Central Polk Parkway Project Development & Environment Study Preliminary Engineering Report

Florida Department of Transportation Florida's Turnpike Enterprise

Central Polk Parkway from US 17 (SR 35) to SR 60 Project Development and Environment Study

> **Polk County, Florida** Financial Project ID: 440897-4-22-01



PRELIMINARY ENGINEERING REPORT

Florida Department of Transportation

Florida's Turnpike Enterprise

Central Polk Parkway

From US 17 (SR 35) to SR 60

Polk County, Florida

Financial Management Number: 440897-4-22-01

ETDM Number: 14372

January 2021

PROFESSIONAL ENGINEER CERTIFICATION

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This preliminary engineering report contains engineering information that fulfills the purpose and need for the Central Polk Parkway Project Development & Environment Study from US 17 (SR 35) to SR 60 in Polk County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Kisinger Campo & Associates, Corp., and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice for this project.



This item has been digitally signed and sealed by Branan Anderson, P.E. on the date adjacent to the seal.

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1.0 PROJECT SUMMARY

1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the extension of the Central Polk Parkway (CPP) from US 17 (State Road [SR] 35) to SR 60. This project is located between the City of Lakeland to the north and the City of Bartow to the west. The study evaluates a new four-lane divided limited access expressway which will feature All-Electronic Tolling (AET), similar to the CPP design segment to the north from Polk Parkway (SR 570) to US 17 (SR 35) (FPID: 440897-2). Please refer to **Figure 1.1 and Figure 1.2** for the project location map.

This study provides engineering and environmental documentation to aid Polk County, and the Florida's Turnpike Enterprise (FTE) in determining the type, preliminary design, and location of the proposed roadway. The US 17 (SR 35) interchange location and type was evaluated as part of the CPP design segment to the north and documented within the *Alternatives Evaluation Report* which concluded the optimal interchange configuration to be a tight diamond interchange. As a result, the US 17 (SR 35) interchange location and type is fixed for the purposes of this study and consistent across all of the alternatives included herein. A multi-use recreational trail is proposed outside of the limited access right-of-way and parallel to the Central Polk Parkway alignment. The multi-use trail is included with Polk County's 2040 Long Range Transportation plan to support the master trail network.

This project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14372. An ETDM *Programming Screen Summary Report* containing comments from the Environmental Technical Advisory Team (ETAT) was published on June 5, 2019. The ETAT evaluated the project's effects on natural, physical, cultural, social and economic resources.





Figure 1.1: Project Location Map



Figure 1.2: Project Location Map Close-Up

1.2 Purpose & Need

The purpose of the proposed improvements is to improve regional connectivity, enhance freight mobility and economic competitiveness, improve emergency evacuation times, and accommodate future population growth.

According to the University of Florida's Bureau of Economic and Business Research (BEBR), the population of Polk County is estimated to grow from 661,645 (2017) to 906,100 by 2040 (a 37% increase). The Central Polk Parkway (CPP) from US 17 (SR 35) to SR 60 is anticipated to accommodate the increased travel demand expected from the projected freight, residential and employment growth.

The addition of a new alternative north-south facility to the regional transportation network will relieve congestion from parallel facilities, including truck traffic, in central Polk County, particularly US 98 (SR 700), SR 540, US 17 (SR 35) and SR 60. The CPP will provide additional connections to the local roadway network and Strategic Intermodal System (SIS) facilities such as Polk Parkway (SR 570), US 98 (SR 700) and SR 60. The Polk Parkway is a beltway route that provides connections from Interstate 4 (I-4) to Polk County cities such as Winter Haven, Bartow, Auburndale, and the south side of Lakeland. SR 60 provides coast to coast connections including freight movement to and from the Florida's Gateway Intermodal Logistics Center. US 98 (SR 700) provides north-south connections throughout Polk County.

Project Background

A Project Development and Environment (PD&E) study, for the Central Polk Parkway, concluded in March 2011 with the State Environmental Impact Report. This PD&E study evaluated a new sixlane facility with two recommended alternatives. The Western Leg Alternative (SR 60 to the Polk Parkway (SR 570) and Eastern Leg Alternative (SR 60 to I-4). The design for Segment 1 (Polk Parkway to US 17 [SR 35]) of the 2011 PD&E Western Leg was partially completed by FDOT District One and placed on hold in December 2015.

The north/south connection, being evaluated as part of this effort, from SR 60 to US 17 (SR 35) was not evaluated as part of the previous Central Polk Parkway PD&E study. It should also be noted that the Central Polk Parkway nomenclature is still being utilized, but the focus of this facility has been substantially revised to current and future year conditions.

Consistency with Planning Documents

The Polk Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP) Momentum 2040, identified a new limited access facility through the project area as a high priority project that has the potential to be added to the future LRTP, pending funding.

This project is documented in the Statewide Transportation Improvement Program (STIP) under Item Number 440897-3. It is documented as the Central Polk Parkway from US 17 (SR 35) to SR 60.

1.3 Commitments

- The FTE will build a multi-use trail adjacent to the CPP limited access roadway pending an operation and maintenance agreement with Polk County. After construction, the FTE will transfer the trail to Polk County for operation and maintenance.
- The FTE and their design consultant will continue to coordinate with the Florida Department of Transportation's District One staff for improvements along SR 60 within the project area.
- The FTE and their design consultant will coordinate with the Bartow Executive Airport to determine impacts to existing and future airport uses.
- The FTE and their design consultant will continue to coordinate with the City of Winter Haven for water quality and drainage improvements that could possibly be implemented into the design plans.
- During the design phase, a Level II Impact to Contamination Assessment will be conducted for locations with risk rating of medium, if the identified contamination concerns have the potential to impact the proposed right-of-way and/or the project.
- The FTE will implement a land use review during the design phase to identify noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the date of public knowledge (i.e., date that the State Environmental Impact Report (SEIR) was signed). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those noise sensitive sites will be evaluated for traffic noise and abatement considerations.

- The FTE will conduct design-phase coverboard surveys in accordance with the most recent U.S. Fish and Wildlife Service (USFWS) guidelines to verify activity and occupancy status of the blue-tailed mole skink and sand skink.
- The FTE will conduct design-phase Florida scrub-jay surveys in accordance with the most recent USFWS guidelines in areas of suitable habitat.
- The FTE will conduct design-phase crested caracara surveys in accordance with the most recent USFWS guidelines in areas of suitable habitat.
- The FTE will conduct design-phase Florida bonneted bat surveys in accordance with the most recent USFWS guidelines.
- In an effort to mitigate impacts to protected plant species within the project study area, FTE will coordinate with Florida Department of Agriculture and Consumer Services and coordinate with local native plant organizations prior to construction for possible relocation of protected plants.
- The USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be implemented to assure that the Eastern indigo snake will not be adversely impacted by the project.
- The FTE will conduct design-phase surveys in accordance with the most recent Florida Fish and Wildlife Conservation Commission (FWC or FFWCC) guidelines to verify activity and occupancy status of the Southeastern American kestrel.
- The FTE will conduct pre-construction surveys in accordance with the most recent FWC guidelines to determine the occupancy status of the Florida burrowing owl and will adhere to the components of the Imperiled Species Management Plan and permitting guidelines. If burrowing owls are found, the FTE will reinitiate technical assistance with the FWC to discuss avoidance, minimization, and permitting options.
- If Florida sandhill crane nests are observed during future surveys conducted prior to construction, then a 400-foot buffer will be implemented if construction occurs during the nesting season (January through July). The FTE will reinitiate technical assistance with the FWC during the project construction phase, if necessary.

1.4 Alternatives Analysis Summary

Three build Alternatives (Alternatives 1, 2 and 3) were originally developed to satisfy the purpose and need for this PD&E study while also considering the no-build (no action) Alternative. Alternative 3 was eliminated from further evaluation due to the anticipated business damages and right-of-way acquisition costs associated with TECO's Solar Panel Farm at the southern end of the alignment. Alternatives 1 and 2 were presented to the public during the public information meeting held on June 18th, 2019. As a result, there was public concern with the Central Polk Parkway mainline connection to 91 Mine Road at the southern end of the alignment. The concern was for traffic attempting to utilize the local road to bypass the new tolled facility and access US 17 (SR 35) to the north and SR 60 to the south. A new hybrid alternative, Alternative 4, was developed to address these concerns by utilizing most of the Alternative 1 alignment with a new connection directly to SR 60. This new alignment retains the cost benefit for remaining east of Alternative 2 where there is higher risk for unsuitable soils based on the preliminary investigation of the surrounding area and also provides provisions for future connectivity along SR 60 to the east or a new alignment connection from the south. Alternative 2 crosses the Peace Creek further to the west of Alternatives 1 and 4 requiring longer bridge structure. See Figure 1.3 for the alternative alignment layout.



Figure 1.3: Alternative Alignment Layout

1.5 Description of Preferred Alternative

The Preferred Alternative (Alternative 4) was chosen based on the natural, physical, social, and right-of-way information. It was selected as the best alternative to respond to public comments while balancing wetland impacts, right-of-way acquisition, and construction costs. The Preferred Alternative includes a new diamond interchange connection with US 17 (SR 35) to the north and the alignment extends south nearly 2.2 miles to connect with SR 60 by means of an at grade intersection, approximately 700 feet west of 91 Mine Road,. The proposed design provides a high-speed roadway with two 12-foot travel lanes in each direction, 12-foot outside shoulders (10-foot paved), a 74-foot median,, eight-foot inside shoulders (four-foot paved) and open roadside ditches on both sides of the road as shown in **Figure 1.4**.



The proposed typical section was developed with a 74-foot median to accommodate future widening if future traffic demand warrants additional capacity. The four lane section is expandable to provide three 12-foot travel lanes in each direction, 12-foot inside and outside shoulders (10-foot paved), a 50-foot median, and open roadside ditches on both sides of the road as shown in **Figure 1.5**.

A 12-foot multi-use recreational trail is also being evaluated as part of this PD&E study. The trail is proposed within a separate 26-foot right-of-way corridor, parallel to the Central Polk Parkway alignment, along the east side of the roadway.





An evaluation matrix for this study can be found in **Table 1.1.** The evaluation matrix is based on environmental effects, right-of-way needs, project costs, and engineering factors. It also quantifies considerations such as potential business and residential relocations, impacts to environmental resources, and the area of right-of-way needed for the roadway improvements and stormwater facilities. The potential for the proposed widening to impact archaeological/historic sites, noise sensitive sites, and threatened and endangered species were also included in the matrix. The bottom portion of the matrix details cost estimates for wetland mitigation, right-of-way acquisition, construction, design, and constructing engineering and inspection. These estimates were based on 2020 unit costs. Construction costs were estimated using the FDOT Long-Range Estimate (LRE) provided in **Appendix A**.

Evaluation Criteria	No Build	Preferred
	Alternative	Alternative
Estimated Project Impacts		
Centerline Length of Improvemen	nt	
Length of Improvement (miles)	0	2.2
Business Impacts		
Estimated number of business relocations	0	3
Residential Impacts		
Estimated number of residential relocations	0	9
Utility Impacts		
Estimated number of utility impacts	0	9
Environmental Effects		
Archaeological/Historical sites (eligible)	0	0
Public parks, recreation areas, or wildlife refuges	0	0
Wetlands and Other Surface Waters (acres)	0	22
Floodplains (acres)	0	43
Federal and/or State Listed Species	No	Yes
Noise-Impacted Receptors	0	1
Contamination sites (medium/high)	0/0	14/1
Right-of-Way Needs		
Right-of-way to be acquired for roadway (acres)	0	91
Right-of-way to be acquired for stormwater facilities (acres)	0	24
Right-of-way to be acquired for floodplain compensation (acres)	0	31
Total Right-of-Way Needs (acres)	0.0	146
Estimated Total Project Costs	5	
Mitigation		
Wetland Mitigation	0	\$1,550,000
Total Mitigation (\$)	\$0	\$1,550,000
Right-of-Way Cost		
Right-of-way acquisition for roadway	\$0	\$12,296,200
Right-of-way acquisition for stormwater facilities	\$0	\$3,243,000
Right-of-way acquisition for floodplain compensation	\$0	\$4,188,800
Total Right-of-Way Cost (\$)	\$0	\$19,728,000
Construction Cost		
Construction cost for roadway	\$0	\$116,846,000
Construction cost for stormwater facilities	\$0	\$1,400,000
Construction cost for floodplain compensation	\$0	\$3,000,000
Construction cost for toll equipment	\$0	\$2,120,000
Total Construction Cost (\$)	\$0	\$123,366,000
Preliminary Estimate of Engineering	Cost	
Design	\$0	\$12,125,000
Construction Engineering & Inspection	\$0	\$16,707,000
Total Preliminary Estimate of Engineering Cost (\$)	\$0	\$28,832,000
Preliminary Total Cost (\$)	\$0	\$173,476,000

Table 1.1: Evaluation Matrix

1.6 List of Technical Documents

The purpose of the PD&E study is to evaluate engineering and environmental data and record information that will help the FTE in determining the type, preliminary design, and location of the proposed improvements. The study was conducted to meet requirements of the National Environmental Policy Act (NEPA) and other related federal and state laws, rules, and regulations.

The technical reports that have been completed during this study and other reports necessary for reference are listed in **Table 1.2**.

Public Involvement	Dated
Public Hearing Transcript	February 2021
Advance Notification Package	January 2019
Public Involvement Plan	January 2021
Comments and Coordination Report	March 2021
Engineering	
Geotechnical Technical Memorandum	January 2020
Project Traffic Analysis Report	March 2020
Alternatives Evaluation Report (FPID: 440897-2)	August 2018
Location Hydraulic Report	January 2021
Pond Siting Report	January 2021
Typical Section Package	January 2021
Utility Assessment Package	February 2020
Bridge Analysis Technical Memorandum	March 2020
Toll Siting Technical Memorandum	January 2021
Environmental	
State Environmental Impact Report	January 2021
Contamination Screening Evaluation Report (Mainline)	November 2020
Contamination Screening Evaluation Report (Preferred Pond)	November 2020
Cultural Resource Assessment Survey	May 2020
Cultural Resource Assessment Survey Addendum	January 2021
Natural Resources Evaluation	December 2020
Noise Study Report	June 2020
Water Quality Impact Evaluation	January 2021
Air Quality Technical Memorandum	August 2020
ETDM Programming Screen Summary Report	June 2019

 Table 1.2: List of Technical Documents

2.0 EXISTING CONDITIONS

2.1 Roadway

The Central Polk Parkway is a newly proposed roadway connecting US 17 (SR 35) and SR 60. There are no existing roadway conditions for this alignment. The existing US 17 (SR 35) roadway consists of a four-lane divided rural highway with 12-foot travel lanes (two in each direction), 10-foot outside shoulders (5-foot paved), and 8-foot inside shoulders with a 40-foot grassed median. The existing SR 60 corridor consists of a four-lane divided rural/suburban highway with 12-foot travel lanes (two in each direction), 10-foot outside shoulders (5-foot paved), and 8-foot outside shoulders (5-foot paved), and 8-foot inside shoulders (5-foot paved), and 8-foot inside shoulders with a 40-foot grassed median. The roadway typical section transitions to an urban curb and gutter section to the east with a 22-foot curbed median, 12-foot travel lanes (two in each direction), and curb along the outside. Pedestrians and bicyclists are accommodated along the existing sidewalk and paved shoulders. See **Appendix C** for the project Typical Section Package.

2.2 Right-of-Way

The Central Polk Parkway will be constructed within an area that has no right-of-way constraints given the rural nature of the surrounding land use with open pasture and forested land. The existing right-of-way remains consistent along the US 17 (SR 35) corridor at 200-feet within the study limits. The existing right-of-way varies along SR 60 from 150-feet to 207-feet within the suburban section and remains consistent at 100-feet throughout the urban section at the east end of the study limits.

2.3 Roadway Classification & Context Classification

The functional classification for the Central Polk Parkway roadway will be Limited Access Interstate, Rural Principal Arterial – other for US 17 (SR 35), and Urban Principal Arterial – other for SR 60. The context classification will not apply to the Central Polk Parkway roadway segment due to the limited access designation. The context classification for US 17 (SR 35) and SR 60 is consideredC2-Rural. However, coordination with the Florida Department of Transportation's (FDOT) District one is necessary to determine the appropriate context classification for SR 60 considering the transitional roadway characteristics, surrounding land uses, and impacts with this PD&E study.

2.4 Adjacent Land Use

The project limits are in a rural area of Polk County between the cities of Lakeland and Bartow and within proximity to the Polk Parkway. The Bartow Executive Airport, owned and operated by Polk County, is located immediately adjacent to the project area. This facility will not be directly impacted by the proposed project, but coordination with the airport will be required during the

design phase to confirm whether impacts exist based off of the horizontal and vertical roadway components **Figure 2.1** indicates various land use types along the project corridor including residential and commercial/institutional land use at the US 17 (SR 35) interchange, and predominantly open lands throughout the project corridor with some interspersed surface water and forested lands to the south near SR 60.

Central Polk Parkway from US 17 (SR 35) to SR 60 – Preliminary Engineering Report



Figure 2.1: Existing Land Use Map

2.5 Access Management Classification

Central Polk Parkway is designated as Access Class 1 (Limited Access) from US 17 (SR 35) (MP 6.003) to SR 60 (MP 8.483). Access Class along US 17 (SR 35) and SR 60 is currently Access Class 3 (Non-Restrictive) but will be modified to Access Class 1 (Limited Access) within the limits of the interchange connection per the limited access right-of-way standards outlined in the FDM 211.15.

2.6 Design and Posted Speeds

The Central Polk Parkway mainline will have a design speed of 70 MPH with a posted speed of 65 MPH. US 17 (SR 35) has a design speed of 65 MPH with a posted speed of 60 MPH and SR 60 has a design speed of 60 MPH with a posted speed of 55 MPH.

2.7 Vertical and Horizontal Alignment

The Central Polk Parkway is a new alignment proposed throughout mostly undeveloped land. There are no existing roadways in the undeveloped land where the CPP is proposed to be constructed. There is one existing curve along the SR 60 corridor within the study limits which includes a degree of curvature of 1° 30' 00" and requires 4.3% superelevation.

The existing profile along US 17 (SR 35) is climbing with nearly an 8-foot vertical differential between the proposed tie-in locations. The existing elevations vary between 113 at the south end and 121 at the north end. There is an existing crest vertical curve along SR 60 within the limits of the proposed intersection at the CPP mainline connection. The existing elevations are climbing from an elevation of 105 at the west end to 122 at the east end of the study limits with nearly a 17-foot vertical differential.

2.8 Pedestrian Accommodations

There are no existing pedestrian accommodations within the vicinity of the proposed Central Polk Parkway mainline and along either side of US 17 (SR 35) within the study limits. There is an existing sidewalk along the south side of SR 60 with no provisions for crossing SR 60.

2.9 Bicycle Facilities

There are no existing bicycle facilities within the vicinity of the proposed Central Polk Parkway mainline. The US 17 (SR 35) typical section includes 5-foot paved shoulders along the outside of the roadway, but these paved shoulders are not designated for bicycle use. SR 60 includes 5-foot paved shoulders along the outside of the roadway and bicycle key hole lanes within the limits of the right turn lanes for designated bicycle use.

2.10 Transit Facilities

Within the project limits, Citrus Connection and Citrus Connection Paratransit currently operate several transit routes along US 17 (SR 35). Route 22XW between Winter Haven and Bartow runs along US 17 (SR 35) and includes one Bus Stop Number 550 near the intersection of US 17 (SR 35) and 91 Mine Road. Route 25 also runs along US 17 (SR 35) between Winter Haven and Bartow. Towards the southern end of the project, along SR 60, there are no existing transit routes within the project limits.

2.11 Pavement Condition

The majority of the existing pavement along US 17 (SR 35) will be milled and resurfaced as part of the adjacent project (FPID: 440897-2) which will extend the useful life of the pavement thereby improving the existing conditions for this project if advanced for construction. Minor to moderate cracking along the SR 60 corridor was detected and additional analysis will be required to evaluate existing pavement conditions within the study limits in the design phase. Analysis of available opportunities for pavement savings and preservation of pavement life will also need to be performed during the design phase with an adequate pavement design.

2.12 Traffic Volumes and Operational Conditions

Projected traffic volumes and levels of service are provided in Section 6.

2.13 Intersection Layout and Traffic Control

There are two signalized intersections proposed along US 17 (SR 35) to accommodate the diamond interchange configuration. These signals will be implemented as part of the design segment (FPID: 440897-2) and should be considered existing conditions for the purposes of this study. Just south of the proposed signalized intersections, 1st Street intersects US 17 (SR 35) with a stop-controlled condition. There are several intersecting side streets along SR 60 within the study limits which all have stop-controlled conditions including Peace Creek Road, 91 Mine Road, and Connersville Road.

2.14 Railroad Crossings

There are no existing railroads within the project corridor. CSX owns a railroad corridor which is currently leased by Florida Midland Railroad Transload just north of the US 17 (SR 35) interchange. The right-of-way will be purchased as part of the design segment (FPID: 440897-2) to facilitate the Central Polk Parkway roadway. There is a Florida Midland Railroad Transload loading dock in

this area adjacent to the Bartow Executive Airport and the Industrial Park. There is an active railroad crossing US 17 (SR 35) between two existing railroad facilities located outside of the study limits nearly 1.5 miles east of the proposed Central Polk Parkway interchange at US 17 (SR 35). See **Figure 2.2** for a map showing the CSX Railroad Corridor. See **Figure 2.3** for the Economics and Mobility Map showing the CSX Winter Haven Intermodal Logistics Center.



Figure 2.2: CSX Railroad Corridor Map



Figure 2.3: Economics and Mobility Map

2.15 Crash Data and Safety Analysis

This is a new facility, therefore there is no historic crash data available for the project corridor. The most recent five-year crash data from the state's CAR system from 2012 through 2016 was used to evaluate the crashes occurred along US 17 (SR 35) and SR 60 within the project limits.

At the US 17 (SR 35) and Ernest Smith Boulevard intersection, 36 crashes were reported. The crash types were classified as rear end (25 percent), angle (25 percent), off-road (22 percent) and sideswipe (19 percent). There was one (three percent) fatality reported due to an angle type crash. Most of the 22 crashes reported at the US 17 (SR 35) and 91 Mine Road intersection were classified as rear end. Forty-seven crashes were reported at the US 17 (SR 35) and Spirit Lake Road intersection with most of the crashes reported were rear end type (72 percent). Fifty crashes were reported along US 17 (SR 35) between intersections within the study limits. Forty-one percent of the reported crashes were classified as rear end. Most of the crashes resulted in property damage only and occurred mostly under dry pavement conditions during the day.

At the SR 60 and 91 Mine Road intersection, 13 crashes were reported during the five-year analysis period. The main crash types were classified as angle (38 percent) and off-road (31 percent). Most of the crashes occurred under dry pavement conditions during the AM and PM peak hours, with majority causing injury.

The analysis shows that the intersections and arterial mid-block segments within the study area currently have actual crash rates lower than the critical crash rates, indicating that there are no major crash issues within the study area. However, there is an existing vertical curve just east of the study area along SR 60 which does not meet current FDOT design criteria for stopping sight distance. The public, Polk County, and FDOT District One have expressed safety concerns given the high traveling speeds along SR 60 and the numerous side street and driveway connections. Currently, there is an existing speed advisory flashing beacon to alert vehicles approaching the curve. Given the curve is located outside of the study limits and the impacts to surrounding properties required to reconstruct this section of SR 60 to meet FDOT standard criteria, other mitigating measures have been considered to address the safety concerns. Signalization improvements have been evaluated to support safer travel within this area. Please refer to the Final *Project Traffic Analysis Report* (PTAR) (March 2020) prepared by FTE under separate cover for the future traffic demand and signalization operations for the PD&E Study. Ultimately, additional coordination with FDOT District One is necessary to determine if other improvements are desired to further improve safety during the design phase.

2.16 Drainage

The project is located within the Southwest Florida Water Management District (SWFWMD). Land use in the area generally includes large sections of pasture, wetland/forest and residential

housing. There is a large section of land historically used for phosphate mining located west of Central Polk Parkway. The existing drainage patterns were determined using United States Geological Survey (USGS) quadrangle maps and LIDAR contours. Drainage basins are considered "open" and the majority of the project is located within Peace Creek and Upper Peace River basins except for the north end including the US 17 (SR 35) interchange which is in the Lake Hancock basin.

The Central Polk Parkway project is included within the SWFWMD ICPR model for Peace Creek and Peace River.

The Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Map (FIRM) for the study area. The project site is located on the FEMA Community-Panel Numbers 12105C0520G and 12105C0510G (dated December 22, 2016), in Polk County. The alignment impacts many FEMA floodplains which are designated as Zone A and Zone AE. The project also crosses the FEMA floodway at the Peace Creek, which will be bridged. A FEMA floodplain map is provided in **Figure 6.10.** In areas of Zone A, where the 100-year elevation is unknown, the elevation will be determined by comparing the FEMA floodplain shapes to the existing ground contours within those shapes. Any fill within the 100-year floodplain will need to be compensated. A typical method for floodplain compensation is "cup for cup" compensation, in which an equivalent amount to the impacted floodplain volume is provided between the 100-year floodplain elevation and the seasonal high water elevation. Further discussion regarding determination of the floodplain impacts is included in the Central Polk Parkway Location Hydraulic Report (LHR). Compensation for floodplain impacts was provided in floodplain compensation ponds to show no adverse floodplain stage increases.

2.17 Soils and Geotechnical Data

Approximately the first half of the project area for all four alignments from US 17 (SR 35) to just north of Peace Creek traverse reclaimed mine lands where past phosphate mining operations occurred. The reclaimed mined lands have been modified from their natural conditions. They are characterized by open fields, low lying areas, and open water bodies. South of Peace Creek to SR 60, Alternative 1 appears to traverse natural type soils, Alternatives 2 and 3 remain primarily in reclaimed mine lands and Alternative 4 appears to traverse both natural soils and mine lands.

A review of published data from the USDA Soil Survey of Polk County, historical aerials, and USGS topographic maps indicates that the soils for all four alternative alignments from US 17 (SR 35) to Peace Creek are not "natural" and have been disturbed, mixed, and modified from past phosphate mining operations. Mining operations appear to have occurred approximately between the 1930s and 1970s in this area. **Figure 2.4** shows the soil conditions surrounding the project area.



Figure 2.4: Soil Conditions

Phosphate mining operations performed in the project area typically consisted of strip-mining. The mining process consisted of removing unconsolidated overburden soils from above the "matrix" layer containing the phosphate pebble. The matrix was typically excavated with draglines, slurried and pumped to a benefication processing plant. The phosphate pebble and grains were then separated from the coarse-grained materials (sand) and fine-grained tailings (silt and clay).

The separated sand portion from the matrix is often referred to as "tailing sand" and is characterized by relatively few fines (percent passing the #200 sieve) and having wider gradation spread than typical natural Florida fine sands. Waste phosphatic clays/slimes, another by-product of this process, are characterized by high fines content (percent passing the #200 sieve), high plasticity, and high moisture contents. The overburden soils can consist of various types of soils that were above the "matrix" (sand, clay or organic soils) and were often mixed during the excavation and subsequent reclamation operations.

The mine cut areas were then often backfilled with phosphate mining "waste"; the backfilling materials could be the previously removed overburden soils, tailings sands and/or hydraulically placed highly plastic waste phosphatic clays/slimes. These waste materials in the open mine cuts were generally hydraulically deposited, which tend to be very loose or very soft, and not controlled nor in any consistent order. Therefore, variable soil conditions are typical in previous mined areas. Waste phosphatic clays are highly moisture sensitive, highly plastic, have high shrink-swell potential, often are very soft (low strength) and are susceptible to very large settlements under increased stress.

Embankment construction on waste phosphatic clays without ground remediation can result in significant settlement due to the very soft, highly compressible nature of the waste phosphatic clays. Roadway embankment construction through areas of waste phosphatic clays typically includes ground improvement that may consist of one or more of the following: removal of the weak slime soils, surcharging, installation of a load transfer mechanism to transfer embankment loads to competent bearing materials below weak soils layers, or a combination thereof.

The natural type soils found along the alignments generally consist of sandy soils in the upper six feet. Some natural organic soils may be present near US 17 (SR 35) along Alternative 4 in the upper two to three feet.

2.18 Utilities

As a result of the data collected and a design ticket from Sunshine 811, ten utility companies were identified as shown below (see *Utility Assessment Report* under separate cover for additional information). Out of the ten identified utility companies within the limits of the project, four utility companies (Frontier Communications, Gulfstream Natural Gas, Sprint, and Tampa Electric Company) will have potential impacts. See section 6.1.10 for additional information.

Bright House Networks

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City of Bartow

Mr. Roger Murphy Engineer Technician 4190 Ben Durrance Road Bartow Air Base, FL 33831 (863) 534-0142 <u>rmurphy.electric@cityofbartow.net</u>

Florida Gas Transmission

Mr. Joseph Sanchez Senior Technical Specialist 2405 Lucien Way Suite 200 Maitland, FL 32751 (407) 838-7171 joseph.e.sanchez@energytransfer.com

Florida Public Utilities

Mr. Foster Chatham Engineering Technician 1705 7th Street South West Winter Haven, FL 33880 (863) 292-2933 fchatham@chpk.com

Frontier Communications

Mr. Fred Valdes UAO Project Representative 120 East Lime Street Lakeland, FL 33801 (863) 688-9714 fred.n.valdes@ftr.com

Gulfstream Natural Gas

Mr. Fred DeLoach Division Engineer 4610 Buckeye Road Palmetto, FL 34221 (941) 723-7108 fred.deloach@williams.com

Sprint

Mr. Jon Baker UAO Representative 360 South Lake Destiny, Suite A Orlando, FL 32810 (321) 280-9596 jon.baker@sprint.com

Tampa Electric Company

Ms. Heather Lovett Governmental Liaison 2200 E Sligh Ave Bldg C Tampa, FL 33610 (813) 275-3433 <u>HCLovett@tecoenergy.com</u>

2.19 Lighting

There is no existing roadway lighting within the project corridor. US 17 (SR 35) and SR 60 within the project limits are not currently illuminated. The CPP design segment to the north from Polk Parkway (SR 570) to US 17 (SR 35) (FPID: 440897-2) includes new LED conventional lighting along US 17 (SR 35) within the project limits.

2.20 Signs

There are no existing overhead traffic signs within the project limits. The CPP design segment to the north from Polk Parkway (SR 570) to US 17 (SR 35) (FPID: 440897-2) includes no overhead signs along US 17 (SR 35). There are eight proposed overhead sign structures along the CPP mainline and two proposed overhead Arterial Dynamic Message Signs (ADMS) along the US 17 (SR 35) mainline within the project limits.

2.21 Aesthetics Features

Lake Hancock is located northwest of the study limits which includes a network of trails for scenic views and recreational use. This trail network is not anticipated to be impacted by the proposed concept. There is a series of retaining walls which will be constructed as part of the design segment (FPID: 440897-2) which will facilitate grade separation for the bridge approaches north and south of Old Bartow Eagle Lake Road. These roadway elements could be considered for aesthetic improvements including mechanically stabilized earth panel design along with the bridge components around the Old Bartow Eagle Lake Road.

2.22 Bridges and Structures

There will be two bridge structures located at the beginning of the study limits to be constructed as part of the design segment (FPID: 440897-2). These bridges will span the existing TECO utility easement just north of Old Bartow Eagle Lake Road, which accommodates a 30" gas main owned and operated by Gulfstream Natural Gas. These two bridges will accommodate the northern ramps for the proposed diamond interchange at US 17 (SR 35) as part of this PD&E study.

3.0 PROJECT DESIGN CONTROLS & CRITERIA

3.1 Roadway Context Classification

The context classification will not apply to the Central Polk Parkway roadway segment due to the limited access designation. The context classification for US 17 (SR 35) was coordinated with FDOT's District One staff for the improvements included with the design segment (FPID 440897-2) and is anticipated to remain as C2-Rural. Coordination is ongoing with FDOT District One to confirm the context classification for SR 60. Given the surrounding land use and urban principal arterial – other designation, the context classification is anticipated to be C3 Suburban as outlined in the FDM, Section 200.4.

3.2 Design Control and Criteria

The design criteria for the proposed Central Polk Parkway will adhere to the Turnpike Design Handbook (TDH) and the FDOT Design Manual (FDM), January 2021, where applicable. The proposed design speed along the project corridor is 70 mph and the design year for the proposed improvements is 2045. The design criteria used for this PD&E study are listed in **Table 3.1**.

Design Element		Criteria	2021 FDM / TDH
		CPP Mainline	Reference
	Design Vehicle	WB-62FL	Ch. 201.6.2
	Functional Classification	Limited Access Interstate	Table 200.2.1
	Design Speed (mph)	70	Ch. 201.5.1
	Lane Widths (ft.)	12 (Travel)	Ch. 211.2
Typical Section	Shoulder Width (ft.)	Outside: 12 (10 paved),	Table 211.4.1
		Inside: 8 (4 paved)	
	Median Width (ft.)	64 (50 future)	Table 211.3.1
	Bridge Width (ft.)	40	Figure 260.1.1
	Standard Roadway Cross Slopes (ft./ft.)	0.020 std.	Figure 211.2.1
	Normal Shoulder Cross Slope (ft /ft) (flush shoulder)	Outside: 0.06,	Ch 21142
	Normal shoulder cross slope (it./it.) (ilusi shoulder)	Median: 0.05	CII. 211.4.2
	Roadside Slopes: Front Slopes	1:6	Ch. 211.5 & 215
	Roadside Slopes: Back Slopes	1:4	Ch. 211.5 & 215
	Roadside Slopes: Transverse Slopes	1:4	Ch. 211.5 & 215

Table 3.1: Design Criteria

-			
	Border Width (ft.)	94	Ch. 211.6
izontal	Minimum Stopping Sight Distance (ft.) (grade $\leq 2\%$)	820	Table 211.10.2
	Maximum Deflection without Horizontal Curve	0° 45′ 00″	Ch. 211.7.1
	Desirable Length of Horizontal Curve (ft.)	2100	Table 211.7.1
	Minimum Length of Horizontal Curve (ft.)	1050	Table 211.7.1
Hor	Maximum Curvature of Horizontal Curve	3° 30′	Table 210.9.1
	Maximum Superelevation	e _{max} = 0.10	Table 210.9.1
	Clear Zone (ft.)	36	Table 215.2.1
	Maximum Profile Grade (%)	3	Table 211.9.1
	Roadway Base Clearance (ft.)	3 min.	Ch. 210.10.3
	Maximum change in grade without vertical curve (%)	0.2	Table 210.10.2
_	Minimum K Values for Crest Vertical Curves	401	Table 211.9.2
tica	Minimum Length of Crest Vertical Curves (ft.)	1000	Table 211.9.3
Vert	Minimum K Values for Sag Vertical Curves	181	Table 211.9.2
-	Minimum Length of Sag Vertical Curves (ft.)	800	Table 211.9.3
	Standard Superelevation Transition Split	0.8/0.2	Ch. 210.9.1
	* Minimum Vertical Clearance – Art./Col. (ft.)	16.5	Table 260.6.1
	** Minimum Vertical Clearance (ft.)	2	Ch. 260.8.1
	Design Speed (mph)	18	Ch. 224.9
Tra	Trail Width (ft)	10-14	Ch. 224.4
ec.	Maximum Cross Slope (ft/ft)	0.02	Ch. 224.5
e R	Minimum Curve Radius (ft)	74 (+2%) & 86 (-2%)	Table 224.10.1
Ì-Ū	Percent Grade (%)	5	Ch. 224.6
Multi	Stopping Sight Distance (ft)	134 (flat)	Table 224.10.2
	Vertical Clearance (ft)	8-12	Ch. 224.8

* Minimum vertical bridge clearance over an arterial or collector roadway. ** Minimum vertical bridge clearance over design flood stage.
4.0 ALTERNATIVES ANALYSIS

The purpose of the alternatives analysis process is to identify technical and environmentally sound alternatives that meet the needs of the project, are cost-effective, and are acceptable to the community. This section describes the alternatives being considered and the results of the alternatives as it relates to the purpose and need for this PD&E Study

4.1 Previous Planning Studies

The previous PD&E study, FPID: 423601-1, evaluated eight segments of the Central Polk Parkway Expressway from the Polk Parkway (SR 570) to Interstate 4 near the Polk/Osceola county line. The original alignment was 44 miles long which created a partial loop throughout Polk County. The State Environmental Impact Report (SEIR) was signed as part of this previous study in March of 2011. Segment One included a connection from the Polk Parkway to US 17 (SR 35) which was partially completed to thirty percent (phase I) construction plans by FDOT District One under FPID: 431641-1. This project was placed on hold following the phase I submittal noting insufficient funding and traffic volume support. The FTE took ownership of the project and began design of Segment One in March of 2018 for the new tolled facility. The Alternatives Evaluation Report was completed as part of the adjacent design project which evaluated eight areas of focus along the District One alignment for design optimization. This technical memorandum was used as the foundation for the design of Segment One which addressed safety, environmental, geotechnical, roadway, drainage, structures, utilities, and right-of-way. The southern area of focus evaluated several interchange configurations at the US 17 (SR 35) crossing including the tight diamond configuration which became the Preferred Alternative for design and the northern terminus of this PD&E study.

The Final *Project Traffic Analysis Report (PTAR)* dated March 2020 supports the PD&E studies and design projects for the entire Central Polk Parkway from the Polk Parkway to SR 60. This report provides existing conditions data, future traffic forecasts, and the operational analysis for the 2018 existing, 2025 opening and 2045 design year conditions. This report was used as the basis for establishing the typical section for the expressway, lane assignments, and intersection layouts at both the US 17 (SR 35) interchange and the SR 60 signalized intersections at the Central Polk Parkway and 91 Mine Road connections.

4.2 No-Build (No-Action) Alternative

The No-Build Alternative remains a viable option throughout the study process. It assumes that both normal and evacuation traffic volumes continue to increase in the future without construction of the new roadway corridor. The No-Build Alternative avoids incurring right-of-way and construction costs along with environmental impacts. However, it does not accomplish the purpose and need for this project. The design project from Polk Parkway to US 17 (SR 35) will be constructed to the north of this study. The absence of the segment extension from US 17 (SR 35) to SR 60 will increase traffic congestion creating operational deficiencies to the regional transportation network in Polk County.

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

The objective of Transportation Systems Management and Operations (TSM&O) is to identify strategies that reduce traffic congestion.

The Build Alternative of this new segment of CPP will implement several TSM&O, Advanced Traveler Management System (ATMS), and Intelligent Transportation System (ITS) strategies through installing Closed-Circuit Television (CCTV) cameras, Microwave Vehicle Detection Systems (MVDS), Dynamic Message Signs (DMS), and Bluetooth Readers. These systems will be consistent with those proposed for the adjacent CPP segment from Polk Parkway to US 17 (SR 35). Fiber Optic (FO) infrastructure will connect all CCTV, MVDS, and DMS devices to the FTE's Regional Transportation Management Centers (RTMC) located at the Turkey Lake Headquarters complex at Mile Post 263. The proposed system will provide complete CCTV coverage of the mainline travel lanes, ramps, interchanges, and intersections within the CPP project. All coverage areas, including intersections, will be connected to the RTMC via Turnpike's primary fiber optic cable lines.

The additional capacity required to meet the projected traffic demand for this new segment of CPP from US 17 (SR 35) to SR 60 cannot be provided solely through the implementation of TSM&O improvements on adjacent network with the No-Build Alternative.

4.4 Future Conditions

The PTAR identified the full diamond interchange at US 17 (SR 35) and the at grade connection at SR 60 as a T-intersection. The report provides existing conditions data, future traffic forecasts, and the operational analysis for the 2018 existing, 2025 opening and 2045 design year conditions. The Central Polk Parkway is anticipated to accommodate increased future travel demand expected from projected residential and employment growth within Polk County and throughout the entire region.

The Central Polk Parkway is a new multi-lane limited access freeway that will improve connectivity to the regional transportation network, enhance freight mobility and economic competitiveness and improve emergency evacuation capabilities. The addition of an alternative to the existing

network will reduce traffic congestion on several corridors in central Polk County, including redistribution of truck traffic in the region.

The project study area contains seven Developments of Regional Impact (DRI) and 20 Planned Unit Developments (PUD). Each development was evaluated to determine its status as well as its outlook for future development. This was particularly important for the DRIs as these large-scale developments would have the largest impact on current and future traffic growth along the proposed facility.

The PTAR documents traffic analysis for the No Build and the Recommended Alternative. The No Build assumed that all the existing conditions will remain the same for both 2025 and 2045. The Build assumed the addition of the Central Polk Parkway facility. Also, an additional interchange along the new Central Polk Parkway at US 17 (SR 35) and signalized intersections at SR 60 and 91 Mine Road are proposed. The proposed two lanes for the Central Polk Parkway mainline and single lane ramps will be adequate through the 2045 design year.

It is anticipated that most of the unsignalized intersections within the study limits will be over capacity by the 2025 opening year under No Build conditions and the operations are expected to degrade for most of the intersections within the Area of Influence (AOI) by the 2045 design year. However, operations are expected to improve with the construction of the Central Polk Parkway facility and signalized intersections. Modification of SR 60 is proposed to provide signalization at the intersections of the Central Polk Parkway and 91 Mine Road. This will enhance safety between the two closely spaced intersections and increase throughput. The analysis showed that the proposed signalized intersections are expected to operate acceptably through the design year. Overall, the Central Polk Parkway is anticipated to relieve congestion by distributing traffic, thereby improving operations on Polk Parkway, SR 540, US 98, US 17 (SR 35) and SR 60. It is understood there is a degree of uncertainty with the level of development and future traffic demand within the surrounding project study area. Land use changes due to unexpected development may negatively affect the operations of the US 17 (SR 35) interchange as well as the signalized intersections along SR 60 at the Central Polk Parkway and 91 Mine Road connections. Intersection improvements may be necessary prior to the design year 2045 to improve the operations within these areas. These improvements may include, but not limited to, additional turn lanes and signal phasing optimization.

The intersection analysis for the Build alternatives is summarized in **Table 4.1** for the 2045 design year. The PTAR summarizes all analysis results for the No Build and Build alternatives for the 2025 opening year and 2045 design year.

Even though the PTAR documents the operations of the Central Polk Parkway project from Polk Parkway to SR 60 with a full interchange at US 17 (SR 35), traffic operations were also evaluated for the initial project (FPID: 440897-2) which terminates Central Polk Parkway as a partial

interchange at US 17 (SR 35) with ramps to/from the west. The results are summarized in **Table 4.2**. The analysis showed that all the movements at the two ramp terminal intersections are expected to operate acceptably in the 2025 opening year. However, a couple of movements would operate at an unacceptable LOS E or F in the 2045 design year. This is mainly due to lack of capacity along US 17 (SR 35), the analysis showed that three through lanes per direction will be required along US 17 (SR 35) beyond year 2035.

Central Polk Parkway from US 17 (SR 35) to SR 60 – Preliminary Engineering Report

hate one offers		Eastboun	d	1	Nestboun	d	N	Northbound Southbo		Southboun	d	0	
Intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Overall
					AM								
U.S. 98													
Polk Parkway Westbound Ramps	-	-	-	F/84	-	F/94	-	D/53	A/0	-	A/9	A/0	C/34
Polk Parkway Eastbound Ramps	D/38	-	E/80	-	-	-	-	D/46	A/0		E/61	A/5	D/52
S.R. 540													
Landfill Road/Polk Parkway West Ramps	D/39	F/172		F/153	F/108		E/65	E/66	D/41	E/57	D/54	-	F/118
Central Polk Parkway Eastbound Ramps		B/14	A/0	D/35	B/17	-	-	-	-	D/52	-	A/0	B/18
Central Polk Parkway Westbound Ramps	C/32	B/10		-	B/15	A/0	D/45	-	B/17		-	-	B/13
Thornhill Road	F/231	E/56	A/6	D/55	F/170	A/4	F/254	E/69		D/50	F/236	-	F/127
U.S. 92													
Polk Parkway Westbound Ramps	C/25	A/8			A/3	A/4				E/69		E/55	A/9
Polk Parkway Eastbound Ramps	C/32	A/8			F/160	A/2		•		F/198		B/17	F/108
U.S. 17										-		-	
Ernest Smith Boulevard	F/214		B/15			,	F/280	A/9			F/249	A/2	F/160
Central Polk Parkway Eastbound Ramps	F/86		A/2				Ζ.	B/16	A/0	E/73	B/20		B/20
Central Polk Parkway Westbound Ramps				E/72		A/D	F/104	A/2		<u>.</u>	C/32	A/4	C/32
91 Mine Road*	E/37			C/19					-		F/>999		F/>999
Spirit Lake Road	F/136	D/54	F/133	E/56	D/52	A/1	F/162	B/14	A/2	E/60	F/133	A/6	F/92
S.R. 60	.,	-,	.,	-,	-,		.,	-,	.,=	-,	.,		.,
Central Polk Parkway Ramps	D/49	B/16	7.	B/18	C/34	A/1				D/54		B/15	C/27
91 Mine Road/Connersville Road	B/10	A/6	A/0	A/8	B/20	A/2			A/1	-		A/0	B/12
LLTurn	C/30	A/0	140		4/9			.					A/6
W TRETT	4,20	140	- 1		PM								140
U.S. 98			_										
Polk Parkway Westbound Ramps			-	F/85		E/69		A/6	A/2		B/11	A/9	B/12
Polk Parkway Eastbound Ramps	D/44		F/147			-	-	C/24	B/13		F/117	A/7	E/76
S.R. 540		-	.,						6/10		.,		4.10
Landfill Road/Polk Parkway West Ramos	.C/34	F/245		F/230	E/60	-	E/65	E/61	F/101	E/62	D/40	-	F/157
Central Polk Parkway Easthound Ramos		B/18	A/0	0/34	B/18		-	.,	.,	D/53	-	A/0	B/20
Central Polk Parkway Westhound Ramos	B/20	R/19			B/12	4/0	F/62		C/28	-		-	B/16
Thornhill Road	F/270	F/102	4/5	F/67	F/164	Δ/4	F/255	F/82		F/66	F/232	-	F/134
11 5 92	17270	17202	42	200	17204	707	17233	1702		400	174.04		17254
Polk Parkway Westbound Ramos	R/19	R/12			۵/2	۵/1				E/67		C/32	۵/۹
Polk Parkway Fastbound Ramps	D/48	R/20			F/148	4/2				E/181		B/12	F/96
U.S. 17	6/40	0/20			17240	71/2				1/101		67.26	1750
Ernest Smith Boulevard	F/150		R/15				F/197	F/79			F/110	Δ/2	F/92
Central Polk Parkway Fasthound Ramos	F/75		4/1					c/33	۵/۵	F/77	E/61		C/35
Central Polk Parkway Westhound Ramos				F/60		A/0	F/82	R/19			E/60	A/6	D/43
91 Mine Road*	D/26			F/117	-		.,02	5,15			F/5000		F/5999
Snirit Lake Road	E/241	- D/47	R/14	D/54	D/49	Δ/1	F/197	c/35	۵/۵	D/54	F/163	∆/10	F/96
S.R. 60	1/241	5/47	0y 14	0/34	0/43	7/1	1/152	425	ηυ	0/34	1/103	nj 10	1/30
Central Polk Parkway Ramos	D/52	C/35		D/30	(/22	A/A	-		_	D/54	-	A/10	6/26
91 Mine Road/Connerville Pood	1/9	1/2		6/35	G/25 B/10	A/4		-	V/c	0/34	-	4/0	A/C
U Turn	n/8	n/3	140	A(3	01.10	M1			n/5		-	M/U	A/0
o-rum	C/22	A/1	-	•	A/1	-	-	-	-	•	•	-	A/4

Table 4.1: 2045 Build Design Hour Intersection Overall (sec/veh)

*Unsignalized - LOS/Delay based on HCS Analysis

- Not applicable

Interaction		Eastbound	ł	N	Northbound Southbound		d	Overall		
intersection	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Overall
2025										
			AM							
Central Polk Parkway Southbound Off-ramp	D/36	-	A/1	-	A/6	-	-	A/2	-	A/5
Central Polk Parkway Northbound On-ramp	-	-	-	D/39	A/0	-	-	C/23	A/7	B/18
PM										
Central Polk Parkway Southbound Off-ramp	D/36	-	A/1	-	A/7	-	-	A/7	-	A/7
Central Polk Parkway Northbound On-ramp	-	-	-	C/31	A/1	-		C/25	B/11	B/16
2045										
			AM							
Central Polk Parkway Southbound Off-ramp	E/74	-	A/4	-	A/7	-	-	B/10	-	B/11
Central Polk Parkway Northbound On-ramp	-	-	-	F/127	A/1	-	-	E/79	B/11	E/60
PM										
Central Polk Parkway Southbound Off-ramp	E/75	-	A/2	-	B/10	-	-	A/7	-	B/10
Central Polk Parkway Northbound On-ramp	-	-	-	F/111	A/3		-	E/64	B/18	D/46

Table 4.2: Central Polk Parkway and US 17 (SR 35) Partial Interchange LOS/Delay (s/veh)

- Not applicable

4.5 Build Alternative(s)

Four build alternatives were developed to support the purpose and need for this project which include the CPP extension from US 17 (SR 35) to SR 60. The typical section was developed to satisfy the anticipated traffic demand in the 2025 opening and 2045 design year conditions. In the event the traffic demand exceeds the capacity for the four lane divided expressway prior to the design year 2045, the typical sections geometrics provide provisions for future widening to the median without the need for additional right-of-way. The northern limits of the study are fixed at the US 17 (SR 35) crossing providing a tight diamond interchange configuration which is consistent across each of the build alternatives. This configuration was evaluated as part of the Alternatives Evaluation Report included with the CPP design project to the north. Each build alternative was established to explore alternative alignments throughout the open land and open water features in Polk County to make a safe connection to SR 60 while considering future alignment connections from the south or along the SR 60 corridor. Polk County's 2040 LRTP identifies the need for a new multi-use recreational trail connection between US 17 (SR 35) and SR 60 as part of the master trail plan. To support the anticipated influx of pedestrian/bicycle users, a multi-use recreational trail is proposed along the east side of each of the build alternative alignments connecting US 17 (SR 35) and SR 60. Figure 4.1 shows the geographic location for each of the four alternatives.



Figure 4.1: Build Alternatives

4.5.1 Proposed Typical Section

The proposed design provides a high-speed roadway with two 12-foot travel lanes in each direction, 12-foot outside shoulders (10-foot paved), a 74-foot median that will accommodate future widening, eight-foot inside shoulders (four-foot paved) and open roadside ditches on both sides of the road as shown in **Figure 4.2**. The proposed typical section will accommodate a future high-speed roadway section with three 12-foot travel lanes in each direction, 12-foot outside shoulders (10-foot paved), a 50-foot median, eight-foot inside shoulders (four-foot paved) and open roadside ditches on both sides of the road as shown in **Figure 4.2**.

A 12-foot multi-use recreational trail is also being evaluated as part of this PD&E study which will be located within a separate 26-foot right-of-way corridor to run parallel with the Central Polk Parkway alignment. Alignment alternatives 1 and 4 of this study are nearly identical at the Peace Creek crossing location. Alignment alternative 2 crosses Peace Creek further to the west as shown in **Figure 4.3**. Alternative 3 is not displayed after being eliminated from further consideration early during the PD&E Study.



Figure 4.2: Proposed Typical Roadway Section

Figure 4.3: Map of Alignment Alternatives



4.5.2 Alternative 1

Alternative 1 consists of a mix of three horizontal curves and two tangential segments that extend the Central Polk Parkway Segment One project southeasterly by providing at-grade entry and exit points at 91 Mile Road. **Figure 4.1** shows the geographic location for this alternative. **Figure 4.4** outlines in blue the floodplain boundaries and shows in hatched blue the floodway limits. The total length for this four-lane segment is just over two miles and a bridge of approximately 2,500 feet will need to be constructed over the Peace Creek to avoid wetland and floodway impacts.





4.5.3 Alternative 2

Alternative 2 utilizes a portion of Polk County's Bartow Northern Connector right-of-way corridor. The alignment includes a mix of four horizontal curves and three tangential segments as shown in **Figure 4.1**. It provides a direct connection with SR 60 eliminating impacts to 91 Mine Road. Alternative 2 also accommodates future connectivity for alignment extensions along the existing SR 60 corridor or to the south and provides turn lanes to access the Central Polk Parkway mainline directly from SR 60. The alignment deviates from Alternative 1 by utilizing the western most portion of the project study area without impacting the TECO Solar Farm. Alternative 2 requires longer bridge structures of nearly 4,000 feet due to the unsuitable soils from prior mining operations. Alternative 2 also introduces a new intersection with SR 60 approximately 1,000 feet to the west of the unsignalized 91 Mile Road intersection. The alignment provides two horizontal curves that end with a signalized intersection at SR 60. The bridge proposed in Alternative 2 will be the longest, which results in the highest construction costs of all the alternatives evaluated in this study. **Figure 4.5** outlines in blue the floodplain boundaries and shows in hatched blue the floodway limits.



Figure 4.5: Alternative 2 Alignment

4.5.4 Alternative 3

The alternative 3 alignment is the western most alignment developed for this PD&E Study which traverses the TECO Solar Panel Farm at the southern end of the study as shown in **Figure 4.1**. As a result, Alternative 3 was removed from consideration due to the cost associated with acquiring this land.

4.5.5 Alternative 4

Alternative 4 is the Preferred Alternative which consists of a mix of three horizontal curves and two tangential segments linking the Central Polk Parkway Segment One with the new proposed roadway as shown in **Figure 4.1**. This alternative follows the alignment established for Alternative 1. It provides a direct connection with SR 60 eliminating impacts to 91 Mine Road. Alternative 4 also accommodates future connectivity for alignment extensions along the existing SR 60 corridor or to the south and provides turn lanes to access Central Polk Parkway mainline directly from SR 60. **Figure 4.6** outlines in blue the floodplain boundaries and shows in hatched blue the floodway limits.





4.6 Comparative Alternatives Evaluation

The evaluation matrix is based on environmental effects, right-of-way needs, project costs, and engineering factors. The evaluation matrix can be found in **Table 4.3**. The matrix quantifies considerations such as potential business and residential relocations, impacts to environmental resources, and the acres of right-of-way needed for roadway improvements and stormwater management facilities. The matrix also quantifies potential impacts to archaeological/historical sites, noise sensitive sites, and threatened and endangered species.

The bottom portion of the evaluation matrix details cost of estimates for wetland mitigation, rightof-way acquisition, construction, design, and construction engineering and inspection. These estimates were based on the year 2020 unit costs.

The Cost Risk and Value Engineering (CRAVE) study began in October of 2019 with a comprehensive workshop to determine opportunities for improvements to the proposed concept to support the overall functionality and financial feasibility of the Preferred Alternative. The results of the study included several design recommendations and design suggestions to be incorporated into the PD&E study. The recommendations and design suggestions correlate to several areas of design, maintenance, and construction. The value engineering results can be referenced within **Appendix E** of this report.

Evaluation Criteria	No Build Alternative	Alternative 1	Alternative 2	Preferred Alternative				
Ectimated D	Anternative			Alternative				
Centerline Length of Improvement								
Length of Improvement (miles)	0	2.3	2.5	2.2				
Business Impacts								
Estimated number of business relocations	0	3	2	3				
Residen	tial Impacts							
Estimated number of residential relocations	0	5	2	9				
Utilit	y Impacts							
Estimated number of utility impacts	0	21	16	9				
Environn	nental Effects		-	-				
Archaeological/Historical sites (eligible)	0	0	0	0				
Public parks, recreation areas, or wildlife refuges	0	0.	0	0				
Wetlands and Other Surface Waters (acres)	0	15	21	22				
Floodplains (acres)	0	26	49	43				
Federal and/or State Listed Species	No	Yes	Yes	Yes				
Noise-Impacted Receptors	0	1	1	1				
Contamination sites (medium/high)	0/0	14/1	13/1	14/1				
Right-of-Way Needs								
Right-of-way to be acquired for roadway (acres)	0	93	96	91				
Right-of-way to be acquired for stormwater facilities (acres)	0	42	42	24				
Right-of-way to be acquired for floodplain compensation (acres)	0	31	31	31				
Total Right-of-Way Needs (acres)	0.0	166	169	146				
Estimated Total Project Costs								
Mit	igation							
Wetland Mitigation	0	\$1,700,000	\$2,400,000	\$1,550,000				
Total Mitigation (\$)	\$0	\$1,700,000	\$2,400,000	\$1,550,000				
Right-of	-Way Cost							
Right-of-way acquisition for roadway	\$0	\$16,900,000	\$16,300,000	\$12,296,200				
Right-of-way acquisition for stormwater facilities	\$0	\$4,002,048	\$4,002,048	\$3,243,000				
Right-of-way acquisition for floodplain compensation	\$0	\$2,646,668	\$2,646,668	\$4,188,800				
Total Right-of-Way Cost (\$)	\$0	\$23,548,716	\$22,948,716	\$19,728,000				
Constru	iction Cost							
Construction cost for roadway	\$0	\$110,297,269	\$139,203,041	\$116,846,000				
Construction cost for stormwater facilities	\$0	\$2,400,000	\$2,400,000	\$1,400,000				
Construction cost for floodplain compensation	\$0	\$1,300,000	\$3,000,000	\$3,000,000				
Construction cost for toll equipment	\$0	\$2,120,000	\$2,120,000	\$2,120,000				
Total Construction Cost (\$)	\$0	\$116,117,269	\$146,723,041	\$123,366,000				
Preliminary Estima	te of Engineerin	g Cost						
Design	\$0	\$11,611,727	\$14,672,304	\$12,125,000				
Construction Engineering & Inspection	\$0	\$17,417,590	\$22,008,456	\$16,707,000				
Total Preliminary Estimate of Engineering Cost (\$)	\$0	\$29,029,317	\$36,680,760	\$28,832,000				
Preliminary Total Cost (\$)	\$0	\$168,695,302	\$206,352,517	\$173,476,000				

Table 4.3: Alternatives Evaluation Matrix

4.7 Selection of the Preferred Alternative

Alternative 4 was selected as the Preferred Alternative. Alternative 1 had the least wetland impacts, proposed right-of-way acquisition, and lowest construction costs. However, Alternative 1 provided access to SR 60 via an intersection at 91 Mine Road which received a significant number of comments from residents living nearby that expressed concern for the proposed intersection's potential impact to traffic along the local road. Alternative 2 has a higher total right-of-way acquisition compared to Alternative 4 and significantly higher construction and total costs than all of the alternatives. As a result, Alternative 4 was selected to address the public concern for impacts to 91 Mine Road while balancing environmental impacts, right-of-way acquisition, and construction costs.

5.0 PROJECT COORDINATION & PUBLIC INVOLVEMENT

A comprehensive Public Involvement Program (PIP) (June 2020) was developed for this project. The PIP outlines the strategies used to address public involvement and outreach over the course of the study. At the conclusion of the study, a Comments and Coordination Report will be prepared to fully document the public stakeholder involvement associated with this project.

5.1 Agency Coordination

There are many local, regional, state, and federal agencies identified as having an interest in this project due to jurisdictional review or expressed interest. These agencies have been identified and initially contacted by the FDOT through the Advance Notification (AN) process at the outset of the project in accordance with the PD&E Manual, Part 1, Chapter 3, Preliminary Environmental Discussion and Advance Notification sent on January 24, 2019. As other concerned public agencies and stakeholders were identified, they were also contacted by FTE.

State and federal agencies with a high level of involvement in the project were also contacted directly. FTE coordinated with FDOT District One in October and November 2019 to introduce the project and coordinate interchange and adjacent work on US 17 (SR 35) and the signalized intersection at SR 60. FTE conducted a Technical Assistance Meeting with USFWS on March 10, 2020 to discuss project impacts to federally-protected species and anticipated surveys during the design phase. FTE conducted a Technical Assistance Meeting with FWC on March 13, 2020 to discuss project impacts to state-protected species. Both USFWS and FWC agreed the bridge over the Peace Creek floodplain would provide sufficient wildlife connectivity, and a separate crossing was not needed. FTE conducted a Pre-Application Meeting with SWFWMD on April 16, 2020. Pond siting, anticipated wetland impacts, and mitigation options were discussed. Agency meeting minutes have been included in **Appendix D.** Additional coordination with state and federal agencies will occur during the project's design phase.

FTE also coordinated with local stakeholders. Meetings to introduce the project and address concerns were held with Clear Springs Solar on December 3, 2018, Polk Transportation Planning Organization (TPO) Technical Advisory Committee on May 23, 2019, Polk TPO Board on June 6, 2019, City of Winter Haven on June 11, 2019 and February 7, 2020, Tampa Electric Company on February 15, 2019, Bartow Airport on November 6, 2018 and December 2, 2019, and Polk County on December 2, 2019. Local stakeholder meeting minutes have also been included in **Appendix D.**

5.2 Public Involvement

A Public Information Meeting was held on June 18, 2019 where only Alternatives 1 and 2 were shown to the public. Alternative 3 had already been removed from consideration due to the impacts to TECO's Solar Panel Farm. The meeting was held at W.H. Stuart Center in Bartow, FL and there were 139 attendees resulting in 50 comments. During this meeting, Alternative 1 received negative feedback since it required reconstructing 91 Mile Road by widening a section of this twolane roadway and introducing a directional median opening at the 91 Mine Road and at the SR 60 signalized intersection. The public concern was for traffic attempting to utilize the local road to avoid the new tolled facility and access US 17 (SR 35) to the north and SR 60 to the south. Alternative 4 was subsequently developed and selected as the Preferred Alternative to address public concerns and to reduce the overall cost of the project. In addition, Alternative 4 offers a direct connection to SR 60 while utilizing most of the Alternative 1 alignment, retains cost benefits from the original alternatives and provides provisions for future connectivity from SR 60 and south Polk County. All local, regional, state, and federal agency representatives and stakeholders with project involvement were provided project information in the project newsletter sent November 2018. Emails to public officials and newsletters were also sent in May 2019 for notification of the Public Information Meeting held June 18, 2019 and notification of the Public Hearing to be determined (pending). See Comments and Coordination Report prepared under separate cover. A project website was made available to broaden public participation. The website provides PD&E process material, background project information, and project meeting displays, as well as provides FTE contacts for public questions and comments.

5.2.1 Public Hearing

This section will be updated after the Public Hearing is completed which is currently scheduled for February 2021.

6.0 DESIGN FEATURES OF THE PREFERRED ALTERNATIVE

Based on the evaluation of the Build Alternatives and No Build Alternative described in Section 4, Alternative 4 is the Preferred Alternative. Concept plans were developed to illustrate all of the proposed improvements for the preferred alternative and can be found in **Appendix B**.

6.1 Engineering Details of the Preferred Alternative

6.1.1 Typical Sections

The proposed roadway typical section for the Preferred Alternative is described in Section 4.5.1. The typical section package is included in **Appendix C.**

6.1.2 Bridges and Structures

This roadway extension project will require structures at two roadway crossings and the Peace Creek crossing. These locations were evaluated as part of the Bridge Analysis Technical Memorandum for alternative consideration. There are two bridges within the project limits that are included in the design portion of the Central Polk Parkway (FPID: 440897-2). These bridges carry ramps over Old Bartow Eagle Lake Road to connect with US 17 (SR 35). These bridges are referred to as Ramps G and H in this section of the report. See **Figure 6.1** for Bridge Location Map.



Figure 6.1: Bridge Location Map

There are three proposed eastbound/westbound (EB/WB) bridge pairs, located within the project limits, required to complete the Central Polk Parkway mainline extension. The reference sites are referred to as:

- Old Bartow Eagle Lake Road (OBEL Rd.)
- US 17 (SR 35)
- Peace Creek

The two roadway crossings are Old Bartow Eagle Lake Road (OBEL Rd.) and US 17 (SR 35) and are discussed as part of the US 17 (SR 35) interchange. These locations were included in *Alternatives Evaluation Report* (FPID: 440897-2) as part of alternative consideration for the interchange. The preferred interchange alternative (tight diamond configuration) was determined at the time of the Report. The bridge alternatives are derived based on this interchange configuration.

Old Bartow Eagle Lake Road

The proposed bridges are set to span over OBEL Rd., an existing Gulfstream Natural Gas easement, and a proposed Florida Gas Transmission easement. Similar to Ramps G and H of FPID: 440897-2, the begin bridge location is governed by a 10'-0" offset from the existing 50'-0" Gulfstream Natural Gas easement. The end bridge location is governed by a 25'-0" offset from the potential Florida Gas Transmission relocation. Intermediate obstructions will maintain a clear zone setback when adjacent to OBEL Rd. or a minimum 10'-0" offset from the Gulfstream Gas. See **Figure 6.2** for the elevation view.



Figure 6.2: Elevation of Old Bartow Eagle Lake Road

Additional consideration was given to a second bridge alternative which evaluated separate simple-span crossings with a filled in middle span contained with MSE wall. It is assumed that the alternative selected for the adjacent Ramps G and H during the design phase of the adjacent project (FPID: 440897-2) will be the most compatible solution for the mainline as well. In the BDR (dated December 2019) it was determined that the alternative with the middle fill section was the most economical solution. However, the cost savings was a negligible amount. Due to additional risks in the form of unforeseen settlement or future downdrag loads, and the cost considerations for soil improvements the three-span alternative is considered preferred for both ramps and mainline bridges.

Each structure (WB/EB) consists of two 12 foot lanes with a 10 foot outside shoulder and a 6 foot inside shoulder. The resulting width is 42'-8" using 36 inch single slope barriers. FIB 54 beams provide an economical solution for Ramp H which has similar span arrangements as the spans of the proposed mainline bridges. The proposed superstructure sections will be assumed for the mainline and will consist of a combination of four- and six-beam configurations. Spans 1 and 2 consist of four beams supporting the deck superstructure. Span 3 will consist of six beams supporting the deck superstructure.



Figure 6.3: Typical Section Spans 1 and 2



Figure 6.4: Typical Section Span 3

US 17 (SR 35)

The alternatives included within the *Alternatives Evaluation Report* considered a single span bridge to minimize footprint and impacts to right-of-way, wetlands, and geotechnical remediation areas. Based on additional evaluation performed in the Bridge Analysis Technical Memorandum for a two-span bridge alternative, the single span bridge at this overpass was confirmed to be the Preferred Alternative.

The proposed bridges are set based on 36 foot clear zone from existing edge of pavements. Proposed improvements to US 17 (SR 35) for the interchange will be accommodated to the inside. The resulting span length is approximately 211 feet. To create a single span structure without median obstruction, this arrangement requires steel girders. The total superstructure depth will be approximately 8'-0". See **Figure 6.5** for elevation view and **Figure 6.6** for possible typical section.





Figure 6.6: Typical Section US 17 (SR 35)

The Bartow Executive Airport is located less than 2 miles from intersection. Preliminary profiles for the overpass are well below the glide path for the closest runway; however, lighting on the bridge will need to be addressed in the design phase of this project (FPID: 440897-2) to avoid conflicts.

Peace Creek Crossing

The alignment passes over Peace Creek, Peace Creek floodplain as well as several abandoned mine pit areas that are present along the corridor between US 17 (SR 35) and SR 60. This PD&E study evaluates several alignments through this area to avoid conflict areas and optimize the route, all of which require a bridge. All bridge alternatives are spanning the nearly 2500-foot wide floodplain boundary. Bridge length refinements during the design phase will require analysis to determine impacts to the Peace Creek floodway and floodplain which may alter the bridge concept layout for this location. Permit coordination will be needed to support any bridge recommendations which surface in design.

Each structure consists of two 12 foot traffic lanes with a 10 foot outside shoulder. The eastbound bridge has a 6 foot inside shoulder while the westbound bridge has a varying inside shoulder width. The westbound bridge inside shoulder width varies from 6 feet (STA. 1371+00 to STA. 1380+00.00) to 10 feet (STA. 1380+00 to STA. 1395+00.00). Assuming the use of 36 inch single slope barriers, the resulting width for the eastbound bridge is 42'-8", while the westbound bridge varies from 42'-8" to 46'-8".

Given the overall width of the eastbound structure, the girder configuration consists of a 5 girder system with a beam spacing of 9 feet. For the westbound structure, there are two logical girder configurations, a 5 girder system with a beam spacing of 9 feet for the 42'-8" wide portion or a 6 girder system with a beam spacing of 8 feet for the 46'-8" wide portion. Recent studies for the

adjacent Central Polk Parkway project (FPID: 440897-2), north of US 17 (SR 35) have demonstrated that FIB 36 beams with pile bents provide an economical solution for a crossing of similar type. Assuming the use of a FIB 36 and a moderately aggressive environment, the resulting maximum span lengths would be on the order of 97 feet for the 6 girder system and 94 feet for the 5 girder system. The span lengths could be constrained by geotechnical limitations which remain to be evaluated. For the purposes of the preliminary layout, FIB 36 beams will be assumed, and their span length will between 90-100 feet.

See Figure 6.7 and Figure 6.8 for 5 & 5 girder and 6 & 5 girder systems respectively.



Figure 6.7: Peace Creek Typical Section (5 & 5 Girder System)

Figure 6.8: Peace Creek Typical Section (6 & 5 Girder System)



Multi-Use Recreational Trail Bridges

Coordination with Polk County to include the multi-use recreational trail as a commitment to this PD&E study is pending the operations and maintenance agreement. The location, including all necessary bridges, will need to be coordinated during the design phase following an agreement with Polk County.

6.1.3 Right-of-Way and Relocations

The proposed right-of-way is shown on the concept plans included in **Appendix B**. There are 31 parcels that will be impacted by the Preferred Alternative. Nine residential relocations and three business relocations are anticipated with the preferred alternative. For additional information, please reference the Concept Stage Relocation Plan under separate cover.

6.1.4 Horizontal and Vertical Geometry

The Central Polk Parkway alignment was established with three horizontal curves as shown in **Table 6.1**. The first two horizontal curves require superelevation of 3.7 and 3.9 percent and the third curve requires reverse crown. The concept plans are included within **Appendix B** for additional alignment information.

Contorlino Pl	Bearing		Degree of	Radius	Length	Superelevation
Station	Back	Ahead	Curvature	(ft)	(ft)	Rate
Station	Dack	Alleau				e _{max} = 0.10
1344+11.62	S 0° 34' 02.99" E	S 26° 31' 51.38" E	1° 00' 00"	5,730.00	2,596.54	0.037
1392+97.15	S 26° 31' 51.38" E	Due South	1° 02' 57.05"	5,461.00	2,528.73	0.038
1434+40.00	Due South	S 14° 35' 24.74" E	0° 31' 22.84"	10,955.00	2,789.66	0.021

Table 6.1: Horizontal Alignment – Preferred Alternative

The vertical alignment will be relatively flat between the US 17 (SR 35) interchange and the SR 60 signalized intersection. There is a low lying floodplain area between the northern limits of the existing mined area and the Peace Creek. This floodplain area, the mined soils, and Peace Creek will be spanned by two bridge structures nearly 2,500-feet long, generally maintaining the higher profile elevation of the mainline approaches. Within the open water features, the minimum drift clearance of 2-feet from the anticipated design flood stage elevation and the low structural member was considered for estimating purposes in establishing the project's Long-Range Estimate. Additional geotechnical investigation will be required to better understand the variability of the existing mined areas which may require additional bridge structure within the study limits.

6.1.5 Bicycle and Pedestrian Accommodations

The Preferred Alternative includes a 12-foot multi-use recreational trail paralleling the proposed roadway to the east of the corridor within a separate 26-foot right-of-way corridor for pedestrians and bicyclists. The multi-use recreational trail will consist of asphalt pavement along most of the corridor and two separate concrete bridges, 18 feet in width, over the identified wetlands. The bridge concept is planned to include bicycle bullet railing on both sides of the bridges. The multi-use recreational trail will provide future connectivity on the south side of US 17 (SR 35) and to the existing sidewalk along the south side of SR 60. The SR 60 improvements include 5-foot paved shoulders along the outside of the roadway and bicycle key holes within the limits of the right turn lanes for bicycle use. Coordination with FDOT will be required to determine whether or not these provisions will be striped for designated use given the design characteristics of this high speed facility.

6.1.6 Multi-Modal Accommodations

This project is expected to have zero to minimal impact to transit routes within the project limits discussed in Section 2.10.

US 17 (SR 35) and SR 60 within the project limits carry high truck traffic with a daily Truck Percent of 10.2 and 17.3, respectively, as reported by the Final *Project Traffic Analysis Report* (PTAR) (March 2020) and prepared by FTE under separate cover. The Central Polk Parkway is also projected to carry high truck traffic with a daily Truck Percent of 12.3. The addition of an alternative facility to the existing network will redistribute truck traffic in the region.

6.1.7 Access Management

The Access Classifications stated in Section 2.5 apply to this Preferred Alternative. Along the south side of US 17 (SR 35), seven driveways will be closed due to the proposed limited access right-of-way requirements. The two driveways at Lizzy's Supermarket will be closed with one driveway proposed between the two existing locations. Along SR 60, the median opening at Peace Creek Road will be closed since the proposed CPP Ramp signalized intersection will be within 500 feet of Peace Creek Road. There is an existing median opening to remain within 0.25 miles along SR 60 west of Peace Creek Road. Another signal is proposed at the currently two-way stop controlled intersection between SR 60 and 91 Mine Road. The new signal will provide road users improved access to and from the 91 Mine Road and Connersville Road connections. Additional turn lanes are proposed to support safe deceleration for vehicles accessing the US 17 (SR 35) and SR 60 intersections.

6.1.8 Intersection and Interchange Concepts

At the southern end of the alignment the CPP mainline will connect to SR 60 with a new signalized intersection with provisions for future connectivity to alignments from the south or along SR 60 from the east. The PD&E study will evaluate improvements along SR 60 given the close proximity of the new CPP mainline connection and the existing median opening to the east at 91 Mine Road. Currently, the Preferred Alternative includes converting the existing two-way stop controlled intersection between SR 60 and 91 Mine Road to a signalized intersection. The two signalized intersections along SR 60 will be synched to improve operations to access the new tolled roadway while supporting local connectivity from the 91 Mine Road and Connersville Road connections.

6.1.9 Intelligent Transportation System and TSM&O Strategies

The objective of Transportation Systems Management and Operations (TSM&O) is to identify strategies that reduce existing traffic congestion and prevent its occurrence in areas that are currently congested. These strategies are designed to modify travel behavior and increase system efficiency without costly infrastructure improvements.

TSM&O options generally include traffic signal and intersection improvements, access management, and transit improvements. The additional capacity required to meet the projected traffic volumes along this new segment of CPP cannot be provided solely through the implementation of TSM&O improvements. The ITS fiber optic lines that are currently under design for the CPP from Polk Parkway to US 17 (SR 35) will be extended along the new segment terminating at SR 60.

6.1.10 Utilities

Two of the ten utility companies identified, Comcast and Polk County Utilities, indicated they do not have facilities within the limits of the study. Of the remaining eight, six 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, and power poles. If Tampa Electric Company is in conflict, then the joint users on the poles will be in conflict as well. It is unknown whether utility relocations within the limits of the project would be at the expense of the utility owner or would be eligible for reimbursement. **Table 6.2** summarizes impacted utilities and costs associated with relocating them (note Tampa Electric Distribution and Transmission is listed as two separate utility companies).

Utility Agency Owner	Existing Utilities and Estimated Relocation Costs Description	Estimated Cost
Frontier Communications	Frontier Communications owns buried fiber optic and copper communication lines on 91 Mine Road, SR 60, and SR 17.	\$807,577.95
Gulfstream Natural Gas	Gulfstream Natural Gas owns a buried 30" steel high pressure gas line in an easement north of Old Bartow Eagle Lake Road.	\$3,000,000 to \$4,000,000
Sprint	Sprint owns a buried fiber optic cable on the north side of SR 60.	\$244,000
Tampa Electric Company – Distribution	TECO Distribution owns multiple 25kv distribution lines south of US 17.	\$325,000
Tampa Electric Company – Transmission	TECO Transmission owns two aerial 115kv electric lines north of Old Bartow Eagle Lake Road and one on the south side of Old Bartow Eagle Lake Road. They also own an aerial line on the south side of US 17.	Option 1: \$12,000,000 to \$15,000,000 Option 2: \$6,000,000 to \$8,000,000

Table 6.2: Summary of Impacted Utility Agency Owners and Costs Associated

Unresponsive UAO's

- 1) Bright House Networks has been unresponsive to requests for markups on the alternative cut sheets and for cost relocation information.
- 2) City of Bartow was contacted with a request to provide cost estimate but did not provide a response.
- 3) Florida Gas Transmission has been unresponsive to request for markups on the alternative cut sheets and for cost relocation information
- 4) Florida Public Utilities was contacted with a request to provide cost estimate information but did not provide a response.

6.1.11 Drainage and Stormwater Management Facilities

A *Location Hydraulic Report* (LHR) and a *Pond Siting Report* (PSR) were completed under separate cover. These studies were prepared as part of the PD&E study.

The PSR was prepared for this project and provides a detailed discussion of the proposed stormwater management approach. Wet detention ponds will provide for water quality improvements as well as water quantity attenuation for the project runoff. The report identifies alternative pond locations, discusses right-of-way requirements, documents possible environmental impacts associated with the alternative pond sites, and includes an Environmental Look Around (ELA) section exploring watershed wide stormwater needs and alternative permitting approaches.

Drainage design will include median ditch along with roadside ditches that collects roadway runoff and conveys to stormwater management facilities. The proposed 74' median width allows for median ditch for future 6-lane typical section. The ultimate 8-lane section will require closed drainage system along the median. Two stormwater treatment alternatives were evaluated for each basin including one regional pond. Pond site locations were analyzed and evaluated for recreational properties, environmental wetland impacts, threatened and endangered species involvement, hazardous materials contamination, historical and archeological resources, right-ofway acquisition, and hydrology (soil types and seasonal high water table) and hydraulics. Additional right-of-way area has been included for aesthetics of the pond area such as landscaping and a more natural curvilinear shape. **Figure 6.9** shows the Pond Site Location Map for this study.



Figure 6.9: Pond Site Location Map

6.1.12 Floodplain Analysis

The alignment passes over Peace Creek, Peace Creek floodplain and its regulated floodway as well as several abandoned mine pit areas that are present along the corridor between US 17 (SR 35) and SR 60. All bridge alternatives are spanning the 2400-foot wide floodplain and its regulated floodway. Bridge length refinements during the design phase will require analysis to determine impacts to the Peace Creek floodway and floodplain which may alter the bridge concept layout for this location. A *Location Hydraulic Report* was prepared for the roadway improvements evaluated in the PD&E Study and provides a detailed discussion of the potential floodplain encroachment and preliminary cross drain evaluation.

Floodplain impacts due to the proposed roadway and stormwater management facilities were analyzed and floodplain compensation pond alternative analysis are provided in a separate Pond Siting Report. A preliminary analysis of the cross drains has been performed to determine whether the existing cross drain along SR 60 can be extended or would require replacement. Six (6) cross drains and one (1) bridge were analyzed in proposed conditions to ensure no rise in headwater elevation. It was determined that the floodplain encroachment is classified as "minimal" as stated in Section 4.4 of the LHR.

The proposed cross drains and floodplain compensation areas will perform hydraulically in a manner equal to or greater than the existing condition, and backwater surface elevations are not expected to increase. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or in emergency evacuation routes. Therefore, it has been determined that this encroachment is classified as "minimal encroachment".

Figure 6.10 shows FEMA Flood Zones delineation within the project limits.





Figure 6.10: FEMA Flood Zones

6.1.13 Transportation Management Plan

The Transportation Management Plan (TMP) will be determined during the design phase (FPID: 440897-2). Construction hauling routes were evaluated as part of the design segment to the north which required coordination with Polk County and the SWFWMD. Given the rural nature of the surrounding property, the hauling routes are limited to US 17 (SR 35) and SR 60. There may be opportunities for alternate routes including Polk County's vacant right-of-way corridor just west of the preferred alignment and other routes identified with the Cost Risk and Value Engineering Study. Consideration must be given to construction duration to allow sufficient time for subsoil remediation depending on the geotechnical investigation. The design segment to the north is proposing surcharging methods which may need to remain in place for excess of 9 months. Detour routes will need to be considered for the erection of the bridge superstructure components over both Old Bartow Eagle Lake Road and US 17 (SR 35).

6.1.14 Special Features

To be determined.

6.1.15 Design Variations and Design Exceptions

The design criteria for this project is provided in **Table 3.1**. Two design variations are anticipated for this project. The existing border width along US 17 (SR 35) and SR 60 will need to be addressed as well as the curb use on a high speed facility for SR 60. The proposed typical section ties into an existing curbed section along SR 60 at the eastern terminus.

6.1.16 Cost Estimates

The total estimated project costs for the Preferred Alternative are summarized below in **Table 6.3**. The projects Long-Range Estimate (LRE) has been included within **Appendix A** which summarizes the construction cost for the Preferred Alternative.

Evaluation Criteria	No Build Alternative	Preferred Alternative
Estimated Total Project Co	sts	
Mitigation		
Wetland Mitigation	0	\$1,550,000
Total Mitigation (\$)	\$0	\$1,550,000
Right-of-Way Cost		
Right-of-way acquisition for roadway	\$0	\$12,296,200
Right-of-way acquisition for stormwater facilities	\$0	\$3,243,000
Right-of-way acquisition for floodplain compensation	\$0	\$4,188,800
Total Right-of-Way Cost (\$)	\$0	\$19,728,000
Construction Cost		
Construction cost for roadway	\$0	\$116,846,000
Construction cost for stormwater facilities	\$0	\$1,400,000
Construction cost for floodplain compensation	\$0	\$3,000,000
Construction cost for toll equipment	\$0	\$2,120,000
Total Construction Cost (\$)	\$0	\$123,366,000
Preliminary Estimate of Engineeri	ng Cost	
Design	\$0	\$12,125,000
Construction Engineering & Inspection	\$0	\$16,707,000
Total Preliminary Estimate of Engineering Cost (\$)	\$0	\$28,832,000
Preliminary Total Cost (\$)	\$0	\$173,476,000

Table 0.3. Total Estimated Fiolect Cost	Table (6.3: Total	Estimated	Project Cost
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6.2 Summary of Environmental Impacts of the Preferred Alternative

The evaluation of the preferred alternative identified several environmental issues to be addressed. There are 17 historic resources identified during the evaluation within the project study area. Based on historical research and field investigations, none of the historic resources or archaeological sites have been determined eligible, or appear potentially eligible for listing in the National Register of Historic Places (NRHP). A field survey will be required to support the evaluation for historic resources and additional coordination with the State Historic Preservation Officer (SHPO) is necessary to confirm eligibility. There were various wetland habitats found along the project corridor that will require compensatory mitigation using compensatory banks and other methods to satisfy state and federal regulations. Some federal protected species may be affected by the development of the proposed project. Noise abatement was not determined to be feasible or reasonable for one impacted noise receptor. A land use review will be completed later in the design phase to confirm if any new sensitive noise receptors that meet the Date of Public Knowledge should be evaluated for noise impacts. A Level I contamination screening evaluation was prepared, and it was determined that there is a total of 22 potential contamination sites within the project limits. The sections below describe in much detail all these findings and ways to mitigate them, if needed.

6.2.1 Future Land Use

According to the City of Bartow's 2030 Future Land Use Map, the study area is predominantly comprised of Mixed Use, Conservation, and Commercial lands.

6.2.2 Section 4(f)

This project is not federally funded. Section 4(f) does not apply.

6.2.3 Cultural Resources

A review of the Florida Master Site File (FMSF) indicated that three archaeological sites have been recorded within the APE. These resources include: 8PO00444 (artifact scatter/historic refuse site), 8PO00445 (artifact scatter), and 8PO01544 (historic fort) 8OS01772. The first resource, 8PO00444 has not been evaluated by the State Historic Preservation Officer (SHPO) for its NRHP eligibility; the next site, 8PO00445 was determined ineligible for listing in the NRHP by the SHPO; and the last site, 8PO01544, had insufficient information for the SHPO to make a determination. Given the known patterns of settlement and the amount of disturbance in the area, the APE was considered to have a variable probability for archaeological site occurrence, but mainly due to the amount of disturbance that has occurred within the APE, most areas was considered a low probability. As a result of the archaeological field investigations, consisting of surface reconnaissance and subsurface testing, no evidence of the previously recorded sites was found. However, two previously unrecorded archaeological sites were found, 8PO08256 and 8PO08257; one is an artifact scatter and the other a lithic scatter. Based on background research and field investigations, these archaeological sites do not appear to be eligible for listing in the NRHP.

Historic/architectural background research included a review of the FMSF, the NRHP, and the previous Central Polk Parkway CRAS (ACI 2010b; Survey No. 18003), as well as the Corridor Analysis (ACI 2019), the Preliminary Pond Technical Memorandum (ACI 2019), and ETDM report #14372 (FDOT 2019). The research indicated that two historic resources (8PO07412 & 8PO07413) were previously recorded within the historic APE. These include two Masonry Vernacular style buildings (8PO07412 & 8PO07413) that were determined ineligible for listing in the NRHP by the SHPO in 2011. A review of relevant quadrangle maps, historic aerial photographs, and Polk County's property appraiser's website revealed the potential for four historic resources 45 years of age or older (built in or prior to 1974) within the APE (Faux 2019).

The historical/architectural field survey resulted in the identification and evaluation of four additional historic buildings (8PO08251-8PO08254). These include four Frame Vernacular style buildings constructed between circa (c.) 1930 and c. 1961. The four historic buildings are common examples of their respective architectural styles without significant historical associations; therefore, none appear eligible for listing in the NRHP, either individually or as part of a historic district.

In addition, there are no archaeological sites or historic resources that are listed, determined eligible, or that appear eligible for listing in the NRHP within the APE.

Central Polk Parkway from US 17 (SR 35) to SR 60 – Preliminary Engineering Report

6.2.4 Wetlands

All existing and available data was reviewed to determine if any wetlands would be adversely affected by the proposed construction of the Central Polk Parkway from US 17 (SR 35) to SR 60. There is a total of 21.64 acres of wetland (14.53 acres) and surface water (7.11 acres) impacts for mainline, SMFs, and FPCs (**Table 6.4**). Of the ten SMF and eight FPC alternative sites associated with the proposed Central Polk Parkway extension, five sites include wetlands or surface waters. Wetland habitat types found within the project study area include exotic wetland hardwoods, wetland scrub, freshwater marshes, wet prairies, emergent aquatic vegetation, and intermittent ponds.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed using mitigation banks and any other mitigation options that satisfy state and federal requirements.

lmpact Type	FLUCFCS Description	FLUCFCS Classification ¹	USFWS Classification ²	Impact Acreage	
Currence	Streams and Waterways	510	R2UB2Hx,	1.60	
Waters	Streams and waterways	510	PSSTCX, PEM1Cx	1.00	
	Reservoirs	rvoirs 530			
Total Surface Water Impac				7.11	
	Exotic Wetland Hardwood	619	PSS1C	0.28	
	Wetland Scrub	631	PSS1C	4.94	
Wetlands	Freshwater Marshes	641	PEM1C	5.06	
	Wet Prairie	643	PEM1C	0.10	
	Emergent Aquatic Vegetation	egetation 644		2.17	
	Intermittent Pond	653	PEM1C	1.98	
	14.53				
			Total Impacts	21.64	

Figure 6.12 delineates wetlands surrounding the project limits.

Table 6.4: Wetland and Surface Water Impacts

¹ Florida Land Use Cover and Forms Classification System (FLUCFCS) FDOT 1999

² Cowardin, et al., 1979

PEM1C: Palustrine, Emergent, Persistent, Seasonally Flooded

PEM1Cx: Palustrine, Emergent, Persistent, Seasonally Flooded, Excavated

PSS1C: Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded

PSS1Cx: Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded, Excavated

PUB2Hx: Palustrine, Unconsolidated Bottom, Sand, Permanently Flooded, Excavated

R2UB2Hx: Riverine, Lower Perennial, Unconsolidated Bottom, Sand, Permanently Flooded, Excavated



Figure 6.12: Wetlands
6.2.5 Protected Species and Habitat

A map showing locations of encountered protected species is shown in **Figure 6.13**. The effect determinations for federal-listed, state-listed, and other protected species are listed in Table 6.5, Table 6.6 and Table 6.7. Technical Assistance Meetings were held with USFWS and FWC on March 10, 2020 and March 13, 2020, respectively. Both USFWS and FWC agreed the bridge over the Peace Creek floodplain would provide sufficient wildlife connectivity, and a separate wildlife crossing was not needed. See **Appendix D** for meeting minutes.

Central Polk Parkway from US 17 (SR 35) to SR 60 – Preliminary Engineering Report



Figure 6.13: Protected Species Map

Project Effect Determination	Federal Listed Species
	Florida Grasshopper Sparrow (Ammodramus savannarum
"No effect"	floridanus)
	Florida Panther (Puma concolor cougar)
	Scrub Buckwheat (Eriogonum longifolium var. gnaphalifolium)
	Britton's Beargrass (<i>Nolina brittoniana</i>)
	Lewton's Polygala (<i>Polygala lewtonii</i>)
"May offer the time of likely	Carter's Warea (Warea carteri)
May affect, but is not likely	Eastern Indigo Snake (Drymarchon couperi)
to adversely affect	Florida Scrub-jay (Aphelocoma coerulescens)
	Crested Caracara (Caracara cheriway)
	Wood Stork (<i>Mycteria americana</i>)
	Everglade Snail Kite (Rostrhamus sociabilis plumbeus)
	Blue-tailed Mole Skink (Plestiodon egregius lividus)
"May affect"	Sand Skink (Plestiodon reynoldsi)
	Florida Bonneted Bat (Eumops floridanus)

 Table 6.5: Federal Protected Species Effect Determinations

Project Effect Determination	State Listed Species
	Incised Groove-bur (Agrimonia incisa)
	Ashe's Savory (Calamintha ashei)
	Many-flowered Grass-pink (Calopogon multiflorus)
	Sand Butterfly Pea (Centrosema arenicola)
	Piedmont Jointgrass (Coelorachis tuberculosa)
	Star Anise (<i>Illicium parviflorum</i>)
	Florida Spiny-pod (<i>Matelea floridana</i>)
	Celestial Lily (Nemastylis floridana)
	Hand Fern (<i>Ophioglossum palmatum</i>)
	Giant Orchid (Orthochilus [Pteroglossaspis] ecristatus)
"No adverse effect	Plume Polyplody (<i>Pecluma plumula</i>)
anticipated"	Comb Polyplody (Pecluma ptilota var. boureauana)
	Florida Willow (Salix floridana)
	Gopher Tortoise (Gopherus polyphemus)
	Short-tailed Snake (Lampropeltis extenuata)
	Florida Pine Snake (<i>Pituophis melanoleucus mugitus</i>)
	Florida Sandhill Crane (Antigone canadensis pratensis)
	Florida Burrowing Owl (Athene cunicularia floridana)
	Little Blue Heron (Egretta caerulea)
	Tricolored Heron (Egretta tricolor)
	Southeastern American Kestrel (Falco sparverius paulus)
	Roseate Spoonbill (<i>Platalea ajaja</i>)

Table 6.6: State Protected Species Effect Determinations

Table 6.7: Other Protected Species Effect Determinations

Project Effect Determination	Other Species of Concern	
"No adverse effect anticipated"	Bald Eagle (Haliaeetus leucocephalus)	

6.2.6 Essential Fish Habitat

There is no essential fish habitat present in the project study area.

6.2.7 Highway Traffic Noise

A traffic noise analysis was performed in accordance with the Code of Federal Regulations Title 23, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, Title XXVI Chapter 335.17 of the Florida Statutes, and FDOT's *PD&E Manual*, Part 2 Chapter 18. Predicted noise levels were determined using the Federal Highway Administration Traffic Noise

Model version 2.5. The project's *Noise Study Report, January 2020* further details the traffic noise analysis.

Noise levels were predicted at 76 receptor points representing 74 residences and one special land use. For Design Year (2045) conditions, noise levels at residences are predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at one (1) residence. Noise barriers were not found to be a reasonable or feasible form of abatement because two receptors must receive benefit. Therefore, no potentially feasible or reasonable noise barriers were identified. In addition, compared to existing monitored conditions, noise levels for Design Year Preferred Alternative conditions are not predicted to substantially increase at any residence evaluated.

A land use review will be performed during the future project design phase to identify all noisesensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge.

6.2.8 Contamination

A Contamination Screening Evaluation Report (CSER) (FDOT 2020) for the project mainline and a CSER Technical Memorandum (FDOT 2020) for the pond site alternatives were prepared to document risks associated with contamination on the proposed project, in accordance with FDOT PD&E Manual, Part 2, Chapter 20.

A Level I contamination assessment was conducted to assess the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water, or sediment that could adversely affect this project. The CSER activities included a review of public regulatory files and historical data sources, and a site reconnaissance of the project study area.

Based on the CSER, a total of 22 potential contamination sites were identified within the project study area. Three (3) sites received a risk rating of 'No', 11 sites received a risk rating of 'Low', seven (7) sites received a risk rating of 'Medium', and one (1) site received a risk rating of 'High'. In the CSER Technical Memorandum, 7 Medium rated ponds/FPCs were identified.

Additional information may become available or site-specific conditions may change from the time these reports were prepared and should be considered prior to acquiring right-of-way and/or proceeding with roadway construction.

Table 6.8 presents a summary of the risk ratings assigned for each potential contamination site/facility. **Table 6.9** shows a summary of the risk ratings assigned for the preferred pond sites. **Appendix F** provides a Contamination Location Map and table providing additional information.

No. of Sites
3
11
7
1

Table 6.8: Summary of Risk Ratings (Mainline)

Table 6.9: Summary of Risk Ratings (Pond Sites)

Risk Rating	No. of Sites
No	0
Low	2
Medium	7
High	0

Based on the conclusions of the study and the risk ratings noted above, the following recommendations are made for this project:

- For the locations rated 'No' for potential contamination, no further action is required. These sites have been evaluated and determined not to have any potential contamination risk to the study area at this time.
- For the locations rated 'Low' for potential contamination, no further action is required at this time. These sites/facilities have the potential to impact the study area but are determined to have low risk to the project at this time. Variables that may change the risk rating include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities should be considered.
- For the locations with a risk rating of 'Medium' or 'High' Level II field screening should be conducted. It has been determined that Site # 2, 4, 5, 7, 8, 11, 13, and 22 may have potential contaminants that could impact the proposed project. It has also been determined that SMF's 1B, 2B, 3B, 4B1, and 4B2 and FPCs 1B and 3A have a risk rating of 'Medium.' A soil and groundwater sampling plan should be developed. The sampling plan should provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical tests to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells should be prepared. The FTE District Contamination Impact Coordinator (DCIC) should be consulted regarding the site-specific Level II field screening scope of work.

- Domestic wells and/or septic systems which may be present at or near current/former structures located within the right-of-way should be properly abandoned in accordance with state and local regulations. Septic systems were noted at the following addresses: 713 91 Mine Road and 2317 US 17 (SR 35). Irrigation wells may be located within groves.
- Structures located within the right-of-way may warrant an asbestos survey.

Further details are presented in the CSER (FDOT 2020) and CSER Technical Memorandum (FDOT 2020). Based on the analysis above, the impact for contamination has been rated "no substantial impact.

APPENDICES

APPENDIX A

LONG RANGE ESTIMATE

Date: 10/29/2020 1:40:44 PM FDOT Long Range Estimating System - Production **R3: Project Details by Sequence Report** Project: 440897-4-52-01 Letting Date: 01/2099 Description: PD&E CENTRAL POLK PARKWAY - US 17(SR35) TO SR60 District: 08 County: 16 POLK Market Area: 08 **Units:** English Project Length: 2.500 MI Contract Class: 7 Lump Sum Project: N Design/Build: N Project Manager: UNDERWOOD Version 9 Project Grand Total \$117,153,333.02 Description: DESIGN ALTERNATIVE 1 CPP FROM US 17 TO SR 60. UPDATED BASED ON EOR MARKUPS 10/15/2020. Sequence: 1 NDR - New Construction, Divided, Rural Net Length: 1.732 MI 9,145 LF Description: Central Polk Parkway from US 17 to 91 Mine Road. NB and SB bridges over slime soils and open water features included in this sequences. The Special Conditions: pavement design will need to account for PG 76-22 to be included with the top pavement lift for the asphalt thickness for both the CPP mainline and paved shoulders. EARTHWORK COMPONENT **User Input Data** Description Value Standard Clearing and Grubbing Limits L/R 155.00 / 155.00 Incidental Clearing and Grubbing Area 0.00 Alignment Number 1 Distance 1.297 Top of Structural Course For Begin Section 110.00 Top of Structural Course For End Section 110.00 Horizontal Elevation For Begin Section 100.00 Horizontal Elevation For End Section 100.00 Front Slope L/R 6 to 1 / 6 to 1 Median Slope L/R 6 to 1 / 6 to 1 Median Shoulder Cross Slope L/R 5.00 % / 5.00 % Outside Shoulder Cross Slope L/R 6.00 % / 6.00 % Roadway Cross Slope L/R 2.00 % / 2.00 % Pay Items **Unit Price Extended Amount** Pay item Description **Quantity Unit CLEARING & GRUBBING** 65.08 AC \$7,606.35 110-1-1 \$495,021.26 120-6 EMBANKMENT 436,029.96 CY \$11.00 \$4,796,329.56 X-Items Pay item **Quantity Unit Unit Price Extended Amount** Description 270,000.00 CY 120-6 EMBANKMENT \$11.00 \$2,970,000.00 **Comment:** The US 17 interchange is not consistent with the standard typical section for the CPP mainline. For US 17 interchange the earthwork quantity was calculated separately. Earthwork Component Total \$8,261,350.82

ROADWAY COMPONENT

	RUADWAT	JOWPONENT		
User Input Dat	a			
Description		Val	ue	
Number of Lane		04.00/04	4	
Roadway Pavel	ment Width L/R	24.00 / 24.	00	
Eriction Course	Spread Rate	1	70 80	
Thetion Course	opread Nate		00	
Pay Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	89 417 39 SY	\$5.75	\$514 149 99
285-711	OPTIONAL BASE BASE GROUP	50 114 38 SY	\$25.02	\$1 253 861 79
200111	11		\$L0.0L	¢1,200,001110
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	18,777.65 TN	\$111.25	\$2,089,013.56
337-7-25	ASPH CONC FC, INC BIT, FC-	1,950.92 TN	\$159.99	\$312,127.69
	5,PG76-22			
V 14				
X-Items	Description			
339-1	PAVEMENT	355.00 11	\$288.72	\$102,495.60
520-6	SHOULDER GUTTER- CONCRETE	400.00 LF	\$25.73	\$10,292.00
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	800.00 LF	\$19.46	\$15,568.00
536-1-3	GUARDRAIL- ROADWAY, DOUBLE FACE	8,300.00 LF	\$25.69	\$213,227.00
Pavement Mar	king Subcomponent			
Description		Val	ue	
Include Thermo	/Tápe/Other		Y	
Pavement Type		Asph	alt	
Solid Stripe No.	of Paint Applications		1	
Skin Stripe No.	of Paint Applications		4	
Skip Stripe No.	of Stripes		2	
Pav Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	701.00 EA	\$3.96	\$2,775.96
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.93 GM	\$1,034.98	\$7,172.41
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.46 GM	\$454.49	\$1,572.54
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	6.93 GM	\$4,532.76	\$31,412.03
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.46 GM	\$1,694.60	\$5,863.32
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	6.93 GM	\$5,913.71	\$40,982.01

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

Peripherals Subcomponent	
Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 0.00
Bike Path Structural Spread Rate	0
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Roadway Component Total

\$4,600,513.90

	SHOULDER	COMPONENT		
User Input Da	ta			
Description		Val	ue	
Total Outside	Shoulder Width L/R	12.00/12.	.00	
Total Outside	Shoulder Perf. Turf Width L/R	2.00 / 2.	.00	
Paved Outside	e Shoulder Width L/R	10.00 / 10.	.00	
Structural Spre	ead Rate	1	65	
Friction Course	e Spread Rate		80	
Total Width (T) / 8" Overlap (O)		0	
Rumble Strips	∕₂No. of Sides		2	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	20,992.76 SY	\$17.15	\$360,025.83
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	1,676.58 TN	\$162.85	\$273,031.05
337-7-25	ASPH CONC FC, INC BIT, FC- 5, PG76-22	53.65 TN	\$159.99	\$8,583.46
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.46 GM	\$851.69	\$2,946.85
570-1-2	PERFORMANCE TURF, SOD	4,064.43 SY	\$3.88	\$15,769.99
Erosion Cont	rol			
Pay Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	23.776.90 LF	\$1.48	\$35,189,81
104-11	FLOATING TURBIDITY BARRIER	433.00 LF	\$13.17	\$5.702.61
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	433.00 LF	\$4.70	\$2,035.10
104-15	SOIL TRACKING PREVENTION	2.00 EA	\$2,714.25	\$5,428.50

MEDIAN COMPONENT

11.00 EA

2,016.00 AC

2,016.00 AC

User Input Data Description

104-18

107-1

107-2

DEVICE

MOWING

INLET PROTECTION SYSTEM

Shoulder Component Total

LITTER REMOVAL

Value

\$93.35

\$37.13

\$60.42

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

\$1,026.85

\$74,854.08

\$121,806.72

\$906,400.85

Total Median Width	74.00
Performance Turf Width	48.00
Total Median Shoulder Width L/R	8.00 / 8.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips ï¿1/2No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	8,799.48 SY	\$17.61	\$154,958.84
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	670.63 TN	\$134.59	\$90,260.09
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	53.65 TN	\$159.99	\$8,583.46
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.00 GM	\$851.69	\$2,555.07
570-1-2	PERFORMANCE TURF, SOD	48,773.12 SY	\$3.88	\$189,239.71
	Median Component Total			\$445,597.17

DRAINAGE COMPONENT

Pay Items **Unit Price Extended Amount** Pay item Description **Quantity Unit** CONC CLASS II, ENDWALLS 31.18 CY 400-2-2 \$2,030.31 \$63,305.07 INLETS, DT BOT, TYPE E, <10' 11.00 EA 425-1-551 \$4,656.51 \$51,221.61 PIPE CULV, OPT MATL, 430-174-124 1,392.00 LF \$98.02 \$136,443.84 ROUND,24"SD 430-175-124 PIPE CULV, OPT MATL, ROUND, 600.00 LF \$154.06 \$92,436.00 24"S/CD 430-175-136 PIPE CULV, OPT MATL, ROUND, 512.00 LF \$150.34 \$76,974.08 36"S/CD MITERED END SECT, OPTIONAL 430-984-129 70.00 EA \$1,713.85 \$119,969.50 RD, 24" SD 524-1-1 CONCRETE DITCH PAVT, NR, 3" 3,464.00 SY \$96.59 \$334,587.76 570-1-1 PERFORMANCE TURF 1,219.33 SY \$1.14 \$1,390.04 **Drainage Component Total** \$876,327.90

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00 AS	\$338.29	\$1,353.16
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	42.00 AS	\$1,203.67	\$50,554.14
700-2-14	MULTI- POST SIGN, F&I GM, 31- 50 SF	4.00 AS	\$4,368.63	\$17,474.52
700-2-15	MULTI- POST SIGN, F&I GM, 51- 100 SF	11.00 AS	\$5,553.81	\$61,091.91

Description	Quantity Unit	Unit Price	Extended Amount
SIGN PANEL, F&I OM, 201-300 SF	6.00 EA	\$7,396.74	\$44,380.44
OH STATIC SIGN STR, F&I, C 41- 50 FT	6.00 EA	\$82,803.22	\$496,819.32
WALK-IN DYN MESS SIGN,F&I, FULL,201-	2.00 EA	\$137,338.70	\$274,677.40
DMS SUPPORT STRUCTURE, SPAN, 201-	1.00 EA	\$250,000.00	\$250,000.00
Signing Component Total			\$1,196,350.89
Work		PORENT	
WOR			
Description	Quantity Unit	Unit Price	Extended Amount
	2 50 MILE	S \$450,000,00	\$1 125 000 00
	2.00 MILL		φ1,120,000.00
Intelligent Traffic System (ITS) Com Total	nponent		\$1,125,000.00
LIGHTING C	COMPONENT		
LIGHTING C	COMPONENT		
LIGHTING C Subcomponent	COMPONENT		Value
LIGHTING C Subcomponent ber of Poles)	COMPONENT		Value 75
LIGHTING C Subcomponent ber of Poles) Description	COMPONENT Quantity Unit	Unit	Value 75 Extended Amount
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& LOPEN TRENCH	COMPONENT Quantity Unit	Unit Price \$7.96	Value 75 Extended Amount \$119.400.00
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24"	Quantity Unit 15,000.00 LF 75.00 EA	Unit Price \$7.96 \$711.89	Value 75 Extended Amount \$119,400.00 \$53,391.75
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF	Unit Price \$7.96 \$711.89 \$2.27	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45'	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$540.95	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$40,571.25
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$540.95	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$40,571.25 \$949,050.00
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$540.95	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$40,571.25 \$949,050.00
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$540.95	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$40,571.25 \$949,050.00
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total Description ELECTRICAL POWER SRV,F&I, UG,PUR CONT	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 75.00 EA 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$540.95 Unit Price \$2,621.25	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$40,571.25 \$949,050.00 Extended Amount \$5,242.50
LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total Description ELECTRICAL POWER SRV,F&I, UG,PUR CONT LOAD CENTER, F&I, SECONDARY VOLTAGE	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 75.00 EA 75.00 EA Quantity Unit 2.00 AS 2.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$540.95 Unit Price \$2,621.25 \$13,268.75	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$40,571.25 \$949,050.00 • Extended Amount 5 \$5,242.50 \$26,537.50
	Description SIGN PANEL, F&I OM, 201-300 SF OH STATIC SIGN STR, F&I, C 41- 50 FT WALK-IN DYN MESS SIGN,F&I, FULL,201- DMS SUPPORT STRUCTURE, SPAN, 201- Signing Component Total INTELLIGENT TRAFFIC S Work Description ITS BUDGET Intelligent Traffic System (ITS) Con Total	DescriptionQuantity UnitSIGN PANEL, F&I OM, 201-300 SF6.00 EAOH STATIC SIGN STR, F&I, C 41- 50 FT6.00 EAWALK-IN DYN MESS SIGN,F&I, FULL,201-2.00 EADMS SUPPORT STRUCTURE, SPAN, 201-1.00 EASigning Component Total1.00 EAINTELLIGENT TRAFFIC SYSTEM (ITS) COMWorkQuantity UnitITS BUDGET2.50 MILEIntelligent Traffic System (ITS) Component1.00 EA	DescriptionQuantity UnitUnit PriceSIGN PANEL, F&I OM, 201-300 SF6.00 EA\$7,396.74OH STATIC SIGN STR, F&I, C 41-6.00 EA\$82,803.2250 FTWALK-IN DYN MESS SIGN,F&I,2.00 EA\$137,338.70WALK-IN DYN MESS SIGN,F&I,2.00 EA\$137,338.70FULL,201-DMS SUPPORT STRUCTURE,1.00 EA\$250,000.00DMS SUPPORT STRUCTURE,1.00 EA\$250,000.00SpAN, 201-Signing Component TotalINTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENTWorkQuantity UnitUnit PriceITS BUDGET2.50 MILES\$450,000.00Intelligent Traffic System (ITS) Component\$450,000.00

BRIDGES COMPONENT

Bridge NB1395

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

Description Estimate Type Primary Estimat Length (LF) Width (LF) Type Cost Factor Structure No.	te				Value SF Estimate YES 2,400.00 45.50 Overpass Bridge 1.00
Removal of Exis Default Cost pe Factored Cost p Final Cost per Basic Bridge C Description	sting Structures area er SF ber SF SF Cost	CPP WB OV	'ER PEACE CREEK		0.00 \$122.00 \$122.00 \$122.82 \$13,322,400.00
Pridao Poviltor	~ ~				
Pay item 400-2-10	Description CONC CLASS II, APPROA	СН	Quantity Unit 101.11 CY	Unit Price \$681.10	Extended Amount \$68,866.02
415-1-9	REINF STEEL- APPROACI SLABS	Н	17,694.25 LB	\$1.16	\$20,525.33
	Bridge NB1395 Total				\$13,411,791.35
Bridge SB1395	5	~			
Description Estimate Type Primary Estimate	te				Value SF Estimate YES
Length (LF) Width (LF) T					2,400.00 42.66
Type Cost Factor Structure No					Overpass Bridge 1.00
Removal of Exis	sting Structures area				0.00 \$122.00
Factored Cost per	per SF				\$122.00 \$122.00 \$122.00
Basic Bridge C	Cost	CPP EB OVI	ER PEACE CREEK		\$12,490,848.00
Bridge Bay Iter	me				
Pay item	Description		Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROA SLABS	СН	94.80 CY	\$681.10	\$64,568.28
415-1-9	REINF STEEL- APPROACT	Н	16,590.00 LB	\$1.16	\$19,244.40
	Bridge SB1395 Total				\$12,574,660.68
Bridge WBOLD)B				
Description Estimate Type Primary Estima Length (LF) Width (LF)	te				Value SF Estimate YES 353.92 42.67

Type Cost Factor Structure No.				Overpass Bridge 1.00
Removal of Exi Default Cost per Factored Cost Final Cost per	isting Structures area er SF per SF • SF			0.00 \$122.00 \$122.00 \$127.55
Description	Cost	PP WB OVER OLD BARTOW	/ EAGLE LAKE	\$1,842,415.50 RD.
Bridge Pay Ite Pay item	ms Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	SLABS	H 94.82 UY	\$081.10	\$64,581.90
415-1-9	REINF STEEL- APPROACH SLABS	16,593.50 LB	\$1.16	\$19,248.46
	Bridge WBOLDB Total			\$1,926,245.86
Bridge EBOLD Description Estimate Type Primary Estimat Length (LF) Width (LF) Type Cost Factor Structure No. Removal of Exi Default Cost per Basic Bridge O Description	isting Structures area er SF per SF • SF Cost	SPP EB OVER OLD BARTOW	EAGLE RD.	Value SF Estimate YES 353.92 42.67 Overpass Bridge 1.00 0.00 \$122.00 \$122.00 \$127.55 \$1,842,415.50
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROAC	H 94.82 CY	\$681.10	\$64,581.90
415-1-9	REINF STEEL- APPROACH SLABS	16,593.50 LB	\$1.16	\$19,248.46
	Bridge EBOLD Total			\$1,926,245.86
Bridge WBUS Description Estimate Type Primary Estima Length (LF) Width (LF) Type Cost Factor Structure No. Beneuel of Factor	17 ate			Value SF Estimate YES 210.91 42.67 Overpass Bridge 1.40
Default Cost pe	er SF			\$122.00

Factored Cost p Final Cost per S Basic Bridge C	er SF SF ost	OVER US 17		\$170.80 \$180.11 \$1,537,119.67
Decemption		OVER OF H		
Bridge Pay Iten Pay item 400-2-10	ns Description CONC CLASS II, APPROACH SLABS	Quantity Unit 94.82 CY	Unit Price \$681.10	Extended Amount \$64,581.90
415-1-9	REINF STEEL- APPROACH SLABS	16,593.50 LB	\$1.16	\$19,248.46
	Bridge WBUS17 Total			\$1,620,950.03
Bridge EBUS17 Description Estimate Type Primary Estimate Length (LF) Width (LF) Type Cost Factor Structure No. Removal of Exis Default Cost per Factored Cost p Final Cost per S Basic Bridge C Description	e ting Structures area SF er SF SF ost CPP EB	OVER US17		Value SF Estimate YES 210.91 42.67 Overpass Bridge 1.40 0.00 \$122.00 \$170.80 \$180.11 \$1,537,119.67
Bridge Pay Iten	ıs			
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	94.82 CY	\$681.10	\$64,581.90
415-1-9	REINF STEEL- APPROACH SLABS	16,593.50 LB	\$1.16	\$19,248.46
	Bridge EBUS17 Total			\$1,620,950.03
	Bridges Component Total			\$33,080,843.81
	RETAINING WA	LLS COMPONENT		
Retaining Wall	1			
Description Length Begin height End Height Multiplier		Valu 1,000.0 5.0 25.0	10 00 00 00 2	
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX	Quantity Unit 30,000.00 SF	Unit Price \$28.12	Extended Amount \$843,600.00

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

BARRIER

Retaining Wall	2			
Description		Valu	ie	
Length		83.0	00	
Begin height		25.0	00	
End Height		25.0	1	
wumpher			I	
Pay Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM PERM EX	2 075 00 SE	\$28.12	\$58,349,00
01012	BARRIER	2,010.00 01	¢20.12	<i>\\\</i>
Retaining Wall	3			
Description		Valu	ie	
Length		46.5	56	
Begin height		16.5	50	
Multiplier		10.0	1	
manapiloi				
Pav Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX	768.24 SF	\$28.12	\$21,602.91
	BARRIER			
Retaining Wall	4			
Description		Valu	Ie No	
Lengtn Bogin boight		83.0		
End Height		25.0	0	
Multiplier			1	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX	2,075.00 SF	\$28.12	\$58,349.00
	BARRIER			
Potoining Wall				
Description	5	Valu		
Length		46.5	56	
Begin height		16.5	50	
End Height		16.5	50	
Multiplier			1	
Pay Items	-	•		
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX	768.24 SF	\$28.12	\$21,602.91
Retaining Wall	6			
Description		Valu	le	
Length		1,415.0	00	
Begin height		16.0	00	

End Height Multiplier		1	16.00 1	
Pay Items	D escription			-
Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 22,640.00 SF	Unit Price \$28.12	Extended Amount \$636,636.80
Retaining Wall	7			
Description Length Begin height End Height Multiplier		V 33 1	/alue 35.00 16.50 16.50 1	
Pay Items				
Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 5,527.50 SF	Unit Price \$28.12	Extended Amount \$155,433.30
Retaining Wall	8			
Description Length Begin height End Height Multiplier			/alue 74.00 16.50 16.50 1	
Pay Items				
Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 2,871.00 SF	Unit Price \$28.12	Extended Amount \$80,732.52
	Retaining Walls Component Total			\$1,876,306.44
X-Items	ARCHITECTUR	AL COMPONENT		
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
735-74-1	TOLL PLAZA, LOCATION 1	1.00 LS	\$2,500,000.00	\$2,500,000.00
	Architectural Component Total			\$2,500,000.00
Sequence 1 To	otal			\$55,849,521.78

Net Length: 0.265 MI 1,400 LF

Description: RAMP I US 17 to CPP EB ON RAMP

EARINWURN	COMPONENT

User Input Data				
Description				Value
Standard Clearing			25.00 / 109.00	
Incidental Clearing	g and Grubbing Area			0.00
Alianment Numbe	r			1
Distance	1			0 265
Top of Structural (Course For Beain Section			102.00
Top of Structural	Course For End Section			107.00
Horizontal Elevati	on For Begin Section			100.00
Horizontal Elevati	on For End Section			100.00
Front Slope L/R	Crass Slope L/P			6 to 1 / 6 to 1
Roadway Cross S	closs Slope L/R			2 00 % / 2 00 %
Roddway 01000 C				2.00 /07 2.00 /0
Pav Items				
Pay itom	Description	Quantity Unit	Unit	• Extended Amount
Fayitem	Description	Quantity Onit	Price	
110-1-1	CLEARING & GRUBBING	4.30 AC	\$7,606.35	\$32,707.30
120-6	EMBANKMENT	6,918.78 CY	\$11.00	\$76,106.58
	Forthwork Common and Tatal			¢400.040.00
	Earthwork Component Total			\$108,813.89
	BOADWAY CON	PONENT		
llser Innut Data	ROADWATCON			
Description		Value		
Number of Lanes		1		
Roadway Paveme	ent Width L/R	0.00 / 15.00		
Structural Spread	Rate	330		
Friction Course S	oread Rate	80		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4.200.77 SY	\$5.75	\$24.154.43
285-711	OPTIONAL BASE, BASE GROUP 11	2,385.10 SY	\$25.02	\$59,675.20
334-1-53	SUPERPAVE ASPH CONC, TRAF	385.07 TN	\$134.59	\$51,826.57
	C, PG76-22			
337-7-25	ASPH CONC FC, INC BIT, FC-	93.35 TN	\$159.99	\$14,935.07
	5,PG76-22			
Pavement Markir	ng Subcomponent			
Description		Value		
Include Thermo/T	ape/Other	Y		
Pavement Type		Asphalt		
Solid Stripe No. o	f Paint Applications	1		
Solid Stripe No. of Stripes		2		
	Deint Applications	-		

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

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Pay Items

Pay item	Description	Quantity Unit	Unit Price Extende	ed Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53 GM	\$1,034.98	\$548.54
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	0.53 GM	\$5,913.71	\$3,134.27
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.53 GM	\$3,991.69	\$2,115.60

Roadway Component Total

\$156,389.68

SHOULDER COMPONENT

User Input Data	
Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ex	ctended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	1,036.19 SY	\$17.15	\$17,770.66
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	77.01 TN	\$134.59	\$10,364.78
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	8.21 TN	\$159.99	\$1,313.52
570-1-1	PERFORMANCE TURF	933.50 SY	\$1.14	\$1,064.19

Erosion Control Pay Items

i ay itemis				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	3,640.67 LF	\$1.48	\$5,388.19
104-11	FLOATING TURBIDITY BARRIER	66.30 LF	\$13.17	\$873.17
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	66.30 LF	\$4.70	\$311.61
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	154.08 AC	\$37.13	\$5,720.99
107-2	MOWING	154.08 AC	\$60.42	\$9,309.51
	Shoulder Component Total			\$54,830.87

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.77 CY	\$2,030.31	\$9,684.58
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	216.00 LF	\$98.02	\$21,172.32
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	48.00 LF	\$150.34	\$7,216.32
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	11.00 EA	\$1,713.85	\$18,852.35
570-1-1	PERFORMANCE TURF	186.70 SY	\$1.14	\$212.84
	Drainage Component Total			\$57,138.41

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	\$1,203.67	\$7,222.02
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
	Signing Component Total			\$11,928.94

Dural Lighting	LIGHTING C	OMPONENT		
Description Multiplier (Num Pay Items	nber of Poles)			Value 6
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.00 LF	\$7.96	\$9,552.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$711.89	\$4,271.34
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$540.95	\$3,245.70
	Subcomponent Total			\$75,924.00
	Lighting Component Total			\$75,924.00
Sequence 2 T	otal			\$465,025.79

Sequence: 3 NUR - New Construction, Undivided, Rural	Net Length:	0.208 MI 1,100 LF
Description: RAMP J CPP to US 17 off ramp (1 lane)		

	EARTHWORK CO	OMPONENT		
User Input Data Description Standard Clearin Incidental Clearir	g and Grubbing Limits L/R ng and Grubbing Area			Value 109.00 / 18.00 0.00
Alignment Number Distance Top of Structural Top of Structural Horizontal Elevat Horizontal Elevat Front Slope L/R Outside Shoulder Roadway Cross S	er Course For Begin Section Course For End Section ion For Begin Section ion For End Section r Cross Slope L/R Slope L/R			1 0.208 107.00 102.00 100.00 6 to 1 / 6 to 1 5.00 % / 6.00 % 2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.20 AC	\$7,606.35	\$24,340.32
120-6	EMBANKMENT	5,430.59 CY	\$11.00	\$59,736.49
	Earthwork Component Total			\$84,076.81
	ROADWAY COI	PONENT		
User Input Data Description Number of Lanes Roadway Pavem Structural Spread Friction Course S	ent Width L/R I Rate Spread Rate	Valu 0.00 / 15.0 33 8	e 1 0 0	
Day literat				
Pay item 160-4	Description TYPE B STABILIZATION	Quantity Unit 3,299.47 SY	Unit Price \$5.75	Extended Amount \$18,971.95
285-711	OPTIONAL BASE, BASE GROUP 11	1,873.37 SY	\$25.02	\$46,871.72
334-1-53	SUPERPAVE ASPH CONC, TRAF	302.45 TN	\$134.59	\$40,706.75
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	73.32 TN	\$159.99	\$11,730.47
Pavement Marki	ng Subcomponent			
Description		Valu	e	
Include Thermo/7	Гаре/Other	1	N	
Pavement Type		Aspha	lt	
Solid Stripe No. o	of Paint Applications		2	
Solid Stripe No. o	of Stripes		2	
Skip Stripe No. o	t Paint Applications		2	
SKIP STRIPE NO. O	i Surpes		U	

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT	0.83 GM	\$1,034.98	\$859.03
	MARK, STD, WHITE, SOLID, 0			
	Roadway Component Total			\$119,139.92
llees less it Det	SHOULDER CO	MPONENT		
Oser input Data	3			
Description	houldor Width I /P		e 0	
Total Outside S	houlder Perf. Turf Width I /R	0.00 / 0.0 4 00 / 2 0		
Paved Outside S	Shoulder Width I /R	2.00 / 4.0	0	
Structural Sprea	ad Rate	16	5	
Friction Course	Spread Rate	8	0	
Total Width (T)	/ 8" Overlap (O))	
Rumble Strips ï	¿¹∕₂No. of Sides		0	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	813.87 SY	\$17.15	\$13,957.87
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	60.49 TN	\$134.59	\$8,141.35
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	6.45 TN	\$159.99	\$1,031.94
570-1-2	PERFORMANCE TURF, SOD	733.22 SY	\$3.88	\$2,844.89
Erosion Contro	bl			
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,859.54 LF	\$1.48	\$4,232.12
104-11	FLOATING TURBIDITY BARRIER	52.08 LF	\$13.17	\$685.89
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	52.08 LF	\$4.70	\$244.78
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	120.96 AC	\$37.13	\$4,491.24
107-2	MOWING	120.96 AC	\$60.42	\$7,308.40
	Shoulder Component Total			\$45,652.73
				· · ·
	DRAINAGE COM	MPONENT		
Pay Items	Ŧ			
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.75 CY	\$2,030.31	\$7,613.66

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.75 CY	\$2,030.31	\$7,613.66
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	168.00 LF	\$98.02	\$16,467.36
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	40.00 LF	\$150.34	\$6,013.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	9.00 EA	\$1,713.85	\$15,424.65
570-1-1	PERFORMANCE TURF	146.64 SY	\$1.14	\$167.17

	Drainage Component Total				\$45,686.44
	SIGNING CO	MPONENT			
Pay Items					
Pay item	Description	Quantity	Unit U	nit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 /	AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	5.00	AS \$	1,203.67	\$6,018.35
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 /	AS \$	4,368.63	\$4,368.63
	Signing Component Total				\$10,725.27
	SIGNALIZATIONS	COMPONENT			
Signalization 1					
Description		V	alue		
i ype Multiplier		Miscellan	eous 1		
Description			·		
X-Items					
Pay item	Description	Quantity	Unit U	nit Price	Extended Amount
660-7-11	FOR EXIT, 1-2	1.00	EA \$5	07,513.26	\$57,513.26
	Signalizations Component Total				\$57,513.26
	LIGHTING CO	MPONENT			
Rural Lighting	Subcomponent				Mal a
Multiplier (Numb	per of Poles)				5
Pay items		_	L	Init	
Pay item	Description	Quantity Unit	Pr	ice	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,000.00 LF	\$7	.96	\$7,960.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x	5.00 EA	\$711	.89	\$3,559.45
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	6,000.00 LF	\$2	.27	\$13,620.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	5.00 EA	\$7,085	.16	\$35,425.80
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	5.00 EA	\$540	.95	\$2,704.75
	Subcomponent Total				\$63,270.00
	Lighting Component Total				\$63,270.00

RETAINING WALLS COMPONENT

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antity Unit 38.00 SF Valu 984.6	Unit Price \$45.77	Extended Amount \$1,351,954.26
38.00 SF Valu 984.6	\$45.77	\$1,351,954.26
Valu 984.6	e	
Valu 984.6	e	
984.6		
	0	
30.0	0	
30.0	1	
	1	
antity Unit	Unit Price	Extended Amount
38.00 SF	\$28.12	\$830,608.56
		\$2 182 562 82
		\$2,102,002.02
		\$2,608,627.25
	30.0 antity Unit 38.00 SF	30.00 1 antity Unit Unit Price 38.00 SF \$28.12

Description: RAMP J CPP to US 17 off ramp (3 lanes)

Net Length: 0.114 MI 600 LF

	EARTHWORK CO	MPONENT		
User Input Data Description Standard Clearin Incidental Clearin	ng and Grubbing Limits L/R ng and Grubbing Area			Value 121.00 / 25.00 0.00
Alignment Numb Distance Top of Structural Top of Structural Horizontal Elevat Horizontal Elevat Front Slope L/R Outside Shoulde Roadway Cross	er Course For Begin Section Course For End Section tion For Begin Section tion For End Section r Cross Slope L/R Slope L/R		52	1 0.114 102.00 102.00 100.00 6 to 1 / 6 to 1 .00 % / 6.00 % .00 % / 2.00 %
Pay Items				
Pay item 110-1-1 120.6	Description CLEARING & GRUBBING	Quantity Unit 2.02 AC	Unit Price Ex \$7,606.35	tended Amount \$15,364.83 \$6,405,30
120-6	Earthwork Component Total	562.30 C f	\$11.00	\$0,405.30
	ROADWAY COM	PONENT		
User Input Data Description Number of Lanes Roadway Pavem Structural Spread Friction Course S	s nent Width L/R d Rate Spread Rate	Value (0.00 / 36.00 33(80	e 3 0 0 0	
Pay Items				
Pay item 160-4 285-711 334-1-53 337-7-25	Description TYPE B STABILIZATION OPTIONAL BASE,BASE GROUP 11 SUPERPAVE ASPH CONC, TRAF C, PG76-22 ASPH CONC FC,INC BIT,FC- 5,PG76-22	Quantity Unit 3,732.14 SY 2,421.22 SY 395.87 TN 95.97 TN	Unit Price Ex \$5.75 \$25.02 \$134.59 \$159.99	tended Amount \$21,459.80 \$60,578.92 \$53,280.14 \$15,354.24
Pavement Marki Description Include Thermo/ Pavement Type Solid Stripe No. o Solid Stripe No. o Skip Stripe No. o	ing Subcomponent Tape/Other of Paint Applications of Stripes	Value N Asphal	e N It 2 2	

2

Skip Stripe No. of Stripes

Pay Items				
Pay item	Description	Quantity Unit	Unit Price I	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	61.00 EA	\$3.96	\$241.56
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.45 GM	\$1,034.98	\$465.74
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.45 GM	\$375.10	\$168.80
	Roadway Component Total			\$151,549.21
	SHOULDER CO	MPONENT		
User Input Data				
Description		Value)	
Total Outside Sho	oulder Width L/R	8.00 / 12.00)	
Paved Outside Sh	boulder Width I /R	4.00 / 2.00		
Structural Spread	Rate	165	5	
Friction Course S	pread Rate	80)	
Total Width (T) / 8	3" Overlap (O)	C)	
ts Rumble Strips ï	½No. of Sides	C)	
Dave Manua				
Pay Items		Our patient I last	Linit Drice I	
		Quantity Unit		
285-702	OPTIONAL BASE, BASE GROUP 02	977.02 SY	\$17.15 ¢404.50	\$16,755.89
334-1-53	C, PG76-22	76.98 11	\$134.59	\$10,360.74
337-7-25	ASPH CONC FC, INC BIT, FC-	3.52 TN	\$159.99	\$563.16
	5,PG76-22			
570-1-2	PERFORMANCE TURF, SOD	399.87 SY	\$3.88	\$1,551.50
Erosion Control				
Pay Items				
Pay item	Description	Quantity Unit	Unit Price I	Extended Amount
104-10-3	SEDIMENT BARRIER	1,559.50 LF	\$1.48	\$2,308.06
104-11	FLOATING TURBIDITY BARRIER	28.40 LF	\$13.17	\$374.03
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	28.40 LF	\$4.70	\$133.48
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	66.24 AC	\$37.13	\$2,459.49
107-2	MOWING	66.24 AC	\$60.42	\$4,002.22
	Shoulder Component Total			\$41,222.82

DRAINAGE COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.04 CY	\$2,030.31	\$4,141.83
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	96.00 LF	\$98.02	\$9,409.92
430-175-136	PIPE CULV, OPT MATL, ROUND,	24.00 LF	\$150.34	\$3,608.16

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	Drainage Component Total			\$25,820.33
570-1-1	PERFORMANCE TURF	79.97 SY	\$1.14	\$91.17
430-984-129	36"S/CD MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,713.85	\$8,569.25

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	tended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	3.00 AS	\$1,203.67	\$3,611.01
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
	Signing Component Total			\$8,317.93
	SIGNALIZATIONS CO	OMPONENT		
Signalization 1				
Description		Value		
Туре		Miscellaneous		
Multiplier Description				
X-Items				
Pay item	Description	Quantity Unit	Unit Price E	tended Amount
660-7-12	VEHICLE DET SYS- WRONG WAY EXIT, 3-MORE	1.00 EA	\$60,535.88	\$60,535.88
	Signalizations Component Total			\$60,535.88

LIGHTING COMPONENT					
Rural Lighting Subcomponent					
Description				Value	
Multiplier (Number of Poles) 3					
Pay Items					
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
630-2-11	CONDUIT, F& I, OPEN TRENCH	600.00 LF	\$7.96	\$4,776.00	
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	3.00 EA	\$711.89	\$2,135.67	
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	3,600.00 LF	\$2.27	\$8,172.00	
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	3.00 EA	\$7,085.16	\$21,255.48	
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	3.00 EA	\$540.95	\$1,622.85	
	Subcomponent Total			\$37,962.00	

Lighting Component Total	\$37,962.00

Sequence 4 Total

\$347,178.30

Sequence: 5 NU Description: Sha	IR - New Construction, Undivided, Rural ared use path		Net L	ength:	1.509 MI 7,968 LF
	EARTHWORK C	OMPONENT			
User Input Data	I				
Description					Value
Incidental Cleari	ng and Grubbing Limits L/R			20.	0.00 / 0.00
Alignment Numb	Der				1
Distance Top of Structura	I Course For Begin Section				1.320
Top of Structura	I Course For End Section				102.00
Horizontal Eleva	tion For Begin Section				100.00
Horizontal Eleva	tion For End Section			0.1	100.00
Pront Slope L/R	er Cross Slope I /R			6 to 2 00 %	1/6 to 1 /0.00 %
Roadway Cross	Slope L/R			2.00 %	/ 2.00 %
Alignment Numb	per				2
Distance Top of Structura	L Course For Begin Section				102.00
Top of Structura	I Course For End Section				106.00
Horizontal Eleva	tion For Begin Section				100.00
Horizontal Eleva	ation For End Section			6 to	100.00 1 / 6 to 1
Outside Shoulde	er Cross Slope L/R			6.00 %	/ 6.00 %
Roadway Cross	Slope L/R			2.00 %	/ 2.00 %
Pay Items					
Pay item	Description	Quantity Unit	Unit Price	Extende	ed Amount
110-1-1	CLEARING & GRUBBING	4.76 AC	\$7,606.35		\$36,206.23
120-6	EMBANKMENT	9,370.67 CY	\$11.00	\$	103,077.37
	Earthwork Component Total			\$	139,283.60
	ROADWAY CO	MPONENT			
Description		Value	•		
Number of Lane	s	Value	1		
Roadway Paver	nent Width L/R	0.00 / 12.00	D		
Structural Spread Rate		220			
Friction Course	Spread Rale	10:	D		
Pay Items			Unit		
Pay item	Description	Quantity Unit	Price	Extende	ed Amount
160-4	TYPE B STABILIZATION	14,164.48 SY	\$5.75	-	\$81,445.76
285-701	OPTIONAL BASE, BASE GROUP 01	10,915.50 SY	\$17.61 ¢111.25	\$	192,221.96
554-1-15	TRAFFIC C	1,100.37 IN	φιιι.25	φ	130,003.41

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Pavement Marki	ng Subcomponent			
Description		Value	9	
Include Thermo/1	ape/Other	Ν	١	
Pavement Type		Asphal	t	
Solid Stripe No. c	f Paint Applications		2	
Solid Stripe No. d	T Stripes	4	2	
Skip Stripe No. of	f Stripes	4	<u>~</u>)	
	Carpoo			
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.04 GM	\$1,034.98	\$6,251.28
	Roadway Component Total			\$409,922.41
	SHOULDER CO	OMPONENT		
User Input Data				
Description	auld ar Width L/D		9	•
Total Outside Shi	Duider Vildin L/R	2.00/2.00	ן ר	
Paved Outside S	houlder Width L/R	0.00 / 0.00)	
Structural Spread	Rate	()	
Friction Course S	pread Rate	()	
Total Width (T) / 8	3" Overlap (O)		Г	
زن Rumble Strips	∕₂No. of Sides)	
Boy Itomo				
Pay itom	Description	Quantity Unit	Unit	Extended Amount
Fayitem	Description	Quantity Onit	Price	Extended Amount
570-1-1	PERFORMANCE TURF	3,541.12 SY	\$1.14	\$4,036.88
Energian Original				
Erosion Control				
Pay items			Unit	
Pay item	Description	Quantity Unit	Price	Extended Amount
104-10-3	SEDIMENT BARRIER	20,715.55 LF	\$1.48	\$30,659.01
104-11	FLOATING TURBIDITY BARRIER	377.25 LF	\$13.17	\$4,968.38
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	377.25 LF	\$4.70	\$1,773.08
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,714.25	\$5,428.50
107-1	LITTER REMOVAL	877.92 AC	\$37.13	\$32,597.17
107-2	MOWING	877.92 AC	\$60.42	\$53,043.93
	Shoulder Component Total			\$132,506.95
	DRAINAGE CO	MPONENT		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount

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	Drainage Component Total			\$317,794.34
570-1-1	PERFORMANCE TURF	1,062.34 SY	\$1.14	\$1,211.07
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	61.00 EA	\$1,713.85	\$104,544.85
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	256.00 LF	\$150.34	\$38,487.04
400-2-2 430-174-124	CONC CLASS II, ENDWALLS PIPE CULV, OPT MATL, ROUND,24"SD	27.16 CY 1,208.00 LF	\$2,030.31 \$98.02	\$55,143.22 \$118,408.16

SIGNING COMPONENT						
Pay Items						
Pay item	Description		Quantity Unit	Unit Price	Extended Amount	
700-1-11	SINGLE POST SIGN, F SF	&I GM, <12	4.00 AS	\$338.29	\$1,353.16	
700-1-12	SINGLE POST SIGN, F SF	&I GM, 12-20	31.00 AS	\$1,203.67	\$37,313.77	
700-2-14	MULTI- POST SIGN, F& SF	&I GM, 31-50	4.00 AS	\$4,368.63	\$17,474.52	
	Signing Component To	otal			\$56,141.45	
BRIDGES COMPONENT Bridge TRMINE						
Description					Value	
Primary Estimate						
Length (LF)					1,000.00	
Width (LF)					18.00	
Туре					Overpass Bridge	
Cost Factor					1.00	
Structure No.					0.00	
Removal of Exist	sr Structures area				0.00 \$122.00	
Eactored Cost per	r SF				\$122.00	
Final Cost per S	F				\$123.96	
Basic Bridge Co	st				\$2,196,000.00	
Description		TRAIL OVER MIN	E LAKE (1342-1	352)		
Bridge Pay Items	S					
Pay item	Description		Quantity Unit	Unit Price	Extended Amount	

Pay item	Description	Quantity Unit	Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	40.00 CY	\$681.10	\$27,244.00
415-1-9	REINF STEEL- APPROACH SLABS	7,000.00 LB	\$1.16	\$8,120.00
	Bridge TRMINE Total			\$2,231,364.00

Bridge PEACE Description

Value

Estimate Type Primary Estimate Length (LF) Width (LF) Type Cost Factor Structure No. Removal of Exist Default Cost per Factored Cost per Final Cost per S Basic Bridge Co Description	ing Structures area SF er SF F ist TRAIL OVER	PEACE CREEK		SF Estimate YES 2,200.00 18.00 Overpass Bridge 1.00 0.00 \$122.00 \$122.00 \$122.89 \$4,831,200.00
Bridge Pay Item	S			
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	40.00 CY	\$681.10	\$27,244.00
415-1-9	REINF STEEL- APPROACH SLABS	7,000.00 LB	\$1.16	\$8,120.00
	Bridge PEACE Total			\$4,866,564.00
	Bridges Component Total			\$7,097,928.00
Sequence 5 Tot	al			\$8,153,576.75

	Sequence: 6N	IDR - New Construction,	Divided, Rural
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Net Length: 0.341 MI 1,800 LF

Description: 91 Mine Rd. connecting to SR 60

	EARTHWORK CO	OMPONENT		
User Input Dat	a			
Description				Value
Standard Clear	ing and Grubbing Limits L/R			56.00 / 56.00
Incidental Clear	ing and Grubbing Area		0.00	
Alignment Num	ber			1
Distance				0.341
Top of Structura	al Course For Begin Section			103.50
Top of Structura	al Course For End Section			103.50
Horizontal Elev	ation For Begin Section			100.00
Horizontal Elev	ation For End Section			100.00
Front Slope L/R				6 to 1 / 6 to 1
Median Slope L	/R	6 to 1 / 6 to 1		
Median Should	er Cross Slope L/R			5.00 % / 5.00 %
Outside Should	er Cross Slope L/R			5.00 % / 6.00 %
Roadway Cross	s Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
110-1-1	CLEARING & GRUBBING	4.63 AC	\$7,606.35	\$35,217.40
120-6	EMBANKMENT	12,948.79 CY	\$11.00	\$142,436.69
	Earthwork Component Total			\$177,654.09
User Input Dat	ROADWAY CON	MPONENT		
Description		Valu	e	
Number of Lanes		4		
Roadway Pavement Width L/R		24.00 / 24.0	0	
Structural Spread Rate		44	0	
Friction Course Spread Rate		8	0	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
160-4	TYPE B STABILIZATION	13,599.64 SY	\$5.75	\$78,197.93
285-709	OPTIONAL BASE, BASE GROUP 09	9,863.74 SY	\$25.66	\$253,103.57
334-1-53	SUPERPAVE ASPH CONC, TRAF C. PG76-22	2,111.94 TN	\$134.59	\$284,246.00
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	383.99 TN	\$159.99	\$61,434.56
Pavement Mar	king Subcomponent			
Description		Valu		
Description		¥alu	Y	
Pavement Type		Asnh a	alt	
Solid Stripe No. of Paint Applications		Asplie	1	
Solid Stripe No.	of Stripes		4	
Skin Stripe No. of Paint Applications				

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Skip Stripe No. of Stripes

2

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	138.00 EA	\$3.96	\$546.48
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36 GM	\$1,034.98	\$1,407.57
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.68 GM	\$454.49	\$309.05
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.36 GM	\$4,532.76	\$6,164.55
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.68 GM	\$1,694.60	\$1,152.33
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.36 GM	\$5,913.71	\$8,042.65
Peripherals Sub	component			
Description		Valu	e	
Off Road Bike Pa	th(s)		0	
Off Road Bike Pa	th Width L/R	0.00 / 0.0	0	
Bike Path Structu	ral Spread Rate		0	•
Noise Barrier Wa	ll Length	0.0	0	
Noise Barrier Wa	II Begin Height	0.0	0	
Noise Barrier Wa	li End Height	0.0	0	
	Roadway Component Total			\$694,604.69
	SHOULDER COM	PONENT		
Lisor Input Data	SHOULDER COM			
Description		Valu	•	
Total Outside Sho	oulder Width L/R	10 00 / 10 0	e 0	
Total Outside Shoulder Perf. Turf Width L/R		5.00 / 5.00		
Paved Outside SI	noulder Width L/R	5.00 / 5.0	0	
Structural Spread	Rate	22	0	
Friction Course Spread Rate		80		
Total Width (T) / 8	3" Overlap (O)	(C	
Rumble Strips ï¿	∕₂No. of Sides		0	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	2,131.94 SY	\$14.33	\$30,550.70
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	219.99 TN	\$162.85	\$35,825.37
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56 TN	\$159.99	\$1,689.49
570-1-2	PERFORMANCE TURF, SOD	1,999.95 SY	\$3.88	\$7,759.81
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,666.67 SY	\$5.75	\$15,333.35
	Comment: add 1500 lf of 12' trail			
285-701	OPTIONAL BASE, BASE GROUP 01	2,111.67 SY	\$17.61	\$37,186.51

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	Comment: add 1500 lf of 12' trail			
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	220.00 TN	\$111.25	\$24,475.00
	Comment: add 1500 lf of 12' trail			
Erosion Control Pay Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	4,679.88 LF	\$1.48	\$6,926.22
104-11	FLOATING TURBIDITY BARRIER	85.22 LF	\$13.17	\$1,122.35
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	85.22 LF	\$4.70	\$400.53
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
104-18	INLET PROTECTION SYSTEM	3.00 EA	\$93.35	\$280.05
107-1	LITTER REMOVAL	396.48 AC	\$37.13	\$14,721.30
107-2	MOWING	396.48 AC	\$60.42	\$23,955.32
	Shoulder Component Total			\$202,940.25
				•
	MEDIAN COMP	ONENT		
User Input Data				
Description Value				
Porformanco Tur	JIN f Width	4.0	0	
Total Median Sh	oulder Width I /R	0.00/0.0	0	
Paved Median S	houlder Width L/R	0.00 / 0.0	0	
Structural Spread	d Rate		0	
Friction Course S	Spread Rate	8	0	
Total Width (T) /	8" Overlap (O)	0		
¿; Rumble Strips	½No. of Sides		0	
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	1,150.00 LF	\$54.12	\$62,238.00
				*** *** **
	Median Component Total			\$62,238.00
	DRAINAGE COM	PONENT		
Pay items	Description	Our set it is the it		
400-2-2		0.14 C f	ΦZ,030.31	φ12,400.10 ¢12.060.52
420-1-001		3.00 EA	φ00.01	\$13,909.33 \$26,661,44
430-174-124	ROUND,24"SD	272.00 LF	\$90.02 \$154.06	\$20,001.44
430-175-124	24"S/CD	120.00 LF	\$154.06	\$18,487.20
430-175-136	SCD		\$150.34	\$15,635.36
430-984-129	RD, 24" SD	14.00 EA	\$1,713.85	\$23,993.90
524-1-1	CONCRETE DITCH PAVT, NR, 3"	681.80 SY	\$96.59	\$65,855.06

570-1-1	PERFORMANCE TURF	239.99 SY	\$1.14	\$273.59
	Drainage Component Total			\$177,342.18
	SIGNING CO	MPONENT		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	9.00 AS	\$1,203.67	\$10,833.03
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
700-2-15	MULTI- POST SIGN, F&I GM, 51- 100 SF	3.00 AS	\$5,553.81	\$16,661.43
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-8-135	FRONT ACC DYN MESS SIGN, F&I, FUL,51-100	2.00 EA	\$73,587.79	\$147,175.58
700-10-124	DMS SUPPORT STRUCTURE, CANT, 41-50 FT	2.00 EA	\$71,087.20	\$142,174.40
	Signing Component Total			\$321,551.36
	SIGNALIZATIONS	COMPONENT		
Signalization 1				
Description		Value	e	
Туре		4 Lane Strain Pole	e	
Multiplier			2	
Description				
Pav Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,500.00 LF	\$7.96	\$11,940.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	400.00 LF	\$24.15	\$9,660.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	2.00 PI	\$5,442.82	\$10,885.64
634-4-143	SPAN WIRE ASSEMBLY, F&I, SINGLE PT, BOX	2.00 PI	\$6,363.17	\$12,726.34
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	28.00 EA	\$711.89	\$19,932.92
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	2.00 AS	\$4,300.00	\$8,600.00
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	\$6.23	\$373.80
641-2-16	PREST CNC POLE,F&I,TYP P-VI	8.00 EA	\$11,720.91	\$93,767.28
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	24.00 AS	\$974.80	\$23,395.20
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	16.00 AS	\$599.34	\$9,589.44
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	24.00 EA	\$399.17	\$9,580.08

Sequence 6 T	otal			\$2 254 517 53
	Lighting Component Total			\$193,046.00
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	1.00 EA	\$13,268.75	5 \$13,268.75
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	1.00 AS	\$2,621.25	5 \$2,621.25
X-Items Pay item	Description	Quantity Un	it Unit Price	Extended Amount
	Subcomponent Total			\$177,156.00
715-500-1	STD, 45 POLE CABLE DIST SYS,	14.00 EA	\$540.95	\$7,573.30
715-4-14	INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I-	14.00 EA \$7	7,085.16	\$99,192.24
715-1-13	24" LIGHTING CONDUCTORS, F&I,	16,800.00 LF	\$2.27	\$38,136.00
630-2-11 635-2-11	CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x	2,800.00 LF 14.00 EA	\$7.96 \$711.89	\$22,288.00 \$9,966.46
Pay item	Description	Quantity Unit	Price	Extended Amount
Description Multiplier (Num Pay Items	ber of Poles)			Value 14
Pural Lighting	LIGHTING CC	OMPONENT		
	Intelligent Traffic System (ITS) Com	ponent Total		\$119,000.00
777777	ITS BUDGET	0.34 MI	\$350,000.00) \$119,000.00
EX-Items	Description	Quantity Un	it Unit Prior	Extended Amount
Description of	Work			
	INTELLIGENT TRAFFIC SYS	STEM (ITS) COMP	ONENT	
	Signalizations Component Total			\$306,140.96
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	8.00 EA	\$342.95	5 \$2,743.60
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00 AS	\$31,634.33	\$63,268.66
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	16.00 EA	\$241.40) \$3,862.40
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	24.00 AS	\$1.075.65	5 \$25.815.60

Sequence: 7 WDR - Widen/Resurface, Divided, Rural	Net Length:	0.226 MI 1,194 LF

Description: US 17 MAINLINE Typical Section From STA. 827+54.29 TO STA. 839+48.36

EARTHWORK COMPONENT

User Input Data	a			
Description				Value
Standard Cleari	ng and Grubbing Limits L/R			0.00 / 50.00
Incidental Clear	ing and Grubbing Area			0.00
Alignment Num	ber			1
Distance				0.226
Top of Structure	I Course For Begin Section			102.00
Top of Structure	I Course For End Section			102.00
Horizontal Eleva	ation For Begin Section			100.00
Horizontal Eleva	ation For End Section			100.00
Existing Front S	lope L/R			6 to 1 / 6 to 1
Existing Median	Slope L/R			6 to 1 / 6 to 1
Existing Median	Shoulder Cross Slope L/R			5.00 % / 5.00 %
Existing Outside	e Shoulder Cross Slope L/R			6.00 % / 6.00 %
Front Slope L/R				6 to 1 / 6 to 1
Median Slope L	/R			6 to 1 / 6 to 1
Median Shoulde	er Cross Slope L/R			5.00 % / 5.00 %
Outside Should	er Cross Slope L/R			6.00 % / 6.00 %
Roadway Cross	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.37 AC	\$7,606.35	\$10,420.70
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	542.28 CY	\$12.09	\$6,556.17
	Earthwork Component Total			\$16,976.87

ROADWAY COMPONENT

User Input Data	
Description	Value
Number of Lanes	9
Existing Roadway Pavement Width L/R	36.00 / 50.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 24.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	495
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
160-4	TYPE B STABILIZATION	4,509.94 SY	\$5.75	\$25,932.16
285-710	OPTIONAL BASE, BASE GROUP 10	3,227.26 SY	\$42.13	\$135,964.46
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	11,407.50 SY	\$3.57	\$40,724.78

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	941.12 TN	\$134.59	\$126,665.34
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	787.91 TN	\$134.59	\$106,044.81
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	456.30 TN	\$159.99	\$73,003.44
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	127.34 TN	\$159.99	\$20,373.13

Pavement Marking Subcomponent

Description

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	8
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	7

Pay Items

Pay item	Description	Quantity Unit	Unit Price	ctended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	244.00 EA	\$9.25	\$2,257.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.81 GM	\$1,034.98	\$1,873.31
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.58 GM	\$454.49	\$718.09
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.81 GM	\$4,532.76	\$8,204.30
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.58 GM	\$1,694.60	\$2,677.47
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.81 GM	\$5,913.71	\$10,703.82
	Roadway Component Total	r		\$555,142.11

SHOULDER COMPONENT

User Input Data Description Value Existing Total Outside Shoulder Width L/R 10.00 / 0.00 New Total Outside Shoulder Width L/R 0.00 / 10.00 Total Outside Shoulder Perf. Turf Width L/R 0.00 / 5.00 Existing Paved Outside Shoulder Width L/R 5.00 / 0.00 New Paved Outside Shoulder Width L/R 0.00 / 5.00 Structural Spread Rate 220 Friction Course Spread Rate 80 Total Width (T) / 8" Overlap (O) Т Rumble Strips ï¿1/2No. of Sides 0

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	707.00 SY	\$14.33	\$10,131.31
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	663.23 SY	\$5.08	\$3,369.21

334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	72.95 TN	\$162.85	\$11,879.91
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	26.53 TN	\$159.99	\$4,244.53
570-1-2	PERFORMANCE TURF, SOD	663.23 SY	\$3.88	\$2,573.33

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,745.76 LF	\$1.48	\$4,063.72
104-11	FLOATING TURBIDITY BARRIER	22.61 LF	\$13.17	\$297.77
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	22.61 LF	\$4.70	\$106.27
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	78.72 AC	\$37.13	\$2,922.87
107-2	MOWING	78.72 AC	\$60.4 2	\$4,756.26
	Shoulder Component Total			\$47,059.43

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Performance Turf Width	0.00
New Total Median Shoulder Width L/R	0.00 / 0.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 0.00
Existing Paved Median Shoulder Width L/R	8.00 / 0.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	1,061.16 SY	\$5.08	\$5,390.69
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	116.73 TN	\$162.85	\$19,009.48
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	42.45 TN	\$159.99	\$6,791.58
	Median Component Total			\$31,191.75

DRAINAGE COMPONENT

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.07 CY	\$2,030.31	\$8,263.36

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

	Drainage Component Total			\$47,227.15
570-1-1	PERFORMANCE TURF	159.17 SY	\$1.14	\$181.45
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00 EA	\$1,713.85	\$17,138.50
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	\$150.34	\$3,608.16
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	184.00 LF	\$98.02	\$18,035.68

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	\$1,203.67	\$7,222.02
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$186.07	\$186.07
700-1-60	SINGLE POST SIGN, REMOVE	6.00 AS	\$26.92	\$161.52
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$691.98	\$691.98
	Signing Component Total			\$12,968.51

LIGHTING COMPONENT

Rural Lighting	Subcomponent			
Description Multiplier (Numl Pay Items	ber of Poles)			Value 6
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.00 LF	\$7.96	\$9,552.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$711.89	\$4,271.34
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$540.95	\$3,245.70
	Subcomponent Total			\$75,924.00
	Lighting Component Total			\$75,924.00
Saguanaa 7 T				¢706 400 00
Sequence / I	ulai			\$180,489.8Z

\$39,349.71

Sequence: 8 WDR - Widen/Resurface, Divided, Rural	Net Length:	0.216 MI 1,142 LF
		,

Description: US 17 MAINLINE Typical Section From STA. 839+48.36 TO STA. 850+90.03

EARTHWORK COMPONENT

User Input Data	l			
Description				Value
Standard Clearin	ng and Grubbing Limits L/R			25.00 / 50.00
Incidental Cleari	ng and Grubbing Area			0.00
Alignment Numb	ber			1
Distance				0.216
Top of Structura	I Course For Begin Section			102.00
Top of Structura	I Course For End Section			102.00
Horizontal Eleva	tion For Begin Section			100.00
Horizontal Eleva	tion For End Section			100.00
Existing Front S	lope L/R			6 to 1 / 6 to 1
Existing Median	Slope L/R			6 to 1 / 6 to 1
Existing Median	Shoulder Cross Slope L/R			5.00 % / 5.00 %
Existing Outside	Shoulder Cross Slope L/R			6.00 % / 6.00 %
Front Slope L/R				6 to 1 / 6 to 1
Median Slope L/	/R			6 to 1 / 6 to 1
Median Shoulde	er Cross Slope L/R			5.00 % / 5.00 %
Outside Shoulde	er Cross Slope L/R			6.00 % / 6.00 %
Roadway Cross	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.96 AC	\$7,606.35	\$14,908.45
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,021.61 CY	\$12.09	\$24,441.26

Earthwork Component Total

ROADWAY COMPONENT

User Input Data	
Description	Value
Number of Lanes	8
Existing Roadway Pavement Width L/R	48.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	12.00 / 0.00
Widened Structural Spread Rate	495
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
160-4	TYPE B STABILIZATION	5,329.63 SY	\$5.75	\$30,645.37
285-710	OPTIONAL BASE, BASE GROUP 10	3,129.26 SY	\$42.13	\$131,835.72
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	9,136.51 SY	\$3.57	\$32,617.34

334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	753.76 TN	\$134.59	\$101,448.56
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	753.76 TN	\$134.59	\$101,448.56
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	365.46 TN	\$159.99	\$58,469.95
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	121.82 TN	\$159.99	\$19,489.98

Pavement Marking Subcomponent

Description

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	7
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	6

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	204.00 EA	\$9.25	\$1,887.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.51 GM	\$1,034.98	\$1,562.82
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.30 GM	\$454.49	\$590.84
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.51 GM	\$4,532.76	\$6,844.47
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.30 GM	\$1,694.60	\$2,202.98
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.51 GM	\$5,913.71	\$8,929.70
	Roadway Component Total			\$497,973.29

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 0.00
New Total Outside Shoulder Width L/R	0.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 5.00
Existing Paved Outside Shoulder Width L/R	5.00 / 0.00
New Paved Outside Shoulder Width L/R	0.00 / 5.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï / 1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	676.36 SY	\$14.33	\$9,692.24
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	634.48 SY	\$5.08	\$3,223.16

400.2.2		2 00 01	Price	¢7 007 04
Pay item	Description	Quantity Unit	Unit Brico E	ctended Amount
Pav Items	DRAINAGE CC	OMPONENT		
	Median Component Total			\$13,785.99
570-1-2	PERFORMANCE TURF, SOD	3,553.09 SY	\$3.88	\$13,785.99
Pay item	Description	Quantity Unit	Unit _E	rtended Amount
Pay Items				
Rumble Strips ï	¿½No. of Sides			0
Friction Course	Spread Rate	5 		80 T
Structural Sprea	ad Rate			220
Existing Paved	Median Shoulder Width L/R			0.00 / 0.00
New Paved Med	dian Shoulder Width L/R			0.00 / 0.00
New Total Medi	an Shoulder Width L/R			8.00 / 0.00
Performance Tu	urf Width			40.00 28.00
Description				Value
User Input Data	MEDIAN CON	IPONENT		
	Shoulder Component Total			\$45,142.77
107-2	MOWING	75.36 AC	\$60.42	\$4,553.25
107-1	LITTER REMOVAL	75.36 AC	\$37.13	\$2,798.12
104-15	SOIL TRACKING PREVENTION	1.00 EA	\$2,714.25	\$2,714.25
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	21.63 LF	\$4.70	\$101.66
104-11	FLOATING TURBIDITY BARRIER	21.63 LF	\$13.17	\$284.87
104-10-3	SEDIMENT BARRIER	2.626.75 LF	\$1.48	\$3.887.59
Pay item	Description	Quantity Unit	Unit Brian Ex	ctended Amount
Erosion Contro Pay Items	bl			
570-1-2	PERFORMANCE TURF, SOD	634.48 SY	\$3.88	\$2,461.78
337-7-25	5,PG76-22	25.38 TN	\$159.99	\$4,000.55
007 7 05	B, PG76-22		¢102.00	¢11,000.00
334-1-52	SUPERPAVE ASPH CONC. TRAF	69 79 TN	\$162 85	\$11 365 30

i uy itoini	Decemption	Quantity offic	Price	
400-2-2	CONC CLASS II, ENDWALLS	3.89 CY	\$2,030.31	\$7,897.91
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	176.00 LF	\$98.02	\$17,251.52
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	\$150.34	\$3,608.16
430-984-129	MITERED END SECT, OPTIONAL	9.00 EA	\$1,713.85	\$15,424.65

570-1-1	RD, 24" SD PERFORMANCE TURF	152.28 \$	SY \$1.1	4 \$173.60
	Drainage Component Total			\$44,355.84
	SIGNING COM	MPONENT		
Pay Items				
Pay item	Description	Quantity	Jnit Un Pric	e Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 /	AS \$338.2	9 \$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 /	AS \$1,203.6	\$7,222.02
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 /	AS \$186.0	97 \$186.07
700-1-60	SINGLE POST SIGN, REMOVE	6.00 /	AS \$26.9	92 \$161.52
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 /	AS \$4,368.6	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00 /	AS \$691.9	\$691.98
	Signing Component Total			\$12,968.51
		MPONENT		
Rural Lighting	Subcomponent	MPONENT		
Description Multiplier (Numb Pay Items	per of Poles)			Value 6
Pay item	Description	Quantity Unit	Unit	Extended Amount
- 630-2-11		1 200 00 L E	\$7.96	\$0 552 00
635-2-11	PULL & SPLICE BOX, F&I, 13" x	6.00 EA	\$711.89	\$4,271.34
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$540.95	\$3,245.70
	Subcomponent Total			\$75,924.00
	Lighting Component Total			\$75,924.00
Soquence 8 T	htal			\$720 500 11

Sequence: 9	WDR - Widen/Resurface, D	ivided, Rural		Net L	.ength:	0.421 MI 2,220 LF
Description:	Central Polk Parkway (SR 5	570B) Widen/Resurfa	ce for Auxiliary L	ane Paveme	ent Additior	n for
Special Conditions:	2500 ft westbound, 1800 ft E reduces from 24 ft to 12 ft w will need to account for PG thickness for both the CPP	Eastbound; Used 2,2 videning at 1250 ft; U 76-22 to be included mainline and paved s	20 ft assuming we sed 18 ft average with the top pave shoulders.	estbound pa width. The ement lift for	vement wic pavement the asphal	dening design t
	I	EARTHWORK COM	PONENT			
User Input D	lata					
Description Standard Cle Incidental Cle	earing and Grubbing Limits L earing and Grubbing Area	./R			50.00	Value / 50.00 0.00
Alignment Nu	umber					1
Distance Top of Struct Top of Struct Horizontal El Horizontal El Existing Fron Existing Med Existing Outs Front Slope I Median Slope Median Shou Outside Shou Roadway Cro Pay Items Pay item 110-1-1 120-2-2	tural Course For Begin Section evation For Begin Section evation For End Section evation For End Section it Slope L/R ian Shoulder Cross Slope L side Shoulder Cross Slope L L/R e L/R ulder Cross Slope L/R ulder Cross Slope L/R oss Slope L/R Description CLEARING & GRUBE BORROW EXCAVATI MEASURE	ion n /R /R BING ION, TRUCK	Quantity Unit 5.09 AC 645.57 CY	Unit Price \$7,606.35 \$12.09	6 to 1 6 to 1 5.00 % / 6 to 1 6 to 1 5.00 % / 2.00 % / Extended	0.420 102.00 100.00 / 6 to 1 / 8.00 % 2.00 %
	Earthwork Compone	nt Total			\$4	16,521.26
User Input D Description	ata	ROADWAY COMP	ONENT Valu	e		
Number of La Existing Roa Structural Sp Friction Cour Widened Out Widened Insi Widened Stru Widened Fric	anes dway Pavement Width L/R oread Rate rse Spread Rate tside Pavement Width L/R ide Pavement Width L/R uctural Spread Rate ction Course Spread Rate		24.00 / 24.00 16: 80 18.00 / 12.00 0.00 / 0.00 77(80	- 7 0 5 0 0 0 0 0		
Pay Items				•••		
Pay item	n Description		Quantity Unit	Unit Price	Extended	Amount

711-15-101

711-15-131

711-15-201

160-4	TYPE B STABILIZATION	13,321.44 SY	\$5.75	\$76,598.28
285-711 327-70-11	MILLING EXIST ASPH PAVT,2 1/4"	7,563.62 SY 11,841.28 SY	\$25.02 \$3.57	\$189,241.77 \$42,273.37
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	976.91 TN	\$111.25	\$108,681.24
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	2,849.31 TN	\$111.25	\$316,985.74
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	473.65 TN	\$159.99	\$75,779.26
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	296.03 TN	\$159.99	\$47,361.84
X-Items				
Pay item	Description	Quantity Unit	Unit	Extended Amount
546-72-1	GROUND-IN RUMBLE STRIPS. 16"	1.00 GM	\$851.69	\$851.69
	Comment: item for median component can median component due to LRE restrictions	nt not be add on		
Pavement Marki	ng Subcomponent			
Description		Value	•	
Include Thermo/T	ape/Other) A amh al	(
Solid Stripe No. o	f Paint Applications	Aspnai	t 1	
Solid Stripe No. o	f Stripes		1	
Skip Stripe No. of	Paint Applications		1	
Skip Suipe No. OI			•	
	oupes		0	
Pay Items	ourpes)	
Pay Items Pay item	Description	Quantity Unit	Unit Price	Extended Amount
Pay Items Pay item 706-1-1	Description RAISED PAVMT MARK, TYPE B W/O FINAL SURF	Quantity Unit 341.00 EA	Unit Price \$9.25	Extended Amount \$3,154.25
Pay Items Pay item 706-1-1 710-11-101	Description RAISED PAVMT MARK, TYPE B W/O FINAL SURF PAINTED PAVT MARK,STD,WHITE,SOLID,6"	Quantity Unit 341.00 EA 1.68 GM	Unit Price \$9.25 \$1,034.98	Extended Amount \$3,154.25 \$1,738.77

SHOULDER COMPONENT

1.68 GM \$4,532.76

2.10 GM \$1,694.60

1.68 GM \$5,913.71

THERMOPLASTIC, STD-OP,

THERMOPLASTIC, STD-OP,

THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"

Roadway Component Total

WHITE, SOLID, 6"

WHITE, SKIP, 6"

User Input Data	
Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 0.00
New Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	10.00 / 2.00
Existing Paved Outside Shoulder Width L/R	0.00 / 0.00

10/29/2020

\$7,615.04

\$3,558.66

\$9,935.03

\$884,729.37

New Paved Outside Shoulder Width L/R	2.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips �No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	3,123.14 SY	\$17.15	\$53,561.85
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	244.23 TN	\$162.85	\$39,772.86
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	118.41 TN	\$159.99	\$18,944.42
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.84 GM	\$851.69	\$715.42
570-1-2	PERFORMANCE TURF, SOD	2,960.32 SY	\$3.88	\$11,486.04
EX-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
546-72-1	GROUND RUMBLE STRIP	1.00 GM	\$861.00	\$861.00
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,106.55 LF	\$1.48	\$7,557.69
104-11	FLOATING TURBIDITY BARRIER	42.05 LF	\$13.17	\$553.80
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	42.05 LF	\$4.70	\$197.64
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	146.88 AC	\$37.13	\$5,453.65
107-2	MOWING	146.88 AC	\$60.42	\$8,874.49

Shoulder Component Total

MEDIAN COMPONENT

User Input Data	
Description	Value
Total Median Width	74.00
Performance Turf Width	66.00
New Total Median Shoulder Width L/R	0.00 / 0.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips �No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit
i uy itoini	Description	equantity offic

Unit Extended Amount

\$150,693.11

	Median Component Total			\$94,217.41
570-1-2	PERFORMANCE TURF, SOD	16,281.76 SY	\$3.88	\$63,173.23
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	13.03 TN	\$159.99	\$2,084.67
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	162.82 TN	\$134.59	\$21,913.94
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	1,973.55 SY	\$3.57	\$7,045.57
			Price	

DRAINAGE COMPONENT

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	7.57 CY	\$2,030.31	\$15,369.45
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	344.00 LF	\$98.02	\$33,718.88
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	40.00 LF	\$150.34	\$6,013.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00 EA	\$1,713.85	\$29,135.45
570-1-1	PERFORMANCE TURF	296.03 SY	\$1.14	\$337.47
	Drainage Component Total			\$84,574.85

SIGNING COMPONENT

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	11.00 AS	\$1,203.67	\$13,240.37
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$186.07	\$186.07
700-1-60	SINGLE POST SIGN, REMOVE	11.00 AS	\$26.92	\$296.12
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$691.98	\$691.98
	Signing Component Total			\$19,121.46

Sequence 9 Total

Pay Items

Pay Items

\$1,279,857.46

Sequence: 10 MIS - Miscellaneous Construction Ne	t 0.000 MI
Length	: 1 LF

Description: Surcharge Embankment

EARTHWORK COMPONENT

User Input Data	
Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
120-74	SURCHARGE EMBANKMENT	280,296.30 CY	\$11.70	\$3,279,466.71
141-70	SETTLEMENT PLATE ASSEMBLY	83.00 AS	\$1,313.85	\$109,049.55
144-1-1	DIGITAL INCLINOMETER CASING, VERTICAL	480.00 LF	\$67.20	\$32,256.00
145-2	GEOSYNTHETIC REINF FND OVER SOFT SOIL	15,066.70 SY	\$5.34	\$80,456.18
442-70	VERTICAL DRAINAGE WICKS	270.00 LF	\$1.89	\$510.30
	Earthwork Component Total			\$3,501,738.74

Earthwork Component Total

Sequence 10 Total

\$3,501,738.74

0.000 MI

1 LF

Net Length:

Sequence: 11 MIS - Miscellaneous	s Construction
----------------------------------	----------------

Description: STORMWATER FACILITIES

	DRAINAGE COMPONENT	
Retention Basin 1		
Description	Value	
Size	5 AC	
Multiplier	5	
Depth	6.00	
Description	STORMWATER MANAGEMENT PONDS	

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	25.00 AC	\$7,606.35	\$190,158.75
120-1	REGULAR EXCAVATION	242,000.00 CY	\$10.44	\$2,526,480.00
400-2-2	CONC CLASS II, ENDWALLS	150.00 CY	\$2,030.31	\$304,546.50
425-1-541	INLETS, DT BOT, TYPE D, <10'	5.00 EA	\$4,292.77	\$21,463.85
425-2-71	MANHOLES, J-7, <10'	10.00 EA	\$4,695.04	\$46,950.40
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	280.00 LF	\$312.78	\$87,578.40
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	2,000.00 LF	\$668.52	\$1,337,040.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	9,300.00 LF	\$14.56	\$135,408.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	10.00 EA	\$2,155.17	\$21,551.70
570-1-1	PERFORMANCE TURF	121,000.00 SY	\$1.14	\$137,940.00

Retention Basin 2

Description		/alue
Size	2	20 AC
Multiplier		1
Depth		6.00
Description	FLOODPLAIN	
	COMPENSATION SITES	

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	20.00 AC	\$7,606.35	\$152,127.00
120-1	REGULAR EXCAVATION	193,600.00 CY	\$10.44	\$2,021,184.00
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$2,030.31	\$109,636.74
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00 EA	\$4,292.77	\$12,878.31
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	152.00 LF	\$312.78	\$47,542.56
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00 LF	\$668.52	\$401,112.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,420.00 LF	\$14.56	\$64,355.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	6.00 EA	\$2,155.17	\$12,931.02

\$41,382.00

570-1-1	PERFORMANCE TURF	96,800.00 SY	\$1.14	\$110,352.00
Retention Basin	3			
Description Size		Value 2.5 AC	9)	
Multiplier Depth		; 6.0(3	
Description	FLOODPLAIN	1	-	
	COMPENSAT	ION SITES		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	7.50 AC	\$7,606.35	\$57,047.62
120-1	REGULAR EXCAVATION	72,600.00 CY	\$10.44	\$757,944.00
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$2,030.31	\$109,636.74
425-1-361	INLETS, CURB, TYPE P-6, <10'	3.00 EA	\$5,431.49	\$16,294.47
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00 LF	\$312.78	\$52,547.04
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00 LF	\$668.52	\$401,112.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,005.00 LF	\$14.56	\$58,312.80
550-60-234	FENCE GATE, TYP	3.00 EA	\$2,155.17	\$6,465.51

36,300.00 SY

\$1.14

Retention Basin 4

570-1-1

Description		Value
Size		1.5 AC
Multiplier		2
Depth		6.00
Description	FLOODPLAIN	
·	COMPENSATION SITES	

B,SLIDE/CANT,18.1-20'OPEN

PERFORMANCE TURF

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$7,606.35	\$22,819.05
120-1	REGULAR EXCAVATION	29,040.00 CY	\$10.44	\$303,177.60
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$2,030.31	\$73,091.16
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$4,292.77	\$8,585.54
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,695.04	\$9,390.08
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00 LF	\$312.78	\$35,031.36
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00 LF	\$668.52	\$267,408.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,050.00 LF	\$14.56	\$29,848.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20'OPEN	2.00 EA	\$2,155.17	\$4,310.34
570-1-1	PERFORMANCE TURF	14,520.00 SY	\$1.14	\$16,552.80
	Drainage Component Total			\$10,040,362.79

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

Sequence 11 Total

\$10,040,362.79

Sequence: 12	MIS - Miscellaneous Construction Net	0.000 MI
•	Length:	1 LF
Description:	Additional Pavement accounts for the US 17 interchange ramp auxiliary lanes	
Special	The remaining roadside barrier items are to support the CPP mainline Sequence 1.	
Special	The remaining roadside barrier items are to support the CPP mainline Sequence 1.	

Conditions:

ROADWAY COMPONENT					
X-Items					
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
160-4	TYPE B STABILIZATION	3,650.00 SY	\$5.75	\$20,987.50	
285-711	OPTIONAL BASE, BASE GROUP 11	3,650.00 SY	\$25.02	\$91,323.00	
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,405.25 TN	\$111.25	\$156,334.06	
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	146.00 TN	\$159.99	\$23,358.54	
536-5-1	RUB RAIL FOR GUARDRAIL, SINGLE SIDED RUB	8,300.00 LF	\$9.38	\$77,854.00	
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	8.00 EA	\$3,000.00	\$24,000.00	
536-8-113	GUARDRL TRANS CONN TO RIGID BA, F&I, TR	4.00 EA	\$1,000.00	\$4,000.00	
536-85-24	GUARDRAIL END TREATMENT- PARA APP TERM	4.00 EA	\$3,005.25	\$12,021.00	
536-85-27	GUARDRAIL END TREAT- DOUB FACE APPR TER	1.00 EA	\$8,964.07	\$8,964.07	
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00 EA	\$24,447.32	\$24,447.32	
	Roadway Component Total			\$443,289.49	

Sequence 12 Total

\$443,289.49

Sequence: 1	3 WDR - Widen/Resurface, Divided, Rural	Net	0.284 MI
Description:	SR 60, EB & WB Improvements -CPP, 91 Mine Rd. at grade connection to	Length: SR 60	1,500 LF

EARTHWORK COMPONENT

User Input Data	a				
Description				Value	
Standard Clearing and Grubbing Limits L/R				50.00 / 50.00	
Incidental Clear	ing and Grubbing Area			0.00	
Alignment Num	ber			1	
Distance				0.284	
Top of Structura	al Course For Begin Section			102.00	
Top of Structura	al Course For End Section			102.00	
Horizontal Eleva	ation For Begin Section			100.00	
Horizontal Eleva	ation For End Section			100.00	
Existing Front S	Slope L/R			6 to 1 / 6 to 1	
Existing Median	1 Slope L/R Shoulder Cross Slope L/D			6 t0 1 / 6 t0 1	
Existing Mediar	Shoulder Cross Slope L/R			5.00 % / 5.00 %	
Existing Outside				6 to 1 / 6 to 1	
Median Slope L/N	/R			6 to 1/6 to 1	
Median Shoulde	er Cross Slope I /R			5.00 % / 5.00 %	
Outside Should	er Cross Slope L/R			6.00 % / 6.00 %	
Roadway Cross	s Slope L/R		4.00 % / 4		
Pay Items					
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
110-1-1	CLEARING & GRUBBING	3.44 AC	\$7,606.35	\$26,165.84	
	Earthwork Component Total			\$26,165.84	
	ROADWAY	OMPONENT			
User Input Data	a				
Description		Valu	e		
Number of Lane	es		4		
Existing Roadw	ay Pavement Width L/R	24.00 / 24.0	0		
Structural Sprea	ad Rate	11	0		
Friction Course	Spread Rate	8	0		
Widened Outsic	le Pavement Width L/R	12.00 / 0.0	0		
Widened Inside	Pavement Width L/R	0.00 / 0.0	0		
Widened Struct	ural Spread Rate	44	0		
vvidened Frictio	n Course Spread Rate	8	0		
Pay Items					
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
160-4	TYPE B STABILIZATION	8,000.26 SY	\$5.75	\$46,001.50	
285-710	OPTIONAL BASE, BASE GROUP 10	2.055.07 SY	\$42.13	\$86.580.10	
327-70-13	MILLING EXIST ASPH PAVT, 1 3/4"	8,000.26 SY	\$10.83	\$86,642.82	
334-1-53	SUPERPAVE ASPH CONC, TRAF	440.01 TN	\$134.59	\$59,220.95	
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	440.01 TN	\$134.59	\$59,220.95	

337-7-25	ASPH CONC FC,INC BIT,FC- 5.PG76-22	320.01 TN	\$159.99	\$51,198.40
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	80.00 TN	\$159.99	\$12,799.20
Turnouts/Cross	overs Subcomponent			
Description		Valu	е	
Asphalt Adjustme	ent	23.0	0	
Milling Code			N	
Stabilization Cod	e		Y	
Friction Course (Code		r Y	
Pav Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,840.06 SY	\$5.75	\$10,580.34
285-710	OPTIONAL BASE, BASE GROUP 10	472.67 SY	\$42.13	\$19,913.59
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	101.20 TN	\$134.59	\$13,620.51
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	73.60 TN	\$159.99	\$11,775.26
Pavomont Marki	ng Subcomponent			
Description	ng Subcomponent	Valu	•	
Include Thermo/	Tape/Other	Valu	e Y	
Pavement Type		Aspha	lt	
Solid Stripe No.	of Paint Applications		1	
Solid Stripe No. o	of Stripes		4	
Skip Stripe No. o	f Paint Applications		1	
Skip Stripe No. 0	r Surpes		2	
Pay Itoms				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B	115.00 EA	\$9.25	\$1,063.75
	W/O FINAL SURF			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14 GM	\$1,034.98	\$1,179.88
710-11-101 710-11-131	PAINTED PAVT MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.14 GM 0.57 GM	\$1,034.98 \$454.49	\$1,179.88 \$259.06
710-11-101 710-11-131 711-15-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6" THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.14 GM 0.57 GM 1.14 GM	\$1,034.98 \$454.49 \$4,532.76	\$1,179.88 \$259.06 \$5,167.35
710-11-101 710-11-131 711-15-101 711-15-131	PAINTED PAVT MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6" THERMOPLASTIC, STD-OP, WHITE, SOLID, 6" THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.14 GM 0.57 GM 1.14 GM 0.57 GM	\$1,034.98 \$454.49 \$4,532.76 \$1,694.60	\$1,179.88 \$259.06 \$5,167.35 \$965.92
710-11-101 710-11-131 711-15-101 711-15-131 711-15-201	PAINTED PAVT MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6" THERMOPLASTIC, STD-OP, WHITE, SOLID, 6" THERMOPLASTIC, STD-OP, WHITE, SKIP, 6" THERMOPLASTIC, STD-OP, OP,YELLOW, SOLID, 6"	1.14 GM 0.57 GM 1.14 GM 0.57 GM 1.14 GM	\$1,034.98 \$454.49 \$4,532.76 \$1,694.60 \$5,913.71	\$1,179.88 \$259.06 \$5,167.35 \$965.92 \$6,741.63
710-11-101 710-11-131 711-15-101 711-15-131 711-15-201	PAINTED PAVT MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6" THERMOPLASTIC, STD-OP, WHITE, SOLID, 6" THERMOPLASTIC, STD-OP, WHITE, SKIP, 6" THERMOPLASTIC, STD-OP, OP,YELLOW, SOLID, 6"	1.14 GM 0.57 GM 1.14 GM 0.57 GM 1.14 GM	\$1,034.98 \$454.49 \$4,532.76 \$1,694.60 \$5,913.71	\$1,179.88 \$259.06 \$5,167.35 \$965.92 \$6,741.63 \$472,931.22

SHOULDER COMPONENT

User Input Data	
Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

\$87,639.65

Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price E	Extended Amount
285-704	OPTIONAL BASE, BASE GROUP 04	1,776.72 SY	\$21.85	\$38,821.33
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,666.72 SY	\$9.23	\$15,383.83
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	91.67 TN	\$134.59	\$12,337.87
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	66.67 TN	\$159.99	\$10,666.53
570-1-1	PERFORMANCE TURF	1,666.72 SY	\$1.14	\$1,900.06
Erosion Control		· · ·		

Erosion Control

Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
104-10-3	SEDIMENT BARRIER	3,450.11 LF	\$1.48	\$5,106.16
104-11	FLOATING TURBIDITY BARRIER	28.41 LF	\$13.17	\$374.16
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	28.41 LF	\$4.70	\$133.53
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	2.07 AC	\$37.13	\$76.86
107-2	MOWING	2.07 AC	\$60.42	\$125.07

Shoulder Component Total

MEDIAN	COMPONENT

User Input Dat	a			
Description				Value
Total Median W	/idth			40.00
Performance Tu	urf Width			8.00
New Total Med	ian Shoulder Width L/R			8.00 / 8.00
New Paved Me	dian Shoulder Width L/R			0.00 / 0.00
Existing Total M	/ledian Shoulder Width L/R			8.00 / 8.00
Existing Paved	Median Shoulder Width L/R			0.00 / 0.00
Structural Sprea	ad Rate			110
Friction Course	Spread Rate			80
Total Width (T)	/ 8" Overlap (O)			Т
Rumble Strips ï	i¿¹∕₂No. of Sides			0
Pay Items				
Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
570-1-1	PERFORMANCE TURF	1,333.38 SY	\$1.14	\$1,520.05
	Median Component Total			\$1,520.05

DRAINAGE COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.11 CY	\$2,030.31	\$10,374.88
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	232.00 LF	\$98.02	\$22,740.64
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	\$150.34	\$3,608.16
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00 EA	\$1,713.85	\$20,566.20
570-1-1	PERFORMANCE TURF	200.01 SY	\$1.14	\$228.01
	Drainage Component Total			\$57,517.89

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00 AS	\$338.29	\$676.58
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	7.00 AS	\$1,203.67	\$8,425.69
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$186.07	\$186.07
700-1-60	SINGLE POST SIGN, REMOVE	7.00 AS	\$26.92	\$188.44
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$691.98	\$691.98
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-12-12	SIGN BEACON, F&I GM- AC, TWO BEACONS	1.00 AS	\$4,520.71	\$4,520.71
	Signing Component Total			\$19,058.10

SIGNALIZATIONS COMPONENT					
Signalization 1					
Description		Value			
Туре		6 Lane Strain Pole			
Multiplier		3			
Description					
Pay Items					
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
630-2-11	CONDUIT, F& I, OPEN TRENCH	12,900.00 LF	\$7.96	\$102,684.00	
630-2-12	CONDUIT, F& I, DIRECTIONAL	750.00 LF	\$24.15	\$18,112.50	
000 - 4			AF 440.00	* 4 0 000 4 0	
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	3.00 PI	\$5,442.82	\$16,328.46	
634-4-143	SPAN WIRE ASSEMBLY, F&I, SINGLE PT, BOX	3.00 PI	\$6,363.17	\$19,089.51	
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	186.00 EA	\$711.89	\$132,411.54	
639-1-112	ELECTRICAL POWER	3.00 AS	\$4,300.00	\$12,900.00	

Pay item 777777 Rural Lighting Description Multiplier (Numl Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING CO Subcomponent Der of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	Quantity Unit OMPONENT Quantity Unit 1,400.00 LF 7.00 EA 8,400.00 LF 7.00 EA 7.00 EA	Unit 8450,000.0 1 \$450,000.0 9710 97.96 9711.89 \$2.27 \$7,085.16 \$540.95	Extended Amount (0 \$126,000.00 \$126,000.00 Value 7 Extended Amount \$11,144.00 \$4,983.23 \$19,068.00 \$49,596.12 \$3,786.65 \$88,578.00
Pay item 777777 Rural Lighting Description Multiplier (Numl Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING CO Subcomponent Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL	Quantity Unit 0.28 M 0.28 M 0.	Unit 8450,000.0 1 \$450,000.0 Price \$7.96 \$7.96 \$711.89 \$2.27 \$7,085.16 \$540.95	Extended Amount (0 \$126,000.00 \$126,000.00 Value 7 Extended Amount \$11,144.00 \$4,983.23 \$19,068.00 \$49,596.12 \$3,786.65
Rural Lighting Description Multiplier (Numl Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING CO Subcomponent Der of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD. 45'	Quantity Unit OMPONENT Quantity Unit 1,400.00 LF 7.00 EA 8,400.00 LF 7.00 EA	Unit 8450,000.0 II \$450,000.0 Price \$7.96 \$711.89 \$2.27 \$7,085.16	E Extended Amount 10 \$126,000.00 \$126,000.00 Value 7 Extended Amount \$11,144.00 \$4,983.23 \$19,068.00 \$49,596.12
Rural Lighting Description Multiplier (Numl Pay Items Pay item 630-2-11 635-2-11 715-1-13	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING CO Subcomponent Der of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	Quantity Unit OMPONENT Quantity Unit 1,400.00 LF 7.00 EA 8,400.00 LF	Unit 9450,000.0 1 \$450,000.0 1 \$450,000.0 94 97 90.0 97 90.0 90.0 90.0 90.0 90.0 90.	E Extended Amount 10 \$126,000.00 \$126,000.00 Value 7 Extended Amount \$11,144.00 \$4,983.23 \$19,068.00
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING CO Subcomponent Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24"	Quantity Unit 0.28 M 0.28 M	Unit 97.96 97.1.89	E Extended Amount 10 \$126,000.00 \$126,000.00 Value 7 Extended Amount \$11,144.00 \$4,983.23
Rural Lighting Description Multiplier (Numl Pay Items Pay item	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING Co Subcomponent Der of Poles) Description	Quantity Unit	Unit Price	Extended Amount Se Extended Amount \$126,000.00 \$126,000.00 Value 7 Extended Amount
Rural Lighting Description Multiplier (Numl Pay Items	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING Co Subcomponent per of Poles)	0.28 M nponent Total	AI \$450,000.0	E Extended Amount 10 \$126,000.00 \$126,000.00 Value 7
Purel Lighting	ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING Co	0.28 M nponent Total	AI \$450,000.0	Extended Amount 0 \$126,000.00 \$126,000.00
777777	ITS BUDGET Intelligent Traffic System (ITS) Con	0.28 M	/II \$450,000.0	Extended Amount 0 \$126,000.00 \$126,000.00
777777	ITS BUDGET	0.28 M	AI \$450,000.0	Extended Amount 0 \$126,000.00
EX-Items Pay itom	Description	Quantity	Init Unit Pric	
Description of	INTELLIGENT TRAFFIC SY Work	(STEM (ITS) CON	IPONENT	
	Signalizations Component Total			\$749,239.98
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	12.00 E	EA \$342.9	\$4,115.40
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	3.00 A	AS \$31,634.3	\$94,902.99
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	24.00 E	EA \$241.4	0 \$5,793.60
660-2-106	F&I, TYPE 2 LOOP ASSEMBLY, F&I, TYPE F	60.00 A	AS \$1,075.6	\$64,539.00
660-1-102	COUNT, 1 WAY LOOP DETECTOR INDUCTIVE,	60.00 E	EA \$399.1	7 \$23,950.20
653-1-11	ALUMINUM, 3 S 1 W	24.00 /	S \$500.3	4 \$14,384,16
650-1-14	PREST CNC POLE,F&I,TYP P-VII	12.00 E	EA \$11,194.1	8 \$134,330.16 0 \$58,488,00
641-2-17	II,PEDESTAL	3.00 E	EA \$1,345.5	\$4,036.56
641-2-11 641-2-17	PREST CNC POLE,F&I,TYP P-	2 00 5	·· • • • •	φ.σ,σ

Sequence 13 Total

\$1,628,650.73

Date: 10/29/20	20 1:40:49 PM				
FDC	DT Long Range Estir R3: Project Detail	nating Sys Is by Sequenc	tem - Pro e Report	duction	
Project: 44089	97-4-52-01		I	_etting Date: 01/2099	
Description:	PD&E CENTRAL POLK PARKWAY -	US 17(SR35) TO SI	R60		
District: 08 Contract Clas	County: 16 POLK ss: 7 Lump Sum Project: N	Market Area: 08 Design/Build: N	Units: English Project Length	: 2.500 MI	
Project Mana	ger: UNDERWOOD				
Version 9 Project Grand Total \$117,153,333.02 Description: DESIGN ALTERNATIVE 1 CPP FROM US 17 TO SR 60. UPDATED BASED ON EOR MARKUPS 10/15/2020.					
Project Seque	ences Subtotal			\$88,088,336.54	
102-1	Maintenance of Traffic	5.00 %	,	\$4,404,416.83	
101-1	Mobilization	10.00 %		\$9,249,275.34	
Project Seque	ences Total			\$101,742,028.71	
Project Unkno	wns	15.00 %	,	\$15,261,304.31	
Design/Build		0.00 %		\$0.00	
Non-Bid Com	ponents:				
Pay item 999-25	Description INITIAL CONTINGENCY AMOUNT	Quantity U	nit Unit Price S \$150,000.00	Extended Amount \$150,000.00	
Project Non-E	Bid Subtotal			\$150,000.00	
Version 9 Pro	oject Grand Total			\$117,153,333.02	

Date: 10/29/2020 1:42:00 PM FDOT Long Range Estimating System - Production **R3: Project Details by Sequence Report** Project: 440897-4-52-01 Letting Date: 01/2099 Description: PD&E CENTRAL POLK PARKWAY - US 17(SR35) TO SR60 District: 08 County: 16 POLK Market Area: 08 **Units:** English Project Length: 2.500 MI Contract Class: 7 Lump Sum Project: N Design/Build: N Project Manager: UNDERWOOD Version 10 Project Grand Total \$147,499,090.71 Description: DESIGN ALTERNATIVE 2 CPP FROM US 17 TO SR 60. UPDATED BASED ON EOR MARKUPS 10/15/2020. Sequence: 1 NDR - New Construction, Divided, Rural Net Length: 1.633 MI 8.623 LF Description: Central Polk Parkway from US 17 to SR 60 NB and SB bridges over slime soils and open water features included in this sequences. The Special Conditions: pavement design will need to account for PG 76-22 to be included with the top pavement lift for the asphalt thickness for both the CPP mainline and paved shoulders. **EARTHWORK COMPONENT User Input Data** Description Value Standard Clearing and Grubbing Limits L/R 155.00 / 155.00 Incidental Clearing and Grubbing Area 0.00 Alignment Number 1 Distance 1.198 Top of Structural Course For Begin Section 110.00 Top of Structural Course For End Section 110.00 Horizontal Elevation For Begin Section 100.00 Horizontal Elevation For End Section 100.00 Front Slope L/R 6 to 1 / 6 to 1 Median Slope L/R 6 to 1 / 6 to 1 Median Shoulder Cross Slope L/R 5.00 % / 5.00 % Outside Shoulder Cross Slope L/R 6.00 % / 6.00 % Roadway Cross Slope L/R 2.00 % / 2.00 % Pay Items Pay item Description **Unit Price Extended Amount Quantity Unit** 110-1-1 **CLEARING & GRUBBING** 61.36 AC \$7,606.35 \$466,725.64 EMBANKMENT 402,747.79 CY 120-6 \$11.00 \$4,430,225.69 X-Items Pay item Description **Quantity Unit Unit Price Extended Amount** 270,000.00 CY 120-6 EMBANKMENT \$11.00 \$2,970,000.00 Earthwork Component Total \$7,866,951.33

ROADWAY COMPONENT

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29

User Input Dat	a			
Description		Val	ue	
Number of Lanes			4	
Roadway Pave	ment Width L/R	24.00/24.	00	
Friction Course	Spread Rate	1	70 80	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	84,311.51 SY	\$5.75	\$484,791.18
285-711	OPTIONAL BASE,BASE GROUP 11	47,252.77 SY	\$29.29	\$1,384,033.63
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	17,705.42 TN	\$111.25	\$1,969,727.98
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	1,839.52 TN	\$163.73	\$301,184.61
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	355.00 TN	\$288.72	\$102,495.60
520-6	SHOULDER GUTTER- CONCRETE	400.00 LF	\$25.73	\$10,292.00
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	800.00 LF	\$19.46	\$15,568.00
536-1-3	GUARDRAIL- ROADWAY, DOUBLE FACE	8,300.00 LF	\$25.69	\$213,227.00
Pavement Mar	king Subcomponent			
Description		Val	ue	
Include Thermo	/Tape/Other		Y	
Pavement Type		Asph	alt	
Solid Stripe No	of Paint Applications		1	
Solid Stripe No	of Paint Applications		4	
Skip Stripe No.	of Stripes		2	
Pay Items		•		
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED	661.00 EA	\$3.96	\$2,617.56
710-11-101	PAINTED PAVT MARK STD.WHITE.SOLID.6"	6.53 GM	\$1,034.98	\$6,758.42
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.27 GM	\$454.49	\$1,486.18
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	6.53 GM	\$4,532.76	\$29,598.92
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.27 GM	\$1,694.60	\$5,541.34
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	6.53 GM	\$5,913.71	\$38,616.53
Parinharale Su	hcomponent			
Description		Val	ue	
		V (41		

Off Road Bike Path(s)

0

Off Road Bike Path Width L/R Bike Path Structural Spread Rate Noise Barrier Wall Length Noise Barrier Wall Begin Height Noise Barrier Wall End Height	0.00 / 0.00 0 0.00 0.00 0.00
Noise Barrier Wall End Height	0.00

Roadway Component Total

\$4	.565	.938	.95
Ψī	,000	,000	.00

	SHOULDER	COMPONENT		
User Input Dat	а			
Description Total Outside Shoulder Width L/R Total Outside Shoulder Perf. Turf Width L/R Paved Outside Shoulder Width L/R Structural Spread Rate Friction Course Spread Rate Total Width (T) / 8" Overlap (O) Rumble Strips �No. of Sides		Val 12.00 / 12. 2.00 / 2. 10.00 / 10. 1	ue 00 00 00 65 80 O 2	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	19,794.04 SY	\$17.15	\$339,467.79
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	1,580.84 TN	\$162.85	\$257,439.79
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	50.59 TN	\$163.73	\$8,283.10
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.27 GM	\$851.69	\$2,785.03
570-1-2	PERFORMANCE TURF, SOD	3,832.34 SY	\$3.88	\$14,869.48
Erosion Contro				
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	22,419.20 LF	\$1.48	\$33,180.42
104-11	FLOATING TURBIDITY BARRIER	408.28 LF	\$13.17	\$5,377.05
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	408.28 LF	\$4.70	\$1,918.92
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$3,037.16	\$6,074.32
104-18	INLET PROTECTION SYSTEM	10.00 EA	\$93.35	\$933.50
107-1	LITTER REMOVAL	1,900.00 AC	\$37.13	\$70,547.00
107-2	MOWING	1,900.00 AC	\$60.42	\$114,798.00
	Shoulder Component Total			\$855,674.40

MEDIAN COMPONENT

User Input Data				
Description	Value			
Total Median Width	74.00			
Performance Turf Width	48.00			
Total Median Shoulder Width L/R	8.00 / 8.00			

10/29/2020

Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips ï¿1/2No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price Exte	ended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	8,297.02 SY	\$17.61	\$146,110.52
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	632.34 TN	\$147.59	\$93,327.06
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	50.59 TN	\$163.73	\$8,283.10
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.00 GM	\$851.69	\$2,555.07
570-1-2	PERFORMANCE TURF, SOD	45,988.10 SY	\$3.88	\$178,433.83
	Median Component Total			\$428,709.58

DRAINAGE COMPONENT

Pay Items Pay item **Quantity Unit Unit Price Extended Amount** Description 400-2-2 CONC CLASS II, ENDWALLS 29.40 CY \$2,030.31 \$59,691.11 425-1-551 INLETS, DT BOT, TYPE E, <10' 10.00 EA \$4,656.51 \$46,565.10 PIPE CULV, OPT MATL, 1,312.00 LF 430-174-124 \$98.02 \$128,602.24 ROUND,24"SD 430-175-124 PIPE CULV, OPT MATL, ROUND, 568.00 LF \$154.06 \$87,506.08 24"S/CD PIPE CULV, OPT MATL, ROUND, 488.00 LF 430-175-136 \$150.34 \$73,365.92 36"S/CD 430-984-129 MITERED END SECT, OPTIONAL 66.00 EA \$1,713.85 \$113,114.10 RD, 24" SD CONCRETE DITCH PAVT, NR, 3" 524-1-1 3,266.20 SY \$96.59 \$315,482.26 570-1-1 PERFORMANCE TURF 1,149.70 SY \$1.14 \$1,310.66

Drainage Component Total

SIGNING COMPONENT

Pay items				
Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00 AS	\$338.29	\$1,353.16
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	42.00 AS	\$1,203.67	\$50,554.14
700-2-14	MULTI- POST SIGN, F&I GM, 31- 50 SF	4.00 AS	\$4,368.63	\$17,474.52
700-2-15	MULTI- POST SIGN, F&I GM, 51- 100 SF	11.00 AS	\$5,553.81	\$61,091.91
X-Items				
Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/

\$825,637.47

700-3-207	OLONI DANIEL ENLONA ONA ONA OF		#7 000 7	\$44 380 44
100-0-201	SIGN PANEL, F&I OM, 201-300 SF	6.00 EA	\$7,396.74	φ++,000.++
700-4-114	OH STATIC SIGN STR, F&I, C 41- 50 FT	6.00 EA	\$82,803.22	\$496,819.32
700-9-137	WALK-IN DYN MESS SIGN,F&I, FULL,201-	2.00 EA	\$137,338.70	\$274,677.40
700-10-118	DMS SUPPORT STRUCTURE, SPAN, 201-	1.00 EA	\$250,000.00	\$250,000.00
	Signing Component Total			\$1,196,350.89
	INTELLIGENT TRAFFIC S	YSTEM (ITS) COM	MPONENT	
Description of	Work			
EX-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
777777	ITS BUDGET	2.50 MILE	ES \$450,000.00) \$1,125,000.00
	Intelligent Traffic System (ITS) Con Total	nponent		\$1,125,000.00
				*
Pural Lighting	LIGHTING (COMPONENT		
Rural Lighting	LIGHTING C Subcomponent	COMPONENT		Value
Rural Lighting Description Multiplier (Num Pay Items	Subcomponent ber of Poles)	COMPONENT		Value 75
Rural Lighting Description Multiplier (Num Pay Items Pay item	LIGHTING (Subcomponent ber of Poles) Description	COMPONENT Quantity Unit	Unit Price	Value 75 Extended Amount
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11	LIGHTING (Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH	Quantity Unit	Unit Price \$7.96	Value 75 Extended Amount \$119,400.00
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11	LIGHTING (Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24"	Quantity Unit 15,000.00 LF 75.00 EA	Unit Price \$7.96 \$711.89	Value 75 Extended Amount \$119,400.00 \$53,391.75
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13	LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF	Unit Price \$7.96 \$711.89 \$2.27	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14	LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45'	Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1	LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$523.18	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$39,238.50
Rural Lighting Description Multiplier (Num Pay Items 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1	LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$523.18	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$39,238.50 \$947,717.25
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1	LIGHTING O Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Bubcomponent Total	Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$523.18	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$39,238.50 \$947,717.25
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1 X-Items	LIGHTING C Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$523.18	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$39,238.50 \$947,717.25
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1 X-Items Pay item	LIGHTING O Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$523.18 Unit Price	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$39,238.50 \$947,717.25
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1 X-Items Pay item 639-1-122	LIGHTING O Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total Description ELECTRICAL POWER SRV,F&I, UG,PUR CONT	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA 75.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$523.18 Unit Price \$2,621.25	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$39,238.50 \$947,717.25 Extended Amount \$5,242.50
Rural Lighting Description Multiplier (Num Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1 X-Items Pay item 639-1-122 715-7-11	LIGHTING O Subcomponent ber of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total Description ELECTRICAL POWER SRV,F&I, UG,PUR CONT LOAD CENTER, F&I, SECONDARY VOLTAGE	COMPONENT Quantity Unit 15,000.00 LF 75.00 EA 90,000.00 LF 75.00 EA 75.00 EA Quantity Unit 2.00 AS 2.00 EA	Unit Price \$7.96 \$711.89 \$2.27 \$7,085.16 \$523.18 Unit Price \$2,621.25 \$13,268.75	Value 75 Extended Amount \$119,400.00 \$53,391.75 \$204,300.00 \$531,387.00 \$39,238.50 \$947,717.25 Extended Amount \$5,242.50 \$26,537.50

BRIDGES COMPONENT

Bridge NB1395 Description Estimate Type

Value SF Estimate

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Primary Estimat Length (LF) Width (LF) Type Cost Factor Structure No.	te				YES 4,100.00 44.66 Overpass Bridge 1.00
Removal of Exis Default Cost pe Factored Cost p Final Cost per Basic Bridge C	sting Structures area r SF ber SF SF Sost				0.00 \$122.00 \$122.00 \$122.48 \$22,338,932.00
Description		CPP WB OVER I	PEACE CREEK		
Bridge Pay Iter	ns				
Pay item 400-2-10	Description CONC CLASS II, APPROA SLABS	Q u CH	antity Unit 99.24 CY	Unit Price \$681.10	Extended Amount \$67,592.36
415-1-9	REINF STEEL- APPROACI SLABS	H 17,3	367.00 LB	\$1.16	\$20,145.72
	Bridge NB1395 Total				\$22,426,670.08
Bridge SB1395					
Description Estimate Type Primary Estimat Length (LF)	te				Value SF Estimate YES 4,100.00
Type Cost Factor					Overpass Bridge 1.00
Removal of Exis Default Cost pe Factored Cost p	sting Structures area r SF per SF				0.00 \$122.00 \$122.00
Final Cost per Basic Bridge C Description	SF	CPP EB OVER F	PEACE CREEK		\$122.48 \$21,338,532.00
Pay item 400-2-10	ns Description CONC CLASS II, APPROA	Qu CH	antity Unit 94.80 CY	Unit Price \$681.10	Extended Amount \$64,568.28
415-1-9	REINF STEEL- APPROACI SLABS	⊣ 16,5	590.00 LB	\$1.16	\$19,244.40
	Bridge SB1395 Total				\$21,422,344.68
Bridge WBOLD	B				
Description Estimate Type Primary Estimat Length (LF) Width (LF) Type Cost Factor	te				Value SF Estimate YES 353.92 42.67 Overpass Bridge 1.00

Structure No. Removal of Exi Default Cost per Factored Cost Final Cost per	isting Structures area er SF per SF SF				0.00 \$122.00 \$122.00 \$127.55
Basic Bridge (Description	Cost	CPP WB OVE	ER OLD BARTOW E	\$ EAGLE LAKE RD.	1,842,415.50
Duidue Devilte					
Driuge Pay ite	Description		Quantity Unit	Unit Prico Ext	anded Amount
400-2-10	CONC CLASS II, APPROA SLABS	ACH	94.82 CY	\$681.10	\$64,581.90
415-1-9	REINF STEEL- APPROAC SLABS	Ή	16,593.50 LB	\$1.16	\$19,248.46
	Bridge WBOLDB Total				\$1,926,245.86
Bridge EBOLD)				
Description Estimate Type Primary Estima Length (LF) Width (LF)	ite				Value SF Estimate YES 353.92 42.67
Type Cost Factor				Ove	erpass Bridge 1.00
Removal of Exi Default Cost pe Factored Cost	isting Structures area er SF per SF S F				0.00 \$122.00 \$122.00 \$127.55
Basic Bridge (Cost			\$	1,842,415.50
Description		CPP EB OVE	R OLD BARTOW E	AGLE RD.	
Bridge Pay Ite	ms		•		
Pay item 400-2-10	Description CONC CLASS II, APPROA SLABS	АСН	Quantity Unit 94.82 CY	Unit Price Exte \$681.10	ended Amount \$64,581.90
415-1-9	REINF STEEL- APPROAC SLABS	Ή	16,593.50 LB	\$1.16	\$19,248.46
	Bridge EBOLD Total				\$1,926,245.86
Bridge WRUS	17				
Description					Value
Primary Estima	ite				YES
Length (LF)					210.91
Width (LF)					42.67
l ype Cost Factor Structure No				Ove	erpass Bridge 1.40
Removal of Exi	isting Structures area				0.00
Default Cost pe	er SF				\$122.00
Factored Cost	per SF				\$170.80
Final Cost per	SF				\$180.11

Basic Bridge C Description	ost	CPP WB OV	/ER US 17		\$1,537,119.67
Bridge Pay Iten	ns				
Pay item	Description		Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROAG	СН	94.82 CY	\$681.10	\$64,581.90
415-1-9	REINF STEEL- APPROACH SLABS	4	16,593.50 LB	\$1.16	\$19,248.46
	Bridge WBUS17 Total				\$1,620,950.03
Bridge EBUS17	,				
Description					Value
Estimate Type					SE Estimate
Primary Estimat	e				YES
Length (LF)					210.91
Width (LF)					42.67
Туре					Overpass Bridge
Cost Factor					1.40
Structure No.					
Removal of Exis	sting Structures area				0.00
Default Cost per	r SF				\$122.00
Factored Cost p	er SF				\$170.80
Final Cost per	SF				\$180.11
Description	I I I I I I I I I I I I I I I I I I I	CPR EB OV	ER US17		\$1,537,119.07
Bridge Pay Iten	ns				
Pav item	Description		Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROAG	сн	94.82 CY	\$681.10	\$64,581.90
415-1-9	REINF STEEL- APPROACH SLABS	1	16,593.50 LB	\$1.16	\$19,248.46
	Bridge EBUS17 Total				\$1 620 050 03
	Bhuge LB0317 Total				\$1,020,930.03
	Bridges Component Total				\$50,943,406.54
	RETAIN	NING WALL	S COMPONENT		
Retaining Wall	1				
Description			Val	ue	
Length			1.000	.00	
Begin height			5	.00	
End Height			25	.00	
Multiplier				2	
Pay Itome					
Day itom	Description		Quantity Unit	Linit Price	Extended Amount
5/18_12	DET WALL SVOTEM DEDA			¢00 10	
J40-1Z	BARRIER	vi, ⊏∧	30,000.00 SF	φ2ö.12	Φ043,000.00

Retaining Wall	2				
Description Length Begin height End Height Multiplier			Value 83.00 25.00 25.00 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 2,075.00 SF		Unit Price \$28.12	Extended Amount \$58,349.00
Retaining Wall Description Length Begin height End Height Multiplier	3		Value 46.56 16.50 16.50 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 768.24 SF		Unit Price \$28.12	Extended Amount \$21,602.91
Retaining Wall Description Length Begin height End Height Multiplier	4		Value 83.00 25.00 25.00 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 2,075.00 SF		Unit Price \$28.12	Extended Amount \$58,349.00
Retaining Wall Description Length Begin height End Height Multiplier	5		Value 46.56 16.50 16.50 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 768.24 SF		Unit Price \$28.12	Extended Amount \$21,602.91
Retaining Wall Description Length Begin height End Height Multiplier	6	1,4	Value 15.00 16.00 16.00 16.00		
Pay Items					
--	--	------------------------------	-----------------------------------	---------------------------------	
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
548-12	RET WALL SYSTEM, PERM, EX BARRIER	22,640.00 SF	\$28.12	\$636,636.80	
Retaining Wall	7				
Description Length Begin height End Height Multiplier		Va 339 10 10	alue 5.00 6.50 6.50 1		
Pay Items					
Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 5,527.50 SF	Unit Price \$28.12	Extended Amount \$155,433.30	
Retaining Wall	8				
Description Length Begin height End Height Multiplier		V: 17- 10 10	alue 4.00 6.50 6.50 1		
Pav Items					
Pav item	Description	Quantity Unit	Unit Price	Extended Amount	
548-12	RET WALL SYSTEM, PERM, EX BARRIER	2,871.00 SF	\$28.12	\$80,732.52	
	Retaining Walls Component Total			\$1,876,306.44	
	ARCHITECTURAL				
X-Items					
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
735-74-1	TOLL PLAZA, LOCATION 1	1.00 LS	\$2,500,000.00	\$2,500,000.00	
	Architectural Component Total			\$2,500,000.00	
Sequence 1 To	otal			\$73,163,472.85	

Sequence:	2 NUR - N	New Construction	on. Undivided	Rural
			,	

Net Length: 0.265 MI 1,400 LF

Description: RAMP I US 17 to CPP EB ON RAMP

EARTHWORK	COMPONENT

User Input Data				
Description		Value		
Standard Clearing and Grubbing Limits L/R				25.00 / 109.00
Incidental Clearin	g and Grubbing Area			0.00
Alianmont Numbe	r			1
				0.265
Top of Structural	Course For Begin Section			102.00
Top of Structural	Course For End Section			107.00
, Horizontal Elevati	on For Begin Section			100.00
Horizontal Elevati	on For End Section			100.00
Front Slope L/R				6 to 1 / 6 to 1
Outside Shoulder	Cross Slope L/R			5.00 % / 6.00 %
Roadway Cross S	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.30 AC	\$7,606.35	\$32,707.30
120-6	EMBANKMENT	6,918.78 CY	\$11.00	\$76,106.58
	Earthwork Component Total			\$108,813.89
	ROADWAY COM	PONENT		
User Input Data				
Description		Value		
Number of Lanes	ant Midth L/D	1		
Structural Sproad	Pata	0.00 / 15.00		
Friction Course S	pread Rate	330 80		
Theight Course of	pread Nate	00		
Pay Items				
i uy nomo			Unit	
Pay item	Description	Quantity Unit	Price	Extended Amount
160-4	TYPE B STABILIZATION	4,200.77 SY	\$5.75	\$24,154.43
285-711	OPTIONAL BASE, BASE GROUP 11	2,385.10 SY	\$29.29	\$69,859.58
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	385.07 TN	\$147.59	\$56,832.48
337-7-25	ASPH CONC FC, INC BIT, FC- 5, PG76-22	93.35 TN	\$163.73	\$15,284.20
Pavement Markin	ng Subcomponent			
Description		Value		
Include Thermo/T	ape/Other	Y		
Pavement Type		Asphalt		
Solid Stripe No. o	T Paint Applications	1		
Solid Stripe No. of Stripes		2		
Skin String No. of	Paint Applications			

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

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Pay Items

Pay item	Description	Quantity Unit	Unit Price Extende	ed Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53 GM	\$1,034.98	\$548.54
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	0.53 GM	\$5,913.71	\$3,134.27
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.53 GM	\$3,991.69	\$2,115.60

Roadway Component Total

\$171,929.10

SHOULDER COMPONENT

User Input Data	
Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	tended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	1,036.19 SY	\$17.15	\$17,770.66
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	77.01 TN	\$147.59	\$11,365.91
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	8.21 TN	\$163.73	\$1,344.22
570-1-1	PERFORMANCE TURF	933.50 SY	\$1.14	\$1,064.19

Erosion Control Pay Items

ray items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	3,640.67 LF	\$1.48	\$5,388.19
104-11	FLOATING TURBIDITY BARRIER	66.30 LF	\$13.17	\$873.17
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	66.30 LF	\$4.70	\$311.61
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,037.16	\$3,037.16
107-1	LITTER REMOVAL	154.00 AC	\$37.13	\$5,718.02
107-2	MOWING	154.00 AC	\$60.42	\$9,304.68
	Shoulder Component Total			\$56,177.81

DRAINAGE COMPONENT

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.77 CY	\$2,030.31	\$9,684.58
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	216.00 LF	\$98.02	\$21,172.32
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	48.00 LF	\$150.34	\$7,216.32
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	11.00 EA	\$1,713.85	\$18,852.35
570-1-1	PERFORMANCE TURF	186.70 SY	\$1.14	\$212.84
	Drainage Component Total			\$57,138.41

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	\$1,203.67	\$7,222.02
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
	Signing Component Total			\$11,928.94

B		OMPONENT		
Description	Subcomponent			Value
Multiplier (Num Pay Items	ber of Poles)			6
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.00 LF	\$7.96	\$9,552.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$711.89	\$4,271.34
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$523.18	\$3,139.08
	Subcomponent Total			\$75,817.38
	Lighting Component Total			\$75,817.38
Sequence 2 T	otal			\$481,805.53

Sequence: 3 NUR - New Construction, Undivided, Rural	Net Length:	0.208 MI 1,100 LF
		,

Description: RAMP J CPP to US 17 off ramp (1 lane)

	EARTHWORK CO	MPONENT		
User Input Data				
Description				Value
Standard Clearing	g and Grubbing Limits L/R			109.00 / 18.00
Incidental Clearin	ig and Grubbing Area			0.00
Alignment Numbe	er			1
Distance				0.208
Top of Structural	Course For Begin Section			107.00
Top of Structural	Course For End Section			102.00
Horizontal Elevat	ion For Begin Section			100.00
Front Slope L/R				6 to 1 / 6 to 1
Outside Shoulder	r Cross Slope L/R			5.00 % / 6.00 %
Roadway Cross S	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.20 AC	\$7,606.35	\$24,340.32
120-6	EMBANKMENT	5,430.59 CY	\$11.00	\$59,736.49
	Earthwork Component Total			\$84.076.81
				· · · · · ·
	ROADWAY COM	PONENT		
User Input Data				
Description		Valu	e	
Number of Lanes			1	
Roadway Pavem	ent Width L/R	0.00 / 15.0	0	
Structural Spread	a Rate	33	0	
Friction Course 3	spread trate	0	0	
Pay Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3.299.47 SY	\$5.75	\$18.971.95
285-711	OPTIONAL BASE, BASE GROUP 11	1,873.37 SY	\$29.29	\$54,871.01
334-1-53	SUPERPAVE ASPH CONC, TRAF	302.45 TN	\$147.59	\$44,638.60
	C, PG76-22		* / • • - •	
337-7-25	ASPH CONC FC, INC BIT, FC- 5 PG76-22	73.32 TN	\$163.73	\$12,004.68
	0,1 010 22			
Pavement Marki	ng Subcomponent			
Description		Valu	e	
Include Thermo/T	Гаре/Other	1	N	
Pavement Type		Aspha	lt	
Solid Stripe No. c	of Paint Applications		2	
Solid Stripe No. c	DT Stripes f Paint Applications		2	
Skip Stripe No. of	f Stripes		<u>~</u> 0	

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Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.83 GM	\$1,034.98	\$859.03
	Roadway Component Total			\$131,345.27
Llear Innut Data	SHOULDER CON	IPONENT		
Description	1	Volu	•	
Total Outside Sl	houlder Width I /R	6 00 / 6 0	0	
Total Outside S	houlder Perf. Turf Width L/R	4.00 / 2.0	õ	
Paved Outside	Shoulder Width L/R	2.00 / 4.0	0	
Structural Sprea	ad Rate	16	5	
Friction Course	Spread Rate	8	0	
Total Width (T)	/ 8" Overlap (O)		0	
Rumple Strips I	¿ ½NO. Of Sides		0	
Pay Items	Description			F A a a b a a a a b a b a b b b b b b b b b b
280-702	OPTIONAL BASE, BASE GROUP 02	60.40 TN	\$17.15 ¢147.50	\$13,957.87 ¢9.007.70
334-1-33	C, PG76-22	00.49 TN	Φ147. 59	\$0,927.72
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	6.45 TN	\$163.73	\$1,056.06
570-1-2	PERFORMANCE TURF, SOD	733.22 SY	\$3.88	\$2,844.89
Erosion Contro				
Pav Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,859.54 LF	\$1.48	\$4,232.12
104-11	FLOATING TURBIDITY BARRIER	52.08 LF	\$13.17	\$685.89
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	52.08 LF	\$4.70	\$244.78
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,037.16	\$3,037.16
107-1	LITTER REMOVAL	120.96 AC	\$37.13	\$4,491.24
107-2	MOWING	120.96 AC	\$60.42	\$7,308.40
	Shoulder Component Total			\$46,786.13
	DRAINAGE CON	IPONENT		
Pay Items		_		
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.75 CY	\$2,030.31	\$7,613.66

PIPE CULV, OPT MATL, 168.00 LF \$98.02 \$16,467.36 430-174-124 ROUND,24"SD PIPE CULV, OPT MATL, ROUND, 40.00 LF \$150.34 \$6,013.60 430-175-136 36"S/CD 430-984-129 MITERED END SECT, OPTIONAL 9.00 EA \$1,713.85 \$15,424.65 RD, 24" SD 146.64 SY 570-1-1 PERFORMANCE TURF \$1.14 \$167.17

	Drainage Component Total			\$45,686.44
	SIGNING CO	MPONENT		
Pay Items				
Pay item	Description	Quantity I	Jnit Unit	Price Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 /	AS \$3	38.29 \$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	5.00 /	AS \$1,20	03.67 \$6,018.35
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 /	AS \$4,30	68.63 \$4,368.63
	Signing Component Total			\$10,725.27
	SIGNALIZATIONS	COMPONENT		
Signalization 1				
Description		V	alue	
Туре		Miscellan	eous	
Multiplier			1	
Description				
Y Itoms				
A-items Day itom	Description	Quantity I	Init Unit	Price Extended Amount
660-7-11	VEHICLE DET SYS- WRONG WAY			85.87 \$60.285.87
	FOR EXIT, 1-2	1.001	_/(\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	φ00,200.07
	Signalizations Component Total			\$60,285.87
	LIGHTING CO	MPONENT		
Rural Lighting	Subcomponent			
Description				Value
Multiplier (Numb	per of Poles)			5
r ay items			Unit	_ / .
Pay item	Description	Quantity Unit	Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,000.00 LF	\$7.96	\$7,960.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x	5.00 EA	\$711.89	\$3,559.45
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL NO 4-2	6,000.00 LF	\$2.27	\$13,620.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	5.00 EA	\$7,085.16	\$35,425.80
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	5.00 EA	\$523.18	\$2,615.90
	Subcomponent Total			\$63,181.15
	Lighting Component Total			\$63,181.15

RETAINING WALLS COMPONENT

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
455-133-3	SHEET PILING STEEL, F&I PERMANENT	29,538.00 SF	\$45.77	\$1,351,954.26
Retaining Wall 1				
Description		Valu	e	
Length		984.6	0	
Begin height		30.0	0	
End Height Multiplier		30.0	0 1	
Multiplier			1	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX	29,538.00 SF	\$28.12	\$830,608.56
	BARRIER			
	Retaining Walls Component Total			\$2.182.562.82
				+-,,
Sequence 3 Tot	al			\$2,624,649.76

Sequence: 4 NUR - New Construction, Undivided, Rural	
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Description: RAMP J CPP to US 17 off ramp (3 lanes)

Net Length: 0.114 MI 600 LF

	EARTHWORK	COMPONENT		
User Input Data Description Standard Clearin Incidental Clearir	g and Grubbing Limits L/R ng and Grubbing Area			Value 121.00 / 25.00 0.00
Alignment Number Distance Top of Structural Top of Structural Horizontal Elevat Horizontal Elevat Front Slope L/R Outside Shoulder Roadway Cross	er Course For Begin Section Course For End Section ion For Begin Section ion For End Section r Cross Slope L/R Slope L/R		52	1 0.114 102.00 102.00 100.00 6 to 1 / 6 to 1 5.00 % / 6.00 % 2.00 % / 2.00 %
Pay Items				
Pay item 110-1-1 120-6	Description CLEARING & GRUBBING EMBANKMENT	Quantity Unit 2.02 AC 582.30 CY	Unit Price Ex \$7,606.35 \$11.00	tended Amount \$15,364.83 \$6,405.30
	Earthwork Component Total			\$21,770.13
User Input Data Description Number of Lanes Roadway Pavem Structural Spread	ROADWAY CO ent Width L/R d Rate	OMPONENT Value 0.00 / 36.00 330	9 3))	
Friction Course S	Spread Rate	80)	
Pay Items Pay item 160-4 285-711 334-1-53	Description TYPE B STABILIZATION OPTIONAL BASE,BASE GROUP 11 SUPERPAVE ASPH CONC, TRAF C, PG76-22	Quantity Unit 3,732.14 SY 2,421.22 SY 395.87 TN	Unit Price Ex \$5.75 \$29.29 \$147.59	xtended Amount \$21,459.80 \$70,917.53 \$58,426.45
337-7-25	ASPH CONC FC, INC BIT, FC- 5, PG76-22	95.97 TN	\$163.73	\$15,713.17
Pavement Marki Description Include Thermo/T Pavement Type Solid Stripe No. o Solid Stripe No. o Skip Stripe No. o Skip Stripe No. o	■ ng Subcomponent Tape/Other of Paint Applications of Stripes f Paint Applications f Stripes	Value N Asphal	9 1 2 2 2	

	Quantity Unit	Unit Price Ex	tended Amount
PAVEMENT MARKERS	61.00 EA	\$3.96	\$241.56
PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.45 GM	\$1,034.98	\$465.74
PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.45 GM	\$375.10	\$168.80
Roadway Component Total			\$167,393.06
SHOULDER COM	IPONENT		
	Value	•	
Ilder Width L/R	8.00/12.00)	
Ilder Perf. Turf Width L/R	4.00 / 2.00		
Dulder Width L/R	4.00710.00	2	
raad Pata	100		
Overlan (O)			
Rumble Strips �No. of Sides)	
Description	Quantity Unit	Unit Price Ex	tended Amount
OPTIONAL BASE.BASE GROUP 02	977.02 SY	\$17.15	\$16.755.89
SUPERPAVE ASPH CONC, TRAF C, PG76-22	76.98 TN	\$147.59	\$11,361.48
ASPH CONC FC,INC BIT,FC- 5,PG76-22	3.52 TN	\$163.73	\$576.33
PERFORMANCE TURF, SOD	399.87 SY	\$3.88	\$1,551.50
Description	Quantity Unit	Unit Price Ex	tended Amount
SEDIMENT BARRIER	1,559.50 LF	\$1.48	\$2,308.06
FLOATING TURBIDITY BARRIER	28.40 LF	\$13.17	\$374.03
STAKED TURBIDITY BARRIER- NYL REINF PVC	28.40 LF	\$4.70	\$133.48
SOIL TRACKING PREVENTION	1.00 EA	\$3,037.16	\$3,037.16
LITTER REMOVAL	66.24 AC	\$37.13	\$2,459.49
MOWING	66.24 AC	\$60.42	\$4,002.22
Shoulder Component Total			\$42,559.64
	PAINTED PAVT MARK, STD, WHITE, SOLID, 6" PAINTED PAVT MARK, STD, YELLOW, SKIP, 6" Roadway Component Total SHOULDER COM Mider Width L/R Nuder Width L/R Nuder Width L/R Nuder Width L/R Rate read Rate Overlap (O) No. of Sides Description DPTIONAL BASE, BASE GROUP 02 SUPERPAVE ASPH CONC, TRAF C, PG76-22 ASPH CONC FC, INC BIT, FC- 5, PG76-22 PERFORMANCE TURF, SOD Description SEDIMENT BARRIER FLOATING TURBIDITY BARRIER STAKED TURBIDITY BARRIER	ANALLE PAVT 0.45 GM VARK, STD, VHITE, SOLID,6" PAINTED PAVT 0.45 GM VARK, STD, YELLOW, SKIP,6" Roadway Component Total SHOULDER COMPONENT Value Nder Width L/R 8.00 / 12.00 Ider Width L/R 4.00 / 2.00 Value Width L/R 4.00 / 2.00 Value Width L/R 4.00 / 10.00 Rate 165 read Rate 80 Overlap (O) No. of Sides 000 Description 02 SUPERPAVE ASPH CONC, TRAF 2, PG76-22 PERFORMANCE TURF, SOD 399.87 SY Description 239.87 SY Description 239.87 SY Description 239.87 SY Description 239.87 SY Description 24.00 LF STAKED TURBIDITY BARRIER 28.40 LF SOIL TRACKING PREVENTION 1.00 EA DEVICE 100 Shoulder Component Total	AINTED PAVT VARK,STD,WHITE,SOLID,6" AINTED PAVT VARK,STD,WHITE,SOLID,6" AINTED PAVT VARK,STD,YELLOW,SKIP,6" Roadway Component Total SHOULDER COMPONENT Value SHOULDER COMPONENT Value 8.00 / 12.00 Value 8.00 / 12.00 Value 8.00 / 12.00 Value 9.00 / 10.00 Rate 165 read Rate 80 Overlap (O) No. of Sides 0 Description CPERPAVE ASPH CONC, TRAF C, PG76-22 PERFORMANCE TURF, SOD 399.87 SY \$17.15 76.98 TN \$147.59 SEDIMENT BARRIER 1,559.50 LF \$1.48 FLOATING TURBIDITY BARRIER SEDIMENT BARRIER 1,559.50 LF \$1.48 FLOATING TURBIDITY BARRIER SEDIMENT BARRIER 1,559.50 LF \$1.48 FLOATING TURBIDITY BARRIER STAKED TURBIDITY BARRIER STAKED TURBIDITY BARRIER STAKED TURBIDITY BARRIER SOL TRACKING PREVENTION 1.00 EA \$3,037.16 DEVICE LITTER REMOVAL 66.24 AC \$60.42 Shoulder Component Total

DRAINAGE COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price Ext	tended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.04 CY	\$2,030.31	\$4,141.83
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	96.00 LF	\$98.02	\$9,409.92
430-175-136	PIPE CULV, OPT MATL, ROUND,	24.00 LF	\$150.34	\$3,608.16

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

	Drainage Component Total			\$25,820.33
570-1-1	PERFORMANCE TURF	79.97 SY	\$1.14	\$91.17
430-984-129	36"S/CD MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,713.85	\$8,569.25

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	3.00 AS	\$1,203.67	\$3,611.01
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
	Signing Component Total			\$8,317.93
	SIGNALIZATIONS C	OMPONENT		
Signalization 1				
Description		Value		
Туре		Miscellaneous		
Multiplier Description				
X-Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
660-7-11	VEHICLE DET SYS- WRONG WAY FOR EXIT, 1-2	1.00 EA	\$60,285.87	\$60,285.87
	Signalizations Component Total			\$60,285.87

Rural Lighting	Subcomponent			
Description				Value
Multiplier (Numl	ber of Poles)			3
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	600.00 LF	\$7.96	\$4,776.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	3.00 EA	\$711.89	\$2,135.67
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	3,600.00 LF	\$2.27	\$8,172.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	3.00 EA	\$7,085.16	\$21,255.48
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	3.00 EA	\$523.18	\$1,569.54
	Subcomponent Total			\$37,908.69

Lighting Component Total	\$37,908.69

Sequence 4 Total

\$364,055.65

160-4

285-701

334-1-13

Sequence: 5 NUI	R - New Construction, Undivided, Rura	al	Net	Length:	1.306 MI 6,896 LF
Description: Sha	ired use path				
	EARTHWORK	COMPONENT			
User Input Data					
Description					Value
Standard Clearin	g and Grubbing Limits L/R			26.	00 / 0.00
Incidental Clearir	ng and Grubbing Area				0.00
Alignment Numb	er				1
Distance					1.117
Top of Structural	Course For Begin Section				102.00
Horizontal Elevat	tion For Begin Section				102.00
Horizontal Elevat	tion For End Section				100.00
Front Slope L/R				6 to	1 / 6 to 1
Outside Shoulde	r Cross Slope L/R			2.00 %	/ 0.00 %
Roadway Cross	Slope L/R			2.00 %	/ 2.00 %
Alignment Numb	er				2
Distance					0.189
Top of Structural	Course For Begin Section				102.00
Top of Structural	Course For End Section				106.00
Horizontal Elevat	tion For End Section				100.00
Front Slope L/R				6 to	1 / 6 to 1
Outside Shoulde	r Cross Slope L/R			6.00 %	/ 6.00 %
Roadway Cross	Slope L/R			2.00 %	/ 2.00 %
Pay Items					
Pay item	Description	Quantity Uni	t Unit Price	Extende	ed Amount
110-1-1	CLEARING & GRUBBING	4.12 AC	\$7,606.35		\$31,338.16
120-6	EMBANKMENT	8,459.21 CY	\$11.00		\$93,051.31
	Earthwork Component Total			\$	124,389.47
	ROADWAY				
User Input Data					
Description		Val	ue		
Roadway Payor	i vent Width L/R	0 00 / 12	1 00		
Structural Spread	d Rate	0.00712	20		
Friction Course S	Spread Rate	- 1	65		
Pay Items					

12,258.99 SY

9,447.08 SY

1,011.37 TN

\$5.75

\$17.61

\$111.25

TYPE B STABILIZATION

TRAFFIC C

OPTIONAL BASE, BASE GROUP 01

SUPERPAVE ASPHALTIC CONC,

\$70,489.19 \$166,363.08

\$112,514.91

Pavement Mark	king Subcomponent			
Description Include Thermo/Tape/Other Pavement Type Solid Stripe No. of Paint Applications		Valu I	e N	
		Aspna	1t 2	
Solid Stripe No.	of Stripes		2	
Skip Stripe No. Skip Stripe No.	of Paint Applications of Stripes		2 0	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	5.22 GM	\$1,034.98	\$5,402.60
	Roadway Component Total			\$354,769.78
	SHOULDER CO	MPONENT		
Description	a	Valu	0	
Total Outside S	houlder Width L/R	2.00 / 2.0	0	*
Total Outside S	houlder Perf. Turf Width L/R	2.00 / 2.00 0.00 / 0.00		
Paved Outside	Shoulder Width L/R			
Friction Course	Spread Rate		0	
Total Width (T)	/ 8" Overlap (O)		T	
Rumble Strips ï	¿¹∕₂No. of Sides		0	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	3,064.75 SY	\$1.14	\$3,493.82
Erosion Contro Pay Items	bi			
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	17,928.77 LF	\$1.48	\$26,534.58
104-11	FLOATING TURBIDITY BARRIER	326.50 LF	\$13.17	\$4,300.00
104-12	STAKED TURBIDITY BARRIER-	326.50 LF	\$4.70	\$1,534.55
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$3,037.16	\$6,074.32
107-1	LITTER REMOVAL	957.60 AC	\$37.13	\$35,555.69
107-2	MOWING	957.60 AC	\$60.42	\$57,858.19
	Shoulder Component Total			\$135,351.16
	DRAINAGE CO	MPONENT		
Pay Items				
Pay item	Description	Quantity Unit	Price	Extended Amount

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

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	Drainage Component Total			\$276,015.90
570-1-1	PERFORMANCE TURF	919.42 SY	\$1.14	\$1,048.14
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	53.00 EA	\$1,713.85	\$90,834.05
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	224.00 LF	\$150.34	\$33,676.16
400-2-2 430-174-124	CONC CLASS II, ENDWALLS PIPE CULV, OPT MATL, ROUND,24"SD	23.51 CY 1,048.00 LF	\$2,030.31 \$98.02	\$47,732.59 \$102,724.96

SIGNING COMPONENT					
Pay Items					
Pay item	Description	Quantity Unit	Unit Price	Extended Amount	
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00 AS	\$338.29	\$1,014.87	
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	27.00 AS	\$1,203.67	\$32,499.09	
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	3.00 AS	\$4,368.63	\$13,105.89	
	Signing Component Total			\$46,619.85	
Bridge TRMINE	BRIDGES COMP	ONENT			
Description				Value	
Estimate Type				SF Estimate	
Length (LF)				1.000.00	
Width (LF)				18.00	
Туре				Overpass Bridge	
Cost Factor				1.00	
Structure No. Removal of Existi Default Cost per S Factored Cost per	ng Structures area SF r SF F			0.00 \$122.00 \$122.00 \$123.96	
Basic Bridge Co	st			\$2,196,000.00	

TRAIL OVER MINE LAKE (1342-1352)

Bridge Pay Items

Description

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	40.00 CY	\$681.10	\$27,244.00
415-1-9	REINF STEEL- APPROACH SLABS	7,000.00 LB	\$1.16	\$8,120.00
	Bridge TRMINE Total			\$2,231,364.00

Bridge PEACE Description

Value

Estimate Type Primary Estimate Length (LF) Width (LF) Type Cost Factor Structure No. Removal of Exist Default Cost per Factored Cost per Final Cost per S Basic Bridge Co Description	e ing Structures area SF er SF SF SF SST TRAIL OVEF	R PEACE CREEK		SF Estimate YES 4,134.00 18.00 Overpass Bridge 1.01 0.00 \$122.00 \$123.22 \$123.70 \$9,169,046.64
Bridge Pay Item	S		Unit	
Pay item	Description	Quantity Unit	Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	40.00 CY	\$681.10	\$27,244.00
415-1-9	REINF STEEL- APPROACH SLABS	7,000.00 LB	\$1.16	\$8,120.00
	Bridge PEACE Total			\$9,204,410.64
	Bridges Component Total			\$11,435,774.64
Sequence 5 Tot	tal			\$12,372,920.80

Sequence: 6 MIS - Miscellaneous Construction	Net Length:
•	•

0.000 MI 1 LF

Description: Surcharge Embankment

EARTHWORK COMPONENT

User Input Data	
Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
120-74	SURCHARGE EMBANKMENT	528,000.00 CY	\$11.70	\$6,177,600.00
141-70	SETTLEMENT PLATE ASSEMBLY	142.00 AS	\$1,313.85	\$186,566.70
144-1-1	DIGITAL INCLINOMETER CASING, VERTICAL	3,200.00 LF	\$67.20	\$215,040.00
145-2	GEOSYNTHETIC REINF FND OVER SOFT SOIL	100,444.40 SY	\$5.34	\$536,373.10
442-70	VERTICAL DRAINAGE WICKS	1,800.00 LF	\$1.89	\$3,402.00
	Earthwork Component Total			\$7,118,981.80

Earthwork Component Total

Sequence 6 Total

\$7,118,981.80

Description: STORMWATER FACILITIES

	DRAINAGE COMPONENT		
Retention Basin 1			
Description	Value		
Size	5 AC		
Multiplier	5		
Depth	6.00		
Description	STORMWATER MANAGEMENT PONDS		

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	25.00 AC	\$7,606.35	\$190,158.75
120-1	REGULAR EXCAVATION	242,000.00 CY	\$10.44	\$2,526,480.00
400-2-2	CONC CLASS II, ENDWALLS	150.00 CY	\$2,030.31	\$304,546.50
425-1-541	INLETS, DT BOT, TYPE D, <10'	5.00 EA	\$4,292.77	\$21,463.85
425-2-71	MANHOLES, J-7, <10'	10.00 EA	\$4,695.04	\$46,950.40
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	280.00 LF	\$312.78	\$87,578.40
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	2,000.00 LF	\$668.52	\$1,337,040.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	9,300.00 LF	\$14.56	\$135,408.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	10.00 EA	\$2,155.17	\$21,551.70
570-1-1	PERFORMANCE TURF	121,000.00 SY	\$1.14	\$137,940.00

Retention Basin 2

Description		Value
Size		20 AC
Multiplier		1
Depth		6.00
Description	FLOODPLAIN	
	COMPENSATION SI	TES

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	20.00 AC	\$7,606.35	\$152,127.00
120-1	REGULAR EXCAVATION	193,600.00 CY	\$10.44	\$2,021,184.00
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$2,030.31	\$109,636.74
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00 EA	\$4,292.77	\$12,878.31
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	152.00 LF	\$312.78	\$47,542.56
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00 LF	\$668.52	\$401,112.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,420.00 LF	\$14.56	\$64,355.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	6.00 EA	\$2,155.17	\$12,931.02

570-1-1	PERFORMANCE TURF	96,800.00 SY	\$1.14	\$110,352.00
Retention Basir	13			
Description Size Multiplier Depth		Value 2.5 AC 3 6.00	9 2 3	
Description	FLOODP COMPEN	LAIN ISATION SITES		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	7.50 AC	\$7,606.35	\$57,047.62
120-1	REGULAR EXCAVATION	72,600.00 CY	\$10.44	\$757,944.00
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$2,030.31	\$109,636.74
425-1-361	INLETS, CURB, TYPE P-6, <10'	3.00 EA	\$5,431.49	\$16,294.47
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00 LF	\$312.78	\$52,547.04
430-175-160	PIPE CULV, OPT MATL, ROUND,	600.00 LF	\$668.52	\$401,112.00

+00-2-2	CONC CLASS II, LINDWALLS	54.00 01	φ2,030.51	ψ109,030.7 4
425-1-361	INLETS, CURB, TYPE P-6, <10'	3.00 EA	\$5,431.49	\$16,294.47
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00 LF	\$312.78	\$52,547.04
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00 LF	\$668.52	\$401,112.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,005.00 LF	\$14.56	\$58,312.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$2,155.17	\$6,465.51
570-1-1	PERFORMANCE TURF	36,300.00 SY	\$1.14	\$41,382.00

Retention Basin 4

Description		Value
Size		1.5 AC
Multiplier		2
Depth		6.00
Description	FLOODPLAIN	
	COMPENSATION SITES	5

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$7,606.35	\$22,819.05
120-1	REGULAR EXCAVATION	29,040.00 CY	\$10.44	\$303,177.60
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$2,030.31	\$73,091.16
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$4,292.77	\$8,585.54
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,695.04	\$9,390.08
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00 LF	\$312.78	\$35,031.36
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00 LF	\$668.52	\$267,408.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,050.00 LF	\$14.56	\$29,848.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20'OPEN	2.00 EA	\$2,155.17	\$4,310.34
570-1-1	PERFORMANCE TURF	14,520.00 SY	\$1.14	\$16,552.80
	Drainage Component Total			\$10,040,362.79

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020 Sequence 7 Total

\$10,040,362.79

\$26,165.84

Sequence: 8 W	DR - Widen/Resurface, Divided, Rural	Net Length:	0.284 MI	
Description: SF	R 60, EB & WB IMPROVEMENTS-CPP, MAINLIN	NE AT GRADE CONNECTION TO) SR 60	
	EARTHWORK COMPO	NENT		
User Input Dat	a			
Description			Value	
Standard Cleari	ng and Grubbing Limits L/R	50	.00 / 50.00	
Incidental Clear	ing and Grubbing Area		0.00	
Alignment Num	ber		1	
Distance			0.284	
Top of Structura	al Course For Begin Section		102.00	
op of Structural Course For End Section		102.00		
Horizontal Eleva	ation For Begin Section	100.00		
Horizontal Eleva	ation For End Section		100.00	
Existing Front S	slope L/R	61	to 1 / 6 to 1	
Existing Mediar	i Slope L/R	61	to 1 / 6 to 1	
Existing Mediar	n Shoulder Cross Slope L/R	5.00	% / 5.00 %	
Existing Outside	e Shoulder Cross Slope L/R	6.00	% / 6.00 %	
Front Slope L/R		61	to 1 / 6 to 1	
Median Slope L	/R	61	to 1 / 6 to 1	
Median Should	er Cross Slope L/R	5.00	% / 5.00 %	
Outside Should	er Cross Slope L/R	6.00	% / 6.00 %	
Roadway Cross	Slope L/R	4.00	%/4.00%	
Pay Items				
Pay item	Description	uantity Unit Unit Price Exten	ded Amount	
110-1-1	CLEARING & GRUBBING	3.44 AC \$7.606.35	\$26,165,84	

Earthwork Component Total

ROADWAY COMPONENT

User Input Data	
Description	Value
Number of Lanes	4
Existing Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 0.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	440
Widened Friction Course Spread Rate	80

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,000.26 SY	\$5.75	\$46,001.50
285-710	OPTIONAL BASE, BASE GROUP 10	2,055.07 SY	\$42.13	\$86,580.10
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	8,000.26 SY	\$3.57	\$28,560.93
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	660.02 TN	\$147.59	\$97,412.35
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	440.01 TN	\$147.59	\$64,941.08

337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	320.01 TN	\$163.73	\$52,395.24
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	80.00 TN	\$163.73	\$13,098.40
Turnouts/Cross	sovers Subcomponent			
Description		Valu	e	
Asphalt Adjustm	nent	23.0	0	
Milling Code			N	
Stabilization Co	de		Y	
Base Code			Y	
Friction Course	Code		Y	
Pav Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
160-4		1 840 06 SV	\$5.75	\$10 580 34
285-710		472 67 SV	\$42.13	¢10,000.04 \$10,013,50
200-710		472.07 OT	\$42.13 \$147.50	¢19,910.09
334-1-53	C, PG76-22	151.80 / IN	\$147.59	\$22,404.16
337-7-25	ASPH CONC FC, INC BIT, FC-	73.60 TN	\$163.73	\$12,050.53
	5,PG76-22			
Pavement Mark	king Subcomponent			
Description		Valu	е	
Include Thermo	/Tape/Other		Y	
Pavement Type		Aspha	lt	
Solid Stripe No.	of Paint Applications		1	
Solid Stripe No.	of Stripes		4	
Skip Stripe No.	of Paint Applications		1	
Skip Stripe No.	of Stripes		2	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	115.00 EA	\$9.25	\$1,063.75
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14 GM	\$1,034.98	\$1,179.88
710-11-131	PAINTED PAVT	0.57 GM	\$454.49	\$259.06
	MARK, STD, WHITE, SKIP, 6"			
711-15-101	THERMOPLASTIC, STD-OP,	1.14 GM	\$4,532.76	\$5,167.35
	WHITE, SOLID, 6"			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.57 GM	\$1,694.60	\$965.92
711-15-201	THERMOPLASTIC, STD-	1.14 GM	\$5,913.71	\$6,741.63
	OP,YELLOW, SOLID, 6"			
	Roadway Component Total			\$469,315.82

SHOULDER COMPONENT

User Input Data	
Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

Existing Paved Outside Shoulder Width L/R	0.00 / 0.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï¿1⁄2No. of Sides	0

Pay Items

-				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	3 1,776.72 SY	\$14.33	\$25,460.40
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	183.34 TN	\$162.85	\$29,856.92
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	66.67 TN	\$163.73	\$10,915.88
570-1-1	PERFORMANCE TURF	1,666.72 SY	\$1.14	\$1,900.06
X-Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1,500.00 SY	\$47.52	\$71,280.00
Erosion Control				

Erosion Control

LIUSION CONT	51			
Pay Items				
Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
104-10-3	SEDIMENT BARRIER	3,450.11 LF	\$1.48	\$5,106.16
104-11	FLOATING TURBIDITY BARRIER	28.41 LF	\$13.17	\$374.16
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	28.41 LF	\$4.70	\$133.53
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,037.16	\$3,037.16
107-1	LITTER REMOVAL	138.72 AC	\$37.13	\$5,150.67
107-2	MOWING	138.72 AC	\$60.42	\$8,381.46
	Shoulder Component Total			\$161,596.40

MEDIAN COMPONENT

User Input Data	
Description	Value
Total Median Width	40.00
Performance Turf Width	8.00
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips �No. of Sides	0

Pay item	Description	Quantity Unit	Unit Price Ex	ktended Amount
570-1-1	PERFORMANCE TURF	1,333.38 SY	\$1.14	\$1,520.05

Median Component Total

\$1,520.05

DRAINAGE COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.11 CY	\$2,030.31	\$10,374.88
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	232.00 LF	\$98.02	\$22,740.64
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	\$150.34	\$3,608.16
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00 EA	\$1,713.85	\$20,566.20
570-1-1	PERFORMANCE TURF	200.01 SY	\$1.14	\$228.01
	Drainage Component Total			\$57,517.89

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	7.00 AS	\$1,203.67	\$8,425.69
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$186.07	\$186.07
700-1-60	SINGLE POST SIGN, REMOVE	7.00 AS	\$26.92	\$188.44
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$662.61	\$662.61
	Signing Component Total			\$14,169.73

	SIGNALIZATIONS	COMPONENT		
Signalization 1				
Description		Value		
Туре		6 Lane Strain Pole		
Multiplier		1		
Description				
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	2,900.00 LF	\$7.96	\$23,084.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00 LF	\$24.15	\$6,037.50
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	\$5,442.82	\$5,442.82
634-4-143	SPAN WIRE ASSEMBLY, F&I, SINGLE PT, BOX	1.00 PI	\$6,363.17	\$6,363.17
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00 EA	\$711.89	\$15,661.58
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	\$4,300.00	\$4,300.00
639-2-1	ELECTRICAL SERVICE WIRE, F&I	2,250.00 LF	\$6.23	\$14,017.50

641-2-11	PREST CNC POLE,F&I,TYP P- II.PEDESTAL	1.00 EA	\$1,345.5	2 \$1,345.52
641-2-17	PREST CNC POLE,F&I,TYP P-VII	4.00 EA	\$11,194.1	8 \$44,776.72
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00 AS	\$974.8	0 \$19,496.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	\$599.3	4 \$4,794.72
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00 EA	\$399.1	7 \$7,983.40
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00 AS	\$1,075.6	5 \$21,513.00
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	\$241.4	0 \$1,931.20
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	\$31,634.3	3 \$31,634.33
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	\$342.9	5 \$1,371.80
X-Items				
Pay item	Description	Quantity Un	it Unit Pric	e Extended Amount
630-2-14	CONDUIT, F& I, ABOVEGROUND	10.00 LF	\$26.4	7 \$264.70
	Signalizations Component Total			\$210,017.96
EX-Items	Work			
EX-Items Pay item 777777	Work Description ITS BUDGET Intelligent Traffic System (ITS) Con	Quantity Un 0.60 Mi nponent Total	it Unit Pric \$350,000.0	e Extended Amount 0 \$210,000.00 \$210,000.00
EX-Items Pay item 777777	Work Description ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING C	Quantity Un 0.60 Mi nponent Total OMPONENT	it Unit Pric \$350,000.0	e Extended Amount 0 \$210,000.00 \$210,000.00
EX-Items Pay item 777777 Rural Lighting S Description Multiplier (Numb Pay Items	Work Description ITS BUDGET Intelligent Traffic System (ITS) Con LIGHTING C Subcomponent er of Poles)	Quantity Un 0.60 MI nponent Total OMPONENT	it Unit Pric \$350,000.0	e Extended Amount 0 \$210,000.00 \$210,000.00 Value 15
EX-Items Pay item 777777 Rural Lighting S Description Multiplier (Numb Pay Items Pay item	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent rer of Poles) Description	Quantity Un 0.60 MI nponent Total OMPONENT Quantity Unit	it Unit Pric \$350,000.0	e Extended Amount 0 \$210,000.00 \$210,000.00 Value 15 Extended Amount
EX-Items Pay item 777777 Rural Lighting 3 Description Multiplier (Numb Pay Items Pay item 630-2-11 635-2-11	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent Der of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 241	Quantity Un 0.60 MI nponent Total OMPONENT Quantity Unit 3,000.00 LF 15.00 EA	Unit Pric \$350,000.0 Unit Price \$7.96 \$711.89	e Extended Amount 0 \$210,000.00 \$210,000.00 Value 15 Extended Amount \$23,880.00 \$10,678.35
EX-Items Pay item 777777 Rural Lighting 3 Description Multiplier (Numb Pay Items Pay item 630-2-11 635-2-11 715-1-13	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent Her of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL NO.4.2	Quantity Un 0.60 MI nponent Total OMPONENT Quantity Unit 3,000.00 LF 15.00 EA 18,000.00 LF	Unit Price \$350,000.0 Unit Price \$7.96 \$711.89 \$2.27	e Extended Amount 0 \$210,000.00 \$210,000.00 \$210,000.00 \$210,000.00 \$23,880.00 \$10,678.35 \$40,860.00
EX-Items Pay item 777777 Rural Lighting S Description Multiplier (Numb Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent Per of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD 45'	Quantity Un 0.60 MI nponent Total OMPONENT Quantity Unit 3,000.00 LF 15.00 EA 18,000.00 LF	Unit Price \$350,000.0 Unit Price \$7.96 \$711.89 \$2.27 7,085.16	e Extended Amount 0 \$210,000.00 \$210,000.00 \$210,000.00 \$210,000.00 \$23,880.00 \$10,678.35 \$40,860.00 \$106,277.40
EX-Items Pay item 777777 Rural Lighting 3 Description Multiplier (Number 1000) Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent oer of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL	Quantity Un 0.60 MI nponent Total OMPONENT Quantity Unit 3,000.00 LF 15.00 EA 18,000.00 LF 15.00 EA \$7 15.00 EA	it Unit Price \$350,000.0 Unit Price \$7.96 \$711.89 \$2.27 7,085.16 \$523.18	e Extended Amount 0 \$210,000.00 \$210,000.00 \$210,000.00 \$210,000.00 \$23,880.00 \$10,678.35 \$40,860.00 \$106,277.40 \$7,847.70
EX-Items Pay item 777777 Pay item Rural Lighting 3 Description Multiplier (Number 1000) Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1 Pay item	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent oer of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	Quantity Un 0.60 MI Inponent Total OMPONENT Quantity Unit 3,000.00 LF 15.00 EA 18,000.00 LF 15.00 EA 15.00 EA	it Unit Price \$350,000.0 Unit Price \$7.96 \$711.89 \$2.27 7,085.16 \$523.18	e Extended Amount 0 \$210,000.00 \$210,000.00 \$210,000.00 \$210,000.00 \$23,880.00 \$10,678.35 \$40,860.00 \$106,277.40 \$7,847.70 \$189,543.45
EX-Items Pay item 777777 Rural Lighting Description Multiplier (Numb Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1 X-Items	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent Per of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total	Quantity Un 0.60 MI nponent Total OMPONENT Quantity Unit 3,000.00 LF 15.00 EA 18,000.00 LF 15.00 EA \$7 15.00 EA	it Unit Price \$350,000.0 Unit Price \$7.96 \$711.89 \$2.27 7,085.16 \$523.18	e Extended Amount 0 \$210,000.00 \$210,000.00 \$210,000.00 Value 15 Extended Amount \$23,880.00 \$10,678.35 \$40,860.00 \$106,277.40 \$7,847.70 \$189,543.45
EX-Items Pay item 777777 Rural Lighting 3 Description Multiplier (Numb Pay Items Pay item 630-2-11 635-2-11 715-1-13 715-4-14 715-500-1 X-Items Pay item	Work Description ITS BUDGET Intelligent Traffic System (ITS) Cor LIGHTING C Subcomponent Der of Poles) Description CONDUIT, F& I, OPEN TRENCH PULL & SPLICE BOX, F&I, 13" x 24" LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 LIGHT POLE COMPLETE, F&I- STD, 45' POLE CABLE DIST SYS, CONVENTIONAL Subcomponent Total Description	Quantity Un 0.60 MI nponent Total OMPONENT Quantity Unit 3,000.00 LF 15.00 EA 18,000.00 LF 15.00 EA 15.00 EA	it Unit Price \$350,000.0 Unit Price \$7.96 \$711.89 \$2.27 7,085.16 \$523.18	e Extended Amount 0 \$210,000.00 \$210,000.00 \$210,000.00 \$210,000.00 \$23,880.00 \$10,678.35 \$40,860.00 \$106,277.40 \$7,847.70 \$189,543.45 e Extended Amount

Sequence 8	Total			\$1,355,737.14
	Lighting Component Total			\$205,433.45
715-7-11	UG,PUR CONT LOAD CENTER, F&I, SECONDARY VOLTAGE	1.00 EA	\$13,268.75	\$13,268.75

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

Sequence: 10 WDR - Widen/Resurface, Divided, Rural	Net	0.226 MI
L	ength:	1,194 LF
Description: US 17 MAINLINE Typical Section From STA. 827+54.29 TO STA. 839+48.36	5	

EARTHWORK COMPONENT

User Input Data	1			
Description				Value
Standard Clearin	ng and Grubbing Limits L/R			0.00 / 50.00
Incidental Clear	ing and Grubbing Area			0.00
Alignment Num	ber			1
Distance			•	0.226
Top of Structura	I Course For Begin Section			102.00
Top of Structura	I Course For End Section			102.00
Horizontal Eleva	ation For Begin Section			100.00
Horizontal Eleva	ation For End Section			100.00
Existing Front S	lope L/R			6 to 1 / 6 to 1
Existing Median	Slope L/R			6 to 1 / 6 to 1
Existing Median	Shoulder Cross Slope L/R			5.00 % / 5.00 %
Existing Outside	Shoulder Cross Slope L/R			6.00 % / 6.00 %
Front Slope L/R				6 to 1 / 6 to 1
Median Slope L	/R			6 to 1 / 6 to 1
Median Shoulde	er Cross Slope L/R			5.00 % / 5.00 %
Outside Shoulde	er Cross Slope L/R			6.00 % / 6.00 %
Roadway Cross	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.37 AC	\$7,606.35	\$10,420.70
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	542.28 CY	\$12.09	\$6,556.17
	Earthwork Component Total			\$16,976.87

ROADWAY COMPONENT

User Input Data	
Description	Value
Number of Lanes	9
Existing Roadway Pavement Width L/R	36.00 / 50.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 24.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	495
Widened Friction Course Spread Rate	80

Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
160-4	TYPE B STABILIZATION	4,509.94 SY	\$5.75	\$25,932.16
285-710	OPTIONAL BASE, BASE GROUP 10	3,227.26 SY	\$42.13	\$135,964.46
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	11,407.50 SY	\$3.57	\$40,724.78

334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	941.12 TN	\$147.59	\$138,899.90
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	787.91 TN	\$147.59	\$116,287.64
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	456.30 TN	\$163.73	\$74,710.00
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	127.34 TN	\$163.73	\$20,849.38

Pavement Marking Subcomponent

Description

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	8
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	.7

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	244.00 EA	\$9.25	\$2,257.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.81 GM	\$1,034.98	\$1,873.31
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.58 GM	\$454.49	\$718.09
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.81 GM	\$4,532.76	\$8,204.30
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.58 GM	\$1,694.60	\$2,677.47
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.81 GM	\$5,913.71	\$10,703.82
	Roadway Component Total			\$579,802.31

SHOULDER COMPONENT

User Input Data	
Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 0.00
New Total Outside Shoulder Width L/R	0.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 5.00
Existing Paved Outside Shoulder Width L/R	5.00 / 0.00
New Paved Outside Shoulder Width L/R	0.00 / 5.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï٫½No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ext	tended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	707.00 SY	\$14.33	\$10,131.31
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	663.23 SY	\$5.08	\$3,369.21

334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	72.95 TN	\$162.85	\$11,879.91
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	26.53 TN	\$163.73	\$4,343.76
570-1-2	PERFORMANCE TURF, SOD	663.23 SY	\$3.88	\$2,573.33

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,745.76 LF	\$1.48	\$4,063.72
104-11	FLOATING TURBIDITY BARRIER	22.61 LF	\$13.17	\$297.77
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	22.61 LF	\$4.70	\$106.27
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,037.16	\$3,037.16
107-1	LITTER REMOVAL	78.72 AC	\$37.13	\$2,922.87
107-2	MOWING	78.72 AC	\$60.42	\$4,756.26
	Shoulder Component Total			\$47,481.57

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Performance Turf Width	0.00
New Total Median Shoulder Width L/R	0.00 / 0.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 0.00
Existing Paved Median Shoulder Width L/R	8.00 / 0.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	1,061.16 SY	\$5.08	\$5,390.69
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	116.73 TN	\$162.85	\$19,009.48
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	42.45 TN	\$163.73	\$6,950.34
	Median Component Total			\$31,350.51

DRAINAGE COMPONENT

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.07 CY	\$2,030.31	\$8,263.36

	Drainage Component Total			\$47,227.15
570-1-1	PERFORMANCE TURF	159.17 SY	\$1.14	\$181.45
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00 EA	\$1,713.85	\$17,138.50
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	\$150.34	\$3,608.16
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	184.00 LF	\$98.02	\$18,035.68

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	\$1,203.67	\$7,222.02
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$186.07	\$186.07
700-1-60	SINGLE POST SIGN, REMOVE	6.00 AS	\$26.92	\$161.52
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$662.61	\$662.61
	Signing Component Total			\$12,939.14

LIGHTING COMPONENT

Rural Lighting	Subcomponent			
Description Multiplier (Num	ber of Poles)			Value 6
Pay items Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.00 LF	\$7.96	\$9,552.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$711.89	\$4,271.34
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$523.18	\$3,139.08
	Subcomponent Total			\$75,817.38
	Lighting Component Total			\$75,817.38
Sequence 10	Fotal			\$811 50/ 03
ocquence IV				ψυτι, υθ4.90

\$39,349.71

Sequence: 11 WDR - Widen/Resurface, Divided, Rural	Net	0.216 MI
Description: US 17 MAINLINE Typical Section From STA. 839+48.36 TO STA. 850+90.03	ingun.	1,142 LF

EARTHWORK COMPONENT

User Input Data	I			
Description				Value
Standard Clearir	ng and Grubbing Limits L/R			25.00 / 50.00
Incidental Cleari	ng and Grubbing Area			0.00
Alignment Numb	per			1
Distance				0.216
Top of Structura	I Course For Begin Section			102.00
Top of Structura	I Course For End Section			102.00
Horizontal Eleva	tion For Begin Section			100.00
Horizontal Eleva	tion For End Section			100.00
Existing Front SI	ope L/R			6 to 1 / 6 to 1
Existing Median	Slope L/R			6 to 1 / 6 to 1
Existing Median	Shoulder Cross Slope L/R			5.00 % / 5.00 %
Existing Outside	Shoulder Cross Slope L/R			6.00 % / 6.00 %
Front Slope L/R				6 to 1 / 6 to 1
Median Slope L/	R			6 to 1 / 6 to 1
Median Shoulde	r Cross Slope L/R			5.00 % / 5.00 %
Outside Shoulde	er Cross Slope L/R			6.00 % / 6.00 %
Roadway Cross	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.96 AC	\$7,606.35	\$14,908.45
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,021.61 CY	\$12.09	\$24,441.26

Earthwork Component Total

ROADWAY COMPONENT

User Input Data	
Description	Value
Number of Lanes	8
Existing Roadway Pavement Width L/R	48.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	12.00 / 0.00
Widened Structural Spread Rate	495
Widened Friction Course Spread Rate	80

Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
160-4	TYPE B STABILIZATION	5,329.63 SY	\$5.75	\$30,645.37
285-710	OPTIONAL BASE, BASE GROUP 10	3,129.26 SY	\$42.13	\$131,835.72
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	9,136.51 SY	\$3.57	\$32,617.34

334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	753.76 TN	\$147.59	\$111,247.44
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	753.76 TN	\$147.59	\$111,247.44
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	365.46 TN	\$163.73	\$59,836.77
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	121.82 TN	\$163.73	\$19,945.59

Pavement Marking Subcomponent

Description

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	7
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	6

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	204.00 EA	\$9.25	\$1,887.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.51 GM	\$1,034.98	\$1,562.82
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.30 GM	\$454.49	\$590.84
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.51 GM	\$4,532.76	\$6,844.47
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.30 GM	\$1,694.60	\$2,202.98
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.51 GM	\$5,913.71	\$8,929.70
	Roadway Component Total			\$519,393.48

SHOULDER COMPONENT

User Input Data Description

Existing Total Outside Shoulder Width L/R 10.00 / 0.00 New Total Outside Shoulder Width L/R 0.00 / 10.00 Total Outside Shoulder Perf. Turf Width L/R Existing Paved Outside Shoulder Width L/R New Paved Outside Shoulder Width L/R Structural Spread Rate Friction Course Spread Rate Total Width (T) / 8" Overlap (O) Rumble Strips ï¿1/2No. of Sides

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	676.36 SY	\$14.33	\$9,692.24
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	634.48 SY	\$5.08	\$3,223.16

Value

0.00 / 5.00

5.00 / 0.00 0.00 / 5.00

220

80

Т

0

334-1-52	SUPERPAVE ASPH CONC, TRAF B. PG76-22	69.79 TN	\$162.85	\$11,365.30
337-7-25	ASPH CONC FC,INC BIT,FC- 5 PG76-22	25.38 TN	\$163.73	\$4,155.47
570-1-2	PERFORMANCE TURF, SOD	634.48 SY	\$3.88	\$2,461.78
Erosion Contro Pay Items	bl			
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2.626.75 LF	\$1.48	\$3.887.59
104-11	FLOATING TURBIDITY BARRIER	21.63 LF	\$13.17	\$284.87
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	21.63 LF	\$4.70	\$101.66
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,037.16	\$3,037.16
107-1	LITTER REMOVAL	75.36 AC	\$37.13	\$2,798.12
107-2	MOWING	75.36 AC	\$60.42	\$4,553.25
	Shoulder Component Total			\$45,560.60
	MEDIAN COM	PONENT		
User Input Data	a			
Description	i dth			value
	urf Width			40.00
New Total Medi	an Shoulder Width I /R			8 00 / 0 00
New Paved Me	dian Shoulder Width L/R			0.00 / 0.00
Existing Total M	ledian Shoulder Width L/R			0.00 / 8.00
Existing Paved	Median Shoulder Width L/R			0.00 / 0.00
Structural Sprea	ad Rate			220
Friction Course	Spread Rate			80
I otal Width (I)	/ 8" Overlap (O)			I
Rumble Strips I	2 /2 NO. 01 SIGES			U
Pay Items			11 14	
Pay item	Description	Quantity Unit	Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	3,553.09 SY	\$3.88	\$13,785.99
	Median Component Total			\$13,785.99
Pay Items	DRAINAGE CON			
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS IL ENDWALLS	3 89 CV	\$2 030 31	\$7 807 01
430-174-124	PIPE CULV, OPT MATL.	176.00 LF	\$98.02	\$17.251.52
· — ·	,,			, <u>,</u> y _

24.00 LF

9.00 EA

\$150.34

\$1,713.85

\$3,608.16

\$15,424.65

ROUND,24"SD

36"S/CD

PIPE CULV, OPT MATL, ROUND,

MITERED END SECT, OPTIONAL

430-175-136

430-984-129

	RD, 24" SD				
570-1-1	PERFORMANCE TURF	152.28	SY	\$1.14	\$173.60
	Drainage Component Total				\$44,355.84
	SIGNING CC	MPONENT			
Pay Items					
Pay item	Description	Quantity	Unit	Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS \$	\$338.29 \$	
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00	AS \$1.	203.67	\$7,222.02
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS \$	186.07	\$186.07
700-1-60	SINGLE POST SIGN, REMOVE	6.00	AS	\$26.92	\$161.52
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS \$4	368.63	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS \$	662.61	\$662.61
	Signing Component Total				\$12,939.14
	LIGHTING C	OMPONENT			
Rural Lighting	Subcomponent				
Description Multiplier (Num	ber of Poles)				Value 6
Pay Items					
Pay item	Description	Quantity Unit	Price	E E	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.00 LF	\$7.9	6	\$9,552.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$711.8	Э	\$4,271.34
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.2 [°]	7	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.1	6	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$523.1	3	\$3,139.08
	Subcomponent Total				\$75,817.38
	Lighting Component Total				\$75,817.38
Sequence 11	Total				\$751,202.14

Sequence: 12 WDR - Widen/Resurface, Divided, Rural						Net ength:	0.421 MI 2.220 LF
Description:	Central Polk Parkway (SR 570B) Widen/Resurface for Auxiliary Lane Pave Ramps G & H					ent Additio	on for
Special Conditions:	 Il 2500 ft westbound,1800 ft Eastbound; Used 2,220 ft assuming westbound; ions: reduces from 24 ft to 12 ft widening at 1250 ft; Used 18 ft average width. will need to account for PG 76-22 to be included with the top pavement lift thickness for both the CPP mainline and paved shoulders. 					avement w e pavemer r the asph	/idening it design alt
	l	EARTHWORK	COMPONENT				
User Input Da	ata						
Description							Value
Standard Clea				50.00	/ 50.00 0.00		
Alignment Nu	mber						1
Distance	Iral Course For Bogin Soct	on					0.420
Top of Structu	iral Course For End Section	n					102.00
Horizontal Ele	evation For Begin Section	•					100.00
Horizontal Ele	evation For End Section						100.00
Existing Front	Slope L/R					6 to 1	/ 6 to 1
Existing Media	an Slope L/R	-				6 to 1	/ 6 to 1
Existing Media	an Shoulder Cross Slope L	/R				5.00 % /	5.00 %
Existing Outsi	de Shoulder Cross Slope L	/R				6.00 % /	6.00 %
Median Slope						6 to 1	/ 6 to 1
Median Shoul	der Cross Slope L/R					5.00 % /	5.00 %
Outside Shou	Ider Cross Slope L/R					6.00 % /	6.00 %
Roadway Cross Slope L/R						2.00 % /	2.00 %
Pay Items							
Pay item	Description		Quantity	Unit	Unit Price	Extended	d Amount
110-1-1	CLEARING & GRUBE	SING	5.09	AC	\$7,606.35	\$	38,716.32
120-2-2	BORROW EXCAVAT MEASURE	ION, TRUCK	1,224.61	CY	\$12.09	\$	14,805.53
	Earthwork Compone	nt Total				\$	53,521.85
User input D	ata	ROADWAY C	OMPONENT				
Description			,	Value)		
Number of La	nes			7	7		
Existing Road	way Pavement Width L/R		24.00 /	24.00)		
Structural Spread Rate				165	5		
Friction Course Spread Rate				80)		
Widened Unside Pavement Width L/R		18.00 / 12.00					
Widened Stru	ctural Spread Rate		0.00	770)		
Widened Frict	tion Course Spread Rate			80)		
Pay Items							
Pav item	Description		Quantitv	Unit	Unit	Extended	d Amount
,	• • •		······	2	Price		

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

10/29/2020

PAINTED PAVT

WHITE, SOLID, 6"

WHITE, SKIP, 6"

MARK, STD, WHITE, SKIP, 6" THERMOPLASTIC, STD-OP,

THERMOPLASTIC, STD-OP,

Roadway Component Total

THERMOPLASTIC, STD-

OP, YELLOW, SOLID, 6"

710-11-131

711-15-101

711-15-131

711-15-201

160-4	TYPE B STABILIZATION	13,321.44 SY	\$5.75	\$76,598.28
285-711	OPTIONAL BASE, BASE GROUP 11	7,563.62 SY	\$29.29	\$221,538.43
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	11,841.28 SY	\$3.57	\$42,273.37
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	976.91 TN	\$111.25	\$108,681.24
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	2,849.31 TN	\$111.25	\$316,985.74
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	473.65 TN	\$163.73	\$77,550.71
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	296.03 TN	\$163.73	\$48,468.99
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00 GM	\$851.69	\$851.69
	Comment: item for median component car median component due to LRE restrictions	it not be add on		
Pavement Marki	ng Subcomponent			
Description		Value	•	
Include Thermo/T	ape/Other	1	(
Pavement Type		Asphal	t	
Solid Stripe No. o	f Paint Applications		1	
Skip Stripe No. of	Paint Applications		+ 1	
Skip Stripe No. of	Stripes	Ę	5	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	341.00 EA	\$9.25	\$3,154.25
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.68 GM	\$1,034.98	\$1,738.77

SHOULDER COMPONENT

2.10 GM

1.68 GM \$4,532.76

2.10 GM \$1,694.60

1.68 GM \$5,913.71

\$454.49

User Input Data	
Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Existing Paved Outside Shoulder Width L/R	0.00 / 0.00

10/29/2020

\$954.43

\$7,615.04

\$3,558.66

\$9,935.03

\$919,904.63
New Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï¿1∕₂No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	5,096.68 SY	\$17.15	\$87,408.06
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	407.04 TN	\$162.85	\$66,286.46
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	197.35 TN	\$163.73	\$32,312.12
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.84 GM	\$851.69	\$715.42
570-1-2	PERFORMANCE TURF, SOD	986.77 SY	\$3.88	\$3,828.67

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,106.55 LF	\$1.48	\$7,557.69
104-11	FLOATING TURBIDITY BARRIER	42.05 LF	\$13.17	\$553.80
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	42.05 LF	\$4.70	\$197.64
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$3,037.16	\$3,037.16
107-1	LITTER REMOVAL	146.88 AC	\$37.13	\$5,453.65
107-2	MOWING	146.88 AC	\$60.42	\$8,874.49

Shoulder Component Total

\$216,225.16

MEDIAN COMPONENT

User Input Data Description Value Total Median Width 74.00 Performance Turf Width 66.00 New Total Median Shoulder Width L/R 0.00 / 0.00 New Paved Median Shoulder Width L/R 0.00 / 0.00 Existing Total Median Shoulder Width L/R 8.00 / 8.00 Existing Paved Median Shoulder Width L/R 4.00 / 4.00 Structural Spread Rate 165 Friction Course Spread Rate 80 Total Width (T) / 8" Overlap (O) 0 Rumble Strips ï¿1/2No. of Sides 0

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	1,973.55 SY	\$3.57	\$7,045.57
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	162.82 TN	\$147.59	\$24,030.60
337-7-25	ASPH CONC FC, INC BIT, FC-	13.03 TN	\$163.73	\$2,133.40

	Median Component Total			\$97,233.80
546-72-1	GROUND RUMBLE STRIP	1.00 GM	\$851.00	\$851.00
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
EX-Items				
570-1-2	PERFORMANCE TURF, SOD	16,281.76 SY	\$3.88	\$63,173.23
	5,PG76-22			

DRAINAGE COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	7.57 CY	\$2,030.31	\$15,369.45
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	344.00 LF	\$98.02	\$33,718.88
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	40.00 LF	\$150.34	\$6,013.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00 EA	\$1,713.85	\$29,135.45
570-1-1	PERFORMANCE TURF	296.03 SY	\$1.14	\$337.47
	Drainage Component Total			\$84,574.85

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$338.29	\$338.29
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	11.00 AS	\$1,203.67	\$13,240.37
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$186.07	\$186.07
700-1-60	SINGLE POST SIGN, REMOVE	11.00 AS	\$26.92	\$296.12
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,368.63	\$4,368.63
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$662.61	\$662.61
	Signing Component Total			\$19,092.09

Sequence 12 Total

\$1,390,552.38

Sequence: 13	MIS - Miscellaneous Construction Net	0.000 MI
-	Length:	1 LF
Description:	Additional Pavement accounts for the US 17 interchange ramp auxiliary lanes	
Special	The remaining roadside barriers items are to support the CPP mainline Sequence 1.	

Conditions:

ROADWAY COMPONENT				
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,650.00 SY	\$5.75	\$20,987.50
285-711	OPTIONAL BASE, BASE GROUP 11	3,650.00 SY	\$29.29	\$106,908.50
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,405.25 TN	\$111.25	\$156,334.06
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	146.00 TN	\$163.73	\$23,904.58
536-5-1	RUB RAIL FOR GUARDRAIL, SINGLE SIDED RUB	8,300.00 LF	\$9.38	\$77,854.00
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	8.00 EA	\$3,000.00	\$24,000.00
536-8-113	GUARDRL TRANS CONN TO RIGID BA, F&I, TR	4.00 EA	\$1,000.00	\$4,000.00
536-85-24	GUARDRAIL END TREATMENT- PARA APP TERM	4.00 EA	\$3,005.25	\$12,021.00
536-85-27	GUARDRAIL END TREAT- DOUB FACE APPR TER	1.00 EA	\$8,964.07	\$8,964.07
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00 EA	\$24,447.32	\$24,447.32
	Roadway Component Total			\$459,421.03

Sequence 13 Total

\$459,421.03

Date: 10/29/20	20 1:42:03 PM			
FDC	OT Long Range Estin	mating Sys	tem - Pro	duction
	R3: Project Detai	ls by Sequenc	e Report	
Project: 44089	97-4-52-01		I	_etting Date: 01/2099
Description:	PD&E CENTRAL POLK PARKWAY -	US 17(SR35) TO SI	R60	
District: 08 Contract Clas	County: 16 POLK ss: 7 Lump Sum Project: N	Market Area: 08 Design/Build: N	Units: English Project Length	: 2.500 MI
Project Mana	ger: UNDERWOOD			
Version 10 Pr Description: [N	oject Grand Total DESIGN ALTERNATIVE 2 CPP FROM MARKUPS 10/15/2020.	/ US 17 TO SR 60. I	JPDATED BASEL	\$147,499,090.71 D ON EOR
Project Seque	ences Subtotal			\$110,934,756.80
102-1	Maintenance of Traffic	5.00 %		\$5,546,737.84
101-1	Mobilization	10.00 %		\$11,648,149.46
Project Seque	ences Total			\$128,129,644.10
Project Unkno	wns	15.00 %		\$19,219,446.61
Design/Build		0.00 %		\$0.00
Non-Bid Com	ponents:			
Pay item 999-25	Description INITIAL CONTINGENCY AMOUNT	Quantity U	nit Unit Price	Extended Amount \$150,000.00
Project Non-E	Bid Subtotal			\$150,000.00
Version 10 Pr	roject Grand Total	7		\$147,499,090.71

Date: 10/29/2020 1:42:48 PM FDOT Long Range Estimating System - Production **R3: Project Details by Sequence Report** Project: 440897-4-52-01 Letting Date: 01/2099 Description: PD&E CENTRAL POLK PARKWAY - US 17(SR35) TO SR60 District: 08 County: 16 POLK Market Area: 08 **Units:** English Project Length: 2.500 MI Contract Class: 7 Lump Sum Project: N Design/Build: N Project Manager: UNDERWOOD Version 11 Project Grand Total \$121,246,197.84 Description: DESIGN ALTERNATIVE 4 CPP FROM US 17 TO SR 60. UPDATED BASED ON EOR MARKUPS PROVIDED 10/15/2020 Sequence: 1 NDR - New Construction, Divided, Rural Net Length: 1.923 MI 10,155 LF Description: Central Polk Parkway from US 17 to SR 60 NB and SB bridges over slime soils and open water features included in this sequences. The Special Conditions: pavement design will need to account for PG 76-22 to be included with the top pavement lift for the asphalt thickness for both the CPP mainline and paved shoulders. **EARTHWORK COMPONENT User Input Data** Description Value Standard Clearing and Grubbing Limits L/R 155.00 / 155.00 Incidental Clearing and Grubbing Area 0.00 Alignment Number 1 Distance 1.489 Top of Structural Course For Begin Section 110.00 Top of Structural Course For End Section 110.00 Horizontal Elevation For Begin Section 100.00 Horizontal Elevation For End Section 100.00 Front Slope L/R 6 to 1 / 6 to 1 Median Slope L/R 6 to 1 / 6 to 1 Median Shoulder Cross Slope L/R 5.00 % / 5.00 % Outside Shoulder Cross Slope L/R 6.00 % / 6.00 % Roadway Cross Slope L/R 2.00 % / 2.00 % Pay Items Pay item Description **Quantity Unit Unit Price Extended Amount** 110-1-1 **CLEARING & GRUBBING** 72.26 AC \$7,606.35 \$549,634.85 EMBANKMENT 500,577.18 CY 120-6 \$11.00 \$5,506,348.98 X-Items Pay item Description **Quantity Unit Unit Price Extended Amount** 270,000.00 CY 120-6 EMBANKMENT \$11.00 \$2,970,000.00 Earthwork Component Total \$9,025,983.83

ROADWAY COMPONENT

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/2

10/29/2020

User Input Data	3			
Description Value				
Number of Lane	es		4	
Roadway Paver	ment Width L/R	24.00 / 24.	.00	
Structural Sprea	ad Rate	7	70	
Friction Course	Spread Rate		80	
Pav Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	99 293 57 SY	\$5.75	\$570 938 03
285-711	OPTIONAL BASE,BASE GROUP	55,649.53 SY	\$29.29	\$1,629,974.73
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	20,851.65 TN	\$111.25	\$2,319,746.06
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	2,166.41 TN	\$159.72	\$346,019.01
Y-Itoms				
A-item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	355.00 TN	\$288.72	\$102,495.60
520-6	SHOULDER GUTTER- CONCRETE	400.00 LF	\$25.73	\$10,292.00
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	800.00 LF	\$19.46	\$15,568.00
536-1-3	GUARDRAIL- ROADWAY, DOUBLE FACE	8,300.00 LF	\$25.69	\$213,227.00
Pavement Mark	king Subcomponent			
Description		Val		
Include Thermo	/Tape/Other	, vu	Y	
Pavement Type		Asph	alt	
Solid Stripe No.	of Paint Applications		1	
Solid Stripe No.	of Stripes		4	
Skip Stripe No.	of Paint Applications		1	
Skip Stripe No.	of Stripes		2	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	779.00 EA	\$3.96	\$3,084.84
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	7.69 GM	\$1,034.98	\$7,959.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.85 GM	\$454.49	\$1,749.79
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	7.69 GM	\$4,532.76	\$34,856.92
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.85 GM	\$1,694.60	\$6,524.21
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	7.69 GM	\$5,913.71	\$45,476.43
Peripherals Su	bcomponent			

Description

Off Road Bike Path(s)

Value 0

\$5,307,911.62

Noise Barrier Wall Length 0.00 Noise Barrier Wall Begin Height 0.00 Noise Barrier Wall End Height 0.00	Off Road Bike Path Width L/R Bike Path Structural Spread Rate	0.00 / 0.00
	Noise Barrier Wall Length Noise Barrier Wall Begin Height Noise Barrier Wall End Height	0.00 0.00 0.00

Roadway Component Total

	SHOULDER	COMPONENT		
User Input Dat	a			
Description		Valu	ie	
Total Outside S	houlder Width L/R	12.00 / 12.0	00	
Total Outside Shoulder Perf. Turf Width L/R		2.00 / 2.0	00	
Paved Outside	Shoulder Width L/R	10.00 / 10.0	00	
Structural Sprea	ad Rate	16	35	
Friction Course	Spread Rate	3	30	
Total Width (T)	/ 8" Overlap (O)		0	
Rumble Strips ï	¿1∕₂No. of Sides		2	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	23 ,311.42 SY	\$17.15	\$399,790.85
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	1,861.75 TN	\$162.85	\$303,185.99
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	59.58 TN	\$159.72	\$9,516.12
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.85 GM	\$851.69	\$3,279.01
570-1-2	PERFORMANCE TURF, SOD	4,513.34 SY	\$3.88	\$17,511.76
Erosion Contro				
Pay Items				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	26.403.06 LF	\$1.61	\$42,508,93
104-11	FLOATING TURBIDITY BARRIER	480.82 F	\$13.17	\$6,332,40
104-12	STAKED TURBIDITY BARRIER-	480 82 L F	\$5.06	\$2 432 95
101 12	NYL REINF PVC	100.02 EI	\$0.00	ψ2, 102.00
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,714.25	\$5,428.50
104-18	INLET PROTECTION SYSTEM	12.00 EA	\$92.99	\$1,115.88
107-1	LITTER REMOVAL	2,237.76 AC	\$39.44	\$88,257.25
107-2	MOWING	2,237.76 AC	\$61.02	\$136,548.12
	Shoulder Component Total			\$1,015,907.76

MEDIAN COMPONENT

User Input Data			
Description	Value		
Total Median Width	74.00		
Performance Turf Width	48.00		
Total Median Shoulder Width L/R	8.00 / 8.00		

10/29/2020

Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips ï¿1/2No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price Exte	ended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	9,771.39 SY	\$17.61	\$172,074.18
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	744.70 TN	\$134.59	\$100,229.17
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	59.58 TN	\$159.72	\$9,516.12
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00 GM	\$851.69	\$3,406.76
570-1-2	PERFORMANCE TURF, SOD	54,160.13 SY	\$3.88	\$210,141.30
	Median Component Total			\$495,367.53

DRAINAGE COMPONENT

Pay Items **Quantity Unit Unit Price Extended Amount** Pay item Description \$70,289.33 400-2-2 CONC CLASS II, ENDWALLS 34.62 CY \$2,030.31 425-1-551 INLETS, DT BOT, TYPE E, <10' 12.00 EA \$4,656.51 \$55,878.12 PIPE CULV, OPT MATL, 1,544.00 LF 430-174-124 \$98.44 \$151,991.36 ROUND,24"SD 664.00 LF 430-175-124 PIPE CULV, OPT MATL, ROUND, \$154.06 \$102,295.84 24"S/CD PIPE CULV, OPT MATL, ROUND, 576.00 LF 430-175-136 \$190.61 \$109,791.36 36"S/CD 430-984-129 MITERED END SECT, OPTIONAL 77.00 EA \$1,713.85 \$131,966.45 RD, 24" SD CONCRETE DITCH PAVT, NR, 3" 524-1-1 3,846.60 SY \$96.59 \$371,543.09 570-1-1 PERFORMANCE TURF 1,354.00 SY \$1.14

Drainage Component Total

SIGNING COMPONENT

Pay items				
Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00 AS	\$349.12	\$1,396.48
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	42.00 AS	\$1,227.36	\$51,549.12
700-2-14	MULTI- POST SIGN, F&I GM, 31- 50 SF	4.00 AS	\$4,384.22	\$17,536.88
700-2-15	MULTI- POST SIGN, F&I GM, 51- 100 SF	11.00 AS	\$5,553.81	\$61,091.91
X-Items				
Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

\$1,543.56

\$995,299.11

	Lighting Component Total			\$981,667.00
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	2.00 EA	\$13,268.75	\$26,537.50
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	2.00 AS	\$2,621.25	\$5,242.50
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
X-Items				
				. ,
	Subcomponent Total			\$949,887.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	75.00 EA	\$523.18	\$39,238.50
/15-4-14	STD, 45'	75.00 EA	\$1,U85.16	\$531,387.00
745 4 4 4	INSUL, NO.4-2		Ψ <u>ζ.ζ</u> ι	φ20 4 ,300.00
715_1_12			¢2 27	\$204 200 00
იკ∪-∠-11 635-2-11	PULL & SPLICE BOX, F&I, 13" x	75.00 FA	ֆờ.11 \$710.82	\$121,650.00 \$53,311.50
			Price	
Multiplier (Num Pay Items	nber of Poles)		Unit	75
Description				Value
Rural Lighting	a Subcomponent	JOMPONENT		
		COMPONENT		
	Intelligent Traffic System (ITS) Con Total	nponent		\$1,125,000.00
777777	ITS BUDGET	2.50 MILE	S \$450,000.00) \$1,125,000.00
Pay item	Description	Quantity Unit	Unit Price	e Extended Amount
Description of	fWork			
	INTELLIGENT TRAFFIC S	YSTEM (ITS) COM	IPONENT	
	Signing Component Total			\$1,197,451.55
700-10-118	DMS SUPPORT STRUCTURE, SPAN, 201-	1.00 EA	\$250,000.00) \$250,000.00
700-9-137	WALK-IN DYN MESS SIGN,F&I, FULL,201-	2.00 EA	\$137,338.70	\$274,677.40
700-4-114	OH STATIC SIGN STR, F&I, C 41- 50 FT	6.00 EA	\$82,803.22	\$496,819.32
700-3-207	SIGN PANEL, F&I OM, 201-300 SF	6.00 EA	\$7,396.74	\$44,380.44

BRIDGES COMPONENT

Bridge NB1395 Description Estimate Type

Value SF Estimate

10/29/2020

Primary Estima Length (LF) Width (LF) Type Cost Factor Structure No	te			YES 2,443.00 44.66 Overpass Bridge 1.00
Removal of Exi Default Cost pe Factored Cost p Final Cost per Basic Bridge C	sting Structures area er SF ber SF SF Cost			0.00 \$122.00 \$122.00 \$122.80 \$13,310,734.36
Description		CPP WB OVER PEACE CR	EEK	
Bridge Pay Iter	ns	• ··· ·· ··		
Pay item 400-2-10	Description CONC CLASS II, APPROA SLABS	Quantity Unit CH 99.24 CY	Unit Price I \$681.10	Extended Amount \$67,592.36
415-1-9	REINF STEEL- APPROAC SLABS	H 17,367.00 LB	\$1.16	\$20,145.72
	Bridge NB1395 Total			\$13,398,472.44
Bridge SB1395	;			
Description Estimate Type Primary Estima Length (LF) Width (LF)	te			Value SF Estimate YES 2,443.00 42.66
Type Cost Factor Structure No				Overpass Bridge 1.00
Removal of Exis Default Cost pe Factored Cost pe	sting Structures area r SF per SF SF			0.00 \$122.00 \$122.00 \$122.80
Basic Bridge C	Cost	CPP EB OVER PEACE CRE	EK	\$12,714,642.36
Bridge Pay Iter	ns			
Pay item 400-2-10	Description CONC CLASS II, APPROA	Quantity Unit CH 94.80 CY	Unit Price I \$681.10	Extended Amount \$64,568.28
415-1-9	REINF STEEL- APPROAC SLABS	H 16,590.00 LB	\$1.16	\$19,244.40
	Bridge SB1395 Total			\$12,798,455.04
Bridge WBOLD)B			
Description Estimate Type Primary Estima Length (LF) Width (LF) Type Cost Eactor	te			Value SF Estimate YES 353.92 42.67 Overpass Bridge
COST FACIOI				1.00

Structure No. Removal of Exi Default Cost per Factored Cost Final Cost per	isting Structures area er SF per SF • SF				0.00 \$122.00 \$122.00 \$127.55
Basic Bridge (Description	Cost	CPP WB OVE	ER OLD BARTOW E	\$ EAGLE LAKE RD.	1,842,415.50
Pridao Dovilto	mo.				
Driuge Pay ite	Description		Quantity Unit	Unit Prico Ext	anded Amount
400-2-10	CONC CLASS II, APPROA SLABS	АСН	94.82 CY	\$681.10	\$64,581.90
415-1-9	REINF STEEL- APPROAC SLABS	H	16,593.50 LB	\$1.16	\$19,248.46
	Bridge WBOLDB Total				\$1,926,245.86
Bridge EBOLD)				
Description Estimate Type Primary Estima Length (LF) Width (LF)	ite				Value SF Estimate YES 353.92 42.67
Type Cost Factor				Ove	erpass Bridge 1.00
Removal of Exi Default Cost pe Factored Cost	isting Structures area er SF per SF • SF				0.00 \$122.00 \$122.00 \$127.55
Basic Bridge (Cost			\$	1,842,415.50
Description		CPP EB OVE	R OLD BARTOW E	AGLE RD.	
Bridge Pay Ite	ms		•		
Pay item 400-2-10	Description CONC CLASS II, APPROA SLABS	АСН	Quantity Unit 94.82 CY	Unit Price Exte \$681.10	ended Amount \$64,581.90
415-1-9	REINF STEEL- APPROAC SLABS	H	16,593.50 LB	\$1.16	\$19,248.46
	Bridge EBOLD Total				\$1,926,245.86
Bridge WRUS	17				
Description					Value
Primary Estima	ate				YES
Length (LF)					210.91
Width (LF)				0	42.67
l ype Cost Factor Structure No				Ove	erpass Bridge 1.40
Removal of Exi	isting Structures area				0.00
Default Cost pe	er SF				\$122.00
Factored Cost	per SF				\$170.80
Final Cost per	SF				\$180.11

Basic Bridge Cost Description		CPP WB OV	ÆR US 17	\$1,537,119.67		
Bridge Pay Iten	ns					
Pav item	Description		Quantity Unit	Unit Price	Extended Amount	
400-2-10	CONC CLASS II, APPROA	СН	94.82 CY	\$681.10	\$64,581.90	
415-1-9	REINF STEEL- APPROACH SLABS	Η	16,593.50 LB	\$1.16	\$19,248.46	
	Bridge WBUS17 Total				\$1,620,950.03	
Bridge EBUS17	,					
Description					Malua	
Description						
Estimate Type	-				SF Estimate	
Primary Estimat	e				1ES	
					210.91	
					42.07	
Type Cost Easter						
Structure No					1.40	
Removal of Evic	ting Structures area				0.00	
Default Cost por					0.00 \$122.00	
Eactored Cost per					\$170.80	
Final Cost por					\$170.00 \$190.11	
Basic Bridge C	oet				۶100.11 \$1 537 119 67	
Description	031	CPP EB OV	ER US17		¢1,007,110.07	
Bridge Pay Iten	ns					
Pay item	Description		Quantity Unit	Unit Price	Extended Amount	
400-2-10	CONC CLASS II, APPROA	сн	94.82 CY	\$681.10	\$64,581.90	
415-1-9	REINF STEEL- APPROACH	Η	16,593.50 LB	\$1.16	\$19,248.46	
	Bridge EDUC47 Tetal				¢1 600 050 02	
	Bridge EBUST/ Total				\$1,620,950.03	
	Bridges Component Total				\$33,291,319.26	
	RETAII	NING WALL	S COMPONENT			
Retaining Wall	1					
Description			Valu	IA		
Length			1 000 0	0		
Begin height			5.0	0		
End Height			25.0	00		
Multiplier			_0.0	2		
Pay Items						
Pay item	Description		Quantity Unit	Unit Price	Extended Amount	
548-12	RET WALL SYSTEM, PERI BARRIER	M, EX	30,000.00 SF	\$28.12	\$843,600.00	

Retaining Wall	2				
Description Length Begin height End Height Multiplier			Value 83.00 25.00 25.00 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 2,075.00 SF		Unit Price \$28.12	Extended Amount \$58,349.00
Retaining Wall Description Length Begin height End Height Multiplier	3		Value 46.56 16.50 16.50 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 768.24 SF		Unit Price \$28.12	Extended Amount \$21,602.91
Retaining Wall Description Length Begin height End Height Multiplier	4		Value 83.00 25.00 25.00 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 2,075.00 SF		Unit Price \$28.12	Extended Amount \$58,349.00
Retaining Wall Description Length Begin height End Height Multiplier	5		Value 46.56 16.50 16.50 1		
Pay Items Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 768.24 SF		Unit Price \$28.12	Extended Amount \$21,602.91
Retaining Wall Description Length Begin height End Height Multiplier	6	1,4	Value 15.00 16.00 16.00 16.00		

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	22,640.00 SF	\$28.12	\$636,636.80
Retaining Wall	7			
Description Length Begin height End Height Multiplier		Va 335 10 10	alue 5.00 5.50 5.50 1	
Pay Items				
Pay item 548-12	Description RET WALL SYSTEM, PERM, EX BARRIER	Quantity Unit 5,527.50 SF	Unit Price \$28.12	Extended Amount \$155,433.30
Retaining Wall	8			
Description Length Begin height End Height Multiplier		Va 172 16	alue 4.00 5.50 5.50 1	
Pav Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	2,871.00 SF	\$28.12	\$80,732.52
	Retaining Walls Component Total			\$1,876,306.44
	ARCHITECTURAL	COMPONENT		
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
735-74-1	TOLL PLAZA, LOCATION 1	1.00 LS	\$2,500,000.00	\$2,500,000.00
	Architectural Component Total			\$2,500,000.00
Sequence 1 To	otal			\$57,812,214.10

Sequence:	2 NUR - N	New Construction	on. Undivided	Rural
			,	

Net Length: 0.265 MI 1,400 LF

Description: RAMP I US 17 to CPP EB ON RAMP

	COMPONENT
EARINWURN	COMPONENT

User Input Data				
Description				Value
Standard Clearing and Grubbing Limits L/R				25.00 / 109.00
Incidental Clearing	g and Grubbing Area			0.00
Alianment Numbe	r			1
Distance				0 265
Top of Structural Course For Begin Section				102.00
Top of Structural	Course For End Section			107.00
Horizontal Elevati	on For Begin Section			100.00
Horizontal Elevati	on For End Section			100.00
Front Slope L/R	Crass Slope L/D			6 to 1 / 6 to 1
Roadway Cross S	Cross Slope L/R			2 00 % / 2 00 %
				2.00 /07 2.00 /0
Pav Items				
Dovitor	Description	Questity Unit	Unit	Extended Amount
Pay item	Description	Quantity Unit	Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.30 AC	\$7,606.35	\$32,707.30
120-6	EMBANKMENT	6,918.78 CY	\$11.00	\$76,106.58
				\$400.040.00
	Earthwork Component Total			\$108,813.89
	ROADWAY CON	ADONENT		
llser Innut Data	ROADITATIOON			
Description		Value		
Number of Lanes		1		
Roadway Paveme	ent Width L/R	0.00 / 15.00		
Structural Spread	Rate	330		
Friction Course S	oread Rate	80		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4.200.77 SY	\$5.75	\$24.154.43
285-711	OPTIONAL BASE, BASE GROUP 11	2,385.10 SY	\$29.29	\$69,859.58
334-1-53	SUPERPAVE ASPH CONC, TRAF	385.07 TN	\$134.59	\$51,826.57
	C, PG76-22			
337-7-25	ASPH CONC FC, INC BIT, FC-	93.35 TN	\$159.72	\$14,909.86
	5,PG76-22			
Pavement Markir	ng Subcomponent			
Description		Value		
Include Thermo/T	ape/Other	Y		
Pavement Type		Asphalt		
Solid Stripe No. o	f Paint Applications	1		
Solid Stripe No. o	Solid Stripe No. of Stripes			
Olding Odmins - NI - C	Deint Annlightigne	4		

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

10/29/2020

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Pay Items

Pay item	Description	Quantity Unit	Unit Price Extende	ed Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53 GM	\$1,034.98	\$548.54
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	0.53 GM	\$5,913.71	\$3,134.27
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.53 GM	\$3,991.69	\$2,115.60

Roadway Component Total

\$166,548.85

SHOULDER COMPONENT

User Input Data	
Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	1,036.19 SY	\$17.15	\$17,770.66
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	77.01 TN	\$134.59	\$10,364.78
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	8.21 TN	\$159.72	\$1,311.30
570-1-1	PERFORMANCE TURF	933.50 SY	\$1.14	\$1,064.19

Erosion Control Pay Items

i ay itemis				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	3,640.67 LF	\$1.61	\$5,861.48
104-11	FLOATING TURBIDITY BARRIER	66.30 LF	\$13.17	\$873.17
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	66.30 LF	\$5.06	\$335.48
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	154.08 AC	\$39.44	\$6,076.92
107-2	MOWING	154.08 AC	\$61.02	\$9,401.96
	Shoulder Component Total			\$55,774.19

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.77 CY	\$2,030.31	\$9,684.58
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	216.00 LF	\$98.44	\$21,263.04
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	48.00 LF	\$190.61	\$9,149.28
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	11.00 EA	\$1,713.85	\$18,852.35
570-1-1	PERFORMANCE TURF	186.70 SY	\$1.14	\$212.84
	Drainage Component Total			\$59,162.09

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$349.12	\$349.12
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	\$1,227.36	\$7,364.16
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,384.22	\$4,384.22
	Signing Component Total			\$12,097.50

Dunal Linkting	LIGHTING C	OMPONENT		
Description Multiplier (Num Pay Items	ber of Poles)			Value 6
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.00 LF	\$8.11	\$9,732.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$710.82	\$4,264.92
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$523.18	\$3,139.08
	Subcomponent Total			\$75,990.96
	Lighting Component Total			\$75,990.96
Sequence 2 T	otal			\$478,387.48

Sequence: 3 NUR - New Construction, Undivided, Rural	Net Length:	0.208 MI 1,100 LF
		,

Description: RAMP J CPP to US 17 off ramp (1 lane)

	EARTHWORK CO	MPONENT		
User Input Data				
Description				Value
Standard Clearin	ng and Grubbing Limits L/R			109.00 / 18.00
Incidental Cleari	ng and Grubbing Area			0.00
Alignment Numb	er			1
Distance				0.208
Top of Structural Course For Begin Section				107.00
Top of Structural Course For End Section				102.00
Horizontal Eleva	tion For End Section			100.00
Front Slope L/R				6 to 1 / 6 to 1
Outside Shoulde	r Cross Slope L/R			5.00 % / 6.00 %
Roadway Cross	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1		3.20 AC	\$7,606.35	\$24,340.32
120-6	EMBANKMENT	5,430.59 CY	\$11.00	\$59,736.49
	Earthwork Component Total			\$84,076.81
	ROADWAY COM	PONENT		
User Input Data				
Description		Valu	e	
Number of Lane	s		1	
Roadway Paven	hent Width L/R	0.00 / 15.0	0	
Structural Sprea	d Rate Spread Rate	330		
Friction Courses	Spread Nate	0	0	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,299.47 SY	\$5.75	\$18,971.95
285-711	OPTIONAL BASE, BASE GROUP 11	1,873.37 SY	\$29.29	\$54,871.01
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	302.45 TN	\$134.59	\$40,706.75
337-7-25	ASPH CONC FC, INC BIT, FC- 5, PG76-22	73.32 TN	\$159.72	\$11,710.67
Dovement Mark	ing Subcomponent			
Pavement Mark	ing Subcomponent	Valu	0	
Include Thermo/	Tape/Other	valu	e N	
Pavement Type		Aspha	lt	
Solid Stripe No.	of Paint Applications	•	2	
Solid Stripe No.	of Stripes		2	
Skip Stripe No. c	of Paint Applications		2	
Skip Stripe No. c	or Surpes		U	

430-175-136

430-984-129

570-1-1

ROUND,24"SD

36"S/CD

RD, 24" SD

PIPE CULV, OPT MATL, ROUND,

MITERED END SECT, OPTIONAL

PERFORMANCE TURF

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.83 GM	\$1,034.98	\$859.03
	Roadway Component Total			\$127,119.41
User Input Data		WPONENT		
Description	-	Valu	•	
Total Outside S	houlder Width I /R	6 00 / 6 0	0	
Total Outside S	houlder Perf. Turf Width I /R	4.00 / 2.0	õ	
Paved Outside	Shoulder Width L/R	2.00 / 4.0	0	
Structural Sprea	ad Rate	16	5	
Friction Course	Spread Rate	8	0	
Total Width (T)	/ 8" Overlap (O)		C	
Rumble Strips ï	¿1∕₂No. of Sides		0	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	813.87 SY	\$17.15	\$13,957.87
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	60.49 TN	\$134.59	\$8,141.35
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	6.45 TN	\$159.72	\$1,030.19
570-1-2	PERFORMANCE TURF, SOD	733.22 SY	\$3.88	\$2,844.89
Erosion Contro				
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,859.54 LF	\$1.61	\$4,603.86
104-11	FLOATING TURBIDITY BARRIER	52.08 LF	\$13.17	\$685.89
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	52.08 LF	\$5.06	\$263.52
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	120.96 AC	\$39.44	\$4,770.66
107-2	MOWING	120.96 AC	\$61.02	\$7,380.98
	Shoulder Component Total			\$46,393.46
	DRAINAGE CON	IPONENT		
Pay Items	-			
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.75 CY	\$2,030.31	\$7,613.66
430-174-124	PIPE CULV, OPT MATL,	168.00 LF	\$98.44	\$16,537.92

40.00 LF

9.00 EA

146.64 SY

\$190.61

\$1,713.85

\$1.14

\$7,624.40

\$15,424.65

\$167.17

	Drainage Component Total			\$47,367.80
	SIGNING CO	MPONENT		
Pay Items				
Pay item	Description	Quantity U	nit Unit Pric	e Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 A	S \$349.12	2 \$349.12
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	5.00 A	S \$1,227.3	6 \$6,136.80
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 A	S \$4,384.22	2 \$4,384.22
	Signing Component Total			\$10,870.14
	SIGNALIZATIONS	COMPONENT		
Signalization 1				
Description		Va	lue	
Туре		Miscellane	ous	
Multiplier			1	
Description				
X-Items				
Pav item	Description	Quantity U	nit Unit Price	e Extended Amount
660-7-11	VEHICLE DET SYS- WRONG WAY	1.00 E	A \$60,285.8	7 \$60,285.87
	FOR EXIT, 1-2		. ,	. ,
	Signalizations Component Total			\$60,285.87
Rural Lighting	LIGHTING CO	MPONENT		
Description				Value
Multiplier (Numb	per of Poles)			5
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,000.00 LF	\$8.11	\$8,110.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	5.00 EA	\$710.82	\$3,554.10
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	6,000.00 LF	\$2.27	\$13,620.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	5.00 EA 💲	\$7,085.16	\$35,425.80
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	5.00 EA	\$523.18	\$2,615.90
	Subcomponent Total			\$63,325.80
	Lighting Component Total			\$63,325.80

RETAINING WALLS COMPONENT

X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
455-133-3	SHEET PILING STEEL, F&I PERMANENT	29,538.00 SF	\$45.77	\$1,351,954.26
Retaining Wall 1				
Description		Valu	e	
Length		984.6	0	
Begin height		30.0	0	
End Height		30.0	0	
Multiplier			I	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX	29,538.00 SF	\$28.12	\$830,608.56
	BARRIER			
	Retaining Walls Component Total			\$2 182 562 82
				ψ2,102,302.02
Sequence 3 Tot	al			\$2,622,002.11

Sequence: 4 NUR - New Construction, Undivided, Rural
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Description: RAMP J CPP to US 17 off ramp (3 lanes)

Net Length: 0.114 MI 600 LF

	EARTHWORK CC	MPONENT		
User Input Data Description Standard Clearin Incidental Clearir	g and Grubbing Limits L/R ng and Grubbing Area			Value 121.00 / 25.00 0.00
Alignment Numb Distance Top of Structural Top of Structural Horizontal Elevat Horizontal Elevat Front Slope L/R Outside Shoulde	er Course For Begin Section Course For End Section tion For Begin Section tion For End Section r Cross Slope L/R Slope L/R		5.	1 0.114 102.00 102.00 100.00 100.00 6 to 1 / 6 to 1 00 % / 6.00 %
·····, •····				
Pay Items Pay item 110-1-1 120-6	Description CLEARING & GRUBBING EMBANKMENT	Quantity Unit 2.02 AC 582.30 CY	Unit Price Ext \$7,606.35 \$11.00	ended Amount \$15,364.83 \$6,405.30
	Earthwork Component Total			\$21,770.13
User Input Data Description Number of Lanes Roadway Pavem Structural Spread Friction Course S	ROADWAY COM sent Width L/R d Rate Spread Rate	Value 3 0.00 / 36.00 330 80	e 3))	
Pay Items Pay item 160-4 285-711 334-1-53 337-7-25	Description TYPE B STABILIZATION OPTIONAL BASE,BASE GROUP 11 SUPERPAVE ASPH CONC, TRAF C, PG76-22 ASPH CONC FC,INC BIT,FC- 5,PG76-22	Quantity Unit 3,732.14 SY 2,421.22 SY 395.87 TN 95.97 TN	Unit Price Ext \$5.75 \$29.29 \$134.59 \$159.72	ended Amount \$21,459.80 \$70,917.53 \$53,280.14 \$15,328.33
Pavement Marki Description Include Thermo/ Pavement Type Solid Stripe No. o Skip Stripe No. o Skip Stripe No. o	Tape/Other of Paint Applications of Stripes f Paint Applications f Stripes	Value N Asphal	9 1 2 2 2	

Description	Quantity Unit	Unit Price E	tended Amount
RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	61.00 EA	\$3.96	\$241.56
PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.45 GM	\$1,034.98	\$465.74
PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.45 GM	\$375.10	\$168.80
Roadway Component Total			\$161,861.91
SHOULDER CO	MPONENT		
	Value	;	
oulder Width L/R	8.00 / 12.00)	
oulder Perf. Turf Width L/R	4.00 / 2.00		
noulder width L/R	4.007 10.00		
Siluciulal Spleau Rale			
8" Overlap (O)		ý	
½No. of Sides	()	×
Description	Quantity Unit	Unit Price E	ktended Amount
OPTIONAL BASE, BASE GROUP 02	977.02 SY	\$17.15	\$16,755.89
SUPERPAVE ASPH CONC, TRAF C, PG76-22	76.98 TN	\$134.59	\$10,360.74
ASPH CONC FC, INC BIT, FC- 5, PG76-22	3.52 TN	\$159.72	\$562.21
PERFORMANCE TURF, SOD	399.87 SY	\$3.88	\$1,551.50
Description	Quantity Unit	Unit Price E	tended Amount
SEDIMENT BARRIER	1,559.50 LF	\$1.61	\$2,510.80
FLOATING TURBIDITY BARRIER	28.40 LF	\$13.17	\$374.03
STAKED TURBIDITY BARRIER- NYL REINF PVC	28.40 LF	\$5.06	\$143.70
SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
LITTER REMOVAL	66.24 AC	\$39.44	\$2,612.51
MOWING	66.24 AC	\$61.02	\$4,041.96
Shoulder Component Total			\$41,627,59
	Description RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS PAINTED PAVT MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,YELLOW,SKIP,6" Roadway Component Total SHOULDER CON oulder Width L/R oulder Perf. Turf Width L/R houlder Width L/R d Rate Byread Rate 8" Overlap (O) ½No. of Sides Description OPTIONAL BASE,BASE GROUP 02 SUPERPAVE ASPH CONC, TRAF C, PG76-22 ASPH CONC FC,INC BIT,FC- 5,PG76-22 PERFORMANCE TURF, SOD Description SEDIMENT BARRIER FLOATING TURBIDITY BARRIER STAKED TURBIDITY BARRIER MYL REINF PVC SOIL TRACKING PREVENTION DEVICE LITTER REMOVAL MOWING	DescriptionQuantity UnitRETRO-REFLECTIVE/RAISED61.00 EAPAVEMENT MARKERS0.45 GMPAINTED PAVT0.45 GMMARK,STD,WHITE,SOLID,6"0.45 GMPAINTED PAVT0.45 GMMARK,STD,YELLOW,SKIP,6"0.45 GMSHOULDER COMPONENTValueoulder Width L/Rhoulder Width L/R8.00 / 12.00houlder Width L/R4.00 / 10.001 Rate166Spread Rate88" Overlap (O)00½No. of Sides00DescriptionQuantity UnitOPTIONAL BASE,BASE GROUP 02977.02 SYSUPERPAVE ASPH CONC, TRAF3.52 TNC, PG76-22399.87 SYPERFORMANCE TURF, SOD399.87 SYDescriptionQuantity UnitSEDIMENT BARRIER1.559.50 LFFLOATING TURBIDITY BARRIER2.8.40 LFSTAKED TURBIDITY BARRIER2.8.40 LFSTAKED TURBIDITY BARRIER1.00 EADEVICE1.00 EALITTER REMOVAL66.24 ACMOWING66.24 AC	DescriptionQuantity UnitUnit Price EstimationPAVEMENT MARKERS61.00 EA\$3.96PAVEMENT MARKERS0.45 GM\$1.034.98PAINTED PAVT0.45 GM\$375.10MARK,STD,WHITE,SOLID,6"0.45 GM\$375.10PAINTED PAVT0.45 GM\$375.10MARK,STD,YELLOW,SKIP,6"0.45 GM\$375.10SHOULDER COMPONENTValueoulder Width L/RNoulder Width L/R8.00 / 12.00houlder Width L/R4.00 / 10.001 Rate165Spread Rate808' Overlap (O)0V2No. of Sides0OPTIONAL BASE, BASE GROUP 02977.02 SYSUPERPAVE ASPH CONC, TRAF3.52 TNC, PG76-22399.87 SYPERFORMANCE TURF, SOD399.87 SYSEDIMENT BARRIER1.559.50 LFFLOATING TURBIDITY BARRIER1.00 EASEDIMENT BARRIER1.00 EASCOMENT VC1.00 EASOULT RACKING PREVENTION1.00 EASUPERPAVE ASIDITY BARRIER1.00 EASEDIMENT BARRIER1.00 EASEDIMENT BARRIER1.00 EASEDIMENT BARRIER1.00 EASCOMENT PVC1.00 EASOULT RACKING PREVENTION1.00 EADEVICE1.00 EALITTER REMOVAL66.24 ACShoulder Component Total

DRAINAGE COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.04 CY	\$2,030.31	\$4,141.83
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	96.00 LF	\$98.44	\$9,450.24
430-175-136	PIPE CULV, OPT MATL, ROUND,	24.00 LF	\$190.61	\$4,574.64

	Drainage Component Total			\$26,827.13
570-1-1	PERFORMANCE TURF	79.97 SY	\$1.14	\$91.17
430-984-129	36"S/CD MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,713.85	\$8,569.25

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$349.12	\$349.12
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	3.00 AS	\$1,227.36	\$3,682.08
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,384.22	\$4,384.22
	Signing Component Total			\$8,415.42
	SIGNALIZATIONS C	OMPONENT		
Signalization 1				
Description		Value		
Туре		Miscellaneous		
Multiplier Description		1		
X-Items				
Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
660-7-12	VEHICLE DET SYS- WRONG WAY EXIT, 3-MORE	1.00 EA	\$60,535.88	\$60,535.88
				¢60 525 00

Rural Lighting S Description Multiplier (Numb Pay Items	Subcomponent			Value 3
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	600.00 LF	\$8.11	\$4,866.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	3.00 EA	\$710.82	\$2,132.46
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	3,600.00 LF	\$2.27	\$8,172.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	3.00 EA	\$7,085.16	\$21,255.48
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	3.00 EA	\$523.18	\$1,569.54
	Subcomponent Total			\$37,995.48

Lighting Component Total	\$37,995.48
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Sequence 4 Total

\$359,033.54

Sequence: 5 NUF	R - New Construction, Undivided, Rural		Net L	ength: 1.646 MI 8,691 LF
Description: Sha	red use path			
	EARTHWORK C	OMPONENT		
User Input Data				
Description Standard Clearin	g and Grubbing Limits L/R			Value 26.00 / 0.00
Incidental Clearin	ng and Grubbing Area			0.00
Alignment Numbe	er			1
Distance Top of Structural	Course For Begin Section			1.457 102.00
Top of Structural	Course For End Section			102.00
Horizontal Elevat	ion For Begin Section			100.00
Front Slope L/R	Ion For End Section			6 to 1 / 6 to 1
Outside Shoulder	r Cross Slope L/R			2.00 % / 0.00 %
Roadway Cross S	Slope L/R			2.00 % / 2.00 %
Alignment Numbe	er			2
Distance	Course For Pagin Section			0.189
Top of Structural	Course For End Section			102.00
Horizontal Elevat	ion For Begin Section			100.00
Horizontal Elevat	ion For End Section			100.00
Outside Shoulder	r Cross Slope I /R			6 to 1 / 6 to 1 6 00 % / 6 00 %
Roadway Cross S	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.19 AC	\$7,606.35	\$39,476.96
120-6	EMBANKMENT	9,985.80 CY	\$11.00	\$109,843.80
	Earthwork Component Total			\$149,320.76
	ROADWAY CO	MPONENT		
User Input Data		Volu	_	
Number of Lanes		valu	e 1	
Roadway Pavem	ent Width L/R	0.00 / 12.0	C	
Structural Spread	Rate	220	0	
Friction Course S	spread Rate	8	J	
Pay Items				
Pay item	Description	Quantity Unit	Price	Extended Amount
160-4	TYPE B STABILIZATION	15,450.45 SY	\$5.75	\$88,840.09
285-701	OPTIONAL BASE, BASE GROUP 01	11,906.51 SY	\$17.61	\$209,673.64
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,274.66 TN	\$111.25	\$141,805.92

Pavement Marki	ng Subcomponent			
Description Include Thermo/Tape/Other Pavement Type		Value)	
		Ν		
		Asphal	t	
Solid Stripe No. 0	of Stripes	4	2	
Skip Stripe No. o	f Paint Applications	4	2	
Skip Stripe No. o	f Stripes	()	
Pay Itoms				
		• • • • •	Unit	
Pay item	Description	Quantity Unit	Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.58 GM	\$1,034.98	\$6,810.17
	Roadway Component Total			\$447,129.83
	SHOULDER CO	MPONENT		
User Input Data				
Description		Value)	
Total Outside Sh	oulder Width L/R	2.00 / 2.00)	
Total Outside Sh	oulder Perf. Turf Width L/R	2.00 / 2.00)	
Paved Outside S	noulder Width L/R	0.00 / 0.00)	
Friction Course S	Spread Rate)	
Total Width (T) /	8" Overlap (O)	i	Γ	
¿Rumble Strips	½No. of Sides	()	
Bay Itoms				
	Base of the second s	Ourse the Unit	Unit	
Pay item	Description	Quantity Unit	Price	Extended Amount
570-1-1	PERFORMANCE TURF	3,862.61 SY	\$1.14	\$4,403.38
Erosion Control				
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	22,596.29 LF	\$1.61	\$36,380.03
104-11	FLOATING TURBIDITY BARRIER	411.50 LF	\$13.17	\$5,419.46
104-12	STAKED TURBIDITY BARRIER-	411.50 LF	\$5.06	\$2,082.19
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,714.25	\$5,428.50
107-1	LITTER REMOVAL	957.60 AC	\$39.44	\$37,767.74
107-2	MOWING	957.60 AC	\$61.02	\$58,432.75
	Shoulder Component Total			\$149,914.05
	DRAINAGE CO	MPONENT		
Pay Items			11?*	
Pay item	Description	Quantity Unit	Price	Extended Amount

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	Drainage Component Total			\$357,904.80
570-1-1	PERFORMANCE TURF	1,158.78 SY	\$1.14	\$1,321.01
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	66.00 EA	\$1,713.85	\$113,114.10
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	280.00 LF	\$190.61	\$53,370.80
400-2-2 430-174-124	CONC CLASS II, ENDWALLS PIPE CULV, OPT MATL, ROUND,24"SD	29.63 CY 1,320.00 LF	\$2,030.31 \$98.44	\$60,158.09 \$129,940.80

SIGNING COMPONENT						
Pay Items						
Pay item	Description	Quantity Unit	Unit Price	Extended Amount		
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00 AS	\$349.12	\$1,396.48		
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	33.00 AS	\$1,227.36	\$40,502.88		
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	4.00 AS	\$4,384.22	\$17,536.88		
	Signing Component Total			\$59,436.24		
Bridge TRMINE	BRIDGES COMPONENT					
Description				Value		
Estimate Type		~		SF Estimate		
Primary Estimate				YES		
Length (LF)				1,000.00		
Width (LF)				18.00		
Туре				Overpass Bridge		
Cost Factor				1.00		
Structure No.						
Removal of Existi	ng Structures area			0.00		
Default Cost per a				\$122.00		
Factored Cost per				\$122.00 \$123.06		
Basic Bridge Co	et			\$2 196 000 00		
Description	TRAIL OVER N	/INE LAKE (1342-1	352)	Ψ2,130,000.00		
Bridge Pay Items	3					
			llmit			

Pay item	Description	Quantity Unit	Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	40.00 CY	\$681.10	\$27,244.00
415-1-9	REINF STEEL- APPROACH SLABS	7,000.00 LB	\$1.16	\$8,120.00
	Bridge TRMINE Total			\$2,231,364.00
Bridge PEACE				

Description

Value

Estimate Type Primary Estimate Length (LF) Width (LF) Type Cost Factor Structure No. Removal of Existi Default Cost per Factored Cost per Final Cost per S Basic Bridge Co Description	ing Structures area SF r SF F ist TRAIL OVE	R PEACE CREEK		SF Estimate YES 2,200.00 18.00 Overpass Bridge 1.00 0.00 \$122.00 \$122.00 \$122.89 \$4,831,200.00
Bridge Pav Item	S			
Pay item	Description	Quantity Unit	Unit	Extended Amount
400-2-10	CONC CLASS II, APPROACH	40.00 CY	\$681.10	\$27,244.00
415-1-9	REINF STEEL- APPROACH SLABS	7,000.00 LB	\$1.16	\$8,120.00
	Bridge PEACE Total			\$4,866,564.00
	Bridges Component Total			\$7,097,928.00
Sequence 5 Tot	al			\$8,261,633.68

Sequence: 6 MIS - Miscellaneous Construction	Net Le
•	

ength: 0.000 MI 1 LF

Description: Surcharge Embankment

EARTHWORK COMPONENT

User Input Data	
Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
120-74	SURCHARGE EMBANKMENT	397,629.60 CY	\$12.88	\$5,121,469.25
141-70	SETTLEMENT PLATE ASSEMBLY	107.00 AS	\$1,313.85	\$140,581.95
144-1-1	DIGITAL INCLINOMETER CASING, VERTICAL	2,400.00 LF	\$67.20	\$161,280.00
145-2	GEOSYNTHETIC REINF FND OVER SOFT SOIL	75,333.30 SY	\$5.34	\$402,279.82
442-70	VERTICAL DRAINAGE WICKS	1,350.00 LF	\$1.89	\$2,551.50
	Earthwork Component Total			\$5,828,162.52

Earthwork Component Total

Sequence 6 Total

\$5,828,162.52

Description: STORMWATER FACILITIES

	DRAINAGE COMPONENT		
Retention Basin 1			
Description	Value		
Size	5 AC		
Multiplier	5		
Depth	6.00		
Description	STORMWATER MANAGEMENT PONDS		

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	25.00 AC	\$7,606.35	\$190,158.75
120-1	REGULAR EXCAVATION	242,000.00 CY	\$10.44	\$2,526,480.00
400-2-2	CONC CLASS II, ENDWALLS	150.00 CY	\$2,030.31	\$304,546.50
425-1-541	INLETS, DT BOT, TYPE D, <10'	5.00 EA	\$4,292.77	\$21,463.85
425-2-71	MANHOLES, J-7, <10'	10.00 EA	\$4,695.04	\$46,950.40
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	280.00 LF	\$312.78	\$87,578.40
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	2,000.00 LF	\$668.52	\$1,337,040.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	9,300.00 LF	\$14.56	\$135,408.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	10.00 EA	\$2,155.17	\$21,551.70
570-1-1	PERFORMANCE TURF	121,000.00 SY	\$1.14	\$137,940.00

Retention Basin 2

Description		Value
Size		20 AC
Multiplier		1
Depth		6.00
Description	FLOODPLAIN	
	COMPENSATION SI	TES

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	20.00 AC	\$7,606.35	\$152,127.00
120-1	REGULAR EXCAVATION	193,600.00 CY	\$10.44	\$2,021,184.00
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$2,030.31	\$109,636.74
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00 EA	\$4,292.77	\$12,878.31
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	152.00 LF	\$312.78	\$47,542.56
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00 LF	\$668.52	\$401,112.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,420.00 LF	\$14.56	\$64,355.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	6.00 EA	\$2,155.17	\$12,931.02

570-1-1	PERFORMANCE TURF	96,800.00 SY	\$1.14	\$110,352.00
Retention Basir	13			
Description Size Multiplier Depth		Value 2.5 AC 3 6.00	9 2 3	
Description	FLOODP COMPEN	LAIN ISATION SITES		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	7.50 AC	\$7,606.35	\$57,047.62
120-1	REGULAR EXCAVATION	72,600.00 CY	\$10.44	\$757,944.00
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$2,030.31	\$109,636.74
425-1-361	INLETS, CURB, TYPE P-6, <10'	3.00 EA	\$5,431.49	\$16,294.47
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00 LF	\$312.78	\$52,547.04
430-175-160	PIPE CULV, OPT MATL, ROUND,	600.00 LF	\$668.52	\$401,112.00

+00-2-2	CONC CLASS II, LINDWALLS	54.00 01	φ2,030.31	ψ109,030.7 4
425-1-361	INLETS, CURB, TYPE P-6, <10'	3.00 EA	\$5,431.49	\$16,294.47
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,695.04	\$14,085.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00 LF	\$312.78	\$52,547.04
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00 LF	\$668.52	\$401,112.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,005.00 LF	\$14.56	\$58,312.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$2,155.17	\$6,465.51
570-1-1	PERFORMANCE TURF	36,300.00 SY	\$1.14	\$41,382.00

Retention Basin 4

Description		Value
Size		1.5 AC
Multiplier		2
Depth		6.00
Description	FLOODPLAIN	
	COMPENSATION SITES	5

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$7,606.35	\$22,819.05
120-1	REGULAR EXCAVATION	29,040.00 CY	\$10.44	\$303,177.60
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$2,030.31	\$73,091.16
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$4,292.77	\$8,585.54
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,695.04	\$9,390.08
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00 LF	\$312.78	\$35,031.36
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00 LF	\$668.52	\$267,408.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,050.00 LF	\$14.56	\$29,848.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20'OPEN	2.00 EA	\$2,155.17	\$4,310.34
570-1-1	PERFORMANCE TURF	14,520.00 SY	\$1.14	\$16,552.80
	Drainage Component Total			\$10,040,362.79

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\$10,040,362.79

Sequence: 8 WDR - Widen/Resurface, Divided, Rural	Net Length:	0.420 MI 2.218 LF
Description: SR 60, EB & WB IMPROVEMENTS-CPP, MAINLINE A	T GRADE CONNECTION TO S	SR 60
EARTHWORK COMPONEN	т	
User Input Data		
Description		Value
Standard Clearing and Grubbing Limits L/R	60.0	0 / 60.00
Incidental Clearing and Grubbing Area		0.00
Alignment Number		1
Distance	<u>^</u>	0.420
Top of Structural Course For Begin Section		102.00
Top of Structural Course For End Section		102.00

Horizontal Eleva	ation For Begin Section		100.00
Horizontal Eleva	ation For End Section		100.00
Existing Front S	lope L/R		6 to 1 / 6 to 1
Existing Median	Slope L/R		6 to 1 / 6 to 1
Existing Median	Shoulder Cross Slope L/R		5.00 % / 5.00 %
Existing Outside	e Shoulder Cross Slope L/R		6.00 % / 6.00 %
Front Slope L/R			6 to 1 / 6 to 1
Median Slope L	/R		6 to 1 / 6 to 1
Median Shoulde	er Cross Slope L/R		5.00 % / 5.00 %
Outside Should	er Cross Slope L/R		6.00 % / 6.00 %
Roadway Cross	Slope L/R		4.00 % / 4.00 %
Pay Items			
Pay item	Description	Quantity Unit	Unit Price Extended Amount
110-1-1	CLEARING & GRUBBING	6.11 AC	\$7,606.35 \$46,474.80

Earthwork Component Total

\$46,474.80

ROADWAY COMPONENT

Description	Value
Description	Value
Number of Lanes	4
Existing Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 0.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	440
Widened Friction Course Spread Rate	80

Pay Items

User Input Data

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	11,827.20 SY	\$5.75	\$68,006.40
285-710	OPTIONAL BASE, BASE GROUP 10	3,038.11 SY	\$42.13	\$127,995.57
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	11,827.20 SY	\$3.57	\$42,223.10
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	975.74 TN	\$134.59	\$131,324.85
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	650.50 TN	\$134.59	\$87,550.80

337-7-25	ASPH CONC FC,INC BIT,FC- 5.PG76-22	473.09 TN	\$159.72	\$75,561.93
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	118.27 TN	\$159.72	\$18,890.08
Turnouts/Cross	sovers Subcomponent			
Description		Valu	е	
Asphalt Adjustment		35.0	0	
Milling Code			N	
Stabilization Code			Y	
Base Code			Y	
Friction Course	Code		Y	
Pay Items				
Pay itom	Description	Quantity Unit	Unit Price E	vtondod Amount
			¢5 75	¢23 802 24
295 710		4,139.32.51	φJ.7 J	\$23,002.24 \$44,709.54
200-710	OF HONAL BASE, BASE GROOF TO	1,003.34 31	φ42.13 ¢404.50	\$44,790.01
334-1-53	C, PG76-22	341.51 IN	\$134.59	\$45,963.83
337-7-25	ASPH CONC FC, INC BIT, FC-	165.58 TN	\$159.72	\$26,446.44
	5,PG76-22			
Pavement Mark	king Subcomponent			
Description	5	Valu	e	
Include Thermo	/Tape/Other	, and	Y	
Pavement Type		Aspha	It	
Solid Stripe No.	of Paint Applications		1	
Solid Stripe No.	of Stripes		4	
Skip Stripe No.	of Paint Applications		1	
Skip Stripe No.	of Stripes		2	
Pay Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	170.00 EA	\$9.25	\$1,572.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.68 GM	\$1,034.98	\$1,738.77
710-11-131	PAINTED PAVT MARK STD WHITE SKIP. 6"	0.84 GM	\$454.49	\$381.77
711-15-101	THERMOPLASTIC, STD-OP,	1.68 GM	\$4,532.76	\$7,615.04
711-15-131	THERMOPLASTIC, STD-OP,	0.84 GM	\$1,694.60	\$1,423.46
711-15-201		1.68 GM	\$5 013 71	¢0 035 03
711-15-201	OP,YELLOW, SOLID, 6"	1.00 GIVI	ф <u></u> ,913.71	φ 9 ,935.03
· · · · · · · · · · · · · · · · · · ·	Roadway Component Total			\$715,230.32
710-11-131 711-15-101 711-15-131 711-15-201	MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6" THERMOPLASTIC, STD-OP, WHITE, SOLID, 6" THERMOPLASTIC, STD-OP, WHITE, SKIP, 6" THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6" Roadway Component Total	0.84 GM 1.68 GM 0.84 GM 1.68 GM	\$454.49 \$4,532.76 \$1,694.60 \$5,913.71	\$381. \$7,615. \$1,423. \$9,935. \$715,230.

SHOULDER COMPONENT

User Input Data	
Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00

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Pay Items Pay item	Description	Quantity Unit	Unit Price Extended Amount
; Rumble Strips	1/2No. of Sides		0
Total Width (T) /	8" Overlap (O)		00 T
Structural Spread	220		
New Paved Outs	5.00 / 5.00		
Existing Paved C	utside Shoulder Width L/R		0.00/0.00

i uy iteini	Description	Quantity Onit	Onici nee	
285-703	OPTIONAL BASE, BASE GROUP 03	2,626.62 SY	\$14.33	\$37,639.46
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	271.04 TN	\$134.59	\$36,479.27
337-7-25	ASPH CONC FC, INC BIT, FC- 5, PG76-22	98.56 TN	\$159.72	\$15,742.00
570-1-1	PERFORMANCE TURF	2,464.00 SY	\$1.14	\$2,808.96
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1,550.00 SY	\$51.50	\$79,825.00
Erosion Control				*
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,100.48 LF	\$1.61	\$8,211.77
104-11	FLOATING TURBIDITY BARRIER	42.00 LF	\$13.17	\$553.14
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	42.00 LF	\$5.06	\$212.52
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	3.05 AC	\$39.44	\$120.29
107-2	MOWING	3.05 AC	\$61.02	\$186.11

Shoulder Component Total

MEDIAN COMPONENT

User Input Data	
Description	Value
Total Median Width	40.00
Performance Turf Width	8.00
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	500.00 LF	\$75.27	\$37,635.00
570-1-1	PERFORMANCE TURF	1,971.20 SY	\$1.14	\$2,247.17

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\$184,492.77
X-Items				
Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	800.00 LF	\$32.05	\$25,640.00
520-5-12	TRAF SEP CONC-TYPE I, 6' WIDE	500.00 LF	\$89.94	\$44,970.00
	Median Component Total			\$110,492.17

DRAINAGE COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	336.00 LF	\$98.44	\$33,075.84
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	40.00 LF	\$190.61	\$7,624.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00 EA	\$1,713.85	\$29,135.45
570-1-1	PERFORMANCE TURF	295.68 SY	\$1.14	\$337.08
	Drainage Component Total			\$70,172.77

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00 AS	\$349.12	\$698.24
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	11.00 AS	\$1,227.36	\$13,500.96
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$170.87	\$170.87
700-1-60	SINGLE POST SIGN, REMOVE	11.00 AS	\$27.58	\$303.38
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,384.22	\$4,384.22
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$662.61	\$662.61
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-12-12	SIGN BEACON, F&I GM- AC, TWO BEACONS	1.00 AS	\$4,520.71	\$4,520.71
	Signing Component Total			\$24,240.99

SIGNALIZATIONS COMPONENT

Signalization 1				
Description				
Туре				
Multiplier				
Description				

Pay Items

Value 6 Lane Strain Pole 2

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D				
Pay Item				Extended Amount
630-2-11		4,000.00 LF 500.00 LF	φο.11 \$25.17	\$32,440.00 \$12 585 00
000-2-12	BORE	000.00 El	φ20.17	ψ12,000.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	2.00 PI	\$5,442.82	\$10,885.64
634-4-143	SPAN WIRE ASSEMBLY, F&I, SINGLE PT, BOX	2.00 PI	\$6,363.17	\$12,726.34
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	44.00 EA	\$710.82	\$31,276.08
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	2.00 AS	\$4,300.00	\$8,600.00
639-2-1	ELECTRICAL SERVICE WIRE, F&I	2,300.00 LF	\$6.23	\$14,329.00
641-2-11	PREST CNC POLE,F&I,TYP P- II,PEDESTAL	2.00 EA	\$1,345.52	\$2,691.04
641-2-17	PREST CNC POLE,F&I,TYP P-VII	8.00 EA	\$11,194.18	\$89,553.44
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	40.00 AS	\$974.80	\$38,992.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	16.00 AS	\$599.34	\$9,589.44
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	40.00 EA	\$399.17	\$15,966.80
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	40.00 AS	\$1,075.65	\$43,026.00
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	16.00 EA	\$241.40	\$3,862.40
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00 AS	\$31,634.33	\$63,268.66
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	8.00 EA	\$342.95	\$2,743.60
X-Itoms				
Pav item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-14	CONDUIT, F& I, ABOVEGROUND	20.00 LF	\$26.47	\$529.40
	Signalizations Component Total			\$393,064.84
	Signalizations Component Total			\$393,064.84
	Signalizations Component Total	STEM (ITS) COMPO	NENT	\$393,064.84
Description of V	Signalizations Component Total INTELLIGENT TRAFFIC SYS	STEM (ITS) COMPO	NENT	\$393,064.84
Description of V	Signalizations Component Total	STEM (ITS) COMPO	NENT	\$393,064.84
Description of V EX-Items	Signalizations Component Total	STEM (ITS) COMPO	NENT	\$393,064.84
Description of W EX-Items Pay item	Signalizations Component Total INTELLIGENT TRAFFIC SYS	STEM (ITS) COMPO Quantity Unit	NENT Unit Price	\$393,064.84 Extended Amount
Description of W EX-Items Pay item 777777	Signalizations Component Total INTELLIGENT TRAFFIC SYS Vork Description ITS BUDGET	STEM (ITS) COMPO Quantity Unit 0.60 MI	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00
Description of W EX-Items Pay item 777777	Signalizations Component Total INTELLIGENT TRAFFIC SYS /ork Description ITS BUDGET Intelligent Traffic System (ITS) Com	STEM (ITS) COMPO Quantity Unit 0.60 MI	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00 \$210,000.00
Description of W EX-Items Pay item 777777	Signalizations Component Total INTELLIGENT TRAFFIC SYS Vork Description ITS BUDGET Intelligent Traffic System (ITS) Com	STEM (ITS) COMPO Quantity Unit 0.60 MI	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00 \$210,000.00
Description of W EX-Items Pay item 777777	Signalizations Component Total INTELLIGENT TRAFFIC SYS /ork Description ITS BUDGET Intelligent Traffic System (ITS) Com LIGHTING CO	STEM (ITS) COMPO Quantity Unit 0.60 MI ponent Total	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00 \$210,000.00
Description of W EX-Items Pay item 777777 Rural Lighting S	Signalizations Component Total INTELLIGENT TRAFFIC SYN /ork Description ITS BUDGET Intelligent Traffic System (ITS) Com LIGHTING CO ubcomponent	STEM (ITS) COMPO Quantity Unit 0.60 MI ponent Total	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00 \$210,000.00
Description of W EX-Items Pay item 777777 Rural Lighting S Description Multiplier (Number Pay Items	Signalizations Component Total INTELLIGENT TRAFFIC SY Vork Description ITS BUDGET Intelligent Traffic System (ITS) Com LIGHTING CO ubcomponent er of Poles)	STEM (ITS) COMPO Quantity Unit 0.60 MI	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00 \$210,000.00 Value 50
Description of W EX-Items Pay item 777777 Rural Lighting S Description Multiplier (Number Pay Items	Signalizations Component Total INTELLIGENT TRAFFIC SY /ork Description ITS BUDGET Intelligent Traffic System (ITS) Com LIGHTING CO ubcomponent ar of Poles) Description	STEM (ITS) COMPO Quantity Unit 0.60 MI ponent Total	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00 \$210,000.00 Value 50
Description of W EX-Items Pay item 777777 Rural Lighting S Description Multiplier (Number Pay Items Pay item	Signalizations Component Total INTELLIGENT TRAFFIC SY. /ork Description ITS BUDGET Intelligent Traffic System (ITS) Com LIGHTING CC ubcomponent ar of Poles) Description COMPUTE FOL: OPEN/EEE/COM	STEM (ITS) COMPO Quantity Unit 0.60 MI ponent Total OMPONENT	NENT Unit Price \$350,000.00	\$393,064.84 Extended Amount \$210,000.00 \$210,000.00 Value 50 Extended Amount

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	50.00 EA	\$710.82	\$35,541.00
715-1-13	LIGHTING CONDUCTORS, F&I,	60,000.00 LF	\$2.27	\$136,200.00
715-4-14	LIGHT POLE COMPLETE, F&I-	50.00 EA	\$7,085.16	\$354,258.00
715-500-1	POLE CABLE DIST SYS,	50.00 EA	\$523.18	\$26,159.00
	Subcomponent Total			\$633,258.00
X-Items				
Pav item	Description	Quantity	Unit Unit Price	Extended Amount
639-1-122	ELECTRICAL POWER SRV,F&I, UG PUR CONT	1.00	AS \$2,621.25	\$2,621.25
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	1.00	EA \$13,268.75	\$13,268.75
	Lighting Component Total			\$649,148.00

Sequence: 10 WDR - Widen/Resurface, Divided, Rural	Net	0.226 MI
L	ength:	1,194 LF
Description: US 17 MAINLINE Typical Section From STA. 827+54.29 TO STA. 839+48.36	5	

EARTHWORK COMPONENT

User Input Data	1			
Description				Value
Standard Clearin	ng and Grubbing Limits L/R			0.00 / 50.00
Incidental Clear	ing and Grubbing Area			0.00
Alignment Num	ber			1
Distance			•	0.226
Top of Structura	I Course For Begin Section			102.00
Top of Structura	I Course For End Section			102.00
Horizontal Eleva	ation For Begin Section			100.00
Horizontal Eleva	ation For End Section			100.00
Existing Front S	lope L/R			6 to 1 / 6 to 1
Existing Median	Slope L/R			6 to 1 / 6 to 1
Existing Median	Shoulder Cross Slope L/R			5.00 % / 5.00 %
Existing Outside	Shoulder Cross Slope L/R			6.00 % / 6.00 %
Front Slope L/R				6 to 1 / 6 to 1
Median Slope L	/R			6 to 1 / 6 to 1
Median Shoulde	er Cross Slope L/R			5.00 % / 5.00 %
Outside Shoulde	er Cross Slope L/R			6.00 % / 6.00 %
Roadway Cross	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.37 AC	\$7,606.35	\$10,420.70
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	542.28 CY	\$12.09	\$6,556.17
	Earthwork Component Total			\$16,976.87

ROADWAY COMPONENT

User Input Data	
Description	Value
Number of Lanes	9
Existing Roadway Pavement Width L/R	36.00 / 50.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 24.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	495
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
160-4	TYPE B STABILIZATION	4,509.94 SY	\$5.75	\$25,932.16
285-710	OPTIONAL BASE, BASE GROUP 10	3,227.26 SY	\$42.13	\$135,964.46
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	11,407.50 SY	\$3.57	\$40,724.78

334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	941.12 TN	\$134.59	\$126,665.34
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	787.91 TN	\$134.59	\$106,044.81
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	456.30 TN	\$159.72	\$72,880.24
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	127.34 TN	\$159.72	\$20,338.74

Pavement Marking Subcomponent

Description

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	8
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	7

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	244.00 EA	\$9.25	\$2,257.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.81 GM	\$1,034.98	\$1,873.31
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.58 GM	\$454.49	\$718.09
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.81 GM	\$4,532.76	\$8,204.30
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.58 GM	\$1,694.60	\$2,677.47
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.81 GM	\$5,913.71	\$10,703.82
	Roadway Component Total			\$554,984.52

SHOULDER COMPONENT

User Input Data Description Existing Total Outside Shoulder Width L/R New Total Outside Shoulder Width L/R Total Outside Shoulder Perf. Turf Width L/R Existing Paved Outside Shoulder Width L/R New Paved Outside Shoulder Width L/R Structural Spread Rate Friction Course Spread Rate Total Width (T) / 8" Overlap (O) Rumble Strips ï¿1/2No. of Sides

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ext	ended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	707.00 SY	\$14.33	\$10,131.31
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	663.23 SY	\$5.08	\$3,369.21

Value

10.00 / 0.00

0.00 / 10.00

0.00 / 5.00

5.00 / 0.00

0.00 / 5.00

220

80

Т

0

334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	72.95 TN	\$162.85	\$11,879.91
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	26.53 TN	\$159.72	\$4,237.37
570-1-2	PERFORMANCE TURF, SOD	663.23 SY	\$3.88	\$2,573.33

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,745.76 LF	\$1.61	\$4,420.67
104-11	FLOATING TURBIDITY BARRIER	22.61 LF	\$13.17	\$297.77
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	22.61 LF	\$5.06	\$114.41
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	78.72 AC	\$39.44	\$3,104.72
107-2	MOWING	78.72 AC	\$61.02	\$4,803.49
	Shoulder Component Total			\$47,646.44

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Performance Turf Width	0.00
New Total Median Shoulder Width L/R	0.00 / 0.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 0.00
Existing Paved Median Shoulder Width L/R	8.00 / 0.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips ï¿1/2No. of Sides	0

Pay Items

Pay Items

Pay item	Description	Quantity Unit	Unit Price Ex	tended Amount
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	1,061.16 SY	\$5.08	\$5,390.69
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	116.73 TN	\$162.85	\$19,009.48
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	42.45 TN	\$159.72	\$6,780.11
	Median Component Total			\$31,180.28

DRAINAGE COMPONENT

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.07 CY	\$2,030.31	\$8,263.36

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

	Drainage Component Total			\$48,270.91
570-1-1	PERFORMANCE TURF	159.17 SY	\$1.14	\$181.45
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00 EA	\$1,713.85	\$17,138.50
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	\$190.61	\$4,574.64
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	184.00 LF	\$98.44	\$18,112.96

SIGNING COMPONENT

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$349.12	\$349.12
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	\$1,227.36	\$7,364.16
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$170.87	\$170.87
700-1-60	SINGLE POST SIGN, REMOVE	6.00 AS	\$27.58	\$165.48
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,384.22	\$4,384.22
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$662.61	\$662.61
	Signing Component Total			\$13,096.46

LIGHTING COMPONENT

Rural Lighting	Subcomponent			
Description Multiplier (Numb Pay Items	per of Poles)			Value 6
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.00 LF	\$8.11	\$9,732.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$710.82	\$4,264.92
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	6.00 EA	\$7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$523.18	\$3,139.08
	Subcomponent Total			\$75,990.96
	Lighting Component Total			\$75,990.96
Sequence 10 T	otal			\$788,146.44

\$39,349.71

Sequence: 11 WDR - Widen/Resurface, Divided, Rural	Net	0.216 MI
Description: US 17 MAINLINE Typical Section From STA. 839+48.36 TO STA. 850+90.03	ingun.	1,142 LF

EARTHWORK COMPONENT

User Input Data	I			
Description				Value
Standard Clearir	ng and Grubbing Limits L/R			25.00 / 50.00
Incidental Cleari	ng and Grubbing Area			0.00
Alignment Numb	per			1
Distance				0.216
Top of Structura	I Course For Begin Section			102.00
Top of Structura	I Course For End Section			102.00
Horizontal Eleva	tion For Begin Section			100.00
Horizontal Eleva	tion For End Section			100.00
Existing Front SI	ope L/R			6 to 1 / 6 to 1
Existing Median	Slope L/R			6 to 1 / 6 to 1
Existing Median	Shoulder Cross Slope L/R			5.00 % / 5.00 %
Existing Outside	Shoulder Cross Slope L/R			6.00 % / 6.00 %
Front Slope L/R				6 to 1 / 6 to 1
Median Slope L/	R			6 to 1 / 6 to 1
Median Shoulde	r Cross Slope L/R			5.00 % / 5.00 %
Outside Shoulde	er Cross Slope L/R			6.00 % / 6.00 %
Roadway Cross	Slope L/R			2.00 % / 2.00 %
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.96 AC	\$7,606.35	\$14,908.45
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,021.61 CY	\$12.09	\$24,441.26

Earthwork Component Total

ROADWAY COMPONENT

User Input Data	
Description	Value
Number of Lanes	8
Existing Roadway Pavement Width L/R	48.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	12.00 / 0.00
Widened Structural Spread Rate	495
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price E	xtended Amount
160-4	TYPE B STABILIZATION	5,329.63 SY	\$5.75	\$30,645.37
285-710	OPTIONAL BASE, BASE GROUP 10	3,129.26 SY	\$42.13	\$131,835.72
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	9,136.51 SY	\$3.57	\$32,617.34

334-1-53	SUPERPAVE ASPH CONC, TRAF	753.76 TN	\$134.59	\$101,448.56
334-1-53	SUPERPAVE ASPH CONC, TRAF C. PG76-22	753.76 TN	\$134.59	\$101,448.56
337-7-25	ASPH CONC FC, INC BIT, FC- 5, PG76-22	365.46 TN	\$159.72	\$58,371.27
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	121.82 TN	\$159.72	\$19,457.09

Pavement Marking Subcomponent

Description

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	7
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	6

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	204.00 EA	\$9.25	\$1,887.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.51 GM	\$1,034.98	\$1,562.82
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.30 GM	\$454.49	\$590.84
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.51 GM	\$4,532.76	\$6,844.47
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.30 GM	\$1,694.60	\$2,202.98
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.51 GM	\$5,913.71	\$8,929.70
	Roadway Component Total			\$497,841.72

SHOULDER COMPONENT

User Input Data Description Existing Total Outside Shoulder Width L/R New Total Outside Shoulder Width L/R Total Outside Shoulder Perf. Turf Width L/R Existing Paved Outside Shoulder Width L/R New Paved Outside Shoulder Width L/R Structural Spread Rate Friction Course Spread Rate

10.00 / 0.00 0.00 / 10.00 0.00 / 5.00 5.00 / 0.00 0.00 / 5.00 220 80 Т 0

Value

Pay Items

Total Width (T) / 8" Overlap (O)

Rumble Strips ï¿1/2No. of Sides

Pay item	Description	Quantity Unit	Unit Price Exte	ended Amount
285-703	OPTIONAL BASE, BASE GROUP 03	676.36 SY	\$14.33	\$9,692.24
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	634.48 SY	\$5.08	\$3,223.16

430-174-124

430-175-136

430-984-129

PIPE CULV, OPT MATL,

PIPE CULV, OPT MATL, ROUND,

MITERED END SECT, OPTIONAL

ROUND,24"SD

36"S/CD

400-2-2	CONC CLASS II, ENDWALLS	3.89 CY	\$2,030.31	\$7,897.91	
Pay item	Description	Quantity Unit	Price	Extended Amount	
Pay Items	DRAINAGE CON				
	Median Component Total			\$13,785.99	
570-1-2	PERFORMANCE TURF, SOD	3,553.09 SY	\$3.88	\$13,785.99	
Pay item	Description	Quantity Unit	Price	Extended Amount	
Pay Items			Init		
Total Width (T) / Rumble Strips ï	/ 8" Overlap (O) ; ½No. of Sides			Т 0	
Friction Course	Spread Rate			220 80	
Existing Paved I	Median Shoulder Width L/R			0.00 / 0.00	
Existing Total M	edian Shoulder Width L/R	~		0.00 / 8.00	
New Paved Med	dian Shoulder Width L/R			0.00 / 0.00	
Performance Tu	irf Width an Shoulder Width I /P			28.00	
Description Total Median W	idth			Value 40.00	
User Input Data					
	MEDIAN COMF	PONENT			
				¢ 10,10 1.10	
	Shoulder Component Total			\$45.704.48	
107-2	MOWING	75.36 AC	\$61.02	\$4,598.47	
107-1	DEVICE LITTER REMOVAL	75.36 AC	\$39.44	\$2.972.20	
104-15	SOIL TRACKING PREVENTION	1.00 EA	\$2,714.25	\$2,714.25	
104-12		21.63 LF	\$5.06	\$109.45	
104-11	FLOATING TURBIDITY BARRIER	21.63 LF	\$13.17	\$284.87	
10/-10-3		2 626 75 L F	Price	\$4 229 07	
Pay Items Pay item	Description	Quantity Unit	Unit	Extended Amount	
Erosion Contro	J				
570-1-2	PERFORMANCE TURF, SOD 634.48 SY			\$2,461.78	
337-7-25	ASPH CONC FC,INC BIT,FC-	25.38 TN	\$159.72 \$4,053		
334-1-52	SUPERPAVE ASPH CONC, TRAF B. PG76-22	69.79 TN	\$162.85	\$11,365.30	

176.00 LF

24.00 LF

9.00 EA \$1,713.85

\$98.44

\$190.61

\$17,325.44

\$4,574.64

\$15,424.65

	RD, 24" SD			
570-1-1	PERFORMANCE TURF	152.28 S	SY \$1.14	\$173.60
	Drainage Component Total			\$45,396.24
	SIGNING CO	MPONENT		
Pay Items				
Pay item	Description	Quantity U	Init Unit Price	t Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 A	S \$349.12	\$349.12
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 A	S \$1,227.36	\$7,364.16
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 A	S \$170.87	\$170.87
700-1-60	SINGLE POST SIGN, REMOVE	6.00 A	S \$27.58	3 \$165.48
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 A	S \$4,384.22	2 \$4,384.22
700-2-60	MULTI- POST SIGN, REMOVE	1.00 A	S \$662.61	\$662.61
	Signing Component Total			\$13,096.46
	LIGHTING CO	MPONENT		
Rural Lighting	Subcomponent			
Description Multiplier (Numl	ber of Poles)			Value 6
Pay Items Pay item	Description	Quantity Unit	Unit	Extended Amount
620 0 11			Price	¢0 722 00
635-2-11 635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	6.00 EA	\$8.11 \$710.82	\$9,732.00 \$4,264.92
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	7,200.00 LF	\$2.27	\$16,344.00
715-4-14	LIGHT POLE COMPLETE, F&I-	6.00 EA \$	7,085.16	\$42,510.96
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	6.00 EA	\$523.18	\$3,139.08
	Subcomponent Total			\$75,990.96
	Lighting Component Total			\$75,990.96
Sequence 11	Fotal			\$731,165.56

Sequence: 12	WDR - Widen/Resurface,	Divided, Rural			ı	Net ength:	0.421 MI 2.220 LF
Description:	Description: Central Polk Parkway (SR 570B) Widen/Resurface for Auxiliary Lane Pave Ramos G & H					ent Additio	on for
Special 2500 ft westbound,1800 ft Eastbound; Used 2,220 ft assuming westbour reduces from 24 ft to 12 ft widening at 1250 ft; Used 18 ft average width. will need to account for PG 76-22 to be included with the top pavement li thickness for both the CPP mainline and paved shoulders.						avement w e pavemer r the asph	videning It design alt
	l	EARTHWORK	COMPONENT				
User Input Da	ata						
Description							Value
Standard Clea	aring and Grubbing Limits L aring and Grubbing Area	/R				50.00	0.00
Alignment Nu	mber						1
Distance	Iral Course For Bogin Soct	on					0.420
Top of Structu	iral Course For End Section	n					102.00
Horizontal Ele	evation For Begin Section	•					100.00
Horizontal Ele	evation For End Section						100.00
Existing Front	Slope L/R					6 to 1	/ 6 to 1
Existing Media	an Slope L/R	-				6 to 1	/ 6 to 1
Existing Median Shoulder Cross Slope L/R				5.00 % /	5.00 %		
Existing Outsi	de Shoulder Cross Slope L	/R				6.00 % /	6.00 %
Median Slope						6 to 1	/ 6 to 1
Median Shoul	der Cross Slope L/R					5.00 % /	5.00 %
Outside Shou	Ider Cross Slope L/R					6.00 % /	6.00 %
Roadway Cro	ss Slope L/R					2.00 % /	2.00 %
Pay Items							
Pay item	Description		Quantity	Unit	Unit Price	Extended	l Amount
110-1-1	CLEARING & GRUBE	SING	5.09	AC	\$7,606.35	\$	38,716.32
120-2-2	BORROW EXCAVAT MEASURE	ION, TRUCK	1,224.61	CY	\$12.09	\$	14,805.53
	Earthwork Compone	nt Total				\$	53,521.85
User input D	ata	ROADWAY C	OMPONENT				
Description			,	Value)		
Number of La	nes			7	7		
Existing Road	way Pavement Width L/R		24.00 /	24.00)		
Structural Spr	ead Rate			165	5		
Friction Cours	e Spread Rate			80)		
Widened Outs	side Pavement Width L/R		18.00 /	12.00)		
Widened Stru	ctural Spread Rate		0.00	770.0U	,)		
Widened Frict	tion Course Spread Rate			80	,)		
Pay Items							
Pay item	Description		Quantitv	Unit	Unit	Extended	Amount
,	• • •		······	-	Price		

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp

10/29/2020

160-4	TYPE B STABILIZATION	13,321.44 SY	\$5.75	\$76,598.28
285-711	OPTIONAL BASE, BASE GROUP 11 7,563.62 SY \$29.29		\$221,538.43	
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	11,841.28 SY	\$3.57	\$42,273.37
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	976.91 TN	\$111.25	\$108,681.24
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	2,849.31 TN	\$111.25	\$316,985.74
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	473.65 TN	\$159.72	\$75,651.38
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	296.03 TN	\$159.72	\$47,281.91
X-Items				
Pay item	Description	Quantity Unit	Unit	Extended Amount
i uy nom		Quantity offic	Price	
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00 GM	\$851.69	\$851.69
	Comment: item for median component of median component due to LRE restriction	cant not be add on ns		
Pavement Marki	Comment: item for median component of median component due to LRE restriction ng Subcomponent	cant not be add on is		
Pavement Marki Description	Comment: item for median component of median component due to LRE restriction ng Subcomponent	cant not be add on		
Pavement Marki Description Include Thermo/7	Comment: item for median component of median component due to LRE restriction ng Subcomponent	cant not be add on ns Value Y		
Pavement Marki Description Include Thermo/T Pavement Type	Comment: item for median component of median component due to LRE restriction ng Subcomponent	cant not be add on is Value Y Asphalt		
Pavement Marki Description Include Thermo/T Pavement Type Solid Stripe No. c	Comment: item for median component of median component due to LRE restriction ng Subcomponent Tape/Other	cant not be add on ns Value Y Asphalt 1		
Pavement Marki Description Include Thermo/T Pavement Type Solid Stripe No. c Solid Stripe No. c	Comment: item for median component of median component due to LRE restriction ng Subcomponent Tape/Other of Paint Applications of Stripes	cant not be add on S Value Y Asphalt 1 4		
Pavement Marki Description Include Thermo/T Pavement Type Solid Stripe No. c Solid Stripe No. c Skip Stripe No. o	Comment: item for median component of median component due to LRE restriction ng Subcomponent Tape/Other of Paint Applications of Stripes f Paint Applications	cant not be add on S Value Y Asphalt 1 4 1		
Pavement Marki Description Include Thermo/T Pavement Type Solid Stripe No. of Solid Stripe No. of Skip Stripe No. of Skip Stripe No. of	Comment: item for median component of median component due to LRE restriction ng Subcomponent Tape/Other of Paint Applications of Stripes f Paint Applications f Stripes	cant not be add on S Value Y Asphalt 1 4 1 5		
Pavement Marki Description Include Thermo/T Pavement Type Solid Stripe No. of Solid Stripe No. of Skip Stripe No. of Skip Stripe No. of Pay Items	Comment: item for median component of median component due to LRE restriction ng Subcomponent Tape/Other of Paint Applications of Stripes f Paint Applications f Stripes	cant not be add on S Value Y Asphalt 1 4 1 5		
Pavement Marki Description Include Thermo/T Pavement Type Solid Stripe No. of Solid Stripe No. of Skip Stripe No. of Skip Stripe No. of Pay Items Pay item	Comment: item for median component of median component due to LRE restriction ng Subcomponent Tape/Other of Paint Applications of Stripes f Paint Applications f Stripes f Description	Cant not be add on S Value Y Asphalt 1 4 1 5 Quantity Unit	Unit Price	Extended Amount

706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	341.00 EA	\$9.25	\$3,154.25
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.68 GM	\$1,034.98	\$1,738.77
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.10 GM	\$454.49	\$954.43
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.68 GM	\$4,532.76	\$7,615.04
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.10 GM	\$1,694.60	\$3,558.66
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	1.68 GM	\$5,913.71	\$9,935.03
	Roadway Component Total			\$916,818.22

SHOULDER COMPONENT

User Input Data	
Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Existing Paved Outside Shoulder Width L/R	0.00 / 0.00

10/29/2020

New Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	Т
Rumble Strips �No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE, BASE GROUP 02	5,096.68 SY	\$17.15	\$87,408.06
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	407.04 TN	\$162.85	\$66,286.46
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	197.35 TN	\$159.72	\$31,520.74
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.84 GM	\$851.69	\$715.42
570-1-2	PERFORMANCE TURF, SOD	986.77 SY	\$3.88	\$3,828.67

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,106.55 LF	\$1.61	\$8,221.55
104-11	FLOATING TURBIDITY BARRIER	42.05 LF	\$13.17	\$553.80
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	42.05 LF	\$5.06	\$212.77
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,714.25	\$2,714.25
107-1	LITTER REMOVAL	146.88 AC	\$39.44	\$5,792.95
107-2	MOWING	146.88 AC	\$61.02	\$8,962.62

Shoulder Component Total

\$216,217.29

MEDIAN COMPONENT

User Input Data	
Description	Value
Total Median Width	74.00
Performance Turf Width	66.00
New Total Median Shoulder Width L/R	0.00 / 0.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips ï¿1/2No. of Sides	0

Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	1,973.55 SY	\$3.57	\$7,045.57
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	162.82 TN	\$134.59	\$21,913.94
337-7-25	ASPH CONC FC, INC BIT, FC-	13.03 TN	\$159.72	\$2,081.15

ROUND,24"SD

36"S/CD

RD, 24" SD

PIPE CULV, OPT MATL, ROUND,

MITERED END SECT, OPTIONAL

PERFORMANCE TURF

Drainage Component Total

\$7,624.40

\$29,135.45

\$86,330.13

\$337.47

	5,PG76-22			
570-1-2	PERFORMANCE TURF, SOD	16,281.76 SY	\$3.88	\$63,173.23
	Median Component Total			\$94,213.89
	DRAINAGE C	OMPONENT		
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	7.57 CY	\$2,030.31	\$15,369.45
430-174-124	PIPE CULV, OPT MATL,	344.00 LF	\$98.44	\$33,863.36

40.00 LF

17.00 EA

296.03 SY

\$190.61

\$1,713.85

\$1.14

SIGNING COMPONENT

Pay Items

430-175-136

430-984-129

570-1-1

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	\$349.12	\$349.12
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	11.00 AS	\$1,227.36	\$13,500.96
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	\$170.87	\$170.87
700-1-60	SINGLE POST SIGN, REMOVE	11.00 AS	\$27.58	\$303.38
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$4,384.22	\$4,384.22
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$662.61	\$662.61
	Signing Component Total			\$19,371.16

Sequence 12 Total

\$1,386,472.54

Sequence: 13	MIS - Miscellaneous Construction	Net	0.000 MI 1 L F
Description:	Additional Pavement accounts for the US 17 interchange ramp auxiliary roadside barrier items are to support the CPP mainline Sequence 1.	lanes. The re	maining

ROADWAY COMPONENT				
X-Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,650.00 SY	\$5.75	\$20,987.50
285-711	OPTIONAL BASE, BASE GROUP 11	3,650.00 SY	\$29.29	\$106,908.50
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,405.25 TN	\$111.25	\$156,334.06
337-7-25	ASPH CONC FC,INC BIT,FC- 5,PG76-22	146.00 TN	\$159.72	\$23,319.12
536-5-1	RUB RAIL FOR GUARDRAIL, SINGLE SIDED RUB	8,300.00 LF	\$9.38	\$77,854.00
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	8.00 EA	\$3,000.00	\$24,000.00
536-8-113	GUARDRL TRANS CONN TO RIGID BA, F&I, TR	4.00 EA	\$1,000.00	\$4,000.00
536-85-24	GUARDRAIL END TREATMENT- PARA APP TERM	4.00 EA	\$3,005.25	\$12,021.00
536-85-27	GUARDRAIL END TREAT- DOUB FACE APPR TER	1.00 EA	\$8,964.07	\$8,964.07
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00 EA	\$24,447.32	\$24,447.32
	Roadway Component Total			\$458,835.57

Sequence 13 Total

\$458,835.57

https://fdotwp1.dot.state.fl.us/LongRangeEstimating/estimates/LREAESR04R3E.asp 10/29/2020

Date: 10/29/2	2020 1:42:52 PM			
FD	OT Long Range Esti R3: Project Deta	mating Sys	e Report	duction
Project: 440	0897-4-52-01		l	_etting Date: 01/2099
Description	: PD&E CENTRAL POLK PARKWAY	- US 17(SR35) TO S	R60	
District: 08 Contract Cl	County: 16 POLK ass: 7 Lump Sum Project: N	Market Area: 08 Design/Build: N	Units: English Project Length	: 2.500 MI
Project Mar	nager: UNDERWOOD			
Version 11 I Description	Project Grand Total : DESIGN ALTERNATIVE 4 CPP FRO MARKUPS PROVIDED 10/15/2020	M US 17 TO SR 60. I	UPDATED BASED	\$121,246,197.84 D ON EOR
Project Seq	uences Subtotal			\$91,169,732.99
102-1	Maintenance of Traffic	5.00 %	5	\$4,558,486.65
101-1	Mobilization	10.00 %		\$9,572,821.96
Project Seq	uences Total			\$105,301,041.60
Project Unkr	nowns	15.00 %	5	\$15,795,156.24
Design/Build	t	0.00 %		\$0.00
Non-Bid Co	omponents:			
Pay item	Description	Quantity U	nit Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUN	T L	S \$150,000.00	\$150,000.00
Project Nor	n-Bid Subtotal			\$150,000.00
Version 11	Project Grand Total			\$121,246,197.84

APPENDIX B

CONCEPT PLANS

PREFERRED ALTERNATIVE



M:\1201739.00 CPP\4408 LANRD01.do















DEPA	STATE OF FL ARTMENT OF TRAN	ORIDA ISPORTATION	\mathcal{C}_{2}
DAD NO.	COUNTY	FINANCIAL PROJECT ID	
SR 570B	POLK	440897-4-22-01	





DEP	STATE OF FL ARTMENT OF TRAN	ORIDA ISPORTATION	
DAD NO.	COUNTY	FINANCIAL PROJECT ID	
SR 570B	POLK	440897-4-22-01	

APPENDIX C

TYPICAL SECTION PACKAGE



1/11/2021

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY



ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Kisinger Campo & Associates Corp. 201 N. Franklin Street, Suite 400 Tampa, Florida 33602 Engineer of Record: Branan R. Anderson, P.E. P.E. No. 78438

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

GOVERNING AGENCY

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FINANCIAL PROJECT ID	SHEET NO.
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FINANCIAL PROJECT ID	SHEET NO.
440897-4-22-01	6



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1/6/2021

APPENDIX D

AGENCY COORDINATION MEETING

PROJECT MEETING – Bartow Municipal Airport Meeting

Central Polk Parkway (SR 570B) Design from Polk Parkway (SR 570) to US 17 (SR 35)

FPID 440897-2-32-01 Polk County

Date: 11/6/2018 Time: 10:00 AM Venue: 5993 Airport Blvd., Bartow, FL 33830

Note: The italicized text below in the meeting agenda below are the topic points and notes that were discussed throughout the meeting.

1. Introductions / Announcements

- FTE Design Project Manager Pam Nagot
- KCA Project Manager Tom Presby
- Bartow Municipal Airport
 - o John Helms
 - o Terry Beacham
- AECOM
 - Steve Henriquez
- KCA

2. Project Overview

- Previous District One Project:
 - SEIR alignment was eight design segments that went from Polk Parkway to US 17 and then the east towards I-4.
 - Previous District One project moved the US 17 interchange approximately 2200 feet to the north.
 - To avoid impacts to the Mosaic Reclamation Site.
 - The District One Project was taken to a level just short of Phase I (30%) plans.
 The project was put on hold in December 2015.
 - 2011 SEIR alignment that was developed by District One is not being used south of US 17.
 - A new PD&E has been kicked off by FTE that will look at an alignment from US 17 south to SR 60
 - December 2017, the TPO Board approved the resolution supporting the merger of the Bartow BNC PH II and the Central Polk Parkway Segment 1 into a single project.
- KCA to provide an overview of current Central Polk Parkway alignment.

3. Design Approach

- 440897-2 Design
 - Design from Polk Parkway to US 17.
 - CPP Mainline Typical Section:
 - Four-lane typical section with 12-foot lanes
 - o 74-foot median width
 - 8-foot inside shoulders (4-foot paved)
 - 12-foot outside shoulders (10-foot paved)

- Project also includes new interchanges at Polk Parkway (SR 570) and SR 540 (Winter Lake Road).
- Providing ramp bridges to span Old Bartow Eagle Lake Road and GulfStream Natural Gas
 - 30-inch gas main on north side of Old Bartow Eagle Lake Road on SWFWMD owned property.
- Providing an at-grade intersection at US 17.
 - Provisions for a future diamond interchange when warranted.
 - Project will feature an All-Electronic Tolling (AET) gantry site.
- Coordination with TECO for overhead transmission lines (230kV) along west side of Old Bartow Eagle Lake Road.
- TECO also has the following:
 - o Distribution line along south of Old Bartow Eagle Lake Road
 - Distribution line along north side of US 17
 - Transmission and underhung distribution on south side of US 17
- 440897-4 PD&E
 - o 440897-4 / PD&E Study for the CPP alignment from US 17 to SR 60.
 - KCA currently developing alignments for the PD&E Study from US 17 to SR 60.
 - o Looking at three alternative alignments (Left, Center, and Right).
 - Former Mosaic Reclamation Site with the unsuitable soils is a major controlling design element

4. Project Status

- 440897-2 Design Project Schedule:
 - Recently submitted Phase I (30%) plans to FTE on October 24th, 2018.
 - Submit the 45% MOT and Drainage to FTE Winter 2018.
 - Submit 60% Right-of-Way maps to FTE Spring 2019.
 - Submit PH II (60%) plans to FTE Fall 2019
- 440897-4 PD&E
 - o Developing alignments from US 17 to SR 60 Fall 2018
 - Project Survey and Geotechnical to begin once the preferred alignment has been determined. Spring 2019.
 - Combined Public Information
 - Finalizing Project Newsletter Mail Fall 2018
 - Finalizing Project Website Launch Fall 2018
 - Public Information Meeting Summer 2019
 - Public Hearing Fall 2019

5. Airport Discussion

- Coordinated with Greg Jones, Airspace and Land Use Manager Aviation with Central Office Aviation and Spaceports Office
 - Utilized the FAA tool with Greg Jones, where it was determined that the project will require to file a 7460 permit for FAA to perform their analysis.
 - Additional analysis for the US 17 interchange for impacts to glide path
- Bridges over US 17, Light poles, ITS poles, Signalization on US 17
- TECO Transmission poles
 - Coordinated with TECO on October 15th, 2018.
 - o TECO is currently looking at options to relocate their facilities.
 - TECO is looking to provide information to FTE by the end of November, 2018.

6. Next Meeting:

7. Roundtable / Comment / Questions:

- John Helms noted that KCA needed to consider the future precision surface for runway 9L / 270R.
 - John noted that there could be a possible issue with the precision approach (50:1 glide slope).
 - The slope begins 200 feet from the end of the white stripe on the runway (9L / 270R)
- John noted the PD&E alignment is very beneficial to the Airport.
- Steve Henriquez noted that he can provide coordinates for the approaches.
- Pam Nagot noted that FTE and KCA wanted to coordinate with the Airport to determine if there are any fatal flaws with the US 17 interchange.
 - John Helms stated that from the overview he could not see any other than the future precision surface.
- Steve Henriquez requested the PD&E Feasibility Study files.
- Pam Nagot noted that the financial study would be available towards the end of January 2019.
- John Helms requested the alignments (90% plans). He stated that the Airport was more interested in the vertical alignments.
- John Helms noted that the former Mosaic site has a big bird problem that is an issue with the Airport. The Airport prefers fill in lieu of bridges over the soils.
- James Clements a Bartow Municipal Airport Board Member noted that the Wigno property located in Segment 1 is an attorney and that he is very difficult to work with.
- Airport has plans for transloading on their property. The Airport was unaware of FL Midlands plans for transloading near the Airport.

Action Items:

- 1. KCA to send John Helms and Steve Henriquez the alignment files for the north and south alignments,
- 2. Steve Henriquez to send the precision approach information.
- 3. FTE / KCA to provide PD&E Feasibility Study files.
- 4. KCA and FTE to provide the Project Web Site information to John Helms and Terry Beacham once available.
- 5. Next meeting to be held after the PH II (60%) submittal and closer to the 90% design.

MEETING SIGN-IN	
CPP (SR 570B)	
FROM POLK PARKWAY TO US 17	
POLK COUNTY	

FDOT Financial ID No. 440897-2-32-01

Bartow Municipal Airport Meeting Date: November 6 th , 2018					
Name	Agency/Firm	Phone	Email Address		
Pam Nagot PN	FTE	407-264-3043	Pamela.nagot@dot.state.fl.us		
Tom Presby TTPB	КСА	813-871-5331	Tpresby@kisingercampo.com		
Todd Gardina	KCA	813-871-5331	Tgardina@kisingercampo.com		
John Helms	Bartow Municipal Airport	863-533-1195	John@bartwo-airport.com		
Terry Beachman	Bartow Municipal Airport	863-533-1195	Terry@bartow-airport.com		
Steve Henriquez SCA	AECOM	813-286-1711	Steve.henriquez@aecom.com		
Signes F. Clements #	BMA board	863-287-4334	ifclementse city of bartow. net		
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MEETING NOTES Polk County Project Briefing Central Polk Parkway from US 17 (SR 35) to SR 60 Project Development & Environment Study Financial Project No.: 440897-4-24-01 FDOT Contract: C9Y59 KCA Project No. 1201739.00 File #411

November 30, 2018 – 3:00 to 4:00 pm

Attendees:

(see attached sign-in sheet)

After introductions Jessica Dean presented a short power point presentation outlining the proposed project. This presentation included:

- A description of the project location and its connection to the design segment extending from the Bartow Connector to US 17
- The purpose & need for the project, including reducing commercial vehicle traffic through Bartow
- A description of the proposed project study area, which extended from east of 91 Mine Road to west of the north-south segment of the Bartow Northern Connector (BNC) right-of-way
 - Jessica stated that FTE would be interested in potentially utilizing this segment of the BNC rightof-way as part of a project alternative alignment.
 - Tom Deardorff (Polk County) stated that this could be a possibility and that the County could utilize the right-of-way towards local funding match. Jennifer Stults (FTE) confirmed that it could be used towards local finding match.
 - The Jay Jarvis (Polk County) noted that the Duke Power easement located north of SR 60 was not acquired as part of the BNC right-of-way. In addition, TECO is seeking additional access to their solar panel farm (Peace Creek Solar Farm) that is under construction and is scheduled to be completed in spring 2019.
 - Nick Bowman (FTE) stated that one concern with accepting BNC right-of-way is the earmark being used for the CPP requires improvements to the local road network.
 - Tom noted that the earmark's language was generic and was not worded for the BNC. He also stated that the County could utilize County Incentive Grant Program (CIGP) or Transportation Regional Incentive Program (TRIP) funding through FDOT District 1 as part of their local funding match. However, to utilize TRIP funding, FDOT District 1 would need to change the funding type.
 - Jay Jarvis suggest that FTE contact Madrid Engineering for geotechnical information in the area of the BNC right-of-way. Doug Gable (Polk County) will also send FTE the BNC Phase 2 geotechnical report.

- A description of the project phasing and the anticipated completion dates of the project's PD&E (summer 2020). Jessica also discussed the start date of the anticipated design phase and how the design phase would overlap the PD&E to accelerate the overall project schedule. Jessica stated that the design phase would start after the public alternatives workshop and after a recommended alternative had been selected.
- Key considerations in the selection of a recommended alternative alignment.
 - It is anticipated that there will be three alternative alignments developed and assessed as part of the PD&E study
 - Key considerations will include
 - Avoidance and minimization of impacts to the human, natural, and physical environment
 - Maintaining access and connectivity for; property owners and adjacent communities
 - Ensuring smooth operation of the Bartow Municipal Airport during project construction and operation
- Key Challenges and Issues, including:
 - o Geotechnical conditions mine reclamation areas
 - o TECO Peace Creek Solar Farm
 - Existing Developments
 - Clear Springs Sector Plan
 - o Wetland impacts and Peace Creek Floodway/Plain
 - Bartow Municipal Airport
 - Public Involvement
- The typical section being evaluated for the project.
 - Jessica stated that a project was being evaluated as a four-lane divided limited access roadway with provisions to expand to a six-lane roadway in the future. Stormwater ponds were being evaluated to accommodate a six-lane roadway to avoid needing to acquire additional right-ofway in the future.
 - Jessica then presented an example typical section that included the roadway travel lanes as well as a 12-foot shared use path. The overall right-of-way needed for the roadway was approximately 310 feet. An additional 26 feet would be needed for the shared use path.
 - Wade Allen (Polk County) noted that the BNC typical section was only 120 feet and the CPP would require more than 2 ½ times that. He also noted that north of the east-west segment of the BNC (north of well sites) is a Mosaic restoration/mitigation site with restored/created wetlands.
 - Wade also noted that the County desires the ability to connect to and access the proposed trail. Jessica noted that the trail would be outside of the roadway limited access right-of-way and in its own right-of-way, and that FTE would build the trail and then turn it over to Polk County for operation and maintenance. Mark Easley noted that the trail was shown as a priority in the 2030 Polk County Comprehensive Plan – Bicycle and Pedestrian Ways map.
 - Tom stated that the Gordonville and Gordon Heights communities will be vocal during the public involvement process. During the FDOT District One study, they were concerned with traffic noise as a result of moving the roadway closer to their communities. Tom suggested that FTE coordinate with Glorida Washington, who is a contact person for the communities.
 - Tom asked if there was an alternative connection to 91 Mine Road. This was a question asked by the Polk TPO. Jessica stated that no alternatives have been identified at this time and nothing was off the table. FTE is currently look for input that could assist the study team in the selection of alternatives.

- Jessica stated that the study corridor is within a Rural Development Area (RDA) within the County comprehensive plan. Tom stated that there were no requirements in the Comprehensive Plan for the RDA. He suggested that FTE obtain a copy of the Clear Springs Sector Plan for development details.
- Mark Easley stated that based on previous conversations with Clear Springs Land Company, there is no defined plans for the area, only general land use maps.
- Project Schedule
 - o Jessica then presented anticipated key dates in the project schedule, including:
 - June 2019 Public Information Meeting
 - November 2019 Public Hearing (to be held concurrent with the Polk Parkway to US 17 segment Design Public Meeting)
 - May/June 2020 completion of the PD&E Study and approval of the SEIR

The meeting ended at approximately 4:15 pm.

Attachments:

Meeting Agenda Sign-in Sheet Power Point Presentation

AGENDA

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 POLK COUNTY PROJECT DEVELOPMENT & ENVIRONMENT STUDY FINANCIAL PROJECT NO.: 440897-1-24-01 FTE CONTRACT: C9Y59 KCA PROJECT NO. 1201739.00

POLK COUNTY PROJECT BRIEFING NOVEMBER 30, 2018 AT 2:30 PM

1. Introductions

2. Project Overview

a. Proposed Project

- i. Proposes a new alignment of the Central Polk Parkway from US 17 (SR 35) to SR 60
- Polk Transportation Planning Organization (Polk TPO) updated their priority project to be the Central Polk Parkway in December 2017
- iii. Project is a new PD&E study
- iv. Project alignment will differ from the 2011 approved CPP alignment with a more direct connection to SR 60

b. Design Approach

- i. Three alternative alignments will be developed and assessed as part of PD&E study
- ii. Phosphate reclamation site on north end of study area is the primary constraint to potential alignments
- iii. One proposed alternative will likely utilize the old Bartow Northern Connector north/south corridor (what is the status of existing County acquired right-of-way)
- iv. PD&E will assess a 4-lane limited access roadway typical section
- v. There is a potential for a multi-use trail along the roadway corridor (what is the County's position on this)
- vi. Drainage and stormwater treatment will be analyzed for the 6-lane section

3. Project Status

- a. Notice to Proceed issued on September 20, 2018
- b. Presently developing alternative alignments (winter 2018)

- c. Environmental analysis will begin after alternative alignments are approved by FTE (winter 2018/2019)
- d. Project survey, geotechnical and design will begin after public workshop and the selection of a recommended alternative alignment (summer 2019)

4. Project Schedule

- a. Project Information Meeting is scheduled for June 2019
- b. Project Public Hearing is scheduled for November 2019
- c. Public Hearing will be held concurrent with the Polk Parkway (SR 570) to US 17 (SR 35) segment Design Public Meeting
- d. Completion of PD&E study May/June 2020

5. Questions/Discussion

- 6. Next Meeting
- 7. Action Items

	MEETING SIGN-IN CENTRAL POLK PARK POLK COUNTY	WAY	FLORIDA'S TURNPIKE
FDOT Financial ID No. 440897-4 FTE Contract C9Y59	24-01	Central Polk Parl	cway from US 17 (SR 35) to SR 60 KCA File 1021739.01
Polk Co	Polk County Project Br punty Real Estate Services, 515 East Bou November 30, 2018	iefing levard Street, Bartow 8	, Florida
Name	Agency/Firm	Phone	Email Address
Jessica Dean	Florida's Turnpike Enterprise (Atkins)	407.264.3301	jessica.dean@dot.state.fl.us
Nick Bowman	Florida's Turnpike Enterprise	407.264.3436	nick.bowman@dot.state.fl.us
Martin Horwitz	Florida's Tumpike Enterprise	407.264.3022	martin.horwitz@dot.state.fl.us
Henry Pinzon	Florida's Turnpike Enterprise	407.264.3802	henry.pinzon@dot.state.fl.us
Jennifer Stults	Florida's Turnpike Enterprise 🕖 💋	407.264.3808	jennifer.stults@dot.state.fl.us
Nave Hustad	FTE (Hume) LL	407.264.3854	more hustadedst-state
Tom Deardorft	Polk County	863.534.6454	thomasdeardorff@polk-county.net
Jay Jarvis	Polk County	863.535.2239	jayjarvis@polk-county.net
Wade Allen	Polk County	863.534.2577	wadeallen@polk-county.net
Ryan Kordek	Polk County	863.534.6558	ryankordek@polk-county.net
Joe Montoya	Polk County	863.535.2326	joemontoya@polk-county.net
Amy Gregory	Polk County	863.535.2303	amygregory@polk-county.net
Doug Gable	Polk County	863.535.2285	douggable@polk-county.net
Mark Easley	Kisinger, Campo & Associates	813.871.5331	mark.casley@kisingercampo.com
Thomas Presby	Kisinger, Campo & Associates	813.871.5331	thomas.presby@kisingercampo.com
Branan Anderson	Kisinger, Campo & Associates	813.871.5331	branan.anderson@kisingercampo.com

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POLK COUNTY PROJECT BRIEFING

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 FPID: 440897-4-24-01

NOVEMBER 30, 2018

PROJECT LOCATION

• The Project is located:

- Northeast of Bartow
- South of Bartow Municipal Airport & Industrial Park
- Connects to the Central Polk Parkway from Polk Parkway (SR 570) to US 17 (SR 35)







FLORIDA

PROJECT PURPOSE & NEED

• The Central Polk Parkway will:

- Enhance mobility options and reduce congestion on existing roadways
- Provide an additional access route to I-4
- Reduce commercial vehicle traffic through Bartow



PROJECT STUDY AREA

Study area extends from:

- US 17 (SR 35) on the north to SR 60 on the south
- 91 Mine road on the east to east of Laurent Ranch Road B on the west
- Includes a Portion of the Bartow Northern Connector corridor in Study Area





November 30, 2018



PROJECT PHASE

- **Project is currently in the PD&E phase**
- **Document type will be a State Environmental Impact Report (SEIR)**
- PD&E is scheduled to be completed in summer 2020
- Anticipate Design funding encumbered in spring 2019 due to earmark.
- Anticipate Design phase will start in fall 2019 after public workshop
- Project will be undertaken as a Statewide Acceleration and **Transformation project**





FLORIDAS URNPIKE

KEY CONSIDERATIONS

- Three alternative alignments will be developed and assessed
- Key considerations during selection of a Recommended Alternative include:
 - Avoidance and Minimization of impacts to the
 - Human Environment
 - Natural Environment
 - Physical Environment
 - Maintaining access and connectivity for property owners and existing communities
 - Coordination with the Bartow Municipal Airport and the Federal Aviation Administration (FAA) to ensure smooth operations at the airport during construction and operation



November 30, 2018

KEY CHALLENGES/ISSUES

- Geotechnical Conditions
- TECO Peace Creek Solar Farm
- Existing Development
- Clear Springs Sector Plan
- Wetland Impacts
- Peace Creek Floodway
- Bartow Municipal Airport
- Public Involvement



FDOT

7

FLORIDA

TYPICAL SECTION BEING EVALUATED

- Initial roadway will be evaluated as a four-lane divided limited access roadway
 - Two 12-foot travel lanes in each direction
 - 12-foot outside shoulders (10 feet paved)
 - 8-foot inside shoulder (4 feet paved)
 - 74-foot wide median to allow for future inside widening
 - 12-foot multi-use trail
- Will have provisions to expand to a six-lane roadway in the future as traffic dictates
- Stormwater Ponds will be evaluated to accommodate a six-lane roadway



EXAMPLE 4-LANE TYPICAL SECTION





Florida Department of Transportation

November 30, 2018

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CURRENT PROJECT SCHEDULE





November 30, 2018

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POLK COUNTY PROJECT BRIEFING

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 FPID: 440897-4-24-01

NOVEMBER 30, 2018

FLORIDA





CLEAR SPRINGS SECTOR PLAN



November 30, 2018 FLORIDAS



HYDRAQUENTS, CLAYEY & HAPLAQUENTS SOILS



November 30, 2018



FLORIDAS

TECO – PEACE CREEK SOLAR FARM









MEETING NOTES Clear Springs Project Briefing Central Polk Parkway from US 17 (SR 35) to SR 60 Project Development & Environment Study Financial Project No.: 440897-4-24-01 FDOT Contract: C9Y59 KCA Project No. 1201739.00 File #411

December 03, 2018 – 10:00 to 11:00 am

Attendees:

(see attached sign-in sheet)

After introductions Jessica Dean presented a short power point presentation outlining the proposed project. This presentation included:

- A description of the project location and its connection to the design segment extending from the Bartow Connector to US 17
- The purpose & need for the project, including providing an additional access route to I-4
- A description of the proposed project study area, which extended from east of 91 Mine Road to west of the north-south segment of the Bartow Northern Connector (BNC) right-of-way
 - Jessica stated that any of the alternative alignments will impact the Clear Springs Sector Plan and asked what the status of the plan was in the area of the study area.
 - Patrick then gave a general overview of the section plan.
 - It contains:
 - 11,000 housing units
 - 1,000,000 square feet of industrial development
 - 2,000,000 square feet of commercial development
 - It was approved in 2008/09
 - Within the CPP study area the primary land use will be residential, however they do not have a defined development plan within the area, only a bubble plan. There are also large tracts of wetland conservation areas.
 - Mark Easley asked if Clear Springs had any information on the mine restoration area on the north end of the project study area. Patrick stated that they did not have information on this area.
 - There is commercial development planned along the SR 60 corridor in the area of Connersville Road but there is no schedule for when the development will occur.
 - Jessica asked if Clear Springs had any specific concerns with the proposed project and potential impacts to their property. Patrick stated that they have no major concerns at this time but would like to review project alternatives with they are available.

- There is also extensive residential and commercial development planned to the south of SR 60.
- Patrick noted that Clear Springs would be interested in building a development road south of SR 60, across from the CPP connection. This would depend on the location of the selected alignment.
- A description of the project phasing and the anticipated completion dates of the project's PD&E (summer 2020). Jessica also discussed the start date of the anticipated design phase and how the design phase would overlap the PD&E to accelerate the overall project schedule. Jessica stated that the design phase would start after the public alternatives workshop and after a recommended alternative had been selected.
- Key considerations in the selection of a recommended alternative alignment.
 - It is anticipated that there will be three alternative alignments developed and assessed as part of the PD&E study
 - Key considerations will include
 - Avoidance and minimization of impacts to the human, natural, and physical environment
 - Maintaining access and connectivity for ;property owners and adjacent communities
 - Ensuring smooth operation of the Bartow Municipal Airport during project construction and operation
- Key Challenges and Issues, including:
 - Geotechnical conditions mine reclamation areas
 - o TECO Peace Creek Solar Farm
 - Existing Developments
 - Clear Springs Sector Plan
 - o Wetland impacts and Peace Creek Floodway/Plain
 - o Bartow Municipal Airport
 - o Public Involvement
- The typical section being evaluated for the project.
 - Jessica stated that a project was being evaluated as a four-lane divided limited access roadway with provisions to expand to a six-lane roadway in the future. Stormwater ponds were being evaluated to accommodate a six-lane roadway to avoid needing to acquire additional right-ofway in the future.
 - Jessica then presented an example typical section that included the roadway travel lanes as well as a 12-foot shared use path. The overall right-of-way needed for the roadway was approximately 310 feet. An additional 26 feet would be needed for the shared use path.
 - Patrick noted that there was a "thin" area of Clear Springs property east of, and adjacent to, the Tampa Electric Company (TECO) Peace Creek Solar Farm and proposed alignments may impact the adjacent gravel mine within this area.
- Project Schedule
 - Jessica then presented anticipated key dates in the project schedule, including:
 - June 2019 Public Information Meeting
 - November 2019 Public Hearing (to be held concurrent with the Polk Parkway to US 17 segment Design Public Meeting)

• May/June 2020 – completion of the PD&E Study and approval of the SEIR

General Discussion

After completion of the presentation, Jessica stated that the FTE traffic staff had requested information on the sector plan development schedule. These questions included:

- What is the buildout year of the Clear Springs Sector Plan?
- How likely is it to reach buildout by that year?
- What year does Clear Springs estimate the development to reach actual buildout?
- Will there be any major road improvements or new roads constructed along with the sector plan development?

Patrick stated that he did not have specific responses to the questions and requested that Jessica leave them with him and he would get with his staff and development answers and compile information for FTE.

Mark Easley asked about the status of the proposed Clear Springs wetlands mitigation bank located adjacent to Peace Creek Canal and east of the project study area. Patrick stated that they had not moved forward on getting the mitigation bank approved but would if there was a demand for mitigation credits. Mark stated that both the Design segment of the CPP (from Polk Parkway to US 17) and this proposed project would likely result in significant wetland impacts and FTE would need mitigation credits to offset these impacts. While there were two active mitigation banks in the basin, additional options would be a benefit to FTE.

The meeting ended at approximately 11:15 am.

Attachments:

Meeting Agenda Sign-in Sheet Clear Springs Questions Power Point Presentation

AGENDA

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 POLK COUNTY PROJECT DEVELOPMENT & ENVIRONMENT STUDY FINANCIAL PROJECT NO.: 440897-1-24-01 FTE CONTRACT: C9Y59 KCA PROJECT NO. 1201739.00

CLEAR SPRINGS PROJECT BRIEFING DECEMBER 3, 2018 AT 2:30 PM

1. Introductions

2. Project Overview

a. Proposed Project

- i. Proposes a new alignment of the Central Polk Parkway from US 17 (SR 35) to SR 60
- Polk Transportation Planning Organization (Polk TPO) updated their priority project to be the Central Polk Parkway in December 2017
- iii. Project is a new PD&E study
- iv. Project alignment will differ from the 2011 approved CPP alignment with a more direct connection to SR 60

b. Design Approach

- i. Three alternative alignments will be developed and assessed as part of PD&E study
- ii. Phosphate reclamation site on north end of study area is the primary constraint to potential alignments
- iii. Does Clear Springs have information on this reclamation site?
- iv. One proposed alternative will likely utilize the old Bartow Northern Connector north/south corridor
- v. PD&E will assess a 4-lane limited access roadway typical section
- vi. There is a potential for a multi-use trail along the roadway corridor
- vii. Drainage and stormwater treatment will be evaluated for the 6-lane section

3. Project Status

- a. Notice to Proceed issued on September 20, 2018
- b. Presently developing alternative alignments (winter 2018)

- c. Environmental analysis will begin after alternative alignments are approved by FTE (winter 2018/2019)
- d. Project survey, geotechnical and design will begin after public workshop and the selection of a recommended alternative alignment (summer 2019)

4. Project Schedule

- a. Project Information Meeting is scheduled for June 2019
- b. Project Public Hearing is scheduled for November 2019
- c. Public Hearing will be held concurrent with the Polk Parkway (SR 570) to US 17 (SR 35) segment Design Public Meeting
- d. Completion of PD&E study May/June 2020

5. Questions/Discussion

6. Action Items

MEETING SIGN-IN Central Polk Parkway Polk County

FDOT Financial ID No. 440897-4-22-01 FTE Contract C9Y59

Central Polk Parkway from US 17 (SR 35) to SR 60 KCA File 1021739.01

Clear Springs Company Project Briefing Clear Springs Land Company, 6105 Spirit Lake Road, Winter Haven, Florida Date: December 3rd. 2018 at 10:00 AM

Name	Agency/Firm	Phone	Email Address
Jessica Dean	FTE	407.264.3301	jessica.dean@dot.state.fl.us
Barbara Strouse	FTE	407.264.3032	barbara.strouse@dot.state.fl.us
Martin Horwitz	FTE	407-264-3022	martin.horwitz@dot.state.fl.us
Nick Bowman	FTE	407.264.3436	nick.bowman@dot.state.fl.us
Jennifer Stults	FTE	407.264.3808	jennifer.stults@dot.state.fl.us
Henry Pinzon	FTE	407.264.3802	henry.pinzon@dot.state.fl.us
Rax Jung	FTE	407.264.3870	rax.jung@dot.state.fl.us
Patrick Carroll	Clear Springs Company	863.534.1292	Patrick.carroll@clearspringsco.com
Mark Easley ME	KCA	813.871.5331	mark.easley@kisingercampo.com
Thomas Presby 73073	КСА	813.871.5331	thomas.presby@kisingercampo.com
Chris Scodius	AAG	813.287.8191 x 205	chris@americanacquisition.com
BILL BRASWELL	Clear Spgs	8632553557	webrasuelle for hotma, l. com

Clear Springs Company Project Briefing Date: December 3rd. 2018 at 10:00 AM

Questions from Justin Hannah:

- 1. Our understanding is that Clear Springs has an approved Sector Plan. What is the buildout year of the development (2030? 2035?)
- 2. How likely is it to reach this build out by that year?
- 3. What year would they estimate the development to reach actual buildout?

4. Will there be any major road improvements or new roads constructed along with this development?




CLEAR SPRINGS COMPANY PROJECT BRIEFING

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 FPID: 440897-4-24-01

DECEMBER 3, 2018

PROJECT LOCATION

• The Project is located:

- Northeast of Bartow
- South of Bartow Municipal Airport & Industrial Park
- Connects to the Central Polk Parkway from Polk Parkway (SR 570) to US 17 (SR 35)







PROJECT PURPOSE & NEED

• The Central Polk Parkway will:

- Enhance mobility options and reduce congestion on existing roadways
- Provide an additional access route to I-4
- Reduce commercial vehicle traffic through Bartow



December 3, 2018

PROJECT STUDY AREA

Study area extends from:

- US 17 (SR 35) on the north to SR 60 on the south
- 91 Mine road on the east to east of Laurent Ranch Road B on the west
- Includes a Portion of the Bartow Northern Connector corridor in Study Area





PROJECT PHASE

- **Project is currently in the PD&E phase**
- **Document type will be a State Environmental Impact Report (SEIR)**
- PD&E is scheduled to be completed in summer 2020
- Anticipate Design funding encumbered in spring 2019 due to earmark.
- Anticipate Design phase will start in fall 2019 after public workshop
- Project will be undertaken as a Statewide Acceleration and **Transformation project**





FLORIDAS URNPIKE

KEY CONSIDERATIONS

- Three alternative alignments will be developed and assessed
- Key considerations during selection of a Recommended Alternative include:
 - Avoidance and Minimization of impacts to the
 - Human Environment
 - Natural Environment
 - Physical Environment
 - Maintaining access and connectivity for property owners and existing communities
 - Coordination with the Bartow Municipal Airport and the Federal Aviation Administration (FAA) to ensure smooth operations at the airport during construction and operation



December 3, 2018

KEY CHALLENGES/ISSUES

- Geotechnical Conditions
- TECO Peace Creek Solar Farm
- Existing development
- Clear Springs Sector Plan
- Wetland impacts
- Peace Creek Floodway
- Bartow Municipal Airport
- Public Involvement





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FLORIDA

TYPICAL SECTION BEING EVALUATED

- Initial roadway will be evaluated as a four-lane divided limited access roadway
 - Two 12-foot travel lanes in each direction
 - 12-foot outside shoulders (10 feet paved)
 - 8-foot inside shoulder (4 feet paved)
 - 74-foot wide median to allow for future inside widening
 - 12-foot multi-use trail
- Will have provisions to expand to a six-lane roadway in the future as traffic dictates
- Stormwater Ponds will be evaluated to accommodate a six-lane roadway



EXAMPLE 4-LANE TYPICAL SECTION





Florida Department of Transportation

December 3, 2018 FLORIDAS

CURRENT PROJECT SCHEDULE





December 3, 2018 FLORIDAS

CLEAR SPRINGS COMPANY PROJECT BRIEFING

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 FPID: 440897-4-24-01

DECEMBER 3, 2018

FLORIDA





CLEAR SPRINGS SECTOR PLAN





Florida Department of Transportation

December 3, 2018 FLORIDAS

HYDRAQUENTS, CLAYEY & HAPLAQUENTS SOILS





FDOT

TECO – PEACE CREEK SOLAR FACILITY





Florida Department of Transportation

December 3, 2018

MEETING NOTES Tampa Electric Company Project Briefing Central Polk Parkway from US 17 (SR 35) to SR 60 Project Development & Environment Study Financial Project No.: 440897-4-24-01 FDOT Contract: C9Y59 KCA Project No. 1201739.00 File #411

February 15, 2019 – 1:30 to 2:30 pm

Attendees:

- Jessica Dean FTE
- Henry Pinzon FTE
- Rax Jung FTE
- Robert Roman TECO

- Melissa Douglas TECO
- Mark Easley KCA

After introductions Jessica Dean presented a short power point presentation outlining the proposed project. This presentation included:

- A description of the project location and its connection to the design segment extending from the Bartow Connector to US 17
- The purpose & need for the project, including providing an additional access route to I-4
- A description of the proposed project study area, which extended from east of 91 Mine Road to west of the north-south segment of the Bartow Northern Connector (BNC) right-of-way
- Key considerations in the selection of a recommended alternative alignment.
 - It is anticipated that there will be three alternative alignments developed and assessed as part of the PD&E study
 - o Key considerations will include
 - Avoidance and minimization of impacts to the human, natural, and physical environment
 - Maintaining access and connectivity for ;property owners and adjacent communities
 - Ensuring smooth operation of the Bartow Municipal Airport during project construction and operation
- Key Challenges and Issues, including:
 - Geotechnical conditions mine reclamation areas
 - o TECO Peace Creek Solar Farm
 - Existing Developments
 - Clear Springs Sector Plan
 - o Wetland impacts and Peace Creek Floodway/Plain
 - o Bartow Municipal Airport

- Public Involvement
- The typical section being evaluated for the project.
 - Jessica stated that a project was being evaluated as a four-lane divided limited access roadway with provisions to expand to a six-lane roadway in the future. Stormwater ponds were being evaluated to accommodate a six-lane roadway to avoid needing to acquire additional right-ofway in the future.
 - Jessica then presented an example typical section that included the roadway travel lanes as well as a 12-foot shared use path. The overall right-of-way needed for the roadway was approximately 310 feet. An additional 26 feet would be needed for the shared use path.
- Project Schedule
 - o Jessica then presented anticipated key dates in the project schedule, including:
 - June 2019 Public Information Meeting
 - November 2019 Public Hearing (to be held concurrent with the Polk Parkway to US 17 segment Design Public Meeting)
 - May/June 2020 completion of the PD&E Study and approval of the SEIR
- General Discussion
 - Jessica Dean then asked Robert Roman about the status of the TECO solar panel farm. Robert stated that the solar panel farm was nearing completion and should be on-line within a few months.
 - Jessica asked about the TECO access from SR 60 to the solar panel farm. Robert stated that the existing Bartow Northern Connector (BNC) right-of-way is presently being used as access for construction of the farm.
 - Jessica then asked about TECO's plans for a permanent access from SR 60 to the solar panel farm. Robert stated that TECO was presently in a discussion with Polk County to obtain a permanent easement to utilize the BNC right-of-way. He also stated that TECO will need to get a connection permit from FDOT to connect the permanent access to SR 60.
 - Jessica stated that the FTE would likely utilize the existing Bartow Northern Connector rightof -way for one of the alternative alignments.
 - Rax stated that there are minimum requirements for the separation of entrances from limited access roadways. He asked if there were alternative accesses points that TECO could use for their permanent entrance. Robert stated that there may be other locations to access the solar panel from further to the west.
 - The group then discussed the location of distribution lines from the solar panel farm to TECO lines. Melissa stated that the lines will extend from the solar panel farm to the west and connect to the TECO lines along US 17. These lines should not have any effect on the CPP corridor.
 - Mark Easley stated that he would get in contact with Melissa to obtain additional information on the solar panel farm.

The meeting ended at approximately 2:15 pm.

Attachments:	Meeting Agenda
	Sign-in Sheet
	Power Point Presentation

AGENDA

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 POLK COUNTY PROJECT DEVELOPMENT & ENVIRONMENT STUDY FINANCIAL PROJECT NO.: 440897-4-24-01 FTE CONTRACT: C9Y59 KCA PROJECT NO. 1201739.00

TAMPA ELECTRIC COMPANY PROJECT BRIEFING FEBRUARY 15, 2019

1. Introductions

2. Project Overview

a. Proposed Project

- i. Propose a new alignment of the Central Polk Parkway from US 17 (SR 35) to SR 60
- Polk Transportation Planning Organization (Polk TPO) updated their priority project to be the Central Polk Parkway in December 2017
- iii. Project is a new PD&E study
- iv. Project alignment will differ from the 2011 approved CPP alignment with a more direct connection to SR 60

b. Design Approach

- i. Three alternative alignments will be developed and assessed as part of PD&E study
- ii. Phosphate reclamation site on north end of study area is the primary constraint to potential alignments
- iii. One proposed alternative will likely utilize the old Bartow Northern Connector north/south corridor
- iv. PD&E will assess a 4-lane limited access roadway typical section
- v. There is a potential for a multi-use trail along the roadway corridor
- vi. Drainage and stormwater treatment will be analyzed for the 6-lane section

3. Project Status

- a. Notice to Proceed issued on September 20, 2018
- b. Presently developing and assessing alternative alignments
- c. Environmental analysis is presently underway for project study area

d. Project survey, geotechnical and design will begin after public workshop and the selection of a preferred alternative alignment (summer 2019)

4. Project Schedule

- a. Project Information Meeting is anticipated for June 2019
- b. Project Public Hearing is anticipated for November 2019
- c. Public Information Meeting and Public Hearing will be held concurrent with the Design project for CPP from Polk Parkway (SR 570) to US 17 (SR 35)
- d. Completion of PD&E study is anticipated for May/June 2020

5. Questions/Discussion

6. Action Items

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FLORIDA'S TURNPIKE	vay from US 17 (SR 35 KCA File 10	florida	Email Addre	jessica.dean ad		Rikongulo TEC	Mark. Fastry @ Kis	MEDONG LAS PELO					
WAY	Central Polk Parkw	ject Briefing levard Street, Bartow,	Phone	407-744-2301		813-205-29.85	813.871.5331	(83)228-1090					
MEETING SIGN-IA CENTRAL POLK PARK POLK COUNTY		Tampa Electric Company Pro Estate Services, 515 East Bou February 15, 2019	Agency/Firm	S/FTE		ELECTERC		CLECTIC - REAL ESTATE					
	40897-4-24-01	Polk County Real		NA AN	T H	Alman 1	RCI	TAMPA 4					
	FDOT Financial ID No. 44 FTE Contract C9Y59		Name	Jessica Dean	Kax Jung	Rabert Roman	Mark Eastry	MELISSA DOVALAS					





TAMPA ELECTRIC COMPANY PROJECT BRIEFING

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 FPID: 440897-4-24-01

FEBRUARY 15, 2019

Project Location

• The Project is located:

- Northeast of Bartow
- South of Bartow Municipal Airport & Industrial Park
- Connects to the Central Polk Parkway from Polk Parkway (SR 570) to US 17 (SR 35)







Project Purpose & Need

• The Central Polk Parkway will:

- Enhance mobility options and reduce congestion on existing roadways
- Provide an additional access route to I-4
- Reduce commercial vehicle traffic through Bartow



Project Study Area

Study area extends from:

- US 17 (SR 35) on the north to SR 60 on the south
- 91 Mine road on the east to east of Laurent Ranch Road B on the west
- Includes a Portion of the Bartow Northern Connector corridor in Study Area





Project Phase

- Project is currently in the PD&E phase
- Document type will be a State **Environmental Impact Report (SEIR)**
- PD&E is scheduled to be completed in summer 2020
- Project will be undertaken as a **Statewide Acceleration and** Transformation project





FLORIDA'S URNPIKE

Key Considerations

- Three alternative alignments will be developed and assessed
- Key considerations during selection of a Recommended Alternative include:
 - Avoidance and Minimization of impacts to the
 - Human Environment
 - Natural Environment
 - Physical Environment
 - Maintaining access and connectivity for property owners and existing communities
 - Coordination with the Bartow Municipal Airport and the Federal Aviation Administration (FAA) to ensure smooth operations at the airport during construction and operation



Key Challenges/Issues

- Geotechnical Conditions
- TECO Peace Creek Solar Farm
- Existing Development
- Clear Springs Sector Plan
- Wetland Impacts
- Peace Creek Floodway
- Bartow Municipal Airport
- Public Involvement





Typical Section Being Evaluated

- Initial roadway will be evaluated as a four-lane divided limited access roadway
 - Two 12-foot travel lanes in each direction
 - 12-foot outside shoulders (10 feet paved)
 - 8-foot inside shoulder (4 feet paved)
 - 74-foot wide median to allow for future inside widening
 - 12-foot multi-use trail
- Will have provisions to expand to a six-lane roadway in the future as traffic dictates
- Stormwater Ponds will be evaluated to accommodate a six-lane roadway



Example 4-lane Typical Section



4-LANE TYPICAL SECTION



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Current Project Schedule





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TAMPA ELECTRIC COMPANY PROJECT BRIEFING

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

CENTRAL POLK PARKWAY FROM US 17 (SR 35) TO SR 60 FPID: 440897-4-24-01

FEBRUARY 15, 2019



Florida Department of Transportation



TECO – Peace Creek Solar Farm





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Hydraquents, Clayey & Haplaquents Soils



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Clear Springs Sector Plan





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PROJECT MEETING – Bartow Executive Airport Meeting

Central Polk Parkway (SR 570B) Design from US 17 (SR 35) to SR 60

> FPID 440897-4-22-01 Polk County

Date: 12/2/2019 Time: 1:30 PM Venue: 5993 Airport Blvd., Bartow, FL 33830

Note: The italicized text below in the meeting agenda are the topic points and notes that were discussed throughout the meeting.

- Introductions / Announcements
 - FTE PD&E Project Manager Stephanie Underwood, PE
 - KCA Project Manager Tom Presby
- Project Overview
 - Previous District One Project:
 - SEIR alignment was eight design segments that went from Polk Parkway to US 17 and then the east towards I-4.
 - The District One Project was taken to a level just short of Phase I (30%) plans.
 The project was put on hold in December 2015.
 - 2011 SEIR alignment that was developed by District One is not being used south of US 17.
 - FTE and their consultant KCA are currently preparing a PD&E Study to evaluate alignments from US 17 south to SR 60
 - Three alignments originally studied (west, center, east)
 - West alignment was dropped due to impacts to TECO solar farm
 - Two alignments shown at the Public Information Meeting on June 18th, 2019
 - A fourth alternative (Hybrid) was developed based on comments received from the public.
 - The Hybrid alignment is the preferred alignment.
 - KCA to provide an overview of current Central Polk Parkway alignment.

Design Approach

- Alignment from US 17 to SR 60 approximately 2.20 miles.
- CPP Mainline Typical Section:
 - Four-lane typical section with 12-foot lanes
 - 74-foot median width
 - 8-foot inside shoulders (4-foot paved)
 - 12-foot outside shoulders (10-foot paved)
 - Right of Way footprint is approximately 310 feet.
 - Provisions for a multi-use trail located outside the limited access right of

way in a 26-foot corridor.

- Project also includes a new interchange at US 17 full diamond interchange.
- Providing an at-grade intersection at SR 60.
 - Provisions for future project connectivity when warranted.
- Project will feature an All-Electronic Tolling (AET) gantry site.
- Ongoing coordination with TECO for overhead transmission lines (69 kV) on the south side of US 17.
 - TECO currently planning to relocate their transmission line to the west of the US 17 interchange.
- Project Schedule:
 - 440897-4 PD&E
 - Finalizing Draft PD&E Documents from US 17 to SR 60 Fall 2019.
 - Public Hearing Spring 2020
 - Final approved PD&E Study Summer 2020
 - Project Survey and Geotechnical to begin Winter 2020.

• Airport Discussion

- Additional analysis for the US 17 interchange for impacts to glide path.
 - Coordination with FAA to 7460 permit.
 - Bill Prange with AECOM noted that a OEAAA Permit will be required for the project.
 - Bill Prange and John Helms requested that the bridge information that KCA had to date be sent to them so that they could evaluate the highest elements of the design in relation to the flight surfaces.
 - They noted that they were looking for the peak elevations (provide X, Y, Z coordinates). These elements included the bridges at US 17, light poles, and ITS poles.
 - John Helms noted that TECO needs to needed to coordinate with the Airport prior to TECO submitting their FAA Analysis to FAA.
 - This is not a mandatory item, but would be good to show that coordination between TECO and the Airport had occurred.
 - John Helms noted that he would like to see TECO's relocation plan before they submit to FAA.
 - John Helms noted that 91 Mine Road is currently 18 feet higher than the Airport Property. The Airport is actually in a bowl.
 - Additional analysis to be completed during final design.
 - Bridges over US 17, Light poles, ITS poles, Signalization on US 17

Roundtable/Comments/Questions

- Does the Bartow Executive Airport have any planned improvements?
 - Expansion projects?
 - John Helms noted that the Airport is looking to perform all their expansion to the east.

- Updates to the FAA surfaces around the airport?
 - Bill Prange with AECOM noted that there are no immediate changes to the existing surfaces.
 - John Helms noted that the FAA is looking at changing the 50:1 protective area to 60:1.
 - John noted that the US 17 Interchange might have an overlap of the conical surfaces for two runways (9 left and 9 right).
 - In looking at maps that the Airport had, it was noted that the interchange might be hugging the 9 right runway conical approach surface.
- 9L/27R main runway?
- John Helms noted that the PD&E extension project does not impact the future western extension plan for the Bartow Executive Airport.
- Point of contact to review design plans (Steve Henriquez with AECOM)?
 - Steve Henriquez and Bill Prang will be the points of contact for the technical as AECOM is the Airports General Engineering Consultants.
- Branan Anderson discussed the potential need for noise walls along the CPP alignments in the vicinity of the Gordonville Heights neighborhood.
 - John Helms noted that an OEAAA permit will still be required for the wall.
 - Bill Prange noted that the analysis will need to be completed for all three runways.
- Bill Prange noted that when the analysis is being performed for the FAA for both the design project and PD&E project that one graphic be prepared for each runway.
 - The matric for the analysis will also need to be formatted per runway.
 - Bill noted for KCA to coordinate with Steve Henriquez and himself for a sample matrix for the analysis.
- John Helms noted that the toll gantry should be located towards the southern half of the project closer to SR 60.

• Action Items:

- 1. KCA to send email to Arlee Jones with TECO to ask that they coordinate with Bartow Executive Airport prior to their FAA analysis submittal.
- 2. Ask TECO to send their relocation plans to Bartow Executive Airport.
- 3. KCA to provide to the Bartow Executive Airport the peak elevations for bridges, lighting, and ITS poles. Airport request X, Y, Z, coordinates.
- 4. KCA to coordinate with AECOM for a sample matrix for the FAA OEAAA permit.
- 5. KCA and Hardesty & Hanover to look at locating the toll gantry at the southern end of the project closer to SR 60.
| MEETING SIGN-IN | |
|---------------------|--|
| CPP (SR 570R) | |
| EDOM US 17 TO SD 60 | |
| FROM US 17 TO SK OU | |
| POLK COUNTY | |

FDOT Financial ID No. 440897-4-22-01

Bartow Executive Airport Meeting Date: December 2 nd , 2019 @ 1:30 pm								
Name	Agency/Firm	Phone	Email Address					
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Henry Pinzon	FTE	407-264-3802	Henry.Pinzon@dot.state.fL.us					
Rax Jung Re. T	FTE	407-264-3870	Rax.Jung@dot.state.fl.us					
Jennifer Stults	FTE	407-264-3808	Jennifer.Stults@dot.state.fl.us					
Carol Scott	FTE	407-264-3494	Carol.Scott@dot.state.fl.us					
Fine Siaosi SF	FTE	407-264-	Fine.Siaosi@dot.state.fl.us					
Pam Nagot PN	FTE	407-264-3043	Pamela.Nagot@dot.state.fl.us					
Tom Presby TAPH	- KCA	813-871-5331	Tpresby@kisingercampo.com					
Branan Anderson BA	KCA	813-871-5331	Banderson@kisingercampo.com					
John Helms	Bartow Municipal Airport	863-533-1195	John@bartwo-airport.com					
Terry Beachman	Bartow Municipal Airport	863-533-1195	Terry@bartow-airport.com					
Steve Henriquez	AECOM	813-286-1711	Steve.henriquez@aecom.com					
Bill Prange WFP -	AECOM	813-286-1711	Bill.prang@aecom.com					

PROJECT MEETING 2nd Polk County Coordination Meeting

Central Polk Parkway (SR 570B) Design from US 17 (SR 35) to SR 60

FPID 440897-4-22-01 Polk County

Date: 12/2/2019 Time: 3:00 pm Venue: Room 413 in the County Admin Bldg @ 330 W. Church St., Bartow.

Note: The italicized text below in the meeting agenda are the topic points and notes that were discussed throughout the meeting.

- 1) Introductions / Announcements
 - FTE Design Project Manager Stephanie Underwood, PE
 - KCA Project Manager Tom Presby

2) Project Overview

- Overview of the preferred PD&E alignment from US 17 to SR 60.
 - Tom Presby utilized a PowerPoint Presentation and provided an overview of the Central Polk Parkway PD&E alignment.
- Typical Section:
 - Four-lane typical section with 12-foot lanes.
 - 74-foot median width
 - 8-foot inside shoulders (4-foot paved)
 - 12-foot outside shoulders (10-foot paved)
 - Right of Way footprint is approximately 310 feet.
- Discussion on what has changed since the Public Information Meeting held on June 18, 2019.
 - Two alignments shown at the Public Information Meeting on June 18th, 2019.
 - A fourth alternative (Hybrid) was developed based on comments received from the public.
 - The Hybrid alignment is the preferred alignment.
- Project includes a new interchange at US 17 full diamond interchange.
 - Providing an at-grade intersection at SR 60.
 - Provisions for future project connectivity when warranted.
- Project schedule:
 - Finalizing Draft PD&E Documents from US 17 to SR 60 Fall 2019.
 - Public Hearing Spring 2020
 - Final approved PD&E Study Summer 2020
 - Project Survey and Geotechnical to begin Winter 2020

3) Multi-use Trail

- Begins at US 17 and terminates at SR 60
- Trail to be located outside the Central Polk Parkway Limited Access Right of Way
- o 12-foot trail width
- Anticipated right of way width is 26 feet
- o Trail can be located on either side of the Central Polk Parkway alignment
- Bridges are required to span existing water features
- o Letter of Understanding Perpetual Operation & Maintenance Entity is Polk County

4) Roundtable/Comments/Questions/Notes

- Jay Jarvis noted that Polk County Parks and Recreation would be the maintaining agency for the trail.
 - Chandra Frederick noted that the trail should be discussed with the Polk County Parks and Recreation staff at the December 4th, 2019 meeting.
 - Tom Presby noted that he would include the PD&E trail on the agenda.
- Jay Jarvis noted that he just received a letter from SWFWMD pertaining to the permit for the Bartow Northern Connector project.
 - Jay asked if he should extend the permit as it was set to expire on May 26th, 2020.
 - Jay also noted that Polk County can't build the Bartow Northern Connector project due to the Polk County Board if Commissioners stating that the funding was to be used for the CPP project.
 - Stephanie Underwood noted that it would be nice if Polk County would extend the permit.
 - Jay noted that he would extend the permit.
- o Joe Montoya with Polk County asked about the fence shown on the typical section.
 - Tom Presby noted that a fence would be constructed within the limited access right of way to not allow wildlife or pedestrians to gain access to the CPP.
- Chandra Frederick noted that Ryan Kordek could not attend the meeting but would like discuss the trail with KCA.
 - Tom Presby noted that he would reach out to Ryan to coordinate the trail.
- Joe Montoya noted that there was a bad accident recently on US 17 at 91 Mine Road intersection.
- Jay Jarvis noted to the group that the FDOT had recently constructed a trail along the south side of SR 60.
 - Tom Presby noted that the trail currently terminates at the intersection of SR 60 and Connersville Road.
- Jay Jarvis and Chandra Frederick thought that the trail along the CPP alignment was needed.
 - Chandra noted that she would talk to the Polk County Manager to confirm the inclusion of the trail in the PD&E Project as well as for the future design project for this segment.
 - Stephanie Underwood asked about when would FTE and KCA receive a decision on Polk County's decision to move forward with inclusion of the trail.
 - Jay Jarvis noted that he thought the County would be able to give a verbal decision by the end of the year (end of December).
 - Chandra Frederick noted that an actual document might be able to be provided by the end of December as well.

5) Action Items

1) KCA to reach out to Ryan Kordek to discuss the trail and answer any of his questions.

2) KCA to discuss with Ryan Kordek the location and plans for the Bartow-Eagle Lake Trail.

MEETING SIGN-IN CPP (SP 570B)	
FROM US 17 TO SR 60	
POLK COUNTY	

FDOT Financial ID No. 440897-4-22-01

Polk County Meeting Date: December 2 nd , 2019 @ 3:00 pm								
Name	Agency/Firm	Phone	Email Address					
Stephanie Underwood SU	FTE	407-264-3436	Stephanie.Underwood@dot.state.fl.us					
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Chandra Frederick	Polk County	863-334-60805	Chandrafrederick@polk-county.net					
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Ryan Kordek	Polk County	863.534.6558	ryankordek@polk-county.net					
Wade Allen	Polk County	863.534.2577	wadeallen@polk-county.net					
Joe Monty	Poll comby	555-2326	joemonty opille - control					

Meeting Notes

CENTRAL POLK PARKWAY PD&E FROM US 17 (SR 35) TO SR 60 - PD&E Study

Polk County

Financial Project No.: 440897-4-22-01

CITY OF WINTER HAVEN MEETING

FEBRUARY 7, 2020 AT 3:00 PM

FTE Headquarters – Room 3001

Note: The italicized text below in the meeting agenda are the topic points and notes that were discussed throughout the meeting.

I. INTRODUCTIONS

II. **PROJECT OVERVIEW**

- New alignment of the Central Polk Parkway from US 17 (SR 35) to SR 60
- Alignment differs from 2011 CPP alignment with a more direct connection to SR 60
- Developed Pond Siting Report for the PD&E Study
- Anticipating a Public Hearing in August 2020
- Stephanie Underwood & Jason Christopher noted that the design contract for the project is anticipated to be executed in November of 2020.

III. PROPOSED PD&E ALIGNMENT

- Approximately 2.2-mile-long roadway
- Four-lane, divided, limited-access highway
- All electronic tolling
- New interchange at US 17
- At grade intersection connecting to SR 60
- Multi-use Trail corridor outside the Limited Access Right of Way
- IV. DRAINAGE APPROACH based on PD&E Pond Siting Report (PSR)
 - Drainage, stormwater management facilities (SMF), and floodplain compensation (FPC) sites sized for a six-lane typical section
 - Four stormwater ponds. Four floodplain basins. Two alternative SMF evaluated per basin
 - Basins 1 through 3 outfall into Peace Creek. Basin 4 is in the Upper Peace River Basin
 - One regional pond site alternative evaluated for Basins 1 through 3 since all three basins outfall into Peace Creek. Regional pond is not currently the preferred alternative.
 - Environmental Look Around: Watershed needs and alternative permitting approach.

V. REGIONAL WATERSHED NEEDS AND PARTNERSHIP OPPORTUNITIES

- City of Winter Haven's Sustainable Water Resource Management Plan, including wetland storage/restoration and aquifer recharge
- Peace Creek Integrated Water Supply Plan status
- 5 largest wetlands being evaluated for future water storage and treatment areas and to provide aquifer recharge and overall net benefit

- One of the wetlands being evaluated for future water storage and treatment area is about one mile upstream of the Peace Creek bridge
- Mutually beneficial interests/long term partnership opportunities

VI. QUESTIONS/DISCUSSION

- Listed below are talking / discussion points that were discussed throughout the meeting.
- *Mike Britt with the City of Winter Haven noted that Polk County has a Water Cooperative and that it would be advantageous to have a discussion with them.*
- *Mike Britt noted that the City of Winter Haven has their own project that they are looking to implement.*
 - The City of Winer Haven project has more upstream impacts.
 - They are looking for a project to be closer to the City of Winter Haven.
- Mike Britt noted that the City of Winter Haven has not approached SWFWMD.
 O He noted that SWFWMD will want to see an actual project that is going to move forward.
- Mike Britt noted that the City of Winter Haven's One Water Initiative will be complete in one year.
- The City of Winter Haven plans to purchase 5500 acres for their project.
 - Pat Muench asked what is the estimate for what the FTE project needs. • Erin Yao noted that the team would need to figure out the quantity for the CPP project.
 - The City of Winter Haven needs a number to provide a volume and estimated area.
- Mike Britt noted that the City of Winter haven is currently negotiating with several properties.
- It was noted that the Final PD&E Preliminary Engineering Report needs to have language added to the document that notes that the City of Winter Haven project needs to be further evaluated and coordinated in the design phase.

VII. Action Items:

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- 1) KCA to provide volume and area to Stephanie Underwood.
- 2) FTE to coordinate internally on the City of Winter Haven proposal.
- *3) FTE and the CPP Design Consultant to meet and coordinate with the City of Winter Haven in the design phase.*

MEETING SIGN-IN	
CPP (SR 570B)	
FROM US 17 TO SR 60	
POLK COUNTY	

FDOT Financial ID No. 440897-4-22-01 (PD&E)

Drainage Regional Pond Meeting Date: February 7 th , 2020 @ 3:00 PM								
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Stephanie Underwood	FTE	407-264-3436	Stephanie.underwood@dot.state.fl.us					
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Adriana Kirwan	FTE	407-264-3080	Adriana.kirwan@dot.state.fl.us					
Tiffany Crosby	FTE	407-264-3828	Tiffany.Crosby@dot.state.fl.us					
Annemarie Hammond	FTE	407-264-3293	Annemarie.hammond@dot.state.fl.us					
Fred Gaines	FTE	407-264-3689	Fred.gaines@dot.state.fl.us					
Rax Jung	FTE	407-264-3870	Rax.jung@dot.state.fl.us					
Patrick Muench	FTE	407-264-3988	Patrick.muench@dot.state.fl.us					
Jason Christopher	FTE	407-264-3633	Jason.christopher@dot.state.fl.us					
Gary Hubbard	City of Winter Haven		ghubbard@mywinterhaven.com					
Mike Britt	City of Winter Haven		mbritt@mywinterhaven.com					
Keeli Carlton	City of Winter Haven		kcarlton@mywinterhaven.com					
Tom Presby	КСА	813-871-5331	Tpresby@kisingercampo.com					
Ali Tayebnejad	KCA	813-871-5331	Atayebnejad@kisingercampo.com					

FDOT, Florida's Turnpike Enterprise/USFWS Technical Assistance Meeting Notes

FPID 440897-4 Central Polk Parkway Segment 2 from US 17 (SR 35) to SR 60 Polk County

Date: March 10, 2020 Time: 1:00 PM

1. Introductions

- Turnpike Environmental Administrator Philip Stein
- Turnpike Permits Coordinator Annemarie Hammond
- HNTB/Turnpike Project Manager Stephanie Underwood
- Atkins/Turnpike Permits Coordinator Fred Gaines
- Atkins/Turnpike Permits Coordinator Tiffany Crosby
- USFWS Staff John Wrublik
- KCA Project Manager Thomas Presby
- KCA Senior Environmental Scientist Catie Neal

2. Project Overview (map provided)

- Current Alignment
 - 2.2 miles through various land uses (residential/commercial, reclaimed mined land, pasture, forests, and wetlands herbaceous and forested)
- ETDM #14372 published on Dec 3, 2010
- The following federal listed species have the potential for occurrence within the project area (Figure 2)
 - Eastern indigo snake (*Drymarchon couperi*)
 - Blue-tailed mole skink (Plestiodon egregius lividus)
 - Sand skink (*Plestiodon reynoldsi*)
 - Florida grasshopper sparrow (Ammodramus savannarum floridanus)
 - Florida scrub-jay (Aphelocoma coerulescens)
 - Crested caracara (Caracara cheriway)
 - Wood stork (Mycteria americana)
 - Everglade snail kite (Rostrhamus sociabilis)
 - Florida bonneted bat (*Eumops floridanus*)
 - Florida panther (*Puma concolor couguar*)
 - 48.69 acres of wetlands and surface waters within the project area
 - 15 wetlands and 4 surface waters
 - 21.09 acres of wetlands/surface water impacts

Turnpike provided a brief overview of limits and explained that this project is the continuation of Segment 1 that was previously discussed with USFWS in December 2019. Turnpike explained this project will be a new corridor consisting of above listed land use. The Peace Creek Drainage Canal is included within the project limits.

USFWS indicated at the start of the meeting that the meeting minutes will be reviewed by USFWS, but no concurrence agreement on the determinations will be provided.

3. Eastern indigo Snake

- 265.35 acres of potential habitat within the project area
- No observations within the project area and no documented occurrences within one mile
- Estimated more than 25 acres of habitat will be impacted
- Determination based on key "A>B>C"

- May affect anticipated
- Potential mitigation provided by Platt Branch. Quantities determined by home ranges for male and female snakes

Turnpike indicated that the majority of project area is considered potential habitat for the eastern indigo snake. There are no surveys proposed during the design phase. There are more than 25 acres of impacts anticipated, resulting in a "may affect" determination using key. No documented occurrences.

USFWS indicated that as long as there are no occurrences within 0.62 miles then the determination can be "may affect, not likely to adversely affect" (MANLAA). USFWS indicated that new guidelines with the 0.62 mile guidance are being developed. USFWS looked up the records and there were no documented occurrences with 0.62 miles and confirmed the MANLAA determination can be used for the PD&E phase.

Turnpike asked to confirm that even though we have more than 25 acres of impacts we can still use MANLAA. USFWS confirmed that is correct.

4. Blue-tailed mole skink & sand skink

- 77.91 acres of suitable sand skink soils present (map provided)
- No observations within the project area and no documented occurrences within one mile
- Full survey protocol proposed for Design phase
- May affect anticipated
- Potential mitigation provided by Conservation bank credit purchase

Turnpike indicated that there are no documented occurrences within the project area. Since within the Consultation Area, anticipate standard survey protocol for the Design phase. Turnpike indicated that many suitable soils based on NRCS may be historically mined soils and inquired if these areas could be eliminated from survey if Turnpike provides aerials showing mining operation that altered the soils.

USFWS indicated that aerial maps alone would not be sufficient to exclude areas. However, information provided by a NRCS Soil Scientist confirming the lack of current soil suitability would be accepted. If a soil scientist does surveys, then NRCS will provide a report and USFWS would use that to make any determinations. If sandy soils are present then surveys would still be required. However, if vegetation is not appropriate then surveys may not be necessary. USFWS indicated that if thick grasses are present then no surveys are required.

Turnpike inquired if there are DEP records showing mining in the area, should they be sent to USFWS. USFWS indicated that they could be provided but it is not necessary without the NRCS field review.

Turnpike indicated that pending the results of the survey a "may effect" determination is being used.

USFWS agreed with the approach.

5. Florida grasshopper sparrow

- 192.82 acres of potential habitat in pasturelands within the project area
- No observations within the project area and no documented occurrences within one mile
- Technical assistance with USFWS will be re-initiated during design phase to determine if surveys are required
- No impacts anticipated
- May affect, but not likely to adversely affect

Since the project is within the Consultation Area, Turnpike indicated that if we were to follow the key then surveys would be required. However, there is no prairie habitat available. Most of the project area is composed of previously mined lands that are now being utilized as pasture. Surveys in the Design phase

are not proposed as the known populations of grasshopper sparrows are many miles away.

USFWS agreed that surveys would not be required and indicated that a "No Effect" determination should be sufficient.

6. Florida scrub-jay

- 41.35 acres of potential habitat in scrub-shrub within the project area
- No observations within the project area and no documented occurrences within one mile
- Technical assistance with USFWS re-initiated during Design phase to determine if surveys are required
- May affect, but not likely to adversely affect
- Potential mitigation provided by Conservation Bank credit purchase

Turnpike indicated that there is some remnant scrub within the project area, but it is very overgrown (Type II or III). Since the project is within the Consultation Area, surveys are proposed within those areas during the Design phase following standard protocol. However, technical assistance will be re-initiated during the Design phase to confirm.

USFWS agreed with the approach.

7. Audubon's crested caracara

- 234.24 acres of potential habitat in pasturelands within the project area
- No observations within the project area and no documented occurrences within one mile
- Full survey protocol proposed for Design phase
- May affect, but not likely to adversely affect
- Potential mitigation to be coordinated with FWS as required

The project is within the Consultation Area. Turnpike indicated that there are no observations within the project area. Habitat is very similar to that of Segment 1. Surveys are proposed during the Design phase following standard protocol.

USFWS agreed with the approach.

- 8. Wood stork
 - 34.61 acres of potential habitat within the project area
 - One (1) observation within the project area
 - Located within the 18.6-mile core foraging area (CFA) of three (3) nesting colonies
 - Mulberry Northeast
 - o Lake Summerset
 - o Lone Palm
 - Foraging analysis conducted to determine biomass loss mitigation to occur via ERP during Design
 - Determination based on key "A>B>C>E"
 - May affect, but not likely to adversely affect

Turnpike indicated that herbaceous wetlands are available for foraging within the project area. The project is also located within a CFA of 3 colonies. Mitigation will take place via the ERP during the Design phase.

USFWS agreed with the approach.

9. Everglade snail kite

- 29.88 acres of potential habitat in freshwater marshes within the project area
- No observations within the project area and no documented occurrences within one mile
- Technical assistance with USFWS re-initiated during Design phase to determine if surveys are

required

• May affect, but not likely to adversely affect

The project is within the Consultation Area. Turnpike indicated that the key resulted in a MANLA determination, but based on the lack of occurrences and habitat available within the project area, Turnpike is anticipating "no effect" and surveys are not currently proposed for the Design phase.

USFWS agreed that if no suitable nesting habitat is available, then surveys would not be required.

Turnpike confirmed that technical assistance would be re-initiated during the Design phase to confirm if suitable nesting habitat is available.

10. Florida bonneted bat

- 48.40 acres of potential habitat in forested communities within the project area
- No observations within the project area and no documented occurrences within one mile
- Full acoustic and roosting survey protocol proposed for Design phase
- Determination based on key "1a>2a>3b>?" cannot be completed until survey results are determined
- May affect

Turnpike indicated that full acoustic and roosting survey protocol is proposed for the Design phase as the project is within the Consultation Area for the species. Results of the survey will likely result with a "May affect" determination and the use of BMPs. Turnpike will request Technical Assistance in Design phase to get survey details verified ahead of time.

Turnpike inquired about the age of the trees available within the project area and how they might affect a survey design. Much of the area was reclaimed in the 1980s and 1990s resulting in a lack of old growth trees. Is there an opportunity during the Design phase to provide some of that information? Or will full surveys be assumed despite the age of the trees?

USFWS replied that there is an opportunity to discuss previous mining activities and reclaimed habitat relative to the species. USFWS indicated that unless the trees are extremely immature, then surveys will likely be required.

11. Florida panther

- 254,34 acres of potential habitat within the project area
- No observations within the project area and no documented occurrences within one mile
- Technical assistance with USFWS re-initiated during Design phase
- Determination based on key "A>B"
- May affect

Turnpike indicated that the project does not fall within the Focus area and there are no documented occurrence.

USFWS replied that if the project is not in the focus area, then there are no concerns. If Turnpike wants to keep in the report, then a "No Effect" determination can be used.

12. Bald Eagle Coordination

•

- 80.57 acres of potential nesting habitat within the project area
 - Observed during field reviews and three (3) documented nests within one mile of the project area
 - o PO043a is located 0.2 miles northeast of the project's northern terminus (last active 2013)
 - PO232 is located 0.8 miles southwest of the project's northern terminus (last active 2013)
 - Nest 2 is located 0.72 miles northeast of the project's northern terminus (last active 2019-2020)
 - o Previous coordination with Ulgonda Kirkpatrick on adjacent CPP Segment 1

Turnpike explained there are currently no bald eagle nests within 660 feet of the project area. However, Turnpike will request Technical Assistance as needed in Design if anything changes.

USFWS replied that Ulgonda Kirkpatrick should be the point of contact for bald eagles.

13. Anticipated Permits

- Section 404 Dredge and Fill Permit (USACE)
- Environmental Resource Permit (ERP SWFWMD)
- National Pollutant Discharge Elimination System (NPDES FDEP)
- Gopher Tortoise Relocation Permit (as necessary) (FFWCC)
- Incidental Take Permit (as necessary FFWCC)
- Incidental Take Permit (as necessary USFWS)

Turnpike listed the anticipated permits for the project. Turnpike does not anticipate needing an ITP for species unless the surveys come back differently than expected (sand skink, caracara, eastern indigo). Standard Section 7 consultation by the US Army Corps of Engineers is expected.

USFWS agreed.

14. Wildlife Crossings

Turnpike inquired if the project area would be considered a wildlife corridor and whethera wildlife crossing should be considered. Based on current FDOT criteria, a wildlife crossing would not be warranted. Turnpike requested confirmation on if the project area is considered a wildlife corridor warranting a crossing for wildlife. Any wildlife crossing would be a by-product of the bridge spans over the Peace Creek Drainage Canal and floodplain as is currently proposed for the concept plans in PD&E.

USFWS replied that no wildlife crossing would be required and agreed that a bridge would provide a wildlife crossing but is not required. No additional wildlife crossings are necessary.

15. Roundtable/Questions/Comments

Turnpike inquired if there are any additional wildlife habitat concerns based on the reclaimed areas. USFWS indicated there were no other concerns.

Turnpike requested concurrence that the existing reclaimed wetland areas would be treated as natural systems and impacts to those systems would be mitigated directly and not require additional mitigation to address previous mining reclamation responsibilities. USFWS agreed with this approach.

FDOT, Florida's Turnpike Enterprise – FWC Technical Assistance Meeting Agenda

Central Polk Parkway Segment 2 from US 17 (SR 35) to SR 60

> FPID 440897-4-22-01 Polk County

Date: 3/13/2020 Time: 1:30 pm

1. Introductions

- Turnpike Environmental Administrator Philip Stein
- Turnpike Permits Coordinator Annemarie Hammond
- FWC Staff Brian Barnett
- HNTB/Turnpike Project Manager Stephanie Underwood
- Atkins/Turnpike Permits Coordinator Fred Gaines
- Atkins/Turnpike Permits Coordinator Tiffany Crosby
- KCA Project Manager Thomas Presby
- KCA Senior Environmental Scientist Catie Neal

2. Project Overview (map provided)

- Current Alignment (map provided Figure 1)
 - 2.2 miles through various land uses (residential/commercial, reclaimed mined land, pasture, forests, and wetlands herbaceous and forested)
- 48.69 acres of wetlands and surface waters within the project area, approximately 21.09 acres of wetlands/surface water impacts anticipated
- ETDM #14372 published on Dec 3, 2010
- The following state listed species have the potential for occurrence within the project area (Figure 2)
 - Southeastern American kestrel (Falco sparverius paulus)
 - Florida sandhill crane (Antigone canadensis pratensis)
 - Wading birds
 - o Little blue heron (Egretta caerulea)
 - Tricolored heron (Egretta tricolor)
 - Roseate spoonbill (*Platalea ajaja*)
 - Florida burrowing owl (*Athene cunicularia floridana*)
 - Short-tailed snake (*Lampropeltis extenuata*)
 - Florida pine snake (Pituophis melanoleucus mugitus)
 - Gopher tortoise (Gopherus polyphemus)
 - State protected plants

3. Southeastern American kestrel

- 222.77 acres of suitable habitat within the project area (open woodlands, previously mined lands, sandhill, and pine habitats)
- No observations of the Southeastern American kestrel within the project area and no known documentation within one mile
- No known nests within the project area
- Design and pre-construction surveys proposed
- If a nest is found, avoid as practicable, and minimize impacts by maintaining a 150-meter buffer of

active nests; an FWC Incidental Take Permit may be required if impacts cannot be avoided

• No adverse effect anticipated

4. Florida sandhill crane

- 225.24 acres of potential habitat within the project area (freshwater marshes, previously mined lands, prairies, and pasture)
- Two (2) observations of the FL sandhill crane within the project area and no other known documentation within one mile (map provided)
- No known nests within project area
- Design and pre-construction surveys proposed
- If a nest is found, avoid as practicable, and minimize impacts by maintaining a 400-foot buffer; an FWC Incidental Take Permit may be required if project results in unavoidable impacts
 Mitigation to occur via ERP with freshwater marsh credits
- No adverse effect anticipated

5. Wading birds (little blue heron, tricolored heron, and roseate spoonbill)

- 34.61 acres of herbaceous wetlands within the project area
- Three (3) observations of wading birds within the project area
- One rookery documented within one mile (map provided)
- Design surveys proposed
- Mitigation to occur via ERP with wetland mitigation credits
- No adverse effect anticipated

6. Florida burrowing owl

- 192.82 acres of potential habitat within the project area (improved pasture)
- No observations of the FL burrowing owl within the project area and no known documentation within one mile – closest documented observation is 1.25 miles away at the airport
- Design surveys proposed
- If a burrow is found that cannot be avoided, an FWC Incidental Take Permit will be obtained
- No adverse effect anticipated

7. Short-tailed snake

- 241.21 acres of potential habitat within project area (upland habitats with open canopies and dry sandy soils, pasture)
- No observations of the short-tailed snake within the project area and no known documentations within one mile
- No surveys proposed
- No adverse effect anticipated

8. Florida pine snake

- 241.21 acres of potential habitat within project area (well-drained, sandy soils with moderate to open canopy and previously mined lands)
- No observations of the pine snake within the project area and no known documentation within one mile
- No surveys proposed cryptic species
- Mitigation to occur via FWC Gopher Tortoise Relocation Permit obtained for unavoidable impacts to burrows and commensals implement FWC guidelines for Priority Commensals
- No adverse effect anticipated

9. Gopher tortoise

• 241.21 acres of potential habitat within the project area (well-drained, sandy soils found in pine systems, scrub, hammocks, dry prairies, and previously mined lands)

- Nine (9) burrows observed within the project area and no other known documentation within one mile (map provided)
- FTE will obtain a FWC Gopher Tortoise Relocation Permit for any unavoidable impacts as required by FWC guidelines
- No adverse effect anticipated

10. Protected plants

- Includes incised groove-bur (Agrimonia incisa), ashe's savory (Calamintha ashei), many-flowered grass-pink (Calopogon multiflorus), sand butterfly pea (Centrosema arenicola), piedmont jointgrass (Coelorachis tuberculosa), star anise (Illicium parviflorum), Florida spiny-pod (Matelea floridana), celestial lily (Nemastylis floridana), hand fern (Ophioglossum palmatum), giant orchid (Orthochilus eristatus), plume polyplody (Pecluma plumula), comb polyplody (Pecluma ptilota var. bourgeauana), and Florida willow (Salix floridana)
- No observations of any protected plants within the project area and no known documentations within one mile
- Any species observed during other surveys during design will be documented
- If protected plant species are observed within the proposed impacts limits, FTE will coordinate with the Florida Department of Agriculture and Consumer Services (FDACS) and local native plant societies to address any impacts to protected plants
- No adverse effect anticipated

11. Federal Species

- Species being addressed with USFWS include:
 - o Eastern indigo snake (Drymarchon couperi)
 - Bluetail mole skink (*Plestiodon egregius lividus*)
 - Sand skink (*Plestiodon reynoldsi*)
 - o Florida scrub-jay (Aphelocoma coerulescens)
 - o Audubon's crested caracara (Caracara cheriway)
 - Wood stork (*Mycteria americana*)
 - Everglade snail kite (Rostrhamus sociabilis)
 - Florida grasshopper sparrow (Ammodramus savannarum floridanus)
 - o Florida bonneted bat (Eumops floridanus)
 - Florida panther (*Puma concolor couguar*)
 - Bald eagle (Haliaeetus leucocephalus)

12. Anticipated Permits

- Section 404 Dredge and Fill Permit (USACE)
- Environmental Resource Permit (ERP SWFWMD)
- National Pollutant Discharge Elimination System (NPDES FDEP)
- Gopher Tortoise Relocation Permit (as necessary) (FFWCC)
- Incidental Take Permit (as necessary FFWCC)
- Incidental Take Permit (as necessary USFWS)

13. Wildlife Corridor/Crossings

- FWS ETAT comment to provide wildlife passage over the Peace River (creek)
- Critical habitat, document use/need, conservation land adjacent, etc.
- Current proposed design

14. Roundtable/Questions/Comments



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Path: M:\1201739.00_CPP\44089742401\100 Environmental\104 Environmental Data Report\GIS\Maps\Figures\FWC Meeting\CPP2_Figure 2_State_Protected Species Location Map.mxd 2/19/2020

FINANCIAL PROJECT NO.: 440897-4-22-01 CENTRAL POLK PARKWAY PD&E FROM US 17 (SR 35) TO SR 60 PROJECT DEVELOPMENT & ENVIRONMENT STUDY PRE-APPLICATION MEETING WITH THE SWFWMD April 16, 2020 AT 10 am via Microsoft Teams Meeting

Attendees

Annemarie Hammond, FTE Environmental Permits Coordinator Erin Yao, FTE Drainage Phillip Stein, FTE Environmental Administrator Dave Kramer, SWFWMD Gaya Sharpe, SWFWMD Albert Gagne, SWFWMD Rob McDaniel, SWFWMD Stephanie Underwood, HNTB, FTE Tiffany Crosby, Atkins, FTE Fred Gaines, Atkins, FTE Adriana Kirwan, HNTB, FTE Ali Tayebnejad, KCA Nicole Selly, KCA

I. Introductions

II. **Project Overview**

Atkins staff provided an overview of the project and purpose for the meeting and KCA staff provided a detailed overview of the project.

The Central Polk Parkway Segment 2 project is currently in the FDOT Project Development and Environment (PD&E) study phase with the no-build option remaining a viable option through the public hearing. If the PD&E study results in a preferred alignment, the proposed project is being evaluated as a four lane extension of the Central Polk Parkway Segment 1 from SR 35 (U.S. 17) to SR 60, approximately 2.2 miles in Polk County. Access to this new alignment, if viable, is being proposed from the south at SR 60 by an at-grade intersection and the facility will feature All-Electronic Tolling (AET). This project also includes a new interchange at SR 35 (U.S. 17). The purpose of this meeting is to discuss and review the environmental and drainage permitting requirements.

III. Summary of Drainage Approach

• Existing condition

The project has open basins that outfall to Lake Hancock to the north, Peace Creek in the middle, and Upper Peace River at the south end of the project.

• Storm Water Criteria

Water Quality: wet detention, treatment will be provided for the first one inch of stormwater runoff from the contributing basin. Water Quantity: open basin, the 25-year/24-hour post-development peak discharge rate must be attenuated to no greater than the 25-year/24-hour pre-development discharge rate. Stormwater management facilities (SMF), and floodplain compensation (FPC) sites will be sized for an ultimate six-lane typical section.

KCA staff asked if there were any projects to improve Peace Creek or upper Peace River water quality with which this project can consider partnering opportunities.

SWFWMD staff stated that they were not aware of any, but would ask district staff the question.

The project crosses three basins: Lake Hancock, Peace Creek, and Upper Peace River. Four stormwater ponds and four floodplain compensation ponds are being evaluated in the PD&E Pond Siting Report. SFM 1 is located in the Lake Hancock basin. SMF 2 and 3 are located in Peace Creek basin. Turnpike indicated there is anticipated treatment credit from the regional pond in FPID No. 440897-2_CPP Segment 1 to the north. Turnpike is coordinating whether there may be treatment credit from the City of Winter Heaven's sustainable Water Resource Management Plans which is planning to provide large storage lakes within the Peace Creek upstream of our project. This coordination will continue through the design phase. SMF 4b1, and 4b2 are located in the upper Peace River basin. The Upper Peace River and the Lake Hancock are impaired for nutrients, but do not directly connect to our project, therefore nutrient loading calculations are not required.

SWFWMD staff noted the concept for obtaining credit from the regional pond works for SWFWMD – the size of the area was discussed in the previous meeting and SWFWMD agreed. Excess volume from CPP-2 regional pond can be used as long as treatment is for water within the same receiving waterbody. SWFWMD staff noted that the WBID map shows 2 different basins – they show the basin south of U.S. 17 flows south.

KCA staff indicated that basin boundaries used for both SWFWMD Lake Hancock and Peace Creek models show this area is flowing to Lake Hancock. Reviewing the lidar contours, shows that once the two existing wetland/ponds fill up it flows north through a cross drain under U.S. 17. Atkins staff noted that there are numerous WBIDS – KCA design will show how the water flows.

SWFWMD staff said to document this and provide to SWFWMD and noted site specific topography will need to show how it flows today. Site specific topo should be provided to prove the FDEP WBID map is not accurately showing water flow. If there is an interim discharge WBID that has an impairment, it must be addressed. Provide proof there is a connection to the downstream waterbody.

The project concept being evaluated is crossing the Peace Creek 2400' floodplain and 1200' regulated floodway with a bridge spanning both. Floodplain encroachments were evaluated using the latest FEMA effective maps dated 12/22/2016. Floodplain compensation is provided using cup-for-cup methodology in FPC 1 through 4.

SWFWMD staff asked if KCA was using the FEMA Maps and asked whether KCA looked at any models.

KCA staff stated they did, but the FEMA map was more conservative and was used.

SWFWMD staff asked if KCA was relying on the City of Winter Haven for treatment credit.

KCA staff noted that additional coordination was needed with the City of Winter Haven and the ponds we show are conceptual and do not rely on the City of Winter Heaven treatment credit. The ponds that the City showed are also conceptual.

Atkins staff asked if the proposed design was stacking the floodplain volume on top of the stormwater volume similar to the approach for the CPP-2 design project to the north.

KCA staff said this project is not stacking stormwater and floodplain, like the 440897-2 project is doing.

Atkins staff noted that the ponds and FPC's shown today are preliminary. Design will be refined more and discuss in a future meeting with SWFWMD.

IV. Environmental

Wetlands/Surface Waters

- o 15 wetlands and 4 surface waters
- Overall (48.69 acres) with 16.01 acres of anticipated impacts Mainline and Proposed Pond Sites
 - Herbaceous (9.74 acres)
 - Forested (0.28 acres)
 - Channels (0.57 acres)
 - Reservoirs (5.43 acres)
 - Potential wetland impacts WL 1, WL 2, WL 3a, WL 3b, and SW 1 will be mitigated for with the permitting of Central Polk Parkway Segment 1 Design
- Three Mitigation Banks within Peace River Basin
 - Boran Ranch Mitigation Bank
 - Peace River Mitigation Bank
 - Circle B Bar Mitigation Bank

SWFWMD indicated they were not aware of Circle B Bar as a potential mitigation bank and requested it be verified as an option. KCA indicated they would verify and correct as needed.

Protected Species

Technical Assistance with FFWCC and USFWS conducted March 2020 and will continue through design. Coordination with both agencies indicate no wildlife crossing is required for this project.

Anticipated Permits

Individual Environmental Resource Permit - SWFWMD

APPENDIX E

CRAVE RESULTS



Florida Department of Transportation - Turnpike Central Polk Parkway from US 17 (SR 35) to SR 60 neering Workshop: October 15 - October 18, 2019 - SUMMARY OF RESULTS



Civil Service Consulting Le	es, Inc. Igineers Value Engineer	ering Worksh	op: October 15	- October 18,	2019 - SUMMA	ARY OF RESULT	rs 👘 💽
		VE Team	Cost Original	Cost	Initial Cost	*Decision	**Designer's Response
		Ranking	Design	Alternative	Reduction	Results	
			DRAIN	IAGE (DR)			
DB 01	Use FPC 4B, SMF 4B1 And SMF 4B2 To Avoid FPC 4A As	F	¢2.150.000	¢2 572 222	(\$1,414,222)		
DR-01	An Option	5	\$2,159,000	\$3,573,233	(\$1,414,233)	А	
DR-05	Combine Ponds And Locate Under Proposed Bridge	5	\$427,800	\$0	\$427,800	D	Area underneath the bridge is located within the floodplain and floodway for Peace Creek. Area can not be isolated to provide treatment volume without impacting upstream stages in Peace Creek. In addition, the recommended SMF location under the bridge will require additional ROW for floodplain compensation.
DR-06	Utilize Mined Area West Of Sta 1350 For Pond Site (FPC)	4	\$1,378,125	\$241,875	\$1,136,250	D	This entire area is located within the floodplain area and additional ROW will be required for floodplain compensation. There is no anticipated ROW savings with this recommendation.
DR-09	Use Land Adjacent To Roadway For Drainage Features (Purchase Additional Width Along Road In Lieu Of Scattered Areas)	4	\$2,300,000	\$1,275,000	\$1,025,000	Design	Linear stormwater treatment along roadway is preferred to be dry for maintenance consideration and will require additional fill for separation between the SHGW and ditch bottom elevations to ensure proper recovery of the treatment volume. We recommend to be further evaluated during the design phase when additional information is available.
DR-12	Combine FPC And SMF At South End	5	\$2,211,000	\$1,763,000	\$448,000	Design	Combining FPC and SMF requires modeling analysis. We recommend to be further evaluated during the design phase when additional information is available.
		F	OADWAY AND	CONSTRUCTION	(RC)		
RC-01 RC-08	Shift Mainline Alignment To West To Keep Multiuse Trail Out Of Wetland Obtain Local/Owner Approval To Use Existing Dirt Road As Construction Access	4	\$7,090,237 \$5,000,000	\$6,353,125 \$2,199,796	\$737,112	Design Design	We recommend for the trail location to be further evaluated during the design phase when additional information is available (geotechnical investigation, survey, drainage, etc.). The trail can be located along the west side of the ROW to eliminate the bridge structure at this location. Confirmation for the trail inclusion will be coordinated with Polk County on December 2nd, 2019. We recommend for the construction access to be evaluated during the design phase.
RC-10	Provide New Construction Traffic Access To Project	5		SEE BC-08		Design	SEE RC-08 Response
RC-16	Delete The Exterior 5' High Berm Along the Roadway Reduce Quantity Of Imported Surcharge By Using	5	\$1,314,129	\$0 \$2,439,744	\$1,314,129	Design	The berm is required to separate on-site roadway runoff from impacting adjacent property. SHGW elevations will be required to determine the ditch bottom elevations. We recommend for the ditch bottom elevations and potential removal of the ditch berm to be evaluated during the design phase when additional information is available We recommend to be evaluated during the design ohase when additional geotechnical information is
	Temporary Swale Perform Advanced Right Of Way Acquisition Ahead Of		\$3,232,555	\$2,433,744	\$015,245	Design	available.
кс-20	Design Phase	5	\$17,250,000	\$15,000,000	\$2,250,000	A	
<u>NC-21</u>				312 1008		Design	DLL NC-00 Nesponse



Florida Department of Transportation - Turnpike Central Polk Parkway from US 17 (SR 35) to SR 60 ng Workshop: October 15 - October 18, 2019 - SUMMARY OF RESULTS ~: Е.



Civil Servic Consulting 1	nginers Value Engine	ering Worksh	op: October 15	- October 18,	2019 - SUMM/	ARY OF RESULT	rs 🗾 🔤 🔤
			VE ALTE	ERNATIVES			
			STRUC	FURES (ST)		T	
ST-01	Eliminate Bridge For Multi-Use Trail At Wetland On North End	4	SEE RC-01			Design	SEE RC-01 Response
ST-02	Optimize Mainline Bridge Length Across Peace Creek And Flood Plain	5		SEE ST-06		Design	SEE ST-06 Response
ST-04	Use PermaTrack System For Multiuse Trail Over Wetlands And Flood Plain	4	\$8,648,210	\$6,392,813	\$2,255,397	Design	We recommend for the bridge alternatives to be evaluated during the BDR phase in design.
ST-06	Bridge Over Water Body And Peace Creek With Embankment In Between From Sta 1380 To Sta 1390	5	\$31,396,054	\$20,781,284	\$10,614,770	Design	This area is located within the floodplain and floodway for Peace Creek. The current bridge location spans the Peace Creek floodway which is required. We recommend to be further evaluated during the design phase.
ST-07	Realign Old Bartow Road To North To Eliminate One Span On Mainline Bridge	5	\$4,296,078	\$3,029,010	\$1,267,068	D	The alignment shift to the north will impact TECO's existing easement and utility relocation plan. This area has been coordinated with TECO who plans to use both the east/west side of the alignment for their utility resolution and maintenance of their facilities within existing/proposed easements.
ST-08	Optimize Length Of Noise Wall	5	\$4,207,500	\$1,650,000	\$2,557,500	A	
ST-09	Over Build The Bridge End Bents To Allow Lane Additions At US 17	5	\$697,125	\$828,750	<mark>(\$1</mark> 31,625)	D	The latest traffic report provided by FTE does not show the need for additional capacity through the design year 2045. The future demand for capacity does not justify the present cost for this recommendation.
ST-11	Use Pedestrian Railing In Lieu Of Concrete Walls And Bullet Rails Along Bridge Section Of Trail	4	\$2,032,000	\$596,640	\$1,435,360	Design	We recommend for the bridge type and railing to be evaluated with the development of the Final Design Typical Section Package and the BDR in design.
ST-12	Reduce Number Of Light Poles By 50%	4	\$1,031,041	\$534,814	\$496,227	Design	We recommend for this to be evaluated during the design phase when additional information is available.
ST-15	Reduce Length Of Bridge Over US 17 And Provide Barrier Walls	5	\$3,513,905	\$3,363,160	\$150,745	Design	We recommend providing the full clear zone requirement to be consistent with the design approach for all bridges included with the design segment from SR 570 (Polk Parkway) to US 17 (SR 35). Deviations from the design approach must be coordinated with FTE staff during the design phase.
* Decisio	n to:	1	Circulture			Dete	•
A = Accep	JL		Signature.			Date.	

A = Accept

D = Decline

M = Accept with Modifications

Design = Recommend to be evaluated during the design phase

** Reason for declining / Explanation for modifications if required

Turnpike Enterprise Director: Nicole Liquori

VE Approval Form

APPENDIX F

CONTAMINATION LOCATION MAP



REVISIONS						STATE OF FI	ORIDA		
DATE	DESCRIPTION	DATE	DESCRIPTION	TIERRA INC	DEP	ARTMENT OF TRAN	VSPORTATION		
				7351 TEMPLE TERRACE HIGHWAY	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	<u>,</u>	
			TIERRA PROJECT NO.: 6511-17-181-002E	TAMPA, FLORIDA 33637 CERTIFICATE OF AUTHORIZATION 6486		POLK	440897-4-22-01	1	
						bgarcia		11/11/2019	1



6.0 Project Impacts

6.1 Potential Contamination Sites Summary

Based on the Contamination Screening, thirteen potential contamination sites were identified within the study area which may impact the proposed improvements for this project. Details for each site investigated are provided in the Potential Contamination Sites Summary table below. The location of each contamination site is illustrated in CSER Appendix A. Relevant background information is presented in CSER Appendix F. During the site reconnaissance, wooded, and low, wet areas in the southern portion of the study area were inaccessible due to dense vegetation and/or wet conditions.

	Table 2: Mainline Potential Contamination Sites Summary							
Site Number	Site Name & Address	Database/ Facility ID	Approximate Distance From Alt 4 ROW	Contaminants of Concern	Risk Rating	Comments		
1	Northeast Bartow Regional Force Main No address	ECHO 110043168746	650 feet east	NA	No	During the site reconnaissance, this site was observed as SR 60. Coordinates Enforcement and Compliance History Online (ECHO) database and EDM's report ROW. This site is listed on the United States EPA ECHO database. This database p for facilities that are regulated under the Clean Air Act, Clean Water Act, Safe D Act. In this instance, the listing is due to a minor National Pollutant Discharge Elim The permit expired in 2015. No code violations, enforcements or other contamina a pipe staging area just north of SR 60 in 2010. Some of the pipe stockpiles are loca concerns, this facility is assigned a risk rating of No.		
2	Ethylene Dibromide (EDB) Groundwater Contamination Zone #53263441 No address	FDEP Zone ID 53263441	550 feet east	EDB	Low	Based on EDM's Environmental Impact Areas Map and FDEP MapDirect, an EDI ROW. See impacted areas in CSER Appendix A . According to inform (http://www.dep.state.fl.us/water/groundwater/delineate.htm), from 1962 to m Services conducted widespread field application of a soil fumigant, ethylene dibro citrus groves. EDB was also used by private citizens on golf courses and on crops su determined by the U.S. Environmental Protection Agency to have the potential to It is a potential threat to public health when present in drinking water. The prim micrograms per liter (parts per billion). While areas have been delineated based primary contaminant identified in delineated areas. The extent of contaminatio variogram analysis. Where data is incomplete, a 1000-foot protective setback is extent of the contaminated plume. Additionally, the FDEP has delineated areas of or no ground water quality data exist. The latest maps produced by the FDEP w within a 1000-foot setback from a contaminated site or well. Many EDB soil appl around contaminated wells or buffers can range from 1000 to 5000 feet b contamination within specific regions or soil types. These setbacks are determ contamination of the delineation rule has been a cooperative effort among the districts. The Department of Health is responsible for the collection and testing o project, setback distances used to generate the zone map, and depths of potent construction depths, this zone is assigned a risk rating of Low. Another EDB Pluma project termini. Given its distance, it is not a contamination concern.		
3	Former Railroad No address	NA	Within ROW	Pesticides, herbicides, arsenic	Low	During site reconnaissance, this site was observed as an area which appeared to mulch. This abandoned railroad track is depicted on the 1950 topographic map ar railroad has been abandoned and little or no evidence of the tracks remain. Railro and weed control along its corridors. Additionally, the use of petroleum and cree Soils appear to have been reworked (earthwork, including moving and blending of were likely mitigated during reclamation which involved earthwork (blending an Low.		

JANUARY 10, 2020, REV. 1

es provided on the Environmental Protection Agency (EPA) depict this location approximately 650 feet east of the Alt 4 provides integrated compliance and enforcement information Prinking Water Act, and Resource Conservation and Recovery nination System (NPDES) permit for stormwater construction. tion concerns are reported. Historic aerial photographs depict ated within the Alt 4 ROW. Based on the lack of contamination

B plume is located approximately 550 feet east of proposed nation obtained from the FDEP Delineation database id-1983, the Florida Department of Agriculture and Consumer omide (EDB or Dibromoethane 1,2-), to control nematodes in uch as peanuts and soybeans. EDB is a carcinogenic compound produce adverse health effects from prolonged consumption. nary drinking water standard (deferred GCTL) for EDB is 0.02 ed on detection's of solvents and gasoline, EDB has been the on is estimated by the FDEP using a geo-statistical tool called placed around the contaminated site or well to estimate the f Florida where EDB was historically applied but for which little were approved in 1994. Delineated areas are typically drawn plication sites are linear features termed "buffers." Setbacks ased on the distribution and movement of ground water mined statistically to ensure that contaminated plumes are ne another commonly result in overlapping delineated areas. P DEP, the Department of Health, and the water management of water samples. Based on the separation distance from the ial contamination impacts presumed to be below anticipated e is located nearly 2,000 feet to the northeast of the northern

o have been excavated, and is mostly obscured with piles of nd historic aerial photographs from at least 1941 to 1968. The oads historically used arsenic based herbicides for vegetation osote based compounds were used to preserve railroad ties. of soils) during reclamation. Potential contamination impacts nd mixing of soils). Therefore, this site is given a risk rating of

Table 2: Mainline Potential Contamination Sites Summary							
Site Number	Site Name & Address	Database/ Facility ID	Approximate Distance From Alt 4 ROW	Contaminants of Concern	Risk Rating	Comments	
4	Earth Materials Mining, Inc. – Tice Mine / Geo Mining, Inc. 477 N. 91 Mine Rd.	Mine ID: MMR_223348 Mine ID: MMR_ZW700	Within ROW	pH, PAHs, Radium 226, petroleum	Medium	During the site reconnaissance, this facility was observed as an active sand mi Within the Alt 4 ROW, the mine was excavated approximately 8 to 12 feet below north and south-central areas. The southern area was primarily filled with piles of accepting concrete and asphalt." Based on site observations, landfill activities we for resale or reuse. One 500-gallon diesel Aboveground Storage Tank (AST) was side of the paved entrance. The AST and stained soil appear to be located within petroleum stained soil was observed on the east side of the AST. Approximately scattered within 100 feet west of the AST along the south side of the entrance. A site inspection report dated October 21, 1992 (found on OCULUS) stated this 1989 states this site was used for phosphate mining. The FDEP Mining database Phosphate mining may present additional contamination concerns such as low ph Depending on the mining and/or processing method (wet, dry, float and washe portions of this facility was used for phosphate mining. No graphics depicting the Due to the petroleum stained soil east of the AST, and the historic use as a phos	
5	Former Groves 713-925 91 Mine Rd. (3 parcels)	NA	Within ROW	Used Oil for stained soil around 55-gallon drum; and Herbicides, pesticides, arsenic, and petroleum at former pole barn	High	During site reconnaissance, this site was observed as primarily woods in the no areas. A mobile home was observed within and adjacent to the Alt 4 ROW. An located on the north side of the mobile home on concrete. A wooden shed (8 fe- home. Household items, tools and small containers (2-gallon containers and sma photographs initially depict the mobile home in 2007. During the site visit, a re- west side of the mobile home. A shed was added approximately 300 feet northwest of the mobile home in 2010 as a residence and storage building. One mobile AST (approximately 1,000-gall side of the shed. Visibility and access was limited by overgrowth. One 55-gallou south of the shed. The stained soil appeared to be used oil, and was approxi equipment, including vehicle parts, metal and wood debris was scattered around Groves were identified on both the topographic maps, and historical aerial photo as citrus groves/row crops can be associated with contamination from re- contaminants in the soil and/or groundwater. The potential for conta storage/maintenance facilities (i.e. pole barns, equipment maintenance shops, e of organic and inorganic pesticides and herbicides are exempt from most RCRA their own farms and in accordance with labeled instructions. Spills, improper af pesticides are not exempted from these requirements. Historic aerial photogrand Alt 4 ROW (western edge of grove). Tierra presumes this structure was a pole to associated with the grove. The pole barn was gone by 2004. One irrigation well we based on the petroleum stained soil observed around a 55-gallon drum of us (southwest of mobile home) used to sunnort a grove, both located within the Al	

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ine which also accepts concrete and asphalt for fill materials. I land surface. Concrete, asphalt and red brick were piled in the of mulch. Signage at the entrance states "Fill Dirt Available also ere not noted. The materials appear to be stored at this location observed on bare soil in the east-central area, along the south n and/or adjacent to the Alt 4 ROW. A 10 foot by 5 foot area of I ten 5-gallon buckets of hydraulic oil, and one water AST were

mine was used for clay and sand. A file note dated October 6, stated mining began in 1935 for clay.

H, Radium 226, and polynuclear aromatic hydrocarbons (PAHs). er plant, etc.), other contaminants may be a concern. At least e mine limits were found on the OCULUS database.

phate mine, this facility is assigned a risk rating of Medium.

orthern area, and overgrown fields in the central and southern in equipment (vehicle and heavy equipment) storage area was set by 6 feet) with a wood floor was located west of the mobile aller) of paints and lubricants were noted inside the shed. Aerial sident stated the septic tank/drainfield was located along the

D. Based on the contents, the shed appeared to have been used lons, presumably herbicide/pesticide) was stored on the west n drum with stained soil was observed approximately 80 feet imately 8 feet by 8 feet (64 square feet) in size. Abandoned d the area.

ographs from at least 1941 to 2016. Agricultural land uses such sidual pesticides, herbicides, heavy metals, and petroleum amination is more concentrated in the mix/load areas, etc.), and at diesel-powered irrigation pumps. Agricultural uses a provisions, provided that the farmers apply the chemicals on pplication, too much application and application of disallowed phs (1980s and 1990s) depict one structure located within the parn used to store/mix agrichemicals and maintain equipment was observed approximately 30 feet east of the Alt 4 ROW.

sed oil (northwest of mobile home), and a former pole barn It 4 ROW, this site is assigned a risk rating of High.

	Table 2: Mainline Potential Contamination Sites Summary									
Site Number	Site Name & Address	Database/ Facility ID	Approximate Distance From Alt 4 ROW	Contaminants of Concern	Risk Rating	Comments				
6	Pit/Earthwork West of 91 Mine Rd. Parcel ID: 25293400000013060	NA	Within ROW	Solid waste, buried debris	Medium	During the November 4, 2019 site reconnaissance, this site was observed as a Limerock outcrops were noted in the area. Visibility of surface conditions was limexcavation and/or fill) was noted on the 1980, 1993, and 2013 aerial photograph. For the FDOT CPP-2 project (FPID 431641-2-52-01), debris was noted in geotech encountered in 4 borings (108R, 109R, 110L, and 110R) located within the Alt 4 RC Refusal was encountered in 2 of the borings (108R at 1 foot and 110R at 4.75 feet performed a site visit on February 3, 2014 site to conduct a visual investigat approximately 15-20 feet deep. Concrete rubble had been pushed around and ju to have been partially cleared and/or filled. The bottom portion of the pit was observed in visible areas of the bottom of the pit). In Tierra's opinion, historic aerial photographs (2013 in particular), and debris for possible unpermitted landfill activities at this site.				
7	Equipment Storage 925 91 Mine Rd.	NA	Within ROW	Petroleum, automotive/heavy equipment fluids	Medium	During site reconnaissance, this site was observed as woods with several clearings scattered in the clearings and in the woods. Tree services labels were observed of the clearing. One tanker truck was labeled "jet fuel" (uncertain if empty or with labeled mostly as hydraulic oil (some empty, some with contents) were scattered was observed with stained soil (approximately 2 square feet in size). The soil sta house-keeping practices, this site is assigned a risk rating of Medium.				

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a manmade pit approximately 15-20 feet below land surface. nited by overgrowth in and around the pit. Earthwork (possible hs. No regulatory files were found for this facility.

hnical soil borings performed on January 29, 2014. Debris was OW. Debris included concrete, rebar, rock, wood, and organics. t). No contamination testing was performed at that time. Tierra tion of this area. This area was observed as a manmade pit ust over the east edge of the pit. Areas east of the pit appeared observed as a low, wet area with overgrowth (debris was not

und in borings located within/adjacent to the pit may indicate

are of fill materials, this site is assigned a risk rating of Medium. s. Approximately 20 pieces of heavy equipment were observed on several trucks. Cut trees were scattered on the north side of contents) was observed. Approximately 20 five-gallon buckets about the area, some on bare soil. One rusted 55-gallon drum in appeared to be used oil. Based on the stained soil and poor

						This facility (PD&E Site W203-6) was identified as a former phosphate mine located wit March 2011), and assigned a risk rating of Medium. PD&E recommendations inclu polynuclear aromatic hydrocarbons (PAHs).
						During the site reconnaissance, this site was observed as pasture, low, wet areas protective casings were observed within the Alt 4 ROW in the north-central area. Se these piezometers in 2013. Additionally, Tierra emailed Mr. Patrick Carroll, Clear S regarding the Clear Springs property. See email in CSER Appendix F . If a response future reports.
						During the review of historical aerial photography and topographic maps, mining actisince at least the 1940s. Mined areas are illustrated in CSER Appendix A , CSER Appendix files were not identified for this facility. Additionally, a "Hydro Separator" or phosphate north of Peace Creek) within the ROW since at least 1941. It appears substantially rem with groves. Some of the structures appeared to remain possibly to support the grov 1999 aerial photograph. This facility is illustrated in CSER Appendix A , CSER Append concerns in the vicinity of this facility include at least 3 bulk storage ASTs (presumably clay settling (slime) and reclamation areas. The disposition of this former facility is unk the site reconnaissance, the location of the former mine facilities appeared to be a low during the site reconnaissance.
						According to the U.S. Environmental Protection Agency (EPA) website, the following stabased on existing information." No further information was available.
	Clear Springs Mine (Former IMC Agrico)			pH, petroleum,		According to the FDEP's "Phosphate" website, large draglines are used to conduct the
8	West of 91 Mine Rd., south of US 17 and north of SR 60, Bartow	EPA ID: FLD000770420	ROW	and Radium 226, solid waste	High	overburden, and dumps it in spoil piles to the side of the mine pit. The dragline then digs of about equal parts phosphate rock, clay and sand. Matrix material is then dumped in then be pumped to the beneficiation plant, which can be several miles away. At the ber clay. The phosphate is sent by rail to a separate chemical processing plant where it is p processing is done at separate facilities that are not regulated by the FDEP Mining and is pumped through pipelines into large impoundment areas, known as clay settling pipelines back to the mined area and is used in reclamation.
						According to the Selected Study Area Existing Conditions Analysis Polk County Florid Research (FIPR)), waste disposal, radioactivity, air and water pollution are considered "
						Currently, Florida Administrative Code requires radiation monitoring (soil radium) at reclamation. The FDEP was contacted on March 26, 2019 for contamination assessme on March 27, 2019 by Mrs. Marisa Rhian, FDEP Environmental Administrator, Bartow ROW "were mined for phosphate prior to June 1, 1975 and are considered "nonm established for lands mined after June 1, 1975 per Chapter 378, Florida Statutes." She be sent to the Florida Department of Health's (FDOH) Bureau of Radiation Control at 4
						In an email response from the FDOH, Bureau of Radiation Control, Brenda Andrews stat no data points for the mine referenced below as it was closed long before pre and pos
						Based on the USEPA Fact Sheet (no date), "phosphate rocks, which can contain relative of exposure." Radium exposure can be from inhalation and ingestion. It can accumula environment the greatest risk associated with radium is actually posed by its direct dec
						Since the former phosphate mine, including float and washer plant with 3 bulk petrole raised to High.

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ithin the ROW in the PD&E CSER dated December 2010 (Revised ude soil and groundwater sampling for pH, Radium 226, and

and ponds. Two 2-inch diameter piezometers within steel ee location in **CSER Appendix A**. Tierra installed and monitored Springs Vice President on November 6, 2019 for information e is received with pertinent information, it will be added in

tivities were depicted within and adjacent to most of the ROW **ndix B**, and **CSER Appendix C**. Contamination related regulatory e float and washer facility was identified in the central area (just moved by 1968 (including ASTs and railroad track) and replaced ves until the 1980s. Reclamation of this area is depicted on the **dix B**, **CSER Appendix C**, and **CSER Appendix F**. Contamination ly petroleum), railroad tracks, and process waters often used in known. Therefore, the potential for buried debris exists. During w and wet area. Evidence of the former mine was not observed

atement was provided: "NFRAP-Site does not qualify for the NPL

e mining. It scoops up the top 15 to 30 feet of earth, known as as out the ore-bearing layer (known as the matrix), which consists in a pit where high-pressure water guns create a slurry that can eneficiation plant, the phosphate is separated from the sand and processed for use in fertilizer and other products. The chemical I Mitigation Program. After going through beneficiation, the clay g areas, where they will remain. The sand is pumped through

ida report dated May 2012 (by Florida Institute for Phosphate 'special regulatory concerns' with regards to "impact to health."

t phosphate mining areas both pre and post mining, and after ent/testing related files for this study area. A response provided w/Homeland Regional Field Office stated areas adjacent to the nandatory." Reclamation standards for phosphate mines were e further stated inquiries regarding radium/radon testing should 407-297-2096, <u>RadiationControl@FLHealth.gov</u>.

Ited "according to our Environmental Radiation Section, we have st mining began." See email in **CSER Appendix F**.

ely high levels of radium and uranium, and are a potential source ate in bones and will remain there for a person's lifetime. In the ecay product radon.

eum ASTs were identified within the Alt 4 ROW, the risk rating is

Table 2: Mainline Potential Contamination Sites Summary						e Potential Contamination Sites Summary
Site Number	Site Name & Address	Database/ Facility ID	Approximate Distance From Alt 4 ROW	Contaminants of Concern	Risk Rating	Comments
9	Former Railroad No address	NA	Within ROW	Pesticides, herbicides, arsenic	Low	During site reconnaissance, this site was observed as pasture and low, wet a topographic map and historic aerial photographs from at least 1941 to 1968. The tracks remain. Railroads historically used arsenic based herbicides for vegetation petroleum and creosote based compounds were used to preserve railroad tie moving and blending of soils) during reclamation. Potential contamination imp earthwork (blending and mixing of soils). Therefore, this site is given a risk rating
10	Former Groves	NA	Within ROW	Pesticides, herbicides, arsenic, petroleum	Low	During site reconnaissance, this site was observed as pasture and low, wet are aerial photographs dated 1968-1980 depict former groves and structures locate more of the structures were used to support the groves (i.e. storage/maintenan and wet. Presumably, impacts associated with the former groves and maintena since the 1990s. Given the historic use as groves, and the location of former stru a risk rating of Low.
11	Tyre Equipment 3380 US 17 N, Bartow	TANKS: 8838653	Within ROW	Petroleum, automotive/heavy equipment fluids	Medium	This facility (PD&E Site W203R-3) was identified as an equipment rental facility to December 2010 (Revised March 2011), and was assigned a risk rating of Low. Ho Alternative 4 (the current preferred alternative) ROW. According to information found on the Polk County Property Appraiser databa: built in 1978 (metal frame with metal siding and roof); a one-story wood frame I During the site reconnaissance, this site was observed as Tyre Equipment, an e were observed scattered about the property. Three structures were observe building, a house, and a petroleum tank storage shed. Inside the shop was used f unlabeled 55-gallon drums were scattered east and southeast of the shop on b mobile equipment storage container was located on the south side of the shop. Equipment maintenance/repair areas were located on both the east and w approximately 5 feet by 5 feet in size was observed approximately 5 feet east scattered areas of stained soil and/or stressed vegetation were observed along under and around the covered work area at the west end of the shop. A petroleum storage shed with concrete containment was observed approximated rain pipe was noted at the southeast corner, no open/close valve was present gallon buckets were observed within the shed. Four ASTs appeared to be 55 approximately 700-900 gallons in size. The ASTs and drums were not labeled, bu Petroleum stains were noted within the concrete containment area. Approximate 55-gallon drums were located adjacent south of the shed no bare soil. During the site reconnaissance, Mr. Tyre, owner/operator stated he and his fat plumbing. The wood frame house was brought onsite by his father around 1950. house. One potable water well is located approximately 70 feet west of the Alt 4 property about five years ago for the FDOT; and the former phosphate mine ("9 Based on the EDM report, this facility maintains one 250-gallon unleaded gasoll fuel AST. ASTs of this size are not regulated (inspections, registrations, etc. a reported.

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areas. This abandoned railroad track is depicted on the 1950 e railroad has been abandoned and little or no evidence of the n and weed control along its corridors. Additionally, the use of es. Soils appear to have been reworked (earthwork, including bacts were likely mitigated during reclamation which involved g of Low.

eas. No buildings or structures were observed onsite. Historic red within and adjacent to the Alt 4 ROW. Presumably, one or nce facility). The structures were located in areas currently low ance facilities have been mitigated by mined land reclamation uctures in areas that have been reclaimed, this site is assigned

ocated 400 feet northeast of the ROW in the PD&E CSER dated overv, it is important to note, this facility is located within the

se: the 2,160 square foot industrial/warehouse structure was house was built in 1930; and a car port was built in 1980.

equipment buy/sale/trade facility. Heavy equipment and parts ed onsite, within the Alt 4 ROW: shop/maintenance/storage for equipment and tool storage. Approximately 20 to 30 rusted, pare soil. Some contained used oil and were mostly covered. A

west sides of the shop. An area of petroleum stained soil, t of the east end of the shop. Small (less than 2 square feet) the concrete slab located on the east side of the building, and

tely 30 feet east of the shop, along the east boundary. While a c. Seven petroleum ASTs, five 55-gallon drums, and multiple 5-50-gallons or smaller, and three of the ASTs appeared to be it the contents appeared to be waste oil and automotive fluids. ely three ASTs (550-gallons or smaller, no labels) and ten rusted

ther built the shop in 1978 with no floor drains, restrooms or A septic tank and drainfield are located on the east side of the ROW. Mr. Tyre also stated soil borings were performed on his 1 Mine") facility was demolished many years ago.

ine aboveground storage tank (AST) and one 550-gallon diesel re not required by regulatory agencies). No discharges were

p), poor house-keeping, and lack of regulatory oversight/files,

Table 2: Mainline Potential Contamination Sites Summary						
Site Number	Site Name & Address	Database/ Facility ID	Approximate Distance From Alt 4 ROW	Contaminants of Concern	Risk Rating	Comments
12	Duratek Wall Corp./ Oldcastle Precast (currently Millmac) 3390 US 17 N, Bartow	ECHO ID 110020553220 110039629970 110041943868	Within ROW	NA	Low	This facility (PD&E Site W203R-4) was identified as an industrial facility locate December 2010 (Revised March 2011), and was assigned a risk rating of No. Dura important to note, this facility is located within the Alternative 4 (the current pre- During the site reconnaissance, this site was observed as Millmac Fabrication, We provider). Although this facility was open, no welding or fabrication activities were lockers were observed inside this facility situated on concrete floor. Although no for underground air lines on the fabrication area floor. Two potable wells were lo of the building was used for an employee break room. Relics of the former Ol concrete mixing area, and aggregate bins located on the north side of the building was on municipal sewer and water. He was not aware of a septic system, fuel sto regulated under the Clean Air Act, Clean Water Act, Safe Drinking Water Act, and listing is due to a National Pollutant Discharge Elimination System (NPDES) perm enforcements or other contamination concerns are reported. Based on the location within the ROW and the former storage and/or use of haz Low.
13	Former Railroad No address	NA	400 feet north of US 17	Petroleum, herbicides	No	During site reconnaissance, this site was observed as an overgrown, wooded condepicted on topographic maps and historic aerial photographs since at least 194 of the tracks remain, except a built up (fill material and gravel) corridor. Given rating of No.

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ted 750 feet northeast of the ROW in the PD&E CSER dated ratek was a fabricator of concrete pre-cast walls. However, it is eferred alternative) ROW.

relding and Design (marine equipment repair, and marine labor re evident and only 2 employees were onsite. Two small hazmat o floor drains were observed, concrete floor cuts were evident ocated along the south side of the building. A small shed north oldcastle precast concrete facility were still in place, including ng. During the site visit, Woody, site manager, stated the facility orage tanks or floor drains onsite.

compliance and enforcement information for facilities that are d Resource Conservation and Recovery Act. In this instance, the nit and an Air Facility System (AFS) permit. No code violations,

zardous materials onsite, this facility is assigned a risk rating of

orridor located north of US 17. This abandoned railroad track is 41. The railroad has been abandoned and little or no evidence a distance of 300 feet from the ROW, this site is given a risk