District One
Priority Project Information Packet

Please fill out this application completely. Please ensure all attachments are LEGIBLE Applications containing insufficient information will not be reviewed by the FDOT.

Name of Applying Agency: City of North Port

Project Name: Price Boulevard Widening, Toledo Blade Boulevard to Panacea Boulevard/Haberland Boulevard

Project Category:

Congestion Management	☒	TRIP	☐	CIGP	☐		
Transportation Alternative	☐	Transit/Modal	☐	SCOP	☐	SCRAP	☐

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) please click here.

Is applicant LAP certified? Yes ☒ No ☐

Is project on State Highway System? Yes ☐ No ☒
If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.

Is the roadway on the Federal Aid Eligible System? Yes ☒ No ☐
If yes, provide Federal Aid roadway number: 17000572
If no, give local jurisdiction: NA
http://www.fdot.gov/statistics/fedaid/

Detailed Project Limits/Location:
Describe begin and end points of project, EX., from ABC Rd. to XYZ Ave. Limits **run south to north or west to east.** Include jurisdiction (city/county), project length, attach a labeled project, map.
City of North Port - Price Boulevard, from east of the widenedToledo Blade Boulevard intersection to just east of the Panacea Boulevard/Haberland Boulevard intersection, an approximate length of 2.35 miles. Replace existing two way/two lane rural drainage roadway with a four lane divided median urban section roadway.

Discuss how this project is consistent with the MPO/TPO Long Range Transportation Plan?
Page Number (attach page from LRTP): Page 3-3 of the 2040 LRTP. The widening of this segment of Price Boulevard addresses roadway capacity needs and complete streets/multi-modal needs for the roadway, roadway lighting increasing safety of motorists, bicyclists and

pedestrians plus improved emergency response. Coordination with SCAT will identify bus stop improvements for inclusion in the project. Price Boulevard is a thirteen mile long east-west roadway in the City of North paralleling I-75. The designation of an industrial activity center on the east side of I-75 in the Yorkshire Street and Raintree Boulevard area, a new interchange on I-75 at Yorkshire Street and an improved connection of Price Boulevard to Veterans Boulevard in Charlotte County will be of significant importance to projected growth in this area.

Discuss the project in the local jurisdiction's Capital Improvement Plan?
(Attach page from CIP): This segment of Price Boulevard is not in the City of North Port's current five year Capital Improvements Program.

Project Description

Phase(s) requested:

Planning Study ☐ PD&E ☒ PE ☒ ROW ☒ CST ☒ CEI ☒

Project cost estimates by phase (Please include detailed cost estimate and documentation in back-up information):

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
[PD&E]	1875000	1875000	0	0	0
[PE]	3750000	3750000	0	0	0
[ROW]	2000000	2000000	0	0	0
[CST]	28750000	28750000	0	0	0

Total Project Cost: $ [35,375,000]

Project Details: Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. (Add additional pages if needed):

Existing roadway is a rural section two lane/two directional roadway with a continuous sidewalk on the north side of the roadway. Existing roadway lighting consists of lights mounted on power poles along the northerly right-of-way. New roadway will be an urban four lane divided roadway, with energy efficient roadway lighting, irrigation, landscaping, and either continuous sidewalks and bicycle lanes, or multi-use paths, on both sides of the roadway. The existing pole and span wire traffic signal assembly at the Panacea Boulevard/Haberland Boulevard intersection will be replaced with a pole and mast arm assembly improving reliability in high wind conditions. Traffic signal warrant studies and turn lane analysis will be conducted during the design phase at the Jeannin Drive and Nordendale Boulevard intersections and included in the construction phase if justified.

Constructability Review

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. Discus other projects (ex. drainage, utility, etc.) programmed (local, state or federal) within the limits of this project? There are none.

2. Does the applicant have an adopted ADA transition plan? Yes ☐ No ☒

   Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.)
   Thre are no areas that require an ADA retrofit and the entire project will be designed and constructed in compliance with ADA.

3. Is there a rail crossing along the project?
   Yes ☐ No ☒
   What is the Rail MP?
   NA

4. Are there any transit stops/shelters/amenities within the project limits?
   Yes ☐ No ☒

   How many? NA

   Stop ID number: NA

5. Is the project within 10-miles of an airport? Yes ☐ No ☒

6. Coordinate with local transit and discuss improvements needed or requested for bus stops?
   (add additional pages if needed):
   Coordination with SCAT will occur during design

7. Are turn lanes being added? Yes ☒ No ☐

   If yes, provide traffic counts, length, and location of involved turn lanes.
   Turn lanes will be designed with the project.

8. Drainage structures:
   - Number of culverts or pipes currently in place: Three culvert crossings at the Twin Lakes Waterway, the Blue Water Waterway and the Bass Point Waterway evaluated during the project design for extension or replacement.

   - Discuss lengths and locations of each culvert along the roadway: These three culvert crossings will be catalogued during the project design and evaluated for extension or replacement.

   - Discuss the disposition of each culvert and inlet. Which culverts are "to remain" and which are to be replaced, upgraded, or extended? All existing culverts and

inlets not on the three waterways mentioned above will be evaluated for extension, replacement, or elimination.

- Discuss drainage ditches to be filled in?
  (Discuss limits and quantify fill in cubic yards) Drainage ditches will be filled in as the design will change the drainage from rural to urban.

- Describe the proposed conveyances system (add additional pages if needed.)
  Curb & gutter drainage with inlets, pipes and stormwater treatment ponds.

- Are there any existing permitted stormwater management facilities/ponds within the project limits? Yes ☒ No ☐

- If yes, provide the location and permit number (add additional pages if needed)
  Permit #44032843 – Price Boulevard intersection at Toledo Blade Boulevard and Permit #44032843 – Price Boulevard/Panacea Boulevard/Haberland Boulevard Intersection Widening.

- Discuss proposed stormwater management permits needed for the improvements. Stormwater management system permitting will occur with design development, as the impervious area is being increased and drainage along the project limits is changing from rural to urban.

- List specific utilities within project limits and describe any potential conflicts (add additional pages if needed): Overhead electric and communication lines and underground water transmission and communication lines are located along the northerly unpaved right-of-way.

- Discuss Bridges within project limits? NA.

- Can bridges accommodate proposed improvements? Yes ☐ No ☒
  If no, what bridge improvements are proposed? (Offset and dimensions of the improvements, add additional pages if needed):
  NA

9. Has Right-of-way (ROW), easements, or ROW activity already been performed/acquired for the proposed improvements? If yes, please provide documentation

   Yes ☒ No ☐

   If ROW or Easements are needed detail expected area of need (acreage needed, ownership status):
   No right-of-way is expected to be needed for the road widening (reference Attachment E). Storm water pond sites will be needed and identified during design development and permitting.

10. Discuss required permits (ERP, Drainage, Driveway, Right of Way, etc.): An Environmental Resource Permit from the Southwest Florida Water Management District and Sovereign Submerged Lands Determination from the Florida Department of Environmental Protection will be needed.

    If none are needed, state the qualified exemption:
    NA

11. Are there any wetlands within the project limits? Yes ☐ No ☒

    If yes, list the type of wetlands, estimated acreage and if mitigation will be required. Please note whether the project is within the geographic service area of any approved mitigation banks. Provide any additional information:
    Potential impacts to wetlands - reference Attachment G

12. Are there any federal or state listed/protected species within the project limits?
    Yes ☐ No ☒

    If yes, list the species and what, if any mitigation or coordination will be necessary: No impacts to federal or state listed/protected species were identified in the 2009 Price Boulevard Corridor Study – reference Attachment G.

    If yes, discuss critical habitat within the project limits: NA

13. Discuss whether any prior reviews or surveys have been completed for historical and archaeological resources (include year, project, results)
    No reviews or surveys for historical or archaeological resources have been conducted.

14. Are any Recreational, historical properties or resources covered under section 4(f) property within the project limits? Yes ☐ No ☒
    (Provide details) No recreational, historical properties or resources covered under section 4(f) are within the project limits - reference Attachment G.

15. Discuss whether any prior reviews or surveys have been completed for sites/facilities which may have potential contamination involvement with the proposed improvements. This should include a discussion of locations which may directly impact the project location, or be which may be exacerbated by the construction of the proposed improvements. No potentially contaminated sites were identified in the 2009 Price Boulevard Corridor Study – reference Attachment G.

16. Are lighting improvements requested as part of this project? Yes ☒ No ☐
    Please provide a lighting justification report for the proposed lighting.
    Existing roadway lighting consists of lights mounted on Florida Power and Light poles. Energy efficient roadway lighting will be included in this project.

17. Is a mid-block crossing proposed as part of the project? Yes ☒ No ☐
If yes, please provide the justification for mid-block crossing.

A mid-block crossing exists at the Nordendal Boulevard intersection and will be evaluated during design for the widening project.

Required Attachments

A. Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)
B. Project Photos – dated and labeled (this is important!)
C. Detailed Cost Estimates including Pay Items
D. LRTP and Local CIP page
E. Survey/As-builts/ROW documentation/Utility/Drainage information
F. Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request or estimate)

Applicant Contact Information

Agency Name:
Mailing Address: 4970 City Hall Boulevard; North Port, FL. 34286
Contact Name and Title: Ben Newman, P.E., Projects Engineer
Email: bnewman@cityofnorthport.com **Phone: 941-240-8320**

Signature: _____ **Date:** 12/18/18
Your signature indicates that the information included with this application is accurate.

Maintaining Agency:
Contact Name and Title: Juliana B. Bellia, Director Public Works
Email: jbellia@cityofnorthport.com **Phone: 941-240-8051**

Signature: _____ **Date:** 12/18/18
Your signature serves as a commitment from your agency to maintain the facility requested.

MPO/TPO:
Contact Name and Title: Click here to enter text.
Email: Click here to enter text. **Phone:** Click here to enter text.

Signature: _____ **Date:** _____
Your signature confirms the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.

ATTACHMENT A

1. Detailed Project Scope
2. Project Location Map
3. Project Limits
4. Typical Roadway Cross-section

PRICE BOULEVARD WIDENING

TOLEDO BLADE BOULEVARD TO PANACEA BOULEVARD/HABERLAND BOULEVARD

PROJECT SCOPE

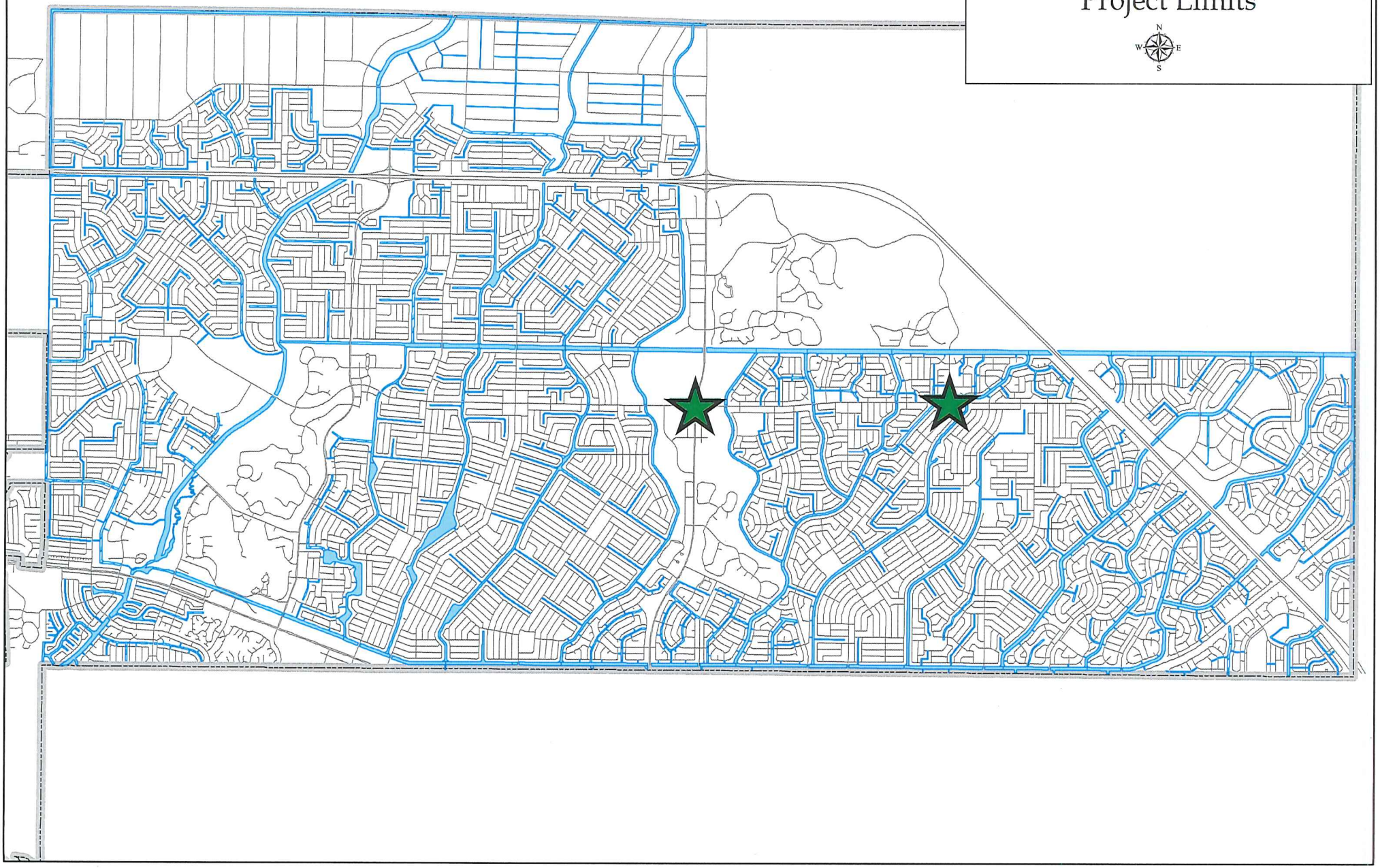
This approximately 2.35 mile long segment is currently a two lane/two direction rural section arterial roadway. Price Boulevard has no stop conditions within the project limits.

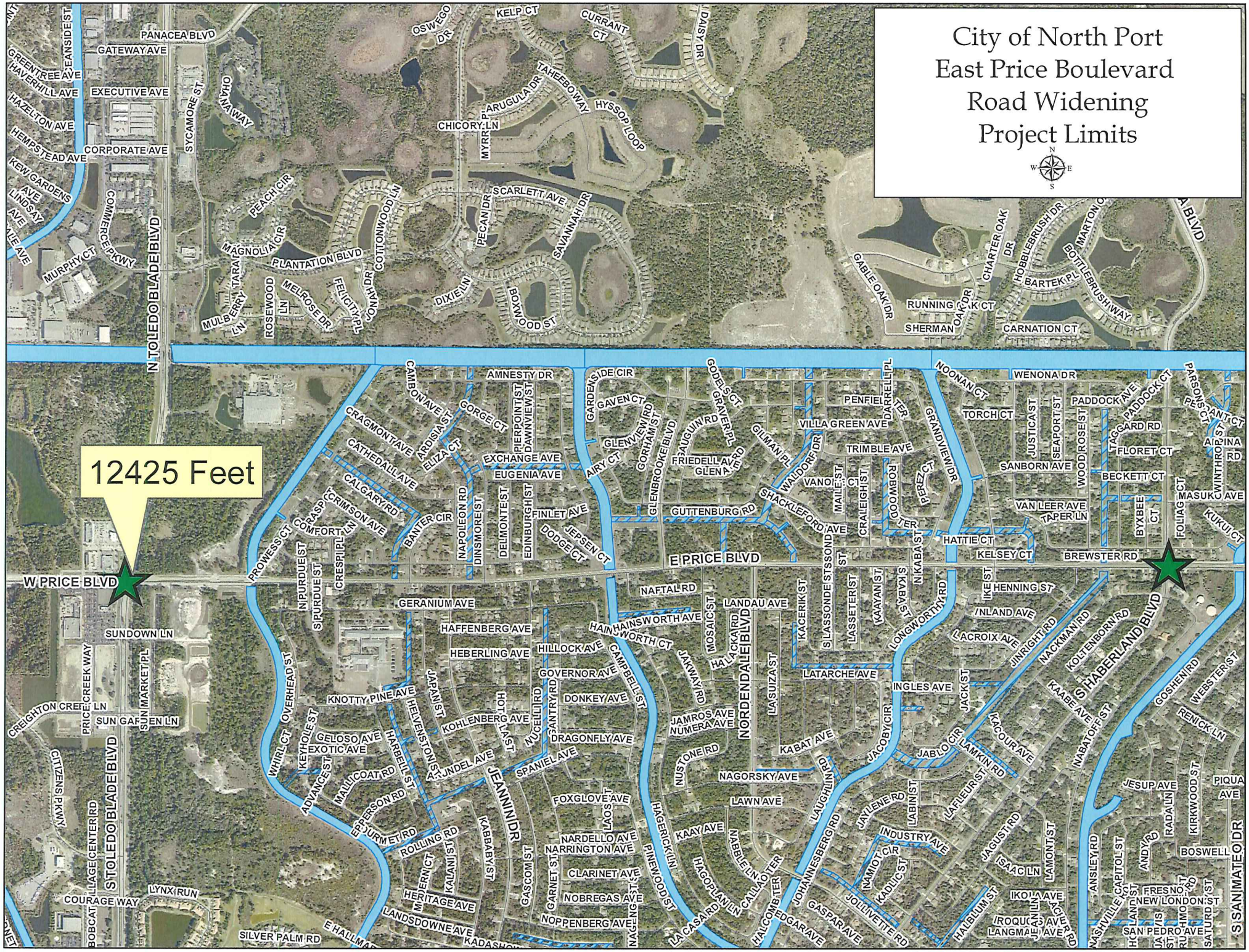
There is a sidewalk along the entire north side of the project limits. There are no bicycle lanes or mass transit stops on this segment of Price Boulevard. Roadway lighting consists of lights mounted on FPL power poles along the north side of the right-of-way. Energy efficient roadway lighting will be included in the road widening project. A span wire traffic signal assembly at the Panacea Boulevard/Haberland Boulevard intersection will be replaced with a pole and mast arm traffic signal assembly. The existing right-of-width is one hundred feet. The project will construct a four-lane divided median roadway with a raised center median. Stormwater inlets, piping, structures and treatment ponds will be required. Sidewalks and bicycle lanes, or a multi-use path will be positioned along each side of the travel lanes.

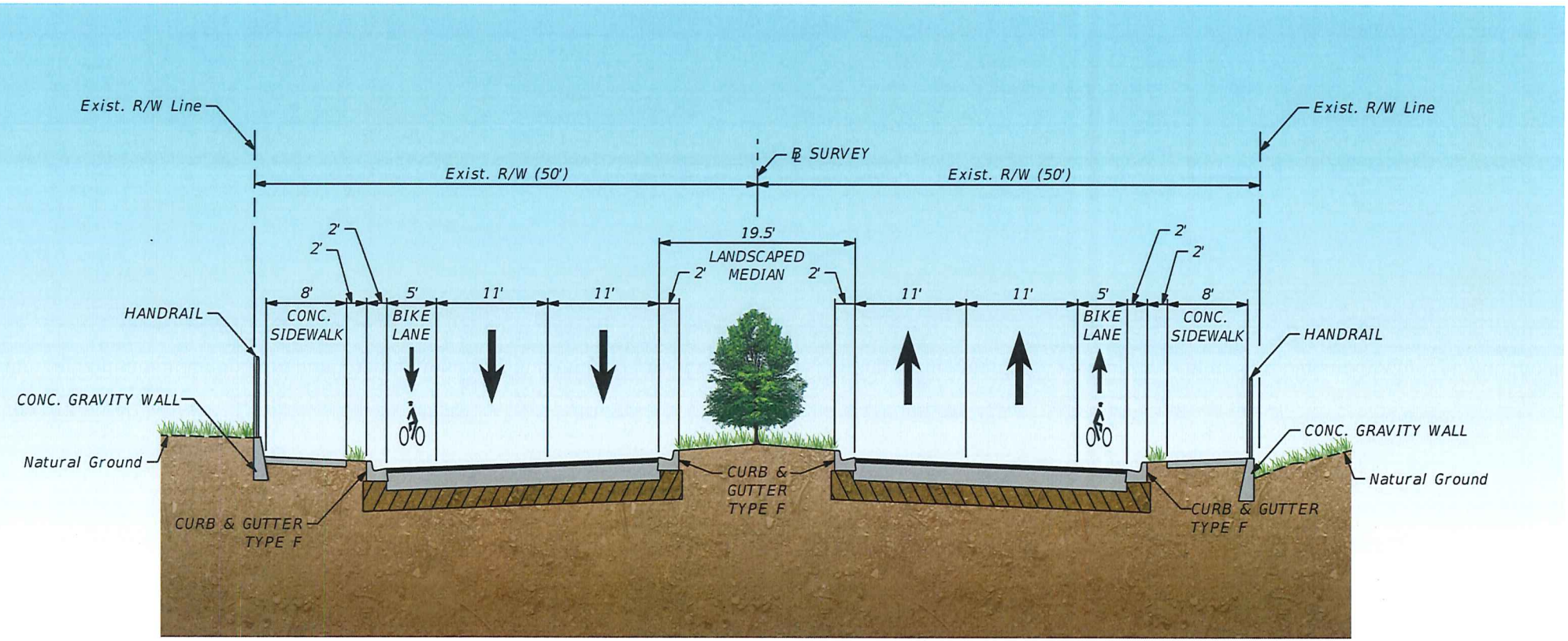
Overhead and underground communication lines exist in the northerly unpaved right-of-way. All utilities will be coordinated with and offered the opportunity to extend or expand their infrastructure with the project. There are three culvert crossings that are to be extended or replaced with the road widening. No bridges are located within the project limits. A mid block crosswalk is located at the Nordendale Boulevard intersection.

Traffic signal warrant studies and turn lane analysis will be performed for the Jeannin Drive and Nordendale Boulevard intersections. Mass transit will be contacted for potential stop locations.

City of North Port
Location Map
East Price Boulevard
Road Widening
Project Limits

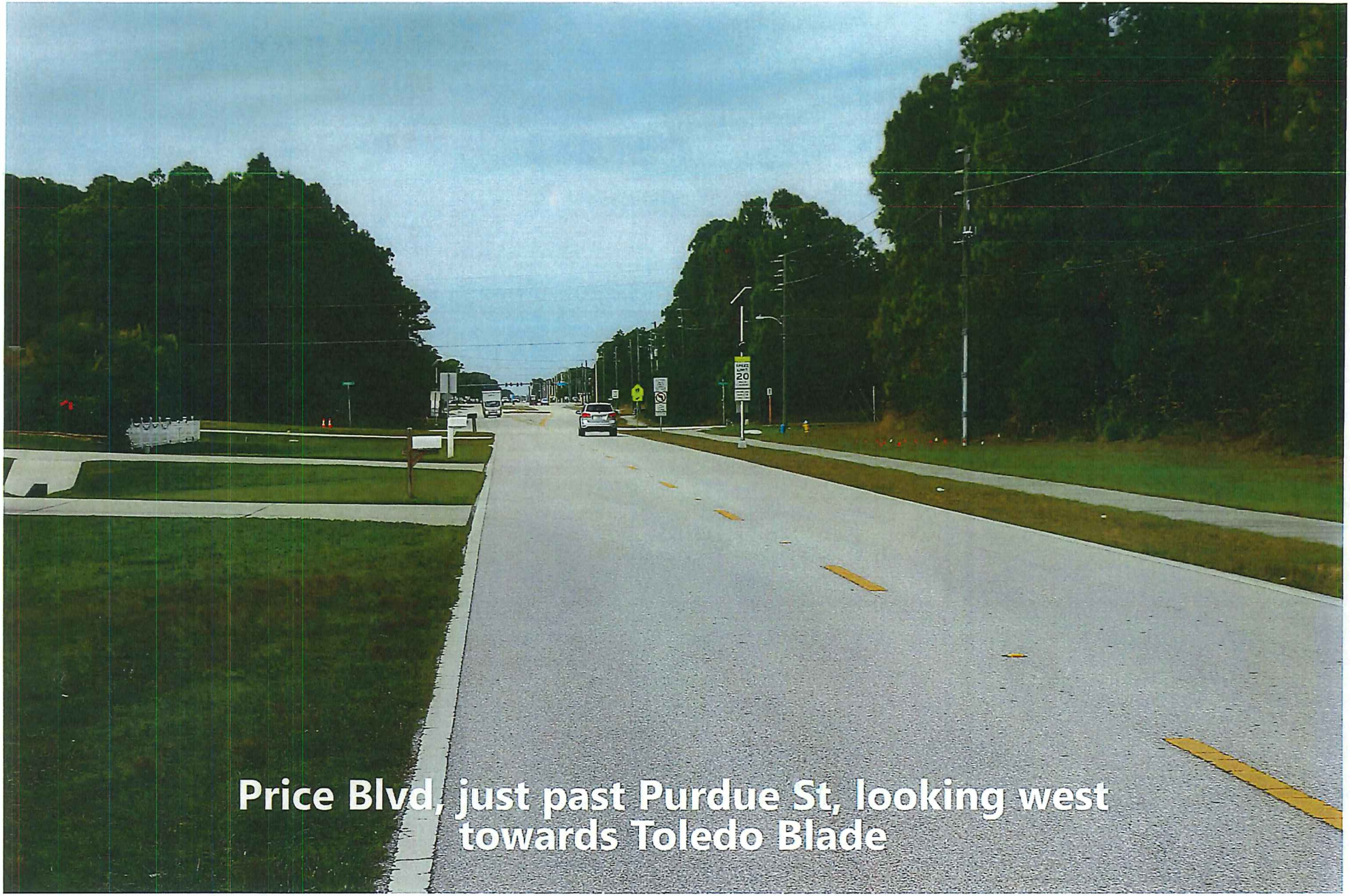


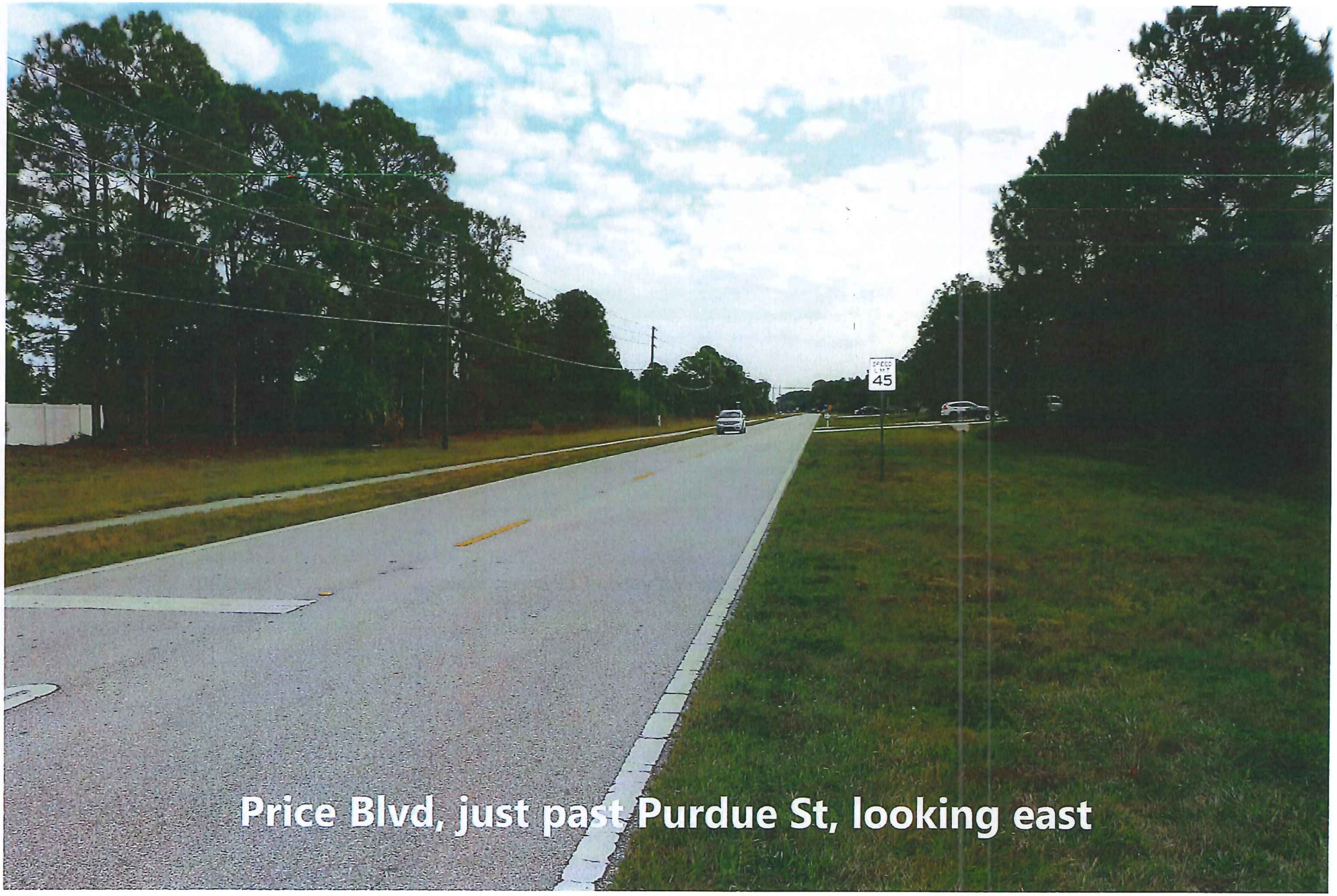

City of North Port
East Price Boulevard
Road Widening
Project Limits
12425 Feet
W PRICE BLVD
E PRICE BLVD
N TOLEDO BLADE BLVD
S TOLEDO BLADE BLVD
S SHARPESBURG BLVD
S SAN MATEO DR
NORDENDALE BLVD
JEANNINE DR
PANACEA BLVD
GATEWAY AVE
EXECUTIVE AVE
CORPORATE AVE
HEMPSTEAD AVE
HAZELTON AVE
GREENTREE AVE
HAVERHILL AVE
KEW GARDENS AVE
LINDSAY AVE
MURPHY CT
COMMERCE PKWY
SYCAMORE ST
OHANA WAY
OSWEGO DR
KELP CT
CURRANT CT
DAISY DR
TAHEEBO WAY
HYSSOP LOOP
ARUGULA DR
CHICORY LN
MYRRH
PEACH CIR
MAGNOLIA CIR
PLANTATION BLVD
SCARLETT AVE
PECAN DR
SAVANNAH DR
COTTONWOOD LN
JONAH DR
FELICITY PL
MELROSE DR
ROSEWOOD LN
MULBERRY LN
TARA
DIXIE LN
BOXWOOD ST
GABLE OAK DR
CHARTER OAK DR
HOBBLEBRUSH DR
BARTEK PL
BOTTLEBRUSH WAY
MARTON
RUNNING OAK CT
SHERMAN
CARNATION CT
CAMBON AVE
AMNESTY DR
GARDENSIDE CIR
GAVEN CT
GLENVIEW RD
GORHAM ST
GLENBROOKE BLVD
GODDEL CT
GRAVER PL
AUGUIN RD
FRIEDELL AVE
GLENN RD
GILMAN PL
WALDORF DR
PENFIELD TER
DARRELL PL
NOONAN CT
WENONA DR
GRANDVIEW DR
TORCH CT
JUSTICA ST
SEAPORT ST
WOODROSE ST
PADDOCK AVE
PADDOCK CT
TAGGARD RD
FLORET CT
PARSONAGE CT
ALPINA RD
WINTHROP ST
SANBORN AVE
BECKETT CT
MASUKO AVE
FOLIAGE CT
KUKUI CT
BYXBEE CT
VAN LEER AVE
TAPER LN
BREWSTER RD
KELSEY CT
HATTIE CT
PEREZ CT
ROBOOD TER
CRAIGHT ST
SHACKLEFORD AVE
VANOY CT
MAILE ST
CRAGMONT AVE
ARDISIA ST
GORGE CT
ELIZA CT
CATHEDRAL AVE
EXCHANGE AVE
EUGENIA AVE
AIRY CT
PIERPOINT ST
DAWNVIEW ST
CALGARY RD
CRIMSON AVE
CRASPEDIA CT
COMFORT LN
CRESPI PL
BANTER CIR
NAPOLEON RD
DINSMORE ST
DELMONTE ST
EDINBURGH ST
FINLET AVE
DODGE CT
JEPSEN CT
GUTTENBURG RD
PROWESS CT
N PURDUE ST
S PURDUE ST
NAFTAL RD
GERANIUM AVE
HAFFENBERG AVE
HEBERLING AVE
HILLOCK AVE
HAINSWORTH AVE
HAINSWORTH CT
CAMPBELL ST
MOSAIC ST
LANDAU AVE
HALACKA RD
JAKWAY RD
KACERIK ST
LASSETER ST
KAAYAN ST
S KABAT ST
N KABAT ST
S LASSONDE ST
S SSONDE ST
LONGWORTH RD
IKE HENNING ST
INLAND AVE
LACROIX AVE
JINRIGHT RD
NACKMAN RD
KOLTENBORN RD
LATARCHE AVE
INGLES AVE
JACK ST
KAABE AVE
NABATOFF ST
GOSHEN RD
WEBSTER ST
RENICK LN
JACOBY CIR
JABLO CIR
LAMKIN RD
KACOUR AVE
KABAT AVE
NAGORSKY AVE
NUSTONE RD
LAUGHLIN RD
LAWN AVE
KAAY AVE
HAGERICK LN
PINEWOOD ST
HAGOPLAN LN
CALLAO TER
JOHANNESBERG RD
JAYLENE RD
LABIN ST
INDUSTRY AVE
NAMIOT CIR
KADLIC ST
JOLLIVETTE RD
HALCOMB TER
EDGAR AVE
GASPAR AVE
LACASA RD
JAGUST RD
ISAAC LN
LAMONT ST
IKOLA AVE
IROQUOIS AVE
LANGMAID AVE
HALBLUM ST
JESUP AVE
PIQUA AVE
KIRKWOOD ST
RADA LN
BOSWELL
ANSLEY RD
ANDY RD
CAPITOL ST
NASHVILLE
FRESNO ST
NEW LONDON ST
SAN PEDRO AVE
SATURD ST
SUNDOWN LN
SUN MARKET PL
CREEK WAY
CREIGHTON CREEK LN
PRICE LN
SUN GARDEN LN
CITIZENS PKWY
VILLAGE CENTER RD
BOBCAT
COURAGE WAY
LYNX RUN
SILVER PALM RD
E HALLMARK
LANDSDOWNE AVE
HERITAGE AVE
ROLLING RD
MERNCT
KALANI ST
KABBAY ST
GASCOM ST
GARNET ST
FOXGLOVE AVE
LAOS T
NARDELLO AVE
NARRINGTON AVE
CLARINET AVE
NOBREGAS AVE
NOPPENBERG AVE
NAGLING ST
WHIRL CT
OVERHEAD ST
KEYHOLE ST
GELOSO AVE
EXOTIC AVE
ADVANCE ST
MALLICOAT RD
EPPERSON RD
GOURMET RD
HARBELL ST
HELVESTON ST
ARUNDEL AVE
SPANIEL AVE
JAPAN ST
KOHLENBERG AVE
HOT LAST
NUCELLI RD
CANTRY RD
GOVERNOR AVE
DONKEY AVE
KNOTTY PINE AVE
DRAGONFLY AVE


Exist. R/W Line
℄ SURVEY
Exist. R/W Line
Exist. R/W (50')
Exist. R/W (50')
19.5'
LANDSCAPED MEDIAN
2'
2'
2'
2'
2'
2'
8'
5'
11'
11'
11'
11'
5'
8'
HANDRAIL
CONC. SIDEWALK
BIKE LANE
BIKE LANE
CONC. SIDEWALK
HANDRAIL
CONC. GRAVITY WALL
CONC. GRAVITY WALL
Natural Ground
Natural Ground
CURB & GUTTER TYPE F
CURB & GUTTER TYPE F
CURB & GUTTER TYPE F

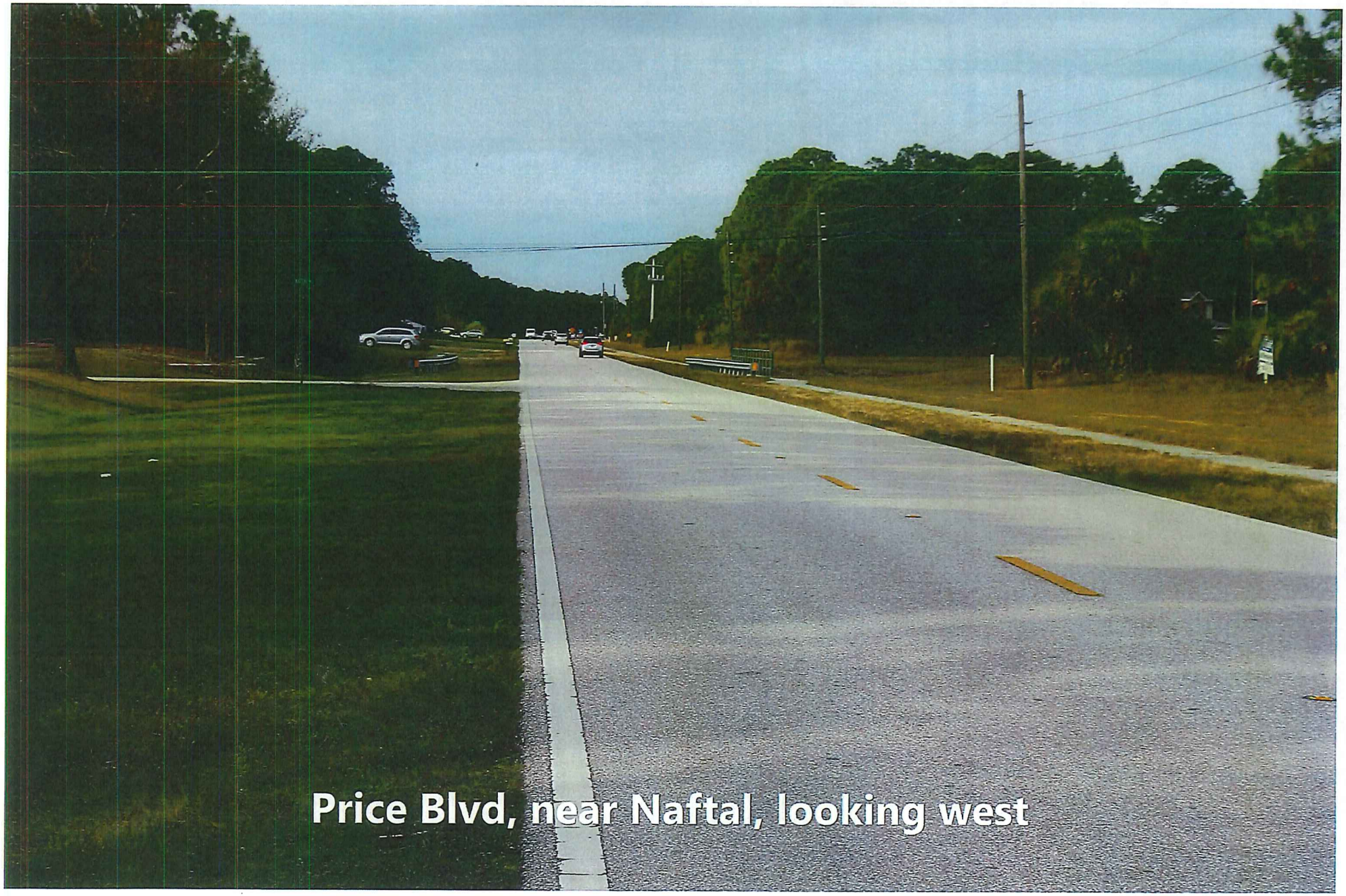
ATTACHMENT B

Project Photos


Price Blvd, just past Purdue St, looking west
towards Toledo Blade

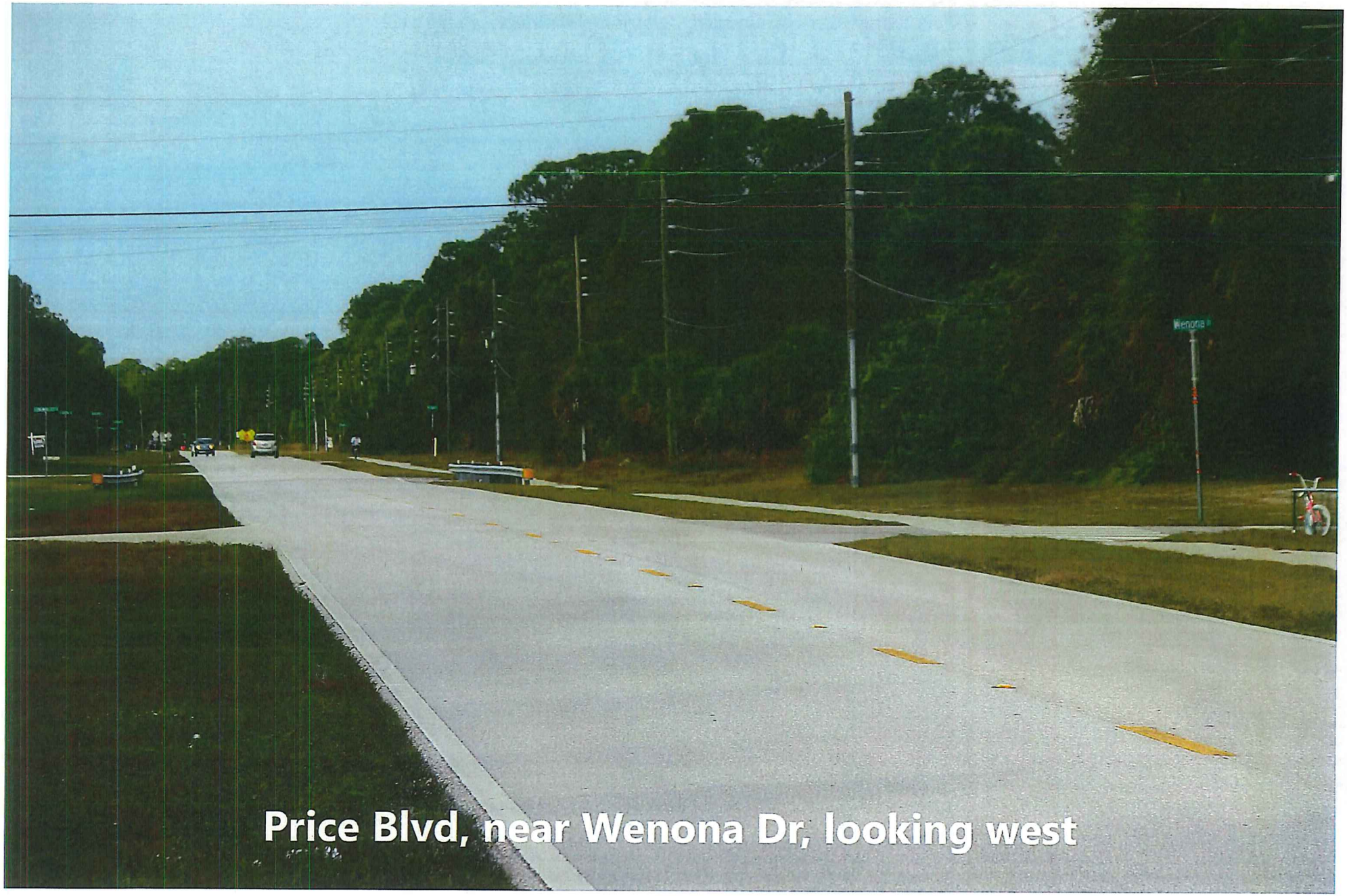


Price Blvd, just past Purdue St, looking east

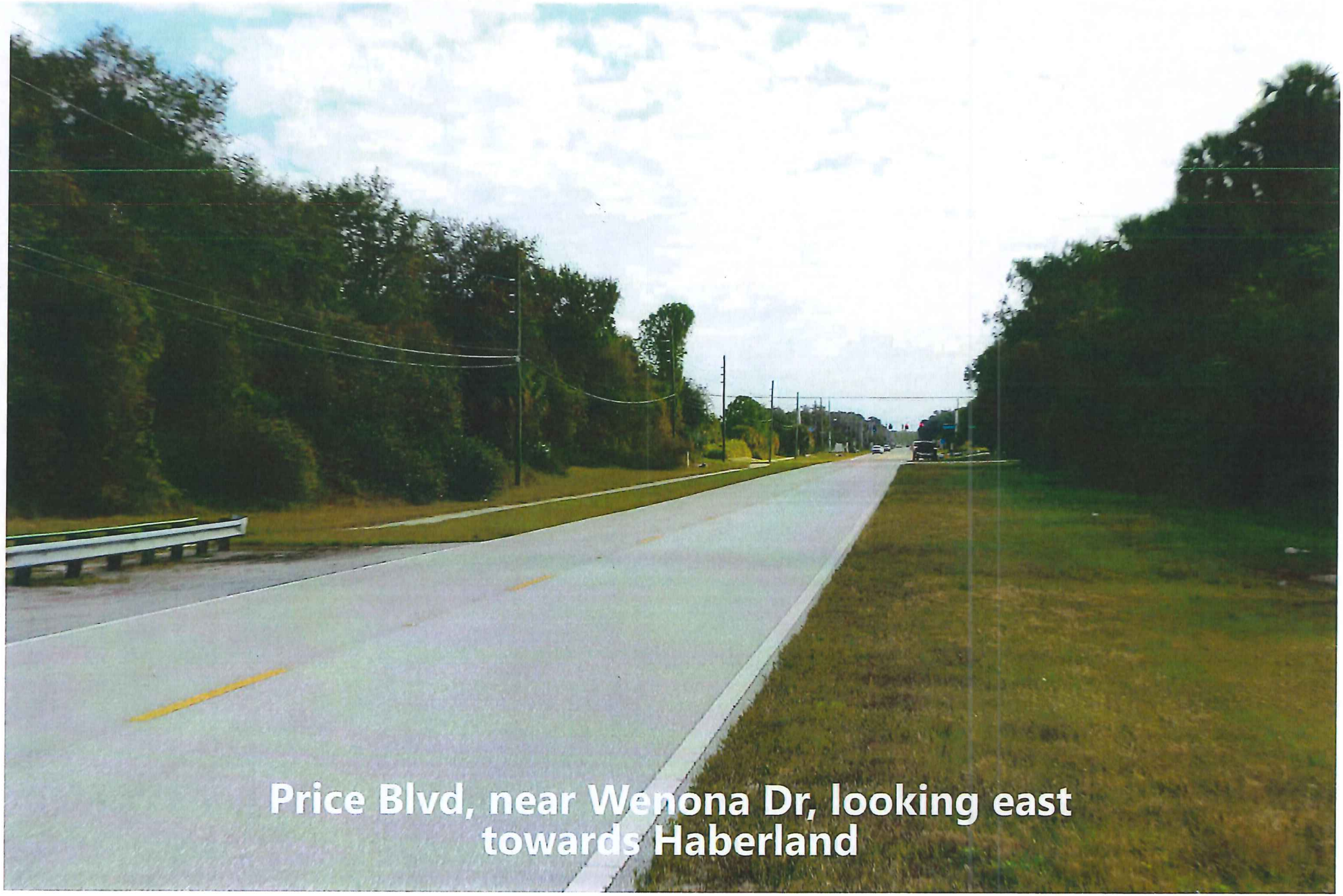


Price Blvd, near Naftal, looking west

Price Blvd, near Naftal, looking east



Price Blvd, near Wenona Dr, looking west



Price Blvd, near Wenona Dr, looking east towards Haberland

Price Blvd, near Haberland, looking west towards Haberland

Price Blvd, near Haberland, looking east

ATTACHMENT C

Detailed Cost Estimate

Price Boulevard Widening - Toldeo Blade Blvd to Panacea Blvd/Haberland Blvd

Length - 12425 LF - 2.353 miles

No bridges

Price Boulevard Widening - Sumter Blvd to Toledo Blade Blvd - 60% Plans Submittal Construction Cost Estimate

14,351 LF - 2.718 miles

Construction Cost Estimate - $24,696,952.26

Traffic Signal Assembly - Pole/Mast Arm

$ 753,014.73 For 3 locations $ 250,000.00 One Location

No bridges

Assume traffic signal assembly replacement at the Panacea Blvd/Haberland Blvd Intersection

Assume new traffic signal assembly at the Jeannin Drive intersection

$24,696,952.26 - $250,000 (one traffic signal assemly) $ 24,446,952.26

$ 24,446,952.26 12425 LF/14351 LF = $ 21,166,008.06

Construction	**$ 25,000,000.00**
PD&E (7.5% of Construction)	**$ 1,875,000.00**
PE (15% of Construction)	**$ 3,750,000.00**
CEI (15% of Construction)	**$ 3,750,000.00**
Pond Sites	**$ 2,000,000.00**
Total	**$ 36,375,000.00**

bn (12-14-18)

ATTACHMENT D

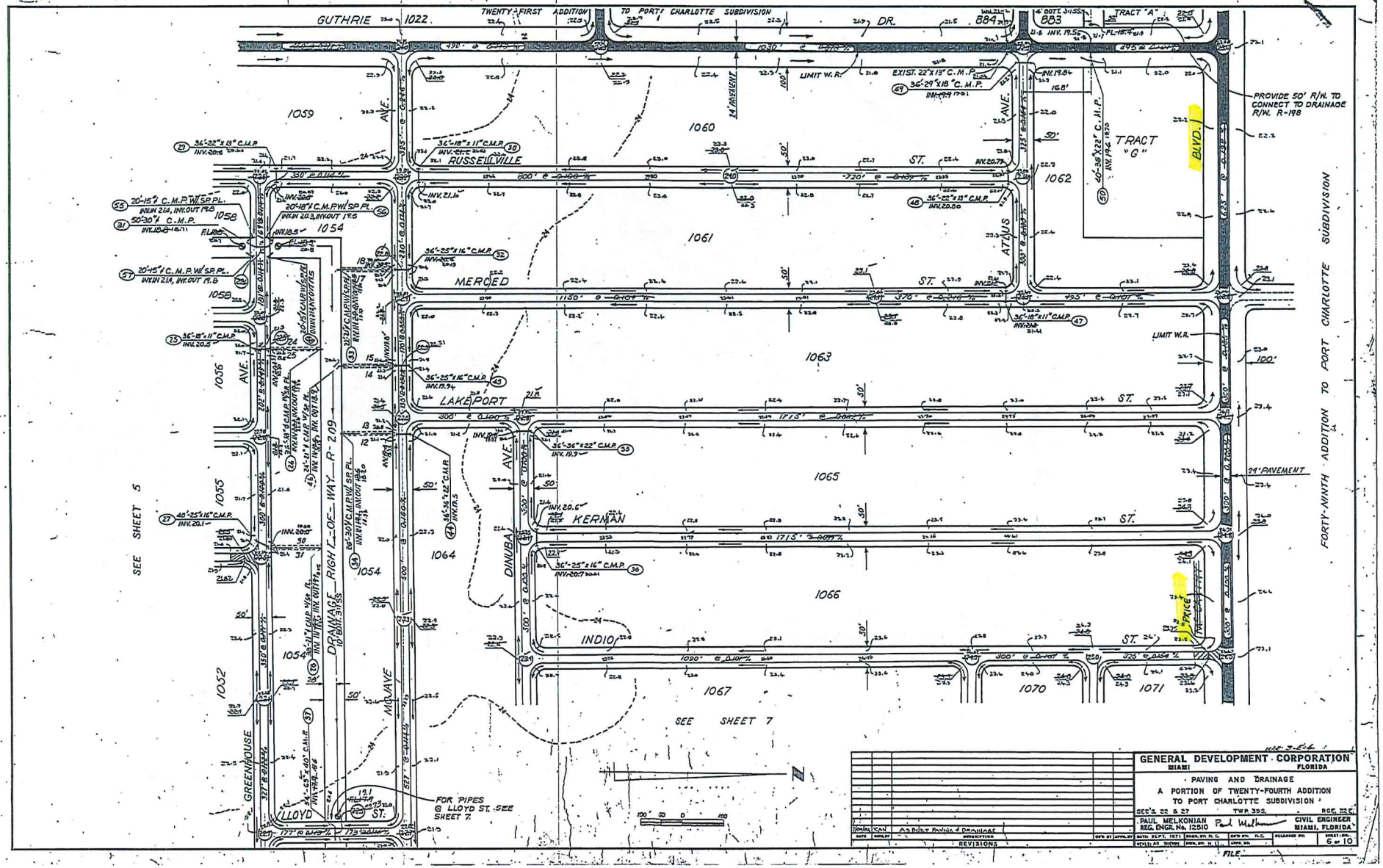
2040 LRTP Sheet 3-3

Table 3-1: Strategic Mobility Plan Goals Alignment with MAP-21

	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
Improve the safety and security of the transportation system for all users							
Improve accessibility and multimodal connectivity through promoting proximity to jobs and efficient movement of freight and goods							
Promote economic vitality and viability through regional coordination of intermodal system							
Improve management, operations and coordination to promote an efficient transportation system locally and regionally							
Improve environmental sustainability and community livability in coordination with local government comprehensive plans							

ATTACHMENT E

ROW Documentation – Plat Maps


GUTHRIE
TWENTY-FIRST ADDITION
TO PORT CHARLOTTE SUBDIVISION
DR.
884
883
TRACT "A"
LIMIT W.R.
EXIST. 22"X13" C.M.P.
PROVIDE 50' R/W. TO CONNECT TO DRAINAGE R/W. R-198
BLVD.
TRACT "G"
1059
1060
1061
1062
1063
1064
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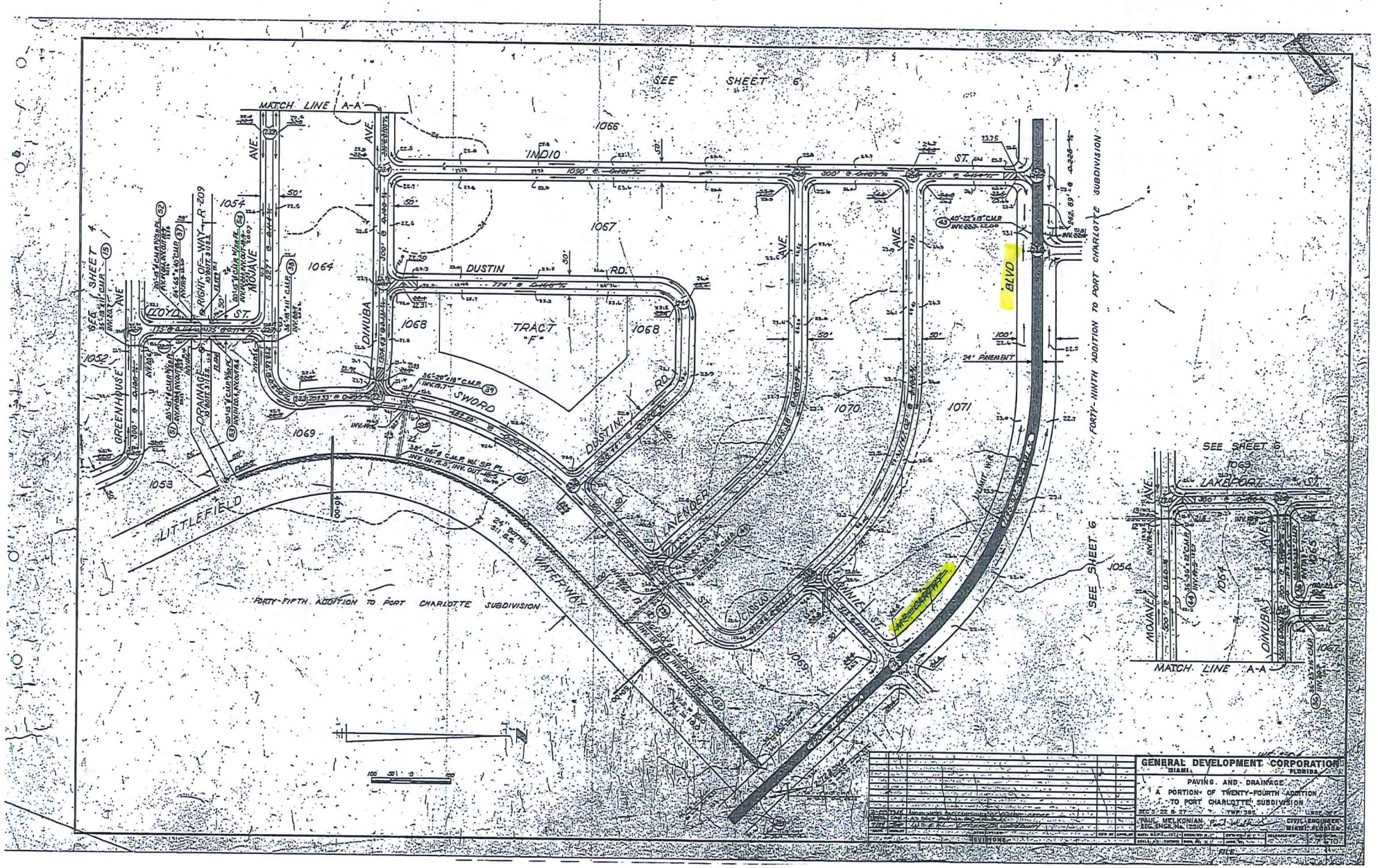
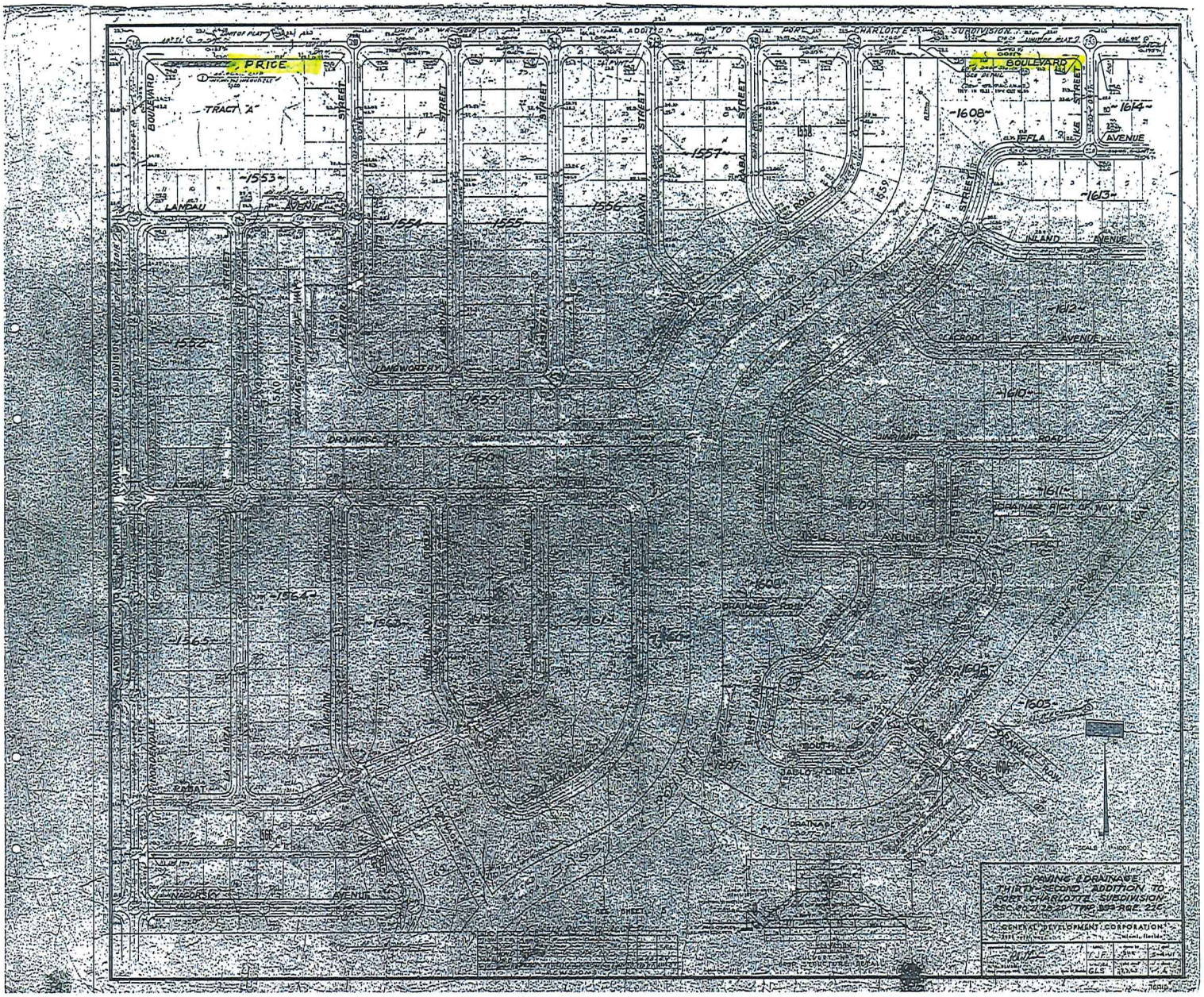
1066
1067
1070
1071
1058
1054
1055
1056
1052
AVE.
ST.
RUSSELLVILLE
MERCED
LAKEPORT
KERNAN
INDIO
ATLUS
DINUBA
MOJAVE
PRICE
LLOYD
GREENHOUSE
DRAINAGE RIGHT-OF-WAY R-209
10' BIT. SIDEWALK
24' PAVEMENT
FORTY-NINTH ADDITION TO PORT CHARLOTTE SUBDIVISION
SEE SHEET 5
SEE SHEET 7
FOR PIPES @ LLOYD ST. SEE SHEET 7
LIMIT W.R.
EXIST. 22"X13" C.M.P.
36'-29"X18" C.M.P.
40'-36"X22" C.M.P.
36'-18"X11" C.M.P.
36'-25"X16" C.M.P.
36'-36"X22" C.M.P.
40'-25"X16" C.M.P.
50'-30"X" C.M.P.
20'-15"X" C.M.P. W/SP. PL.
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING AND DRAINAGE
A PORTION OF TWENTY-FOURTH ADDITION TO PORT CHARLOTTE SUBDIVISION
SEC'S. 22 & 27 TWP. 39S. RGE. 22E.
PAUL MELKONIAN REG. ENGR. No. 12510
CIVIL ENGINEER MIAMI, FLORIDA
DATE: SEPT. 1971
6 OF 10
REVISIONS
FILE


SEE SHEET 6
MATCH LINE A-A
INDIO
DUSTIN RD.
TRACT "F"
SWORD
LITTLEFIELD
LAVENDER
CISCO
JENNIE ST.
BLVD
FORTY-NINTH ADDITION TO PORT CHARLOTTE SUBDIVISION
FORTY-FIFTH ADDITION TO PORT CHARLOTTE SUBDIVISION
GREENHOUSE
MOJAVE
DINUBA
LAKEPORT
24" PAVEMENT
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING AND DRAINAGE
A PORTION OF TWENTY-FOURTH ADDITION TO PORT CHARLOTTE SUBDIVISION
PAUL MELKONIAN
CIVIL ENGINEER
MIAMI, FLORIDA


PRICE
TRACT "A"
BOULEVARD
STREET
AVENUE
LAMPAU
IFFLA
INLAND
JABLO CIRCLE
DRAINAGE
ROAD
1553
1554
1555
1556
1557
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1600
1601
1602
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1604
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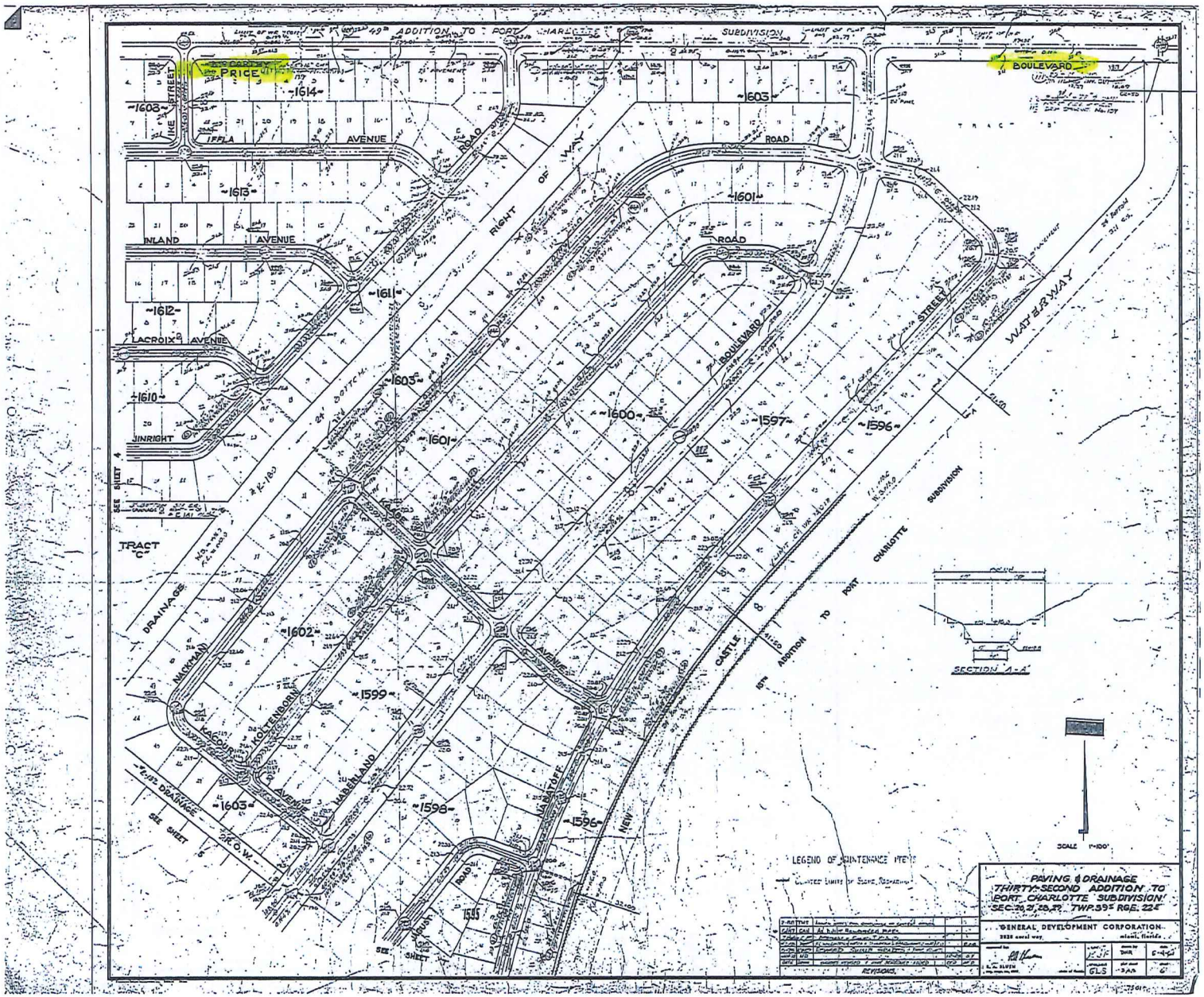
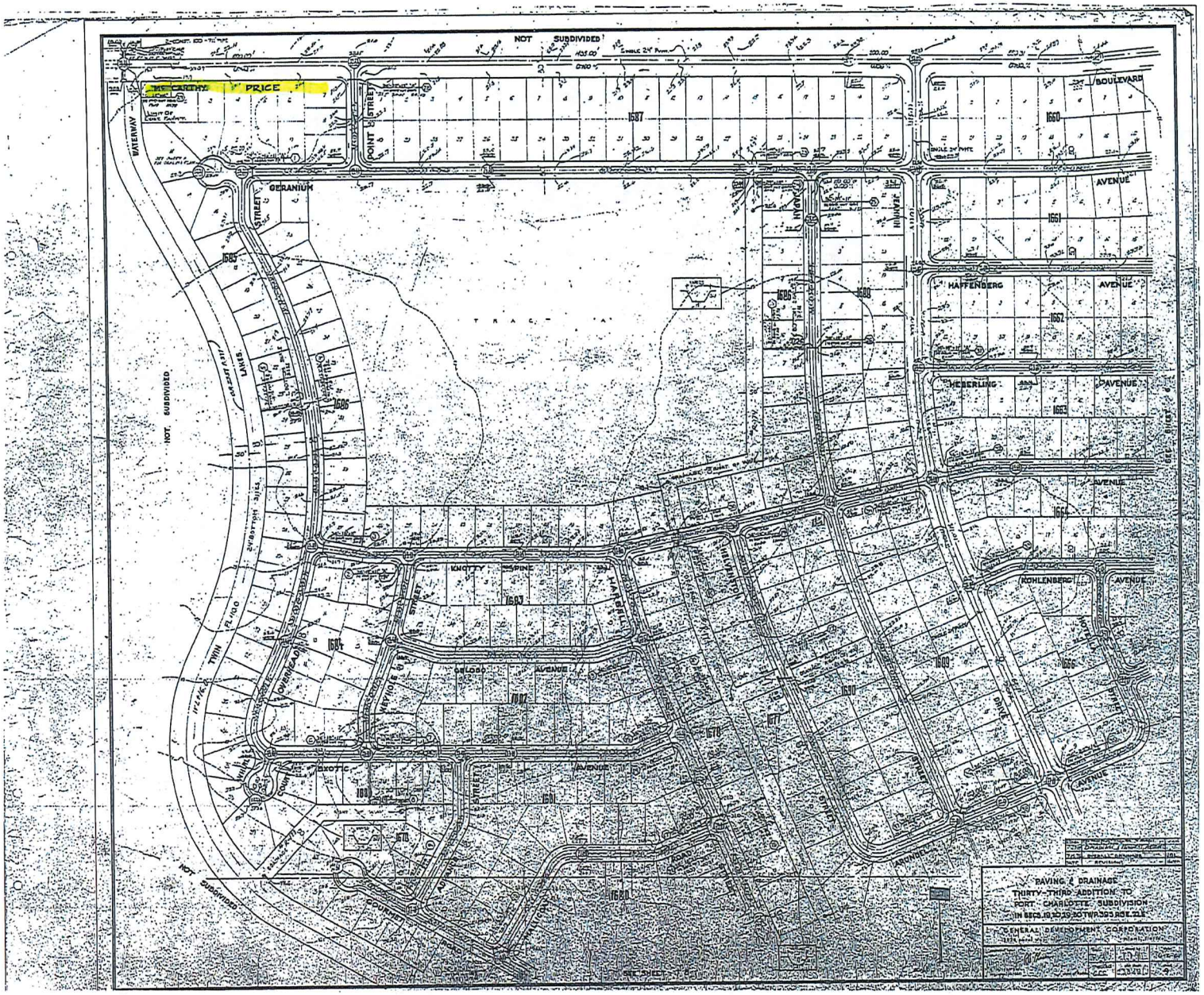
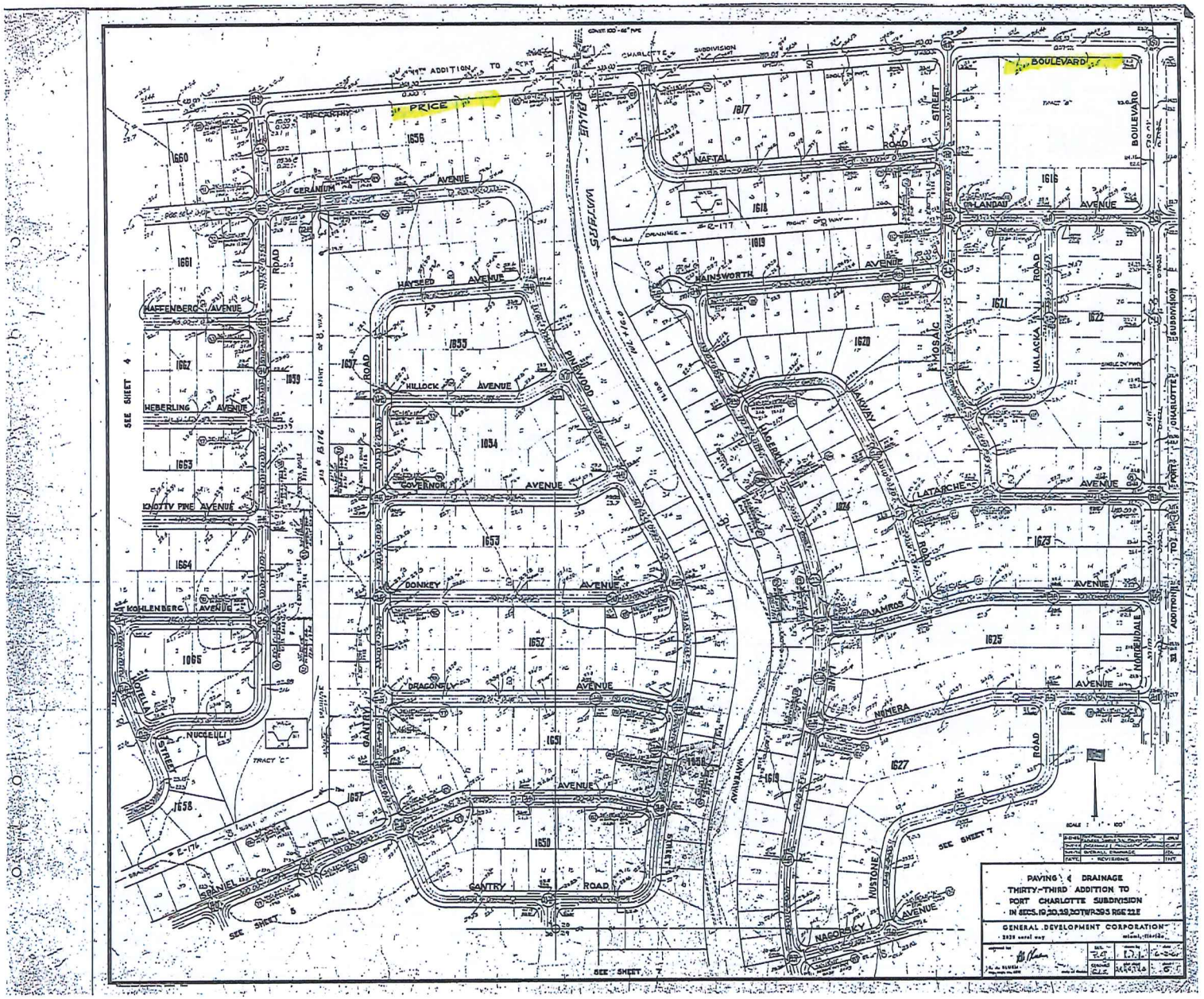
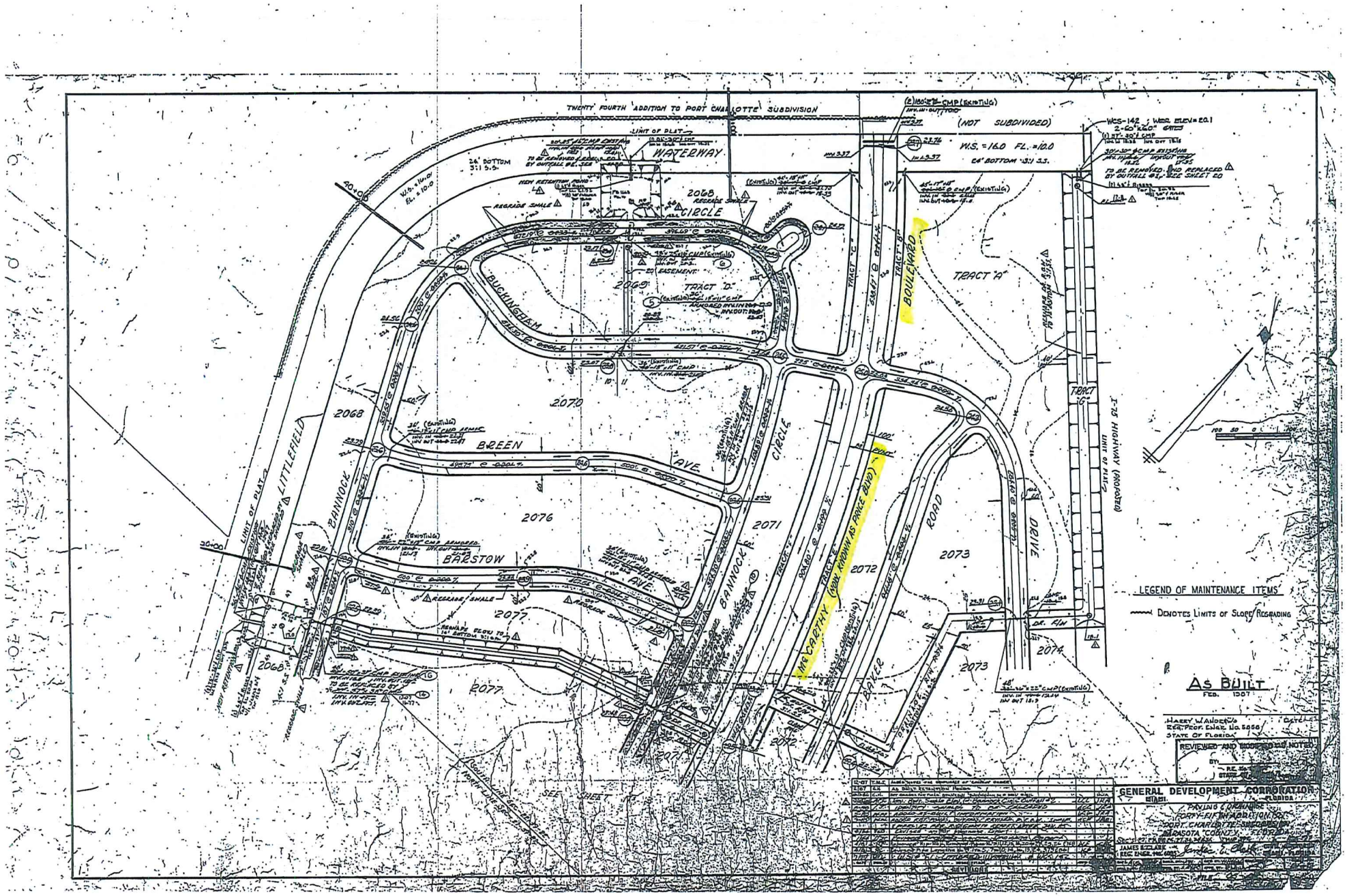
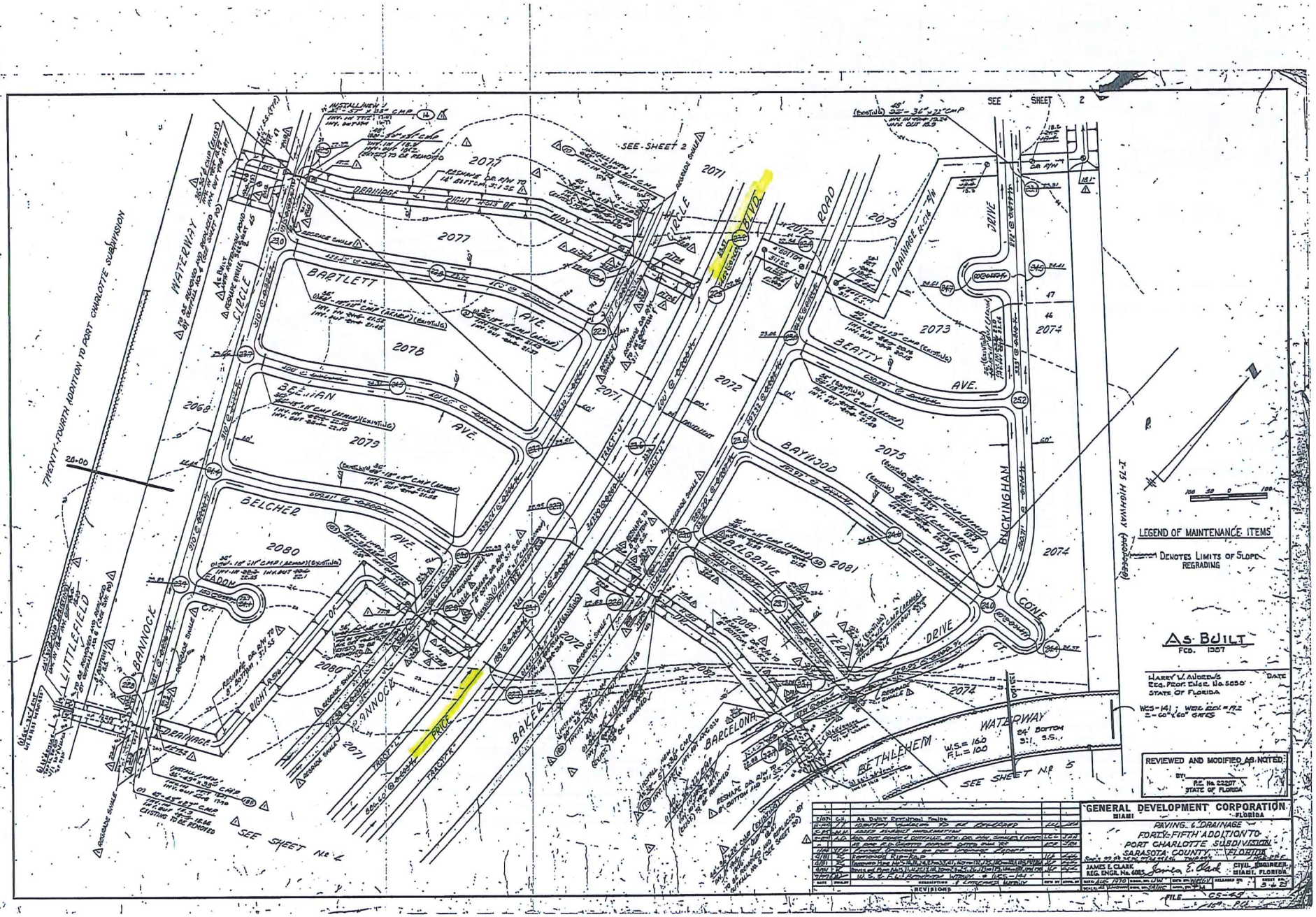
1607
1608
1609
1610
1611
1612
1613
1614
GRADING & DRAINAGE
THIRTY-SECOND ADDITION TO
PORT CHARLOTTE SUBDIVISION
SEC 19 & 20 / 40 S - RNG 23 E
GENERAL DEVELOPMENT CORPORATION

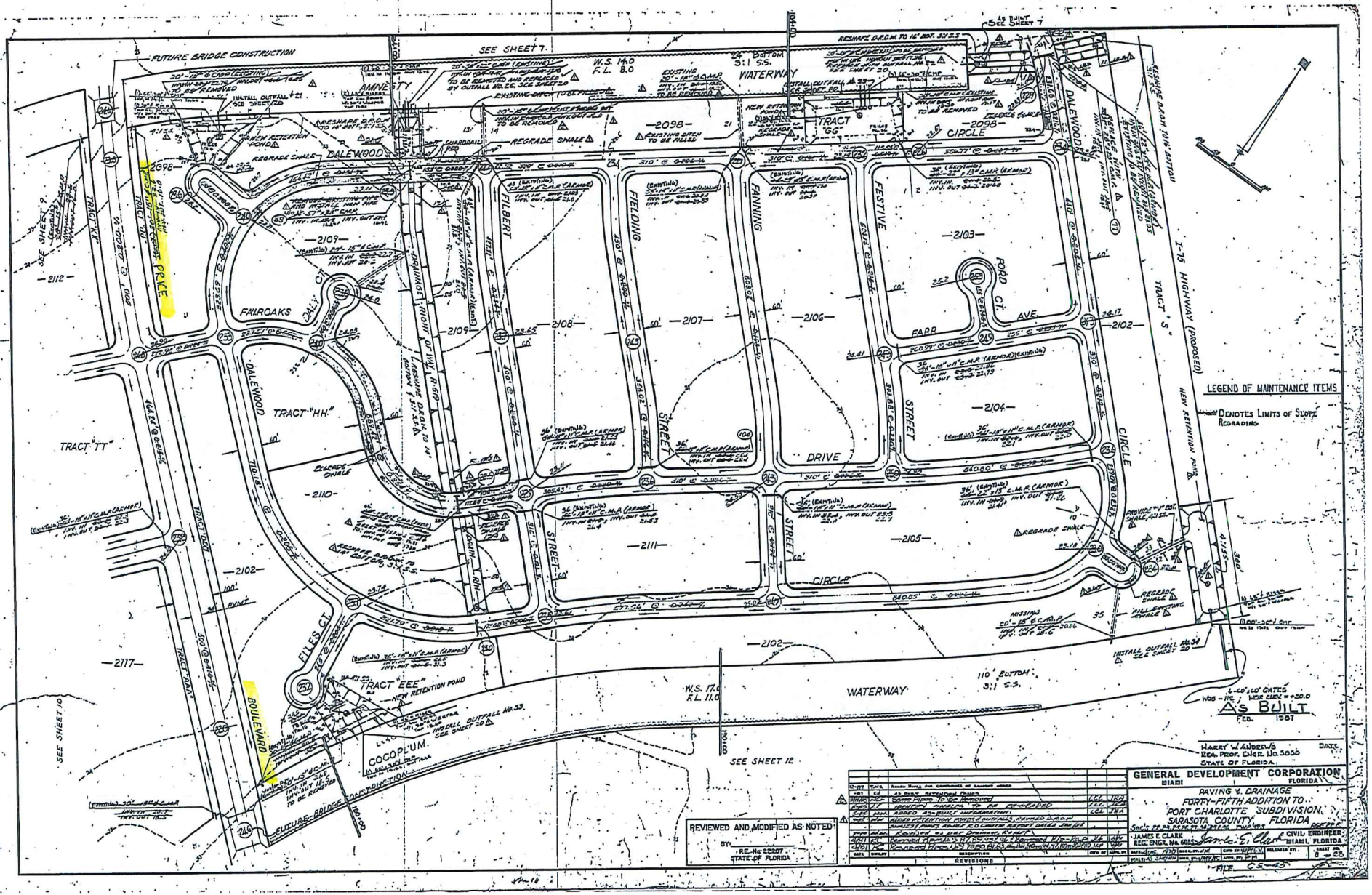

PRICE
BOULEVARD
AVENUE
ROAD
WATERWAY
DRAINAGE
SECTION A-A'
SCALE 1"=100'
PAVING & DRAINAGE
THIRTY-SECOND ADDITION TO
PORT CHARLOTTE SUBDIVISION
GENERAL DEVELOPMENT CORPORATION
miami, florida

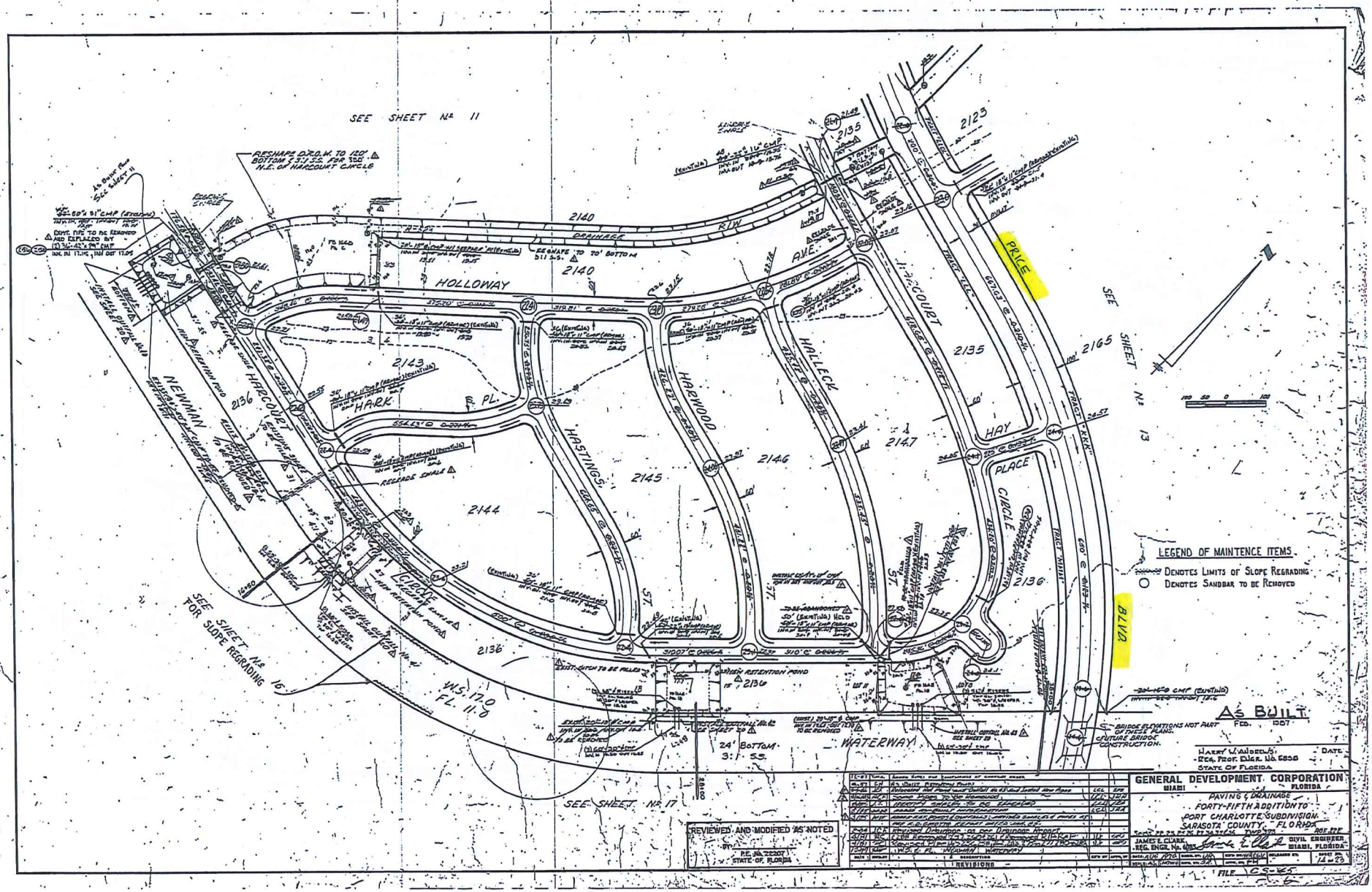

NOT SUBDIVIDED
MR. SMITH'S 1" PRICE .1"
POINT STREET
WATERWAY
GERANIUM STREET
BOULEVARD
AVENUE
HAFFENBERG AVENUE
WEBERLING AVENUE
AVENUE
AVENUE
KNOTTY PINE STREET
MOHLENBERG AVENUE
HAMILTON STREET
PRICE STREET
EXOTIC COURT
HARVARD ROAD
TRACT "A"
NOT SUBDIVIDED
PAVING & DRAINAGE
THIRTY-THIRD ADDITION TO
PORT CHARLOTTE SUBDIVISION
GENERAL DEVELOPMENT CORPORATION

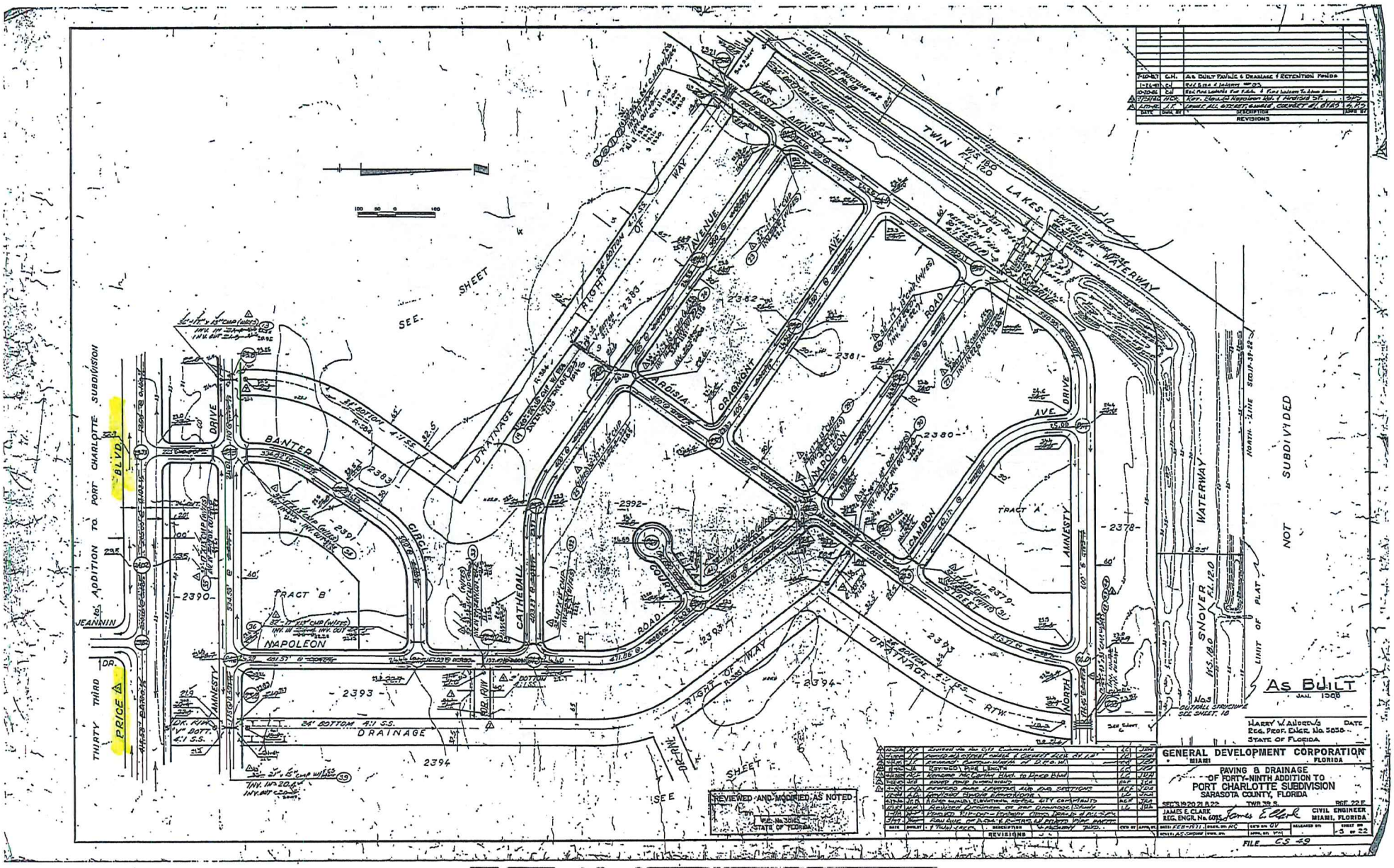

PRICE
BOULEVARD
GERANIUM AVENUE
HAYSEED AVENUE
HAFFENBERG AVENUE
HEBERLING AVENUE
KNOTTY PINE AVENUE
H KOHLENBERG AVENUE
HILLOCK AVENUE
GOVERNOR AVENUE
DONKEY AVENUE
DRAGONFLY AVENUE
GANTRY ROAD
NAFTAL ROAD
LANDAU AVENUE
HAINSWORTH AVENUE
LATARCHE AVENUE
JAMROS AVENUE
NIMERA AVENUE
NAGORSKY AVENUE
NUCCELLI STREET
SEE SHEET 4
SEE SHEET 5
SEE SHEET 7
PAVING & DRAINAGE
THIRTY-THIRD ADDITION TO
PORT CHARLOTTE SUBDIVISION
GENERAL DEVELOPMENT CORPORATION

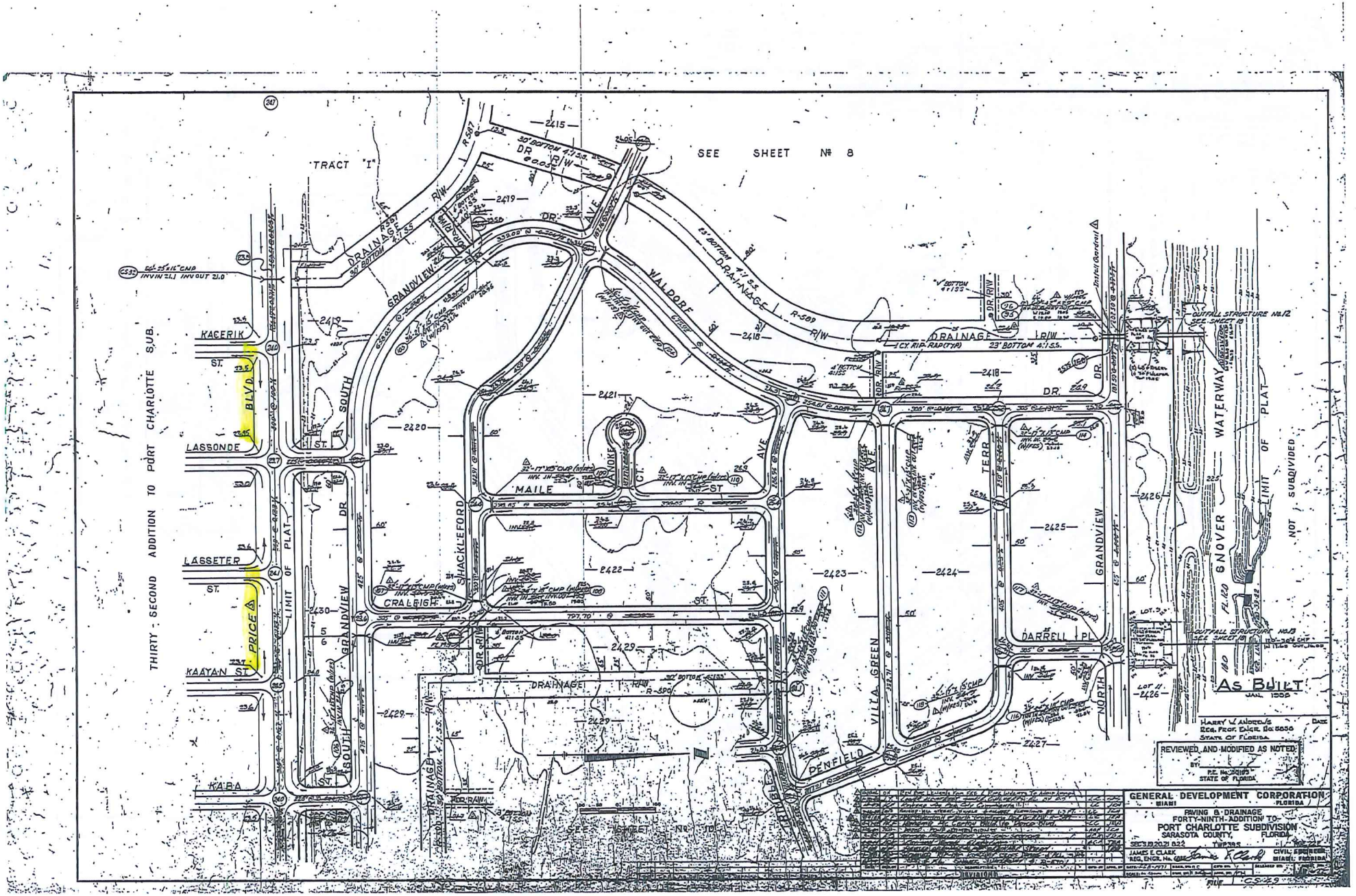

TWENTY FOURTH ADDITION TO PORT CHARLOTTE SUBDIVISION
LIMIT OF PLAT
(NOT SUBDIVIDED)
WATERWAY
CIRCLE
BUCKINGHAM
BOULEVARD
TRACT "A"
TRACT "C"
TRACT "D"
TRACT "E"
LITTLEFIELD
BANNOCK
BREEN
AVE.
BARSTOW
ROAD
DRIVE
McCARTHY (NOW KNOWN AS PRICE BLVD)
TO U.S. HIGHWAY (100' PROPOSED)
2068
2069
2070
2071
2072
2073
2074
2076
2077
W.S. = 16.0 FL. = 10.0
24' BOTTOM 3:1 S.S.
LEGEND OF MAINTENANCE ITEMS
DENOTES LIMITS OF SLOPE REGRADING
AS BUILT
FEB. 1967
HARRY WANDER'S
REG. PROF. ENGR. NO. 5656
STATE OF FLORIDA
DATE
REVIEWED AND ACCEPTED AS NOTED
BY
RE. No.
STATE OF
GENERAL DEVELOPMENT CORPORATION
MIAMI, FLORIDA
PAVING & DRAINAGE
FORTY-FIFTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA
SHEET 1 OF 2 SHEETS
JAMES ECKLAR
REG. ENGR. No. 4600
STATE OF FLORIDA

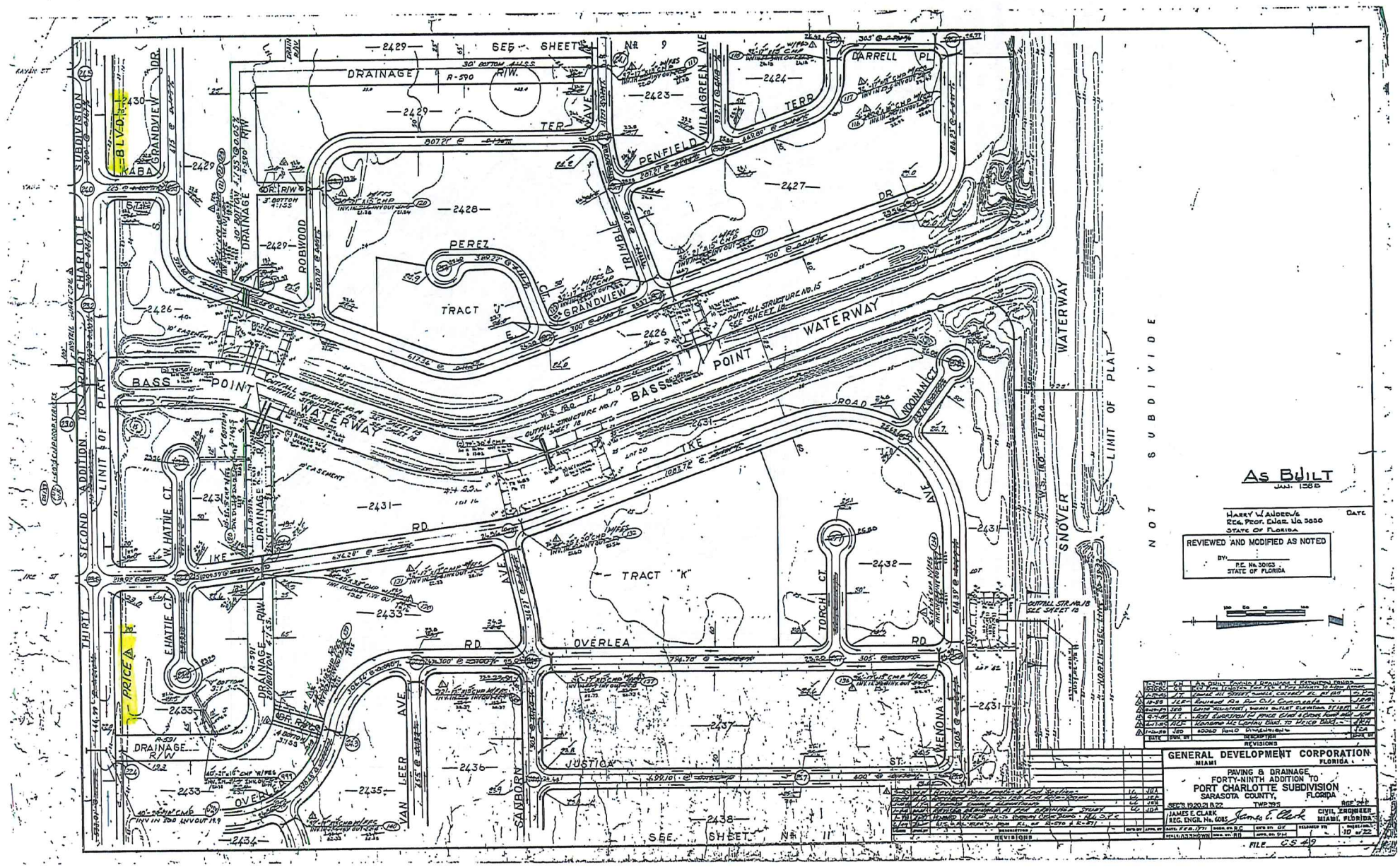

SEE SHEET 2
SEE SHEET 5
SEE SHEET No. 4
TWENTY-FOURTH ADDITION TO PORT CHARLOTTE subdivision
WATERWAY
LITTLEFIELD
BANNOCK
CIRCLE
BARTLETT
AVE.
BELGIAN
BELCHER
ABDON
PRICE
BAKER
BARCELONA
BETHLEHEM
BUCKINGHAM
BAYWOOD
BEATTY
DRIVE
COVE
CT.
ROAD
DRAINAGE
RIGHT HAND SIDE OF HWY
2071
2072
2073
2074
2075
2077
2078
2079
2080
2081
2082
2068
LEGEND OF MAINTENANCE ITEMS
DENOTES LIMITS OF SLOPE REGRADING
I-75 HIGHWAY (PROPOSED)
AS BUILT
FCD. 1957
HARRY V. ALLGREN'S
REG. PROF. ENG. No. 5650
STATE OF FLORIDA
DATE
REVIEWED AND MODIFIED AS NOTED
BY
P.E. No. 22207
STATE OF FLORIDA
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING & DRAINAGE
FORTY-FIFTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA
JAMES E. CLARK
REG. ENGR. No. 6085
CIVIL ENGINEER
MIAMI, FLORIDA
FILE CS-49


SEE SHEET 7
FUTURE BRIDGE CONSTRUCTION
AMENITY
WATERWAY
TRACT "GG"
DALEWOOD
CIRCLE
FESTIVE
FANNING
FIELDING
FILBERT
FAIROAKS
DALY CT.
FORD CT.
AVE.
FARR
TRACT "HH."
TRACT "TT"
TRACT "S"
I-75 HIGHWAY (PROPOSED)
NEW RETENTION POND
DRIVE
STREET
BOULEVARD
FILES CT.
TRACT "EEE"
COCOPLUM.
SEE SHEET 10
SEE SHEET 12
LEGEND OF MAINTENANCE ITEMS
Denotes Limits of Slope Regrading
AS BUILT
Feb. 1967
REVIEWED AND MODIFIED AS NOTED
RE. No. 22207
STATE OF FLORIDA
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING & DRAINAGE
FORTY-FIFTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA
JAMES E. CLARK
REG. ENGR. No. 6885
CIVIL ENGINEER
MIAMI, FLORIDA
HARRY W. ANDREWS
REG. PROF. ENGR. No. 5058
STATE OF FLORIDA
FILE C.S.-45


SEE SHEET Nº 11
RESHAPE D.R.D.M. TO 120' BOTTOM x 3:1 SS. FOR 320' N.E. OF HARCOURT CIRCLE
HOLLOWAY
DRAINAGE R/W
AVE.
HARCOURT
CIRCLE
HALLECK
HARWOOD
HASTINGS
HARK
PL.
HAY
PLACE
CIRCLE
BLVD.
PRICE
NEWMAN
2135
2136
2140
2143
2144
2145
2146
2147
2123
2165
WATERWAY
SEE SHEET Nº 13
SEE SHEET Nº 16 FOR SLOPE REGRADING
SEE SHEET Nº 17
LEGEND OF MAINTENCE ITEMS
DENOTES LIMITS OF SLOPE REGRADING
DENOTES SANDBAR TO BE REMOVED
AS BUILT
FEB. 1957
BRIDGE ELEVATIONS NOT PART OF THESE PLANS. FUTURE BRIDGE CONSTRUCTION.
HARRY W. ALDEN JR.
REG. PROF. ENGR. No. 6858
STATE OF FLORIDA
DATE
REVIEWED AND MODIFIED AS NOTED
BY
P.E. No. 22307
STATE OF FLORIDA
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING & DRAINAGE
FORTY-FIFTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA
JAMES E. CLARK
REG. ENGR. No. 6986
CIVIL ENGINEER
MIAMI, FLORIDA
FILE CS-665


PAVING & DRAINAGE
OF FORTY-NINTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
As Built
JAN. 1968
REVISIONS
REVIEWED AND MODIFIED AS NOTED
STATE OF FLORIDA
SHEET
SEE
NOT SUBDIVIDED
TWIN LAKES WATERWAY
SNOVER WATERWAY
PRICE BLVD.
JEANNIN DR.
THIRTY THIRD AVENUE
BANTER CIRCLE
CATHEDRAL COURT
NAPOLEON ROAD
LOMBON AVE.
AMNESTY DRIVE
ARGENTINE AVENUE
ORAGNIONT AVENUE
TRACT 'A'
TRACT 'B'
DRAINAGE
RIGHT OF WAY
FILE C.S. 49


SEE SHEET № 8
TRACT "I"
THIRTY - SECOND ADDITION TO PORT CHARLOTTE S.UB.
LIMIT OF PLAT
KACERIK ST.
LASSONDE ST.
LASSETER ST.
KAAYAN ST.
KABA
PRICE BLVD.
SOUTH GRANDVIEW DR
GRANDVIEW DR
SHACKLEFORD
CRALEIGH ST.
MAILE ST.
WALDORF CIRCLE
WALDORF AVE
VILLA GREEN
PENFIELD
DARRELL PL
GRANDVIEW TERR
NORTH GRANDVIEW
DRAINAGE R/W
23' BOTTOM 4:1 SS.
30' BOTTOM 4:1 SS.
R-587
R-589
R-590
GROVER WATERWAY
FL. 110
SEE SHEET № 10
OUTFALL STRUCTURE NO.12
OUTFALL STRUCTURE NO.13
As Built
JAN. 1956
HARRY W. ANDREWS
REG. PROF. ENGR. No. 5050
STATE OF FLORIDA
REVIEWED AND MODIFIED AS NOTED
BY:
P.E. No. 20193
STATE OF FLORIDA
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING & DRAINAGE
FORTY-NINTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA
SEC. 19, 20, 21 & 22 TWP. 39 S. RGE. 20 E.
JAMES E. CLARK
REG. ENGR. No. 4288
CIVIL ENGINEER
MIAMI, FLORIDA
REVISIONS
FILE CS-29



As Built
JAN. 1985

Harry W. Alden's
Reg. Prof. Engr. No. 5030
State of Florida

Date

REVIEWED AND MODIFIED AS NOTED
BY: _____
P.E. No. 30103
STATE OF FLORIDA

DATE	DWN. BY	DESCRIPTION REVISIONS	CHKD. BY
1-20-78	GD	As built Roads, Drainage & Contour Details	
4-14-81	JLF	Add Type Transition for 15" CMP Apron to Elbow Apron	JLF
10-5-81	JLF	Change 30" Street Curbs to 24" CG	JLF
10-19-81	JLF	Revised for Rev. C/L Grade	JLF
12-17-81	JLF	Extend Mitered Inlet Elevation 97.18 ft	JLF
9-9-82	JLF	Add Elevation at Price Blvd & Drive Road Apron	JLF
2-7-85	AJC	Realign Mc Lean Blvd. to Price Blvd.	JLF
1-23-86	JLF	Added Road Width Dimensions	JLF

GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA

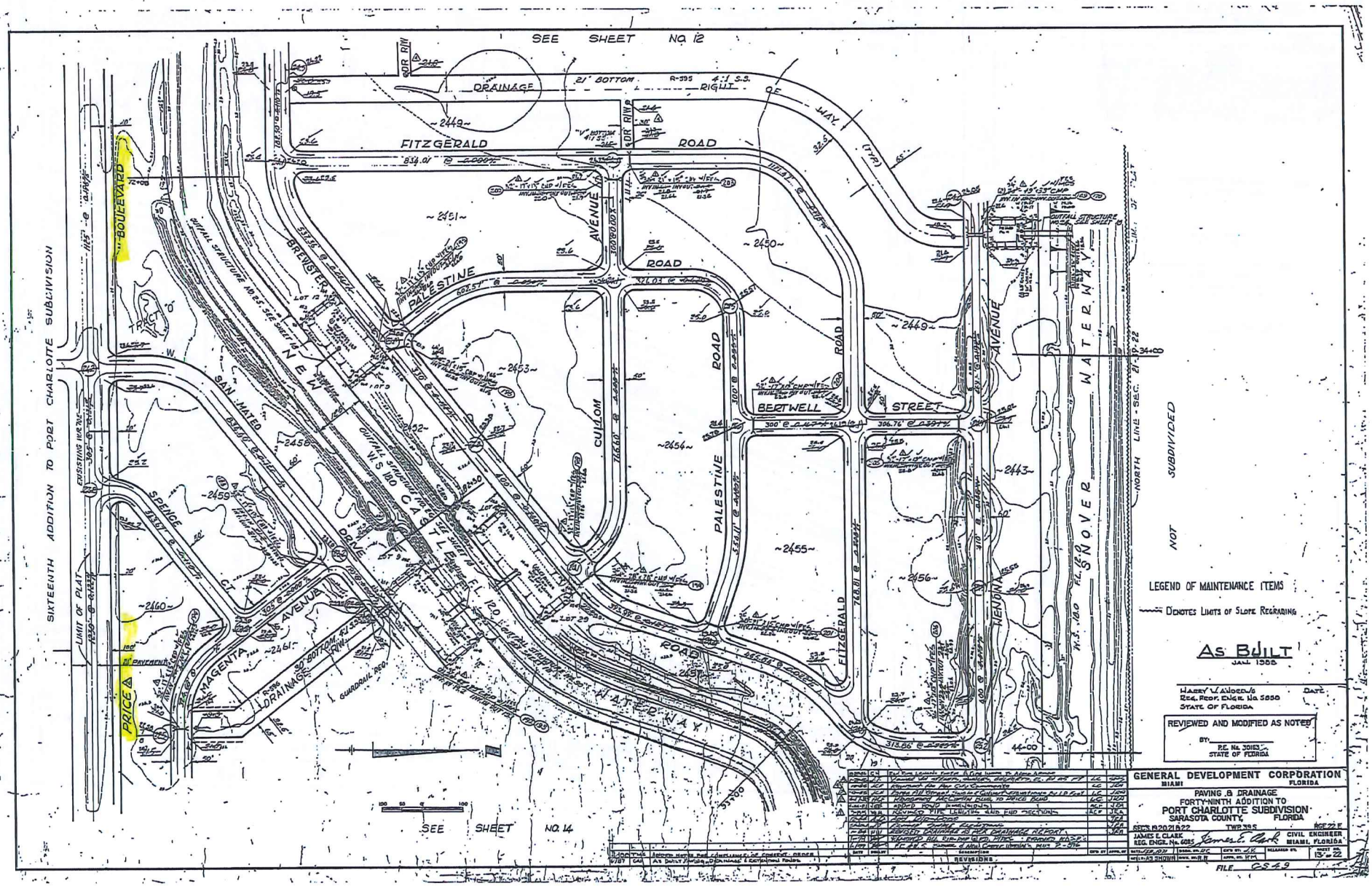
PAVING & DRAINAGE
FORTY-NINTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA

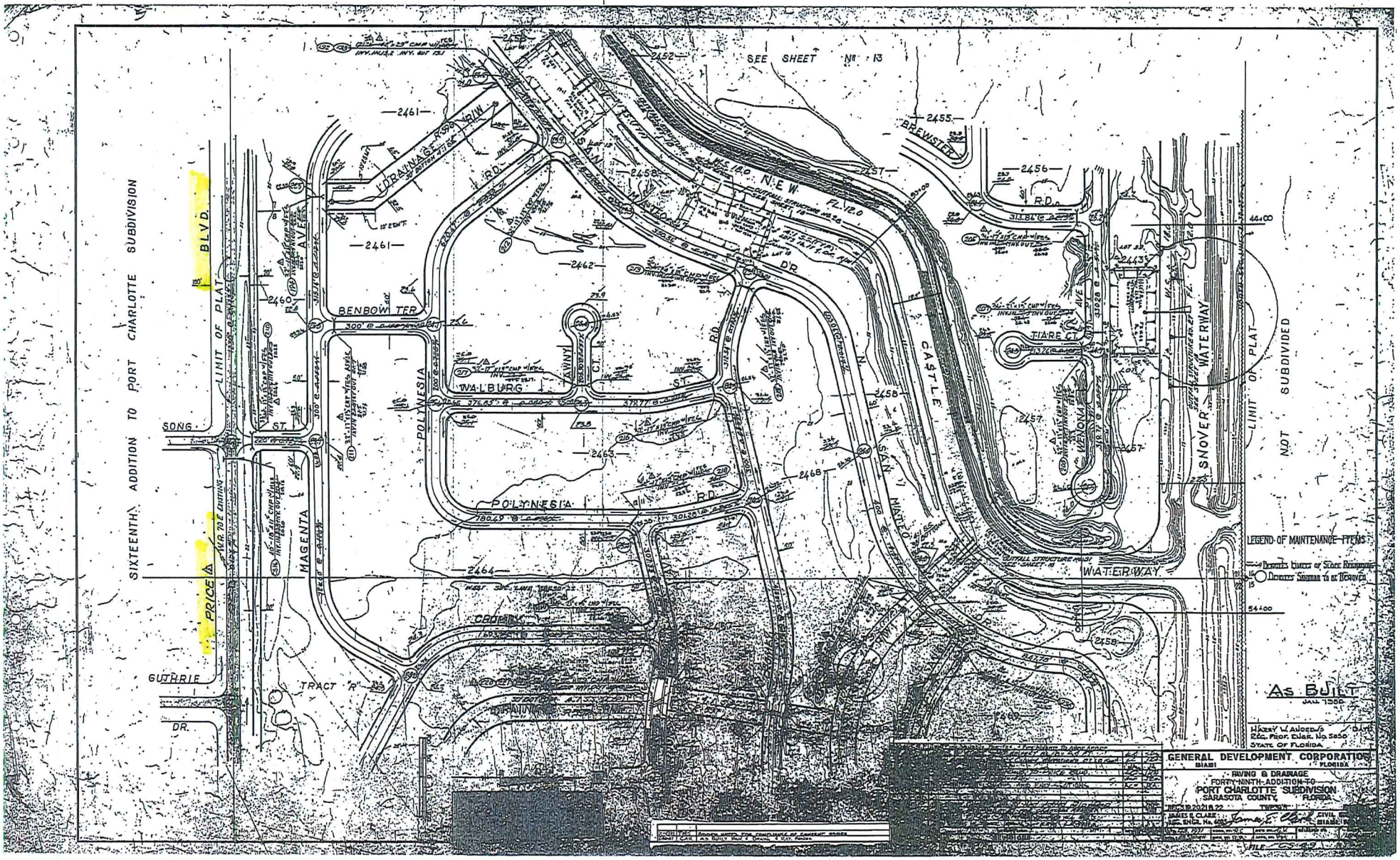
SEC'S. 19,20,21 & 22 TWP. 40 S RGE. 21 E

JAMES E. CLARK
REG. ENGR. No. 6085
James E. Clark
CIVIL ENGINEER
MIAMI, FLORIDA

DATE: 7-28-71 | SCALE: 1"=100' | DES. BY: R.C. | DRN. BY: G.V. | CHK'D. BY: J.E.C. | SHEET NO. 10 of 22

FILE CS 49


SEE SHEET NO 12
SEE SHEET NO 14
SIXTEENTH ADDITION TO PORT CHARLOTTE SUBDIVISION
LIMIT OF PLAT
EXISTING WATER MAIN
BOULEVARD
DRAINAGE
21' BOTTOM
R-396
4:1 S.S.
RIGHT
OF WAY
(7 YR)
FITZGERALD
ROAD
834.01'
2449
2451
2450
2453
2454
2455
2456
2443
2459
2460
2461
2458
PALESTINE
AVENUE
CULOM
BERTWELL
STREET
NEIL
BREWSTER
SAN MATEO
EXIST. B.S.L.
SPENCE
EXIST. B.S.L.
CT
DRIVE
AVENUE
MAGENTA
PRICE
PAVEMENT
GUARDRAIL REQ
OUTFALL STRUCTURE NO 83 SEE SHEET 14
OUTFALL STRUCTURE NO 180 SEE SHEET 13
CASTLE
EL. 120.0
WATERWAY
W.S. 180
EL. SNOVER
NOT SUBDIVIDED
NORTH LINE - SEC. 21-39-22
LEGEND OF MAINTENANCE ITEMS
DENOTES LIMITS OF SLOPE REGRADING
AS BUILT
JAN. 1968
HARRY V. ARDEN JR
REG. PROF. ENGR. No. 5850
STATE OF FLORIDA
DATE
REVIEWED AND MODIFIED AS NOTED
BY:
P.E. No. 30163
STATE OF FLORIDA
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING & DRAINAGE
FORTY-NINTH ADDITION TO
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA
SECS 13 20 21 & 22 TWP 39 S RGE 21 E
JAMES E. CLARK
REG. ENGR. No. 6085
CIVIL ENGINEER
MIAMI, FLORIDA
REVISIONS
FILE 0549


SEE SHEET Nº 13
SIXTEENTH ADDITION TO PORT CHARLOTTE SUBDIVISION
LIMIT OF PLAT
BLVD.
SONG
ST.
PRICE
GUTHRIE
DR.
MAGENTA
AVE.
BENBOW TER
POLYNESIA
WALBURG
ST.
CT.
R.D.
DR
CASTLE
SAN MARCO
WATERWAY
BREWSTER
TIARE CT
SNOVER
LIMIT OF PLAT
NOT SUBDIVIDED
TRACT "A"
CREEK
DRAINAGE R/W
2455
2456
2457
2458
2459
2460
2461
2462
2463
2464
2465
2466
2467
2468
LEGEND OF MAINTENANCE ITEMS
As BUILT
GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA
PAVING & DRAINAGE
FORTY-NINTH ADDITION-PC
PORT CHARLOTTE SUBDIVISION
SARASOTA COUNTY, FLORIDA

ATTACHMENT G

2009 Price Boulevard Corridor Study

bales, and other construction techniques approved by the regulatory agencies. Final determination for an EFH evaluation will be made by the NMFS during the permit process.

6.0 PERMITTING AND REGULATORY REQUIREMENTS

Impacts to wetlands and hydric-cut aquatic features associated with the proposed improvements to Price Boulevard appear imminent. Both state and federal entities will require permits for impacts to wetlands within the project corridor (Table II). Other permitting agencies involved in the review will include state and federal wildlife agencies and the Division of Historical Resources. It is anticipated that wetlands, wildlife, and cultural resources will be coordinated through the following agencies:

- Southwest Florida Water Management District (SWFWMD)
- U.S. Army Corps of Engineers (USACE)
- Florida Department of Environmental Protection (FDEP)
- Florida Fish and Wildlife Conservation Commission (FWC)
- U.S. Fish and Wildlife Service (USFWS)
- NOAA - National Marine Fisheries Service (NMFS)
- Florida Division of Historical Resources

TABLE II - AGENCIES AND ASSOCIATED PERMITS	
U.S. Army Corps of Engineers	Section 404, Dredge and Fill Permit
Southwest Florida Water Management District	Individual Permit (Chapter 40D-4, F.A.C.)
Florida Department of Environmental Protection	Rule 62-621.300(4), F.A.C; SSL Determination
U.S. Fish and Wildlife Service	TBD

6.1 SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Permitting related to impacts within jurisdictional wetlands will be addressed through the SWFWMD Sarasota Service Office. Jurisdictional boundaries of wetlands, hydric-cut aquatic features, and other surface water features will need to be established pursuant to Chapter 62-340 F.A.C., Part IV, Chapter 373, F.S. Establishment and survey of seasonal high water elevations will also be required. Preliminary Unified Mitigation Assessment Methodology (UMAM) was conducted for wetlands with the potential to be impacted during construction. Impacts will be designated as forested, herbaceous, or open water for mitigation purposes.

A determination of final impact acreages within the project ROW will be required to complete the UMAM. Estimated impacts for the entire project approximate 2.00 acres; however, the project may be constructed in phases. Proposed impact acreage estimated by phase includes:

Phase 1 – 100'foot ROW – center alignment – 0.67 acres
Phase 2 – 120'foot ROW – north alignment – 0.60 acres
Phase 3 – 120'foot ROW – north alignment – 0.134 acres
Phase 4 – 120'foot ROW – north/center alignment – 0.60 acres

The District issues three types of ERPs depending on the proposed impact: individual, general and noticed general permits. Assuming that all phases are constructed, and that impacts along the corridor are not eliminated or minimized (less than one acre) an Environmental Resource Permit (ERP) application for an Individual permit will be necessary for this project. Governing Board action is required for all individual permits. The application fee for Individual Permit (as of January 2009) is $2,500.00.

6.2 U.S. Army Corps of Engineers

Permit requirements related to the dredge or discharge of fill into "Waters of the United States" will be addressed through the Section 404, Dredge and Fill Permit process. Issues related to work on structures constructed in navigable waters will be regulated under Sections 9 and 10 of the Rivers and Harbors Act of 1899 and will require a Department of the Army (DA) permit. Permit coordination for this project will occur through the Tampa Regulatory Office.

As part of the DA permit process, establishment the landward extent of federally jurisdictional wetlands, and hydric-cut aquatic features will be established in accordance with the routine methodology described in the Chapter 62-340, FAC, *Delineation of the Landward Extent of Wetlands and Surface Waters*, and the *Atlantic and Gulf Coastal Plain Interim Regional Supplement to the 1987 Wetland Delineation Manual* of the U.S. Army Corps of Engineers (USACE). The USACE will require completion of Rapanos forms (as of June 2007) which requires a detailed assessment of all wetland and OSW connections with navigable waterways. Review of all applications for DA permits will require consideration of the project in terms of public interest, effects on wetlands, fish and wildlife, and water quality, as well as consideration of historical, cultural, scenic and recreational resources. Mitigation will be required for impacts to jurisdictional wetlands. Due to the estimated acreage of impact (2.00 acres) associated with the proposed alignment, this project will not qualify for Nationwide Permit #14 established for Linear Transportation Projects. Should wetland impacts be minimized during the design phase, use of NWP#14 should be reconsidered.

6.3 Wetland Mitigation

It is anticipated that unavoidable wetland impacts will occur as a result of the proposed road widening. However, the quality of the project wetlands has been compromised by adjacency to the existing roadway and disturbance associated with construction of the roadway, ditching, development of residential and commercial infrastructure, and invasion by nuisance and exotic vegetation. Wetlands and aquatic features will be evaluated for mitigation requirements as part of the ERP and Section 404 permit process, with the exception of non-jurisdictional OSW features and roadside swales. Mitigation will be required pursuant to S.373.4137 Florida Statutes (F.S.) Part IV, Chapter 373, F.S. and 33 U.S.C.s, 1344. Final determination of jurisdictional wetland areas and mitigation requirements will occur during the design phase of the project.

The Price Boulevard corridor lies entirely within the SWFWMD designated Lower Myakka River Basin (LMRB) of the Myakka River Watershed. Mitigation for unavoidable wetland impacts associated with Price Boulevard will be restricted to this basin. On-site mitigation is an option. The cost of on-site mitigation will include land acquisition, design and permitting, survey and construction, planting and monitoring, and long-term management and maintenance. Private mitigation banks and municipal Regional Off-site Mitigation Area (ROMA) facilities may offer regionally significant alternatives to on-site mitigation. Currently, one private mitigation bank exists within the LMRB. The Myakka River Mitigation Bank is located in eastern Sarasota County. As of August 2008, both forested and herbaceous credits were available at the bank. The current cost per credit included freshwater forested = $135,000/credit and herbaceous = $95,000/credit. Finally, Sarasota County Road Program currently manages and operates the Myakka River ROMA for municipal infrastructure projects occurring within the LMRB. The project is permitted, but construction has not yet begun. However, the permit is phased, and an initial credit release was approved by the SWFWMD following the issuance of the conservation easement. Price per credit will need to be coordinated directly with Sarasota County Road Program environmental staff.

6.4 FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

Authorization is required for any construction activity over Sovereign Submerged Lands (SSL). The FDEP regulates SSL issues. The water management districts have been delegated the authority to take action on most authorizations, and the issue of SSL is addressed as part of the ERP process. The extent of SSL authorizations are dependent upon the type of activity being proposed. Minimal encroachment into SSL may be considered a "deminimus" (Chapter 373.406, F.S.) activity and may qualify for a Consent of Use (Chapter 18-21.005, F.A.C.). A request for a Sovereign Submerged Lands Determination was submitted to the FDEP. The response was received December 11, 2008. Current state records contain insufficient information to determine ownership of the run to Little Salt Spring, Big Slough, Cocoplum Canal, or any of the other stream, canals or wetlands within the impact area of the proposed project. Therefore, at this time, the proprietary requirements that normally apply to state owned lands should not be applied to these water features (**Appendix C**).

In addition to SSL issues, the FDEP will regulate pollutant discharged associated with construction of the project. The U.S. Environmental Protection Agency (EPA) delegates authority to the FDEP to implement the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program in the State of Florida. A NPDES stormwater permit will be required along with an appropriate Stormwater Pollution Prevention Plan. The program is designed to minimize erosion and sedimentation and regulate discharges of stormwater run-off. Per DEP Rule 62-621.300(4), F.A.C., a *Generic Permit for Stormwater Discharge from Construction Activities that Disturb Five or More Acres of Land* (CGP) (DEP Document 62-621.300(4)(a)) will be required.

6.5 FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION (FWC)

Coordination with the FWC will be required if state protected wildlife, such as the gopher tortoise, the Florida scrub jay, the Eastern indigo snake, the gopher frog or the Sherman's fox squirrel are identified within the project corridor. Many of these species are also protected under federal guidelines and will be reviewed during the federal permit process.

The gopher tortoise is listed as threatened by the FWC, but it is not federally listed. The gopher tortoise occupies a variety of plant communities, preferably habitats with well-drained sandy soils and suitable herbaceous forage. Appropriate habitat for the gopher tortoise is present along segments of the corridor; however, no tortoises or tortoise burrows were observed during the 2008 field surveys. If the gopher tortoise or tortoise burrows are identified during construction, the City of North Port will need to notify the FWC in order to mitigate for any impacts to this species. According to the guidelines (September 2007), this will require coordination for a relocation permit.

6.6 U.S. FISH AND WILDLIFE SERVICE

The USFWS will review this project as part of the federal permit process and will make a determination of the project effects on federally threatened species. Coordination for federally listed wildlife will occur out of the USFWS, Vero Beach Service Office. Federally protected wildlife with potential to occur along the project corridor includes the Eastern indigo snake, crested caracara, Florida scrub jay, and the wood stork. Formal species surveys may be required where suitable habitat exists.

According to the USFWS 2007 survey data, the Florida scrub-jay is present within the vicinity of the Price Boulevard study corridor and occupied scrub habitat is possible along Big Slough. Formal surveys will be required to determine the presence or absence of this species. Formal surveys are required to be conducted according to the Florida Scrub-Jay General Survey Guidelines and Protocols established by the USFWS.

The USFWS oversees permitting issues associated with the Florida scrub-jay through the authority of the Endangered Species Act. Impacts to occupied scrub-jay habitat will be considered a "take". The level of 'take" (if any) will need to be established as part of the USACE federal permit process through coordination with the USFWS. An incidental take permit may be necessary if scrub-jays are deemed present in the area. This permit is required to allow the lawful "take" of habitat occupied by a federally protected species. An incidental take permit requires consultation with the USFWS.

6.7 NOAA - National Marine Fisheries Service (NMFS)

Coordination associated with Essential Fish Habitat (EFH) is through the NOAA National Marine Fisheries Service (NMFS) office in St. Petersburg, Florida. The NMFS office was contacted to discuss potential impacts associated with this project. EFH consultation is not likely to be required for this project unless a tidal influence is determined to be associated with the existing aquatic features. Regulation by this agency (if any) would involve Best Management Practices such as phased construction, turbidity barriers, silt screens, hay bales, and other construction techniques approved by the regulatory agencies.

6.8 Florida Division of Historical Resources

Coordination with the Division of Historical Resources will be required to solicit comments regarding whether the activities associated with the proposed project will adversely affect significant historical or archaeological resources. Impacts to historical or archaeological resources will be considered as part of the state and federal permit process. As part of the determination process, an archaeological survey performed by a qualified professional approved by the Florida Archeology Council or the Division of Historical Resources will be required. Additionally, the applicant may be required to develop and implement a plan to demarcate and protect significant historical and archaeological resources reasonably expected to be impacted by the project. As part of the review of the Price Boulevard project, Mr. Steve Koski, staff Archeologist at the Little Salt Springs University of Miami research facility was solicited for information on the archeological remains near the project corridor. Mr. Koski expressed concern regarding impacts to possible remains in the area and about further deterioration of water quality as part of the road expansion.

3.1 WETLANDS AND SURFACE WATERS

The study corridor was assessed for jurisdictional wetlands, aquatic features, upland excavated ditches, and roadside swales. Wetland resources within the project study area were initially identified through the review of aerial photography (Aerials Express 2006). Subsequent to this review, field reconnaissance was conducted on August 24 and 29, 2007, during which each wetland was individually classified and characterized in accordance with the FLUCFCS, and the U.S. Fish and Wildlife Service's National Wetlands Inventory habitat classification system (NWI).

Wetland boundaries were visually approximated using the US Army Corps of Engineers (USACE) 1987 Wetland Delineation procedure, and the criteria identified in Chapter 62-340, Florida Administrative Code (F.A.C.). The Uniform Mitigation Assessment Methodology (UMAM) was performed on each wetland with the potential to be impacted, and a grouped UMAM was performed for the hydric-cut aquatic features (**Appendix A**). UMAM was not conducted for the upland excavated ditches or man-made swales. The wetland systems found within the actual right-of-way exhibited moderate-low UMAM value. The aquatic features have been subject of extensive hydrological alterations.

Five (5) wetlands, eleven (11) hydric-cut aquatic features, and five (5) upland-excavated drainage ditches were observed, classified, and/or documented within or immediately adjacent to the Price Boulevard study corridor. An extensive series of maintained, vegetated swales and shallow retention areas were also observed along the entire length of the corridor. The majority of the swales function to divert stormwater run-off to aquatic features and ditches. The majority of the corridor's aquatic features extend through historically hydric soils. These man-altered areas will receive greater scrutiny during the permit process due to their historic nature and existing ecologic value. Habitat within these systems varied depending on maintenance practices. The upland-excavated ditches were largely open water features with deeply incised slopes. Vegetation along the banks ranged from mowed turf grass to overgrown Brazilian pepper fringe. The man-made vegetated swales parallel to Price Boulevard were regularly maintained features dominated by turf grass and connected by culverts.

In general, the wetlands and aquatic features along the Price Boulevard corridor may be grouped into five NWI categories:

- Palustrine emergent wetlands with persistent vegetation (PEM1)
- Lower perennial, open water riverine wetlands (R2EM)
- Palustrine forested broad leaved evergreen seasonally flooded (PFO3)
- Excavated palustrine open water wetlands with permanent hydrology (POWHx) with Palustrine emergent wetlands with persistent vegetation (PEM1) and Palustrine shrub-scrub broad leaved evergreen (PSS3) component

3.1.1 Palustrine emergent wetlands with persistent vegetation (PEM1)

Two PEM1 wetlands encroach into the Price Boulevard right-of-way. The western-most wetland is located at the Little Salt Spring Research Facility, and extends along the north and south side of Price Boulevard. The system is slightly brackish, and is a remnant feature of a historically contiguous slough. The natural drainage of this system is to the spring to the south, which drains through a natural spring run to a series of excavated ditches. These ditches discharge to Big Slough and ultimately, the Myakka River. Vegetation within this system is periodically maintained. Vegetation to the south is moderate quality and includes soft rush (*Juncus effuses*), wax myrtle, sawgrass (*Cladium jamaicense*), and Brazilian pepper. The area is bordered by mesic hammock. Vegetation along the edge of the system to the north of the Price

Boulevard right-of-way is dominated by Brazilian pepper. Though maintained regularly, this area also contains herbaceous wetland vegetation consisting of saw grass, soft rush, and torpedo grass.

Emergent Wetland
North Right-of-Way at Little Salt Spring Facility

The second PEM1 wetland system is located along the north side of the corridor east of Sumter Boulevard. This isolated, herbaceous wetland/prairie marsh system encroaches into the right-of-way north of the existing sidewalk. This wetland is of moderate to high quality. The vegetation consists of swamplily (*Crinum* sp.), pickerelweed (*Pontederia cordata*), tickseed (*Coreopsis* sp.), milkweed (*Asclepias lanceolata*), morning-glory (*Ipomoea* sp.), buttonweed (*Diodia virginiana*), peppervine (*Ampelopsis arborea*), cattails, and prairie grasses and sedges such as foxtail (*Setaria* sp.), bluestem (*Andropogon* spp.), and torpedograss. Chinese tallow sprouts (*Sapium sebiferum*) and Carolina willow are present along the edges. Impacts to this system are anticipated to be minimal.

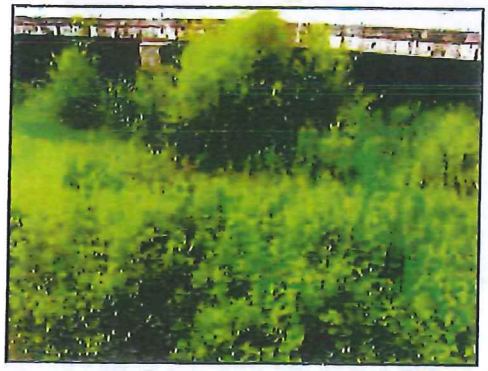
Prairie Meadow Wetland NE of Sumter Boulevard

3.1.2 Lower perennial, open water riverine wetlands (R2OW)

Big Slough has been characterized as a lower perennial riverine system (R20WH). Big Slough is a historically natural slough. A water feature flowing parallel to the slough appears to have been excavated through flatwoods soils (EauGallie and Myakka fine sands). Both systems connect and eventually drain to the Myakka River, an Outstanding Florida Waterway.

Price Boulevard roadside swales drain into Big Slough at its bridge crossing. Just to the north of Price Blvd. is a recently constructed pedestrian bridge. Soil disturbance associated with the construction

of this bridge is evident. Vegetation within the Price Blvd. right-of-way consists of predominantly nuisance disturbance herbaceous species and shrubs. Vegetation includes Brazilian pepper, alligatorweed (*Alternanthera philoxeroides*), bermudagrass (*Cynodon dactylon*), caesarweed, primrosewillow, and hairy indigo (*Indigofera hirsuta*). The area shows signs of sedimentation and water quality degradation.



Big Slough within Price Boulevard Right-of-Way

3.1.3 Excavated palustrine open water wetland - permanent hydrology (POWHx)

Eleven (11) hydric-cut aquatic features intercept the Price Boulevard right-of-way. In general, these excavated features flow southwest and appear to be part of historic sloughs or wetlands. Many of these water features exhibit poor water quality near the roadway structures including rust from culverts, oil sheen from vehicles, and prolific invasive species such as cattails and primrose willow. The majority of these features contain large areas of open water. Many contain vegetated slopes and littoral zones. The littoral zone community varies with depth of excavation within these systems. Typical vegetation includes torpedo grass, pickerelweed (*Pontederia cordata*), cattails, arrowhead (*Sagetteria latifolia*), primrose willow, Brazilian pepper, smartweed (*Polygonum* sp.), maidencane (*Panicum hemitomon*) and water lettuce (*Pistia Stratiotes*). Perimeter (buffer) vegetation include cabbage palm hammocks, mesic hammock and pine flatwoods.

Hydric-Cut Aquatic Features along Price Boulevard

3.1.4 Palustrine forested broad leaved deciduous seasonally flooded (PFO1c)

One forested wetland system was identified just east of Sumter Boulevard on the south side of Price Boulevard. This wetland appears to be part of an isolated system within a predominantly flatwoods landscape. Its NWI classification is Palustrine Forested Broad-Leaved Deciduous and Evergreen, Seasonally Flooded (PFO1/2C). The dominant vegetation includes a canopy of laurel oak and cabbage palm with a significant understory of Brazilian pepper and other disturbance species. The minimal groundcover includes caesarweed, arrow-head, and peppervine. The portion of this wetland encroaching into the Price Boulevard right-of-way has been maintained and contains a dominance of wetland forbs and sedges. Impacts to this system are anticipated to be minimal.

Forested Wetland Southeast of Sumter Boulevard

3.1.5 Special Waters

There are no special waters identified within the Price Boulevard corridor. Drainage associated with the area ultimately discharges to the Myakka River which is designated as Class III waters, a Florida Wild and Scenic River and an Outstanding Florida Water (OFW).

4.0 SOILS

According to data generated from the 2006 United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) website, the majority of the soils within the project corridor are classified as hydric. The Sarasota County, Florida soil survey (1991), as developed by the Soil Conservation Service (SCS), was used to obtain information on the general soil characteristics of soils mapped along the project corridor. This source may not always reflect the current conditions of the area, particularly if recent development has modified drainage patterns in the area, as may be the case along the Price Boulevard corridor.

According to the soil survey (1991), thirteen soil types have been identified within the right-of-way limits. Ten of the soils intercept the Price Boulevard right-of-way corridor and are characterized by the NRCS as hydric. These soils are classified as nearly level, very poorly to poorly drained, sandy soils. Three soil types mapped along the corridor are identified as non-hydric, upland soils. The predominant soils within the study corridor include **EauGallie and Myakka fine sands (10), Holopaw fine sand, depressional (22),** and **Pineda fine sand (31).** The soil types mapped within the limits of the project are described below and are shown in **Figure 6.** A map depicting hydric soils is provided as **Figure 7.**

Potential Scrub
Potential Mesic Hammock
Man-Made Ditch (Upland)
Approx. Wetland
Price Boulevard

PROTECTED HABITAT MAP
(Segment One - West)

Figure 2

City of North Port

PRICE BOULEVARD
from Biscayne Drive to Orlando Boulevard
CORRIDOR STUDY
Sarasota County, Florida

- **Pople fine sand (36)** is often associated with low hammocks and poorly defined drainageways and broad sloughs. The soil type is neither flooded nor ponded. Soil saturation is found within six inches for approximately five months each year. The ecological community associated with this soil type is cabbage palm flatwoods.

5.0 WILDLIFE

The Price Boulevard corridor was evaluated with regard to potential impacts posed to threatened and endangered wildlife and wildlife species of special concern. The majority of the Price Boulevard right-of-way is maintained turf grass and herbaceous swales. Habitat patches, both upland and wetland, with the potential to support wildlife exist adjacent to the ROW and in certain instances, encroach slightly into the ROW. Some of these areas have moderate functional value; most have been compromised by fragmentation, proximity to the roadway, and encroachment of nuisance and exotic vegetation. Both federal and state listed wildlife have been documented in proximity to the Price Boulevard corridor.

The corridor extends through several U.S. Fish and Wildlife Service (USFWS) Wildlife Consultation Areas as shown in ***Figure 8.*** Specifically, the USFWS identifies consultation areas for the Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), the crested caracara (*Caracara cheriway*), and the Florida scrub-jay. To account for this, the immediate area was assessed for habitat known to support wildlife identified by the USFWS mapping. Wildlife suggested by the USFWS consultation area boundaries were not observed during visits to the project corridor.

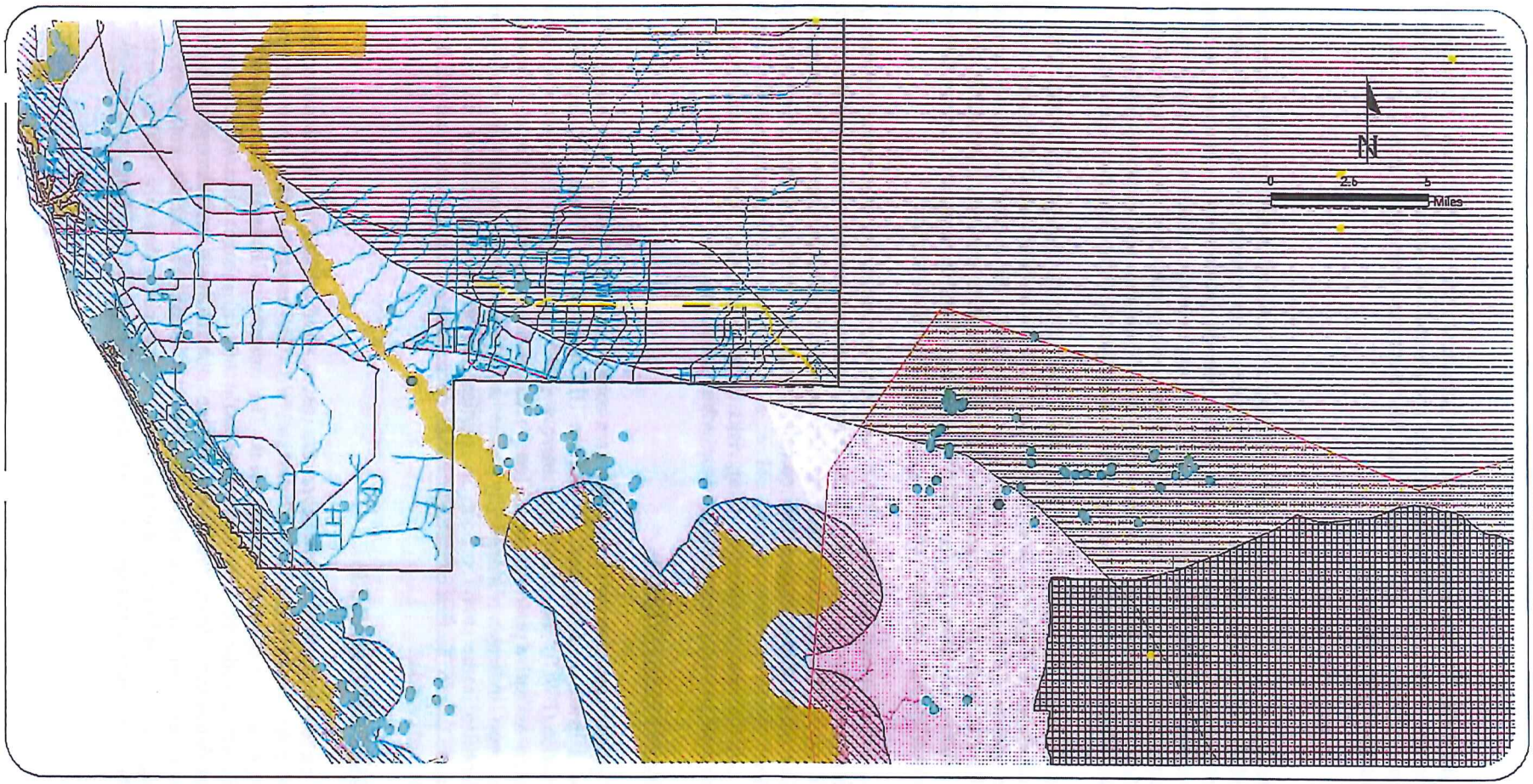
The Florida Natural Areas Inventory (FNAI) was also contacted for information on element occurrences documented within or in proximity to the Price Boulevard corridor. A standard data report was generated describing the FNAI database findings. This report is included as **Appendix B.** According to the report, wildlife observations documented recently within the vicinity of the project corridor included the wood stork (*Mycteria americana*), the bald eagle (*Haliaeetus leucocephalus*), and the Florida scrub jay; however, wildlife was not observed during visits to the project site. **Table I** summarizes the reports findings with regard to wildlife potential to occur within the project area.

5.1 FLORIDA GRASSHOPPER SPARROW

The Florida grasshopper sparrow consultation area encompasses the entire project corridor. The grasshopper sparrow is listed as endangered by both the USFWS and the Florida Fish and Wildlife Conservation Commission (FWC). The grasshopper sparrow prefers open, dry prairie habitat with sparse clusters of saw palmetto and native prairie grasses. These areas must be maintained by fire at a frequency sufficient to create an open landscape. Managed, dry prairie habitat necessary to support the grasshopper sparrow was not identified in the study corridor. In addition, the grasshopper sparrow has not been documented in this area. Due to the lack of suitable habitat, occurrence of this species is not anticipated along the Price Boulevard corridor.

5.2 AUDUBON'S CRESTED CARACARA

The crested caracara consultation area covers the eastern third of the Price Boulevard corridor. This species is listed as threatened by the USFWS and the FWC. The caracara prefers dry or wet prairie with scattered cabbage palm or sparsely wooded areas. The caracara is believed to occasionally use improved pasture adjacent to wetlands. The caracara generally nests in cabbage palms within open areas containing occasional shrubs and palmetto. Although cabbage palm flatwoods exist throughout the study corridor, these areas appear overgrown and are not believed to support the habitat preference of the caracara. Caracara sightings occurred northeast of the study corridor during the early 1990's. Due to the lack of suitable habitat, occurrence of this species is not anticipated along the Price Boulevard corridor.



County Line
Price Boulevard
Florida Scrub Jay
Woodstork Rookery
2005 Eagle Nest
Crested Caracara
RCW Consultation Area
Manatee Consultation Area
Panther Focus Area
Caracara Consultation Area
Grasshopper Sparrow Consultation Area
Outstanding Florida Water
Stream
Sarasota Roads
Scrub-jay Consultation Area

Wildlife Map

HDR

Figure 8

City of North Port

PRICE BOULEVARD
from Biscayne Drive to Orlando Boulevard
CORRIDOR STUDY
Sarasota County, Florida

Table I- POTENTIAL LISTED SPECIES						
Common Name	Designated Status		Habitat Preference	Potential Occurrence	Habitat Present	Element Occurrence
	FWS	FWC				
AVIAN						
Bachman's Sparrow *Aimophila aestivalis*	N	N	Oaks and pines bordering shrubby, overgrown fields	Minimal	N	N
Florida Burrowing Owl *Athene cunicularia Floridana*	N	LS	Open prairies, sand hills, farm land	Minimal	Y	N
Florida Sandhill Crane *Grus canadensis pratensis*	N	LT	Wet prairies, marshy lake bottoms	Minimal	Y	N
Bald Eagle *Haliaeetus leucocephalus*	LT, PDL	LT	Close to large water bodies, habitat can be variable	Moderate	Y	Y
Wood Stork *Mycteria americana*	LE	LE	Woody vegetation over standing shallow water	Moderate	Y	Y
MAMMAL						
Florida Panther *Puma concolor coryi*	LE	LE	Extensive forested communities; large wetlands	Minimal	N	N
Florida bonneted bat *Eumops floridanus*	N	LE	Roosts in tree cavities, palm fronds and buildings	Minimal	Y	N
Florida Long-tail Weasel *Mustela frenata peninsulae*	N	N	Flatwoods, sandhill, sand pine scrub hardwood forests,	Minimal	Y	N
Sherman's Fox Squirrel *Sciurus niger shermani*	N	LS	Fire maintained long leaf pine/turkey oak flatwoods	Moderate	Y	N
Florida Black Bear *Ursus americanus floridanus*	N	LT*	Hardwood, pine/palm hammock, scrub, forest wetland	Minimal	Y	N
REPTILE						
Eastern Indigo Snake *Drymarchon couperi*	LT	LT	Mesic flatwoods, upland pine forest, sandhill scrub	Moderate	Y	Y
Gopher Tortoise *Gopherus polyphemus*	N	LS	Sandhill, scrubby, flatwoods, xeric hammock	Moderate	Y	nearby
AMPHIBIAN						
Gopher Frog *Rana capito*	N	LS	Longleaf pine, turkey oak, sandhill, flatwoods, sand pine	Minimal	Y	N
FLORA						
Many flowered grass pink *Calopogon multiflorus*	N	LE	sandy pinelands & meadows, flatwoods, hammocks	Minimal	Y	N
Sand Butterfly Pea *Centrosema arenicola*	N	LE	Sandhill, scrubby flatwoods, dry upland woods	Minimal	Y	N
Beautiful Pawpaw *Deeringothamnus pulchellus*	LE	LE	slash pine-saw palmetto flatwoods; mowed road verges	Minimal	Y	N
Nodding Pinweed *Lechea cernua*	N	LT	Scrub	Minimal	Y	N
Carter's large flower flax *Linum carteri var. smallii*	N	LE	Pine rocklands	Minimal	N	N
Florida Spiny-pod *Matelea floridana*	N	LE	Upland hardwoods; moist to dry	Minimal	Y	N
Celestial Lily *Nemastylis floridana*	N	LE	Wet flatwoods, prairie marsh, palm hammocks	Minimal	Y	N
Florida Beargrass *Nolina atopocarpa*	N	LT	open scrub, hammocks with closed canopies, uplands	Minimal	Y	N
Giant Orchid *Pteroglossaspis ecristata*	N	LT	Sandhill, scrub, pine flatwoods, pine rocklands	Minimal	Y	N
LEGEND						
LE = Endangered, LT = Threatened, LS = Species of Special Concern, PDL = Proposed for Delisting; N = Not currently listed or considered; Minimal = Little or no suitable habitat and no occurrence; Moderate = Potential suitable habitat exists and/or potential occurrence; High = Suitable habitat on-site and species observed						

5.3 FLORIDA SCRUB JAY

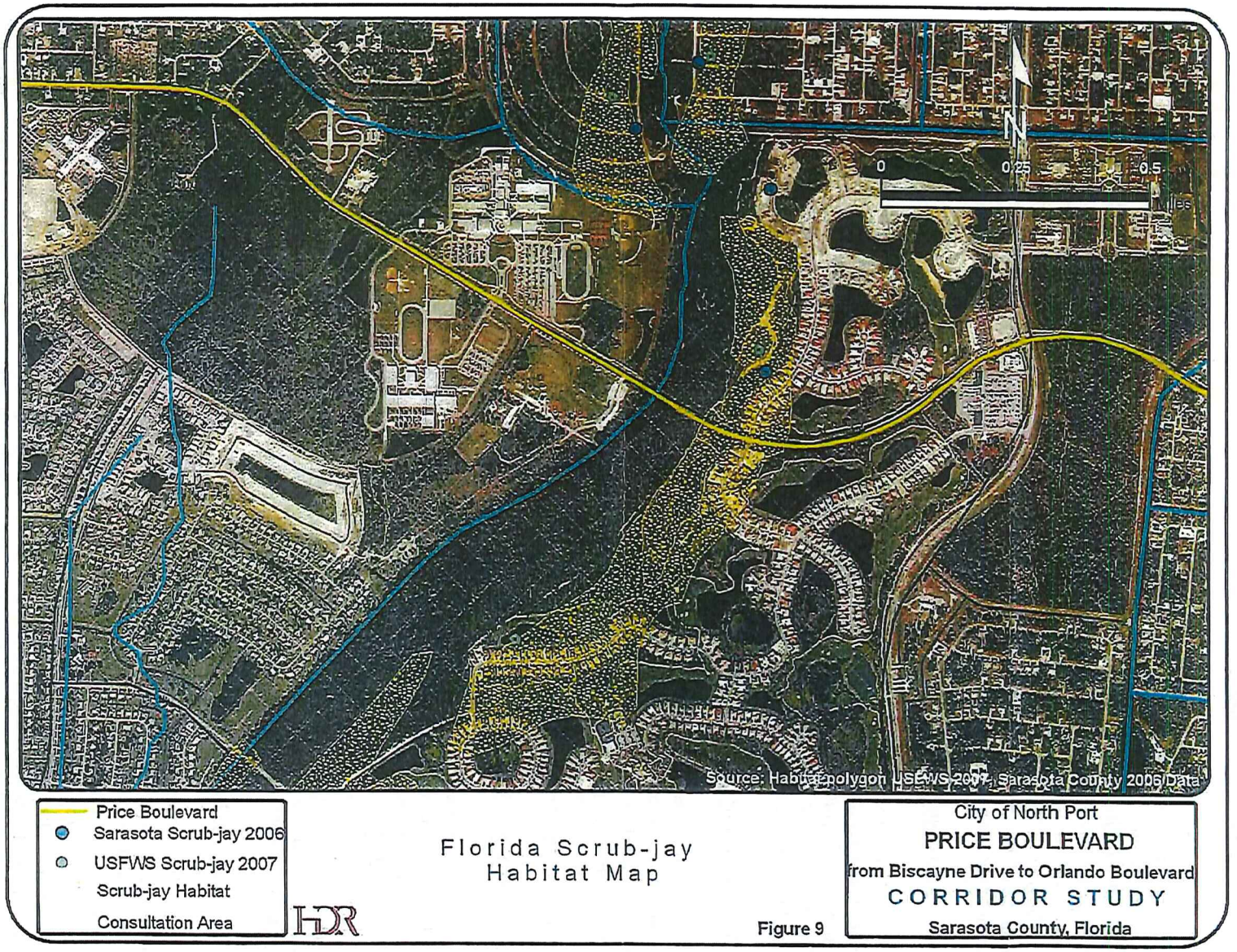
The Florida scrub jay is a threatened species protected by both state and federal law. The USFWS scrub-jay consultation area covers this entire region of North Port. A survey, conducted by the City of North Port during 2006 revealed the presence of three scrub jay populations in the vicinity of Price Boulevard. Additional field surveys conducted by Sarasota County (2006) and the U.S. Fish and Wildlife Service (USFWS) (2007) documented scrub-jays adjacent to Big Slough (***Figure 9***). Cursory field surveys, conducted as part of this corridor study, confirmed two patches of scrub habitat: a small patch north of the Little Salt Spring Research Facility and an area east of Big Slough. The habitat that intersects Price Boulevard near Big Slough is potentially occupied scrub-jay habitat (107 acres). However, scrub-jays were not observed during informal field surveys and the habitat within the ROW is maintained sod.

Scrub habitat is considered essential for several other endangered, threatened and species of special concern including the gopher tortoise, gopher frog, indigo snake, Florida mouse, and the sand skink *(RU-30, Ord. 97-061, July 8, 1997).* Consultation for projects within scrub-jay consultation zones is required by the USFWS and the FFWCC. Due to the documented occurrence of this species, formal scrub-jay surveys will likely be required as part of the federal permitting process. Surveys will be required in accordance with USFWS guidelines (between March and June). Due to the lack of habitat within the areas proposed for impact by the roadway project and the effort to minimize impacts (reduced ROW) in the area surrounding Big Slough, it is anticipated that the USFWS should issue and opinion of "*may affect, but not likely to adversely affect*" the Florida scrub-jay. However, this opinion will ultimately be dependent on the formal field survey results and consultation with the USFWS.

5.4 WOOD STORK

The wood stork is listed as endangered by both the USFWS and the FWC. Three wood stork rookeries were identified in the vicinity of the Price Boulevard Study Corridor. Specifically, one rookery was identified 3.5 miles to the southwest along the Myakka River (Atlas # 615040), a second rookery was identified approximately seven miles to the southeast (Atlas # 619012), and a third rookery was identified approximately 15 miles to the northwest (Atlas # 615301). All rookeries were documented as supporting both the wood stork and the great white egret (*Ardea alba*). The USFWS recognizes an 18.6-mile core foraging area (CFA) around all known wood stork rookeries in south Florida. The U.S. Fish and Wildlife Service references the *Habitat Management Guidelines for the Wood Stork in the Southeast Region* (Service 1990) and the *Draft Supplemental Habitat Management Guidelines for the Wood Stork in South Florida* to assess wood stork impacts. The Service routinely accepts the U.S. Army Corps of Engineers determination of "may affect, not likely to adversely affect" for projects with insignificant impacts or for projects that avoid, minimize, and adequately mitigate loss of foraging habitat.

A wood stork foraging assessment is required for projects having wetland impacts greater than five acres to ensure that the project will not result in the net loss of wood stork forging habitat. Impacts to wetlands and water features should be minimized to the extent possible to minimize loss of wood stork foraging habitat. In compliance with the United States Fish and Wildlife Service (USFWS) Standard Local Operating Procedures for Endangered Species (SLOPES) for the wood stork, no net loss of wetlands should occur from this project. Wood stork habitat impacts should be mitigated within the core foraging area (CFA) of known habitat rookeries.


N
0
0.25
0.5
Miles
Source: Habitat polygon USFWS 2007, Sarasota County 2006 Data
Price Boulevard
Sarasota Scrub-jay 2006
USFWS Scrub-jay 2007
Scrub-jay Habitat
Consultation Area
HDR
Florida Scrub-jay
Habitat Map
Figure 9
City of North Port
PRICE BOULEVARD
from Biscayne Drive to Orlando Boulevard
CORRIDOR STUDY
Sarasota County, Florida

5.5 AMERICAN BALD EAGLE

The nearest American bald eagle nest was documented approximately 1.5 miles north of the existing Price Boulevard corridor. Effective August 8, 2007 the bald eagle is considered to be recovered. It has been removed from the Federal List of Endangered and Threatened Wildlife. According to the U.S. Fish and Wildlife Service, "the threats to this species have been eliminated or reduced to the point that the species has recovered and no longer meets the definition of threatened or endangered under the Act." The Bald eagle still receives protections provided by the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). Specifically, construction activities are restricted within the vicinity of the active nest tree during nesting season. The expansion of the Price Boulevard project corridor should not impact the nest or the species.

5.6 WADING BIRDS

Several species of wading birds are afforded protection by the FWC. Species such as the little blue heron (*Egretta caerulea*), the snowy egret (*Egretta thula*), the tricolored heron (*Egretta tricolor*), and the white ibis (*Eudocimus albus*) have been documented by FNAI in the vicinity of the study corridor. These species are listed as species of special concern. Mitigation procedures required for the wood stork should satisfy the habitat needs of these species.

5.7 EASTERN INDIGO SNAKE

The Eastern indigo snake is listed as a threatened species by both the USFWS and the FWC. The indigo snake has been documented in the vicinity of the Price Boulevard study corridor. The indigo snake is often found in association with the gopher tortoise in sandy, scrub habitats. The indigo snake also utilizes cabbage palm hammocks and hydric hardwood hammocks. Suitable habitat was observed adjacent to the Price Boulevard corridor. Standard protection measures for the Eastern indigo snake should be employed during any construction activities along the corridor.

5.8 GOPHER TORTOISE

The gopher tortoise is listed as threatened by the FWC, but it is not federally listed. The gopher tortoise occupies a variety of plant communities, preferably habitats with well-drained sandy soils and suitable herbaceous forage. Although the gopher tortoise was not observed within the project corridor, habitat with the potential to support the species was identified. In addition, the species is documented by FNAI to occur in the vicinity of the project. A comprehensive survey for tortoises and their burrows should occur prior to any construction activity. If the gopher tortoise or tortoise burrows are identified during construction, coordination with the Florida Fish and Wildlife Conservation Commission will be required. According to new guidelines (September 2007), this will require a relocation permit.

5.9 ESSENTIAL FISH HABITAT

In accordance with Section 3(10) of the Magnuson-Stevens Fishery Conservation and Management Act of 1996 (CFR 600.920), as administered by the National Oceanic and Atmospheric Administration's (NOAA) National Marine Fisheries Service (NMFS) consultation is not likely to be required for direct impacts to EFH unless tidal influence is determined to be associated with the existing aquatic features. Degradation of water quality resulting from construction of the project or excess stormwater runoff from the project has the potential to adversely affect wetlands and EFH down stream in the Myakka River (resulting in potential indirect impacts) if proper best management practices (BMP) are not employed. BMP efforts generally include phased construction, turbidity barriers, silt screens, hay

bales, and other construction techniques approved by the regulatory agencies. Final determination for an EFH evaluation will be made by the NMFS during the permit process.

6.0 PERMITTING AND REGULATORY REQUIREMENTS

Impacts to wetlands and hydric-cut aquatic features associated with the proposed improvements to Price Boulevard appear imminent. Both state and federal entities will require permits for impacts to wetlands within the project corridor (Table II). Other permitting agencies involved in the review will include state and federal wildlife agencies and the Division of Historical Resources. It is anticipated that wetlands, wildlife, and cultural resources will be coordinated through the following agencies:

- Southwest Florida Water Management District (SWFWMD)
- U.S. Army Corps of Engineers (USACE)
- Florida Department of Environmental Protection (FDEP)
- Florida Fish and Wildlife Conservation Commission (FWC)
- U.S. Fish and Wildlife Service (USFWS)
- NOAA - National Marine Fisheries Service (NMFS)
- Florida Division of Historical Resources

TABLE II - AGENCIES AND ASSOCIATED PERMITS	
U.S. Army Corps of Engineers	Section 404, Dredge and Fill Permit
Southwest Florida Water Management District	Individual Permit (Chapter 40D-4, F.A.C.)
Florida Department of Environmental Protection	Rule 62-621.300(4), F.A.C; SSL Determination
U.S. Fish and Wildlife Service	TBD

6.1 SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

Permitting related to impacts within jurisdictional wetlands will be addressed through the SWFWMD Sarasota Service Office. Jurisdictional boundaries of wetlands, hydric-cut aquatic features, and other surface water features will need to be established pursuant to Chapter 62-340 F.A.C., Part IV, Chapter 373, F.S. Establishment and survey of seasonal high water elevations will also be required. Preliminary Unified Mitigation Assessment Methodology (UMAM) was conducted for wetlands with the potential to be impacted during construction. Impacts will be designated as forested, herbaceous, or open water for mitigation purposes.

A determination of final impact acreages within the project ROW will be required to complete the UMAM. Estimated impacts for the entire project approximate 2.00 acres; however, the project may be constructed in phases. Proposed impact acreage estimated by phase includes:

Phase 1 – 100'foot ROW – center alignment – 0.67 acres
Phase 2 – 120'foot ROW – north alignment – 0.60 acres
Phase 3 – 120'foot ROW – north alignment – 0.134 acres
Phase 4 – 120'foot ROW – north/center alignment – 0.60 acres

The District issues three types of ERPs depending on the proposed impact: individual, general and noticed general permits. Assuming that all phases are constructed, and that impacts along the corridor are not eliminated or minimized (less than one acre) an Environmental Resource Permit (ERP) application for an Individual permit will be necessary for this project. Governing Board action is required for all individual permits. The application fee for Individual Permit (as of January 2009) is $2,500.00.

The USFWS oversees permitting issues associated with the Florida scrub-jay through the authority of the Endangered Species Act. Impacts to occupied scrub-jay habitat will be considered a "take". The level of 'take" (if any) will need to be established as part of the USACE federal permit process through coordination with the USFWS. An incidental take permit may be necessary if scrub-jays are deemed present in the area. This permit is required to allow the lawful "take" of habitat occupied by a federally protected species. An incidental take permit requires consultation with the USFWS.

6.7 NOAA - National Marine Fisheries Service (NMFS)

Coordination associated with Essential Fish Habitat (EFH) is through the NOAA National Marine Fisheries Service (NMFS) office in St. Petersburg, Florida. The NMFS office was contacted to discuss potential impacts associated with this project. EFH consultation is not likely to be required for this project unless a tidal influence is determined to be associated with the existing aquatic features. Regulation by this agency (if any) would involve Best Management Practices such as phased construction, turbidity barriers, silt screens, hay bales, and other construction techniques approved by the regulatory agencies.

6.8 Florida Division of Historical Resources

Coordination with the Division of Historical Resources will be required to solicit comments regarding whether the activities associated with the proposed project will adversely affect significant historical or archaeological resources. Impacts to historical or archaeological resources will be considered as part of the state and federal permit process. As part of the determination process, an archaeological survey performed by a qualified professional approved by the Florida Archeology Council or the Division of Historical Resources will be required. Additionally, the applicant may be required to develop and implement a plan to demarcate and protect significant historical and archaeological resources reasonably expected to be impacted by the project. As part of the review of the Price Boulevard project, Mr. Steve Koski, staff Archeologist at the Little Salt Springs University of Miami research facility was solicited for information on the archeological remains near the project corridor. Mr. Koski expressed concern regarding impacts to possible remains in the area and about further deterioration of water quality as part of the road expansion.

ATTACHMENT A: Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)

Does the project provide new pedestrian crossing? ☒ Yes ☐ No

Does the project include:
construction or improvement of sidewalks or trails ☐ 10 ft wide ☒ 8 - 9 ft wide ☐ 5 - 7 ft wide
construction or improvement of bicycle facility ☐ 6 - 7 ft wide ☒ 4 - 5 ft wide

Does the project include operational improvements? ☒ Yes ☐ No
If yes, please describe: Change from rural to urban stormdrainage, restricted access with incorporation of a raised center median, sidewalks and bicycle lanes, or multi-use path on each side of the roadway, increased traffic level of service with the added through lanes (from 2 to 4), addition of one or two signalized intersections with turn lanes and pedestrian signals.

Does the project improve accessibility to transit? ☐ Yes ☒ No

Does the project address ADA compliance issues in relation to transit? ☐ Yes ☒ No
If yes, please describe:

Does the project include transit shelters at bus stop? ☐ Yes ☒ No

Will this project require environmental permitting? ☒ Yes ☐ No

Does the project include elements that improve resiliency? ☒ Yes ☐ No
If so, please describe: New roadway with two travel lanes in each direction, which enhance emergency response.

Is the project a recommendation of an MPO or FDOT feasibility study? ☐ Yes ☒ No

☒ Location Map attached

ATTACHMENT C: Detailed Cost Estimates including Pay Items
(Please provide the necessary attachments)

Has the needed right-of-way for the project been acquired? ☒ Yes ☐ No

Is the project right-of-way fully funded in the FDOT work program? ☐ Yes ☒ No
if yes, please provide the following, project number: year:

Has the project PD&E been completed with preferred alternative defined? ☐ Yes ☒ No
If yes, please provide study.

Is the project design fully funded in the FDOT work program? ☐ Yes ☒ No
if yes, please provide the following, project number: year:

Does the project have local match? ☐ Yes ☒ No Percentage: _____ %
If yes, please provide documentation

Does the project include a private partner? ☐ Yes ☒ No
If yes, please provide documentation.

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan
Congestion Management Process Page 4-5

"The Congestion Management Process identifies significant congestion problems and, near-term, lower cost strategies for multimodal mobility management and corridor or intersection congestion mitigation. The integration of the Congestion Management Process and the LRTP highlights the MPO's comprehensive, continuing, and coordinated metropolitan planning process. Assuming projected revenues are realized, each county will receive $1 million per year from the boxed TMA Funds to pay for congestion management projects.

"Projects must meet certain eligibility requirements, including having right-of-way issues resolved at the time of funding, and having a completed design. Cities and counties may submit applications to the MPO each year for funding through a competitive selection process. Congestion constrained corridors, which are constrained due to policy or physical barriers and unable to receive added capacity, will receive priority for these funds. This remains in line with the MPO's program for setting aside "boxed" funds in both counties for lower cost, quick-start congestion management projects, such as intersection modifications and related operational and access improvements."

_____ $1 MILLION maximum MPO CMP funding requested for local project

_____ EXISTING CONGESTION LEVEL: Existing V/C ratio score >2

_____ RELIABILITY: Travel Time Reliability >1.50

_____ NO right-of-way issues

_____ DESIGN is complete

_____ CONSTRAINED due to policy or physical barriers

_____ Barrier Island Traffic Study recommendation

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan
Multi Modal Emphasis Corridor Program (US 41) Page 4-5

"The US 41 Multimodal Emphasis Corridor (MMEC) concept was developed during the 2035 LRTP update as a means of redeveloping and revitalizing the corridor, which is designated as a scenic highway. The 2035 LRTP identified the corridor from 17th Street in Palmetto to the Charlotte County line, including Business 41 in Bradenton and Venice and the Venice Bypass. This project provides a renewed focus on urban revitalization of the US 41/Tamiami Trail scenic highway corridor through both counties, increasing network connectivity through a complete streets approach, regional connections to the Tampa/St. Petersburg area to the north, Charlotte County to the south, and freight connections to the interstate highway system.

"The development of the MMEC will be continued with this LRTP update with $15 million in boxed TMA funds designated for both Sarasota and Manatee Counties assuming revenues are realized. Qualifying projects include pedestrian and bicycle facility improvements, multi-use trails, traffic calming, major transit infrastructure, transit shelter/stop improvements, ITS improvements, intersection improvements (including roundabouts), access management, and landscaping. However, projects must be completed as a total package for a segment rather than individual projects scattered along the corridor. The goal is to fund a package of mobility enhancement strategies for a defined segment that would directly relate to land use/redevelopment plans prepared and approved by a member local government. The key to the program is establishing a linkage along the Tamiami Trail (US 41) between land use and transportation strategies through urban design that improves walking, bicycling and transit accessibility conditions. Projects have been identified in more detail in the Downtown Bradenton/Palmetto Mobility Study and in the City of Sarasota Bayfront Plan."

_____ $3 MILLION maximum MMEC funding requested

_____ Urban revitalization focus\Complete Streets approach

_____ Improves walking, bicycling, and transit accessibility

_____ Project defined in a local government land use/redevelopment plan (attach)

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan
Transportation Alternatives Program Investments Page 4-7

"Multimodal improvements in both counties, which include regional trails, bicycle and pedestrian projects, will be funded through Transportation Alternatives Program (TAP) funds. Authorized under MAP-21, TAP provides funding for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects.

"These investments will cover projects not included in the US 41 MMEC. As stated in the Challenges and Opportunities section, while overall transportation funding is down, there are significantly more TAP funds forecast for the 2040 LRTP than the 2035 LRTP due to increased funding through MAP-21. The MPO will commit $600,000 total for the region per year towards multimodal projects and priorities plus a local contribution towards project completion."

_____ $600,000 maximum

_____ Local match required $_____ _____%

_____ Non-motorized transportation alternative

_____ On- or off-road pedestrian and bicycle facilities

_____ Improving non-driver access to public transportation and enhanced mobility

_____ Recreational trail

_____ Safe Routes to School

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan
Regional Roadway Investments Pages 4-7

"The regional roadway system includes roads that facilitate accessibility to the region's economic anchors, such as the downtowns, the port, and other key economic activity centers. As directed by the MPO Board, roadway improvements on regional roads and Advanced Traffic Management System (ATMS) will be funded with Other Arterial funds. The primary purpose of the Other Arterials program is to fund improvements on segments of the State Highway System (SHS) not designated as Strategic Intermodal System (SIS) including construction and improvement projects and right-of-way on state roadways not included in the SIS. These are the highest priority regional projects. The regional roadway projects that are financially feasible are shown in the tables below."

ATMS
"In addition, both Manatee and Sarasota County will receive $20 million for regional ATMS projects to designate in accordance with the Concept of Operations Plan. This includes a fiber optic network, infrared cameras to monitor traffic conditions and traffic signal modifications to improve flow and respond more rapidly to incidents."

_____ 15th Street East

_____ River Road

_____ Central Manatee Network Alternatives Analysis recommendation

_____ ATMS

_____ $5 MILLION maximum

_____ Consistent with ATMS Master Plan (attach page)

_____ ATMS SEMP

_____ FDOT Systems Engineering Project Checklist

_____ FHWA Project Risk Assessment and Regulatory Compliance Checklist

ATTACHMENT D: LRTP and Local CIP page

Sarasota/Manatee 2040 Long Range Transportation Plan
State Investments Page 4-8

"State investments in the Sarasota Manatee region will go towards funding projects on Florida's Strategic Intermodal System (SIS) and other state facilities. The SIS, Florida's highest statewide priority for transportation capacity movements, focuses on regional, statewide, interstate, and international facilities that move people and freight. The SIS portion of FDOT revenues is programmed by FDOT for their highest priority transportation improvements which are incorporated into the Financially Feasible Plan.

"FDOT is investing in adding capacity to its key interstates to facilitate freight goods movements and support economic development. For this LRTP, the Ultimate I-75 project will be funded with FDOT SIS funds. The project will add capacity to the interstate through both counties."

_____ Highway Capacity

_____ Strategic Intermodal System (SIS)

_____ National Highway System (NHS)

_____ State Highway System (SHS)

_____ Regional Roadway Network (RRN)

_____ Bridge Repair (BRRP) or Replacement (BRP)

_____ MPO Bridge Priority: _____

_____ County Incentive Grant Program (CIGP)

_____ Transportation Regional Incentive Program (TRIP)

_____ SUN Trail (SUNT)

ATTACHMENT G: Priority Project Information Package Checklist

Project Name: Price Boulevard Widening – Toledo Blade Blvd to Panacea Blvd/Haberland Blvd

☒ Project Name

☒ Agency Lap Certified (check if yes)

Program Type (check one or more):

- ☒ Congestion Management
- ☐ Transportation Alternative
- ☐ Transit/Modal
- ☐ CIGP
- ☒ TRIP
- ☐ SRTS

☒ Project Limits

Constructability Review

Check if yes for the following:

- ☒ Significant Drainage modifications
- ☐ Railroad Crossings
- ☐ Existing Maintenance Issues

☐ Date Board endorsed:

☒ Signature of applying agency

☒ Signature of maintaining agency

☐ Signature of MPO representative

☒ Detailed description included (Attachment A)

☒ Location Map attached (Attachment A)

☒ Photos Included (Attachment B)

☒ Detailed Cost Estimate including estimate by phase (Attachment C)

☒ LRTP Page Checklist (Attachment D)

☐ CIP page attached (Attachment D)

☒ Detailed Survey or ROW documentation included (Attachment E)

☐ Detailed breakdown of ROW costs included (Attachment F)

Agency Application Review:

Contact Name and Title: Ben Newman, Projects Engineer

Email: bnewman@cityofnorthport.com **Phone: 941-240-8320**

Signature: _____ **Date:** 12/19/18

Your signature indicates that the information included with this application is complete and that you are the individual to contact regarding this application.