District (SWFWMD)	Individual Environmental Resource Permit (ERP) Permit
US Coast Guard	Bridge Permit

7.1.14 Drainage and Stormwater Management Facilities

Refer to *FPER* Section 9.16. The stormwater and floodplain compensation requirements for the Preferred Alternative were discussed in **Sections 5.4.6** and **5.4.7**. The SMF and FPC alternatives were compared based on community impacts including relocations; environmental impacts including wetlands, upland habitat, and protected species involvement; petroleum and hazardous materials contamination; cultural resources; and economic factors including ROW costs. The *PSR* summarizes the environmental evaluation and potential impacts of the preferred SMF and FPC site alternatives. The preferred SMF sites are shown on the Concept Plans in **Appendix A**.

7.1.15 Floodplain Analysis

The improvements associated with the preferred alternative will require fill to be placed within floodplains as shown in the *PSR*. The preferred FPC sites are shown on the Concept Plans in **Appendix A**. The floodplain encroachment areas are shown on the Concept Plans in Appendix A of the *PSR* (November 2025). A summary of the estimated floodplain encroachment areas and volumes is provided in **Table 5-2** and in the *PSR* (November 2025).

7.1.16 Bridge and Structure Analysis

Refer to *FPER* Section 9.17, including Figure 9-4.

7.1.17 Transportation Management Plan

Along this corridor, US 41 provides access to businesses, residential properties, and local side streets. Due to their importance, the existing travel lanes must be maintained to the maximum extent possible during construction. Lane closures, if necessary, can be considered during night or other off-peak hours.

7.1.18 Constructability

Refer to *FPER* Section 9.1.11.

7.1.19 Construction Impacts

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT *Standard Specifications for Road and Bridge Construction*. An NPDES permit will be acquired along with development of the required Stormwater Runoff Control Concept during the design phase.

Entrances to all businesses and residential properties will be maintained to the extent practicable during project construction. A Maintenance of Traffic (MOT) plan will be developed for the implementation of the Preferred Alternative.

Construction activities for the proposed project will have temporary noise, water quality, traffic flow, and visual effects for the travelers within the immediate vicinity of the project. These effects will be minimized through application of the FDOT *Standard Specifications for Road and Bridge Construction*.

The Preferred Alternative for this project is anticipated to have no substantial impact to residents, business owners and road users during construction.

7.1.20 Special Features

FDOT may consider context sensitive solutions such as aesthetic features and landscaping during the design phase so that the project is in harmony with the community and preserves and/or enhances the natural, environmental, scenic, and aesthetic values of the area. The placement and maintenance of any landscaping area shall comply with the required clear zone and sight distance at intersections. No other provisions or commitments have been made yet regarding special aesthetic features, lighting, or noise walls.

7.1.21 Utilities

Refer to *FPER* Section 9.13.

7.1.22 Project Costs

Preliminary cost estimates for the Preferred Alternative are included in **Table 7-3**. Estimated construction costs are based on FDOT's LRE cost estimating system, and include temporary traffic control, mobilization, project unknowns and an initial contingency. The LRE estimate is included in **Appendix C**. All costs are preliminary and will be refined as the design phase progresses.

Table 7-3 | Estimated Costs for the Preferred Alternative

Component	Estimated Cost ($0.01 millions)
Construction of Roadway, Bridges and Ponds1	$273.50
Right of Way for Roadway	$21.21
Right of Way for Stormwater Ponds and Floodplain Compensation Sites	$16.18
Wetlands Mitigation	$2.08
Design & Construction Inspection (20%)	$55.00
Total	**$367.97**

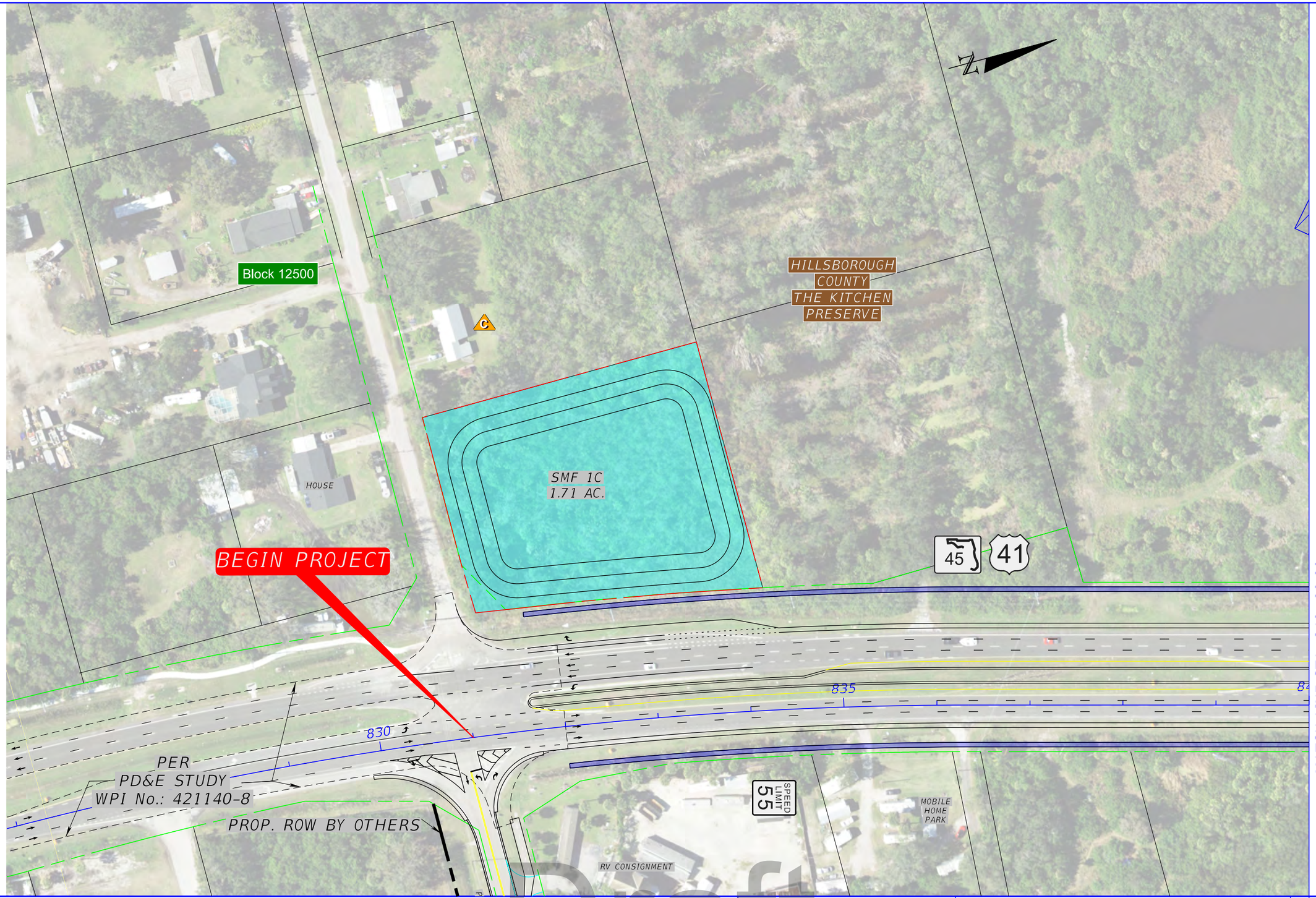
7.1.23 Summary of Environmental Impacts

Environmental impacts for the Preferred Alternative are discussed in **Section 5.4.11** and detailed further in the *Type 2 Categorical Exclusion* and various environmental documents listed in **Section 1.7**.

APPENDICES

APPENDIX A Preliminary Conceptual Design Plans
APPENDIX B Typical Section Package
APPENDIX C Long Range Estimates

APPENDIX A Preliminary Conceptual Design Plans



LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
- POTENTIAL BUSINESS RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- POTENTIAL RESIDENTIAL RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- PROPERTY LINES
- EXISTING ROW
- PROPOSED ROW
- POTENTIALLY CONTAMINATED SITE
- PROPOSED BRIDGE/WALL CULVERT EXTENSION
- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100
Feet

DATE OF AERIAL: FEBRUARY 2023

CONSOR NORTH AMERICA, INC
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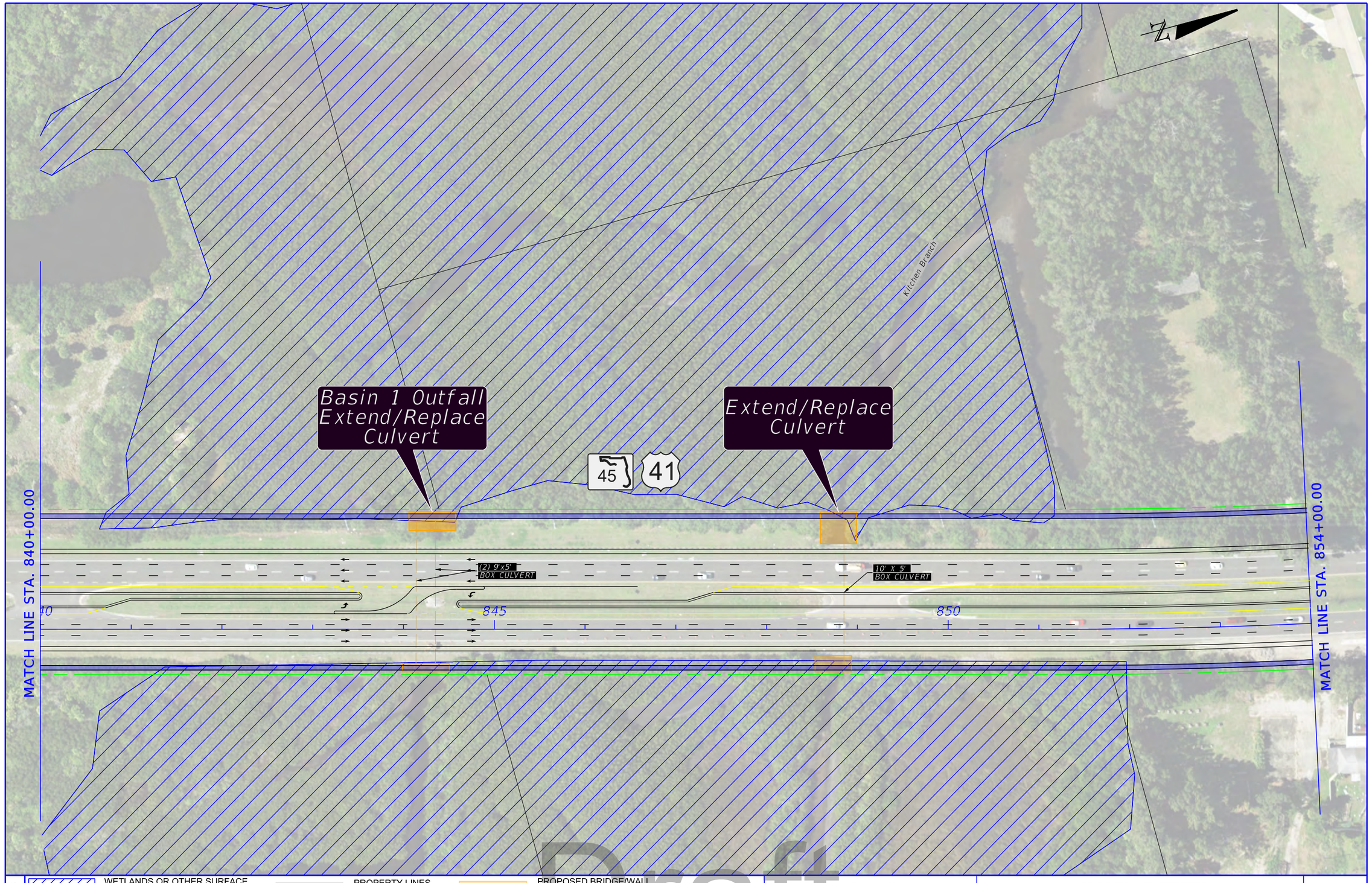
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Engineering Business No. EB6876
Jeffrey S. Novotny, P.E. No. 51083

$USERS $DATES $TIMES $FILES

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO. 1



LEGEND

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- SIDEWALK / PATH

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Feet

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Jeffrey S. Novotny, P.E. No. 51083

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US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 2

SMF 2A
2.02 AC.

HILLSBOROUGH
COUNTY
THE KITCHEN
PRESERVE

HOUSE

45 41

MATCH LINE STA. 854+00.00

MATCH LINE STA. 866+00.00

855

860

865

30

31

32

Ohio St

Eastwood Dr S

CIRCLE K

HOUSE

MOBILE HOME PARK

LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
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- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100
Feet

DATE OF AERIAL:
FEBRUARY 2023

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US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO.
3

$USER$ $DATE$ $TIME$ $FILE$

MATCH LINE SEE SHEET 28

Block 11900

Block 11800

Adams St

Mabrey Ave

SMF 3B Easement

HILLSBOROUGH COUNTY THE KITCHEN PRESERVE

ADVANCED AUTO/AIR

45 41

Basin 3 Outfall Extend/Replace Culvert

L&M ALTERNATIVE AUTO SALES

TAMPA BAY MARINE

A. C. SHULTES

12'X8' BOX CULVERT

870

875

MATCH LINE STA. 866+00.00

MATCH LINE STA. 880+00.00

Eastwood Dr N

Park Grove Dr

Cherry Blossom Trail

Alafia Plaza Dr

THE PARK AT PALM GROVE

BUZBEE CERAMICS

DEAD SLEDS PARTS & SERVICE

MAGNOLIA TRAIL'S SUBDIVISION

SWEET LIVING MOBILE & MODULAR HOMES

BEAVER'S TREE SERVICE OF TAMPA BAY, INC

Draft

LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
- POTENTIAL BUSINESS RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- POTENTIAL RESIDENTIAL RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- PROPERTY LINES
- EXISTING ROW
- PROPOSED ROW
- POTENTIALLY CONTAMINATED SITE
- PROPOSED BRIDGE/WALL CULVERT EXTENSION
- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100 Feet

DATE OF AERIAL: FEBRUARY 2023

CONSOR NORTH AMERICA, INC
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US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 4

$USER$ $DATE$ $TIME$ $FILE$

MATCH LINE SEE SHEET 28

Block 11800

Florence St

Block 11500

Isabel Ave

A. C. SHULTES

JOSS CONTRACTING

LEOLA CONSTRUCTION

DRIRITE

FIVE STAR AUTO REPAIR

CREATIVE KIDS PRESCHOOL

CROSSFIT APOGEE

DARREL ADAMS ENVIRONMENTAL SERVICES

MATCH LINE STA. 880+00.00

MATCH LINE STA. 894+00.00

880

885

890

45

41

FLOWER GARDEN MOBILE HOME PARK

DUG CREEK TOWNHOMES

THE BEAUTY DOCTORS

MOBILE HOME PARK

LEGAL SHRED

Florence St

Block 11800

LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
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- POTENTIAL RESIDENTIAL RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- PROPERTY LINES
- EXISTING ROW
- PROPOSED ROW
- POTENTIALLY CONTAMINATED SITE
- PROPOSED BRIDGE/WALL CULVERT EXTENSION
- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100 Feet

DATE OF AERIAL: FEBRUARY 2023

CONSOR NORTH AMERICA, INC
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Engineering Business No. EB6876
Jeffrey S. Novotny, P.E. No. 51083

$USER$ $DATE$ $TIME$ $FILE$

US41 PD&E STUDY

Kracker Ave to South of Causeway Blvd (SR676)

Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO. 5

MATCH LINE SEE SHEET 29

Nena Ave

SMF 4C
2.25 AC.

FPC 4C

APOLLO ENVIRONMENTAL INC.

GIBTOWN INN

GIBTOWN MOTEL

KEN HOPE AIR CONDITIONING & HEATING

HOUSE

DOLLAR GENERAL

BULLFROG CREEK MARINE

SPEED LIMIT 55

MATCH LINE STA. 894+00.00

895

900

905

MATCH LINE STA. 908+00.00

45

41

FISHERMAN'S ONE STOP

US 41 MOTORS

HOUSE

HOUSE

A-FAB

HOUSE

SPEED LIMIT 50

APPLIANCE STORE

SHENANDOAH GENERAL CONSTRUCTION

RESIDENCE

Corwin St

Symmes Rd

VACANT LOT

Block 11500

GARDENVILLE RECREATION CENTER

26

27

28

29

30

N

LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
- POTENTIAL BUSINESS RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- POTENTIAL RESIDENTIAL RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- PROPERTY LINES
- EXISTING ROW
- PROPOSED ROW
- POTENTIALLY CONTAMINATED SITE
- PROPOSED BRIDGE/WALL CULVERT EXTENSION
- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100
Feet

DATE OF AERIAL: FEBRUARY 2023

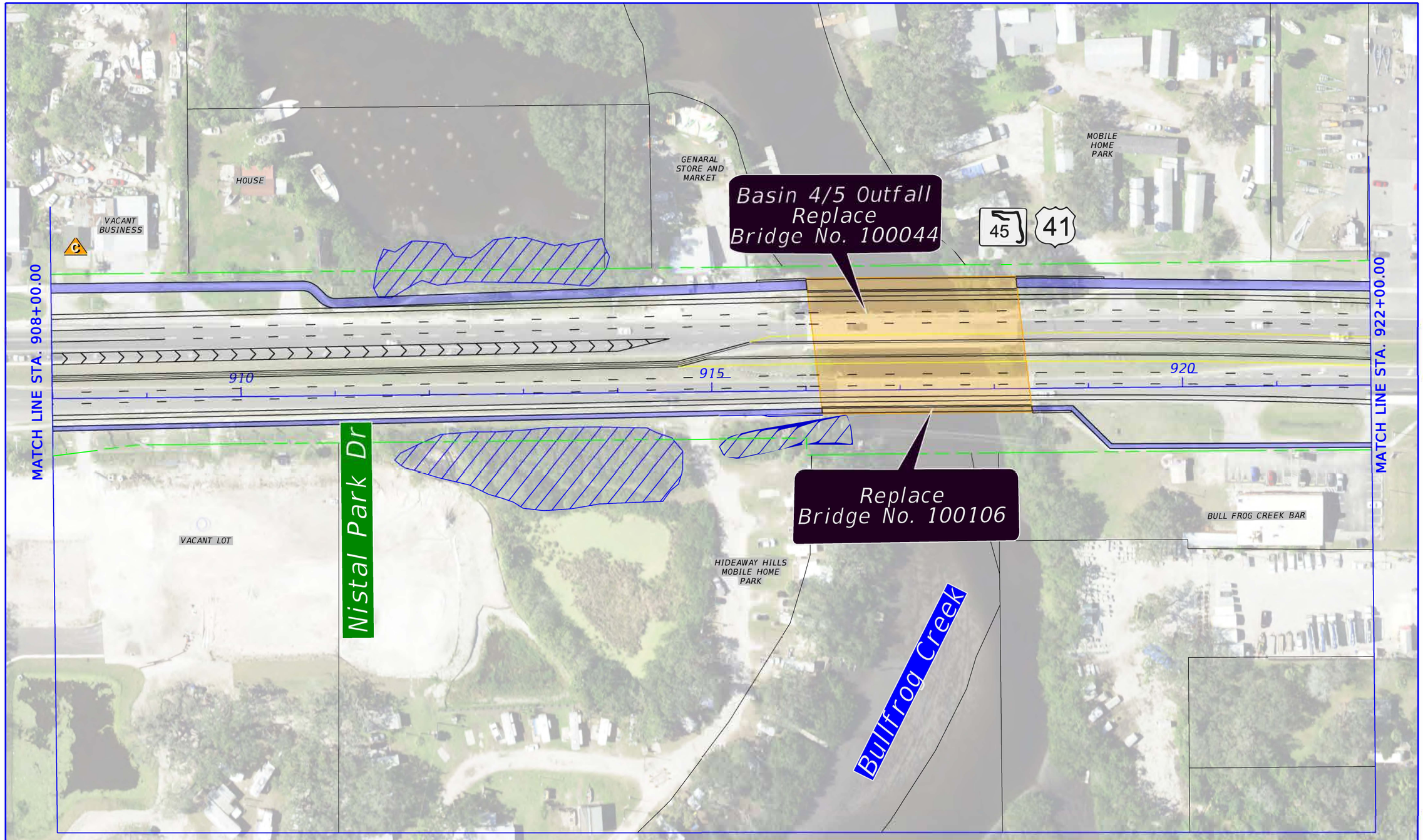
Draft

CONSOR NORTH AMERICA, INC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Engineering Business No. EB6876
Jeffrey S. Novotny, P.E. No. 51083

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 6

$USER$ $DATE$ $TIME$ $FILE$



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0 20 100
Feet

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SHEET NO. 7

$USER$ $DATE$ $TIME$ $FILE$

MATCH LINE SEE SHEET 30

Block 11000

Block 11000

Block 10900

Beach Ave

Proposed South Coast Greenway Route

Palm Ave

Cedar Ave

ACE TRAILERS, INC

ENZO'S CLASSIC IMPORTS

PLAZA

SOUTH BAY TIRE

BAIT SHOP

THRIFT STORE

APPLIANCES

BAIT SHOP

LA FLOR DE HIDALGO

GAGEL'S AUTO SALES

TORTILLERIA EL CHARRO

GIBSONTON DRIVE THRU BEVERAGE MART

AUTO SALES & STORAGE FACILITY

45

41

MATCH LINE STA. 922+00.00

925

930

935

MATCH LINE STA. 936+00.00

Beach Ave

NEW LINE TRANSPORT

TWIN OAKS PLAZA

USED APPLIANCES

STEPP'S TOWING SERVICE

MOBIL GAS STATION

CSXT Railroad

Draft

LEGEND

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0 20 100 Feet

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SHEET NO. 8

MATCHLINE SEE SHEET 30

Block 10900

Block 10800

Block 10800

Block 10700

Cliff Ave

Shirley Ave

Nundy Ave

Lewis Ave

STEPP'S TOWING

NATIONAL EBGINEERING & REPAIR CORP

VACANT

COOL BIRD A/C AND HEATING

JUAN TIRE SERVICE

CAR WASH/EXHAUST SHOP

940

945

MATCH LINE STA. 936+00.00

MATCH LINE STA. 950+00.00

SHOWTOWN RESTAURANT & LOUNGE

ADVANCE AUTO PARTS

SHELL GAS STATION

SMF 6D1
1.20 AC.

SMOKE SHOP

SMF 6D2
1.41 AC.

Mottie Rd

CSXT Railroad

BASIN 6

LUMBER & FENCING PRODUCTS INC.

Block 10900

Block 10800

Draft

LEGEND

WETLANDS OR OTHER SURFACE WATERS BOUNDARY

POTENTIAL BUSINESS RELOCATION
NUMBER OF RELOCATIONS WITHIN PARCEL

POTENTIAL RESIDENTIAL RELOCATION
NUMBER OF RELOCATIONS WITHIN PARCEL

PROPERTY LINES

EXISTING ROW

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POTENTIALLY CONTAMINATED SITE

PROPOSED BRIDGE/WALL CULVERT EXTENSION

PREFFERED SMF/FPC SITES

SIDEWALK / PATH

0 20 100
Feet

DATE OF AERIAL:
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US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO.
9

Basin 6 Outfall Extend/Replace Culvert

Drainage Easement

Maggie St

Alice Ave

ALAFIA MARINA

ALL STEEL BUILDINGS AND COMPONENTS

GIBSONTON FOOD MART (CITGO)

VACANT

CRUZCITOS TIRE MOIBILE

45 41

45 41

MATCH LINE STA. 950+00.00

MATCH LINE STA. 963+00.00

955

960

(2) 36" RCP

SMF 6D2
1.41 AC.

CSXT Railroad

36" JACK & BORE

CSXT Railroad

Indiana St

Gibsonton Dr

Marilla Ave

Block 10000

Massachusetts St

BASIN 6

505

LEGEND

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- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100 Feet

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US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 10

Block 10000

Marilla Ave

Estelle Ave

Anna Ave

Maggie St

MOBILE TRUCK REPAIRS; JZL DIESEL & TRAILER FLEET SERVICES, LLC

PATS PLACE HARDWARE (VACANT)

FATHER & SON TIRES, WHEELS, BRAKES

GRANITE & MARBLE

MRS. STICKY FINGER TIPS (VACANT)

EAST BAY BUSINESS CENTER

45 41

965

970

975

MATCH LINE STA. 963+00.00

MATCH LINE STA. 977+00.00

CSXT Railroad

Indiana St

Indiana St

Estelle Ave

FIRST BAPTIST CHURCH

Anna Ave

New York St

Illinois Ave

Georgia Ave

Draft

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WPI SEGMENT No.: 430056-1

SHEET NO. 11

Block 9800

Proposed South Coast Greenway Route

Lula St

MOSAIC

MOSAIC

EAST BAY MOTEL/APTS

45 41

MATCH LINE STA. 977+00.00

980

985

990

30

31

32

34

35

Pennsylvania Ave

Michigan Ave

Indiana St

Ohio Ave

CSXT Railroad

INTER BAY MOORINGS

MATCH LINE STA. 991+00.00

Block 9800

Draft

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0 20 100 Feet

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$USER$ $DATE$ $TIME$ $FILE$

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 12

Alafia River

Extended Fender System

Replace Bridge No. 100045

Replace Bridge No. 100107

FISHING PIER

WILLIAMS PARK BOAT RAMP

Leased by Hillsborough County from State of Florida

Proposed Trail Connector Crossing US41 Under Bridge

45 41

CSXT Railroad

CSX BRIDGE TENDER HOUSE

CSX SWING SPAN BRIDGE

Alafia River

MATCH LINE STA. 991+00.00

MATCH LINE STA. 1004+00.00

995

1000

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EXISTING ROW

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PROPOSED BRIDGE/WALL CULVERT EXTENSION

PREFFERED SMF/FPC SITES

SIDEWALK / PATH

0 20 100
Feet

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Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO.
13

$USER$ $DATE$ $TIME$ $FILE$

BASIN 7

TECO SUBSTATION

Mosaic Gate #5

Tamiami Trail

Future South Coast Greenway Trail

STATE OF FLORIDA

MOSAIC FERTILIZER

Wall

45 41

MOSAIC

(Private)

Industrial Access Rd

MOSAIC

MATCH LINE STA. 1004+00.00

1005

1010

1015

MATCH LINE STA. 1017+00.00

Sidewalk

Wall

CSXT Railroad

Future Southcoast Greenway Trail

Riverview Dr

Leased by Hillsborough County from Mosaic

MOSAIC PARK

SMF 7B
5.00 AC.

Block 9000

26

27

29

30

31

32

33

34

Draft

LEGEND

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SIDEWALK / PATH

0 20 100
Feet

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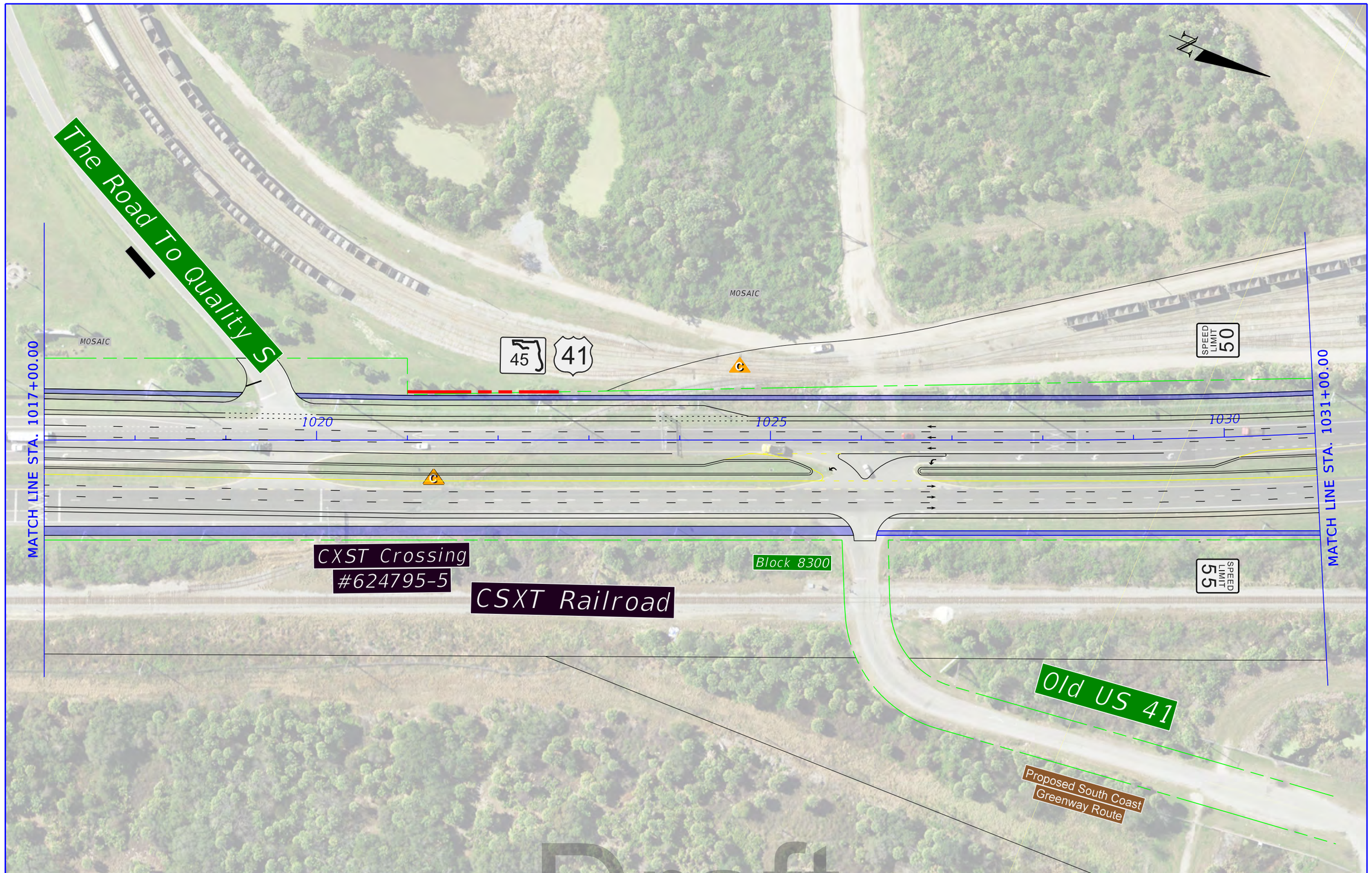
SHEET NO.
14

$USER$ $DATE$ $TIME$ $FILE$



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- SIDEWALK / PATH

0 20 100 Feet

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US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 15

MOSAIC

MATCH LINE STA. 1031+00.00

MATCH LINE STA. 73+00.00

65

70

C

SMF 7A
15.24 AC.

45

41

CSXT Railroad

Draft

LEGEND

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0 20 100
Feet

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US41 PD&E STUDY

Kracker Ave to South of Causeway Blvd (SR676)

Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO. 16

MOSAIC

75

80

85

MATCH LINE STA. 73+00.00

MATCH LINE STA. 87+00.00

45

41

SMF 7A
7.13 AC.

CSXT Railroad

Draft

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PROPOSED ROW

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SIDEWALK / PATH

0 20 100
Feet

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SHEET NO.
17

Archie Creek South

Basin 7 Outfall
Extend/Replace
Bridge No. 100046
(Bridge Culvert)

MOSAIC

45 41

90 95 100

(3) 10'X10' BOX CULVERT

MATCH LINE STA. 87+00.00

MATCH LINE STA. 101+00.00

CXST Crossing
#624797-F

CSXT Railroad

CSXT Railroad

Draft

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Feet

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SHEET NO.
18

MOSAIC

45 41

MATCH LINE STA. 101+00.00

105

110

MATCH LINE STA. 115+00.00

SMF 8B
2.00 AC.

MOSAIC

LEGEND

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EXISTING ROW

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SIDEWALK / PATH

0 20 100
Feet

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SHEET NO.
19

$USER$ $DATE$ $TIME$ $FILE$

Extend/Replace
Bridge No. 100047
(Bridge Culvert)

MOSAIC

45 41

N

15 120 125

(3) 10'X10' BOX CULVERT

MOSAIC

Archie Creek North

SMF 9A/10A
6.34 AC.

FPC 10A

MATCH LINE STA. 115+00.00

MATCH LINE STA. 129+00.00

LEGEND

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SHEET NO.
20

$USER$ $DATE$ $TIME$ $FILE$

MOSAIC

Basin 9 Outfall
Extend/Replace
Bridge No. 100467
(Bridge Culvert)

45 41

130 135 140

(2) 10'X10' BOX CULVERT

MOSAIC

SMF 9A/10A
6.34 AC.

FPC 10A

Fred's Creek

MATCH LINE STA. 129+00.00

MATCH LINE STA. 143+00.00

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SHEET NO.
21

$USER$ $DATE$ $TIME$ $FILE$

MOSAIC

45 41

145 150 155

MATCH LINE STA. 143+00.00

MATCH LINE STA. 157+00.00

Block 5300

Old US 41

MOSAIC

Draft

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US41 PD&E STUDY

Kracker Ave to South of Causeway Blvd (SR676)

Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO. 22

MOSAIC

TAMPA PORT AUTHORITY

N

45 41

165

160

C

MATCH LINE STA. 157+00.00

MATCH LINE STA. 170+00.00

Bloomingdale Ave

ICWUC

MOBILE MOD

TAMPA STEEL ERECTING CO.

TAMPA STEEL ERECTING CO.

BASIN 11 (BY OTHERS)

Block 5100

LEGEND

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0 20 100 Feet

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Kracker Ave to South of Causeway Blvd (SR676)

Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO. 23

POND 1
1.32 AC.

Block 4800

TAMPA LIQUIDATION CENTER

F & R HEAVY DUTY TOWING

POP & BEER BAR & GRILL

TRUCK REPAIR & CERTIFIED FLEET SERVICES

Dover

CORNERSTONE COLLISION CENTER

ONE USED AUTO PARTS

MATCH LINE STA. 170+00.00

MATCH LINE STA. 184+00.00

0

175

180

TAMPA SCRAP PROCESSORS

Block 4800

SCRAP KING

CACS AUTO SALVAGE

N

LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
- POTENTIAL BUSINESS RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- POTENTIAL RESIDENTIAL RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
- PROPERTY LINES
- EXISTING ROW
- PROPOSED ROW
- POTENTIALLY CONTAMINATED SITE
- PROPOSED BRIDGE/WALL CULVERT EXTENSION
- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100
Feet

DATE OF AERIAL: FEBRUARY 2023

CONSOR NORTH AMERICA, INC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Engineering Business No. EB6876
Jeffrey S. Novotny, P.E. No. 51083

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO. 24

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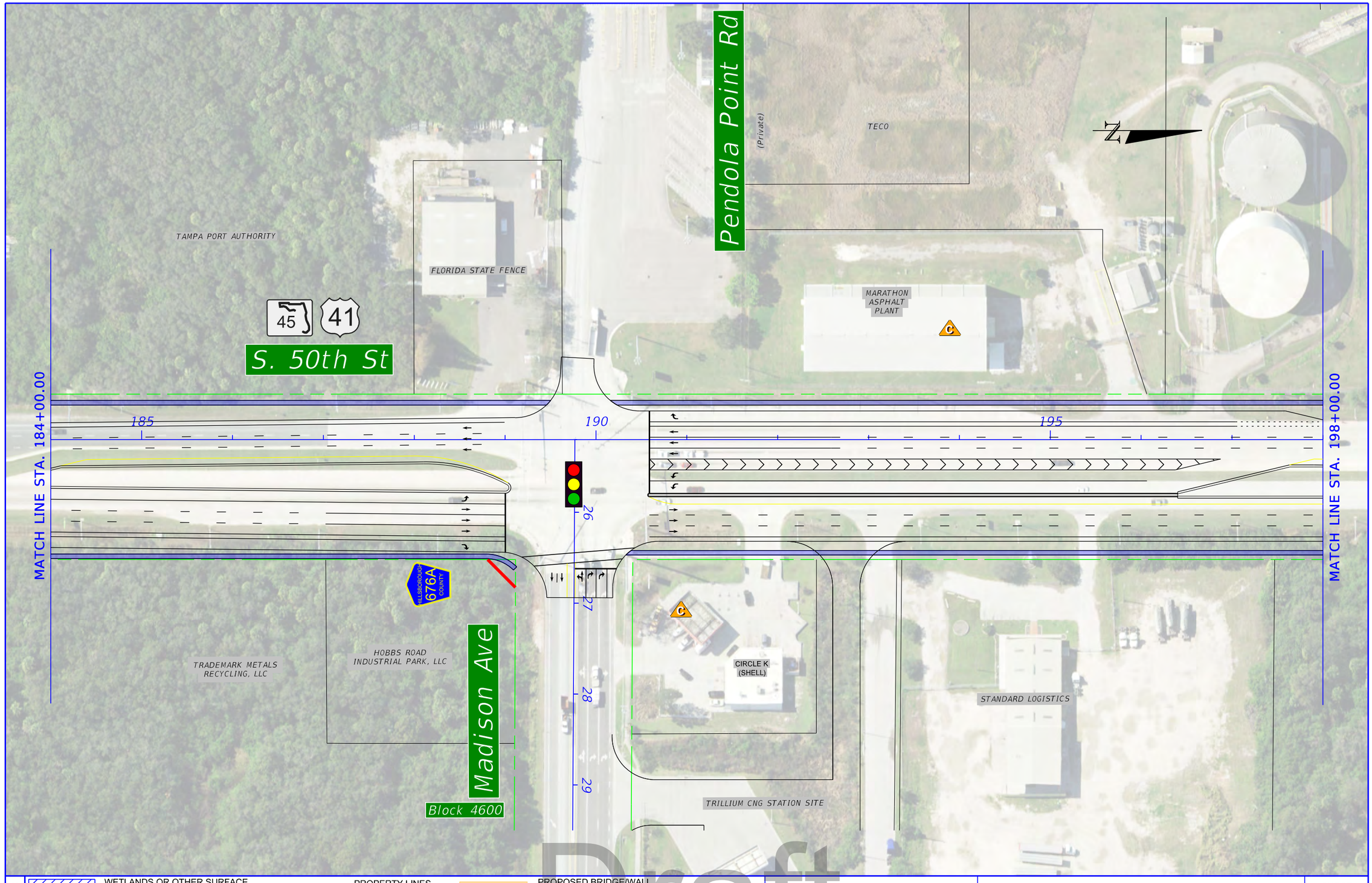

LEGEND

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0 20 100
Feet

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US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 25

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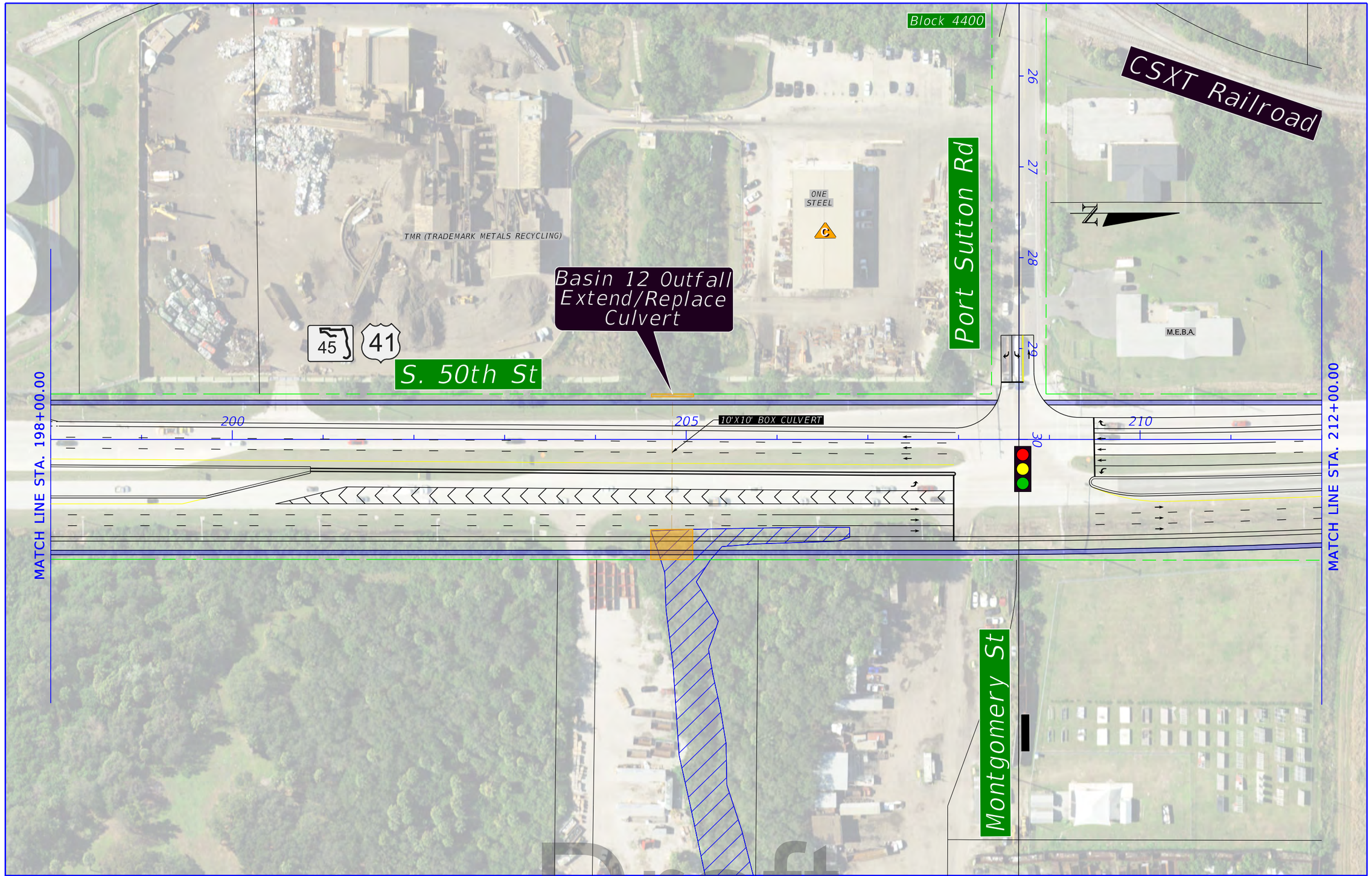

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0 20 100
Feet

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Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 26

$USER$ $DATE$ $TIME$ $FILE$

CSXT Railroad

GARBA INDUSTRIAL SERVICES

Denver St

Austin St

STRADA SERVICES

JON BOATS

LEE AUTO GROUP TA

TS SITE PREP, INC

45 41

S. 50th St

MATCH LINE STA. 212+00.00

215

220

225

MATCH LINE STA. 226+00.00

SOLUTIONS AUTO PARTS

QUALITY LUGO SERVICES

MARATHON TRUCK AND TRAILER REPAIR

END PROJECT

Santa Fe Rd

PORT CONSOLIDATED, INC.

Block 4300

Block 4100

LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
- POTENTIAL BUSINESS RELOCATION — NUMBER OF RELOCATIONS WITHIN PARCEL
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- PROPOSED BRIDGE/WALL CULVERT EXTENSION
- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100 Feet

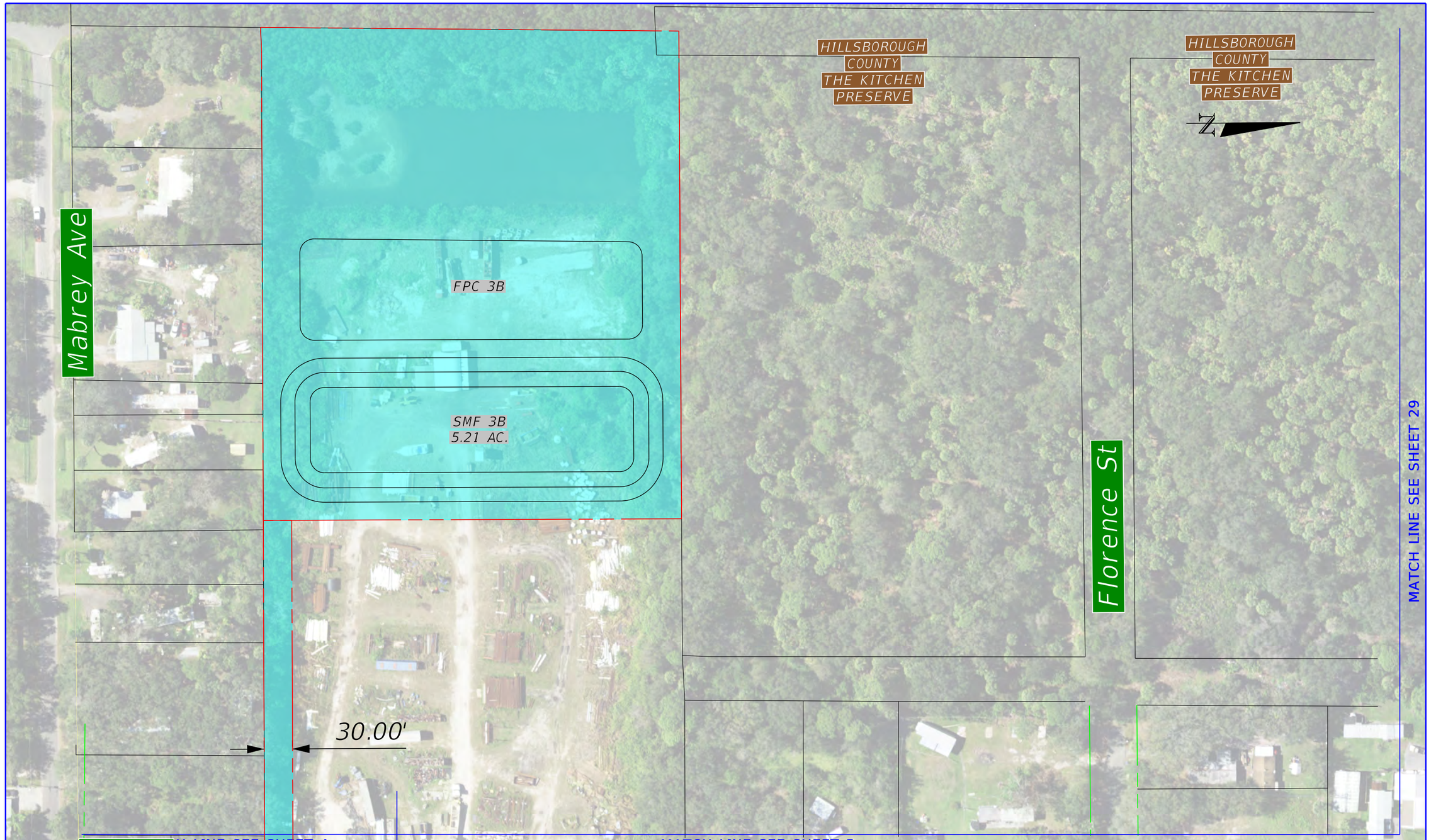
DATE OF AERIAL: FEBRUARY 2023

CONSOR NORTH AMERICA, INC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Engineering Business No. EB6876
Jeffrey S. Novotny, P.E. No. 51083

$USER$ $DATE$ $TIME$ $FILE$

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 27



LEGEND

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- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100
Feet

DATE OF AERIAL: FEBRUARY 2023

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Jeffrey S. Novotny, P.E. No. 51083

$USER$ $DATE$ $TIME$ $FILE$

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans

WPI SEGMENT No.: 430056-1

SHEET NO. 28

LEGEND

- WETLANDS OR OTHER SURFACE WATERS BOUNDARY
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- PROPERTY LINES
- EXISTING ROW
- PROPOSED ROW
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- PREFFERED SMF/FPC SITES
- SIDEWALK / PATH

0 20 100
Feet

DATE OF AERIAL:
FEBRUARY 2023

CONSOR NORTH AMERICA, INC
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Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
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Jeffrey S. Novotny, P.E. No. 51083

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 29

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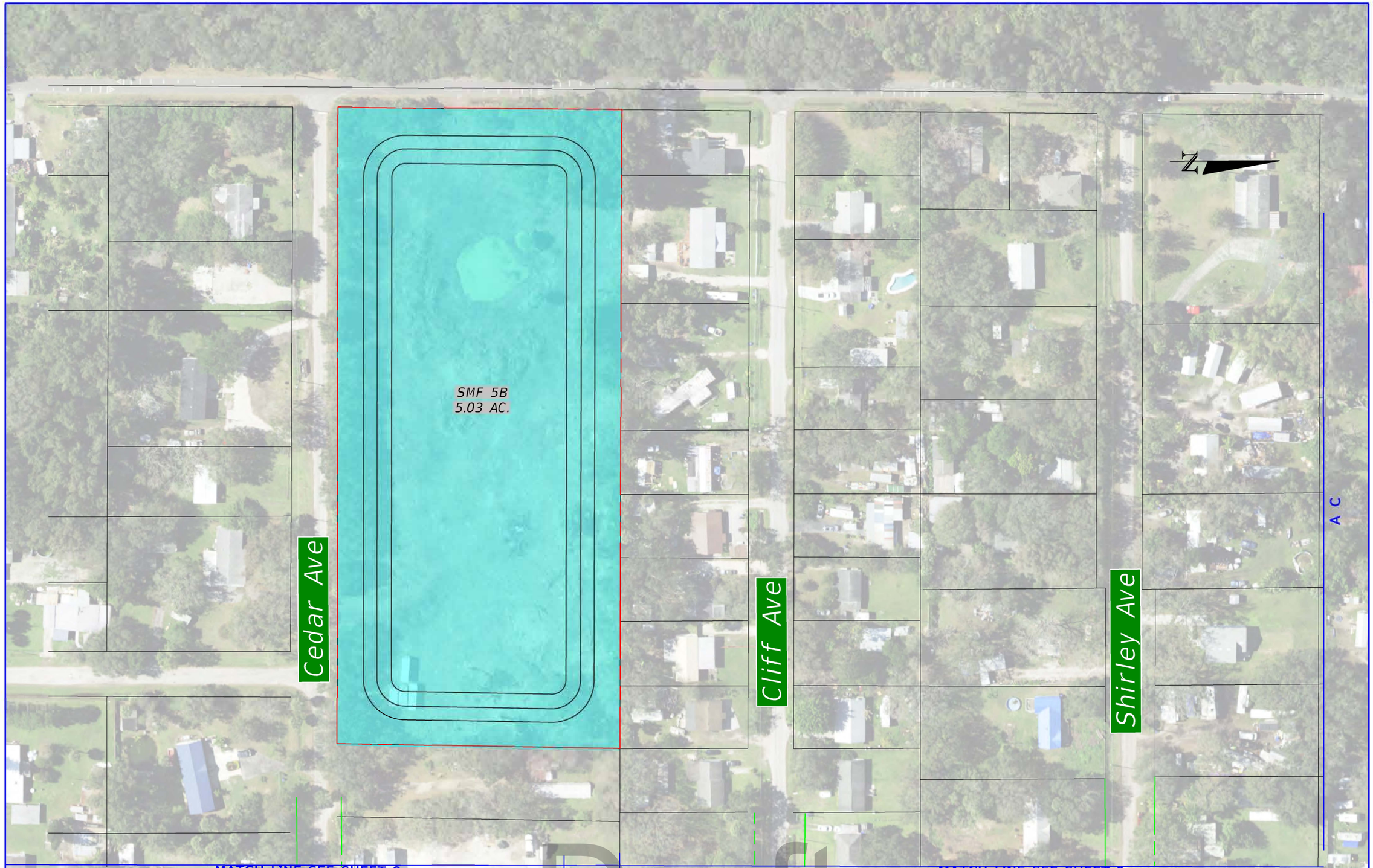

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0 20 100
Feet

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Jeffrey S. Novotny, P.E. No. 51083

$USER$ $DATE$ $TIME$ $FILE$

US41 PD&E STUDY
Kracker Ave to South of Causeway Blvd (SR676)
Concept Plans
WPI SEGMENT No.: 430056-1

SHEET NO. 30

APPENDIX B Typical Section Package

M E M O R A N D U M

FLORIDA DEPARTMENT OF TRANSPORTATION
Roadway Design - MS 7-810

DATE: November 29, 2016

TO: Lilliam Escalera, Project Manager

FROM: Richard Moss P.E., District Design Engineer
BY: Allan Urbonas, District Roadway Design Engineer

COPIES: File

SUBJECT:	Work Program Item Segment:	430056-1-22-01
	County:	HILLSBOROUGH COUNTY
	Project Description:	US 41 FROM KRACKER A VE TO S OF CAUSEWAY BLVD

Approved Typical Section Package

Transmitted herewith is the approved typical section package for the above subject project**.** Please file the originals in the project management file system and provide a hard copy to the Engineer of Record. Thank you for your continued support and cooperation.

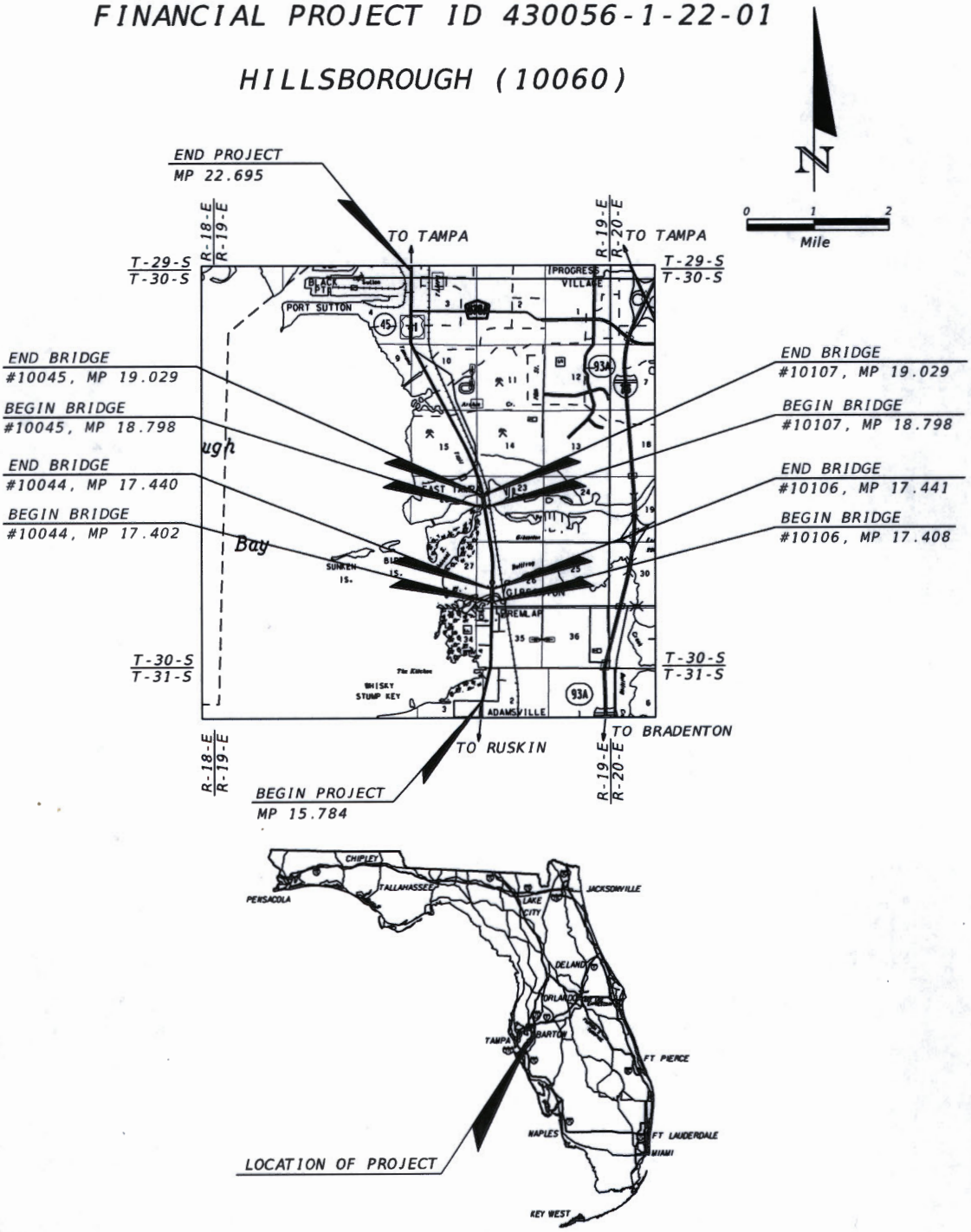
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

LOCATION MAP

US 41 (SR 45) FROM KRACKER AVENUE
TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

FINANCIAL PROJECT ID 430056-1-22-01

HILLSBOROUGH (10060)



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PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 430056-1-22-01 COUNTY (SECTION) HILLSBOROUGH (10060)

PROJECT DESCRIPTION US 41 (SR 45) FROM KRACKER AVENUE TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

District 7 Roadway Design Department OCT 12 2016

PROJECT CONTROLS - US 41 (SR 45) PD&E STUDY

FUNCTIONAL CLASSIFICATION

( ) RURAL
(X) URBAN

( ) FREEWAY/EXPWY. ( ) MAJOR COLL.
(X) PRINCIPAL ART. ( ) MINOR COLL.
( ) MINOR ART. ( ) LOCAL

HIGHWAY SYSTEM

Yes	No	
(X)	( )	NATIONAL HIGHWAY SYSTEM
(X)	( )	STRATEGIC INTERMODAL SYSTEM (SIS CONNECTOR 22.003 TO 22.695)
(X)	( )	STATE HIGHWAY SYSTEM
( )	(X)	OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing (MP 15.784 TO MP 22.393)
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
(X) 7 - BOTH MEDIAN TYPES (MP 22.393 TO MP 22.695)

CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RRR INTERSTATE / FREEWAY
( ) RRR NON-INTERSTATE / FREEWAY
( ) TDLC / NEW CONSTRUCTION / RECONSTRUCTION
( ) TDLC / RRR
( ) MANUAL OF UNIFORM MINIMUM STANDARDS (FLORIDA GREENBOOK) (OFF-STATE HIGHWAY SYSTEM ONLY)

TRAFFIC

	YEAR	AADT
CURRENT	2016	35,350
OPENING	2020	46,750
DESIGN	2040	61,000

	SUBURBAN/URBAN	DISTRIBUTION	
DESIGN SPEED	50/45 MPH	K	9.00%
POSTED SPEED	50/45 MPH	D	64.27%
KRACKER AVE TO CR 676A		T_{24}	9.67%
CR 676A TO SOUTH OF SR 676		T_{24}	11.00%

DESIGN SPEED APPROVALS

mm 11/13/16
DISTRICT DESIGN ENGINEER — DATE 11/22/16

DISTRICT TRAFFIC OPERATIONS ENGINEER — DATE 11/29/16

LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:

VARIATIONS:
BORDER WIDTH
LATERAL OFFSET FOR SHARED USE PATH
8-FT SHOULDERS FOR TYPICAL 5, 6 AND 7 DUE TO CONSTRAINED RIGHT OF WAY AND NEED TO AVOID RIGHT OF WAY ACQUISITION FROM WILLIAMS PARK (STATE OWNED LAND) AND CSXT

LIST MAJOR STRUCTURES LOCATION/DESCRIPTION - REQUIRING INDEPENDENT STRUCTURE DESIGN:

BRIDGE NOS. 100044 & 100106 - BULLFROG CREEK, 100045 & 100107 - ALAFIA RIVER
BRIDGE CULVERT NOS. 100046 ARCHIE CREEK (SOUTH), 100047 ARCHIE CREEK (NORTH), & 100467 (FRED'S CREEK)

LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

4-inch ammonia pipeline on west side
FGT gas line crossing at Riverview Drive
Bright House Networks, Mosaic Fertilizer, Central FL Pipeline-Kinder Morgan, Florida Gas Transmission, Verizon Florida, Hillsborough County Traffic Services, Hillsborough County Water & Sewer, Level 3 Communications, TECO Peoples Gas, TECO People Gas Transmission, City of Tampa Water , Tampa Bay Pipeline Corp, TECO Fiber, Tampa Electric Company, Mosaic Water Lines

LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:

Hillsborough County proposed South Coast Greenway to cross Alafia River and Bullfrog Creek at US 41 (refer to concept plans)
CSXT Railroad Crossings: #624795-S and #624797-F

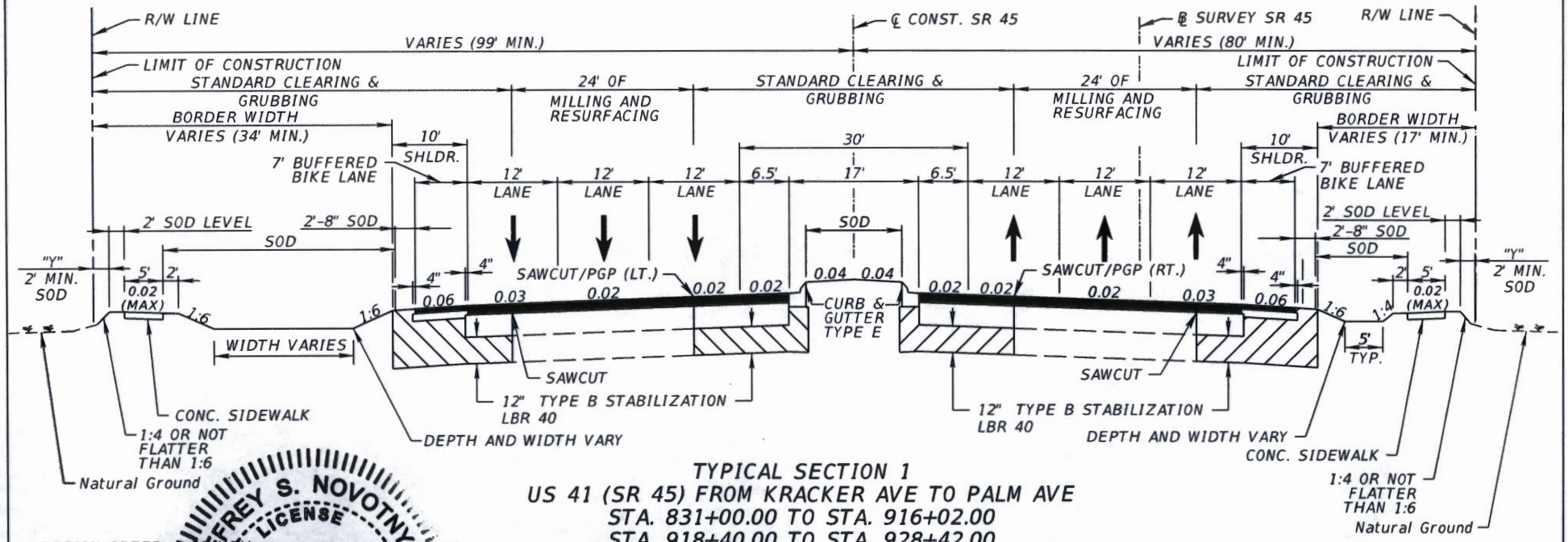
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 430056-1-22-01 FEDERAL AID PROJECT NO. N/A COUNTY NAME HILLSBOROUGH

SECTION NO. 10060 000 ROAD DESIGNATION US 41 (SR 45) LIMITS/MILEPOST 15.784 TO 22.695

PROJECT DESCRIPTION US 41 (SR 45) FROM KRACKER AVENUE TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION 1
US 41 (SR 45) FROM KRACKER AVE TO PALM AVE
STA. 831+00.00 TO STA. 916+02.00
STA. 918+40.00 TO STA. 928+42.00

DESIGN SPEED = 50 MPH

APPROVED BY: Jeffrey S. Novotny, P.E.
P.E. No. 51083

JEFFREY S. NOVOTNY LICENSE NO. 51083 STATE OF FLORIDA PROFESSIONAL ENGINEER

10/13/2016

FDOT CONCURRENCE	FHWA CONCURRENCE
MM 10/13/16	
Richard Moss, P.E. FDOT District Design Engineer — Date 11/22/16	NOT APPLICABLE FHWA Transportation Engineer — Date

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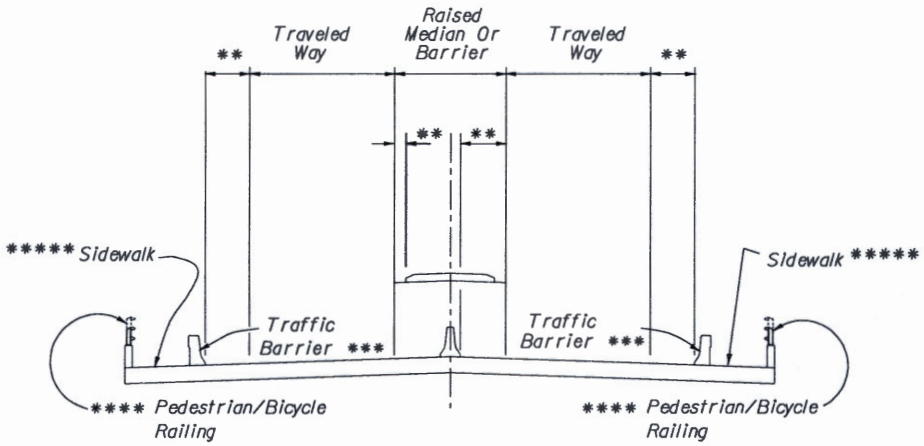
Figure 2.11.4 Bridge Section *



DIVIDED ARTERIALS AND COLLECTORS
DESIGN SPEED 45 mph AND LESS

* Sections thru bridge deck shown. Sections thru approach slab and permanent retaining wall similar.

** Outside shoulders:
Standard curb and gutter on approach roadway:
Use 2.5' minimum, 7' with bike lane, 8' minimum for long bridges (500' or greater) and/or high level bridges.
Flush shoulder on approach roadway:
Use 10' minimum.

Median shoulders:
Raised median on bridge:
Use same offset to median as used on the approach roadway.
Median barrier on bridge:
Raised median on approach roadway:
Use 2.5' minimum, and for long bridges (500' or greater) and/or high level bridges use 6' minimum for 2 lanes and 8' minimum for 3 or more lanes.
Flush shoulder on approach roadway:
Use 6' minimum for 2 lanes and 10' minimum for 3 or more lanes.

*** Use traffic barrier between traveled way and sidewalk and separate pedestrian railing at back of sidewalk if heavy pedestrian traffic is anticipated or facility is near a school, or design speeds on the bridge are 50 mph or greater.

**** Provide pedestrian/bicycle railing as required per Section 8.8.

***** Sidewalks shall be a minimum of 5' in clear width and may be located along one side of the bridge only.

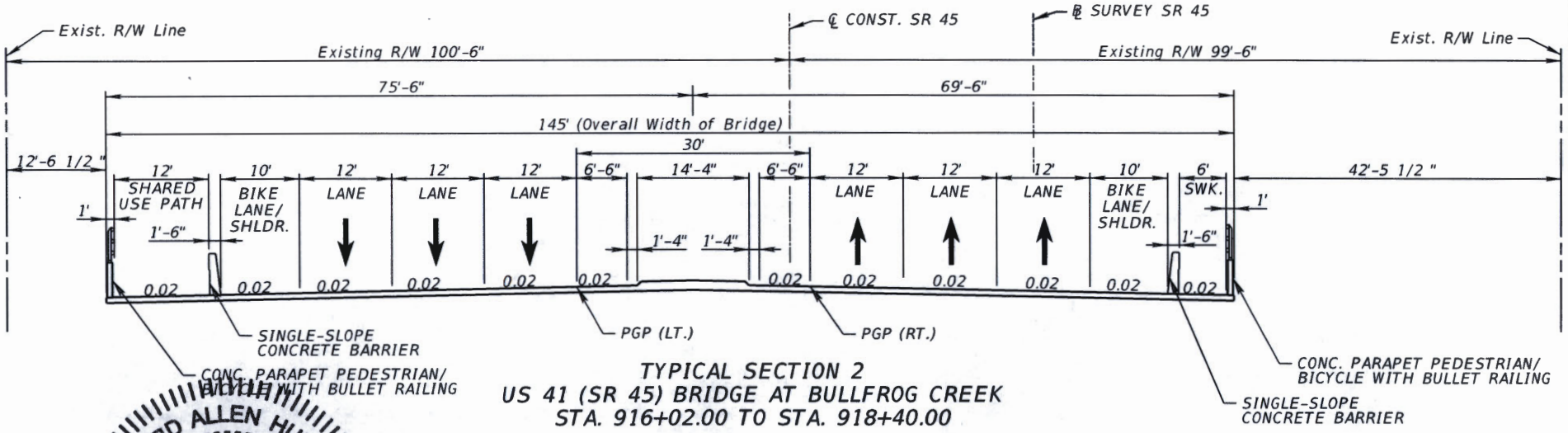
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 430056-1-22-01 | FEDERAL AID PROJECT NO. N/A | COUNTY NAME HILLSBOROUGH

SECTION NO. 10060 000 | ROAD DESIGNATION US 41 (SR 45) | LIMITS/MILEPOST 15.784 TO 22.695

PROJECT DESCRIPTION US 41 (SR 45) FROM KRACKER AVENUE TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

PROPOSED STRUCTURE TYPICAL SECTION



TYPICAL SECTION 2
US 41 (SR 45) BRIDGE AT BULLFROG CREEK
STA. 916+02.00 TO STA. 918+40.00

DESIGN SPEED = 50 MPH

APPROVED BY: Richard A. Hunter, P.E.
P.E. No. 50601

RICHARD ALLEN HUNTER LICENSE No. 50601 STATE OF FLORIDA PROFESSIONAL ENGINEER

	MM 11/17/16 FDOT CONCURRENCE	FHWA CONCURRENCE
	Richard Moss, P.E. FDOT District Design Engineer — Date 11/22/16	NOT APPLICABLE FHWA Transportation Engineer — Date 11/21/16

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PROJECT IDENTIFICATION

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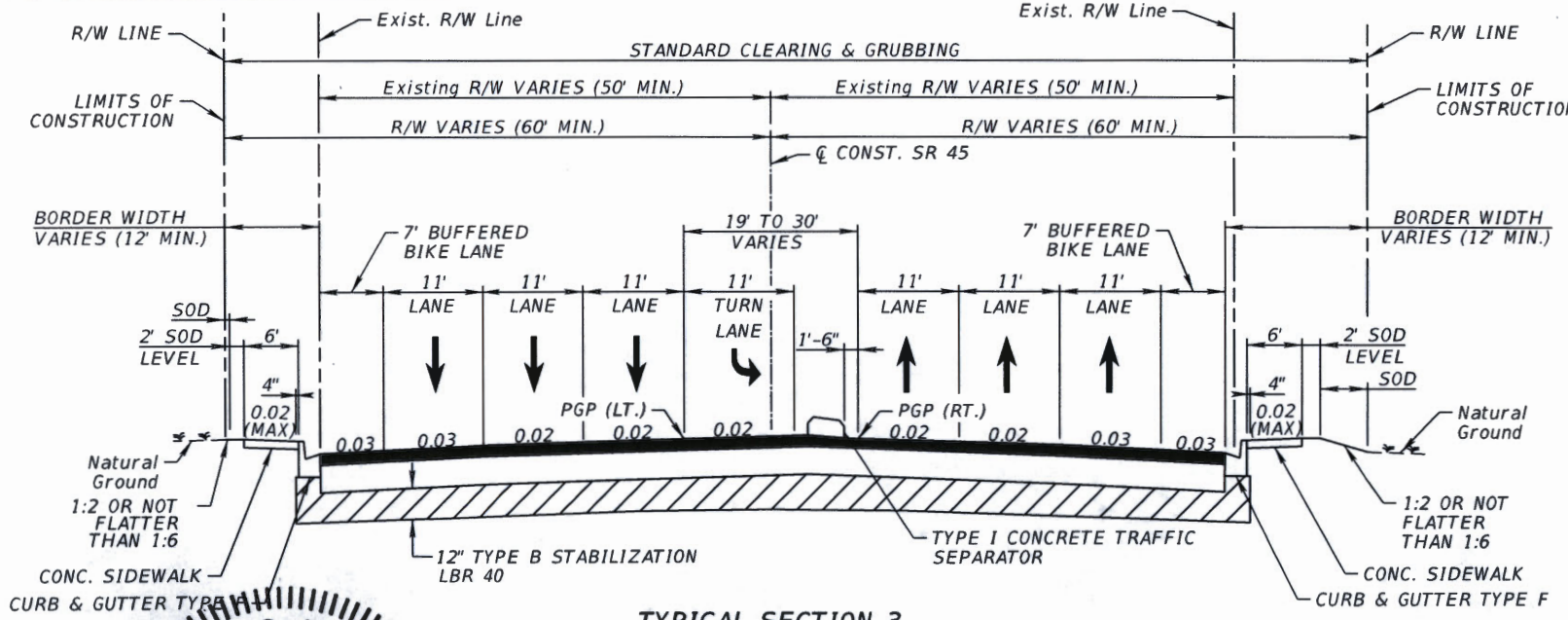
SECTION NO. 10060 000 | ROAD DESIGNATION US 41 (SR 45) | LIMITS/MILEPOST 15.784 TO 22.695

PROJECT DESCRIPTION US 41 (SR 45) FROM KRACKER AVENUE TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION 3
US 41 (SR 45) FROM PALM AVENUE TO GIBSONTON DRIVE
STA. 928+40.00 TO STA. 958+70.00

DESIGN SPEED = 45 MPH

APPROVED BY: Jeffrey S. Novotny, P.E.
P.E. No. 51083

JEFFREY S. NOVOTNY LICENSE No. 51083 STATE OF FLORIDA PROFESSIONAL ENGINEER

10/12/2016

FDOT CONCURRENCE	FHWA CONCURRENCE
MM 10/12/16	
Richard Moss, P.E. FDOT District Design Engineer — Date 11/22/16	NOT APPLICABLE FHWA Transportation Engineer — Date

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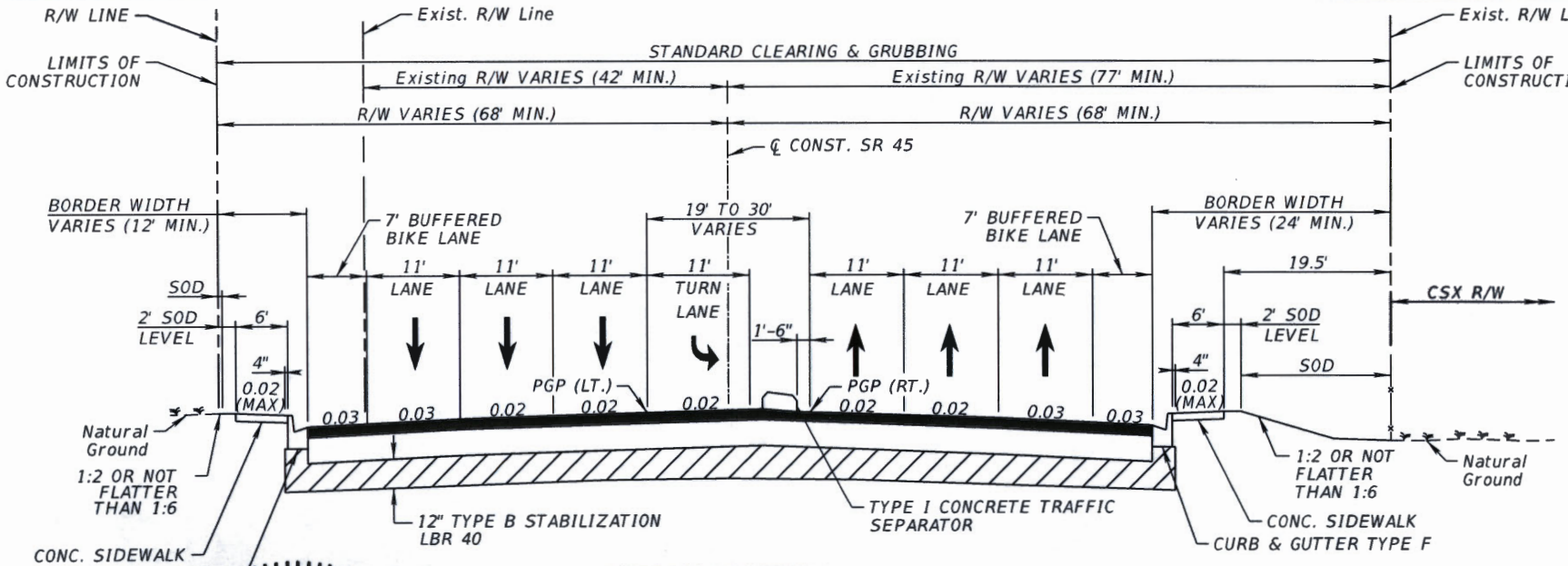
SECTION NO. 10060 000 ROAD DESIGNATION US 41 (SR 45) LIMITS/MILEPOST 15.784 TO 22.695

PROJECT DESCRIPTION US 41 (SR 45) FROM KRACKER AVENUE TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION 4
US 41 (SR 45) FROM GIBSONTON DRIVE TO LULA STREET
STA. 958+70.00 TO STA. 985+00.00

DESIGN SPEED = 45 MPH

APPROVED BY: Jeffrey S. Novotny, P.E. P.E. No. 51083	FDOT CONCURRENCE	FHWA CONCURRENCE
11/2/2016	DM 10/13/16 Richard Moss, P.E. FDOT District Design Engineer — Date 11/22/16	NOT APPLICABLE FHWA Transportation Engineer — Date

JEFFREY S. NOVOTNY LICENSE NO. 51083 STATE OF FLORIDA PROFESSIONAL ENGINEER

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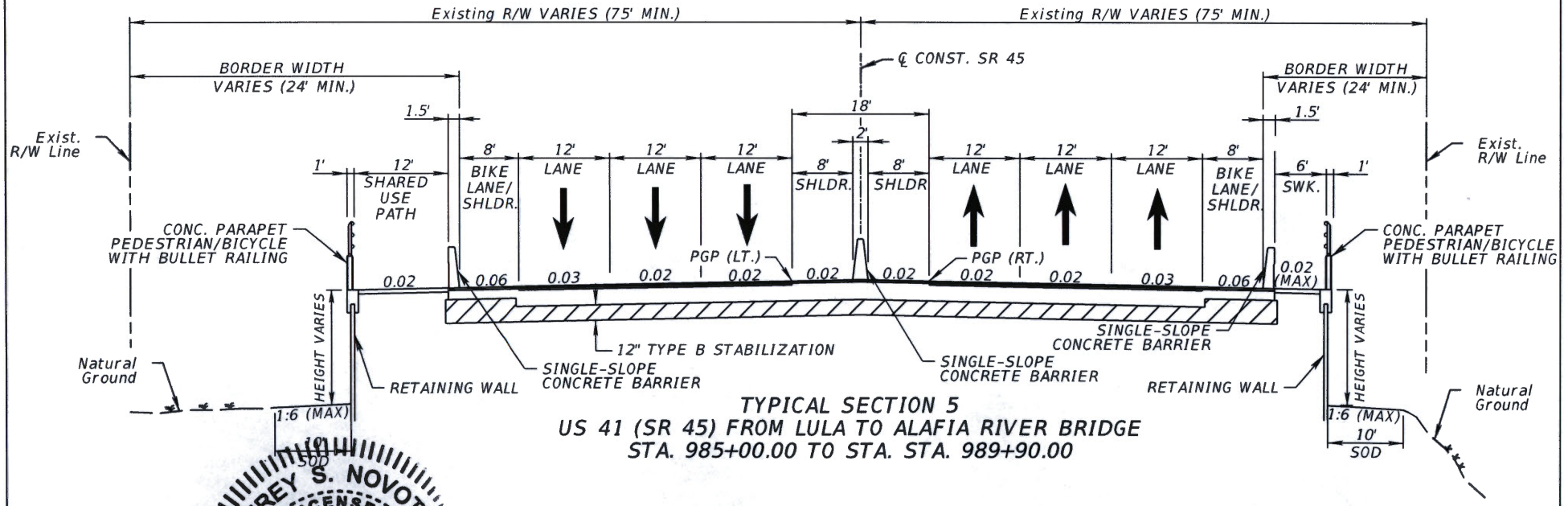
PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION 5
US 41 (SR 45) FROM LULA TO ALAFIA RIVER BRIDGE
STA. 985+00.00 TO STA. STA. 989+90.00

DESIGN SPEED = 50 MPH

APPROVED Jeffrey S. Novotny, P.E.
P.E. No. 51083

JEFFREY S. NOVOTNY LICENSE No. 51083 STATE OF FLORIDA PROFESSIONAL ENGINEER

10/10/2016

mm 10/13/16

FDOT CONCURRENCE

Richard Moss, P.E.
FDOT District Design Engineer

11/22/19
Date

FHWA CONCURRENCE

NOT APPLICABLE

FHWA Transportation Engineer

Date

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PROJECT IDENTIFICATION

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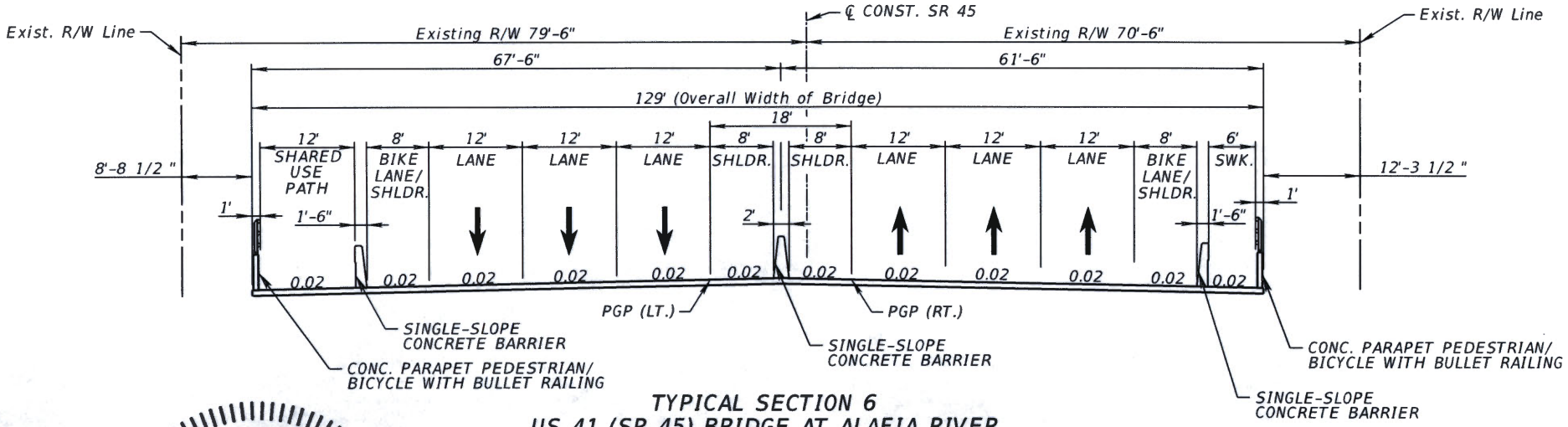
SECTION NO. 10060 000 | ROAD DESIGNATION US 41 (SR 45) | LIMITS/MILEPOST 15.784 TO 22.695

PROJECT DESCRIPTION US 41 (SR 45) FROM KRACKER AVENUE TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

PROPOSED STRUCTURE TYPICAL SECTION



TYPICAL SECTION 6
US 41 (SR 45) BRIDGE AT ALAFIA RIVER
STA. 989+90.00 TO STA. 1002+67.00

RICHARD ALLEN HUNTER ★ LICENSE ★ No. 50601 ★ STATE OF FLORIDA ★ PROFESSIONAL ENGINEER

DESIGN SPEED = 50 MPH

APPROVED BY: Richard A. Hunter, P.E.
P.E. No. 50601

10/11/16

	RM 10/13/16 FDOT CONCURRENCE	11/21/16 FHWA CONCURRENCE
	Richard Moss, P.E. FDOT District Design Engineer — Date 11/22/16	NOT APPLICABLE — Date — FHWA Transportation Engineer

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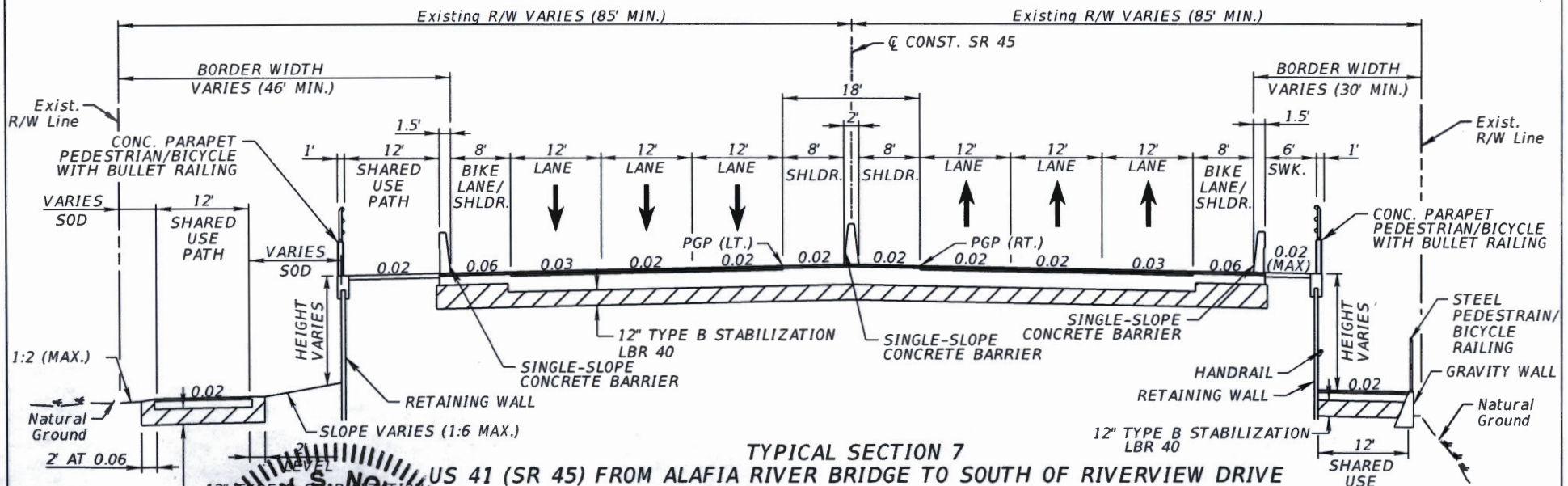
PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 430056-1-22-01 | FEDERAL AID PROJECT NO. N/A | COUNTY NAME HILLSBOROUGH

SECTION NO. 10060 000 | ROAD DESIGNATION US 41 (SR 45) | LIMITS/MILEPOST 15.784 TO 22.695

PROJECT DESCRIPTION US 41 (SR 45) FROM KRACKER AVENUE TO SOUTH OF SR 676 (CAUSEWAY BLVD.)

PROPOSED ROADWAY TYPICAL SECTION



TYPICAL SECTION 7

US 41 (SR 45) FROM ALAFIA RIVER BRIDGE TO SOUTH OF RIVERVIEW DRIVE

STA. 1002+67.00 TO STA. 1009+35.00

DESIGN SPEED = 50 MPH

APPROVED BY Jeffrey S. Novotny, P.E. P.E. No. 51083	FDOT CONCURRENCE	FHWA CONCURRENCE
JEFFREY S. NOVOTNY LICENSE No. 51083 STATE OF FLORIDA PROFESSIONAL ENGINEER 2016	Richard Moss, P.E. FDOT District Design Engineer — Date 11/22/16	NOT APPLICABLE FHWA Transportation Engineer — Date

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Draft

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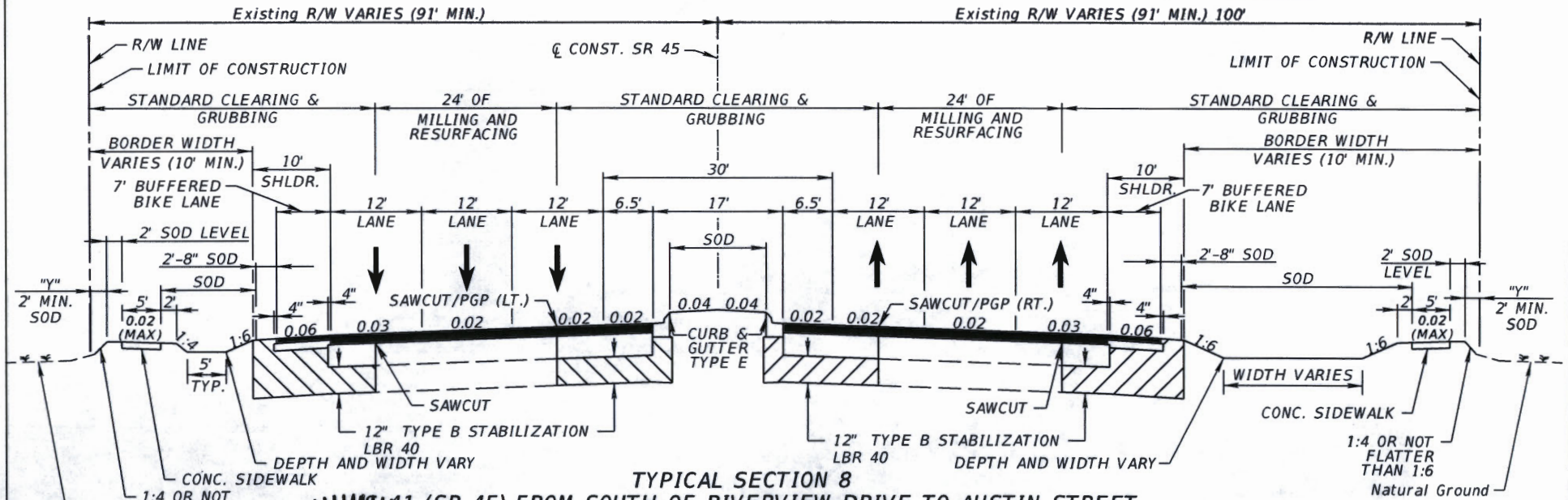

TYPICAL SECTION 8

US 41 (SR 45) FROM SOUTH OF RIVERVIEW DRIVE TO AUSTIN STREET

STA. 1009+35.00 TO STA. 1034+11.14

EQUATION: 1034+11.14 (BK.) = 63+04.96 (AH.)

STA. 63+04.96 TO STA. 225+00.00

DESIGN SPEED = 50 MPH

APPROVED BY	FDOT CONCURRENCE	FHWA CONCURRENCE
Jeffrey S. Novotny, P.E. P.E. No. 51083	MM 10/13/16 Richard Moss, P.E. FDOT District Design Engineer 11/22/16 Date	NOT APPLICABLE FHWA Transportation Engineer Date

JEFFREY S. NOVOTNY LICENSE No. 51083 STATE OF FLORIDA PROFESSIONAL ENGINEER

10/10/2016

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APPENDIX C Long Range Estimates

Date: 1/8/2026 1:19:03 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 430056-1-52-01 **Letting Date:** 01/2099

Description: US 41 PD&E Study - Hillsborough County Segment from Pendola Point Rd/Madison Ave. to Austin St.

District: 07 **County:** 10 HILLSBOROUGH **Market Area:** 08 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.852 MI

Project Manager: Anna Geismar

Version 5 Project Grand Total **$273,490,425.84**
Description: SEIR Conversion - Updates for PD&E Update to convert from SEIR to Type 2 CE - July 2025

Sequence: 1 NDS - New, Divided, Suburban (Urban In/Rural Out) **Net Length:** 4.917 MI / 25,962 LF

Description: Suburban reconstruction typical section- From Kracker to Palm and N of Alafia Bridge (End Bridge) to Austin St.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	91.00 / 91.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	4.917
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	108.47 AC	$80,779.24	$8,762,124.16
120-6	EMBANKMENT	510,562.05 CY	$49.05	$25,043,068.55
	Earthwork Component Total			$33,805,192.71

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	42.50 / 42.50
Structural Spread Rate	330
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

160-4	TYPE B STABILIZATION	317,771.94	SY	$28.71	$9,123,232.40
285-709	OPTIONAL BASE,BASE GROUP 09	249,002.12	SY	$62.04	$15,448,091.52
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	40,457.08	TN	$179.15	$7,247,885.88
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	9,807.78	TN	$263.84	$2,587,684.68

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	3
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	3,319.00	EA	$4.91	$16,296.29
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	29.50	NM	$848.66	$25,035.47
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	39.34	GM	$573.23	$22,550.87
	Roadway Component Total				$34,470,777.11

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	3.00 / 3.00
Paved Outside Shoulder Width L/R	7.00 / 7.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	42,288.82	SY	$42.09	$1,779,936.43
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	2,221.17	TN	$179.15	$397,922.61
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,615.40	TN	$263.84	$426,207.14
570-1-1	PERFORMANCE TURF	17,307.84	SY	$5.81	$100,558.55

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	67,500.58	LF	$2.70	$182,251.57
104-11	FLOATING TURBIDITY BARRIER	1,229.25	LF	$15.80	$19,422.15
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	1,229.25	LF	$6.87	$8,444.95
104-15	SOIL TRACKING PREVENTION DEVICE	5.00	EA	$3,919.30	$19,596.50
104-18	INLET PROTECTION SYSTEM	40.00	EA	$163.78	$6,551.20

107-1	LITTER REMOVAL	88.16 AC	$49.01	$4,320.72
107-2	MOWING	88.16 AC	$86.92	$7,662.87
	Shoulder Component Total			$2,952,874.69

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	17.00
Performance Turf Width	14.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	51,923.52	LF	$54.52	$2,830,870.31
570-1-1	PERFORMANCE TURF	40,384.96	SY	$5.81	$234,636.62
	Median Component Total				$3,065,506.93

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	88.51	CY	$1,909.36	$168,997.45
425-1-551	INLETS, DT BOT, TYPE E, <10'	40.00	EA	$8,705.67	$348,226.80
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,048.00	LF	$234.96	$481,198.08
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	1,168.00	LF	$342.54	$400,086.72
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	40.00	EA	$3,870.01	$154,800.40
570-1-1	PERFORMANCE TURF	1,888.13	SY	$5.81	$10,970.04
	Drainage Component Total				$1,564,279.49

INTERSECTIONS COMPONENT

Intersection 1

Description	Value
Mainline No. of Left Turn Lanes	2
Mainline No. of Right Turn Lanes	1
Mainline Design Speed	50
Cross Street Thru Lanes	4
Cross Street No. of Left Turn Lanes	2
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	Y
Multiplier	1
Description	Signalized intersection at Symmes

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.97	AC	$80,779.24	$78,355.86

120-6	EMBANKMENT	5,853.12	CY	$49.05	$287,095.54
160-4	TYPE B STABILIZATION	2,158.33	SY	$28.71	$61,965.65
160-4	TYPE B STABILIZATION	2,773.43	SY	$28.71	$79,625.18
285-704	OPTIONAL BASE,BASE GROUP 04	312.22	SY	$42.09	$13,141.34
285-709	OPTIONAL BASE,BASE GROUP 09	2,158.33	SY	$62.04	$133,902.79
285-709	OPTIONAL BASE,BASE GROUP 09	2,461.21	SY	$62.04	$152,693.47
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	423.27	TN	$179.15	$75,828.82
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	356.13	TN	$179.15	$63,800.69
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	110.94	TN	$263.84	$29,270.41
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	86.33	TN	$263.84	$22,777.31
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	312.22	SY	$88.91	$27,759.48
570-1-1	PERFORMANCE TURF	166.73	SY	$5.81	$968.70

Intersection 2

Description	Value
Mainline No. of Left Turn Lanes	1
Mainline No. of Right Turn Lanes	0
Mainline Design Speed	50
Cross Street Thru Lanes	2
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	N
Multiplier	1
Description	Signalized intersection at Palm

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.26	AC	$80,779.24	$101,781.84
120-6	EMBANKMENT	4,559.35	CY	$49.05	$223,636.12
160-4	TYPE B STABILIZATION	951.67	SY	$28.71	$27,322.45
160-4	TYPE B STABILIZATION	1,836.64	SY	$28.71	$52,729.93
285-704	OPTIONAL BASE,BASE GROUP 04	375.56	SY	$42.09	$15,807.32
285-709	OPTIONAL BASE,BASE GROUP 09	951.67	SY	$62.04	$59,041.61
285-709	OPTIONAL BASE,BASE GROUP 09	1,461.08	SY	$62.04	$90,645.40
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	261.74	TN	$179.15	$46,890.72
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	157.03	TN	$179.15	$28,131.92
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	38.07	TN	$263.84	$10,044.39
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	73.46	TN	$263.84	$19,381.69
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	375.56	SY	$88.91	$33,391.04
570-1-1	PERFORMANCE TURF	200.55	SY	$5.81	$1,165.20

Intersection 3

Description	Value
Mainline No. of Left Turn Lanes	1
Mainline No. of Right Turn Lanes	1
Mainline Design Speed	50
Cross Street Thru Lanes	2

Cross Street No. of Left Turn Lanes	3
Cross Street No. of Right Turn Lanes	1
Cross Street Design Speed	45
T-Intersection?	N
Multiplier	1
Description	Signalized intersection at Riverview

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.94	AC	$80,779.24	$156,711.73
120-6	EMBANKMENT	10,404.30	CY	$49.05	$510,330.92
160-4	TYPE B STABILIZATION	1,498.33	SY	$28.71	$43,017.05
160-4	TYPE B STABILIZATION	3,960.20	SY	$28.71	$113,697.34
285-704	OPTIONAL BASE,BASE GROUP 04	597.78	SY	$42.09	$25,160.56
285-709	OPTIONAL BASE,BASE GROUP 09	1,498.33	SY	$62.04	$92,956.39
285-709	OPTIONAL BASE,BASE GROUP 09	3,362.42	SY	$62.04	$208,604.54
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	587.68	TN	$179.15	$105,282.87
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	247.23	TN	$179.15	$44,291.25
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	59.93	TN	$263.84	$15,811.93
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	158.41	TN	$263.84	$41,794.89
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	597.78	SY	$88.91	$53,148.62
570-1-1	PERFORMANCE TURF	319.21	SY	$5.81	$1,854.61

Intersection 4

Description	Value
Mainline No. of Left Turn Lanes	2
Mainline No. of Right Turn Lanes	1
Mainline Design Speed	50
Cross Street Thru Lanes	2
Cross Street No. of Left Turn Lanes	1
Cross Street No. of Right Turn Lanes	2
Cross Street Design Speed	45
T-Intersection?	N
Multiplier	1
Description	Signalized Intersection at Madison

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.94	AC	$80,779.24	$156,711.73
120-6	EMBANKMENT	9,043.80	CY	$49.05	$443,598.39
160-4	TYPE B STABILIZATION	2,181.67	SY	$28.71	$62,635.75
160-4	TYPE B STABILIZATION	3,813.53	SY	$28.71	$109,486.45
285-704	OPTIONAL BASE,BASE GROUP 04	597.78	SY	$42.09	$25,160.56
285-709	OPTIONAL BASE,BASE GROUP 09	2,181.67	SY	$62.04	$135,350.81
285-709	OPTIONAL BASE,BASE GROUP 09	3,215.75	SY	$62.04	$199,505.13
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	563.48	TN	$179.15	$100,947.44
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	359.98	TN	$179.15	$64,490.42
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	87.27	TN	$263.84	$23,025.32

337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	152.54	TN	$263.84	$40,246.15
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	597.78	SY	$88.91	$53,148.62
570-1-1	PERFORMANCE TURF	319.21	SY	$5.81	$1,854.61

Intersection 5

Description	Value
Mainline No. of Left Turn Lanes	1
Mainline No. of Right Turn Lanes	1
Mainline Design Speed	50
Cross Street Thru Lanes	2
Cross Street No. of Left Turn Lanes	0
Cross Street No. of Right Turn Lanes	0
Cross Street Design Speed	45
T-Intersection?	Y
Multiplier	1
Description	Signalized at Port Sutton

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.63	AC	$80,779.24	$50,890.92
120-6	EMBANKMENT	2,279.67	CY	$49.05	$111,817.81
160-4	TYPE B STABILIZATION	918.32	SY	$28.71	$26,364.97
160-4	TYPE B STABILIZATION	1,545.00	SY	$28.71	$44,356.95
285-704	OPTIONAL BASE,BASE GROUP 04	187.78	SY	$42.09	$7,903.66
285-709	OPTIONAL BASE,BASE GROUP 09	730.54	SY	$62.04	$45,322.70
285-709	OPTIONAL BASE,BASE GROUP 09	1,545.00	SY	$62.04	$95,851.80
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	254.93	TN	$179.15	$45,670.71
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	130.87	TN	$179.15	$23,445.36
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	36.73	TN	$263.84	$9,690.84
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	61.80	TN	$263.84	$16,305.31
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	187.78	SY	$88.91	$16,695.52
570-1-1	PERFORMANCE TURF	100.27	SY	$5.81	$582.57
	Intersections Component Total				$5,060,878.07

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	119.00	EA	$589.31	$70,127.89
	Comment: replaces obsolete item 700-1-11				
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	10.00	EA	$1,961.03	$19,610.30
	Comment: replaces obsolete item 700-1-12				
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	20.00	EA	$10,258.68	$205,173.60
	Comment: replaces obsolete items 700-2-14 & 700-2-15 that were each quantity of 10				
	Signing Component Total				$294,911.79

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	At Symmes

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$23.91	$16,737.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$38.40	$11,520.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$12,665.01	$12,665.01
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$1,615.98	$35,551.56
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$5,868.46	$5,868.46
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$10.05	$603.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$2,564.52	$2,564.52
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	1.00	EA	$2,778.37	$2,778.37
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	4.00	EA	$127,015.19	$508,060.76
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,740.72	$34,814.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$996.79	$7,974.32
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	$704.50	$14,090.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	$1,648.74	$32,974.80
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$376.01	$3,008.08
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$295.73	$1,182.92

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
670-5-160	TRAF CNTL ASSEM, F&I, NEMA, STD LOCK	1.00	AS	$49,816.17	$49,816.17

Signalization 2

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	at Palm

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$23.91	$16,737.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$38.40	$11,520.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$12,665.01	$12,665.01

635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$1,615.98	$35,551.56
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$5,868.46	$5,868.46
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$10.05	$603.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$2,564.52	$2,564.52
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	1.00	EA	$2,778.37	$2,778.37
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	4.00	EA	$127,015.19	$508,060.76
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,740.72	$34,814.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$996.79	$7,974.32
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	$704.50	$14,090.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	$1,648.74	$32,974.80
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$376.01	$3,008.08
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$295.73	$1,182.92

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
670-5-160	TRAF CNTL ASSEM, F&I, NEMA, STD LOCK	1.00	AS	$49,816.17	$49,816.17

Signalization 3

Description	Value
Type	6 Lane Mast Arm
Multiplier	2
Description	At Riverview

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,400.00	LF	$23.91	$33,474.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	600.00	LF	$38.40	$23,040.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	2.00	PI	$12,665.01	$25,330.02
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	44.00	EA	$1,615.98	$71,103.12
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	2.00	AS	$5,868.46	$11,736.92
639-2-1	ELECTRICAL SERVICE WIRE, F&I	120.00	LF	$10.05	$1,206.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	2.00	EA	$2,564.52	$5,129.04
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2.00	EA	$2,778.37	$5,556.74
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	8.00	EA	$127,015.19	$1,016,121.52
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	40.00	AS	$1,740.72	$69,628.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	16.00	AS	$996.79	$15,948.64
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	40.00	EA	$704.50	$28,180.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	40.00	AS	$1,648.74	$65,949.60

665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	16.00	EA	$376.01	$6,016.16
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	8.00	EA	$295.73	$2,365.84

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
670-5-160	TRAF CNTL ASSEM, F&I, NEMA, STD LOCK	2.00	AS	$49,816.17	$99,632.34

Signalization 4

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	at Madison

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$23.91	$16,737.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$38.40	$11,520.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$12,665.01	$12,665.01
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$1,615.98	$35,551.56
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$5,868.46	$5,868.46
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$10.05	$603.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$2,564.52	$2,564.52
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	1.00	EA	$2,778.37	$2,778.37
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	4.00	EA	$127,015.19	$508,060.76
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,740.72	$34,814.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$996.79	$7,974.32
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	$704.50	$14,090.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	$1,648.74	$32,974.80
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$376.01	$3,008.08
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$295.73	$1,182.92

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
670-5-160	TRAF CNTL ASSEM, F&I, NEMA, STD LOCK	1.00	AS	$49,816.17	$49,816.17

Signalization 5

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	at Port Sutton

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$23.91	$16,737.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$38.40	$11,520.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$12,665.01	$12,665.01
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$1,615.98	$35,551.56
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$5,868.46	$5,868.46
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$10.05	$603.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$2,564.52	$2,564.52
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	1.00	EA	$2,778.37	$2,778.37
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	4.00	EA	$127,015.19	$508,060.76
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,740.72	$34,814.40
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$996.79	$7,974.32
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	$704.50	$14,090.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	$1,648.74	$32,974.80
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$376.01	$3,008.08
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$295.73	$1,182.92

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
670-5-160	TRAF CNTL ASSEM, F&I, NEMA, STD LOCK	1.00	AS	$49,816.17	$49,816.17
	Signalizations Component Total				$4,441,256.22

Sequence 1 Total $85,655,677.01

Sequence: 2 NDU - New Construction, Divided, Urban **Net Length:** 1.410 MI 7,445 LF

Description: Urban Reconstruction Typical From Palm to S of Alafia Bridge (Begin Bridge)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	71.00 / 71.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.410
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	24.27	AC	$80,779.24	$1,960,512.15
120-6	EMBANKMENT	179,028.14	CY	$49.05	$8,781,330.27
	Earthwork Component Total				$10,741,842.42

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	40.00 / 40.00
Structural Spread Rate	330
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	74,712.70	SY	$28.71	$2,145,001.62
285-709	OPTIONAL BASE,BASE GROUP 09	66,176.00	SY	$62.04	$4,105,559.04
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	10,919.04	TN	$179.15	$1,956,146.02
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	2,647.04	TN	$221.22	$585,578.19

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	3
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

706-1-3	RAISED PAVMT MARK, TYPE B	952.00	EA	$4.91	$4,674.32
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.46	NM	$848.66	$7,179.66
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	11.28	GM	$573.23	$6,466.03
	Roadway Component Total				$8,810,604.88

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	13.25 / 13.25
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00
Sidewalk Width L/R	6.00 / 6.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	7,444.80	LF	$54.52	$405,890.50
520-1-10	CONCRETE CURB & GUTTER, TYPE F	7,444.80	LF	$58.40	$434,776.32
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	9,926.40	SY	$88.91	$882,556.22
570-1-1	PERFORMANCE TURF	8,272.00	SY	$5.81	$48,060.32

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	14,889.60	LF	$2.70	$40,201.92
104-11	FLOATING TURBIDITY BARRIER	352.50	LF	$15.80	$5,569.50
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	352.50	LF	$6.87	$2,421.68
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$3,919.30	$7,838.60
104-18	INLET PROTECTION SYSTEM	72.00	EA	$163.78	$11,792.16
107-1	LITTER REMOVAL	35.88	AC	$49.01	$1,758.48
107-2	MOWING	35.88	AC	$86.92	$3,118.69
	Shoulder Component Total				$1,843,984.39

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	19.00
Performance Turf Width	5.34

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	14,889.60	LF	$54.52	$811,780.99
520-5-12	TRAF SEP CONC-TYPE I, 6' WIDE	5,000.00	LF	$154.01	$770,050.00
570-1-1	PERFORMANCE TURF	4,417.25	SY	$5.81	$25,664.22
	Median Component Total				$1,607,495.21

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	25.38	CY	$1,909.36	$48,459.56
425-1-351	INLETS, CURB, TYPE P-5, <10'	51.00	EA	$10,909.62	$556,390.62
425-1-451	INLETS, CURB, TYPE J-5, <10'	15.00	EA	$16,091.33	$241,369.95
425-1-521	INLETS, DT BOT, TYPE C, <10'	8.00	EA	$7,848.98	$62,791.84
425-2-41	MANHOLES, P-7, <10'	8.00	EA	$8,196.86	$65,574.88
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	3,736.00	LF	$234.96	$877,810.56
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	336.00	LF	$342.54	$115,093.44
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	7,056.00	LF	$471.46	$3,326,621.76
570-1-1	PERFORMANCE TURF	428.64	SY	$5.81	$2,490.40
	Drainage Component Total				$5,296,603.01

INTERSECTIONS COMPONENT

Intersection 1

Description	Value
Mainline No. of Left Turn Lanes	3
Mainline No. of Right Turn Lanes	1
Mainline Design Speed	45
Cross Street Thru Lanes	3
Cross Street No. of Left Turn Lanes	3
Cross Street No. of Right Turn Lanes	2
Cross Street Design Speed	35
T-Intersection?	N
Multiplier	1
Description	Signalized intersection at Gibsonton

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.36	AC	$80,779.24	$190,639.01
120-1	REGULAR EXCAVATION	1,676.88	CY	$43.46	$72,877.20
160-4	TYPE B STABILIZATION	2,272.31	SY	$28.71	$65,238.02
160-4	TYPE B STABILIZATION	4,293.58	SY	$28.71	$123,268.68
285-709	OPTIONAL BASE,BASE GROUP 09	2,272.31	SY	$62.04	$140,974.11
285-709	OPTIONAL BASE,BASE GROUP 09	4,293.58	SY	$62.04	$266,373.70
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	374.93	TN	$179.15	$67,168.71
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	708.44	TN	$179.15	$126,917.03
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	90.89	TN	$221.22	$20,106.69
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	171.74	TN	$221.22	$37,992.32
520-1-7	CONCRETE CURB & GUTTER, TYPE E	405.68	LF	$54.52	$22,117.67
520-1-10	CONCRETE CURB & GUTTER, TYPE F	898.00	LF	$58.40	$52,443.20

520-5-12	TRAF SEP CONC-TYPE I, 6' WIDE	620.00 LF	$154.01	$95,486.20
520-5-12	TRAF SEP CONC-TYPE I, 6' WIDE	340.00 LF	$154.01	$52,363.40
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	498.89 SY	$88.91	$44,356.31
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	173.89 SY	$124.20	$21,597.14
570-1-1	PERFORMANCE TURF	498.89 SY	$5.81	$2,898.55
	Intersections Component Total			$1,402,817.94

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	34.00	EA	$589.31	$20,036.54
	Comment: replaces obsolete item 700-1-11				
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	6.00	EA	$1,961.03	$11,766.18
	Comment: replaces obsolete item 700-1-12				
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	6.00	EA	$10,258.68	$61,552.08
	Comment: replaces obsolete item 700-2-15 & 700-2-16 that each had qty of 3				
	Signing Component Total				$93,354.80

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	2
Description	at Gibsonton Inflated due to presence of RR

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,400.00	LF	$23.91	$33,474.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	600.00	LF	$38.40	$23,040.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	2.00	PI	$12,665.01	$25,330.02
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	44.00	EA	$1,615.98	$71,103.12
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	2.00	AS	$5,868.46	$11,736.92
639-2-1	ELECTRICAL SERVICE WIRE, F&I	120.00	LF	$10.05	$1,206.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	2.00	EA	$2,564.52	$5,129.04
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2.00	EA	$2,778.37	$5,556.74
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	8.00	EA	$127,015.19	$1,016,121.52
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	40.00	AS	$1,740.72	$69,628.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	16.00	AS	$996.79	$15,948.64

660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	40.00	EA	$704.50	$28,180.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	40.00	AS	$1,648.74	$65,949.60
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	16.00	EA	$376.01	$6,016.16
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	8.00	EA	$295.73	$2,365.84

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
670-5-160	TRAF CNTL ASSEM, F&I, NEMA, STD LOCK	2.00	AS	$49,816.17	$99,632.34

Signalizations Component Total $1,480,418.74

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	7,444.80	LF	$23.91	$178,005.17
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	1,477.68	LF	$38.40	$56,742.91
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	50.00	EA	$1,615.98	$80,799.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	27,190.44	LF	$3.77	$102,507.96
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	50.00	EA	$9,942.06	$497,103.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	50.00	EA	$897.66	$44,883.00
	Subcomponent Total				$960,041.04

Lighting Component Total $960,041.04

Sequence 2 Total $32,237,162.43

Sequence: 3 MIS - Miscellaneous Construction **Net Length:** 0.000 MI 0 LF

Description: Bridges Bullfrog Creek and Alafia River

BRIDGES COMPONENT

Bridge 1

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	220.00
Width (LF)	143.00
Type	Low Level
Cost Factor	1.00
Structure No.	100044
Removal of Existing Structures area	14,007.00
Default Cost per SF	$112.00
Factored Cost per SF	$112.00
Final Cost per SF	**$123.49**
Basic Bridge Cost	**$3,523,520.00**
Description	BULLFROG CREEK BRIDGES REPLACEMENT

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	14,007.00	SF	$73.11	$1,024,051.77
400-2-10	CONC CLASS II, APPROACH SLABS	317.78	CY	$896.49	$284,886.59
415-1-9	REINF STEEL- APPROACH SLABS	55,611.50	LB	$1.38	$76,743.87
	Bridge 1 Total				$4,909,202.23

Bridge 2

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,216.00
Width (LF)	127.00
Type	Medium Level
Cost Factor	1.00
Structure No.	100045
Removal of Existing Structures area	87,552.00
Default Cost per SF	$130.00
Factored Cost per SF	$130.00
Final Cost per SF	**$132.08**
Basic Bridge Cost	**$20,076,160.00**
Description	ALAFIA BRIDGE EXISTING 100045 & 100107 ASSUME THEY ARE 1 BRIDGE

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	87,552.00	SF	$73.11	$6,400,926.72
400-2-10	CONC CLASS II, APPROACH SLABS	282.22	CY	$896.49	$253,007.41
415-1-9	REINF STEEL- APPROACH SLABS	49,388.50	LB	$1.38	$68,156.13

Bridge 2 Total	$26,798,250.26
Bridges Component Total	$31,707,452.49
Sequence 3 Total	$31,707,452.49

Sequence: 4 MIS - Miscellaneous Construction **Net Length:** 0.000 MI 0 LF

Description: Drainage Ponds and culvert extensions

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-982-133	MITERED END SECT, OPTIONAL RD, 30" CD	2.00	EA	$5,912.35	$11,824.70
430-982-138	MITERED END SECT, OPTIONAL RD, 36" CD	6.00	EA	$7,702.53	$46,215.18

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-1	CONC CLASS II, CULVERTS	826.00	CY	$2,334.13	$1,927,991.38
	Comment: CulvEx:St844-10x5,32'ex,36+5cy;St849-10x5,69'ex,77+5cy;St874-10x8,47'ex,63+7cy;St96BC3cell-34x8,57'ex,211+7cy;St118BC3cell-32x8,57'ex,202+7cy;St139BC2cell-24x8,57'ex,152+7cy;St205-10x7,32'ex,41+6cy				
430-175-230	PIPE CULV, OPT MATL, OTHER, 30"S/CD	64.00	LF	$339.05	$21,699.20
	Comment: Culvert extension 30" - 1011+60				
430-175-236	PIPE CULV, OPT MATL, OTHER, 36"S/CD	232.00	LF	$385.53	$89,442.96
	Comment: Culvert extension 36" - 894+60, 956+30(2@)				

Retention Basin 1

Description	Value
Size	2 AC
Multiplier	1
Depth	4.00
Description	SMF 1C - Pond only

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$80,779.24	$161,558.48
120-1	REGULAR EXCAVATION	12,906.67	CY	$43.46	$560,923.88
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,919.30	$8,919.30
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$16,142.37	$16,142.37
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$425.66	$23,836.96
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$689.13	$137,826.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$29.15	$34,397.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$5,263.14	$5,263.14
570-1-1	PERFORMANCE TURF	9,680.00	SY	$5.81	$56,240.80

Retention Basin 2

Description	Value
Size	2 AC
Multiplier	1
Depth	4.00
Description	SMF 2A - Pond only

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$80,779.24	$161,558.48
120-1	REGULAR EXCAVATION	12,906.67	CY	$43.46	$560,923.88
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,919.30	$8,919.30
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$16,142.37	$16,142.37
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$425.66	$23,836.96
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$689.13	$137,826.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$29.15	$34,397.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$5,263.14	$5,263.14
570-1-1	PERFORMANCE TURF	9,680.00	SY	$5.81	$56,240.80

Retention Basin 3

Description	Value
Size	2 AC
Multiplier	3
Depth	4.00
Description	SMF 3A/FPC 3C - Pond and FPC 6.17 acre size, so used 2 Ac X 3

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	$80,779.24	$484,675.44
120-1	REGULAR EXCAVATION	38,720.01	CY	$43.46	$1,682,771.63
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	$8,919.30	$26,757.90
425-2-71	MANHOLES, J-7, <10'	3.00	EA	$16,142.37	$48,427.11
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00	LF	$425.66	$71,510.88
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00	LF	$689.13	$413,478.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	3,540.00	LF	$29.15	$103,191.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	$5,263.14	$15,789.42
570-1-1	PERFORMANCE TURF	29,040.00	SY	$5.81	$168,722.40

Retention Basin 4

Description	Value
Size	.5 AC
Multiplier	5
Depth	4.00
Description	SMF 4C/FPC 4C - Pond and FPC Area=2.25ac, so used 0.5 ac X 5

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$80,779.24	$201,948.10
120-1	REGULAR EXCAVATION	16,133.35	CY	$43.46	$701,155.39
425-1-541	INLETS, DT BOT, TYPE D, <10'	5.00	EA	$8,919.30	$44,596.50
425-2-71	MANHOLES, J-7, <10'	5.00	EA	$16,142.37	$80,711.85
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	280.00	LF	$425.66	$119,184.80

430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	1,000.00	LF	$689.13	$689,130.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	3,000.00	LF	$29.15	$87,450.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	5.00	EA	$5,263.14	$26,315.70
570-1-1	PERFORMANCE TURF	12,100.00	SY	$5.81	$70,301.00

Retention Basin 5

Description	Value
Size	5 AC
Multiplier	1
Depth	4.00
Description	SMF 5B - Pond only

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$80,779.24	$403,896.20
120-1	REGULAR EXCAVATION	32,266.67	CY	$43.46	$1,402,309.48
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,919.30	$8,919.30
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$16,142.37	$32,284.74
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$425.66	$23,836.96
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$689.13	$275,652.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,860.00	LF	$29.15	$54,219.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$5,263.14	$10,526.28
570-1-1	PERFORMANCE TURF	24,200.00	SY	$5.81	$140,602.00

Retention Basin 6

Description	Value
Size	1.5 AC
Multiplier	1
Depth	5.00
Description	SMD 6D1 - Pond only

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$80,779.24	$121,168.86
120-1	REGULAR EXCAVATION	12,100.00	CY	$43.46	$525,866.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,919.30	$8,919.30
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$16,142.37	$16,142.37
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$425.66	$23,836.96
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$689.13	$137,826.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$29.15	$29,878.75
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$5,263.14	$5,263.14
570-1-1	PERFORMANCE TURF	7,260.00	SY	$5.81	$42,180.60

Retention Basin 7

Description	Value
Size	1.5 AC

Multiplier	1
Depth	4.00
Description	SMF 6D2 - Pond only

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$80,779.24	$121,168.86
120-1	REGULAR EXCAVATION	9,680.00	CY	$43.46	$420,692.80
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,919.30	$8,919.30
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$16,142.37	$16,142.37
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$425.66	$23,836.96
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$689.13	$137,826.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$29.15	$29,878.75
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$5,263.14	$5,263.14
570-1-1	PERFORMANCE TURF	7,260.00	SY	$5.81	$42,180.60

Retention Basin 8

Description	Value
Size	2.5 AC
Multiplier	3
Depth	4.00
Description	SMF 7A - Pond only Area=7.13Ac, used 2.5Ac X 3

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	7.50	AC	$80,779.24	$605,844.30
120-1	REGULAR EXCAVATION	48,399.99	CY	$43.46	$2,103,463.57
425-1-361	INLETS, CURB, TYPE P-6, <10'	3.00	EA	$11,830.67	$35,492.01
425-2-71	MANHOLES, J-7, <10'	3.00	EA	$16,142.37	$48,427.11
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00	LF	$425.66	$71,510.88
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00	LF	$689.13	$413,478.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,005.00	LF	$29.15	$116,745.75
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	$5,263.14	$15,789.42
570-1-1	PERFORMANCE TURF	36,300.00	SY	$5.81	$210,903.00

Retention Basin 9

Description	Value
Size	2 AC
Multiplier	1
Depth	4.00
Description	SMF 8B - Pond only

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$80,779.24	$161,558.48
120-1	REGULAR EXCAVATION	12,906.67	CY	$43.46	$560,923.88
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,919.30	$8,919.30
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$16,142.37	$16,142.37

430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$425.66	$23,836.96
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$689.13	$137,826.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$29.15	$34,397.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$5,263.14	$5,263.14
570-1-1	PERFORMANCE TURF	9,680.00	SY	$5.81	$56,240.80

Retention Basin 10

Description	Value
Size	2 AC
Multiplier	3
Depth	5.00
Description	SMF 9A/10A FPC 10A - Pond and FPC Area = 6.17ac = used 2Ac X 3 (conservative since FPC portion is less than 5' deep)

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	$80,779.24	$484,675.44
120-1	REGULAR EXCAVATION	48,399.99	CY	$43.46	$2,103,463.57
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	$8,919.30	$26,757.90
425-2-71	MANHOLES, J-7, <10'	3.00	EA	$16,142.37	$48,427.11
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00	LF	$425.66	$71,510.88
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00	LF	$689.13	$413,478.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	3,540.00	LF	$29.15	$103,191.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	$5,263.14	$15,789.42
570-1-1	PERFORMANCE TURF	29,040.00	SY	$5.81	$168,722.40

Retention Basin 11

Description	Value
Size	1.5 AC
Multiplier	2
Depth	4.00
Description	Pond 1-2 from design project section - Pond only Area = 3 ac, so used 1.5 Ac X 2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	$80,779.24	$242,337.72
120-1	REGULAR EXCAVATION	19,360.00	CY	$43.46	$841,385.60
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$8,919.30	$17,838.60
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$16,142.37	$32,284.74
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$425.66	$47,673.92
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$689.13	$275,652.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,050.00	LF	$29.15	$59,757.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$5,263.14	$10,526.28

570-1-1	PERFORMANCE TURF	14,520.00 SY	$5.81	$84,361.20
	Drainage Component Total			$22,887,338.37

Sequence 4 Total $22,887,338.37

Sequence: 5 NUU - New Construction, Undivided, Urban **Net Length:** 1.136 MI 6,000 LF

Description: Additional left turn lanes for median openings Assume 6000 ft as 2-lane new pavement Seq 1 and 2 already include signalized intersections

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EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	12.00 / 12.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.136
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	102.00
Horizontal Elevation For End Section	102.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.30	AC	$80,779.24	$266,571.49
120-6	EMBANKMENT	22,419.49	CY	$49.05	$1,099,675.98
	Earthwork Component Total				$1,366,247.47

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	275
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	19,440.62	SY	$28.71	$558,140.20
285-709	OPTIONAL BASE,BASE GROUP 09	16,000.51	SY	$62.04	$992,671.64
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	2,200.07	TN	$179.15	$394,142.54
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	640.02	TN	$221.22	$141,585.22

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

706-1-3	RAISED PAVMT MARK, TYPE B	153.00 EA	$4.91	$751.23
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.55 NM	$848.66	$3,861.40
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.27 GM	$573.23	$1,301.23
	Roadway Component Total			$2,092,453.46

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Sidewalk Width L/R	0.00 / 0.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	12,000.38	LF	$2.70	$32,401.03
104-11	FLOATING TURBIDITY BARRIER	284.10	LF	$15.80	$4,488.78
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	284.10	LF	$6.87	$1,951.77
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$3,919.30	$7,838.60
104-18	INLET PROTECTION SYSTEM	58.00	EA	$163.78	$9,499.24
107-1	LITTER REMOVAL	13.77	AC	$49.01	$674.87
107-2	MOWING	13.77	AC	$86.92	$1,196.89
	Shoulder Component Total				$58,051.18

Sequence 5 Total $3,516,752.11

Sequence: 6 NDS - New, Divided, Suburban (Urban In/Rural Out) **Net Length:** 0.588 MI 3,106 LF

Description: Concrete Pavement for intersection at Riverview, Madison Ave, and Port Sutton Road.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	91.00 / 91.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.588
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	12.97	AC	$80,779.24	$1,047,706.74
120-6	EMBANKMENT	60,064.44	CY	$49.05	$2,946,160.78
	Earthwork Component Total				$3,993,867.52

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	42.50 / 42.50
Structural Spread Rate	440
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	38,013.72	SY	$28.71	$1,091,373.90
285-701	OPTIONAL BASE,BASE GROUP 01	29,787.08	SY	$33.79	$1,006,505.43
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	6,452.95	TN	$179.15	$1,156,045.99
350-3-17	PLAIN CEMENT CONC PAVT, 14"	29,331.57	SY	$407.29	$11,946,455.15

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
446-1-1	EDGEDRAIN DRAINCRETE, STANDARD	6,212.00	LF	$40.47	$251,399.64
	Comment: Edgedrain is for the Concrete Pavement at the intersections.				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Concrete

Solid Stripe No. of Paint Applications	0
Solid Stripe No. of Stripes	3
Skip Stripe No. of Paint Applications	0
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	397.00	EA	$4.91	$1,949.27
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.76	GM	$6,562.38	$11,549.79
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.35	GM	$2,090.11	$4,911.76
	Roadway Component Total				$15,470,190.93

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	3.00 / 3.00
Paved Outside Shoulder Width L/R	7.00 / 7.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	5,058.83	SY	$42.09	$212,926.15
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	265.71	TN	$179.15	$47,601.95
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	193.24	TN	$263.84	$50,984.44
570-1-1	PERFORMANCE TURF	2,070.46	SY	$5.81	$12,029.37

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	8,074.81	LF	$2.70	$21,801.99
104-11	FLOATING TURBIDITY BARRIER	147.05	LF	$15.80	$2,323.39
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	147.05	LF	$6.87	$1,010.23
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,919.30	$3,919.30
104-18	INLET PROTECTION SYSTEM	5.00	EA	$163.78	$818.90
107-1	LITTER REMOVAL	10.55	AC	$49.01	$517.06
107-2	MOWING	10.55	AC	$86.92	$917.01
	Shoulder Component Total				$354,849.79

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	17.00

Performance Turf Width 14.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	6,211.39	LF	$54.52	$338,644.98
570-1-1	PERFORMANCE TURF	4,831.08	SY	$5.81	$28,068.57
	Median Component Total				$366,713.55

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	10.59	CY	$1,909.36	$20,220.12
425-1-551	INLETS, DT BOT, TYPE E, <10'	5.00	EA	$8,705.67	$43,528.35
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	248.00	LF	$234.96	$58,270.08
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	144.00	LF	$342.54	$49,325.76
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00	EA	$3,870.01	$19,350.05
570-1-1	PERFORMANCE TURF	225.87	SY	$5.81	$1,312.30
	Drainage Component Total				$192,006.66

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	15.00	EA	$589.31	$8,839.65
	Comment: replaces obsolete item 700-1-11				
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	2.00	EA	$1,961.03	$3,922.06
	Comment: replaces obsolete item 700-1-12				
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	4.00	EA	$10,258.68	$41,034.72
	Comment: replaces obsolete item 700-2-14 & 700-2-115 that each had qty of 2				
	Signing Component Total				$53,796.43

Sequence 6 Total $20,431,424.88

Date: 1/8/2026 1:19:04 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 430056-1-52-01 **Letting Date:** 01/2099

Description: US 41 PD&E Study - Hillsborough County Segment from Pendola Point Rd/Madison Ave. to Austin St.

District: 07 **County:** 10 HILLSBOROUGH **Market Area:** 08 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.852 MI

Project Manager: Anna Geismar

Version 5 Project Grand Total **$273,490,425.84**
Description: SEIR Conversion - Updates for PD&E Update to convert from SEIR to Type 2 CE - July 2025

Project Sequences Subtotal			**$196,435,807.29**
102-1	Maintenance of Traffic	10.00 %	$19,643,580.73
101-1	Mobilization	10.00 %	$21,607,938.80
Project Sequences Total			**$237,687,326.82**
Project Unknowns		15.00 %	$35,653,099.02
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					**$150,000.00**
Version 5 Project Grand Total					**$273,490,425.84**