UTILITY ASSESSMENT PACKAGE

Florida Department of Transportation

District 1

Bradenton-Palmetto Connector

Limits of Project: US 41/SR 55

from US 301/SR 683 at 9th Street East to North of 25th Street East

Manatee, Florida

Financial Management Number: 444843-1-22-01

ETDM Number: 14507

Date: June 2026

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

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District One (D1) is conducting a Project Development and Environment (PD&E) study, known as the Bradenton-Palmetto Connector (BPC), to evaluate capacity and mobility improvements to United States (US) 41/State Road (SR) 55/1st Street (St)/Tamiami Trail (Trl) and US 301/SR 683 including roadway widening, bridge reconstruction, new stormwater management facilities (SMF), new floodplain compensation (FPC) sites, and bicycle and pedestrian accommodations. This PD&E study begins at US 301/SR 683 at 9th St East in the City of Bradenton, Florida and continues north to US 41 north of 25th St East in the City of Palmetto, Florida. The project also crosses the Manatee River. The study limits extend approximately 4.5 miles, all within Manatee County.

In 2025, FDOT D1 completed a PD&E study for the Hernando DeSoto Bridge (structure #130053) Replacement from westbound SR 64 to Haben Boulevard (Blvd) in Manatee County, Florida (FPID 442630-1-22-01, ETDM 14510). That study evaluated replacing the existing four lane DeSoto Bridge with a new four lane bridge that included wider shoulders, upgraded pedestrian facilities and other safety features. The DeSoto Bridge Replacement PD&E study limits fall within the BPC PD&E study limits; however, it did not include adding lanes for capacity improvements. This BPC PD&E study does include adding additional lanes both on the roadway and the DeSoto Bridge to accommodate capacity needed within the project study area.

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1. INTRODUCTION

1.1 PD&E STUDY PURPOSE

The objective of this Project Development & Environment (PD&E) study is to assist the Florida Department of Transportation (FDOT) Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the proposed improvements for the widening of US 41 and US 301. This study documents the need for improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and intersection enhancements.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

1.2 PROJECT PURPOSE AND NEED

The purpose of the project is to provide additional capacity and accommodate transportation demand across the Manatee River, specifically between the cities of Bradenton and Palmetto and the numerous communities in western Manatee County, as part of the regional transportation system. Another project goal is to enhance safety. The need for the project is based on the following criteria: capacity, transportation demand, and safety.

1.3 PROJECT DESCRIPTION

The FDOT District One (D1) is conducting a PD&E study, known as the Bradenton-Palmetto Connector (BPC), to evaluate capacity and mobility improvements to United States (US) 41/State Road (SR) 55/1st Street (St)/Tamiami Trail (Trl) and US 301/SR 683 including roadway widening, bridge reconstruction, new stormwater management facilities (SMF), new floodplain compensation (FPC) sites, and bicycle and pedestrian accommodations. The study limits begin at US 301/SR 683 from 9th St East, north of the City of Bradenton, Florida, and continues along US 41 to north of 25th St East, north of the City of Palmetto, Florida. The project also crosses the Manatee River. The study limits extend approximately 4.5 miles, all within Manatee County. The project location and study limits are shown in **Figure 1-1**.

In 2025, FDOT D1 completed a PD&E study for the Hernando DeSoto Bridge (structure #130053) Replacement from westbound SR 64 to Haben Boulevard (Blvd) in Manatee County, Florida (FPID 442630-1-22-01, ETDM 14510). That study evaluated replacing the existing four lane DeSoto Bridge with a new four lane bridge that included wider shoulders, upgraded pedestrian facilities and other safety features. The DeSoto Bridge Replacement PD&E study limits fall within the BPC PD&E study limits; however, it did not include adding lanes for capacity improvements. This BPC PD&E study does include adding additional lanes both on the roadway and the DeSoto Bridge to accommodate capacity needed within the project study area.

Figure 1-1 Project Location Map

1.4 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

1.4.1 Existing Facility

The study begins on US 301 starting form from 9th St East where the alignment traverses west then turns north as it crosses over the northbound leg South Tamiami Trl. US 301 then combines with US 41 north of the CSX Railroad at-grade crossing (RR#624712-B). US 301 is a 4-lane divided roadway where the median alternates between grassed vegetation and a concrete barrier. The facility contains open drainage and paved shoulders. There are no bicycle lanes or sidewalks. A representation of the lane arrangement is shown in **Figure 1-2**.

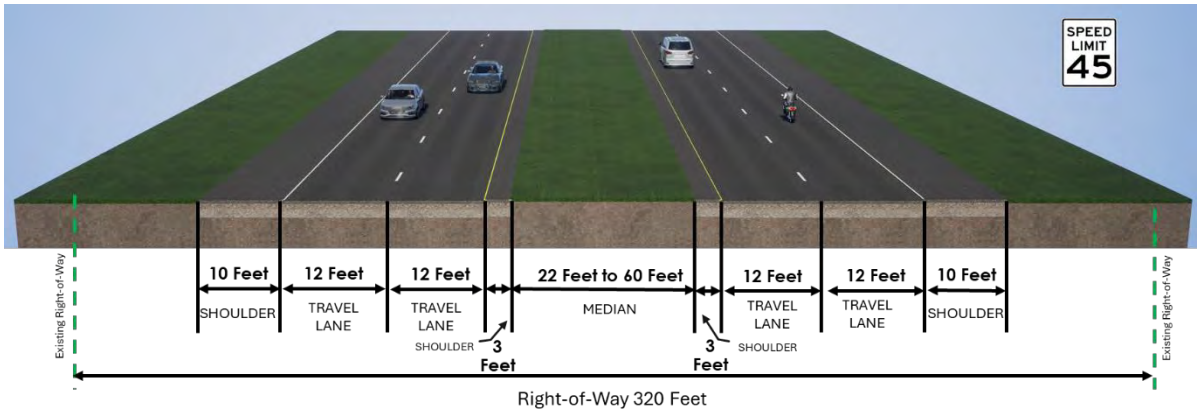

Figure 1-2 Existing Roadway Typical Section: US 301

North of the US 301 junction with US 41, from the CSX Railroad at-grade crossing (RR#624712-B) to north of westbound SR 64, the US 41/US 301 roadway varies between a maximum of four northbound lanes to a minimum of two northbound lanes and a maximum of three southbound lanes to a minimum of two southbound lanes. The median varies between a grassed median, concrete separator, and concrete barrier. Stormwater runoff is conveyed through a closed drainage system and there are sidewalk along both sides of the roadway until north of westbound SR 64 where there is no sidewalk on the east side and sporadic sidewalk on the west side. There are no bicycle lanes within these limits. Exclusive right- and left-turn lanes are used at select intersections, including all signalized intersections at 13th Avenue (Ave), 9th Ave, eastbound SR 64/6th Ave, and westbound SR 64. Although the roadway's right-of-way width varies, it is generally 125 feet wide. The posted speed limit is 45 miles per hour (mph). A representation of the lane arrangements is shown in **Figure 1-3**.

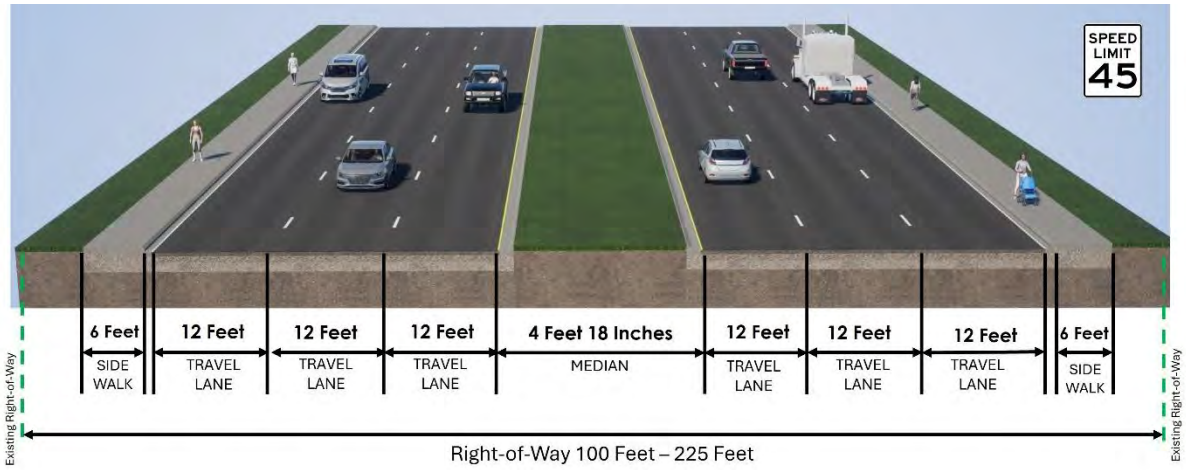

Figure 1-3 Existing Roadway Typical Section: South of DeSoto Bridge

North of westbound SR 64, US 41 continues as a four-lane divided roadway and crosses the Manatee River via the DeSoto Bridge. The bridge has substandard elements with design deficiencies, including narrow shoulders, discontinuous pedestrian facilities, and substandard bridge rails.

The existing typical section for the DeSoto Bridge is a divided four-lane highway comprised of two 12-foot travel lanes, a two-foot outside shoulder in each direction, and a four-foot raised median and barrier wall**,** as shown in **Figure 1-4**. The total bridge width is approximately 62 feet. The posted speed limit is 50 mph.

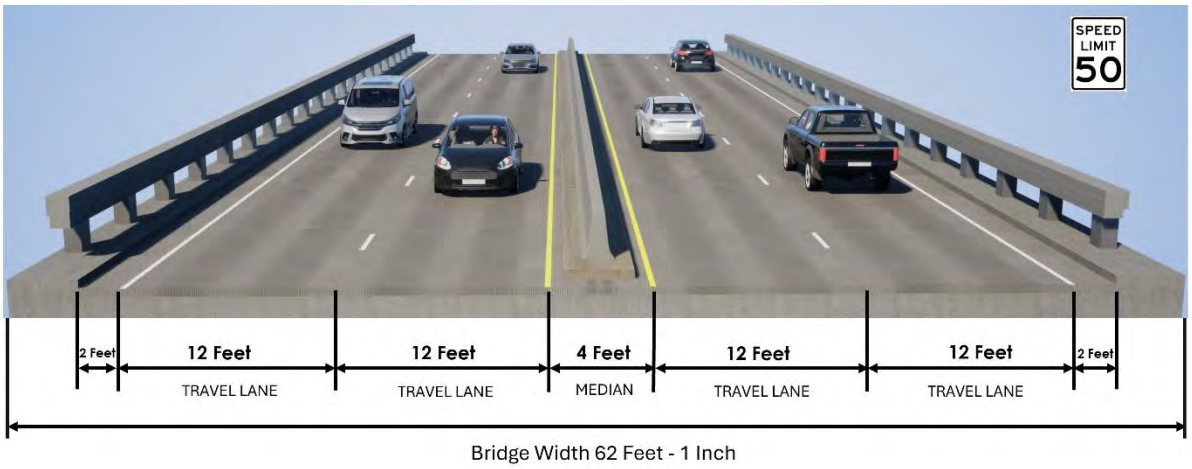

Figure 1-4 Existing Structure Typical Section: DeSoto Bridge

North of the DeSoto Bridge to north of 25th St E the typical roadway section consists of two 12-foot travel lanes in each direction. The median varies between a grass median and concrete traffic separator. The roadway transitions from paved shoulders and open drainage to curb and gutter and closed drainage north of the US 301/10th St E interchange. There are no sidewalks from north of the DeSoto bridge to 17th St E, there are continuous sidewalks from 17th St E to 25th St E, and there are no sidewalks north of 25th St E to the end of the project limits. There are no bicycle lanes. The roadway's

right-of-way width varies, but it is generally 120 feet. The posted speed limit is 50 mph. A representation of the lane arrangements is shown in **Figure 1-5**.

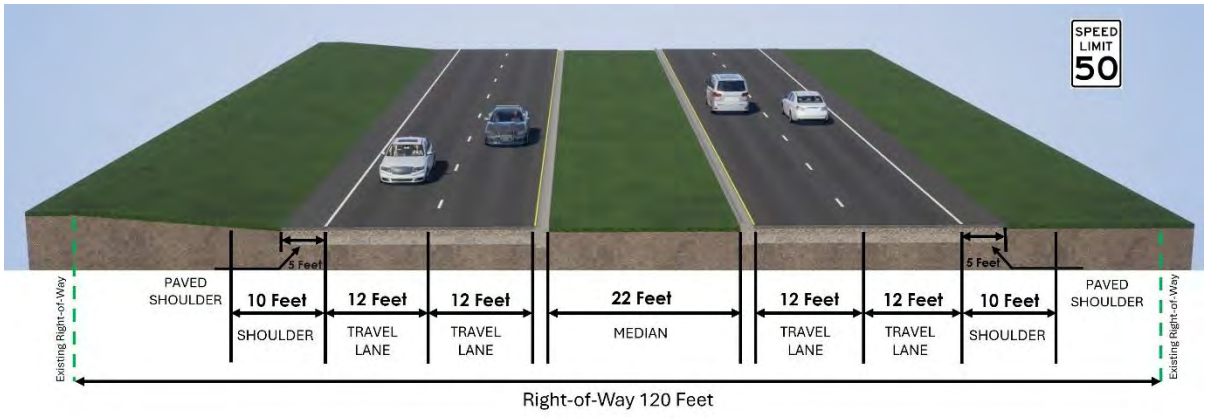

Figure 1-5 Existing Roadway Typical Section: North of DeSoto Bridge

1.4.2 Proposed Improvements

The proposed improvements associated with the Preferred Alternative include widening the roadway from four to six general purpose lanes and adding two elevated proposed express lanes supported by median piers. Additional improvements include drainage upgrades and enhanced bicycle and pedestrian facilities, including sidewalks south of the DeSoto Bridge and shared use paths north of the DeSoto Bridge. In addition to the Preferred Alternative, due to funding constraints and the potential need for the elevated lanes of the Preferred Alternative to be tolled, an Interim Improvement is proposed between westbound SR 64 and US 301. This Interim Improvement would widen the roadway from four to six lanes and remove and replace the DeSoto Bridge with six travel lanes and a shared use path on both sides. The Interim Improvements are 1.7 miles of the total project length and do not include the elevated proposed express lanes.

Analysis of the Preferred Alternative does not assume any of the Interim Improvements are constructed. Instead, the study compares the Preferred Alternative to the existing/No-Build condition. This PD&E study evaluates the No-Build alternative and the Preferred Alternative. However, this study also includes information on the Interim Improvements to clearly quantify impacts of both Preferred Alternative and Interim Improvements. The Preferred Improvement and Interim Improvement limits are shown in **Figure 1-6**.

Figure 1-6 Preferred Alternative and Interim Improvements

Preferred Alternative

Corridor improvements begin at US 301 and 9th St East which travels west to intersect US 41 and continues north, crossing the Manatee River and ending north of 25th St E. The improvements are divided into three typical sections: south of the DeSoto Bridge, the DeSoto Bridge, and north of the DeSoto Bridge, to demonstrate the roadway and bridge configurations along the Preferred Alternative.

South of the DeSoto Bridge: The proposed typical section consists of six 11-foot lanes divided by a median that widens to 22 feet to accommodate the elevated structure. The at-grade roadway includes six-foot sidewalks on both sides and no bicycle lanes. The proposed right-of-way is approximately 120 feet wide. The proposed design speed is 45 mph from 9th Street East on US 301 to 13th Ave on US 41, 40 mph from 13th Ave to westbound SR 64, and 45 mph from westbound SR 64 to the DeSoto Bridge. Two 15-foot proposed express lanes are provided in the US 301 median via an elevated structure that begins just west of 9th St East. The elevated structure follows US 301 through a northern curve near US 41/SR 45/S Tamiami Trail, where US 301 joins US 41. This typical section is shown in **Figure 1-7**.

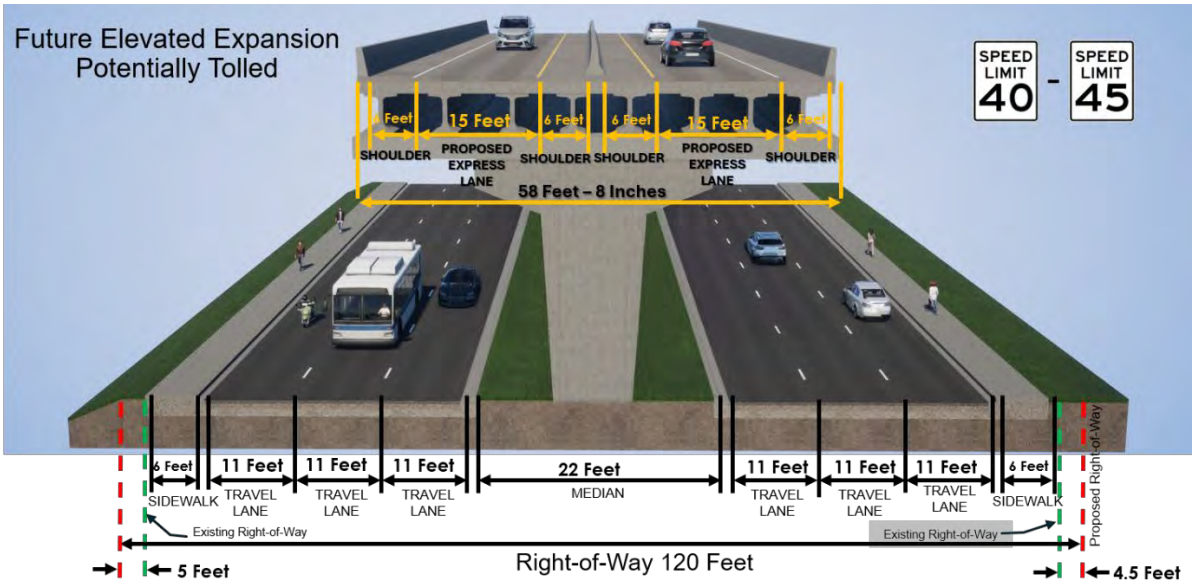

Figure 1-7 Preferred Roadway Typical Section: South of DeSoto Bridge

DeSoto Bridge: The proposed express lanes transition from an elevated structure to match the elevation of the travel lanes on DeSoto Bridge. The transition occurs just north of westbound SR 64. The new DeSoto Bridge consists of eight travel lanes (six travel lanes and two proposed express lanes), plus a barrier separated 12-foot shared use path on both sides. The bridge is approximately 164 feet wide. The proposed design speed is 45 mph. In addition, the proposed express lanes are buffer separated from the travel lanes via flexible tubular markers as shown in **Figure 1-8**.

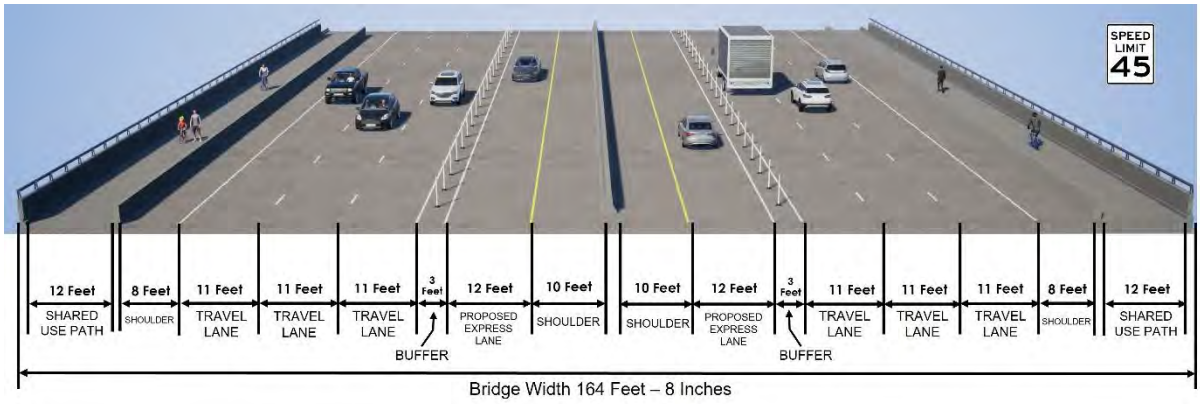

Figure 1-8 Preferred Roadway Typical Section: DeSoto Bridge

North of the DeSoto Bridge: This typical section is comprised of six 11-foot lanes divided by a median that widens to 32.5 feet to accommodate the elevated structure. The at-grade roadway includes a 12-foot shared use path on both sides of US 41. The proposed right-of-way is approximately 176 feet, and the proposed design speed is 45 mph. The proposed express lanes transition back to an elevated structure in the roadway median, north of the bridge over the CSX Railroad Short Line, spanning the intersections from 17th St East to 25th St East. A conceptual view of the proposed express lanes elevated over the travel lanes is shown in **Figure 1-9**.

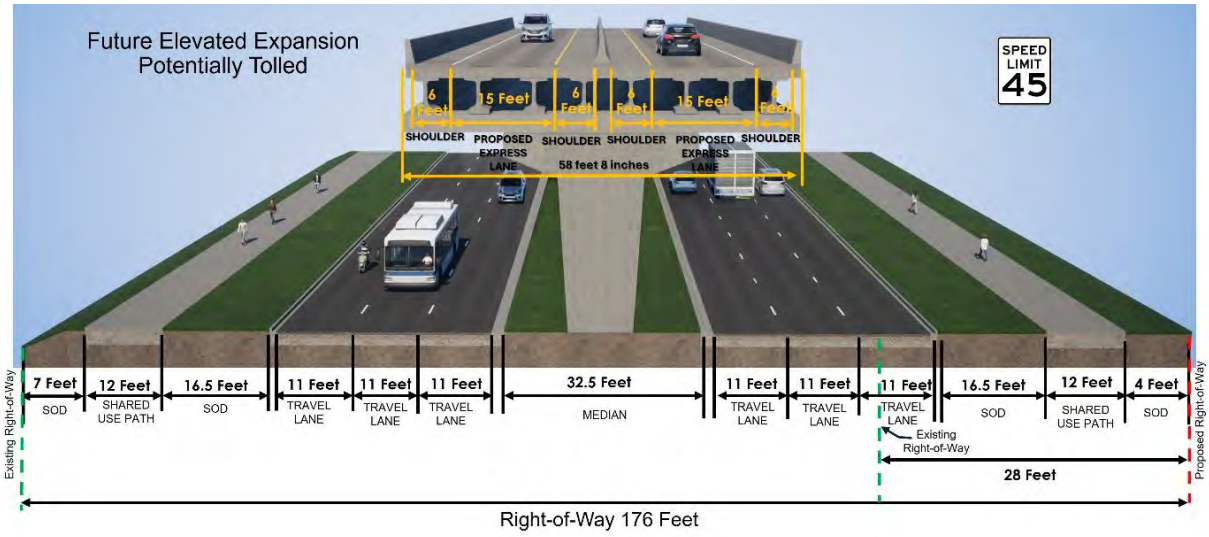

Figure 1-9 Preferred Roadway Typical Section: North of Desoto Bridge

Interim Improvements:

The limits of the Interim Improvements are from westbound SR 64 to US 301 as shown in **Figure 1-10**. The improvements are divided into three typical sections: south of the DeSoto Bridge, the DeSoto Bridge, and north of the DeSoto Bridge, to demonstrate the roadway and bridge configurations. The Interim Improvements are consistent with the full limits of the previously approved DeSoto Bridge Replacement PD&E Study (FPID 442630-1-22-01, ETDM 14510). The difference between the prior study and the Interim Improvements is the prior DeSoto Bridge Replacement PD&E studied only replacing the DeSoto Bridge with a new four-lane structure but did not evaluate capacity improvements. Whereas the Interim Improvement would widen the roadway from four to six lanes and remove and replace the DeSoto Bridge with six travel lanes and a shared use path on both sides.

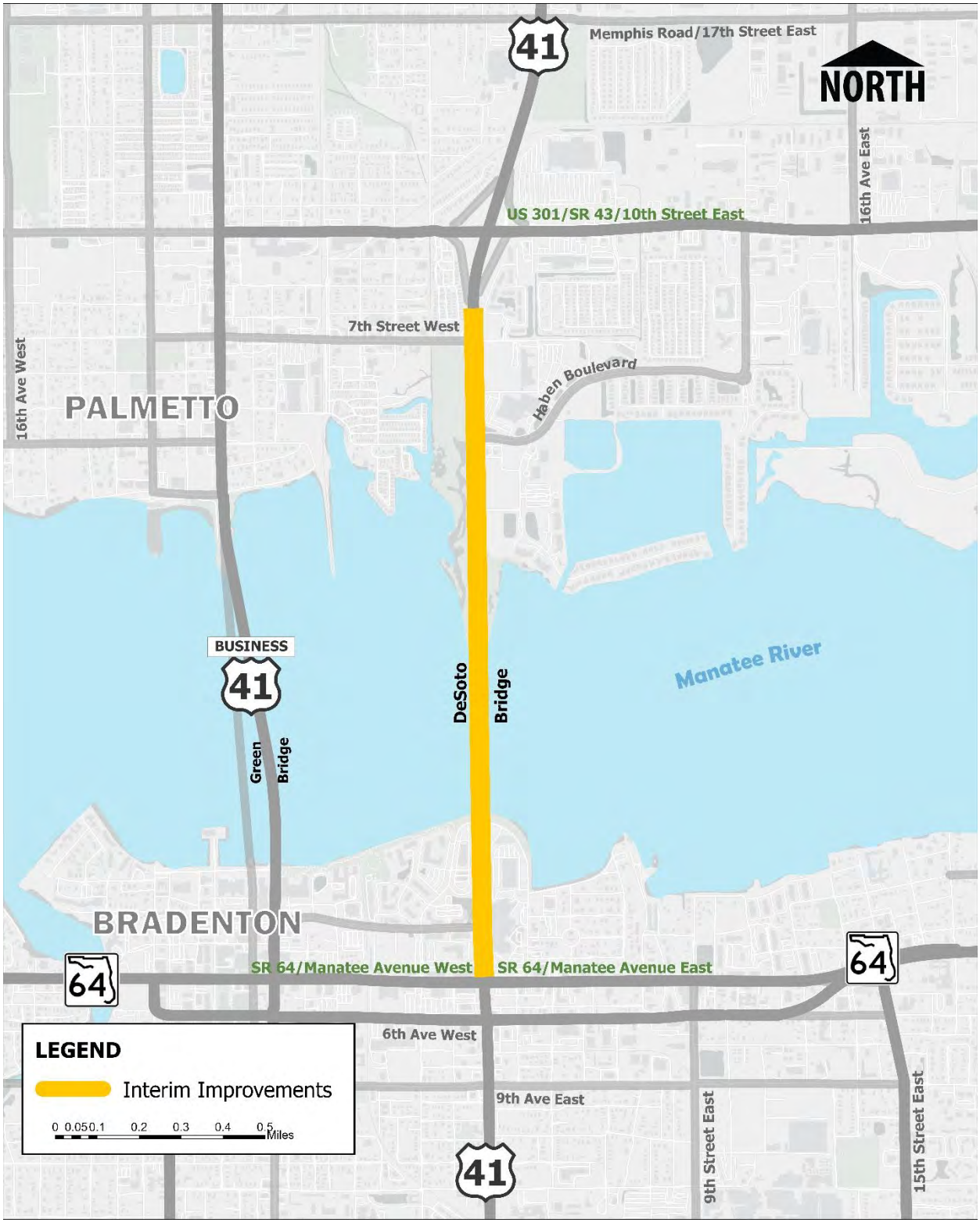

Figure 1-10 Interim Improvements Project Limits

South of the DeSoto Bridge: The typical section consists of six 11-foot travel lanes, divided by a median that varies from eight to 18 feet, and provides six-foot sidewalks on both sides of US 41 with no bike lanes. The proposed right-of-way is approximately 136 feet, which is wide enough to accommodate the elevated structure for future proposed express lanes when the Preferred Alternative is constructed. The proposed design speed is 45 mph. The conceptual lane arrangements for the Interim Improvement north of the DeSoto Bridge are shown in **Figure 1-11**.

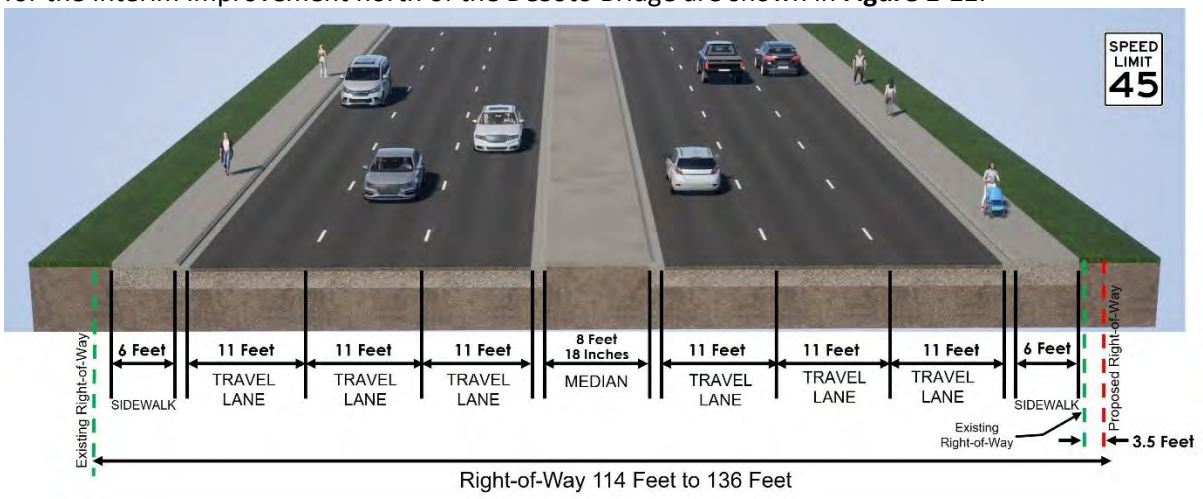

Figure 1-11 Interim Improvements South of DeSoto Bridge

DeSoto Bridge: The Interim Improvement includes the replacement of the DeSoto Bridge in which six 11-foot travel lanes divided by a concrete barrier median, with eight-foot inside shoulders in each direction are proposed. The typical section also includes a 12-foot shared use path and outside shoulders on both sides of the bridge. The bridge will be designed to accommodate future widening of the structure so proposed express lanes could be added when the Preferred Alternative is constructed. The proposed right-of-way is approximately 128 feet, and the proposed design speed is 45 mph. The lane arrangements on the DeSoto Bridge with the Interim Improvements are shown in **Figure 1-12**.

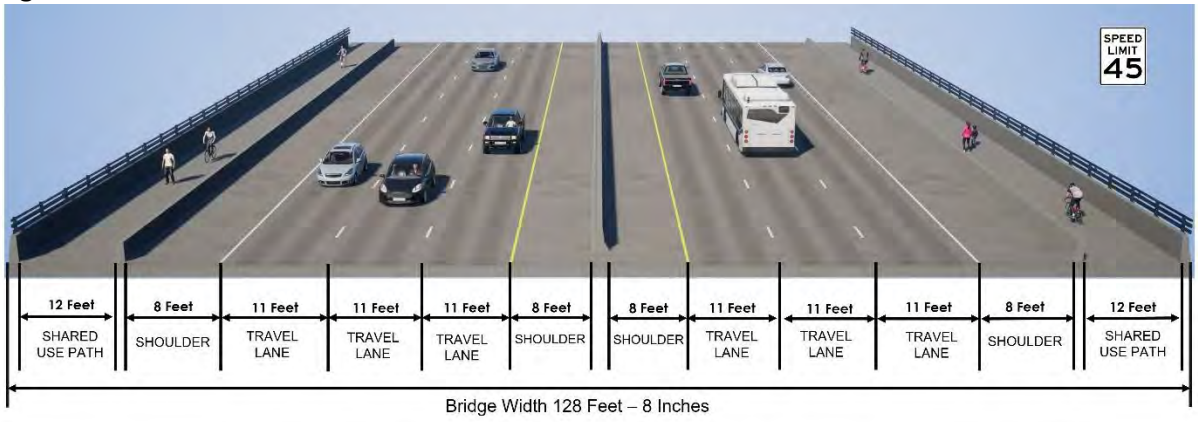

Figure 1-12 Interim Improvements DeSoto Bridge

North of the DeSoto Bridge: The typical section consists of six 11-foot travel lanes divided by a 32.5-foot median, which is wide enough to accommodate the elevated structure for future proposed express lanes when the Preferred Alternative is constructed. A 12-foot shared use path is provided on both sides of the roadway. The proposed right-of-way is approximately 176 feet, and the proposed design speed is 45 mph. The conceptual lane arrangements for the Interim Improvements north of the DeSoto Bridge are shown in **Figure 1-13**.

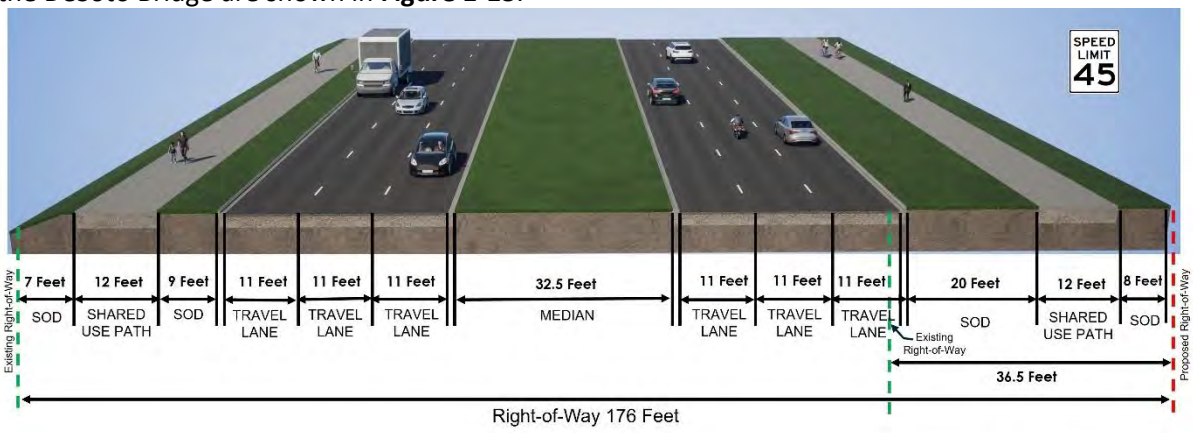

Figure 1-13 Interim Improvements North of DeSoto Bridge

2. UTILITY ASSESSMENT

2.1 UTILITY SUMMARY

As a result of the data collected and a design ticket from Sunshine 811, sixteen utility companies were identified:

1. City of Bradenton – Public Works & Utilities
2. City of Bradenton – Street Lights and Traffic
3. City of Palmetto
4. Comcast
5. Crown Castle Fiber LLC
6. Florida Power & Light – Distribution
7. Florida Power & Light - Transmission
8. Frontier Florida, LLC
9. Manatee County – Utility Operations
10. Manatee County Traffic Operations / Transportation
11. MCI Metro Access Transmission Services, LLC.
12. Peace River Electric Cooperative, Inc.
13. Peoples Gas System, Inc.
14. Spectrum Sunshine State, LLC
15. Uniti Fiber LLC
16. Zayo Group, LLC

Three of these utility companies, City of Bradenton – Street Lights and Traffic, Manatee County Traffic Operations / Transportation, and Peace River Electric Cooperative, Inc., indicated they do not have facilities within the limits of the study.

Of the remaining thirteen, thirteen have potential conflicts between their facilities and the proposed FDOT project, depending on what improvements are being made. Potential conflicts include buried fiber, buried copper, water mains, wastewater mains, gas mains, and power poles. If Florida Power & Light – Distribution or Transmission is in conflict, then the joint users on the poles will be in conflict as well. No UAO indicated their facilities are within an easement and therefore not compensable. Communication companies may be compensable if proof is provided that the facilities being relocated are 7 or less years old.

2.2 UTILITY AGENCY/OWNER (UAO'S) CONTACTED

City of Bradenton – Public Works & Utilities
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City of Bradenton – Street Lights and Traffic
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City of Palmetto
Mr. Robert "Bob" Simpson
Project Manager
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rsimpson@palmettofl.org

Comcast
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UAO Project Representative
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kevin_murphy4@comcast.com

Crown Castle Fiber LLC
Mr. Danny Haskett
Operations Manager
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CrownCastleFloridaReviews@crowncastle.com

Florida Power & Light – Distribution
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UAO Project Representative
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Florida Power & Light – Transmission
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Frontier Florida, LLC
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Engineer, Network SR
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Manatee County – Utility Operations
Mr. Lorenzo Duarte
UAO Project Representative
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Manatee County Traffic Operations / Transportation
Mr. Makunda Gopalakrishna
UAO Project Representative
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941-749-3500, Ext. 7813
mukunda.gopalakrishna@mymanatee.org

MCI Metro Access Transmission Services, LLC
Mr. Michael Krol
Senior Engineer
7701 E Telecom Parkway
Temple Terrace, FL 33637
(813) 410-4803
michael.krol@verizon.com

Peace River Electric Cooperative, Inc.
Mr. David McClintock
Construction Supervisor
210 Methany Rd
Wauchula, FL 33873
(863) 767-4621
david.mcclintock@preco.coop

Peoples Gas System, Inc.
Mr. David Rivera
Supervisor Gas Design
5101 NW 21st Ave Ste 460
Fort Lauderdale, FL, 33309
(954) 453-0794
drrivera@tecoenergy.com

Spectrum Sunshine State, LLC.
Mr. James Fleming
Supervisor, Construction
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Bradenton, FL 34208
(941) 213-0877
James.Fleming1@charter.com

Uniti Fiber LLC
Mr. Terry Young
Construction Manager
805 Executive Center Drive W, Suite 110
St. Petersburg, FL 33702
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Terry.Young@uniti.com

Zayo Group, LLC
Mr. Jake Sansom
UAO Project Representative
4701 W Hillsborough Ave
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Jake.sansom@zayo.com

Table 2-1 Description of Existing Utilities

Utility Agency/Owners	Facilities Within Corridor	Description of Existing Utilities	Reimbursable: Yes or No
City of Bradenton	Yes	City of Bradenton has a 20" ductile iron potable water line running east to west along the north side or Riverfront Blvd crossing US 41 and exiting the project limits in both directions. City of Bradenton has a 2" PVC force main just west of US 41 that crosses from the north side of Riverfront Blvd to the south side and continues west exiting the project limits	No (No Easement Provided)
City of Bradenton Street Lights and Traffic	No	N/A	No
City of Palmetto	Yes	The City of Palmetto has and 8" FM running along the west side of US-41 and 8" WM along the east side of US-41. They begin at 1st St E and end at 7th St W. City of Palmetto also has a 12" PVC FM that crosses US-41 at 10th St W.	No (No Easement Provided)
Comcast	Yes	Comcast has underground facilities that enter the project at 17th Ave W and run north along the west side of US-41 before crossing to the east side at 13th Ave E and exiting the project limits at 12th Ave E. Comcast has two underground crossings south of the bridge (Martin Luther King Ave E and 6th Ave W).	No (Unless UAO proves facilities were installed 7 or less years ago)
Crown Castle Fiber, LLC	Yes	Crown Castle has an overhead line crossing US-41 along the north side of 6th Ave W. Crown Castle has an underground (2) 1.25" HDPE that crosses US-41 along the south side of Manatee Ave E and continues north along the west side of US-41 before going aerial just north of the bridge. The facilities continue ending just south of 10th St W.	No (Unless UAO proves facilities were installed 7 or less years ago)
Florida Power & Light Distribution	Yes	Did not provide greenline markups or as-builts.	No (No Easement Provided)
Florida Power & Light Transmission	Yes	FPL Transmission has a 138 kV line crossing US-41 along the north side of 6th Ave E .	No (No Easement Provided)

Utility Agency/Owners	Facilities Within Corridor	Description of Existing Utilities	Reimbursable: Yes or No
Frontier Florida, LLC	Yes	Frontier has 5 buried 4" PVC with fiber north of Haben Blvd running south along the east side of US 41 to a 3'x5' handhole just north of the Desoto Bridge where the lines go subaqueous to cross to the south side of the bridge and cross to a handhole on the southside of Riverfront Blvd. Frontier has 2 buried 4" PVC with fiber running east and west along the south side of Riverfront Blvd that cross US 41 and exit the project limits in both directions.	No (Unless UAO proves facilities were installed 7 or less years ago)
Manatee County – Utility Operations	Yes	Manatee County Utilities has a 16" DIP water main starting at the north end of the project running south along the east side of US 41 eventually becoming subaqueous to cross to 1st St E. Manatee County Utilities has a 16" DIP water main running south east of 1st St E before ending at the northeast corner of the 3rd Ave W and1st St E intersection.	No (No Easement Provided)
Manatee County Traffic Operations	No	N/A	No
MCI Metro Access Transmission Services, LLC	Yes	MCI has 2 x 2" HDPE conduit with FOC just south of 3rd Ave W that runs north along the west side of US 41 where it goes subaqueous to cross along the west side of the bridge eventually exiting the project limits to the north. MCI has 2 x 2" HDPE conduit with FOC just south of 3rd Ave W that runs north along the east side of US 41 where it goes subaqueous to cross along the east side of the bridge eventually exiting the project limits to the north.	No (Unless UAO proves facilities were installed 7 or less years ago)
Peace River Electric Cooperative, Inc.	No	N/A	No
People's Gas System, Inc.	Yes	TECO Peoples Gas has an 8" gas main just south of the southern point of the bridge that runs north along the east side of the bridge eventually ending just north of the bridge.	No (No Easement Provided)
Spectrum Sunshine State, LLC	Yes	Spectrum has multiple crossings in the southern end of the project. Spectrum has underground facilities at the northeast corner of the Manatee Ave and US 41 intersection that cross to the northwest corner	No (Unless UAO proves facilities were

Utility Agency/Owners	Facilities Within Corridor	Description of Existing Utilities	Reimbursable: Yes or No
		and continue north going subaqueous at the bridge and crossing to the east side of US 41 just north the bridge on the east side of US 41 running north until exiting the project.	installed 7 or less years ago)
Uniti Fiber LLC (Windstream)	Yes	Uniti has underground facilities north of Haben Blvd running south along the west side of US 41 attaching to the bridge to continue south along the west side.	No (Unless UAO proves facilities were installed 7 or less years ago)
Zayo Group	Yes	Zayo has a buried fiber line at the southwest corner of the Manatee Ave and US 41 intersection that runs north before going subaqueous and crossing to the north end of the bridge. Zayo has a buried fiber line just north of the bridge that runs north along the west side of US 41 to the southwest corner of the Haben Blvd and US 41 intersection. Zayo has a buried fiber line at the southwest corner of the Haben Blvd and US 41 intersection that crosses to the southeast corner and then runs north exiting the project limits	No (Unless UAO proves facilities were installed 7 or less years ago)

2.3 MITIGATION RECOMMENDATIONS

Most of the UAOs have the capability to adjust their services without causing major inconvenience to their customers or contractor. Mitigation measures could include design alterations ie. elliptical piping or spread footers, communication with UAO for advanced relocation prior to construction, and coordination with contractor and UAO regarding the contractor's schedule and activities for relocations/adjustments during construction.

2.4 DISCUSSIONS OF UAOS LIKELY TO ENTER INTO A UTILITY WORK BY HIGHWAY CONTRACTOR AGREEMENT (UWHCA) WITH FDOT

There were no responses from the UAO's in regards to entering into a utility work by highway contractor agreement (UWHCA) with FDOT. All UAO's were requested to provide a response.

2.5 UAOS CONTACTED BUT NOT AFFECTED BY THE PROPOSED PROJECT

1. City of Bradenton Street Lights and Traffic has no facilities within the project limits.
2. Manatee County Traffic Operations has no facilities within the project limits.
3. Peace River Electric Cooperative, Inc. has no facilities within the project limits.

2.6 UNRESPONSIVE UAOS

Florida Power & Light – Distribution has been unresponsive throughout the project in providing greenline utility markups on roll plots & relocation cost estimates.

APPENDICES

Appendix A Sunshine 811 Design Ticket

Appendix B Information Received from UAOs

APPENDIX A

Sunshine 811 Design Ticket

Ticket : 091606082 Rev:000 Taken: 04/01/26 14:19ET

State: FL Cnty: MANATEE GeoPlace: BRADENTON
CallerPlace: BRADENTON
Subdivision:

Address :
Street : US 301
Cross 1 : 9TH ST E
Within 1/4 mile: Y
Cross 2 : US 41 BR

Locat: DESIGN LOCATE BOTH SIDES OF US 301/US 41 ROW TO ROW FROM 9TH ST E TO US 41 BR
:
Remarks : IN RESPONSE TO RECEIPT OF A DESIGN TICKET, SSOCOF PROVIDES THE ORIGINATOR OF THE DESIGN TICKET WITH A LIST OF SSOCOF MEMBERS IN THE VICINITY OF THE DESIGN PROJECT. SSOCOF DOES NOT NOTIFY SSOCOF MEMBERS OF THE RECEIPT BY SSOCOF OF A DESIGN TICKET. IT IS THE SOLE RESPONSIBILITY OF THE DESIGN ENGINEER TO CONTACT SSOCOF MEMBERS TO REQUEST INFORMATION ABOUT THE LOCATION OF SSOCOF MEMBERS' UNDERGROUND FACILITIES. SUBMISSION OF A DESIGN TICKET WILL NOT SATISFY THE REQUIREMENT OF CHAPTER 556, FLORIDA STATUTES, TO NOTIFY SSOCOF OF AN INTENT TO EXCAVATE OR DEMOLISH. THAT INTENT MUST BE MADE KNOWN SPECIFICALLY TO SSOCOF IN THE MANNER REQUIRED BY LAW. IN AN EFFORT TO SAVE TIME ON FUTURE CALLS, SAVE YOUR DESIGN TICKET NUMBER IF YOU INTEND TO BEGIN EXCAVATION WITHIN 90 DAYS OF YOUR DESIGN REQUEST. THE DESIGN TICKET CAN BE REFERENCED, AND THE INFORMATION ON IT CAN BE USED TO SAVE TIME WHEN YOU CALL IN THE EXCAVATION REQUEST.
*** STREET NAME HAS CHANGED TO US 41 ***
*** LOOKUP BY BETWEEN ***
*** Boundary: n 27.545530   s 27.479080   w -82.565235   e -82.554193
:
Grids   : 2728A8233A   2728A8233B   2728A8233C   2728B8233C   2729A8233A
Grids   : 2729A8233B   2729B8233A   2729B8233B   2729C8233A   2729C8233B
Grids   : 2729D8233A   2729D8233B   2730A8233A   2730A8233B   2730B8233A
Grids   : 2730B8233B   2730C8233A   2730C8233B   2730D8233A   2730D8233B
Grids   : 2731A8233B   2731B8233B   2731C8233A   2731C8233B   2731D8233A
Grids   : 2731D8233B   2732B8233A   2732C8233A   2732C8233B   2732D8233A
Grids   : 2732D8233B

Work date: 04/01/26 Time: 14:13ET Hrs notc: 000 Category: 6 Duration: UNKNOWN
Due Date : 04/03/26 Time: 23:59ET Exp Date : 05/01/26 Time: 23:59ET
Work type: DESIGN Boring: N White-lined: N
Ug/Oh/Both: U Machinery: N Depth: UNK Permits: N N/A
Done for : DESIGN

Company : ELEMENT ENGINEERING LLC Type: CONT
Co addr : 8509 E BENJAMIN RD
Co addr2: SUITE E
City   : TAMPA State: FL Zip: 33605
Caller : CONNOR GALLAGLY Phone: 813-852-1888
BestTime: 5-7
Email   : CGALLAGLY@OMNI-COMMUNICATIONS.COM

Submitted: 04/01/26 14:19ET Oper: CON Chan: WEB
Mbrs : AT2497 CB2560 CC1966 COBRAD COP876 CTV413 FLW941 FPLMAN FPLSUB GT1722
Mbrs : MCIU01 MCT589 MCTYPW NN1882 PGSSAR PRE463 TM2581 TW1059 VW2324

There are 1 attachment(s) which can be viewed at:
https://exactix.sunshine811.com/viewticket/FL811/mQ4XOnF_9i3xEZf3743COKBI

* Responses are current as of 04/01/2026 02:19 PM

Ex. Circum	Service Area	Utility Type(s)	Contact	Alternate Contact	Emergency Contact	Positive Response
No	WINDSTREAM ENTERPRISE/WHOLE AT2497	FIBER	CLEC LOCATE DESK (800) 941-3430	CRAIG HILGENBERG (800) 289-1901	CLEC LOCATE DESK (800) 941-3430	
No	CITY OF BRADENTON - STREET LIGHTS AND TRAFFIC SIGNALS CB2560	STREET LIGHTS, TRAFFIC SIGNALS	KIM CLAYBACK (941) 708-6304	CHRIS WALTERS (941) 708-6364 x252	CHRIS WALTERS (941) 708-6364 x252	
No	CROWN CASTLE CC1966	ELECTRIC	FIBER DIG TEAM (800) 654-3110		CROWN CASTLE FIBER NOC (855) 933-4237 x1	
No	CITY OF BRADENTON COBRAD	SEWER, WATER	KIM CLAYBACK (941) 708-6304	STEVE SIBERT (941) 708-6300 x227	PHILLIP CAMPBELL (941) 708-6300 x243	
No	CITY OF PALMETTO COP876	SEWER, WATER	MOHAMMED RAYAN (941) 723-4580 x2124	GRACE JOHNSON (941) 723-4580 x2118	MATTHEW BLOOME (941) 723-4580 x2111	
No	COMCAST CTV413	CATV	CHAD EVENER (941) 356-1564		HFC HELP DESK (855) 962-8525	
No	ZAYO GROUP / FORMERLY LIGHTWAVE, LLC FLW941	FIBER	HENRY KLOBUCAR (406) 496-6510	STAKE CENTER / LOUIS SIMONE (772) 579-8956	JON RAY (813) 417-2184	
No	FLORIDA POWER & LIGHT--MANATEE FPLMAN	ELECTRIC	FPL CABLE LOCATIONS-DISTRIBUTION SDD/MPE - EDGAR.AGUILAR@FP JAMIE.PURNELL@FPL		USIC DISPATCH CENTER (800) 778-9140	
No	FLORIDA POWER & LIGHT - SUBAQUEOUS FPLSUB	ELECTRIC	EDGAR AGUILAR (386) 586-6403		JOSEPH W. HEATHERLY (772) 201-6400	
No	FRONTIER COMMUNICATIONS GT1722	CATV, COMMUNICATION LINES	DANIEL DILIELLO (941) 504-9662	KYLE PERKINS (727) 313-6167	AFTER HOURS CRAIG ELLISON, USIC. (800) 575-5594	
No	MCI MCIU01	COMMUNICATION LINES, FIBER	MONICA HUTTO	NATIONAL FIBER SECURITY DEPARTMENT (800) 624-9675	NATIONAL FIBER SECURITY DEPARTMENT (800) 624-9675	
No	MANATEE COUNTY TRANSPORTATION DEPARTMENT MCT589	TRAFFIC LIGHTS, TRAFFIC SIGNALS	UTILITY DESIGN REQUESTS (941) 792-8811	JAMES HILL (941) 348-7112	ANTHONY WILLIAMS (941) 792-8811 x5081	

No	MANATEE COUNTY UTILITY OPERATIONS MCTYPW	RECLAIMED WATER, SEWER, WATER	UTILITY DESIGN REQUESTS (941) 792-8811	JAMES HILL (941) 348-7112	ANTHONY WILLIAMS (941) 792-8811 x5081
No	CROWN CASTLE NG NN1882	FIBER	FIBER DIG TEAM (800) 654-3110		CROWN CASTLE FIBER NOC (855) 933-4237 x1
No	TECO PEOPLES GAS-SARASOTA PGSSAR	GAS	BRIANA VELEZ (813) 275-3700 x8326	JARED ELY (813) 743-7807	TECO-PEOPLES GAS CUSTOMER SERVICE (877) 832-6747
No	PEACE RIVER ELECTRIC COOPERATIVE, INC. PRE463	ELECTRIC	TONY SMITH (863) 767-4635	MATT DRISKELL (863) 781-0806	CHARLIE BEDDOW (863) 781-0732
No	TRAFFIC MANAGEMENT SOLUTIONS TM2581	FIBER	CLIFF BADGETT (941) 685-5897	CLIFF BADGETT (941) 685-5897	TARYN STRAYER
No	CHARTER COMMUNICATIONS TW1059	CATV	GARY BLEVINS (813) 302-0800	ITG LOCATES (407) 557-8832	FLORIDA REGIONAL OPERATIONS CENTER (844) 220-2369
No	VERIZON WIRELESS VW2324	FIBER	MONICA HUTTO	STAKE CENTER LOCATING DISPATCHER** (801) 364-1063	NATIONAL FACILITY LOCATE CENTER (800) 624-9675

Started:04/01/2026 02:13:34 PM
Saved:04/01/2026 02:19:40 PM