DRAFT

PRELIMINARY ENGINEERING REPORT

Florida Department of Transportation

District One

SR 72 (Clark Road) PD&E Study

From East of I-75 to Lorraine Road

Sarasota County, Florida

Financial Management Number: 444634-1

ETDM Number: 14441

Date: June 2, 2025

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

PROFESSIONAL ENGINEER CERTIFICATION

PRELIMINARY ENGINEERING REPORT

Project: SR 72 (Clark Road) PD&E Study

ETDM Number: 14441

Financial Project ID: 444634-1-22-01

Federal Aid Project Number: N/A

This preliminary engineering report contains engineering information that fulfills the purpose and need for SR 72 (Clark Road) Project Development & Environment Study from East of I-75 to Lorraine Road in Sarasota 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 Kimley-Horn and Associates, Inc., and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.

DRAFT

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along SR 72 (Clark Road) in Sarasota County to evaluate roadway capacity and safety improvements. The PD&E study limits extend approximately 3 miles from east of I-75 to Lorraine Road. This study will evaluate the benefits, costs and impacts of widening this portion of SR 72 (Clark Road) from a two-lane undivided roadway to a four-lane divided roadway. The existing roadway right-of-way is generally 100 feet in width. Additional right-of-way is needed to accommodate the proposed improvements.

This report was prepared to document the engineering considerations of the alternatives under consideration. The alternatives analyzed include a Build Alternative with four lanes and shared use paths on both sides, and a No-Build Alternative. The No-Build Alternative assumes no improvements to the corridor other than routine maintenance. The Intersection Control Evaluation (ICE) process was used to evaluate roundabouts at the four major intersections within the project limits.

An Alternatives Public Information Meeting (PIM) was held on Wednesday, October 4, 2023 at the UF/IFAS Extension Sarasota County, in Twin Lakes Park. A virtual Alternatives PIM was conducted via an online webinar on Thursday, October 12, 2023 with the same information and workshop materials as the in-person meeting. Public comments generally expressed concerns about traffic and noise, and support for roundabouts and lower speeds.

Based on the engineering and environmental comparative analysis documented during this PD&E study, the preferred alternative for SR 72 (Clark Road) is the Build Alternative with roundabout intersections at Ibis Street, Proctor Road, Hawkins Road, and Lorraine Road. The Build Alternative best meets the project purpose with:

- Additional travel lanes for vehicle capacity
- New roundabout intersections for enhanced operations and safety
- New raised median for improved safety
- New shared use paths for multimodal accommodations

The Preferred Alternative will be presented at a public hearing.

TABLE OF CONTENTS

LIST OF FIGURES

Figure — Page Number

LIST OF TABLES

Table — Page Number

APPENDICES

1.0 PROJECT SUMMARY

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along SR 72 (Clark Road) in Sarasota County to evaluate roadway capacity and safety improvements. The PD&E study limits extend approximately 3 miles from east of I-75 to Lorraine Road within unincorporated Sarasota County (**Figure 1**). This document will refer to the project as SR 72 (Clark Road), although Clark Road is only the signed street name from the beginning of the project limits to Preservation Drive.

Figure 1: Project Location Map

1.1 Project Description

This roadway project proposes the widening of 3.39 miles of two-lane undivided SR 72 (Clark Road) up to four lanes from east of I-75 to Lorraine Road within unincorporated Sarasota County. Additionally, associated but not part of this project, there are roundabout improvements recently completed at Proctor Road/Dove Avenue and Lorraine Road, and a temporary traffic signal at Ibis Street. SR 72 (Clark Road) plays an important role in the transportation network as it facilitates east-west movement within Sarasota County for both local and regional traffic [including truck traffic]. Within the region, SR 72 (Clark Road) provides connections to US 41, I-75, and beaches at

Siesta Key on the west and SR 70 on the east, just west of the City of Arcadia. In keeping with the objectives of the Sarasota/Manatee Metropolitan Planning Organization (MPO), the proposed project includes shared-use paths on both sides of the roadway to enhance bicycle and pedestrian mobility.

The project segment of SR 72 (Clark Road) is classified as 'Urban Minor Arterial'. East of the I-75 interchange, SR 72 (Clark Road) narrows from six to four lanes before becoming a two-lane undivided roadway with 12-foot travel lanes in each direction and intermittent right-turn and left-turn lanes. The project corridor currently contains paved shoulders west of Proctor Road/Dove Avenue, marked bicycle lanes east of Proctor Road/Dove Avenue, and intermittent sidewalks, primarily on the north side of the road where the master planned residential developments are located. However, there are some sidewalks on the south side of the road near Twin Lakes Park and east of Sandhill Lake Drive/Preservation Drive. An open drainage system is provided via the grass swales located along each side of the roadway. The posted speed limits along the project corridor are 45 miles per hour (mph) from I-75 to Proctor Road and 55 mph from Proctor Road to Lorraine Road, with the exception of a curved portion of the road just east of Proctor Road where there is an advisory 25 mph. As part of the nearby I-75 Diverging Diamond Interchange (DDI) project, the speed limit on the west end of the project corridor, near Twin Lakes Park, is being lowered to 35mph. The existing context classification for the project corridor is C3C-Suburban Commercial. However, the approved future context classification for the project corridor is C3R-Suburban Residential.

The existing roadway right-of-way is generally 100 feet in width; intermittent wider and narrower sections exist along the length of the corridor. Additional right-of-way is anticipated to accommodate the proposed improvements.

1.2 Purpose & Need

The purpose of this project is to improve the operational capacity of SR 72 (Clark Road) from east of I-75 to Lorraine Road within Sarasota County in order to accommodate future travel demand projected as a result of area-wide population and employment growth. Other goals of the project include enhancing safety conditions and accommodating multimodal activity. The need for the project is based on the following criteria:

1.2.1 Transportation Demand

There are several large residential developments along the project section of SR 72 (Clark Road), either already built or under construction, including Sandhill Lake, Heron Lake, East Lake, Skye Ranch, and The Forest at Hi Hat Ranch. The Skye Ranch development is expected to accommodate ~3,500 multi- and single-family homes by 2040 and will be one of the largest developments in Sarasota County. In conjunction with the Skye Ranch residential development, dozens of new parks, a new elementary school, and a new shopping center are proposed to occupy the former

LT Ranch [owned by the Turner family and located east of I-75, west of Cow Pen Slough, and south of SR 72 (Clark Road)]. Based on the Florida Department of Transportation (FDOT) District One Regional Planning Model, the population within the traffic analysis zones encompassing the project segment is expected to grow by 78.8% from 13,278 in 2015 to 23,745 in 2045 (2.6% annual growth rate); employment is expected to increase by 84.1% from 1,981 in 2015 to 3,647 in 2045 (2.8% annual growth rate).

While SR 72 (Clark Road) currently operates above its designated LOS standard of 'D', conditions are anticipated to deteriorate if no future improvements occur as the roadway lacks the operational capacity to accommodate the projected travel demand. In turn, this will contribute to higher levels of congestion and delays. With the proposed improvement, the corridor is expected to continue to operate at an acceptable LOS.

1.2.2 Safety

The five-year average crash rate [i.e., crashes per million vehicle miles traveled] for this project corridor was obtained from the FDOT Safety Office. During the five-year period from 2015 to 2019, 107 crashes occurred along the corridor with three fatalities and 99 injuries. This data indicates that the five-year average crash rate for the SR 72 (Clark Road) project corridor is 1.85. This is comparable to the statewide average crash rate for similar facilities [Urban 2-3 Lanes, 2-Way Undivided] which is 1.92. From 2020 through 2023, an additional 120 crashes occurred with 28 injuries but zero fatalities.

According to the data, angle and rear-end crashes were the most common crash types recorded along the project segment. It should be noted that as the volume of traffic increases along the corridor, the opportunity for vehicle movement conflict is expected to increase.

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Sarasota County, SR 72 (Clark Road) plays a critical role during emergency evacuation periods as it facilitates traffic from the vulnerable coastal areas located in the western portion of the county inland to the east. It additionally runs parallel to US 41 and I-75 as well as directly connects to US 41 and I-75 on the west and SR 70 on the east near the City of Arcadia - all of which are designated state and county evacuation routes.

The proposed project is anticipated to improve safety conditions along the roadway by:

- Reducing congestion through additional capacity,
- Enhancing a viable east-west route that can aid in emergency access and response times, and
- Maintaining the evacuation capabilities and further enhancing emergency evacuation efficiency of SR 72 (Clark Road).

1.2.3 Modal Interrelationships

SR 72 (Clark Road) currently contains paved shoulders west of Proctor Road/Dove Avenue, marked bicycle lanes east of Proctor Road/Dove Avenue, and intermittent sidewalks [primarily on the north side of the road where the master planned residential developments are located; however, there are some sidewalks on the south side of the road near Twin Lakes Park and east of Sandhill Lake Drive/Preservation Drive]. The proposed project may include shared-use paths on both sides of the roadway to enhance bicycle and pedestrian mobility. Accommodating bicycle and pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within the area. In addition, SR 72 (Clark Road) has been identified as a "Multi Modal Emphasis Corridor (MMEC)" by the Sarasota/Manatee MPO indicating a continued desire to accommodate for multiple modes.

The MMEC concept was developed during the Sarasota/Manatee MPO's 2035 Long Range Transportation Plan (LRTP) as a means of redeveloping and revitalizing the US 41 corridor. In the Sarasota/Manatee MPO's Transform 2045 [the 2045 LRTP], the MMEC program has been expanded to include SR 72 (Clark Road) along with several additional roadway corridors. MMEC roadways aim to establish a linkage between land use and transportation strategies through urban design that improve traffic movement as well as walking, biking, and transit accessibility conditions.

1.2.4 Project Status

The proposed widening and associated roundabout improvements on SR 72 (Clark Road) from east of I-75 to Lorraine Road are identified in the Sarasota/Manatee MPO's Transform 2045 as requested by the FDOT as a result of all the new residential development occurring along the corridor.

The proposed SR 72 (Clark Road) widening and associated roundabout improvements are identified in the FDOT's current State Transportation Improvement Program (STIP) as well as FDOT's FY 2025-2030 Work Program with the following amounts programmed by phase:

<u>SR 72 (Clark Road) from East of I-75 to Lorraine Road [FM #444634-1]:</u>

PD&E Study - $1,810,000 [FY 2022]

<u>Segment 1: SR 72 (Clark Road) from East of I-75 to east of Proctor Road [FM #444634-2]:</u>

PE (Final Design) - $2,300,000 [FY 2026]

<u>Segment 2: SR 72 (Clark Road) from East of Proctor Road to Lorraine Road [FM #444634-3]:</u>

PE (Final Design) – to be completed by the FDOT in-house design group

1.3 Commitments

1. FDOT will further coordinate with Sarasota County during the design phase regarding the use and expansion of the northwest pond within Twin Lakes Park, demonstration opportunities in pond design, the proposed shell path around the pond, the proposed multiuse trail connection along the main entrance road into the park, and the accommodation of future park master plan stormwater needs. Sarasota County Parks, Recreation and Natural Resources Department and its Director will be the main point of contact for this coordination and will facilitate all other department and stakeholder input..
2. FDOT will provide mitigation for impacts to wood stork suitable foraging habitat within the Service Area of a Service approved wetland mitigation bank or wood stork conservation bank.
3. For the proposed endangered tricolored bat, FDOT will adhere to the applicable commitment:
    a. Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
    b. Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), Appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.
        i. If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in #4, may be required if updated detections are reported, and may result in reinitiation of consultation with FWS.

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

4. If the monarch butterfly is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
5. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.

1.4 Alternatives Analysis Summary

The alternatives were developed in consideration of input from local agencies and public comments received at the public meetings.

The alternatives analyzed include a Build Alternative with four lanes and shared use paths on both sides of SR 72 (Clark Road), and a No-Build Alternative. The No-Build Alternative assumes no improvements to the corridor other than routine maintenance, so the existing two lanes and lack of sidewalks would remain. The Intersection Control Evaluation (ICE) process was used to evaluate roundabouts at the four major intersections within the project limits.

1.5 Description of Preferred Alternative

Based on the engineering and environmental comparative analysis documented during this PD&E study, the Preferred Alternative for SR 72 (Clark Road) is the Build Alternative with roundabout intersections. The Preferred Alternative typical section includes a raised median, two lanes in each direction, curb and gutter, and a shared use path on both sides (**Figure 2**). The proposed drainage will be conveyed in the gutter to drainage inlets and underground pipes to stormwater ponds. The roadway profile will be reconstructed to accommodate the new drainage system. The proposed alignment will avoid the electric transmission poles along the south side of the corridor. The proposed target/design speed will be 35 miles per hour from the beginning of the project until east of Ibis Street, then 45 miles per hour until the end of the project at Lorraine Road. The Preferred Alternative best meets the project purpose with:

- Additional travel lanes for vehicle capacity
- New roundabout intersections for enhanced operations and safety
- New raised median for improved safety
- New shared use paths for multimodal accommodations

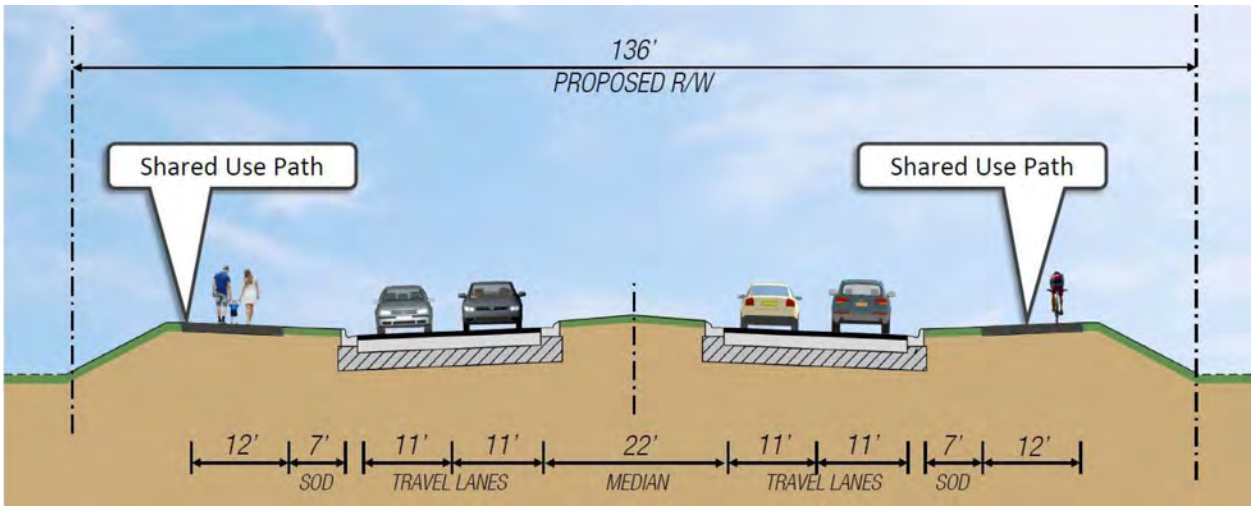

Figure 2: Preferred Alternative SR 72 Typical Section

1.6 List of Technical Documents

The following technical documents are being or have been prepared to support the project:

- Public Involvement Plan (May 23, 2022)
- Public Hearing Transcript (to be completed)
- Comments and Coordination Report (to be completed)
- Intersection Control Evaluations, Stage 1, SR 72 at Ibis St/Talon Blvd (Dec. 7, 2023)
- Intersection Control Evaluations, Stage 1, SR 72 at Proctor Rd/Dove Ave (Dec. 7, 2023)
- Intersection Control Evaluations, Stage 1, SR 72 at Hawkins Rd/Coash Rd (Mar. 4, 2024)
- Intersection Control Evaluations, Stage 1, SR 72 at Lorraine Rd (Feb. 5, 2024)
- Location Hydraulics Report (Sept. 15, 2024)
- Pond Siting Report (Oct. 10, 2024)
- Project Traffic Analysis Report (Mar. 9, 2023)
- Cultural Resource Assessment Survey (May 2024)
- Level I Contamination Screening Evaluation Report (May 2024)
- Natural Resource Evaluation (May 20, 2025)
- Noise Study Report (Sept. 2024)
- Section 4(f) De Minimis (to be completed)
- Type 2 Categorical Exclusion
- Water Quality Impact Evaluation (May 29, 2024)

2.0 EXISTING CONDITIONS

2.1 Roadway Typical Sections

SR 72 (Clark Road) is a two-lane undivided roadway with 12-foot-wide travel lanes, 5-foot-wide paved shoulders, little to no sidewalk, and drainage conveyed to roadside ditches (see **Figure 3**)

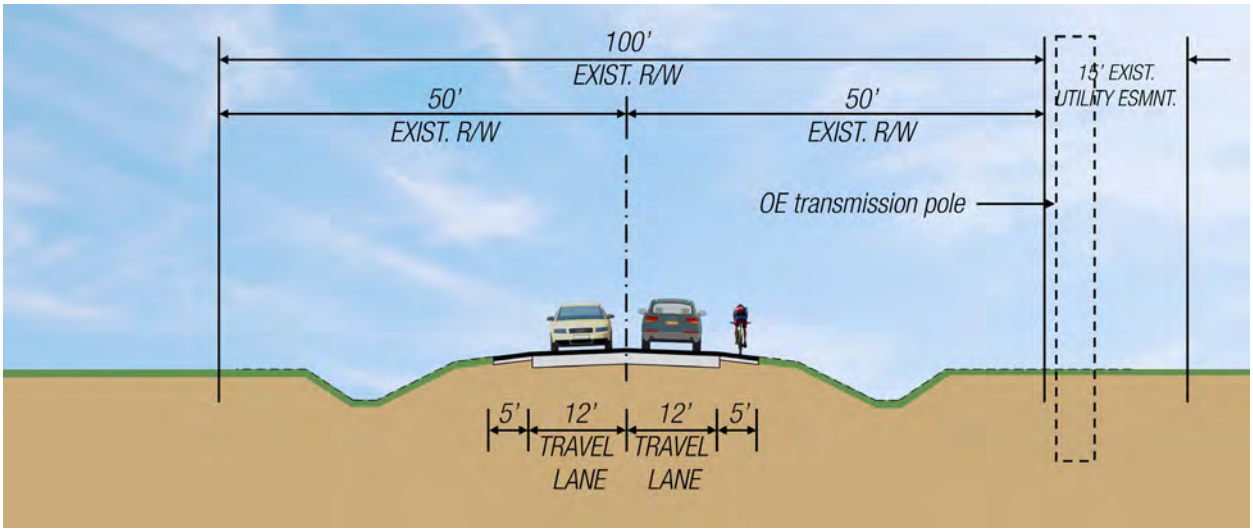

Figure 3: Existing SR 72 Typical Section

2.2 Roadway Functional & Context Classification

SR 72 (Clark Road) is a two-lane undivided minor arterial roadway.[1]

The corridor was reviewed for distinguishing characteristics and primary measures as outlined within the FDOT's Context Classification Matrix.[2] These measures were evaluated based on data from Sarasota County and review of aerial photography. Based on a review of the distinguishing characteristics and primary measures, the existing and future context classification C3R-Suburban Residential was approved by FDOT for the project segment of SR 72 (Clark Road) on December 18, 2020.

2.3 Access Management Classification

The existing Clark Road Access Management Class is 4, which indicates an undivided roadway.[3]

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[1] FDOT 2014. *Federal Functional Classification Map I4*. Dated 10/31/2013. Accessed on June 20, 2023 at https://www.fdot.gov/statistics/hwysys/cubfc.shtm

[2] FDOT 2020. *FDOT Context Classification Guide*. Table 1. Pages 8 and 9. Dated July 2020. Accessed on March 29, 2024 at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2

[3] FDOT 2023. *Access Management Classification.KMZ file*. Updated 06/06/23. Accessed on March 1, 2024 at https://www.fdot.gov/planning/systems/systems-management/access-management

2.4 Right-of-Way

The existing right-of-way (ROW) along SR 72 (Clark Road) varies from 100 to 185 feet. **Table 1** shows the available ROW widths between the cross streets.

Additionally, there are sidewalk easements dedicated to Sarasota County at parcel 0281-05-0015 (5714 Clark Road), parcel 0281-12-0001 (7950 Clark Road), and parcel 0281-15-0024 (Wildegrass subdivision landscape buffer), and a drainage easement at parcel 0281-12-0002 (7910 Clark Road).

Table 1: Existing Right-of-Way along Clark Road

From	To	Minimum ROW (ft.)	Maximum ROW (ft.)	Typical ROW (ft.)
Queensbury Blvd	Ibis St/Talon Blvd	100	185	120
Ibis St/Talon Blvd	Proctor Rd/Dove Ave	100	132	100
Proctor Rd/Dove Ave	Hawkins Rd/Coash Rd	100	100	100
Hawkins Rd/Coash Rd	Lorraine Rd	100	110	100

2.5 Adjacent Land Use

The existing land uses along the project are mostly residential with some commercial and institutional uses allowed (**Figure 4).**[4] Existing zoning designations are available via Sarasota County's ArcGIS Online Data Hub[5] and are shown in **Figure 5.** Zoning designation codes are identified in **Table 2**.

[4] Sarasota County 2016. *Existing Land Use Map*. Dated 10/25/2016. Accessed on April 12, 2024 at https://www.scgov.net/home/showpublisheddocument/35088/636668284115270000

[5] Sarasota County 2024. *Sarasota County Enterprise GIS*. Updated on March 29, 2024, Accessed on March 29, 2024 at https://data-sarco.opendata.arcgis.com/

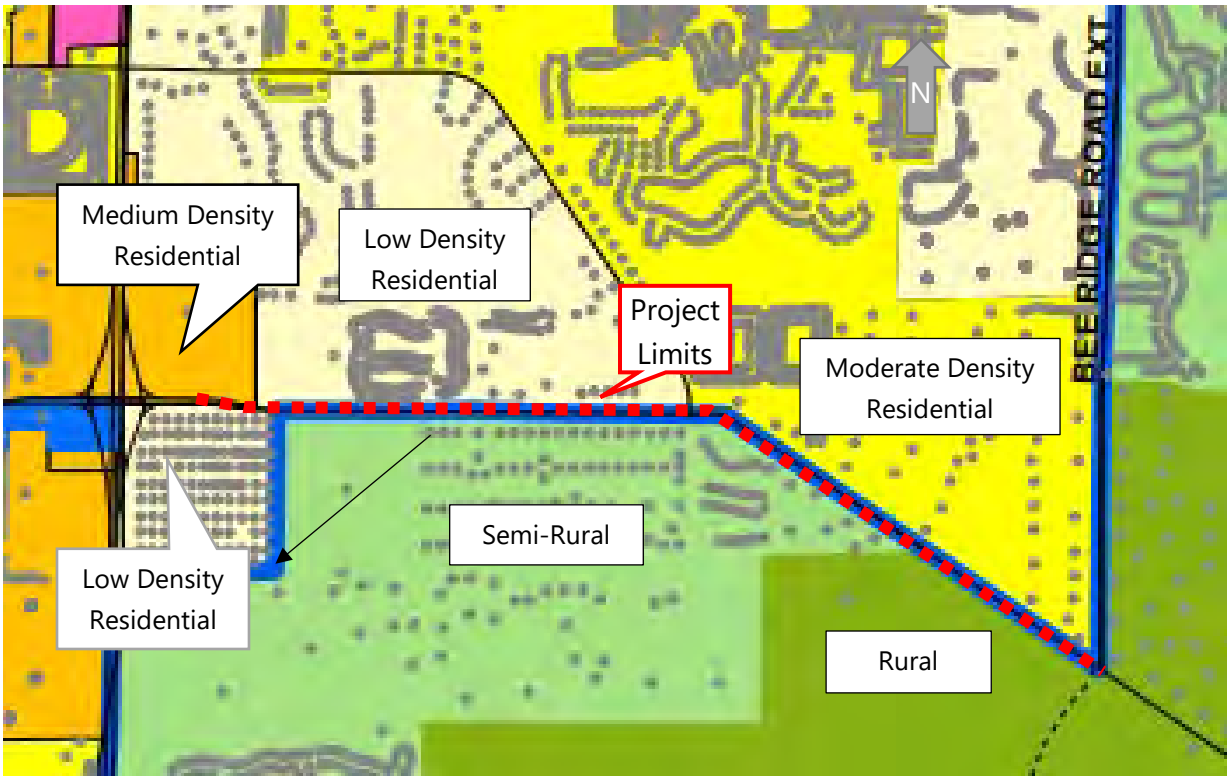


Figure 4: Existing Land Use Map (Source: Sarasota County Comprehensive Plan)

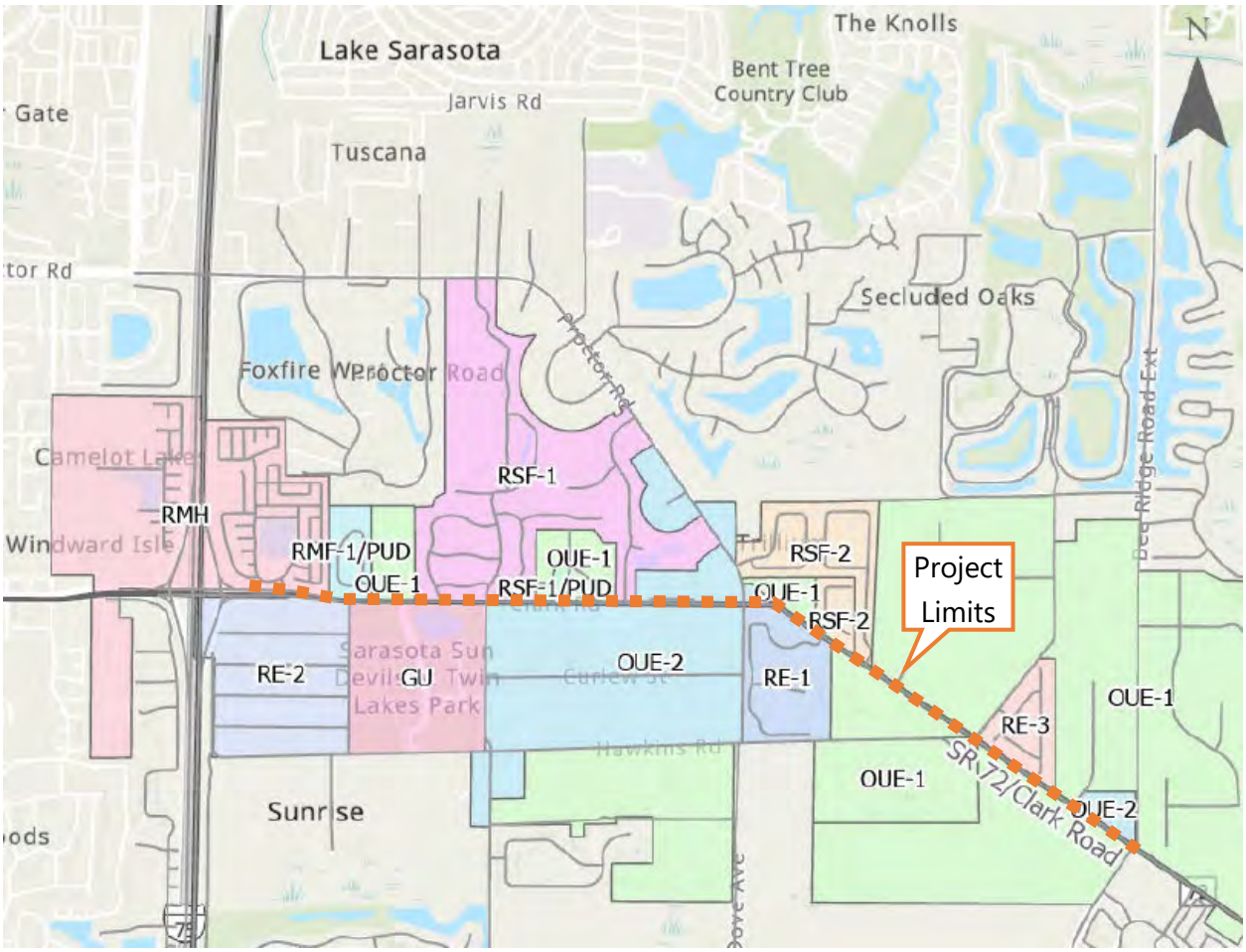


Figure 5: Existing Zoning Map (Source: Sarasota County)

Table 2: Existing Zoning Designations

Zoning Code	Zoning Designation
GU	Government
OUE-1	Open Use Estate, Planned Unit Development
OUE-2	Open Use Estate, Planned Unit Development
RE-1	Residential Conservation, Estate, Planned Unit Development
RE-2	Residential Conservation, Estate, Planned Unit Development
RE-3	Residential Conservation, Estate, Planned Unit Development
RMF-1/PUD	Residential Multi-Family
RMH	Residential Mobile Home
RSF-1	Residential Single Family
RSF-2	Residential Single Family

2.6 Pavement Type and Condition

The pavement type of Clark Road is flexible asphalt concrete. According to FDOT's All System Pavement Condition Forecast,[6] the last roadway resurfacing for SR 72 (Clark Road) was completed in 2010 from Hummingbird Avenue to west of Dove Avenue, and 2013 from Dove Avenue to east of Marine Corps Trail. The Hummingbird Avenue segment has maintained satisfactory ratings for Cracking and Ride (6.0 and 7.6, respectively), however is projected to become deficient in its Cracking rating (any rating <=6) within the next five years.

Additionally, the Dove Avenue segment has maintained satisfactory ratings for Cracking and Ride (8.0 and 7.6, respectively). These ratings are not projected to become deficient within the next five years. It is to be noted, a roundabout improvement has recently been completed at Proctor Road/Dove Avenue, improving pavement conditions near the SR 72 (Clark Road) and Proctor Road/Dove Avenue intersection (**Figure 6).**

Figure 6: Photo of Pavement Distress on SR 72 (looking east)

[6] FDOT 2024. *All Systems Pavement Condition Forecast*. Dated 02/02/2024. Accessed March 27, 2024 at https://www.fdot.gov/materials/pavement/pm/pmreports.shtm

2.7 Existing Design and Posted Speed

The design and posted speed limit on Clark Road is 45 miles per hour from Hummingbird Avenue to Aventura Drive, and 55 miles per hour from Aventura Drive to Lorraine Road.

2.8 Horizontal Alignment

SR 72 (Clark Road) is an east-west roadway with three horizontal curves within the project limits. The existing horizontal alignment data is shown in **Table 3**. Based on the low-speed criteria, variations would be required for curve lengths less than 400 feet.

Table 3: Existing Horizontal Alignment

Existing Curve Data							Criteria			Variation or Exception
PC	PI	PT	Length	Radius	Δ	e	Speed	e	Desirable Length	
MP	MP	MP	(ft)	(ft)			MPH		(ft)	
5.053	5.096	5.138	440	2,292	11°14’	unk	45	NC	750	-
5.138	5.232	5.260	280	2,292	7°25’	unk	45	NC	750	Length Variation
6.589	6.616	6.641	407	694	33°38’	5.0%	25	RC	400	-

2.9 Vertical Alignment

The existing vertical alignment is not documented in as-built plans but generally follows existing grade, which is flat from I-75 to Hawkins Road, then slopes gently (<1%) down towards Lorraine Road.

2.10 Multi-modal Facilities

Most of the SR 72 (Clark Road) project limits lack sidewalks. The existing sidewalks within the project limits are provided intermittently around newer developments. **Figure 7** shows an oblique aerial image of the newly constructed sidewalk on SR 72 (Clark Road) near Hummingbird Avenue. **Figure 8** shows a disconnected sidewalk along SR 72 (Clark Road) east of Preservation Drive.

Figure 7: New Sidewalk on SR 72 near Hummingbird Avenue (looking east)

Figure 8: Disconnected Sidewalk along SR 72 (looking east)

The existing 5-foot shoulders along SR 72 (Clark Road) can be considered bicycle facilities. However, they are unmarked for the majority of the project limits and vary in width. **Figure 9** shows an aerial image of the existing conditions surrounding the Twin Lakes Park entrance, including varying shoulder widths, disconnected sidewalk, and open drainage ditch. **Figure 10** shows one of the few keyhole bicycle markings on SR 72 (Clark Road) at Preservation Drive. There is also a keyhole bike lane along the eastbound right-turn lane at Hawkins Road. Improvements to bicycle facilities on SR 72 (Clark Road) will improve connectivity from residential communities to the Sarasota County Parks and Recreation Center, Sarasota National Little League Fields, and Twin Lakes Park.

Figure 9: SR 72 (looking east)

Figure 10: Keyhole Bike Lane on SR 72 (looking east)

The Sarasota County Transportation Authority (SCTA) maintains and operates Sarasota's regional transit agency, Breeze Transit, formerly known as Sarasota County Area Transit (SCAT). Breeze Transit fixed or OnDemand routes do not currently serve the project area.[7] The Breeze Transit routes are shown in **Figure 11**.

[7] Sarasota County, 2025. *Breeze Transit.* Accessed on May 27, 2025 at https://www.scgov.net/government/breeze-transit

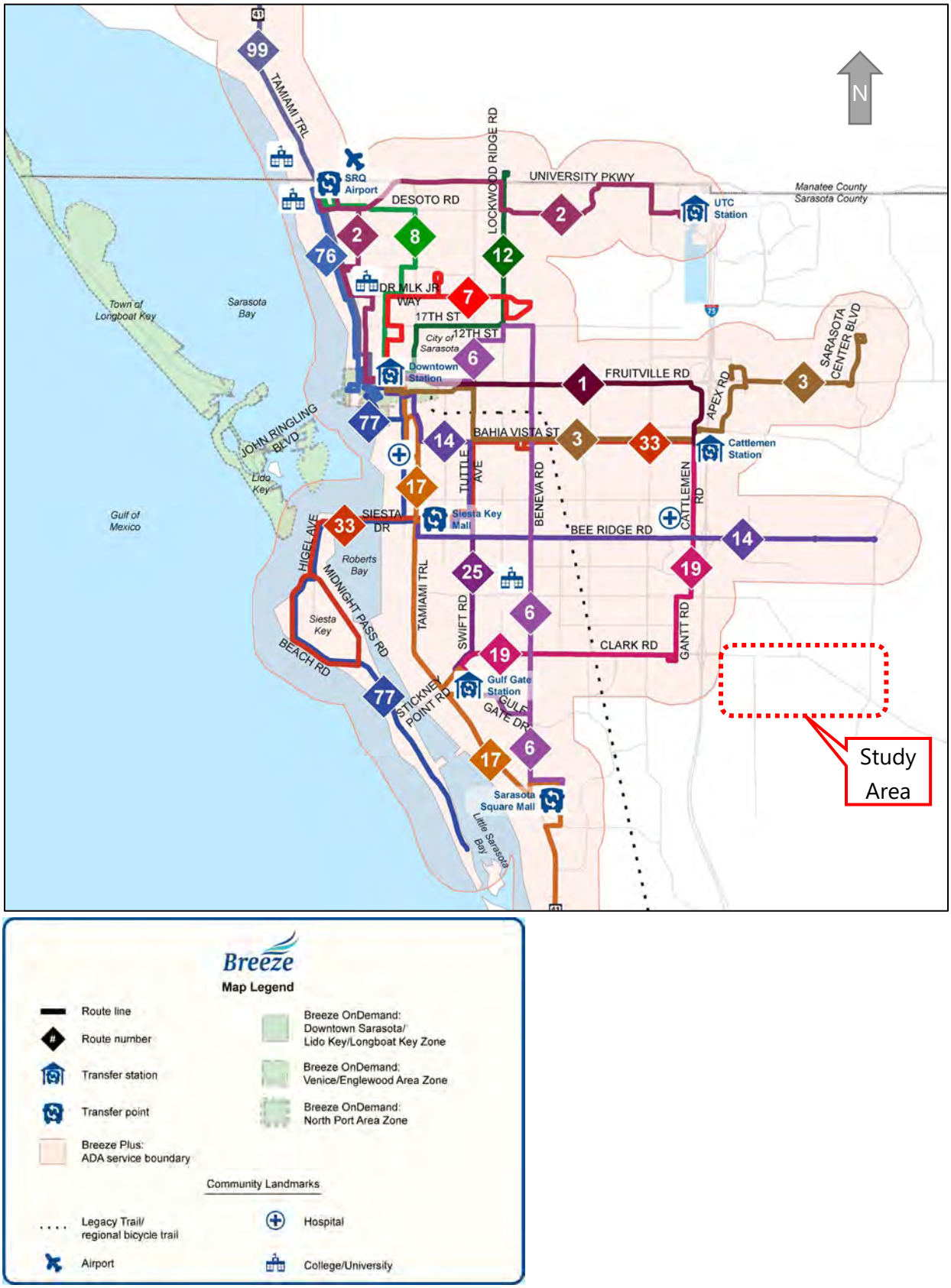


Figure 11: Breeze Transit System Map (Source: Sarasota County)

2.11 Intersections

There are nine intersections within the project limits, one of which is signalized. The existing intersections are described in **Table 4**.

Table 4: Existing Intersection Features

SR 72 (Clark Rd.) &	Traffic Control	Left-turn Lanes	Right-turn Lanes	Crosswalks	Remarks
Hummingbird Ave.	Minor Stop	None	EB	None	
Twin Lakes Park Entrance	Minor Stop	None	EB	None	
Ibis St. / Talon Blvd.	Signalized	SB, EB, WB	SB, EB	S, E	Signal installed 2022
Great Egret Blvd.	Minor Stop	EB	None	None	
Proctor Rd. / Dove Ave.	Roundabout	None	None	N, S, E, W	Opened 2023
Preservation Dr. / Sandhill Lake Dr.	Minor Stop	None	EB	None	Keyhole bike lane
Aventura Dr.	Minor Stop	EB	None	None	
Hawkins Rd. / Coash Rd.	Minor Stop	EB, WB	EB	None	Keyhole bike lane
Lorraine Rd.	Roundabout	None	None	N, S, E, W	Opened 2022

The reconstruction of the I-75 interchange to an eight-lane Diverging Diamond Interchange (DDI) (FPID 201277-3) added auxiliary lanes on I-75 and provided improvements on SR 72 (Clark Road). Additional improvements west of the study limits include a new signal at Queensbury Boulevard, noise barrier walls, pavement resurfacing, and buffered bike lanes / sidewalks on both sides of Clark Road.[8]

2.12 Physical or Operational Restrictions

There are no physical or operational restrictions within the study area.

2.13 Traffic Data

This section summarizes the existing traffic characteristics. Detailed traffic information is shown in the *Project Traffic Analysis Report (PTAR),* under separate cover.

Portable Traffic Monitoring Site number 170024 is on SR 72 (Clark Road) west of Proctor Road within the study area. The traffic characteristics at this location are shown in **Table 5**.[9]

[8] FDOT 2023. *SWFLRoads I-75 at Clark Road (SR 72) Interchange Improvments*. Accessed April 9, 2024 at https://www.swflroads.com/project/201277-3

[9] FDOT 2023. *Florida Traffic Online*. Accessed June 25, 2024 at https://tdaappsprod.dot.state.fl.us/fto/

Table 5: Portable Traffic Monitoring Site Information

Portable Traffic Monitoring Site Data from 2023:	
Road Name	Clark Road
Site	170024
Description	SR 72/Clark Rd, West of Proctor Rd
Section	17070000
Milepoint	6.486
Lat/Long	27.26894, -82.42192
AADT	12,700 (First year estimate)
Site Type	Portable
Class Data	No
K Factor	9
D Factor	55.9
T Factor	8.4

The Recommended Traffic Data and Factors from the PTAR are shown in **Table 6.** The K value indicates the percentage of daily trips that occur in the peak hour and is a standard value. The directional (D) factor indicates the disproportionality of the traffic direction in the peak hour. The truck (T) percentage is the percent of the vehicles that are heavy vehicles/trucks.

Table 6: Recommended Traffic Data and Factors

Current Year	2022
Opening Year	2030
Design Year	2050
Standard K	9%
D Factor	55.9%
T Daily	11.55%
Design Hour T	5.78%

The 2022 Annual Average Daily Traffic (AADT) on SR 72 (Clark Road) is shown in **Table 7.** Traffic volumes are generally lower in the east and higher in the west, with the highest volume between Queensbury Boulevard and Hummingbird Avenue.

Table 7: Segment Traffic Volume

SR 72 (Clark Road) Segment	2022 AADT
East of Queensbury Boulevard	18,500
East of Hummingbird Avenue	16,600
West of Talon Boulevard/Ibis Street	16,200
East of Proctor Road/Dove Avenue	12,300
West of Lorraine Road	10,400
East of Lorraine Road	7,300

2.14 Roadway Operational Conditions

Pavement markings allow for passing on SR 72 (Clark Road) from east of Coash Road/Hawkins Road to Lorraine Road. Passing is initially permitted for eastbound only, then transitions to passing permitted eastbound and westbound, and then transitions to passing westbound only.

The existing level of service analysis utilized FDOT Generalized LOS tables for State Signalized Arterials in Urbanized Areas. **Table 8 and Table 9** show the existing segment LOS for both the AM and PM peak hours, respectively. The tables display the LOS for the directional traffic (EB/WB) with the greater volume.

All roadway segments are operating with LOS D or better during both the AM and PM peak hours. Anecdotally, locals have reported difficulty turning left across SR 72 (Clark Road) during peak hours.

Table 8: Existing Segment Level of Service (AM Peak Hour)

SR 72 (Clark Road) Segment	2022 LOS
Hummingbird Ave. to Ibis St.	D
Ibis St. to Great Egret Blvd.	D
Great Egret Blvd. to Proctor Rd.	C
Proctor Rd. and Preservation Dr.	C
Preservation Dr. to Hawkins Rd.	C
Hawkins Rd. to 1,065’ E. of Hawkins Rd.	C
1,065’ E. of Hawkins Rd. to Timberland Ln.	C
Timberland Ln. to Lorraine Rd.	C

Table 9: Existing Segment Level of Service (PM Peak Hour)

SR 72 (Clark Road) Segment	2022 LOS
Hummingbird Ave. to Ibis St.	D
Ibis St. to Great Egret Blvd.	D
Great Egret Blvd. to Proctor Rd.	C
Proctor Rd. and Preservation Dr.	C
Preservation Dr. to Hawkins Rd.	C
Hawkins Rd. to 1,065' E. of Hawkins Rd.	C
1,065' E. of Hawkins Rd. to Timberland Ln.	C
Timberland Ln. to Lorraine Rd.	C

Within the study limits there is one existing signalized intersection at SR 72 (Clark Road) and Ibis Street/Talon Boulevard, and roundabouts at SR 72 (Clark Road) and Dove Avenue/Proctor, and at SR 72 (Clark Road) and Lorraine Road. The existing intersection level of service in the AM and PM peak hour are shown in **Table 10 and Table 11,** respectively. All analyzed intersections operate with an LOS C or better and have volume to capacity (v/c) ratios less than 1.0.

Table 10: Existing Intersection Level of Service (AM Peak Hour)

SR 72 (Clark Road) &	Existing Year 2022				
	Control Type	Overall Delay (Sec/Veh)	Overall LOS	Max V/C	Mvmt.
Ibis St. / Talon Blvd.	Signal	30.5	C	0.84	EBT
Dove Ave. / Proctor Rd.	Roundabout	9.2	A	0.60	WB
Lorraine Rd.	Roundabout	9.3	A	0.50	EB

Table 11: Existing Intersection Level of Service (PM Peak Hour)

SR 72 (Clark Road) &	Existing Year 2022				
	Control Type	Overall Delay (Sec/Veh)	Overall LOS	Max V/C	Mvmt.
Ibis St. / Talon Blvd.	Signal	26.6	C	0.84	WBT
Dove Ave. / Proctor Rd.	Roundabout	7.8	A	0.51	WB
Lorraine Rd.	Roundabout	7.1	A	0.41	NB

2.15 Managed Lanes

There are no managed lanes within the study area.

2.16 Crash Data

Crash data was provided by FDOT District One, sourced from Signal Four Analytics. For this analysis, a five-year period of crash data from 2019 though 2023 was utilized. The crash history in **Figure 12** shows Fatal, Injury, and Property Damage Only (PDO) crashes by year. While the total number of crashes annually have varied, the general trend of total crashes has been increasing, while the total injuries have been generally shown a trending downward. The location of the crashes is shown in **Figure 13.**

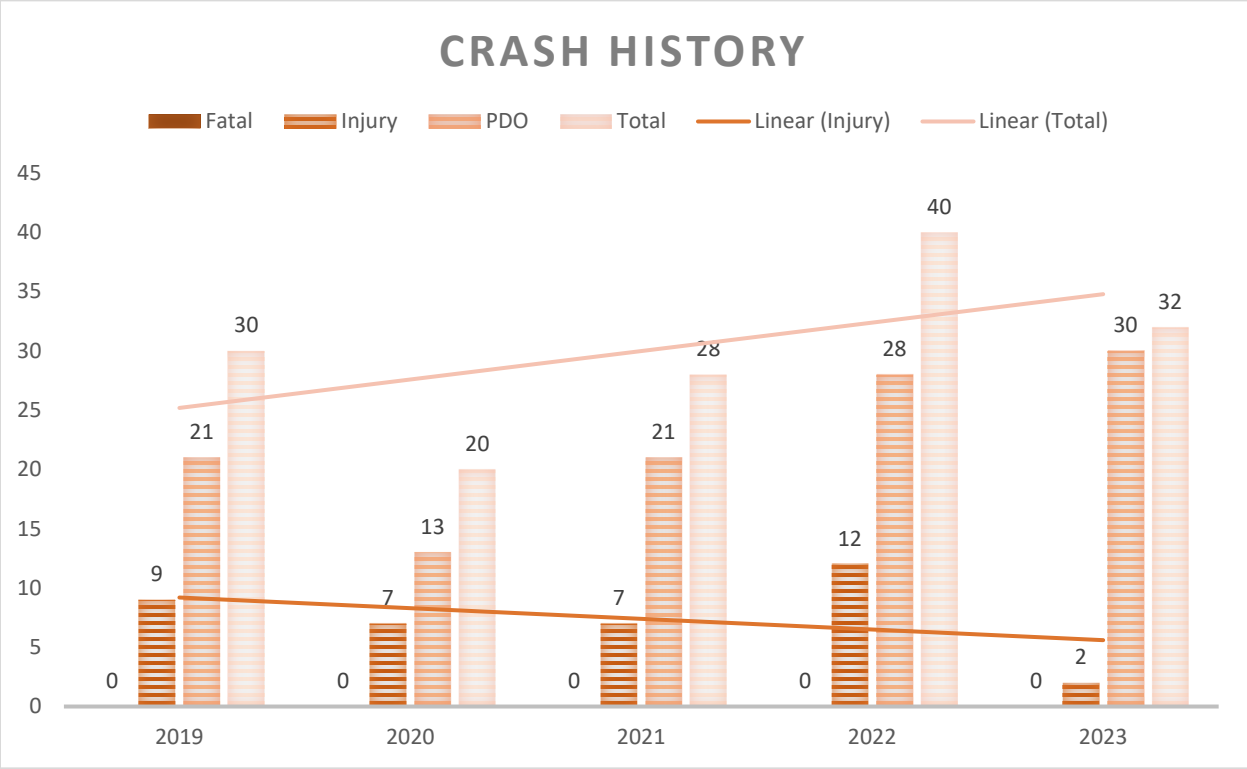


Figure 12: Crash History

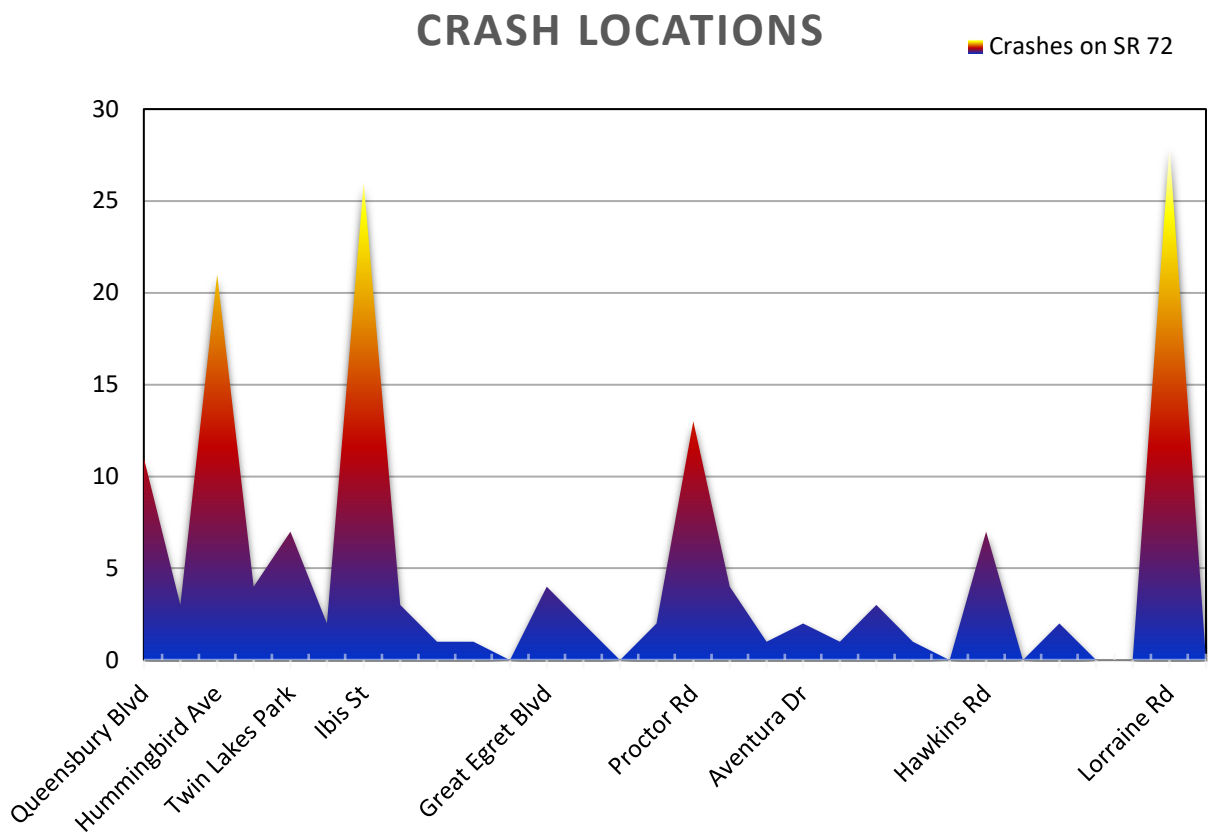


Figure 13: Crash Locations

The crash locations are clustered around intersections that are currently, or have recently, experienced intersection improvements (e.g. SR 72 (Clark Road) at Ibis Street, Proctor Road, and Lorraine Road). The most intersection crashes were reported at SR 72 (Clark Road) and Lorraine Road (25 crashes), followed by SR 72 (Clark Road) and Ibis Street (24 crashes). The majority of crashes were front to rear, followed by angle, which is to be expected at busy intersections (see **Table 12**). Although construction was ongoing through the analysis period years at Ibis Street, Proctor Road, and Lorraine Road, only one non-injury crash was flagged as occurring in a work zone.

Table 12: Manner of Collision

Crash Type	Number	Percent
Front to Rear	50	41%
Angle	43	35%
Other	13	11%
Sideswipe, Same Direction	10	8%
Front to Front	4	3%
Sideswipe, Opposite Direction	3	2%

The collision types are shown in **Table 13.** The majority (81.33%) of crashes involved collisions between motor vehicles. Five crashes involved collision into other fixed objects, and four involved hitting an animal. Two crashes involved hitting a pedestrian or bicycle. The pedestrian crash resulted in a non-incapacitating injury, while the bicycle crash resulted in no injury. Most crashes occurred on dry road surfaces during daylight conditions, as shown in **Figure 14.** The roadway already has street lighting and no history of drainage issues.

Table 13: Collision Type

Type	Number	Percent
Motor Vehicle in Transport	122	81.33%
Other Fixed Object	5	3.33%
Animal	4	2.67%
Parked Motor Vehicle	3	2.00%
Curb	2	1.33%
Other Non-Fixed Object	2	1.33%
Other Post, Pole, or Support	2	1.33%
Cargo/Equipment Loss or Shift	1	0.67%
Concrete Traffic Barrier	1	0.67%
Ditch	1	0.67%
Fence	1	0.67%
Other Traffic Barrier	1	0.67%
bicycle	1	0.67%
Traffic Sign Support	1	0.67%
Tree (standing)	1	0.67%
Utility Pole/Light Support	1	0.67%
Pedestrian	1	0.67%

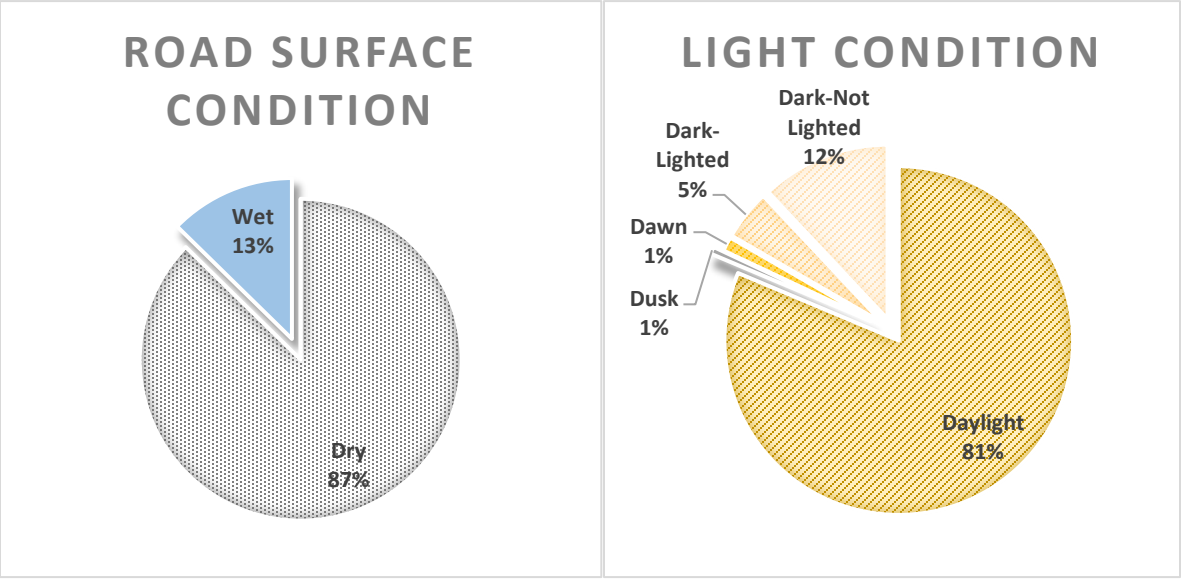


Figure 14: Road Surface and Lighting Condition

2.17 Railroad Crossings

There are no railroad crossings within the study area.

2.18 Drainage

This section provides a summary of existing drainage conditions. See the *Location Hydraulics Report* and *Pond Siting Report* for detailed information.

The project sits within the waterbody identification (WBID) areas of Phillippi Creek Tributary WBID 1966 and Cow Pen Slough WBID 1924, which are both impaired for nutrients.

The existing drainage along SR 72 (Clark Road) is mostly roadside swales and ditches. The project is divided into four basins:

- Basin 1: Beginning of the project to Ibis Street/Talon Boulevard
- Basin 2: Ibis Street/Talon Boulevard to east of Proctor Road/Dove Avenue
- Basin 3: Proctor Road/Dove Avenue to Coash Road/Hawkins Road
- Basin 4: Coash Road/Hawkins Road to end of the project

The two western basins (Basin 1 and 2) drain roadway runoff north into the Phillippi Creek. To the east, Basins 3 and 4 flow westbound and southbound, respectively, draining ultimately to the Cow Pen Slough Canal.

SR 72 (Clark Road) has six cross drains connecting to roadside swales and several drainage ditches running parallel to the roadway (see **Table 14**, **Figure 15 and Figure 16**). This existing off-site drainage pattern will need to be addressed in the proposed drainage system, possibly with back of sidewalk ditches.

Table 14: Summary of Existing Cross Drains

Structure	Basin	Approx. Station	Description
CD-01	1	305+00	Double 42” Pipe
CD-02	1	322+10	Double 30” Pipe
CD-03	2	345+10	Double 36” Pipe
CD-04	3	398+36	Single 24” Pipe
CD-05	4	440+00	Single 30” Pipe
CD-06	4	455+11	Double 30” Pipe

The only floodplain within the project area is at the western portion of the project limits.[10] **Figure 17** shows the limits of the base flood zone (AE, 1% annual chance flood hazard). Base floodplain elevations range from 30.9 to 31.7.

[10] FEMA 2024. *National Flood Hazard Layer (NFHL) Viewer Map*. Accessed March 29, 2024 at https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd

Figure 15: Photo of Drainage Ditches on SR 72 (looking east)

Figure 16: Cross Drain at MP 5.205 SR 72 (looking northeast)

Figure 17: Floodplain Map (Source: FEMA)

2.19 Lighting

There are newly installed light fixtures near the recently constructed I-75 interchange, the signal at Ibis Street (see **Figure 18**), the roundabout at Proctor Road (**Figure 19**), and the roundabout at Lorraine Road. The remainder of the project limits does not have lighting.

Figure 18: Photo of Lighting on SR 72 at Ibis Street/Talon Boulevard (looking east)

Figure 19: Photo of Proctor Road Roundabout Lighting (looking east)

2.20 Utilities

Utility Agencies/Owners (UAO) were obtained through Sunshine State 811 of the Florida Design Ticket System and shown in the list of contacts in **Table 15.**

Table 15: Utilities

Utility	Facility	Size	Location
Comcast	Unknown	Unknown	Unknown
Florida Power & Light (FPL)	Overhead electric transmission, Overhead distribution	3-phase 138 kV	Utility easement outside south ROW line
Frontier Communications	Unknown	Unknown	Unknown
Verizon (MCI, Inc.)	Overhead Cable	Unknown	Existing from Begin to Proctor Rd Future from Proctor to Lorraine Rd
TECO Peoples Gas	Gas main	4-inch	In the ROW
Sarasota County Traffic	Unknown	Unknown	Unknown
Sarasota County Utilities	Water main, reclaimed, force main	4-inch to 30-inch	Various locations in the ROW or easement

FPL installed overhead electric transmission poles along SR 72 (Clark Road) in 2022. The 3-phase 138kV transmission lines typically occupy an FPL easement on private property just south of the SR 72 (Clark Road) ROW (**Figure 20**)**.** These transmission poles should be avoided as, being outside the existing ROW, relocation costs would likely be compensable.

Verizon indicated that they have existing aerial cable from the beginning of the project to Proctor Road, and future aerial cable from Proctor Road to Lorraine Road.

TECO owns a gas main along the south side of SR 72 (Clark Road) for the entire project limits. Additionally, gas valves are present at several locations along the project that will likely need relocated as part of any roadway improvement (**Figure 21**).

Sarasota County has a 16-inch water main along the entire project limits, some parallel 8-inch water main, and reclaimed water main at various locations ranging in size from 16-inch to 4-inch. For wastewater, Sarasota County has a 20-inch force main that crosses SR 72 (Clark Road) at Lorraine Road enroute to the Bee Ridge Wastewater Treatment Plant, approximately 3-miles to the north. Additionally, the Peace River Interconnect project acquired a new utility easement for the county (**Figure 22**) and installed a 30-inch water main along the south ROW of SR 72 (Clark Road) from Hawkins Road to the study limit east of Lorraine Road.

Figure 20: Photo of Overhead Utilities on SR 72 (looking east)

Figure 21: Photo of TECO Gas Valve on SR 72 (looking south)

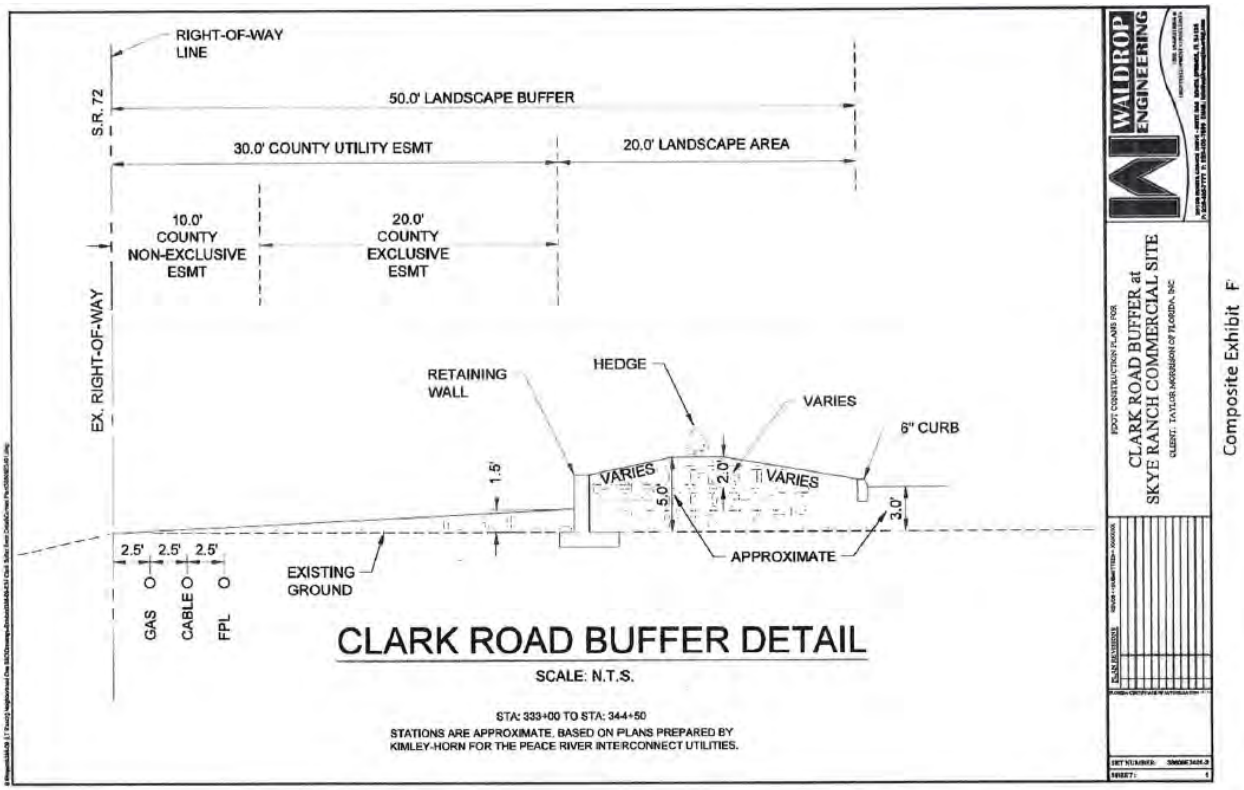


Figure 22: Utility Easement on SR 72 (Source: Waldrop Engineering)

2.21 Soils and Geotechnical Data

Soil information for the study Area of Interest (AOI) was collected from the Natural Resources Conservation Service.[11] The majority of the study area is comprised of sandy soils. **Table 16** shows the soil names and a key that corresponds to the soil map in **Figure 23.**

Table 16: Soils in Study Area

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
10	EauGallie, Myakka fine sands	14.2	6.6%
22	Holopaw fine sand, frequently ponded	5.1	2.4%
30	Ona fine sand	4.8	2.2%
51	Bradenton fine sand- Urban land complex	2.3	1.1%
55	EauGallie, Myakka fine sands- Urban land complex	92.9	42.9%
62	Gator-Gator drained mucks, ponded- Urban land complex	3.2	1.5%
63	Holopaw find sand- Urban land complex	41.9	19.3%
67	Ona fine sand- Urban land complex	45.7	21.1%
69	Pineda fine sand- Urban land complex	2.6	1.2%
99	Water	4.0	1.8%
Totals for Area of Interest		**216.8**	**100.0%**

[11] NRCS 2021. *Web Soil Survey of Sarasota County*. Accessed March 29, 2024 from https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

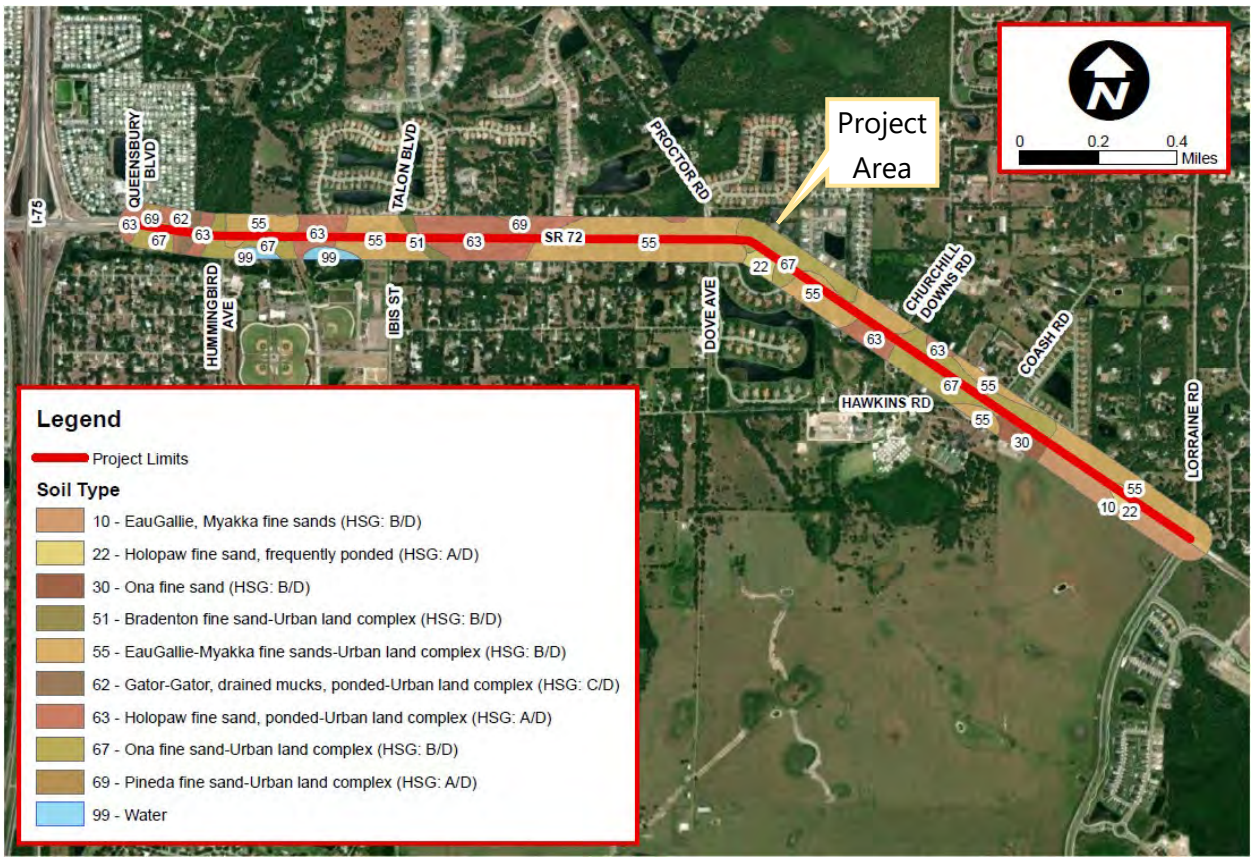


Figure 23: Soil Map (Source: NRCS)

2.22 Aesthetic Features

SR 72 (Clark Road) is not a designated scenic highway. There are aesthetic features in the central islands of the existing roundabouts at Proctor Road and Lorraine Road, as well as at the access gates of adjacent subdivisions along the corridor.

2.23 Traffic Signs

An overhead guide sign is located east of the SR 72 (Clark Road) and Queensbury Boulevard intersection, heading westbound onto the I-75 interchange (**Figure 24**). Per 11th Edition MUTCD standard, this type of sign is typical for an interchange entrance such as this.[12]

[12] MUTCD 2023. *11th Edition, pg. 203*. Accessed on April 15, 2024 at https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf

Figure 24: Overhead Guide Sign on SR 72 (looking west) (Source: Google Earth)

2.24 Noise Walls and Perimeter Walls

There are no noise walls within the project limits. Concrete perimeter walls are present along the corridor at the Red Hawk Reserve, Heron Landing, Sandhill Lake, and Wildgrass subdivisions.

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

There are limited ITS or TSM&O features within the project limits. The traffic signal on SR 72 (Clark Road) at Ibis Street/Talon Boulevard was installed in 2022 as a temporary condition until the PD&E study could evaluate potential widening.

2.26 Existing Bridges and Structures

There are no bridges or structures within the project limits,

2.27 Existing Environmental Features

A full description of the wetlands and surface waters within the study boundary is provided in the Natural Resource Evaluation (NRE) report under separate cover and included in the project file. The project is located within the US Fish and Wildlife Service (USFWS) Consultation Areas (CAs) of three federally protected species, including the Florida grasshopper sparrow (Ammodramus savannarum floridanus), Florida scrub-jay (Aphelocoma coerulescens), and Florida bonneted bat (Eumops floridanus). The project is not within any USFWS designated critical habitat. The proposed project is not located within or near any coastal resources and will not involve Essential Fish Habitat as none exists within the project study area.

3.0 FUTURE CONDITIONS

3.1 Future Traffic Projections

A *Project Traffic Analysis Report (PTAR)* was prepared under separate cover that includes traffic projections for opening year (2030) and design year (2050). Future traffic forecasts were developed by conducting two travel demand model runs using the 2045 District One Regional Planning Model (D1RPM) and provided 2045 AADT volume plots for a build and no-build alternative for the project segment. Opening year volumes were determined by interpolating between existing year (2022) volumes and the model forecast (2045) volumes. Design year (2050) volumes were developed by using a modified extrapolation (half of the average yearly increase between 2022 and 2045 was assumed to occur between 2045 and 2050). **Table 17** compares existing (2022) AADT with the forecasted AADT at the design year (2050) for Build and No-Build.

Table 17: Future Traffic Volumes

	Roadway Segment	2022 AADT	2050 AADT Build	2050 AADT No-Build
SR 72 (Clark Road)	East of Queensbury Blvd.	18,500	43,200	39,700
	East of Hummingbird Ave.	16,600	38,800	35,600
	West of Talon Blvd./Ibis St.	16,200	37,800	34,700
	East of Talon Blvd./Ibis St.	12,300	22,700	20,000
	East of Proctor Rd./Dove Ave.	12,200	24,100	22,100
	West of Lorraine Rd.	10,400	22,000	20,200
	East of Lorraine Rd.	7,300	19,600	19,300

3.2 Future Land Use and Context Classification

Sarasota County's future land use (FLU) is shown in **Figure 25**. Sarasota County's future land uses along SR 72 (Clark Road) is similar to the existing land use, which is mostly Residential and Rural designations. Several large residential developments along the project limits are either planned or under construction, including Skye Ranch, Hi Hat Ranch, and 3H Ranch.

The Skye Ranch development is expected to accommodate ~3,500 multi- and single-family homes by 2040 and will be one of the largest developments in Sarasota County. In conjunction with the Skye Ranch residential development, dozens of new parks, a new elementary school, and a new shopping center are proposed to occupy the former LT Ranch [owned by the Turner family and located east of I-75, west of Cow Pen Slough, and south of SR 72 (Clark Road)]. Previous plan approvals include Comprehensive Plan Amendment (2014) and rezone petition for Skye Ranch

(2016).[13] The Skye Ranch VPD Zoning Amendment specific to Phase 2 of the property is currently under review.

Hi Hat Ranch is a mixed-use development project located north of SR 72 (Clark Road). The development is proposed to be comprised of approximately 9,960 acres (~2,299 acres of open space, ~4,504 acres of developed area, and ~3,157 acres of greenway). The development composition includes over 13,081 residential units, 450,000 square feet of commercial / office, and 1,962 affordable housing units. The Large Area Comprehensive Plan Amendment petition was approved by the Board of County Commissioners on July 2018.[14]

The 3H development is proposed to be developed on the existing 2,729.46 acres currently owned by 3H Ranch. The development proposal includes 14 distinct neighborhoods, accommodating 6,576 residential units, 250,000 square feet of commercial use, and 120,000 square feet of office use. In addition to the residential development, the Neighborhood Centers will be included within walking distance of the majority of housing units, incorporating recreational/amenity uses designed to serve the needs of each of the proposed neighborhoods. The project is proposed to be generally located south of SR 72 (Clark Road) between Ibis Street and Lorraine Road, with two pedestrian / vehicle accesses on SR 72 (Clark Road) west of Lorraine Road. The rezone petition is currently under review.[15]

The future context classification for the roadway is C3R-Suburban Residential,[16] which is described as mostly residential uses within large blocks and a disconnected or sparse roadway network. According to the *Context Classification Approval*, the area is comprised of low-density residential development to the north and south, with large block segments with a disconnected roadway network.[17]

[13] Sarasota County. *Skye Ranch Phase 2 Rezone documentation*. Accessed April 29, 2024 at https://aca-prod.accela.com/SARASOTACO/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=REC23&capID2=00000&capID3=00HT0&agencyCode=SARASOTACO&IsToShowInspection=
[14] Sarasota County. *Large Area Comprehensive Plan Amendment*. Accessed April 29, 2024 at https://data-sarco.opendata.arcgis.com/documents/cbddc58c9b21431885a37c913fa8d9b7/explore
[15] Sarasota County. *3H Ranch Rezone & Development of Critical Concern*. Accessed on April 29, 2024 at https://www.scgov.net/home/showpublisheddocument/61581/638234702389030000
[16] FDOT 2020. *FDOT Context Classification Guide*. Accessed April 23, 2024 at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf
[17] FDOT 2020. *Context Classification Approval.* Dated 12-18-20.

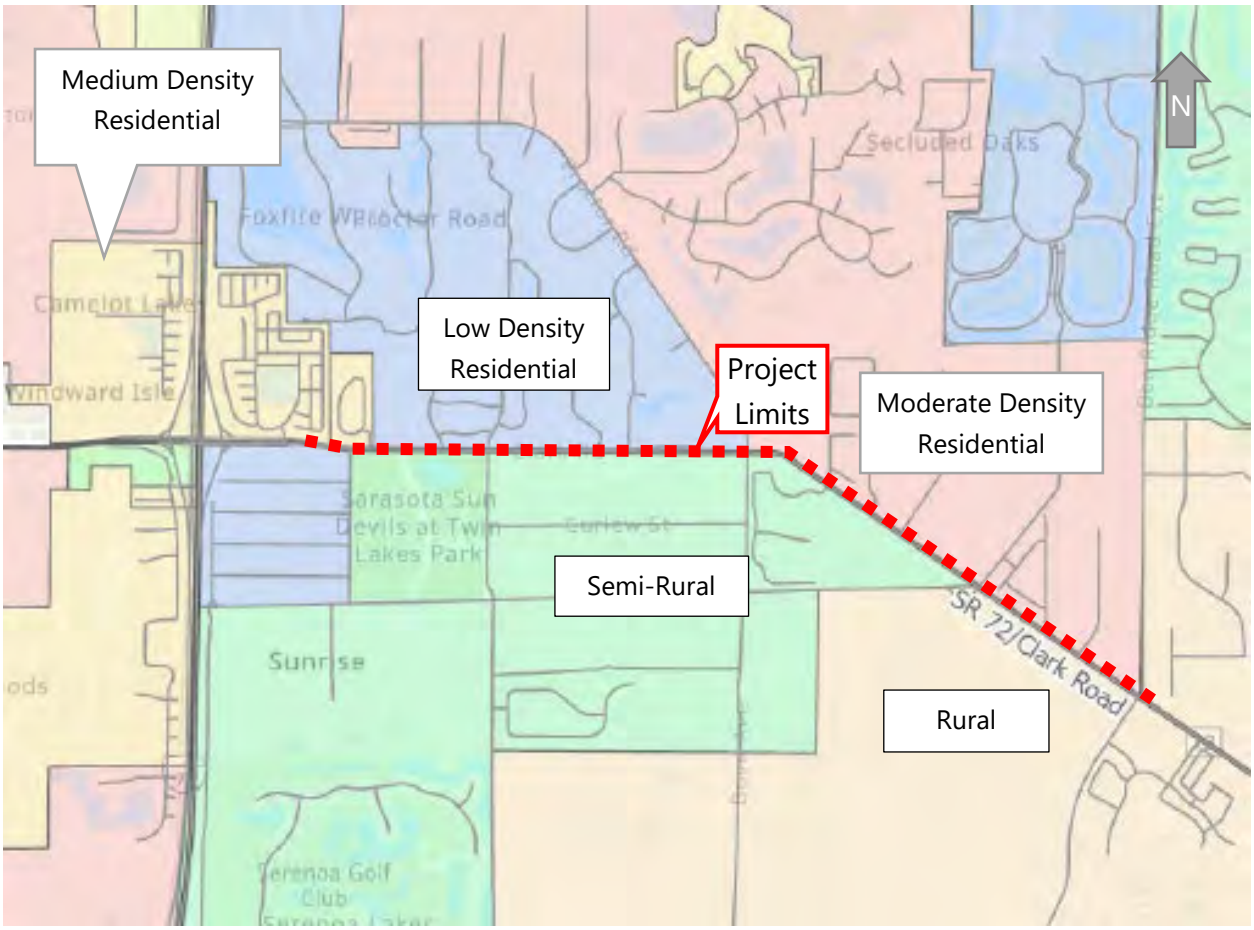


Figure 25: Sarasota County Future Land Use Map

3.3 Adjacent Projects

The Sarasota County Comprehensive Plan includes additional roadway network improvements in the vicinity of the SR 72 (Clark Road) project limits[18] (**Figure 26**). These partially funded improvements include extensions of Ibis Street, Dove Avenue, and Lorraine Road south to a new connection to SR 681 and a modified interchange with I-75. These network improvements could provide redundancy to the network and distribute traffic more efficiently without overloading SR 72 (Clark Road).

[18] Sarasota County. *Sarasota County Comprehensive Plan.* Accessed April 26, 2024 at https://www.scgov.net/home/showpublisheddocument/60418/638253817829370000

Figure 26: Future Roadway Network (Source: Sarasota County)

4.0 DESIGN CONTROLS & CRITERIA

The project followed the 2024 FDOT Design Manual (FDM) for state roads and the 2018 FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways for local roads. The project-specific design criteria are summarized in **Table 18.**

Table 18: Design Criteria

Design Element		SR 72 (Clark Road) from east of I-75 to Proctor Rd	SR 72 (Clark Road) from Proctor Rd to Lorraine Rd	Source
General	Access Management	5	5	Proposed
	Context Classification	C3C/C3R	C3C/C3R	Context Classification Memo
	Design Period	20 years	20 years	FDM 201.3
	Design Speed	35 mph	45 mph	FDM Table 201.5.1
	Design Vehicle	WB-62 FL	WB-62 FL	FDM 201.6
	Functional Classification	Urban Minor Arterial	Urban Minor Arterial	FDOT Straight Line Diagram
	Posted Speed	35 mph	45 mph	Proposed
Typical Section	Lane Width	11 ft.	11 ft.	FDM Table 210.2.1
	Median Width	22 ft.	22 ft.	FDM Table 210.3.1
	Bicycle Lane Width	7 ft. (4 ft. min.)	7 ft. (4 ft. min.)	FDM 223.2.1.1
	Border Width	12 ft.	14 ft.	FDM Table 210.7.1
	Lateral Offset	1.5 ft.	4.0 ft.	FDM Table 215.2.2
	Sidewalk Width	6 ft.	6 ft.	FDM Table 222.2.1
	Shared Use Path Width	12 ft. (10 ft. min.)	12 ft. (10 ft. min.)	FDM 224.4
	ROW Width	100 ft. min.	100 ft. min.	Existing ROW maps
Horizontal	Min. Stopping Sight Distance	250 ft.	360 ft.	FDM Table 210.11.1
	Max. Deflection w/o Curve	2°	1°	FDM 210.8.1
	Min. Length of Curve	400 ft.	400 ft.	FDM Table 210.8.1
	Max. Curvature (Min. Radius)	14° 15’ (402 ft.)	14° 15’ (402 ft.)	FDM Table 210.9.2
	Max. Superelevation	0.05	0.05	FDM 210.9
Vertical	Max. Grade	4%	4%	FDM Table 210.10.1, note (1)
	Max. Change in Grade w/o VC	0.90%	0.70%	FDM Table 210.10.2
	Clearance above Base Clearance Water Elevation	3 ft.	3 ft.	FDM 210.10.3(2)
	Min. Crest Curve K	47	98	FDM Table 210.10.3
	Min. Sag Curve K	49	79	FDM Table 210.10.3

5.0 ALTERNATIVES ANALYSIS

5.1 Previous Planning Studies

No previous planning studies related to this segment of SR 72 (Clark Road).

5.2 No-Build (No-Action) Alternative

The No-Build (No-Action) Alternative assumes that SR 72 (Clark Road) would remain a two-lane facility as it is in the existing condition. No improvements would be constructed. The No-Build Alternative provides a benchmark for comparative purposes with the build alternatives.

The advantages of the No-Build Alternative include:

- No impact to the adjacent social, cultural, natural, or physical environments
- No utility impacts
- No expenditure of funds for ROW acquisition, design, or construction

The disadvantages of the No-Build Alternative are:

- Not consistent with Sarasota County Comprehensive Plan 2045 Future Thoroughfare Plan
- Does not enhance pedestrian and bicycle accommodations
- Does not improve safety conditions
- Does not improve vehicular traffic operations

The No-Build Alternative remains a viable alternative throughout the study process.

5.3 Initial Alternatives

Some initial alternatives that were considered include:

5.3.1 TSM&O and Multimodal Alternatives

The Transportation System Management and Operations (TSM&O) Alternative includes strategies of preserving the capacity and improving the existing transportation system with improvements such as, traffic signals, arterial traffic management systems, traffic incident management, congestion pricing, and transit priority signal systems. The Multimodal Alternative includes transit and non-motorized improvements. Neither the TSM&O or Multimodal Alternatives would meet the purpose and need of the project, but TSM&O and multimodal improvements have been incorporated into the Build Alternative.

5.3.2 Typical Section

The project typical section needed four lanes to accommodate forecasted travel demand, a 22-foot raised median to comply with FDM 210.3.1, and 6-foot minimum sidewalks to comply with FDM 222.2.1.1. The only flexibility was around stormwater drainage conveyance and the proposed bicycle facilities.

Open Drainage or Closed Drainage – Although the existing roadway conveys stormwater in open ditches, a closed drainage system would convey runoff by curb and gutter to underground stormwater pipes. Based on FDOT border width criteria, a closed drainage system would reduce the needed right-of-way by about 40 feet. Thus, a curb and gutter typical section with closed drainage system is recommended over an open drainage system.

On-street Bicycle Lanes or Shared Use Paths – Although the FDM 223.2.1 allows on-street bicycle lanes on roadways with a design speed less than or equal to 45 mph, it is best practice to consider other types of facilities for design speeds greater than 30 mph. The Sarasota County Trails Plan identified SR 72 (Clark Road) as a proposed shared use path corridor, and the FDOT D1 Bike-Ped facility decision tree also points to shared use paths as the preferred option. Providing standard buffered bike lanes (7 feet wide) in addition to 6-foot-wide sidewalk and a 12-foot wide trail on one side, would be 8 feet wider than just providing shared use paths on both sides without bike lanes. Also, since bicycle lanes are not carried through roundabouts, there would be portions of the corridor with shared use paths instead of bicycle lanes anyway. Thus, shared use paths were more viable than on-street bicycle lanes.

The proposed SR 72 (Clark Road) typical section, with two shared use paths instead of bicycle lanes, is shown in **Figure 27**.

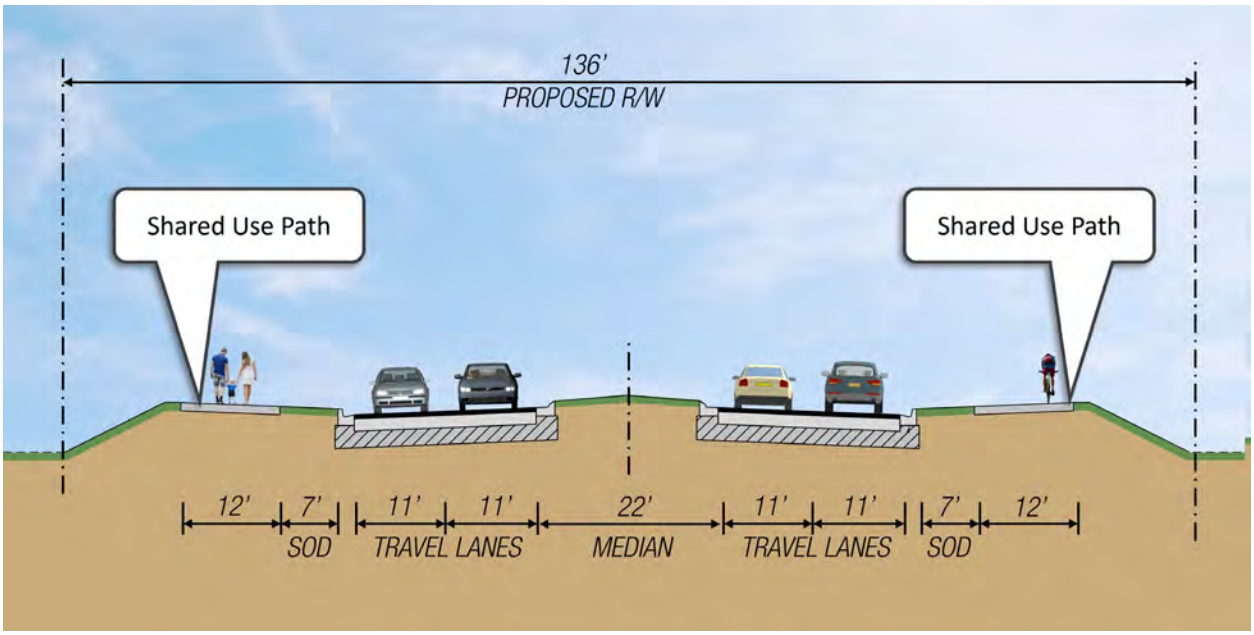


Figure 27: Proposed Typical Section SR 72 (Clark Road)

5.3.3 Corridor Analysis

Since the existing 100-foot ROW is inadequate for the proposed SR 72 (Clark Road) typical section, a corridor analysis was conducted to determine whether widening on center, to the north, or to the south would be least impactful.

Center Widening – If the existing centerline were maintained, the proposed 12-foot shared use path on the right side would conflict with the FPL transmission poles south of SR 72 (Clark Road). Impacts would most likely be compensable because the transmission poles are in FPL easements on private property. Also, moving the alignment left or right to avoid the transmission poles would not be widening on center, and would essentially match the north or south widening impacts. Thus, center widening was not viable.

North Widening – Assumes taking all needed roadway ROW from the north side.

South Widening – Assumes taking all needed roadway ROW from the south side.

The project corridor was divided into 4 segments to compare the acres and number of parcels impacted by the North and South Widening alignments:

- Segment 1 – Queensbury Boulevard to Ibis Street / Talon Boulevard
- Segment 2 – Ibis Street / Talon Boulevard to Proctor Road / Dove Avenue
- Segment 3 – Proctor Road / Dove Avenue to Hawkins Road / Coash Road
- Segment 4 – Hawkins Road / Coash Road to Lorraine Road

Figure 28 illustrates the project segments for the corridor analysis, and **Table 19** shows the impacts. The results of the corridor analysis shows that a North Widening alignment would be less impactful for Segments 1, 2, and 4, but a South Widening alignment would be better in Segment 3. To further reduce impacts, an optimized alignment is recommended to be incorporated into the Build Alternative.

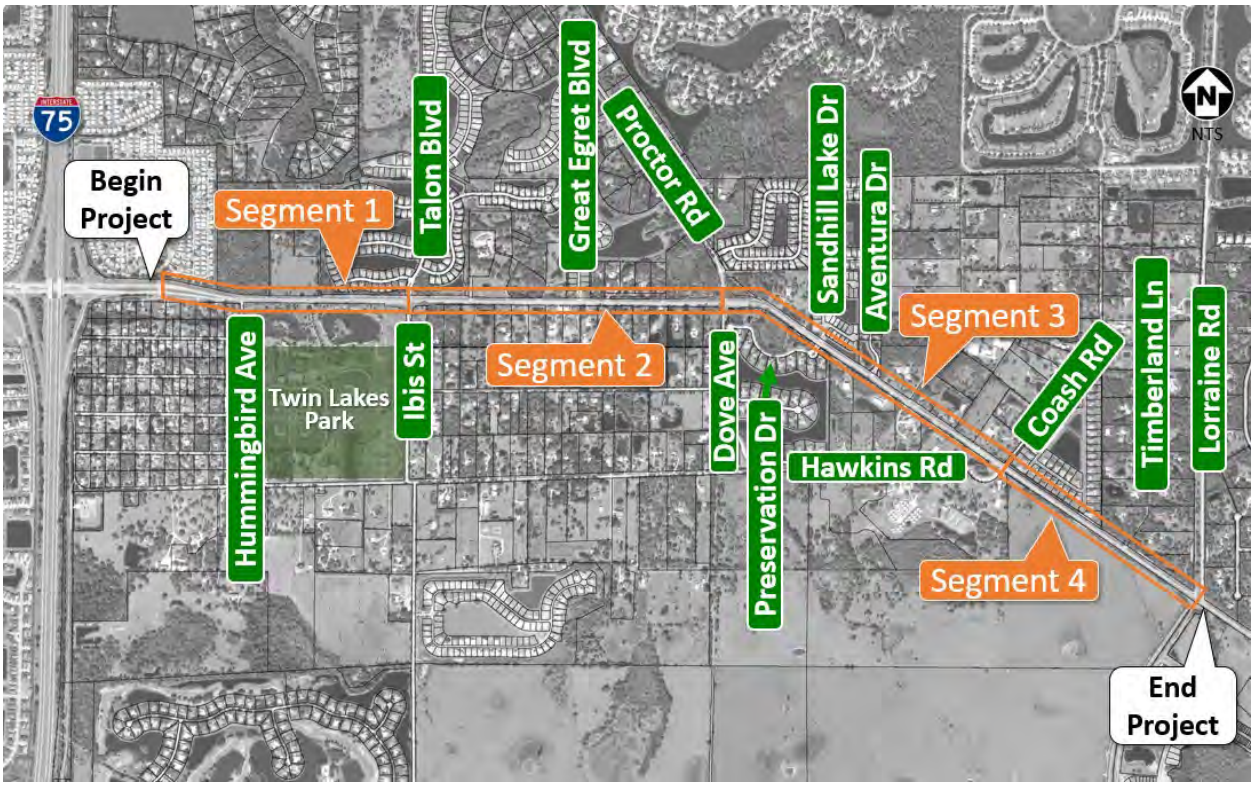


Figure 28: Corridor Analysis Segments

Table 19: Corridor Analysis Impacts

	Segment							
	1		2		3		4	
	North	South	North	South	North	South	North	South
Acres of Impact	0.05	0.09	0.14	0.25	0.26	0.19	0.14	0.15
Number of Parcels	3	1	8	19	13	5	4	2
North alignment is recommended for segments 1, 2, and 4 to minimize impact area and avoid utilities.								
South alignment is recommended for segment 3 to minimize impacts to parcel and area.								

5.4 Intersection Control Evaluation

Intersection Control Evaluations (ICE) were completed for the following major intersections:

- SR 72 (Clark Road) and Talon Blvd / Ibis St
- SR 72 (Clark Road) and Proctor Rd / Dove Ave
- SR 72 (Clark Road) and Coash Rd / Hawkins Rd
- SR 72 (Clark Road) and Lorraine Rd

The results of the Stage 1 ICE show that multilane roundabouts would have operational and safety benefits on SR 72 (Clark Road). **Table 20** summarizes the recommendations from the ICE, which

was to construct 2-lane roundabouts at the major intersections. Additional information is summarized below or is available in the ICE memos, under separate cover. A benefit-to-cost ratio (B/C) analysis may be required during the final design phase of the project.

Table 20: Intersection Control Evaluation Recommendations

SR 72 (Clark Road) at	Existing Condition	ICE Recommendation
Ibis Street / Talon Boulevard	Signal	Multilane Roundabout
Proctor Road / Dove Avenue	Roundabout	Multilane Roundabout
Coash Road / Hawkins Road	Minor stop	Multilane Roundabout
Lorraine Road	Roundabout	Multilane Roundabout

5.4.1 Talon Boulevard / Ibis Street Intersection

Although a traffic signal was installed in 2022, this intersection was originally approved to be a single lane roundabout. Both roundabout and traffic signal options were presented at the alternatives public meeting, with roundabouts receiving a majority of support. There was some concern about impacts to the adjacent HOA gate on Talon Boulevard, and westbound queues in the AM peak hour of the design year.

The two-lane roundabout is recommended to provide positive speed control and facilitate the approved 35 mph design speed/target speed for SR 72 (Clark Road). This intersection improvement is anticipated to have the second lowest number of fatal/injury crashes when compared to alternative intersection designs, adequate capacity in the AM and PM peak hours, and the best Safe System for Intersections (SSI) scores.

The recommended lane configuration includes the typical approach lanes plus an additional southbound right turn, and an additional northbound left turn.

5.4.2 Proctor Road / Dove Avenue Intersection

A single-lane roundabout was opened at this intersection in 2023 and received positive reviews at the alternatives public meeting. The two-lane roundabout is recommended to provide positive speed control and facilitate the approved 35 mph design speed/target speed for SR 72 (Clark Road). The proposed improvement could widen the existing roundabout to minimize disruption and cost.

The recommended lane configuration includes the typical approach lanes plus an additional southbound right turn, and an additional northbound left turn.

5.4.3 Coash Road / Hawkins Road Intersection

The existing intersection with Hawkins Road is a stop control on the minor street. There are spikes in demand associated with the pick-up and drop-off at the adjacent school, enough to meet signal warrant 3B per a separate 2022 signal warrant study. The two-lane roundabout is recommended to provide positive speed control and facilitate the approved 45 mph design speed/target speed for SR 72 (Clark Road) in this area. This intersection improvement is anticipated to have a low number of fatal/injury crashes, low peak hour vehicle delays, and the best SSI scores.

The recommended lane configuration includes the typical approach lanes plus an additional northbound right turn from Hawkins Road.

5.4.4 Lorraine Road Intersection

A single-lane roundabout was opened at this intersection in 2023. The two-lane roundabout is recommended to provide positive speed control and facilitate the approved 45 mph design speed/target speed for SR 72 (Clark Road) in this area. Due to the skew angle of the existing roadways, the central island of the existing roundabout needs to be reconstructed with a larger diameter.

The recommended lane configuration includes two lanes on all four approaches, plus an additional southbound right turn and eastbound right turn. The two approach lanes on Lorraine Road would be compatible with the ultimate plan to widen Lorraine Road to four lanes.

5.5 Build Alternative

The Build Alternative incorporates the proposed typical section along the least impactful alignment from the corridor analysis. To further reduce impacts, the alignment was optimized by avoiding the FPL transmission poles and other existing features. This resulted in minor impacts to both sides of the corridor. The impacts from the Build Alternative were included in the comparative evaluation matrix.

5.6 Comparative Alternatives Evaluation

The project-specific evaluation matrix considers the alternatives' benefits and costs as well as their impacts to the environment and properties (**Table 21**).

Table 21: Evaluation Matrix

Evaluation Factors		No-Build	Build Alternative
Goals	Accommodate future traffic demand	No	Yes
	Pedestrian Accommodations	Few Sidewalks	Shared Use Paths
	Bicycle Accommodations	Paved Shoulder	Shared Use Paths
	Safety	No improvement	Improvement
Environmental Impacts	Archaeological/Historical Probability (potential)	None	Low to Moderate
	Parks/Recreational Areas or Section 4(f) Resources	None	Yes*
	Wetlands (acres)	0 ac	4.0 ac
	Surface Waters (acres)	0 ac	3.9 ac
	Floodplain (acres)	0 ac	5.0 ac
	Protected Species and Habitat (potential)	None	Low
	Contamination Sites Ranked High/Medium Risk (number)	0 / 0	0 / 2
	Highway Traffic Noise (potential)	Low to Moderate	Low to Moderate
Right-of-way Impacts	Utilities Relocated	None	Electric, Water
	Right-of-Way (acres)	0 ac	28.4 ac
	Parcels (number)	0	55
	Residential Relocations (number)	0	0
	Business Relocations (number)	0	0
Costs (current year $)	Design	$0	$7.9 M
	Wetland Mitigation	$0	$1.0 M
	Right-of-way	$0	$20.0 M
	Construction	$0	$82.5 M
	Construction Engineering & Inspection	$0	$8.25 M
	Total Estimated Project Costs	$0	$119.65 M**

*Minor impacts to Twin lakes Park are likely for roadway and pond improvements.

**Total estimated project costs do not include utility relocations, environmental permits, or contamination remediation.

5.7 Preferred Alternative

Based on the engineering and environmental comparative analysis documented during this PD&E study, the Preferred Alternative for SR 72 (Clark Road) is the Build Alternative with roundabout intersections. The Preferred Alternative typical section includes a raised median, two lanes in each direction, curb and gutter, and a shared use path on both sides (**Figure 2**). The proposed drainage will be conveyed in the gutter to drainage inlets and underground pipes to stormwater ponds. The proposed alignment will avoid the electric transmission poles along the south side of the corridor. The proposed target/design speed will be 35 miles per hour from the beginning of the project until east of Ibis Street, then 45 miles per hour until the end of the project at Lorraine Road. The Preferred Alternative best meets the project purpose with:

- Additional travel lanes for vehicle capacity
- New roundabout intersections for enhanced operations and safety
- New raised median for improved safety
- New shared use paths for multimodal accommodations

6.0 PROJECT COORDINATION & PUBLIC INVOLVEMENT

6.1 Agency Coordination

This section describes the study team's coordination activities with the various agencies. Relevant agency correspondence has been included in **Appendix A**.

6.1.1 Environmental Technical Advisory Team

Advanced notification was given to agencies through an Environmental Technical Advisory Team (ETAT) review for the Efficient Transportation Decision Making (ETDM) Programming Screen (No. 14441). The information provided through the ETDM programming screen included the purpose and need, a description of the project, and a preliminary environmental discussion. Recipient agencies were asked to review and comment on the information provided between October 21, 2021 and December 5, 2021. The Programming Screen Summary Report was re-published on April 8, 2022 and includes a summary of the comments received.

ETAT agencies rate the potential environmental impacts of the project from 0 (none) to 5 (potential dispute). No agencies rated the project above a 3 (moderate) degree of effect to any of the environmental categories.

6.1.2 Environmental Look Around

The Environmental Look Around (ELA) meeting was held on March 1, 2023, at the UF/IFAS Green Room located at Twin Lakes Park. The location of the meeting was chosen because Twin Lakes Park is on SR 72 (Clark Road) within the study limits. This meeting involved an open discussion with representatives of each of the stakeholder organizations (FDOT, Sarasota County, IFAS, Twin Lake Park, and FPL) on future development plans, future stormwater needs, and the topic of a joint use pond for Basin 1 and Twin Lakes Park (Pond 1A Alternative). The ELA meeting was conducted to explore alternatives such as:

- Regional pond alternatives
- Utilizing existing water quality treatment credits
- Adding capacity to existing ponds adjacent to the project
- Partnering with local governments and agencies
- Accomplish both stormwater and floodplain needs
- Joint-use opportunities

Based on this coordination they were agreeable to present to a joint-use pond at the Alternatives Public Information Meeting.

6.1.3 Sarasota County Public Works

Correspondence with Robert "Bob" Laura, Watershed Engineering Manager, at Sarasota County Public Works on May 23, 2023 answered questions about the floodplains and provided additional information about the study area.

Although preliminary FEMA flood zones were available, the effective FEMA flood zones from the FEMA Map Service Center are required to be used for floodplain impact calculations. Sarasota County local models and associated GIS data was available from the County FTP site. It was noted that Sarasota County Unified Development Code (UDC) Section 124-253 requires that projects over 35 acres or over 8 acres of impervious requires incorporation in the county basin models to demonstrate no adverse increase in off-site stages for the design storm events. Additionally, the UDC was recently updated to include regulation to the 10-year, 25-year, and 100-year design storms.

6.1.4 Parks, Recreation & Natural Resources

The Parks, Recreation and Natural Resources (PRNR) department was contacted on January 11, 2023, to inquire about any existing issues with flooding or maintenance/control structures for the western pond in Twin Lakes Park.

Mike Sosadeeter, Park Planner, responded that there are no flooding issues related to the specified pond, however, the park and fields to the east occasionally have drainage issues, along with other miscellaneous spots throughout the park. The specified western-most pond contains an island with trail access for public use and is currently involved in a conceptual master site plan for Twin Lakes Park. It is suggested that coordination with PRNR be held if the project envisions utilizing or enlarging the current pond.

6.1.5 Sarasota County Fire Department

Assistant Chief of Logistics/Capital Projects at the Sarasota County Fire Department, Stephen Cantu, first contacted the department on August 11, 2022. The Sarasota County Fire Department requested access eastbound and westbound from Hummingbird Avenue and a traffic control device with pre-emptive control, to give emergency vehicles the right-of-way at the intersection. The Fire Department repeated this request via email on November 17, 2023.

6.1.6 U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) Species Survey Discussion meeting was held on November 8, 2022 via a TEAMS Meeting. The purpose of this meeting was to discuss the project limits, the scope of work including widening from two to four lanes with a closed drainage system and ponds, and the project need including increased traffic volumes and continuous residential development.

The study area includes potential habitat for protected species, including the Florida Bonneted Bat and Caracara. John Wrublik, the representative on behalf of USFWS, agreed to five Florida Bonneted Bat survey stations, and one Caracara survey station. The status of the Tricolored Bat, proposed to list under the Endangered Species Act, was also discussed.

6.1.7 Sarasota County Government

Correspondence with Sarasota County has been continuous throughout the project study. Although the project segment is on a state road, coordination with county services and public comments regarding surrounding county roads were directed to various county staff.

One public comment received discussed the sidewalk gap on Proctor Road from Clark Road to Lake View/Oak Park schools. Since Proctor Road is a county roadway, this comment was forwarded to the county for better understanding of future projects. The county staff indicated that this sidewalk gap had already been identified as a priority and established in the Pedestrian Master Plan,[19] but is not funded in the current 5-year capital improvement plan.

6.2 Public Involvement

Public outreach was conducted according to the *Public Involvement Plan*, dated May 2022, to inform the public about the project and obtain input on the proposed alternatives. The public involvement activities included a project website, project newsletters, public meetings, and a public hearing, as summarized in the following sections. More detailed information about the public outreach results will be documented after the Public Hearing in the Comments and Coordination Report under separate cover.

6.2.1 Project Website

A project website was developed and posted on FDOT District One's Southwest Florida Roads webpages. The website homepage (**Figure 29**) included information about the project and links to Public Notices, Documents & Publications, Schedule, and Contact information.[20] The project website is continually updated throughout the study.

[19] Sarasota County. *Bicycle and Pedestrian Master Plan*. Dated 08/2021. Accessed April 29, 2024 at https://www.scgov.net/home/showpublisheddocument/52588/637672915225270000

[20] FDOT. *Clark Road (SR 72) Project Information Homepage*. Accessed April 2, 2024 at https://www.swflroads.com/project/444634-1

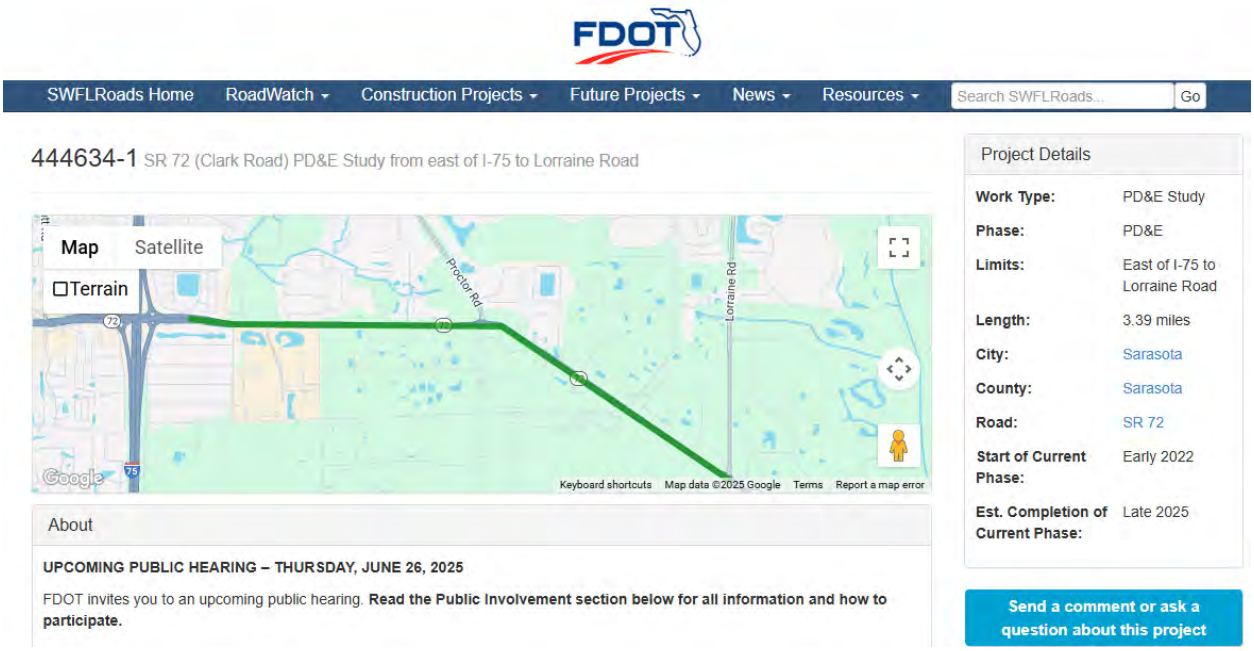


Figure 29: Project Website Homepage

6.2.2 Newsletters

Project newsletters are distributed at key milestones throughout the project: one at study commencement, one in advance of the Alternatives Public Information Meeting, one in advance of the Public Hearing, and one at study completion. The newsletters were/will be distributed to elected and appointed officials, property owners/tenants, business owners/operators, and interested parties as identified.

6.2.3 Public Kickoff Newsletter

A public kickoff newsletter was distributed on July 18, 2022. The newsletter provided preliminary project information, including location, the nature of the study, and project timeline. A QR code linked to the project website and contact information for FDOT staff were provided to answer any questions or comments. Feedback and participation were encouraged throughout the duration of the study by mail or online.

6.2.4 Alternatives Public Information Meeting (In-person)

An Alternatives Public Information Meeting (PIM) was held on Wednesday, October 4, 2023 and at UF/IFAS Extension Sarasota County, Twin Lakes Park, Green Building, from 5:00 p.m. to 7:00 p.m. See **Figure 30** for in-person meeting location. All attendees were provided a handout and the opportunity to view a project video and ask questions to the project team. The following project-related information was on display at the meeting:

- Roll plots of the Build Alternative
- Project location map
- Crash history
- Project video
- Welcome and Thank You boards
- Typical sections
- Floodplains
- Transportation development process
- Schedule and funding
- Evaluation matrix
- Comment board
- Title VI
- Statutes
- Intersection concepts
- Section 4(f)

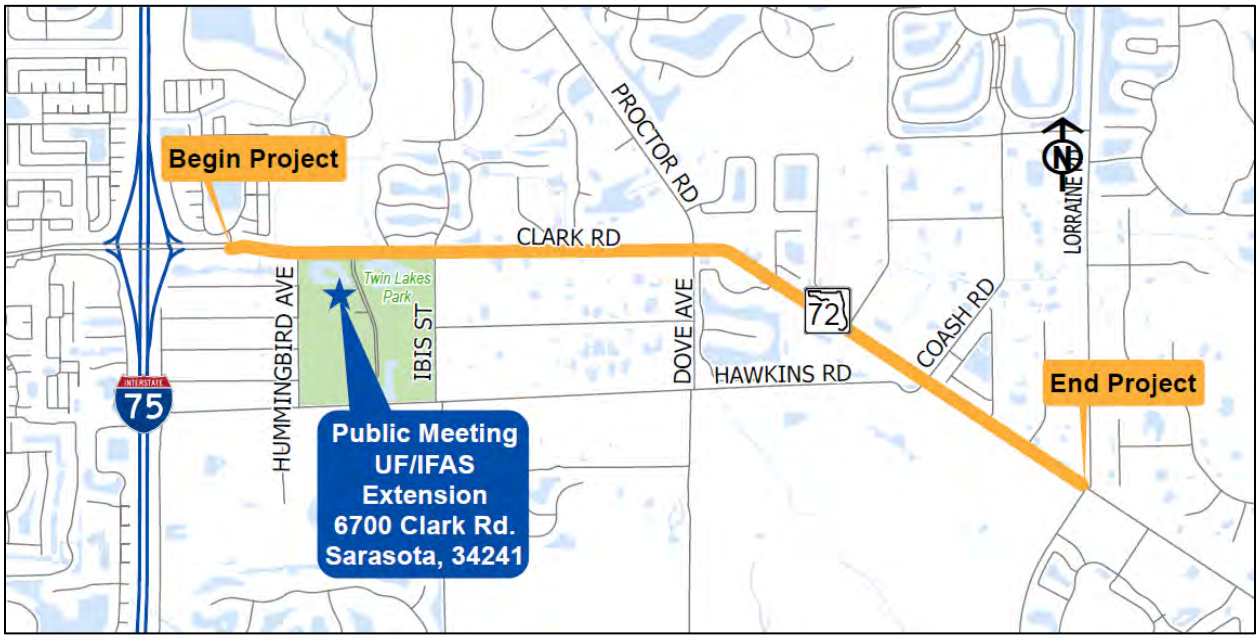


Figure 30: The Alternatives Public Information Meeting Location Map

Twenty-eight (28) attendees signed in at the meeting. Six comment forms were collected at the in-person meeting, and 12 during the comment period following the meeting. The frequently asked questions about the project included:

- What is this PD&E study for?
- Can you better explain the process and give us an idea how long it will take before any improvements are made?
- Will this project require additional right-of-way?
- How do you identify who gets a noise wall and who doesn't?
- Why are you proposing roundabouts?

The comments reflected a mix of public support or concern for the project (**Figure 31**), with the top concerns being Noise, Safey, and Impacts (**Figure 32**).

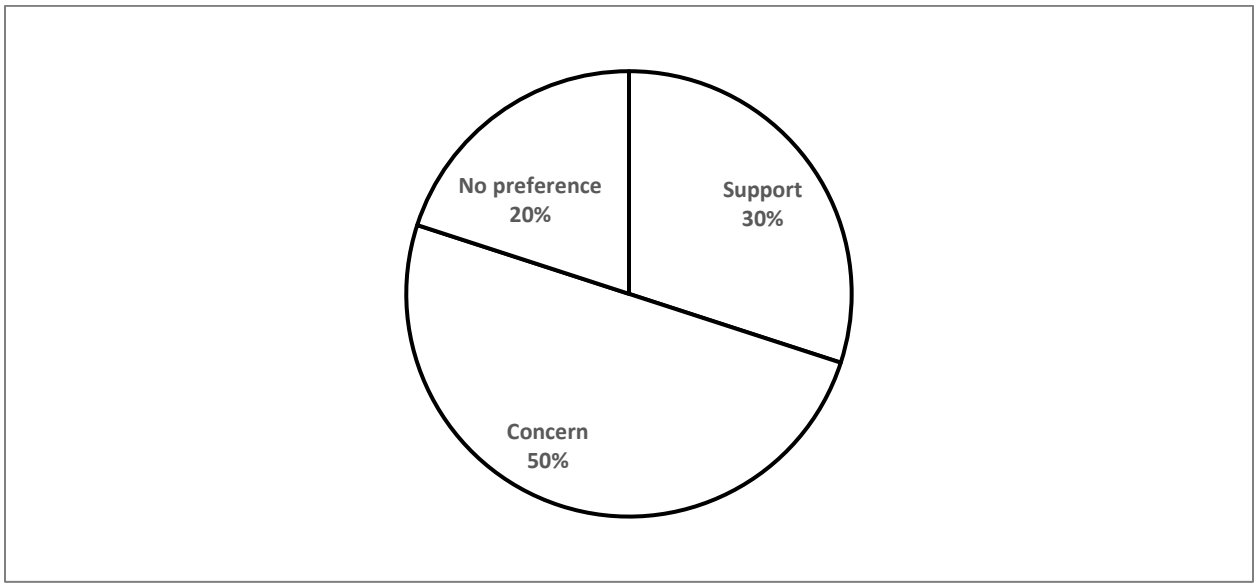


Figure 31: Alternatives Meeting Public Sentiment

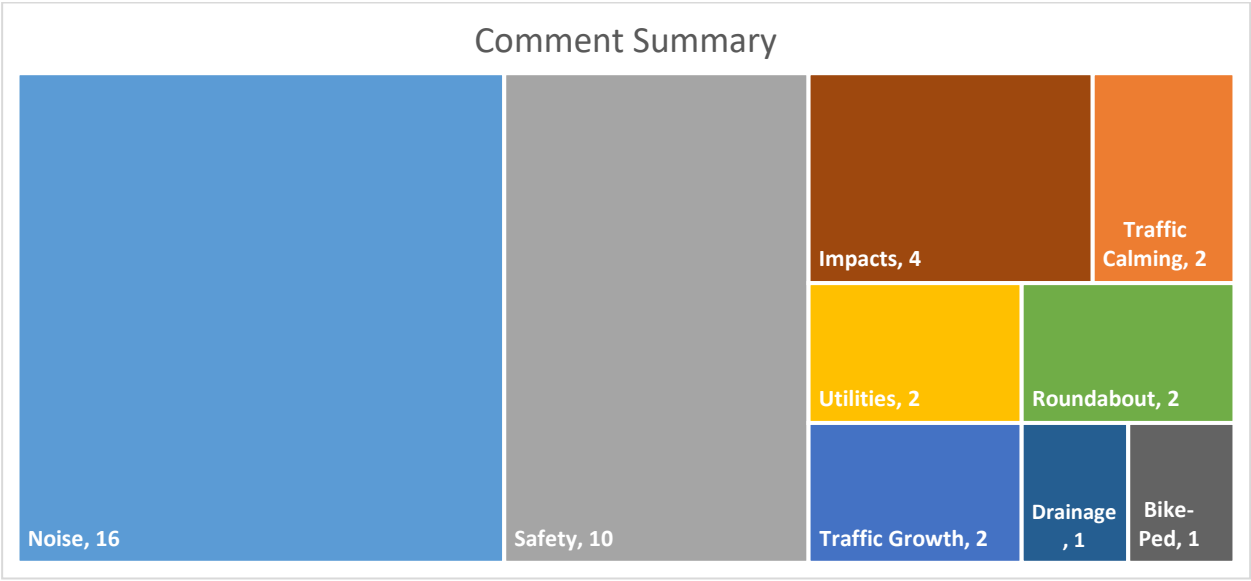


Figure 32: Alternatives Meeting Comment Summary

6.2.5 Virtual Alternatives Public Information Meeting

A virtual Alternatives PIM was conducted via an online webinar on Thursday, October 12, 2023 from 6:00 p.m. to 7:00 p.m. The webinar provided the same information and workshop materials as the previous October 4, 2023 in-person meeting. All meeting materials including the meeting

presentation with script, and meeting summaries are provided on the project website.[21] Consistent with the previous meeting, attendees had the opportunity to view a project video and ask questions to the project team. A total of 15 attendees joined the virtual public meeting.

6.2.6 Public Hearing

This section will be completed following the public hearing.

[21] FDOT. *Clark Road (SR 72) Project Information Homepage*. Accessed April 11, 2024 at https://www.swflroads.com/project/444634-1

7.0 PREFERRED ALTERNATIVE

This chapter contains the detailed engineering design features and summary of environmental impacts of the preferred alternative, for SR 72 (Clark Road). The preferred alternative Typical Section Package and Concept Plans have been included in **Appendix B** and **C**, respectively.

7.1 Engineering Details of the Preferred Alternative

7.1.1 Typical Sections

The existing two-lane undivided road will be reconstructed to include four lanes, a raised median, curb and gutter, and shared use paths on both sides. The roadside open drainage system will be converted to a closed drainage system with off-site stormwater ponds. The design speed is 35 MPH from east of I-75 to east of Proctor Road, and 45 MPH from east of Proctor Road to Lorraine Road. The typical section for SR 72 (Clark Road) from the beginning of the project to Proctor Road (Segment 1 and 2) and from Hawkins Road to Lorraine Road (Segment 4) is provided in **Figure 33**. The typical section for SR 72 (Clark Road) from Proctor Road to Hawkins Road (Segment 3) is shown in **Figure 34**. Shifting the alignment to the right in Segment 3 minimizes impacts and avoids several wet ponds along the north side of the right-of-way.

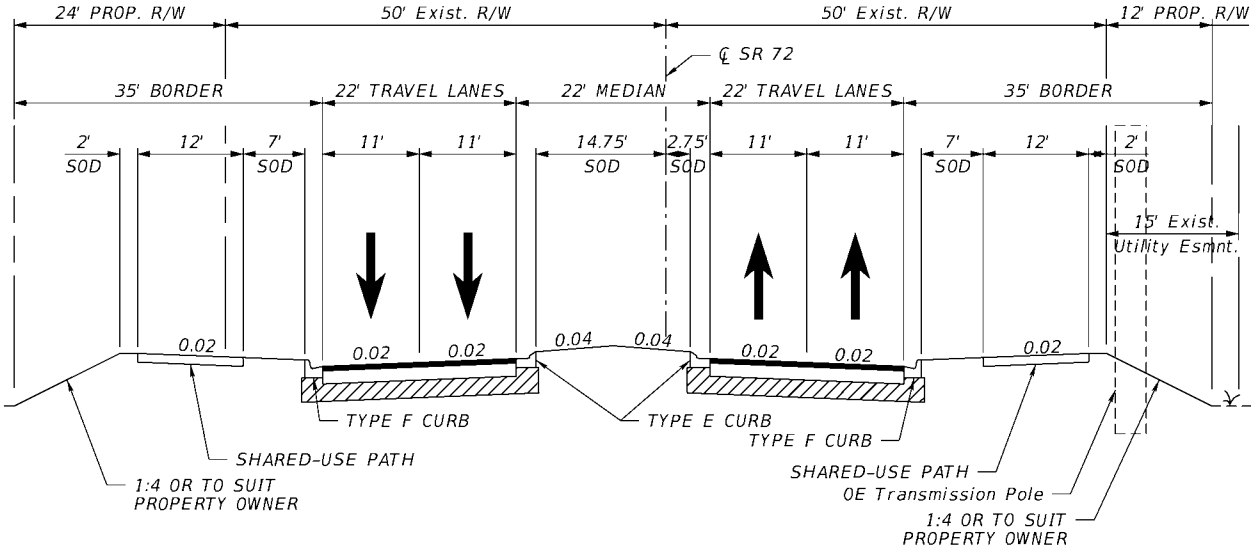


Figure 33: Proposed Typical Section for Segment 1, 2, and 4

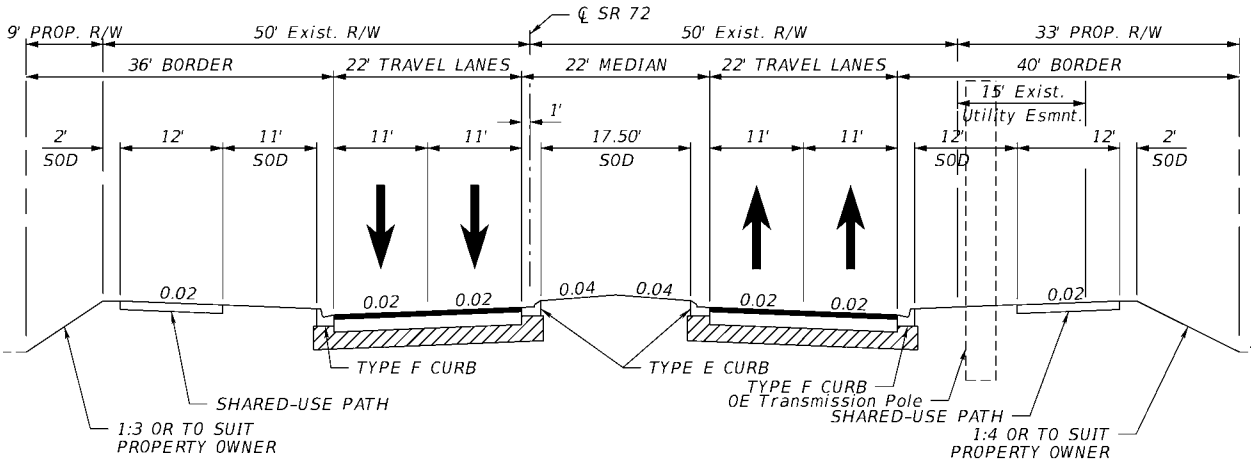


Figure 34: Proposed Typical Section for Segment 3

7.1.2 Access Management

Sarasota County Fire Department Station 16 is located about 500 feet south of SR 72 (Clark Road) along Hummingbird Avenue. The fire station has three bays that exit directly to Hummingbird Avenue (**Figure 35**). Per correspondence with the fire department, it is imperative that first responders be able to turn left and right on SR 72 (Clark Road) to facilitate emergency access and reduce response times. They also requested an emergency signal with preemption for emergency vehicles. Based on FDOT guidance for emergency traffic control signals, the traffic volumes are high enough to meet the signal warrant.[22]

The proposed access management standard is a Class 5 roadway with 245-foot connection spacing, 660-foot directional median opening spacing, and 1,320-foot full median opening spacing.[23] **Figure 36** shows the access management plan, which meets standards except near the proposed emergency traffic signal at Hummingbird Avenue. This deviation is recommended to ensure emergency access as described above.

Although the addition of a raised median will restrict access to adjacent properties, U-turns at the proposed roundabouts at Ibis Street, Proctor Road, Hawkins Road, and Lorraine Road will help mitigate the access changes.

[22] FDOT, 2024. *Traffic Engineering Manual*. Table 3.4-1. Accessed on May 8, 2024 at https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf

[23] FDOT. 2024. *FDOT Design Manual*. Table 201.4.2. Accessed on May 8, 2024 at https://www.fdot.gov/roadway/fdm/default.shtm

Figure 35: Fire Station 16 (looking east)

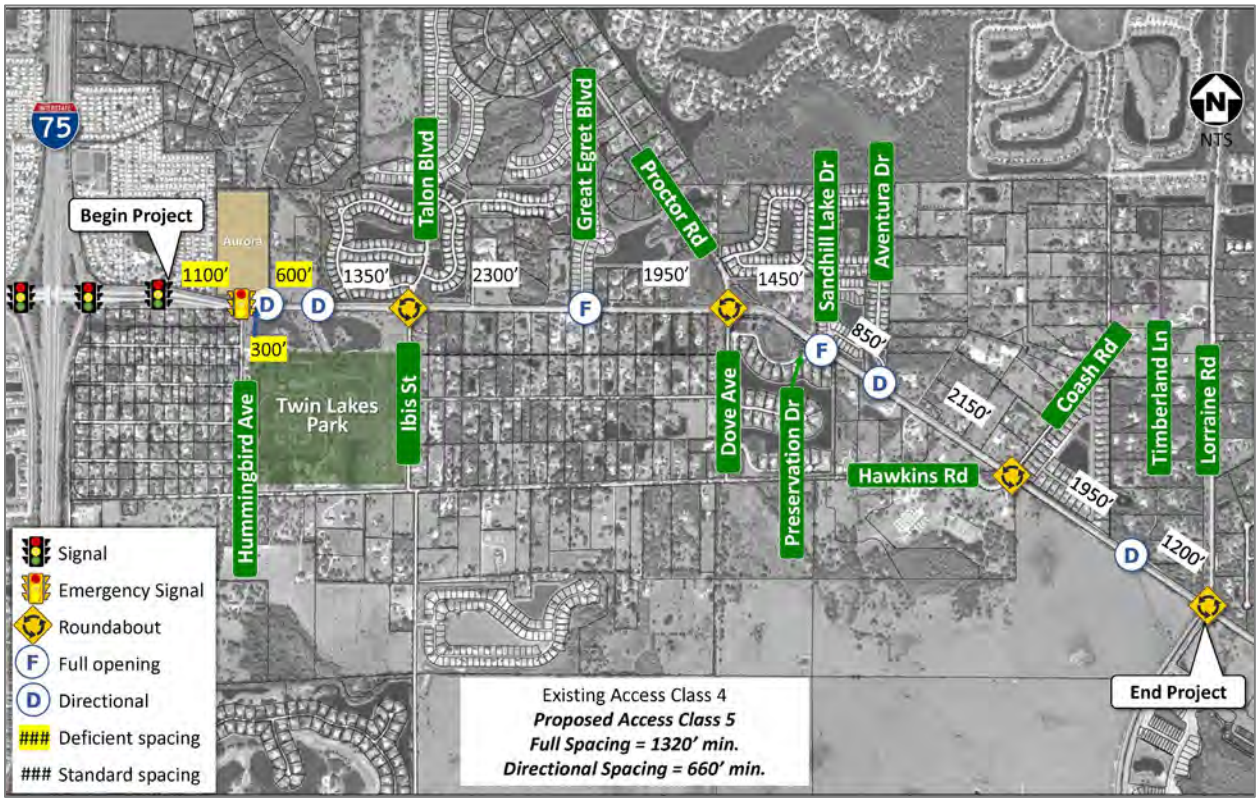


Figure 36: Access Management Plan

7.1.3 Right-of-Way

Additional ROW will be required for the proposed roadway, stormwater ponds, as well as at intersections to accommodate the roundabouts. An additional 28 acres of ROW (13 acres for road and 15 acres for ponds) is needed, but relocations are not anticipated. The amount of ROW needed may potentially be reduced during the design phase once survey information is available to determine the front slope grading and ditch locations. Business impacts of the preferred alternative will be minimal, but some aesthetic features along the subdivisions may be impacted. **Figure 37** shows a fountain at the entrance to the Preserve at Heron Lake subdivision that may need to be modified. **Figure 38** shows a retaining wall belonging to the Wildgrass Homeowners Association (HOA) that will likely be removed. The property owner at the northeast corner of the SR 72 (Clark Road) intersection at Hawkins Road/Coash Road, contacted FDOT and expressed interest in having a segment of the HOA wall removed from his property during construction. These and other property impacts will be addressed fully during the design phase.

Figure 37: Preserve at Heron Lake Subdivision Fountain (looking north)

Figure 38: Wildgrass Subdivision Retaining Wall (looking east)

7.1.4 Horizontal and Vertical Geometry

The proposed horizontal geometry will be similar to the existing alignment, except for approaches to roundabouts that will be deflected to control entry speed. **Table 22** details the curve data for the proposed roadway east of the Proctor Road intersection, which has a different radius eastbound and westbound due to the roundabout approach. It is recommended to utilize a 30 MPH design speed westbound, to reinforce proper speed control entering the roundabout. The eastbound direction would utilize a 35 MPH design speed.

Table 22: Proposed Curve Data

Proposed Curve Data					
		PC	Length	Radius	e
		STA.	(ft)	(ft)	
SR 72	Eastbound	375+72.36	479.00	590	RC
SR 72	Westbound	376+94.95	320.23	477	RC

The proposed profile will be sloped to match the existing ground as much as possible while using 0.30% minimum gutter slope for proper drainage. The minimum profile elevation will be controlled by a hydraulic grade line from the stormwater management facility to ensure the roadway doesn't flood. This elevation will be determined during the design phase.

7.1.5 Design Variations and Design Exceptions

Design exceptions are not anticipated for the two controlling elements of low-speed roadways (e.g. design speed or structural capacity).

Design variations to FDOT criteria are also not anticipated.

7.1.6 Multimodal Accommodations

The proposed shared use paths will provide connectivity to the bicycle and pedestrian facilities at the I-75 interchange and the existing shared use path along Lorraine Road. Other than the beginning and end of the project limits, there is little existing sidewalk or bicycle facilities that intersect the project. A half-mile sidewalk gap along Proctor Road is in Sarasota County's Bicycle and Pedestrian Master Plan but is not currently funded in the 5-year Capital Improvements Plan. Newer subdivisions have internal sidewalks that should be connected to the proposed shared use paths. A potential pedestrian crossing at Hummingbird Avenue or the Twin Lakes Park entrance should be evaluated during the design phase, once the Aurora residential development is complete and demand can be demonstrated. Otherwise, it could be implemented as part of a developer project when the parcel north of the park is eventually redeveloped.

There are no existing or planned transit routes or facilities within the study area.

7.1.7 Intersection/ Interchange Concepts and Signal Analysis

The FDOT Intersection Control Evaluation (ICE) process was completed for the four major intersections within the project limits. The results of the ICE demonstrated the Safety Performance Function (SPF) and operational benefits of roundabout intersections (**Table 23**). The design year AM peak hour at Ibis Street was the only place where the signal had lower delays. This is due to a high volume of northbound left-turns in the AM that would cause delay to the westbound through movement. The PM peak hour and safety performance are still better with the roundabout recommended at Ibis Street.

Table 23: Design Year (2050) Operations

		IBIS ST	PROCTOR RD	HAWKINS RD	LORRAINE RD
Signal	AM Max v/c	0.98	-	0.87	-
	AM Avg. Delay	39.4 s	-	28.4 s	-
	PM Max v/c	0.95	-	0.89	-
	PM Avg. Delay	34.6 s	-	24.8 s	-
	SPF Rank (SSI)	3 (6)	3 (6)	6 (7)	4 (3)
Roundabout	AM Max v/c	1.12	0.94	0.59	1.01
	AM Avg. Delay	48.6 s	29.4 s	11.0 s	46.7 s
	PM Max v/c	0.92	0.78	0.48	1.01
	PM Avg. Delay	26.5 s	19.4 s	7.5 s	35.9 s
	SPF Rank (SSI)	2 (1)	2 (1)	2 (1)	2 (1)

The proposed roundabouts will need to balance the competing goals of limiting fastest paths while accommodating truck swept paths. The former seeks to narrow the pavement while the latter needs wider pavement areas. To accomplish this, each intersection was evaluated for appropriate design and control vehicles (**Table 24**). Control vehicles are infrequent and are allowed to have minor encroachments.[24] Based on Florida Traffic Online data, the predominate truck on Proctor Road and Lorraine Road is the WB-40, with only occasional WB-50/62.[25] The SU-30 vehicle, similar to a fire truck, is the minimum recommended design vehicle on the local and collector roads, Ibis Street and Hawkins Road.

Table 24: Intersection Control Vehicles

	DESIGN VEHICLE	CONTROL VEHICLE	2045 FUN CLASS
SR 72 (CLARK RD)	WB-62FL	WB-62FL	Major Arterial
IBIS ST	SU-30	WB-40	Minor Collector
PROCTOR RD	WB-40	WB-62FL	Minor Arterial
HAWKINS RD	SU-30	WB-40	Local
LORRAINE RD	WB-40	WB-62FL	Minor Arterial

[24] FDOT. 2024. *FDOT Design Manual*. Section 201.6. Accessed on May 9, 2024 at https://www.fdot.gov/roadway/fdm/default.shtm

[25] FDOT. 2024. *Florida Traffic Online*. Synopsis Reports for sites 170024, 17459, 174112. Accessed on May 10, 2024 at https://tdaappsprod.dot.state.fl.us/fto/

Turn lanes can reduce peak hour delays at roundabouts but can increase crossing distances and conflicts for bicycles and pedestrians. Turn lanes are recommendations based on the following:

Ibis Street/Talon Boulevard

- Southbound right-turn lane recommended to match existing lane configuration. Northbound left-turn lane is recommended due to high northbound left-turn volume in the AM peak hour, high design year volumes, high approach percentage, delay reduction, and the propensity for traffic queues to block right-turning vehicles

Proctor Road/Dove Avenue

- Northbound left-turn lane and southbound right-turn lane recommended due to design year volumes and delay reduction.

Hawkins Road/Coash Road

- Northbound right-turn lane recommended for queue length reduction.

Lorraine Road

- Southbound right-turn lane and eastbound right-turn lane recommended due to high design year volumes and delay reduction.

Table 25 shows the evaluation of turn lanes at the Lorraine Road roundabout intersection. The eastbound right-(EBR) turn lane is recommended. The northbound and westbound right-turn lanes have less benefit and are not warranted. Turn lanes can be reevaluated and added in the future if conditions change.

Table 25: Lorraine Road Turn Lane Comparison

	Volume (2050)	*EB Delay*	*Overall Delay*	*EB Queue*
Without EBR	428 veh	100 s	62 s	607-ft
With EBR	428 veh	24 s	47 s	150-ft
	Volume (2050)	WB Delay	Overall Delay	WB Queue
Without WBR	222 veh	64 s	62 s	458-ft
With WBR	222 veh	27s	53 s	159-ft
	Volume (2050)	NB Delay	Overall Delay	NB Queue
Without NBR	308 veh	34 s	62 s	216-ft
With NBR	308 veh	22 s	60 s	138-ft

7.1.8 Tolled projects

There are no existing or planned toll roads within the study area.

7.1.9 Intelligent Transportation System and TSM&O Strategies

Intelligent Transportation System (ITS) or Transportation System Management and Operations (TSM&O) improvements are not required with the preferred alternative. The proposed emergency

signal at Hummingbird Avenue could be interconnected to the Queensbury Boulevard signal as a TSM&O strategy.

7.1.10 Landscape

Roundabouts are required to have landscaping in the central island per FDM 213.9. The FDOT standard is for a low maintenance mix of Florida Friendly species.[26] Additionally, the nearby Bee Ridge Road has a landscaped median which contributes to corridor aesthetics and provides a sense of enclosure for speed control. Typically, median landscaping would require county maintenance.

7.1.11 Lighting

Nightime illumination of roundabouts is required per FDM 213.11. Corridor lighting could be investigated during the design phase.

7.1.12 Wildlife Crossings

Wildlife crossings are not planned or included with the preferred alternative.

7.1.13 Permits

The following permits are anticipated for construction of the preferred alternative:

- Environmental Resource Permit from SWFWMD
- Section 404 Permit from USACE
- National Pollutant Discharge Elimination System permit from FDEP
- Gopher Tortoise Relocation Permit from FWC (as necessary)

7.1.14 Drainage and Stormwater Management Facilities

The drainage and stormwater management approach are described in more detail in the *Pond Siting Report*. The project limits are divided into four drainage basins, Basin 1 and 2 drain north in to Phillippi Creek Tributary (WBID 1966) while Basin 3 and 4 drain southeast to Cow Pen Slough (WBID 1924). A summary of the recommended pond locations is shown in **Table 26**. The recommended pond for Basin 1 is Pond 1A because it is a joint-use opportunity and it avoids potentially impacting the Bald Eagle's nest located near Pond 1B. The recommended pond for Basin 2 is Pond 2B because of floodplain impacts associated with Pond 2A. The recommended pond for Basin 3 is Pond 3B because it avoids the septic drain field near Pond 3A. The recommended pond for Basin 4 is Pond 4C because it doesn't have the potential to impact the Bald Eagle's nest near Pond 4B and it requires less ROW than Pond 4A.

[26] FDOT, 2024. *FDOT Design Manual* Section 213.9.1. Accessed on May 9, 2024 at https://www.fdot.gov/roadway/fdm/default.shtm

Table 26: Recommended Stormwater Ponds

Basin	Recommended Pond	Pond Acreage Required	Remarks
Basin 1	Pond 1A	6.27	Joint-use opportunity, avoids impacting eagle nest
Basin 2	Pond 2B	3.82	Avoids floodplain impacts
Basin 3	Pond 3B	2.49	Avoids septic drain field
Basin 4	Pond 4C	3.71	Avoids impacting eagle nest, smaller ROW impact

Pond 1 will need to incorporate aesthetics and landscaping to maintain the feel of the Twin Lakes Park, as well as accommodate the park drainage.

Maintaining historic off-site drainage patterns will require some drainage ditches and/or other stormwater pipes at the right-of-way line. These ditches are shown on the Concept Plans (Appendix C).

7.1.15 Floodplain Analysis

The floodplain and wetlands approach is described in more detail in the *Location Hydraulics Report*. Floodplain encroachment areas resulting from the proposed SR 72 (Clark Road) widening were analyzed and quantified. Floodplain compensation sites were co-located with pond sites to reduce property impacts. Due to the isolated nature of the flood zones, it was determined that the floodplain encroachment is classified as "minimal". Minimal encroachments on a floodplain occur when there is a floodplain involvement, but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. There are no federally regulated floodways within the project limits.

It was determined that six existing cross drains will need to be evaluated for extending and/or upsizing to avoid increasing the effective Federal Emergency Management Agency (FEMA) flood elevations.

7.1.16 Bridge and Structure Analysis

Bridges are not included in the preferred alternative.

7.1.17 Transportation Management Plan

The following recommendations should be a part of the transportation management plan:

- Maintain access to businesses with supplemental BUSINESS ENTRANCE signing
- Maintain existing pedestrian pathways until shared use paths can be built
- Restore drop-offs within the same work period to avoid the need for temporary barrier
- Avoid night work near residential areas

Maintain access to businesses with BUSINESS ENTRANCE driveway signing per Index 102-600 Sheet 9. Temporary driveway closures for construction should be phased to allow at least one lane to remain open or occur after business hours if the owner prefers.

Although existing sidewalks are limited within the project limits, a pathway for pedestrians must be maintained either around or through the work zone. Temporary routes for pedestrians and cyclists should be provided per FDM 240.2.1.9.

Drop-off criteria per Index 102-600 require that any drop-off greater than 5 inches within the clear zone be shielded by a temporary barrier. The preferred approach is to restore excavations back to existing grade within the same work period to avoid the need for temporary barrier (Index 102-600, Sheet 8, Drop-off Condition, Note 5).

If a lane closure analysis indicates that lane closure periods should be restricted, night work should be limited in areas adjacent to residential land uses.

7.1.18 Constructability

The preferred alternative will need to be constructed in phases so that traffic can be maintained to the adjacent homes and businesses. Two phases have been developed in order to accomplish this while maintaining the pre-construction number of lanes. Temporary traffic control phases are described below:

Phase 1: The first phase (**Figure 39**) will close the westbound shoulder, place channelizing devices, and maintain the existing two lanes of traffic. The proposed westbound lanes, drainage structures, curb and gutter, and shared use path can all be constructed in Phase 1. The proposed ponds and drainage trunk line will also need to be constructed since it is imperative to construct the drainage system first.

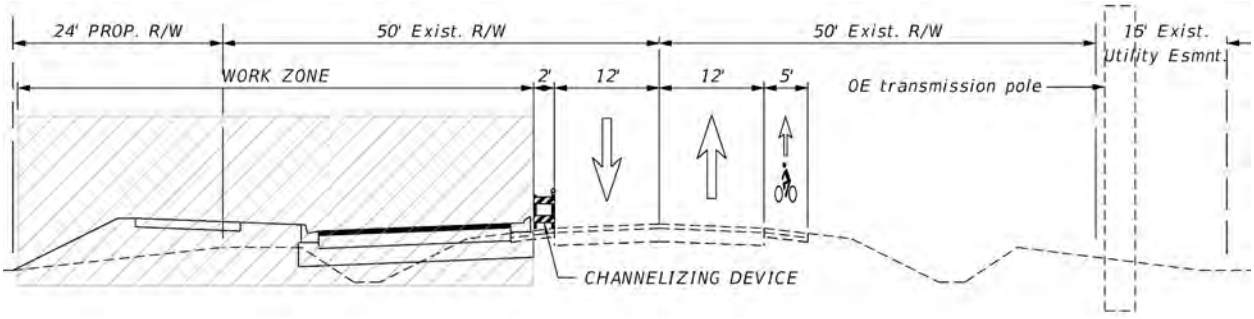


Figure 39: Phase 1 Typical Section

Phase 2: The second phase (**Figure 40**) shifts traffic onto the new pavement constructed in the first phase. The 11-foot lane widths are wider than the 10-foot minimum per Standard Plan 102-602. The proposed westbound lanes, drainage structures, curb and gutter, and shared use path can be constructed in Phase 2.

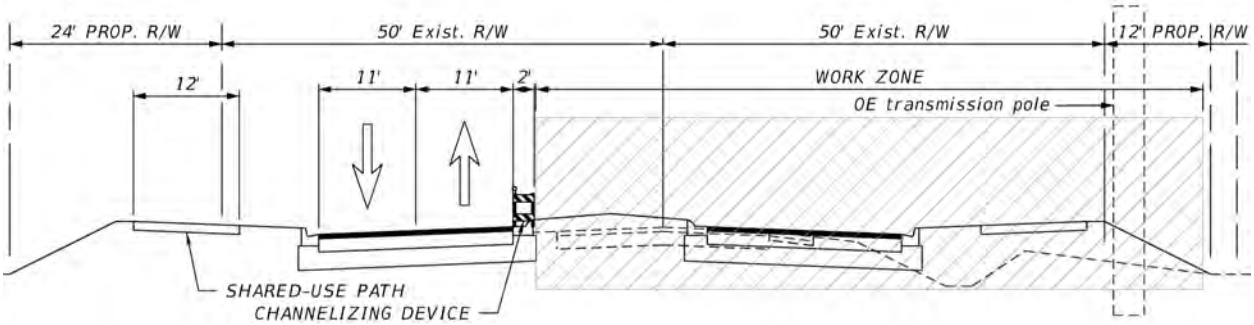


Figure 40: Phase 2 Typical Section

7.1.19 Construction Impacts

Temporary impacts during construction will be minimized to the greatest extent possible pursuant to *FDOT Standard Specifications for Road and Bridge Construction*. Noise, dust, erosion, and exhaust from construction activities are anticipated in addition to temporary traffic control activities. The contractor will be required to develop, implement, inspect, and maintain a stormwater runoff control concept throughout construction.[27]

If the pond excavation material is suitable, balancing the earthwork cut and fill volumes between the roadway and pond could reduce construction duration and impacts.

Nearby vacant lots are conducive to the storing of construction equipment and/or stockpiling of materials. Sarasota County has a small maintenance yard at the northeast corner of Hummingbird Avenue and Hawkins Road, that could potentially be negotiated for use by the contractor.

Potential stockpiling and/or reuse of traffic signal equipment from the Ibis Street signal removal should be coordinated with Sarasota County.

7.1.20 Special Features

Sarasota County is planning Twin Lakes Park improvements as detailed in the North County Athletic Facilities Master Plan.[28] **Figure 41** shows the planned improvements to the park along SR 72 (Clark Road). Items number one and four will need to be considered during the design phase of SR 72 (Clark Road) improvements, so as not to negatively affect the features, attributes, or activities of the park.

[27] FDOT 2024. FDOT Design Manual. Section 251.1. Accessed on May 13, 2024 at https://www.fdot.gov/roadway/fdm/default.shtm

[28] Sarasota, 2021. *North County Athletic Facilities Master Plan*. Dated Mar.25, 2021. Figure 5-12. Accessed on May 13, 2024 at https://egenda.scgov.net/OnBaseAgendaOnline/Documents/Downloadfile/?meetingid=123&documentType=5&isAttachment=True

Figure 41: Twin Lakes Park Master Plan (Source: Sarasota County)

1. Enhanced Park Entrance
2. Existing Park Boulevard
3. Existing Pedestrian Path
4. Proposed Pedestrian Path
5. Proposed Picnic Pavilion
6. Existing Picnic Pavilion
7. Proposed Playground
8. Proposed Multiuse Field /Picnic Pavilion Parking
9. Proposed 230'x390' Multiuse Fields
10. Proposed multiuse field Restrooms /Concessions
11. Improved Existing Parking
12. Existing FC Sarasota Complex
13. Existing Sub Devils Football Complex
14. Improved Grass Parking Area
15. Existing Central Sarasota Little League Complex
16. Existing Playground
17. Proposed Fitness/ Exercise Trail
18. Realigned Park Road
19. Relocated Dumpster Area
20. Existing Oriels Clubhouse
21. Existing Parking Lot
22. Existing UF/IFAS Extension Office
23. Proposed Pickleball Parking
24. Proposed Pickleball Courts
25. Existing Tennis Courts
26. Existing Covered Batting Cages
27. Existing Oriels Practice Area
28. Grass Parking Area
29. Proposed Dog Park
30. Proposed Restroom Building
31. Existing Maintenance Yard and Office
32. Maintenance Yard Expansion
33. Proposed Sod Farm

7.1.21 Utilities

For this project, utilities were located by utility records (quality level D) and were not field verified. Verified vertical horizontal's (VVH) are recommended during the design phase to identify or avoid utility conflicts with proposed drainage structures.

Conflicts with FPL's large diameter transmission poles will be avoided. However, there are potential conflicts with distribution poles throughout the corridor**.**

Due to the extent of water lines along the roadway, relocation of fire hydrants and water mains is anticipated.

Avoidance of the sewer and gas lines along the roadway will be investigated more in the design phase. Gas valves will need to be adjusted.

7.1.22 Cost Estimate

The Long Range Estimates (LRE) construction cost was developed using the FDOT LRE application unit prices and project-specific quantity take-offs (**Appendix D**). The preferred alternative estimate was divided into two segments, east of I-75 to Ibis Street and Ibis Street to Lorraine Road, due to uncertain funding for the overall project. The cost estimate, summarized in **Table 27,** includes 20% for Design professional services and 10% for Construction Engineering and Inspection (CEI). The cost estimate does not include the cost of utility relocations, environmental permits, or contamination remediation (if any).

Table 27: Cost Estimate

Component	Segment 1 East of I-75 to Proctor Rd	Segment 2 Proctor Rd to Lorraine Rd	Overall Cost
Design (20%)	$3,900,000	$4,000,000	$7,900,000
Right-of-Way	$10,000,000	$10,000,000	$20,000,000
Wetland Mitigation	$332,000	$668,000	$1,000,000
Construction	$40,500,000	$42,000,000	$82,500,000
CEI (10%)	$4,050,000	$4,200,000	$8,250,000
TOTAL	**$58,782,000**	**$60,868,000**	**$119,650,000**

Note: Current year (2024) dollars

7.2 Summary of Environmental Impacts

7.2.1 Future Land Use

The Preferred Alternative will not affect the existing character or use of the surrounding area. The study area is almost entirely developed with residential being most predominant and some

commercial and institutional. The study area is largely built-out and therefore, the proposed project would not likely induce secondary development or change existing land use patterns. Additional ROW will be required for the proposed roadway, stormwater ponds and roundabouts but will result in few changes to the existing or future land use from the preferred alternative due to the developed nature of the corridor.

7.2.2 Section 4(f)

The widening of SR 72 (Clark Road) will require regrading of slopes and ditches along the frontage of Twin Lakes Park. Additionally, FDOT is proposing to utilize the existing pond within Twin Lakes Park as a joint-use stormwater management facility. This stormwater approach was coordinated with Sarasota County Parks and Recreation Department on July 17, 2024. FDOT is not anticipating that access to the park facilities will be impacted during construction.

Due to the minor nature of these impacts to Twin Lakes Park, FDOT has determined that the proposed project would have a de minimis effect to the park activities, features, or attributes. If Sarasota County, as the official with jurisdiction, concurs with this finding then FDOT may determine the impacts to be de minimis as per 23 CFR 774. The public will have an opportunity to comment on this finding at the upcoming public hearing.

7.2.3 Cultural Resources

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 03/17/2025 Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

Archaeological background research, including a review of the Florida Master Site File (FMSF) and the Sarasota County Register of Historic Places (SCRHP) indicated that no previously recorded sites are within the APE.

As a result of the historic/architectural field survey, 14 historic resources were identified within the APE and none appear eligible for listing in the NRHP, either individually or as a part of a historic district, and the resources are not listed or appear eligible for listing in the SCRHP. As such, no archaeological sites or historic resources that are listed, eligible for listing, or that appear potentially eligible for listing in the NRHP or SCHRP were located within the APE.

7.2.4 Wetlands

A full description of the wetlands and surface waters within the study boundary is provided in the NRE report under separate cover and included in the project file. The FDOT has undertaken all actions to minimize the destruction loss or degradation of wetlands, and to preserve and enhance

the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, FDOT has determined that there is no practicable alternative to construction impacts occurring in wetlands.

Direct impacts resulting from the Preferred Alternative include 3.00 acres of wetlands, 3.76 acres of surface waters, and 4.27 acres of other surface waters. Secondary impacts resulting from the Preferred Alternative include 0.96 acres of wetlands and 0.18 acres of surface waters. The wetlands to be impacted by the proposed project include previously disturbed wetlands adjacent to existing roadways.

7.2.5 Protected Species and Habitat

A NRE was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat and is located in the project file. The evaluation included referencing the Florida Natural Areas Inventory (FNAI), a literature review, database searches, and field assessments of the project study area to identify the potential occurrence of protected species and/or presence of federal designated critical habitat. Field evaluations of the study area and adjacent habitats and general wildlife surveys were conducted by project biologists on September 19, 2022 and from January to April of 2023.

Nine federally listed species and 15 state listed species have been reviewed for the potential to occur within the project study area. An effect determination was made for each of these federal and state listed species based on an analysis of the potential impacts of the proposed project on each species. Of the federally listed species, there will be no effect on six species and a may affect, but is not likely to adversely affect on three species. The project will have no effect or no adverse effect on all 15 state-listed species.

7.2.6 Essential Fish Habitat

There is no Essential Fish Habitat in the project area.

7.2.7 Highway Traffic Noise

A Noise Study Report (NSR) was prepared for the project and is available under separate cover and is located in the project file. Based on the results of the traffic noise analysis, the Preferred Alternative is expected to have no significant impact on noise sensitive sites located along SR 72 (Clark Road).

The Federal Highway Administration (FHWA) approved Traffic Noise Model (TNM) Version 2.5 was used to predict traffic noise levels at 227 noise sensitive sites located adjacent to SR 72 for the existing (2019 & 2022) and future year (2045 & 2050) conditions with and without the proposed improvements. One of the 227 noise sensitive sites is predicted to experience future noise levels that approach, meet, or exceed FHWA's Noise Abatement Criteria (NAC) for its respective Activity

Category with the proposed improvements to SR 72. None of the 227 evaluated sites are predicted to experience a substantial increase of traffic noise as a result of the proposed improvements.

The one receptor that approaches, meets, or exceeds the NAC for its respective Activity Category is referred to as an "impacted" receptor. The impacted receptor represents the clubhouse pool in the Sandhill Lake subdivision (Activity Category C). The impacted receptor is a non-residential special land use site; therefore, the Methodology to Evaluate Highway Traffic Noise at Special Land Uses (December 2023) was used.

The special land use site was impacted but failed to pass the preliminary screening analysis in order to determine feasibility. Noise barriers are not a viable noise abatement measure for this impacted receptor. The NSR identified land uses on the FDOT listing of noise- and vibration-sensitive sites (residences, parks, and churches). The application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts; therefore, it was determined that construction of the proposed roadway improvements will not have a significant noise or vibration effect.

Final recommendations on the construction of abatement measures are determined during the project's final design. Because of the elapsed time between when the noise study was performed and when this environmental document is approved (known as the Date of Public Knowledge), the potential exists for additional building permits for noise sensitive sites to be approved prior to the Date of Public Knowledge (DPK). The date of the PD&E land use and building permit review was June 17, 2024. Any noise sensitive site that is identified during the design phase as permitted prior to the DPK will be analyzed between the PD&E land use and building permit review and the Date of Public Knowledge will be analyzed for traffic noise impacts and, if impacts are predicted, abatement will be considered during the design phase of the project.

7.2.8 Contamination

The Level 1 Contamination Screening Evaluation Report (CSER) is included in the project file and was performed to identify contamination concerns within the project study area along the mainline. The purpose of this evaluation was to assess the risk of encountering petroleum or another hazardous substance contaminating soils, groundwater, surface water, or sediment that could adversely affect this project. The study area included a search buffer of 500 feet, 1,000 feet, and 2,640 feet (0.5 mile) from the project limits. The proposed project improvements for the mainline and ponds will occur within and outside the existing ROW. The risk ratings assigned to the potential contamination sites include two Medium Risk sites, eight low risk sites, and two No Risk sites. For the Medium-rated sites (Trent Culleny Landscaping, Inc and Sugarbowl/Proctor Road Landfill), Level II testing, if deemed appropriate by the District Contamination Impact Coordinator (DCIC), is recommended during the design phase. For the locations rated No or Low for contamination, no further action is required at this time.

APPENDIX A

AGENCY CORRESPONDENCE

Schooley, Cris

From: Robert Laura <rlaura@scgov.net>
Sent: Wednesday, May 24, 2023 8:27 AM
To: Obrien, Kathryn
Cc: Schooley, Cris
Subject: RE: Preliminary Panels 12115C0164G and 12115C0168G Inquiry

Categories: External

Kate

1. State law prohibits the use of FEMA preliminary data for local regulatory use. Do not use any preliminary data.
2. I have not heard a specific date when the preliminary data will become effective. I anticipate 9-12 months from now.
3. Preliminary and effective FEMA shape files can be obtained from the FEMA Map Service Center at https://msc.fema.gov/portal/home. The part that is in the Phillippi Creek Basin is similar to the Sarasota County local Community Flood Hazard Area (CFHA). The part in the Dona Bay Basin is different from the CFHA. Sarasota County local models and associated GIS data is available on the County FTP site at https://ftp.scgov.net/StormWater/ICPRv4/.

Keep in mind that the Sarasota County Unified Development Code (UDC) Section 124-252 requires that projects with sites over 35 acres or over 8 acres of impervious requires incorporation in the county basin models to demonstrate no adverse increase in off-site stages for the design storm events. Also note that the UDC was recently updated to include regulation to the 10-year, 25-year, and 100-year design storms.

Let me know if you have any other questions.

Bob

Robert A. Laura, PE, CFM
Watershed Engineering Manager
Sarasota County Public Works, Stormwater
1001 Sarasota Center Blvd
Sarasota, FL 34240
Office: 941-861-0910
Cell: 941-928-9878
Email: rlaura@scgov.net
Web: www.scgov.net

From: Obrien, Kathryn <Kathryn.Obrien@kimley-horn.com>
Sent: Tuesday, May 23, 2023 5:20 PM
To: Robert Laura <rlaura@scgov.net>
Cc: Schooley, Cris <Cris.Schooley@kimley-horn.com>
Subject: Preliminary Panels 12115C0164G and 12115C0168G Inquiry

Bob,
Would you be able to answer Floodplain questions for me?

I am working on a Location Hydraulics Report for SR 72 (Clark Road) from I-75 to Lorraine Road (see attached limits), which has preliminary panels 12115C0164G and 12115C0168G.

1. Should I utilize the preliminary panels for the floodplain analysis?
2. Do you anticipate these preliminary panels to become effective panels in the near future?
3. Would you be able to provide us with shapefiles for the preliminary panels 12115C0164G and 12115C0168G, or is it the same as the Community Flood Zone from the Sarasota ICPR model?

Thanks!
Kate

Kate O'Brien, E.I. | Analyst
Kimley-Horn | 189 S Orange Ave, Suite 1000, Orlando, FL 32801
Direct: 689-206-9025 **|** www.kimley-horn.com

Schooley, Cris

From: Mike Sosadeeter <msosadee@scgov.net>
Sent: Thursday, January 12, 2023 8:04 AM
To: Obrien, Kathryn
Cc: Gleason, Katie; Gallo, Victor; Schooley, Cris; Kimberly Heuberger; Steven Rauh
Subject: RE: Twin Lakes Park Pond Site Visit

Categories: External

Kate,

Thanks for contacting me.
I am not aware of any flooding issues related to the western pond at Twin Lakes Park.
However, the park is set at a fairly low elevation and some of the athletic fields to the east occasionally have drainage issues. And other drainage issues exist in other locations of the park.
Also, a new MURT was just installed along the eastern park boundary, along with an expanded drainage swale along Clark Rd., north of the soccer fields.

The western-most pond contains an island in the middle of the pond with trail access to it from the south and two small picnic shelters.
PRNR has had some discussions historically with IFAS about the use of the island for both recreational and environmental educational uses. I don't think any final decisions have been made other than to continue the current recreational uses for park patrons.
PRNR also has a conceptual master site plan for Twin Lakes Park which includes the area of the park where the pond is located. If the road project you are working on envisions utilizing/enlarging the current pond, PRNR and/or IFAS would want to be in conversations with the road project team so that the expanded pond and area around the pond could be designed to best meet all current and future needs; or at least limit impacts to any future needs.

Finally, I'm not sure where the property lines are for the IFAS facility and the fire station just south of the pond. This may need to be investigated.

Keep us posted as you move forward with your project.

Thanks.

Mike Sosadeeter, PLA
Park Planner
Parks, Recreation & Natural Resources
1660 Ringling Blvd.
Sarasota, FL 34236
941-350-3205

From: Obrien, Kathryn <Kathryn.Obrien@kimley-horn.com>
Sent: Wednesday, January 11, 2023 2:01 PM
To: Mike Sosadeeter <msosadee@scgov.net>
Cc: Gleason, Katie <Katie.Gleason@kimley-horn.com>; Gallo, Victor <Victor.Gallo@kimley-horn.com>; Schooley, Cris

<Cris.Schooley@kimley-horn.com>
Subject: Twin Lakes Park Pond Site Visit

Good afternoon Mike,

We are working on the proposed widening of the FDOT road SR72/Clark Road and the western pond in Twin Lakes Park is a potential stormwater management facility alternative for a portion of the project. We will be visiting the site tomorrow and would like to know if there have been any issues with flooding or with maintenance/control structures for this pond?

Thanks!
Kate

Kate O'Brien, E.I. | Analyst
Kimley-Horn | 189 S Orange Ave, Suite 1000, Orlando, FL 32801
Direct: 689-206-9025 **|** www.kimley-horn.com

Schooley, Cris

From: commentform@swflroads.com
Sent: Thursday, August 11, 2022 4:05 PM
To: d1-pio@dot.state.fl.us; Patrick.Bateman@dot.state.fl.us; Schooley, Cris; Garau, Michael; catherine@valerin-group.com; valeriec@valerin-group.com
Subject: swflroads.com comment form submission - Project: 444634-1 : SR 72 (Clark Road) PD&E Study from east of I-75 to Lorraine Road

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: External

[You don't often get email from commentform@swflroads.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Regarding Project: 444634-1 : SR 72 (Clark Road) PD&E Study from east of I-75 to Lorraine Road

From Name: Stephen Cantu

From Email: scantu@scgov.net

Question or Comment:
My agency, Sarasota County Fire Department, will want to ensure that our ability to respond safely and efficiently is not affected by the project. We would like to ensure that we have access east and west bound from Hummingbird Avenue. Additionally, we would like to explore the ability for traffic control devices at the Hummingbird intersection that are able to be pre-empted.

Schooley, Cris

From: Andrews, Steven <Steven.Andrews@dot.state.fl.us>
Sent: Friday, November 17, 2023 11:39 AM
To: Schooley, Cris
Subject: FW: Project 444634-1 - Traffic Pre-Emption and Control of Intersection of Hummingbird and SR72

Categories: External

FYI……sa

From: Stephen Cantu <SCANTU@scgov.net>
Sent: Friday, November 17, 2023 10:41 AM
To: Andrews, Steven <Steven.Andrews@dot.state.fl.us>
Subject: Project 444634-1 - Traffic Pre-Emption and Control of Intersection of Hummingbird and SR72

Steven,

I wanted to make sure that you are aware of our request to have the intersection of Hummingbird and SR72 be a controlled intersection with traffic pre-emption for emergency vehicles. We believe it is important to ensure our ability to safely enter and pass through the intersection.

Thanks,

Stephen Cantu

Schooley, Cris

From: Andrews, Steven <Steven.Andrews@dot.state.fl.us>
Sent: Tuesday, December 5, 2023 12:33 PM
To: pwiggins@scgov.net
Cc: Schooley, Cris
Subject: FPID 444634-1 SR 72 (Clark Road) PD&E Study from E of I-75 to Lorraine Road-Response

Categories: External

Thank you for your questions:
The project traffic analysis for the Clark Rd (SR 72) PD&E study shows the need for 4-lanes through the design year 2050. A widening to 6-lanes could be initiated if additional capacity were needed after that time.
The Build Alternative includes pedestrian accomodations including shared-use paths and crosswalks at the intersections of Queensburry Boulevard and at Ibis Street. The need for an additional crossing at the Twin Lakes Park entrance has not been demonstrated but could be evaluated as part of future developments.

STEVEN A. ANDREWS

Florida Department of Transportation
Project Manager, Environmental Management
District One, MS-1-40
Office: 863-519-2270
Fax: 863-519-2892
steven.andrews@dot.state.fl.us

Original Message:
Question or Comment:
1. Sarasota County's Comprehensive Plan 2045 Future Thoroughfare Plan designates Clark Road (SR 72) as a 6-lane major arterial from I-75 to Ibis Street. Is there the ability widen SR 72 at such time that volumes dictate the need for additional capacity?
2. There is a 144 dwelling unit subdivision currently under construction on the north side of SR 72 at the Hummingbird intersection. Additionally there is a probability that the parcel adjacent to the east will redevelop similarly. Has there been any consideration to pedestrian accommodations to get them safely to Twin Lakes Park?

From:	Patrick Lui
To:	Ken Stokes; Paula Wiggins; Schooley, Cris
Cc:	Andrews, Steven
Subject:	RE: SR 72 (Clark Road) from Queensbury Blvd to Lorraine Rd PD&E - FPID #444634-1(Proctor S/W question from D. Towle)
Date:	Thursday, April 18, 2024 2:31:17 PM
Attachments:	image007.png image009.png image011.png

Cris:

There are no plans to complete this gap in the current 5-year CIP. Proctor Road has been identified as a priority gap in our Bicycle and Pedestrian Master Plan, but future funding has not been identified. We will look to fill this sidewalk gap and other priority gaps throughout the county as opportunities arise.

Patrick Lui
Bicycle, Pedestrian and Trails Coordinator
Public Works, Transportation Planning

1001 Sarasota Center Blvd
Sarasota, FL, 34240
Phone: 941-861-0945
Fax: 941-861-0770
Email: plui@scgov.net
Web: www.scgov.net

From: Ken Stokes <kstokes@scgov.net>
Sent: Wednesday, April 17, 2024 11:48 AM
To: Patrick Lui <plui@scgov.net>; Paula Wiggins <pwiggins@scgov.net>; Cris.Schooley@kimley-horn.com
Cc: Ken Stokes <kstokes@scgov.net>; Andrews, Steven <Steven.Andrews@dot.state.fl.us>
Subject: FW: SR 72 (Clark Road) from Queensbury Blvd to Lorraine Rd PD&E - FPID #444634-1(Proctor S/W question from D. Towle)

Good morning Cris and thanks for passing along the attached public comment from David Towle made in reference to the subject FDOT SR 72 Clark Road PD&E. I've copied our Bike/Ped

and Trails Coordinator **Patrick Lui** to answer your question below whether Sarasota County has any plans to provide sidewalk for the ½ mile gap along Proctor Road, north of Clark for the schools. Patrick and Paula should know and thanks for working with them so Mr. Towle can get an answer.

Best Regards,

Ken Stokes, P.E., MBA
Infrastructure Coordination Program Manager
Sarasota County Public Works, Transportation

1001 Sarasota Center Blvd, Sarasota, FL 34240
MS Teams: sip:kstokes@scgov.net
Office: 941-861-0864
Cell: 941-500-2259
Email: kstokes@scgov.net
Web: www.scgov.net

From: Schooley, Cris <Cris.Schooley@kimley-horn.com>
Sent: Tuesday, April 16, 2024 6:16 PM
To: Ken Stokes <kstokes@scgov.net>
Cc: Steven Andrews <Steven.Andrews@dot.state.fl.us>
Subject: SR 72 (Clark Road) from Queensbury Blvd to Lorraine Rd PD&E - FPID #444634-1

Ken,
I have attached a public comment for your consideration. The subject FDOT project will complete sidewalks/paths along Clark Road, but a ~1/2 mile long sidewalk gap will remain along Proctor Road. This comment is requesting closing that gap as part of the FDOT project, but that is outside the project limits. Are there any County plans to complete the sidewalk along Proctor Road that we could share?

Regards,

Cris Schooley, PE, AICP
Kimley-Horn | 200 South Orange Ave., Suite 600, Orlando, FL 32801
Direct: 407 768 3227 **|** Mobile: 407 334 2912

APPENDIX B

TYPICAL SECTION PACKAGE

STATE OF FLORIDA

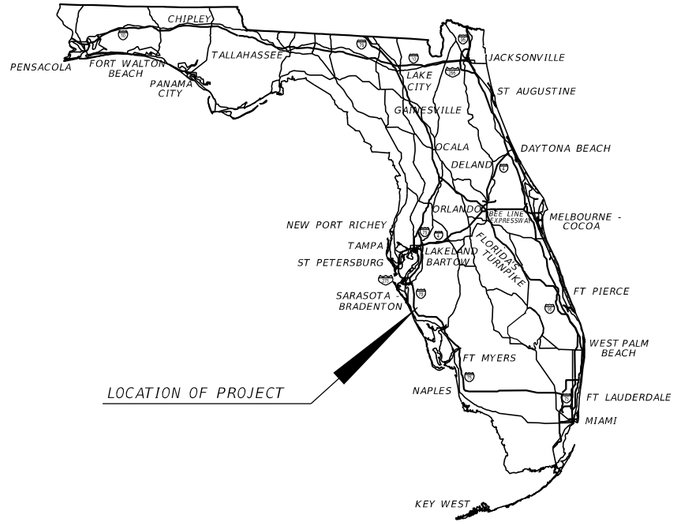
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 444634-1-22-01
(FEDERAL FUNDS)
SARASOTA COUNTY (17070000)

STATE ROAD NO. 72 (CLARK ROAD)

WIDENING FROM EAST OF I-75 TO LORRAINE ROAD



PROJECT LOCATION URL:	https://tinyurl.com/mrykcewz
PROJECT DESCRIPTION:	WIDENING FROM 2 LANES TO 4 LANES
PROJECT LIMITS:	BEGIN MP 5.075 – END MP 7.967
EXCEPTIONS:	NONE
BRIDGE LIMITS:	NONE
RAILROAD CROSSING:	NONE

FDOT DISTRICT DESIGN ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

APPROVED BY:

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

INDEX OF SHEETS

SHEET NO	SHEET DESCRIPTION

SHEET NO.
000

7/17/2024 2:46:39 PM kathryn.obrien
K:\ORL Worksets\FDOT\4446341\2201 SR72-PDE\roadway\TYPSRD01.dgn

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
(X)	MINOR ARTERIAL		

HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) STRATEGIC INTERMODAL SYSTEM
(X) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

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

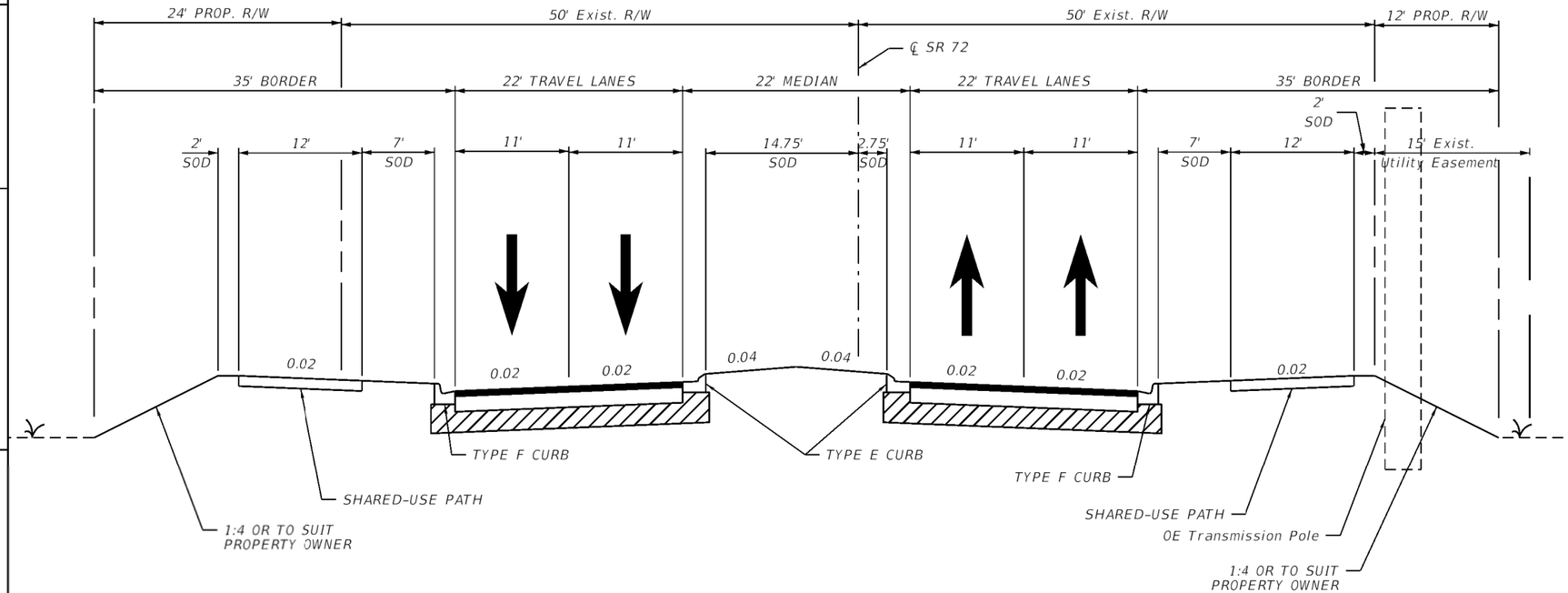
CRITERIA

(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

NONE

TYPICAL SECTION No. 1



SR 72 (CLARK ROAD)
MP 5.075 TO MP 6.516 (35 MPH)
MP 7.356 TO MP 7.967 (45 MPH)

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 18,500
ESTIMATED OPENING YEAR = 2030 AADT = 25,600
ESTIMATED DESIGN YEAR = 2050 AADT = 43,200
K = 9 % D = 55% T = 11% (24 HOUR)
DESIGN HOUR T = 5.5%
TARGET SPEED = 35/45 MPH
DESIGN SPEED = 35/45 MPH
POSTED SPEED = 35/45 MPH

FINANCIAL PROJECT ID	SHEET NO.
444634-1-22-01	2

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

5/17/2024 10:31:04 AM eric.benson
K:\ORL_Worksets\FDOT\444634122O1_SR72-PDE\roadway\TYPDRD01.dgn

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
(X)	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
(X)	MINOR ARTERIAL		

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

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

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

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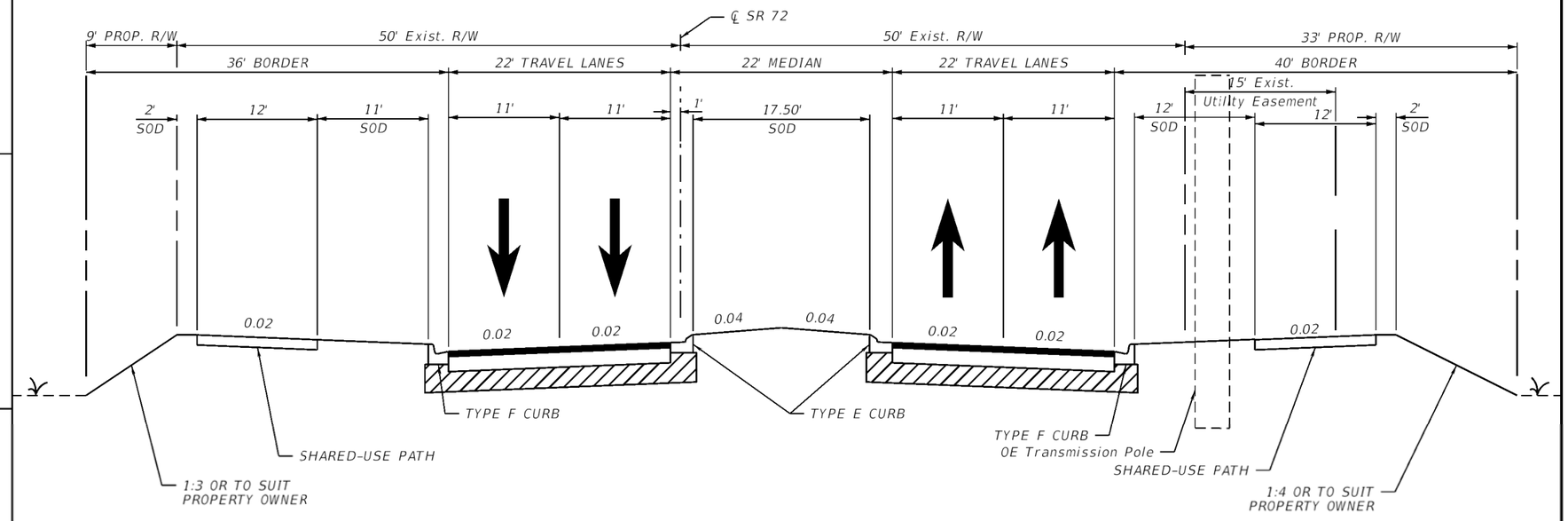
TYPICAL SECTION No. 2



SR 72 (CLARK ROAD)
MP 6.516 TO MP 7.356 (45 MPH)

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 18,500
ESTIMATED OPENING YEAR = 2030 AADT = 25,600
ESTIMATED DESIGN YEAR = 2050 AADT = 43,200
K = 9% D = 55% T = 11% (24 HOUR)
DESIGN HOUR T = 5.5%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
444634-1-22-01	3

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

5/17/2024 10:30:36 AM eric.benson
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APPENDIX C

CONCEPT PLANS

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

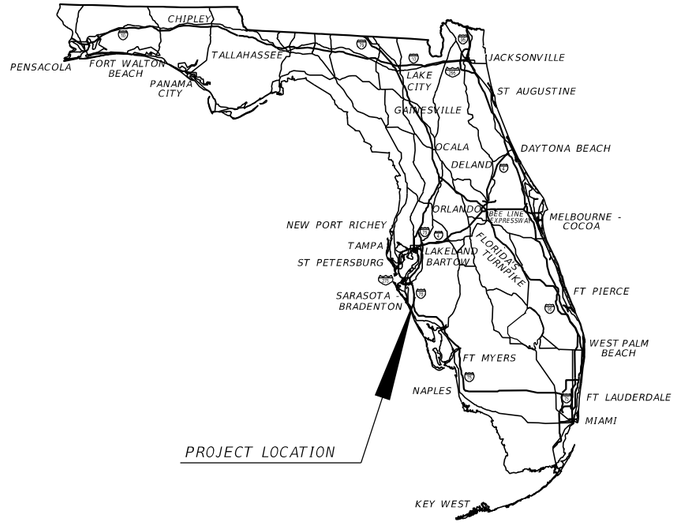
CONCEPT PLANS

FINANCIAL PROJECT ID 444634-1-22-01

(FEDERAL FUNDS)

SARASOTA COUNTY (17070000)

STATE ROAD NO. 72 (CLARK ROAD)



PROJECT LOCATION URL:	https://tinyurl.com/mrykcewz
PROJECT LIMITS:	BEGIN MP 5.075 – END MP 7.967
EXCEPTIONS:	NONE
BRIDGE LIMITS:	NONE
RAILROAD CROSSING:	NONE

PRELIMINARY AND SUBJECT TO CHANGE
DATE: 05/29/2025

INDEX OF CONCEPT PLANS

CONCEPT PLANS PREPARED BY:

CRIS SCHOOLEY, P.E.
P.E. LICENSE NUMBER 74018
KIMLEY-HORN AND ASSOCIATES
200 S. ORANGE AVE., SUITE 600
ORLANDO FL, 32801
CONTRACT NO.: CAI05
VENDOR NO.: 696

FDOT PROJECT MANAGER:

STEVEN ANDREWS

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	1

5/29/2025 11:26:11 AM cris.schooley
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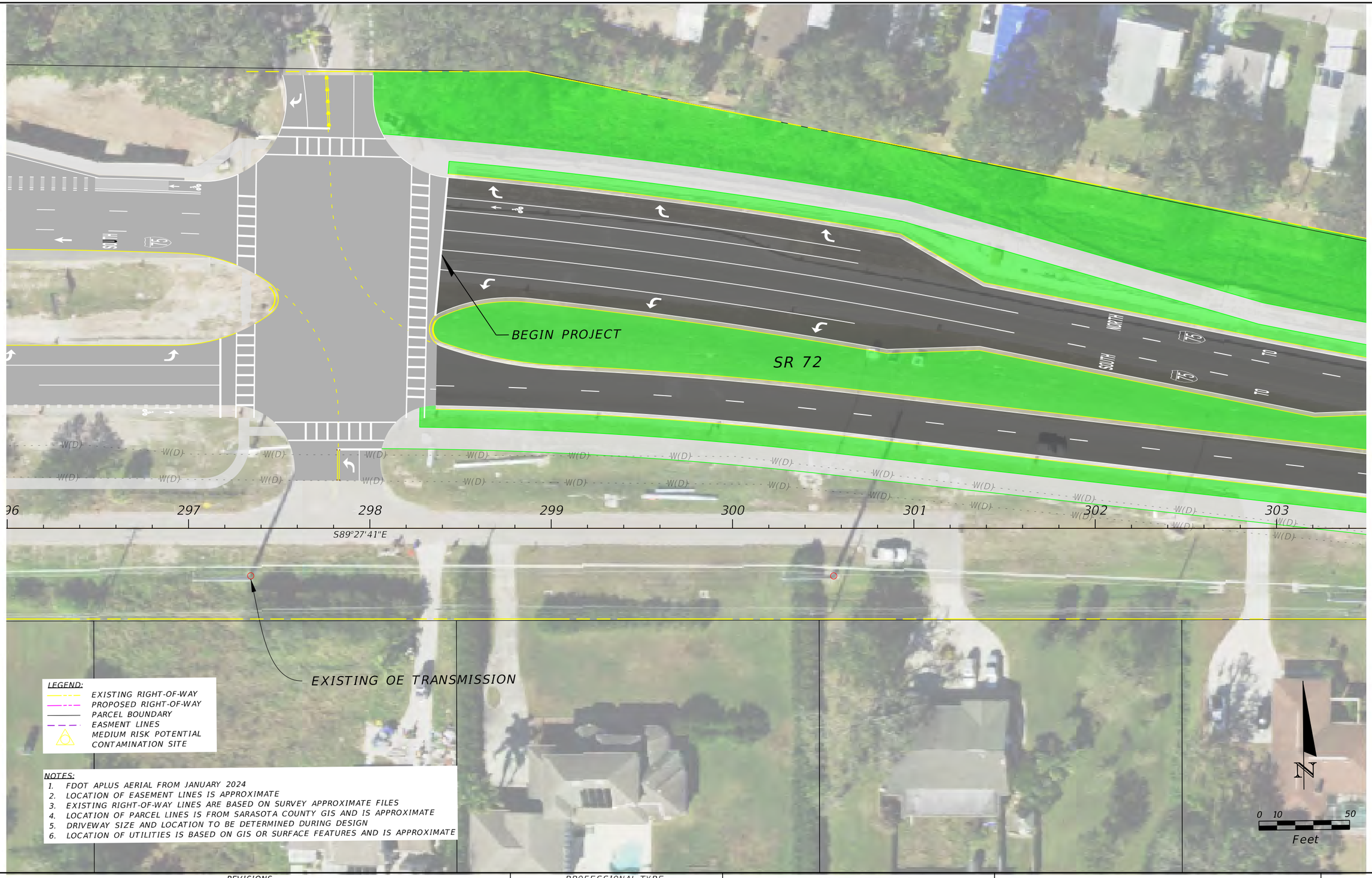

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REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (01)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2
					72	SARASOTA	444634-1-22-01		

N

0 10 50
Feet

SR 72

304 305 306 307 308 309 310

FRONTIER

HUMMINGBIRD AVE

POND 1

LEGEND:
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (02)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
					72	SARASOTA	444634-1-22-01		

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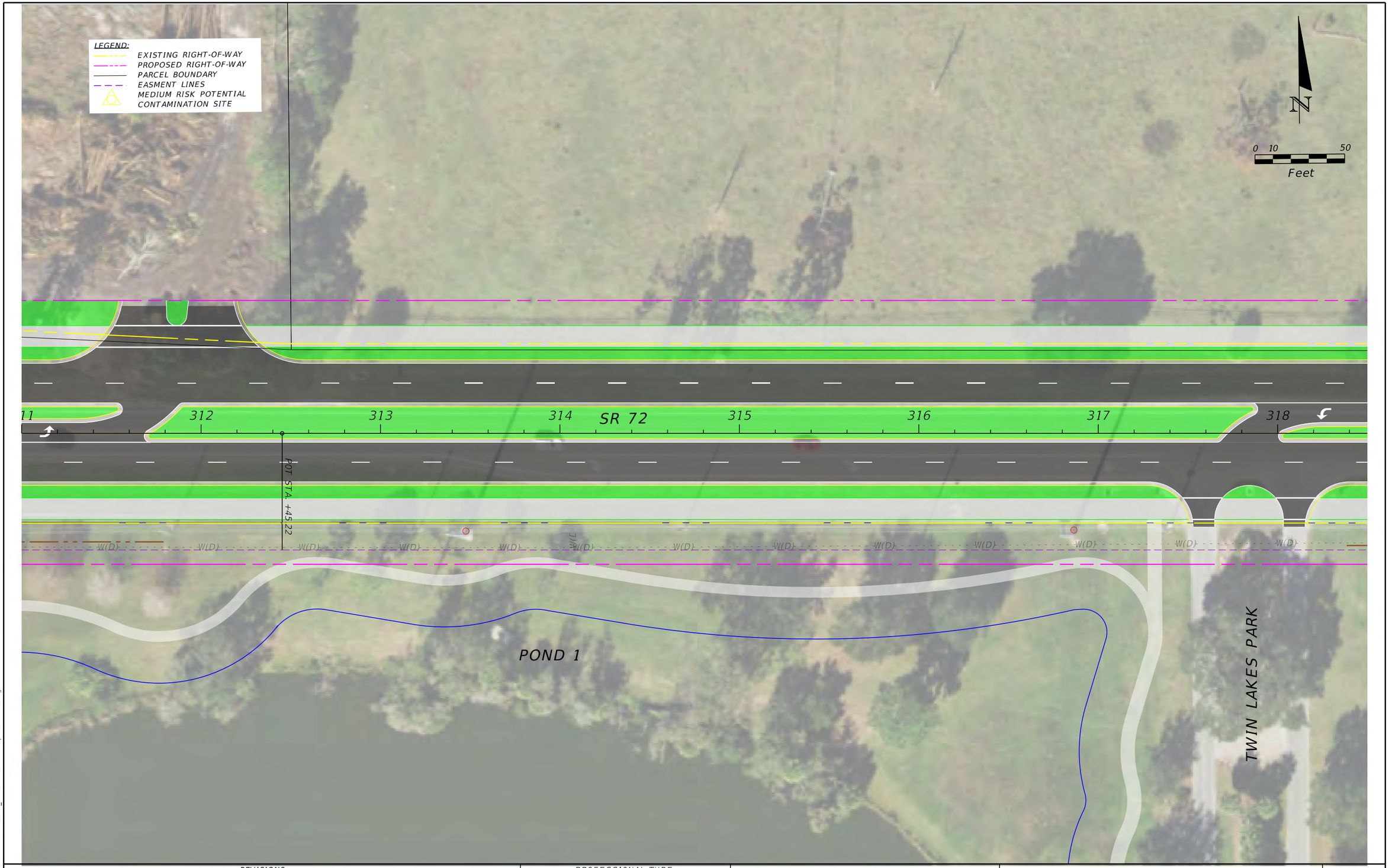

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (03)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
					72	SARASOTA	444634-1-22-01		

5/29/2025 11:23:30 AM cris.schooley
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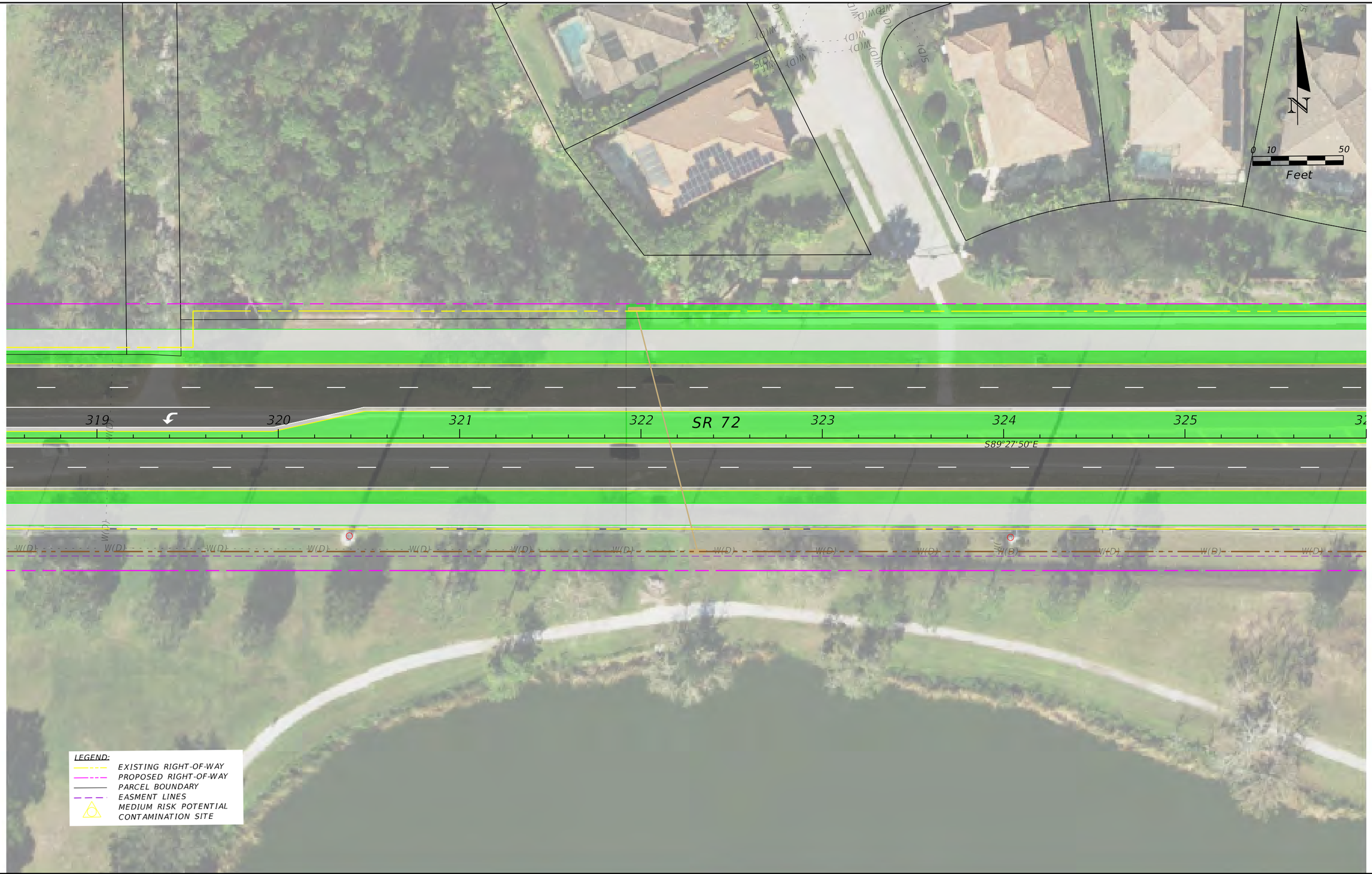

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DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
					72	SARASOTA	444634-1-22-01		

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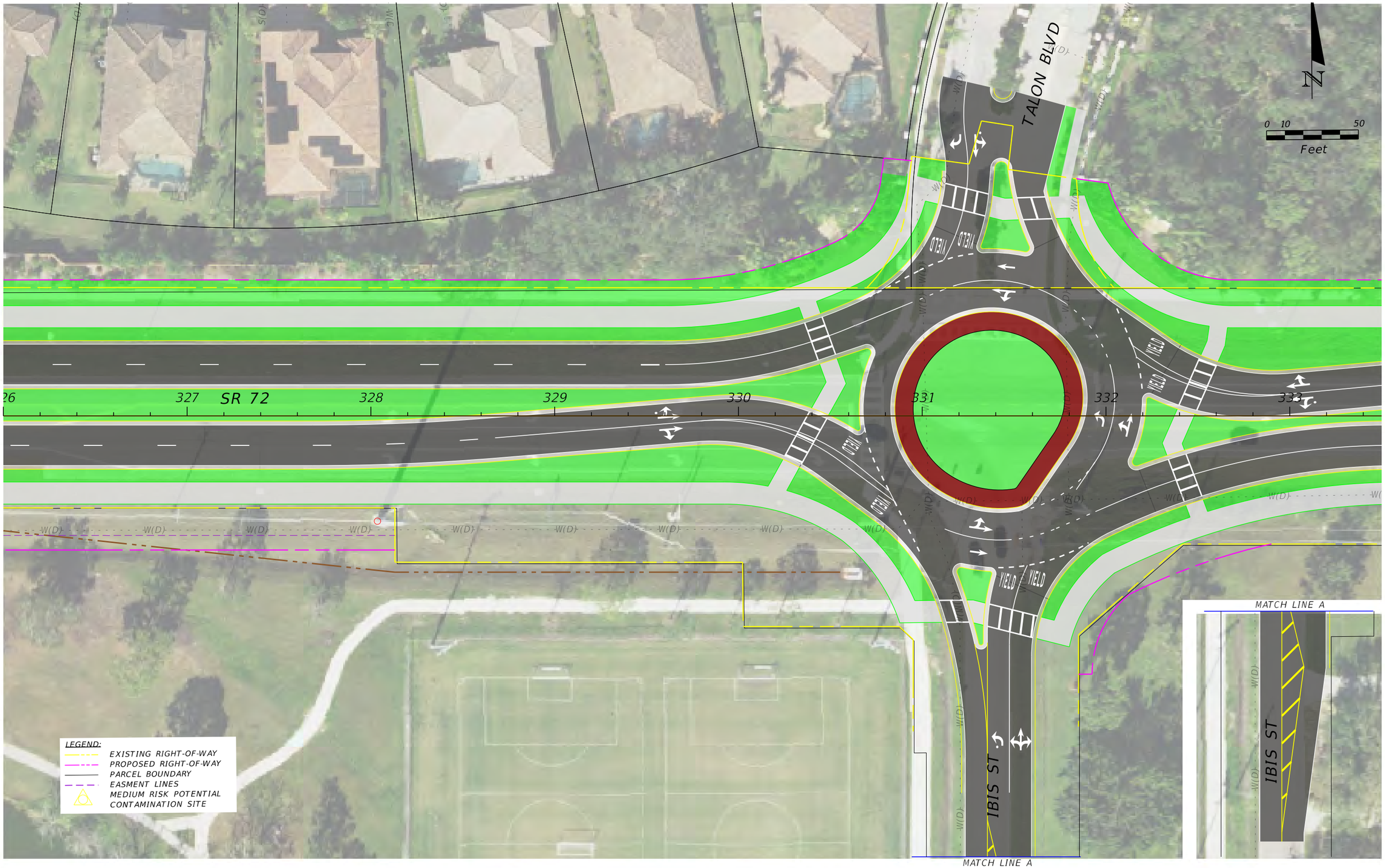

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (05)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6
					72	SARASOTA	444634-1-22-01		

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N

0 10 50
Feet

334 335 336 337 338 SR 72 339 340

POT STA 46303

W(D)

POND 2

LEGEND:
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASEMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (06)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		7
					72	SARASOTA	444634-1-22-01		

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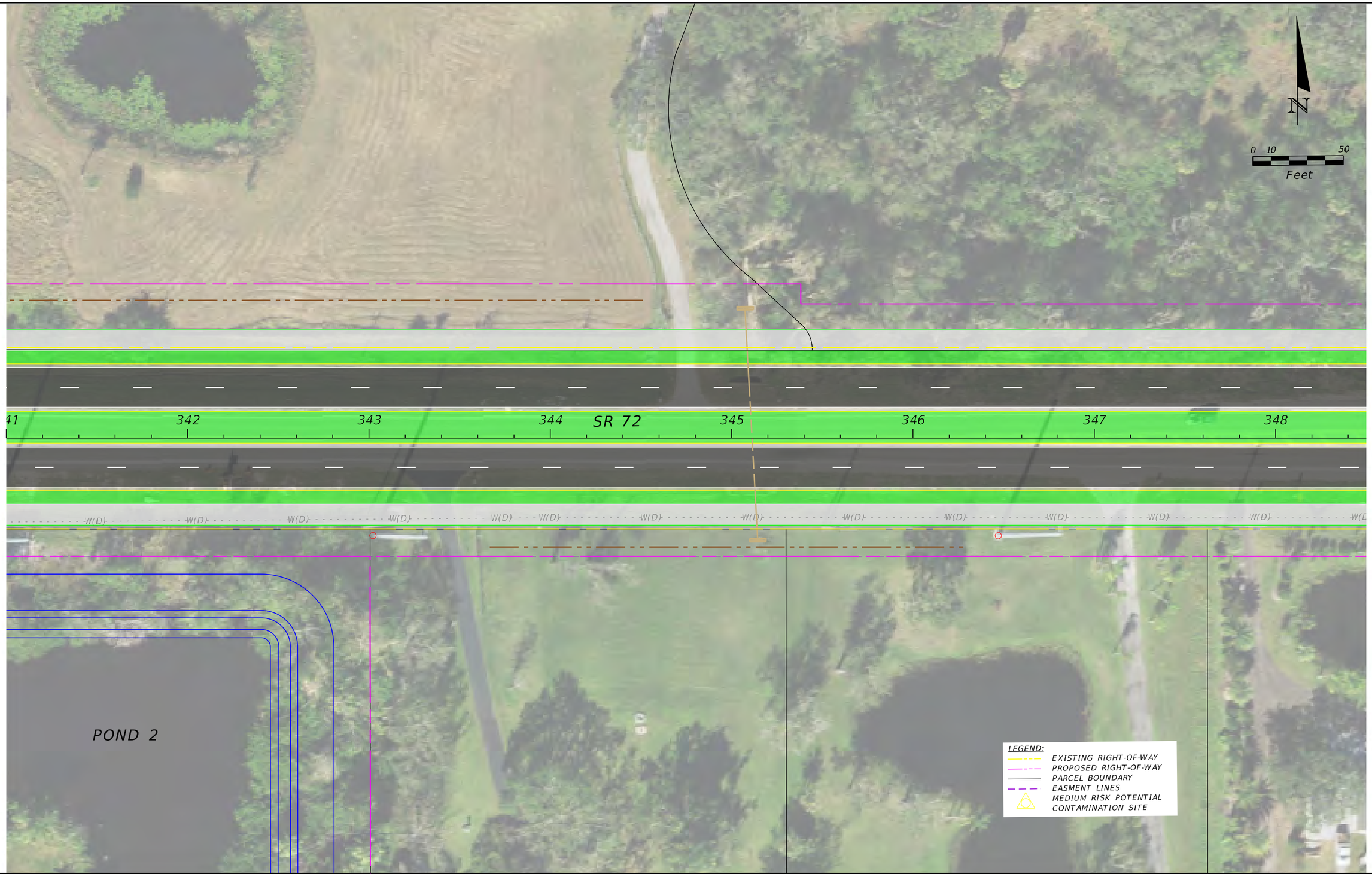

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (07)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		8
					72	SARASOTA	444634-1-22-01		

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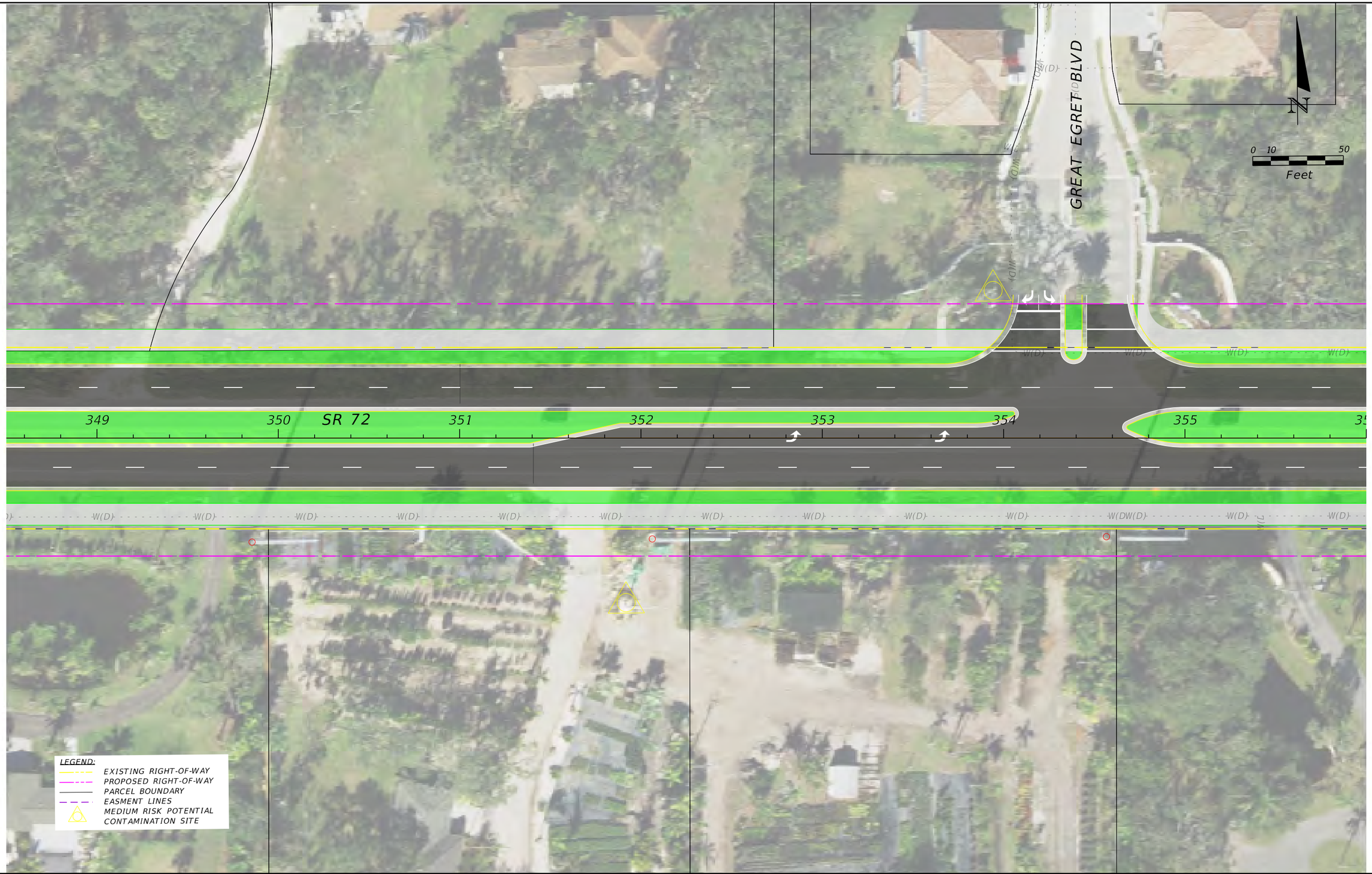

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (08)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		9
					72	SARASOTA	444634-1-22-01		

6/18/2024 5:03:08 PM kathryn.obrien
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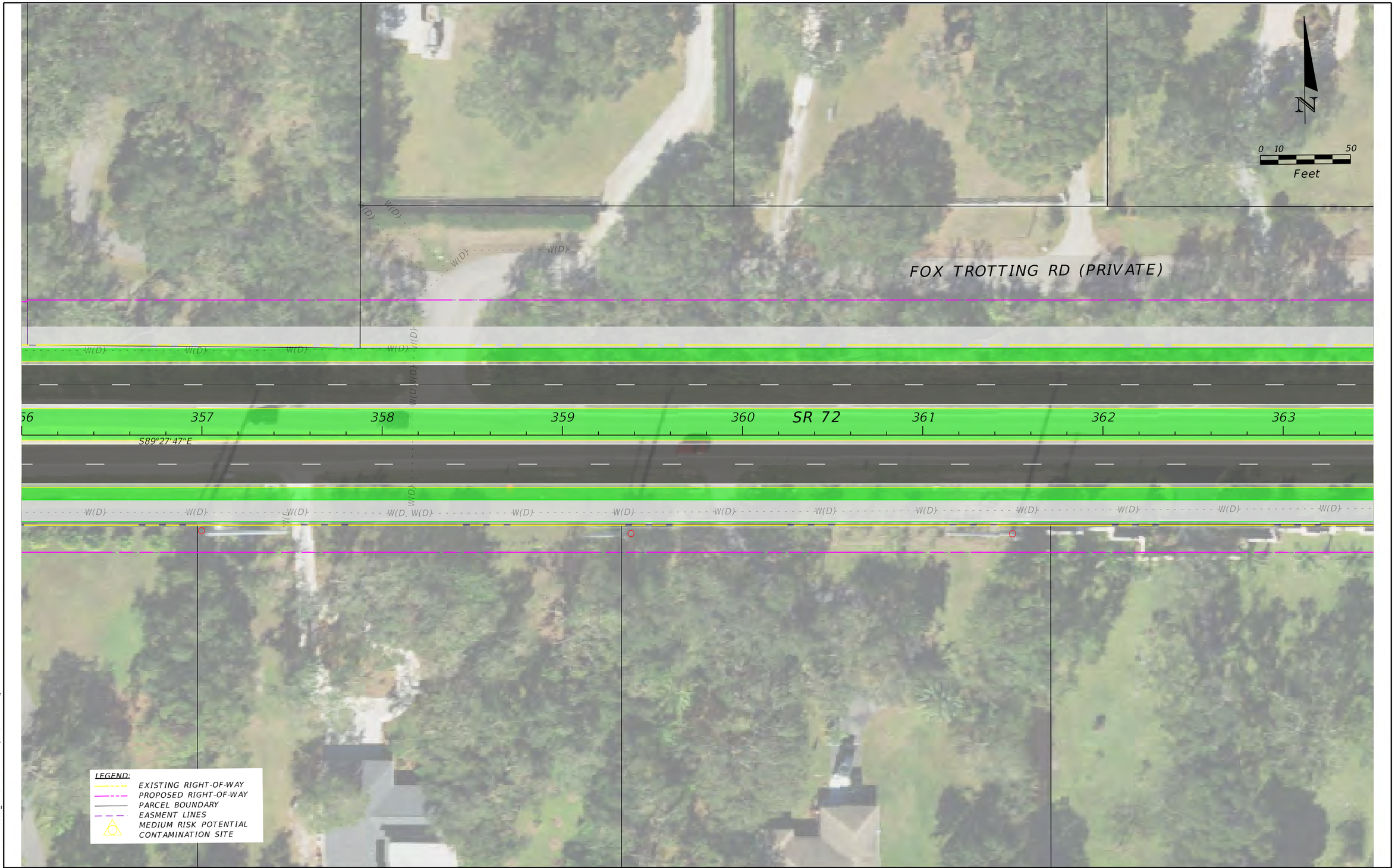

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (09)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		10
					72	SARASOTA	444634-1-22-01		

6/18/2024 5:03:16 PM kathryn.obrien
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REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (10)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		11
					72	SARASOTA	444634-1-22-01		

6/18/2024 5:03:24 PM kathryn.obrien
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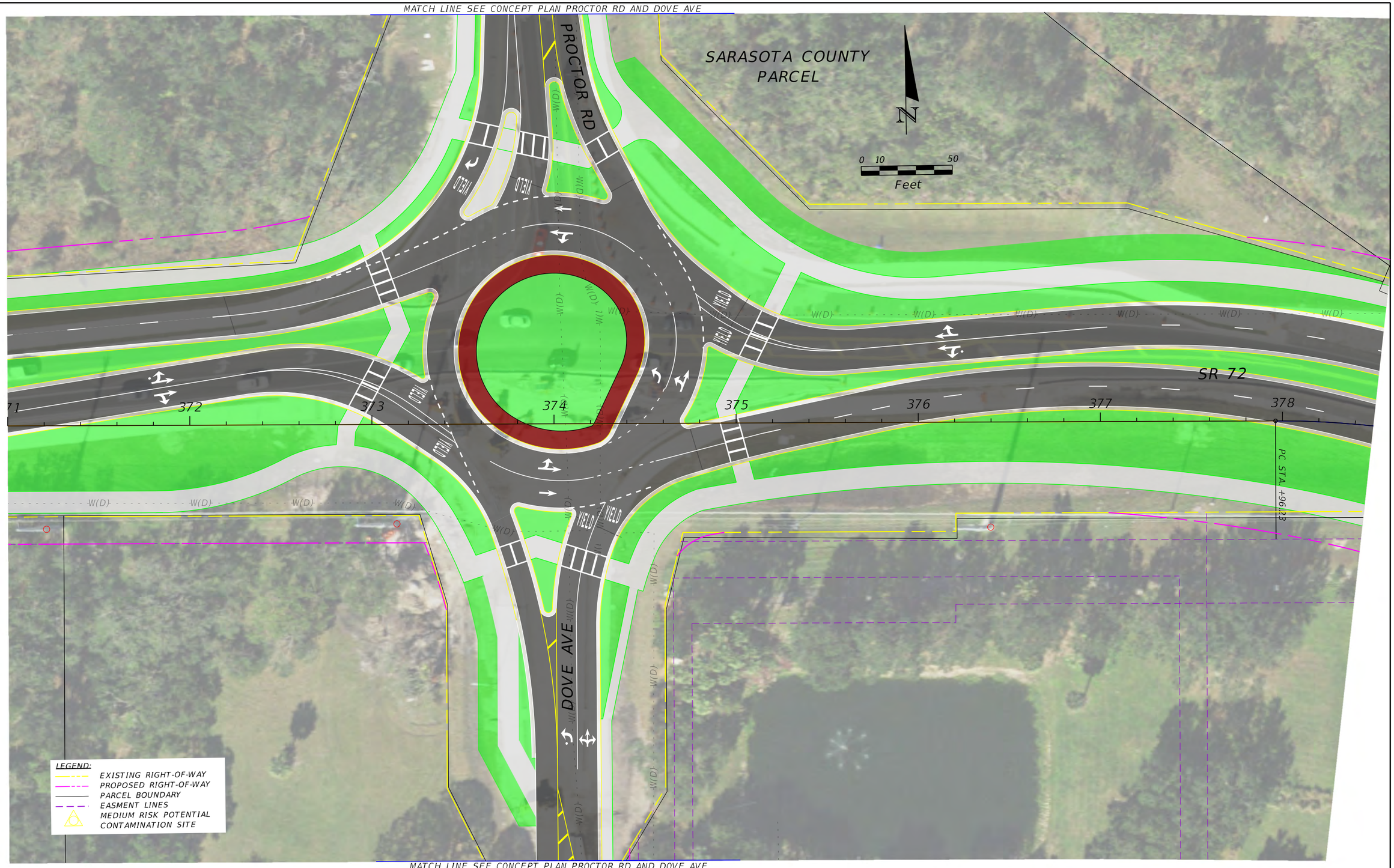
MATCH LINE SEE CONCEPT PLAN PROCTOR RD AND DOVE AVE



MATCH LINE SEE CONCEPT PLAN PROCTOR RD AND DOVE AVE

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (11)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		12
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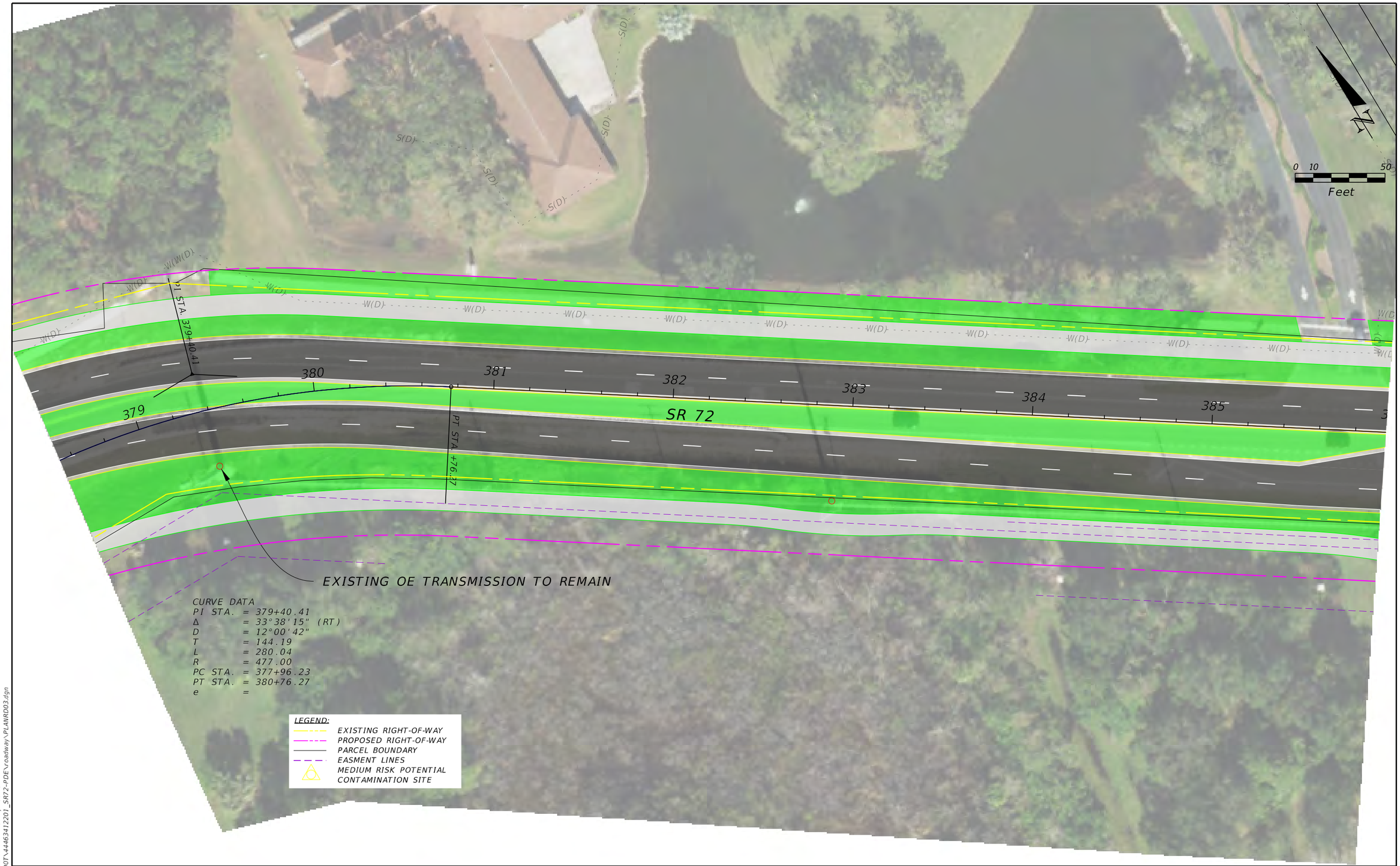

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CONCEPT PLAN SR 72 (CLARK ROAD) (12)	13
					72	SARASOTA	444634-1-22-01		

6/18/2024 5:03:41 PM kathryn.obrien
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SANDHILL LAKE DR

PRESERVATION DR

SR 72

S55°49'32"E

386 387 388 389 390 391 392 393

0 10 50
Feet

N

LEGEND:
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASEMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (13)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		14
					72	SARASOTA	444634-1-22-01		

6/18/2024 5:03:52 PM kathryn.obrien
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AVENTURA DR

SR 72

POT STA +32.08

394 395 396 397 398 399 400

0 10 50
Feet

LEGEND:
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PROFESSIONAL TYPE

CRIS S. SCHOOLEY, P.E.
LICENSE NUMBER: 74018
KIMLEY-HORN AND ASSOCIATES
200 S. ORANGE AVE, SUITE 600
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
72	SARASOTA	444634-1-22-01

CONCEPT PLAN SR 72 (CLARK ROAD) (14)

SHEET NO. 15

6/18/2024 5:04:02 PM kathryn.obrien
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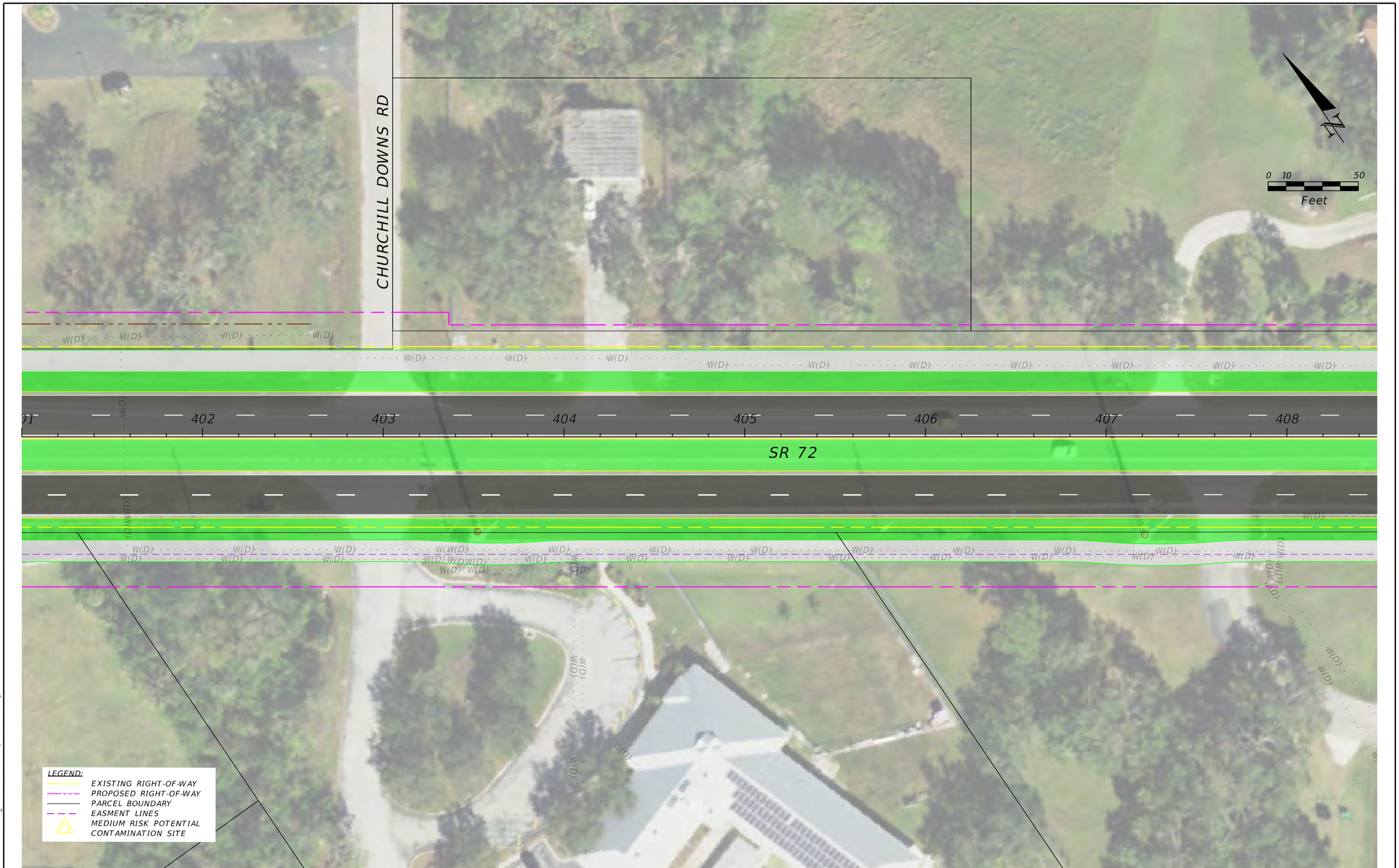

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (15)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		16
					72	SARASOTA	444634-1-22-01		

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MATCH LINE SEE CONCEPT PLAN POND 3

TO
POND 3

N

0 10 50
Feet

409 410 411 412 413 414 415

S55°49'29"E

SR 72

W(D)

LEGEND:
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PROFESSIONAL TYPE

CRIS S. SCHOOLEY, P.E.
LICENSE NUMBER: 74018
KIMLEY-HORN AND ASSOCIATES
200 S. ORANGE AVE, SUITE 600
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
72	SARASOTA	444634-1-22-01

CONCEPT PLAN SR 72 (CLARK ROAD) (16)

SHEET NO. 17

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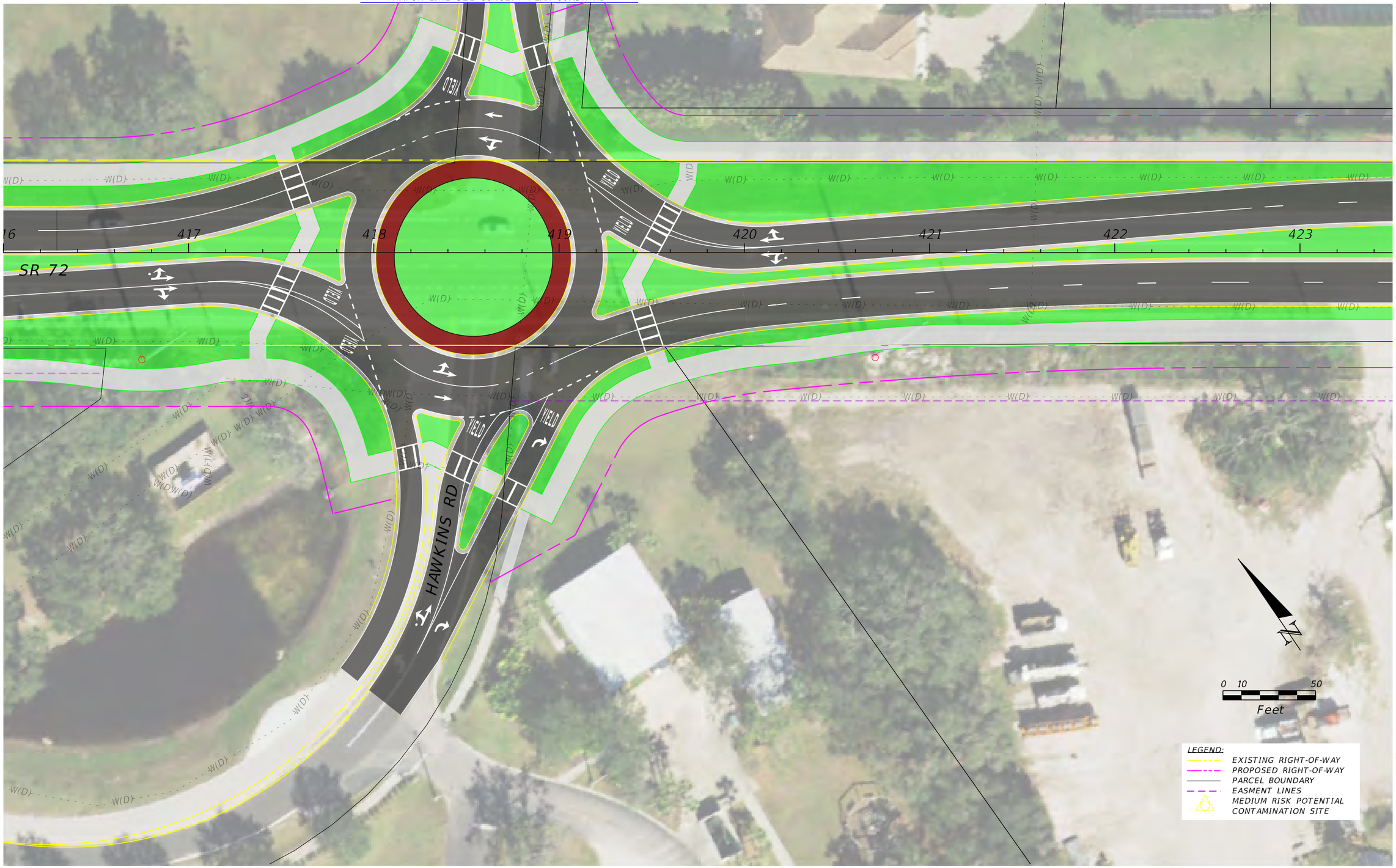
MATCH LINE SEE CONCEPT PLAN COASH RD



REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (17)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		18
					72	SARASOTA	444634-1-22-01		

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REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (18)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		19
					72	SARASOTA	444634-1-22-01		

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REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (19)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		20
					72	SARASOTA	444634-1-22-01		

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LEGEND:
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

0 10 50
Feet

SR 72

439 440 441 442 443 444 445

POND 4

POND 4

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PROFESSIONAL TYPE

CRIS S. SCHOOLEY, P.E.
LICENSE NUMBER: 74018
KIMLEY-HORN AND ASSOCIATES
200 S. ORANGE AVE, SUITE 600
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
72	SARASOTA	444634-1-22-01

CONCEPT PLAN SR 72 (CLARK ROAD) (20)

SHEET NO. 21

6/18/2024 5:05:05 PM kathryn.obrien
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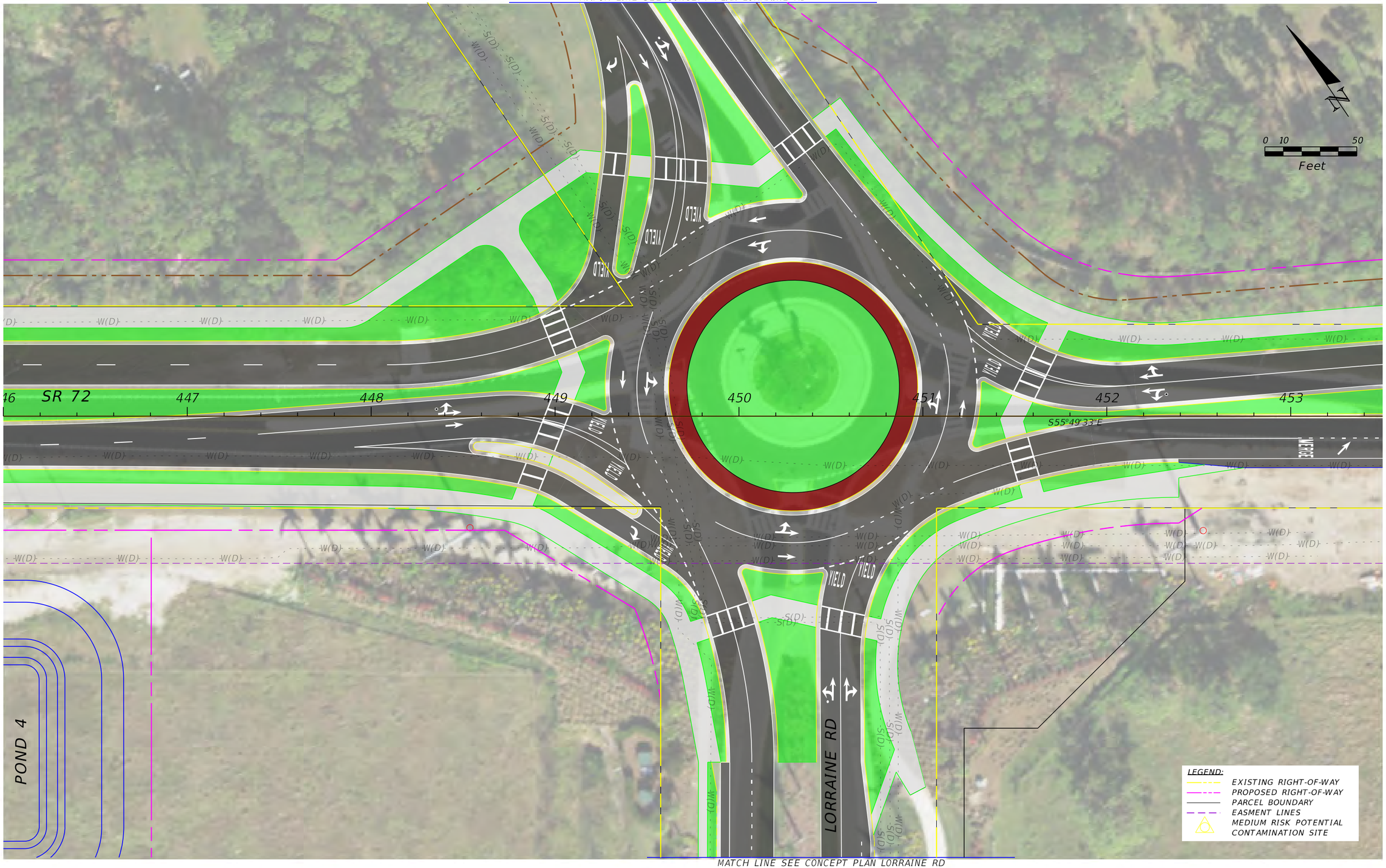

MATCH LINE SEE CONCEPT PLAN LORRAINE RD

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (21)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		22
					72	SARASOTA	444634-1-22-01		

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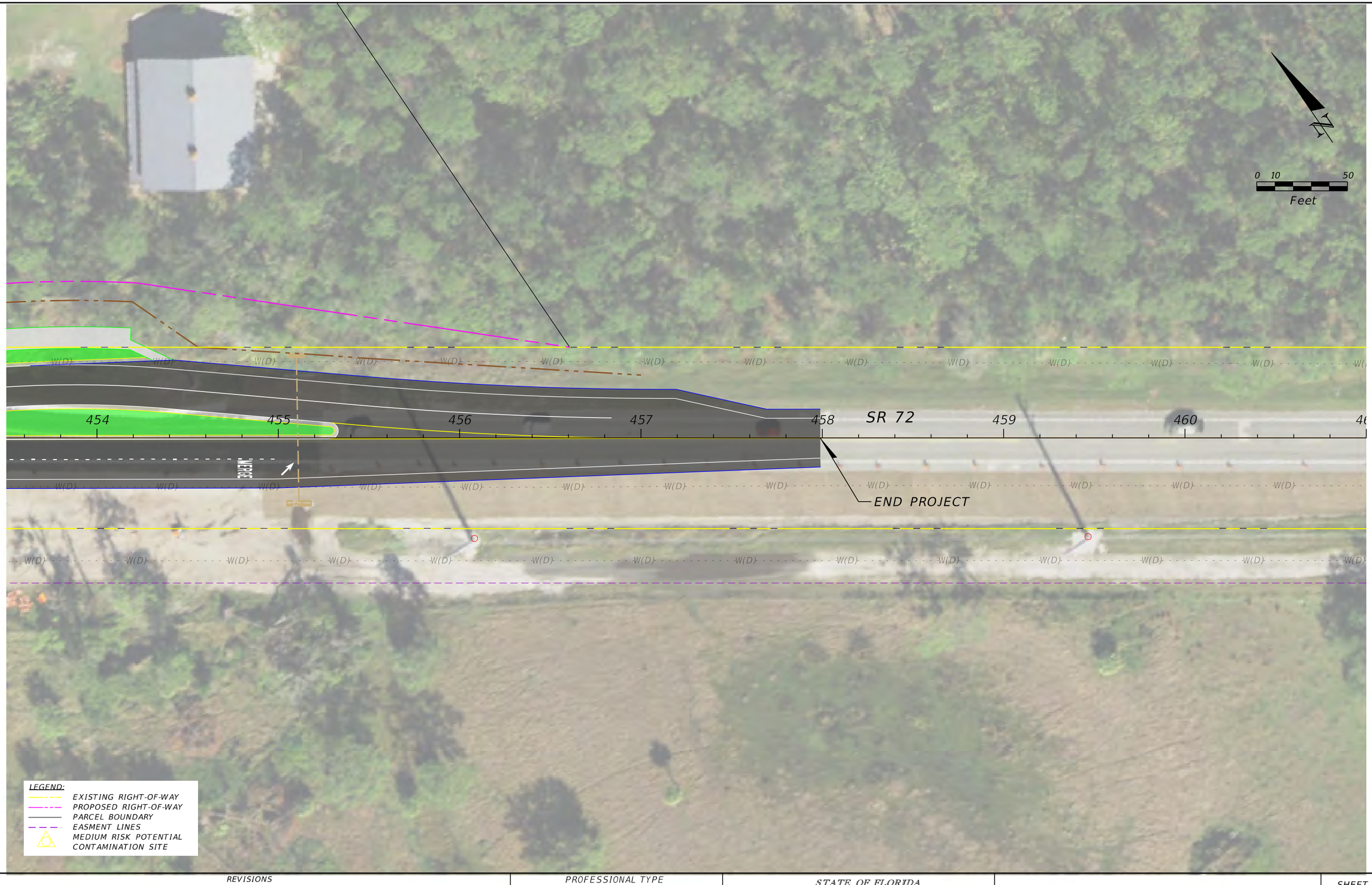

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN SR 72 (CLARK ROAD) (22)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		23
					72	SARASOTA	444634-1-22-01		

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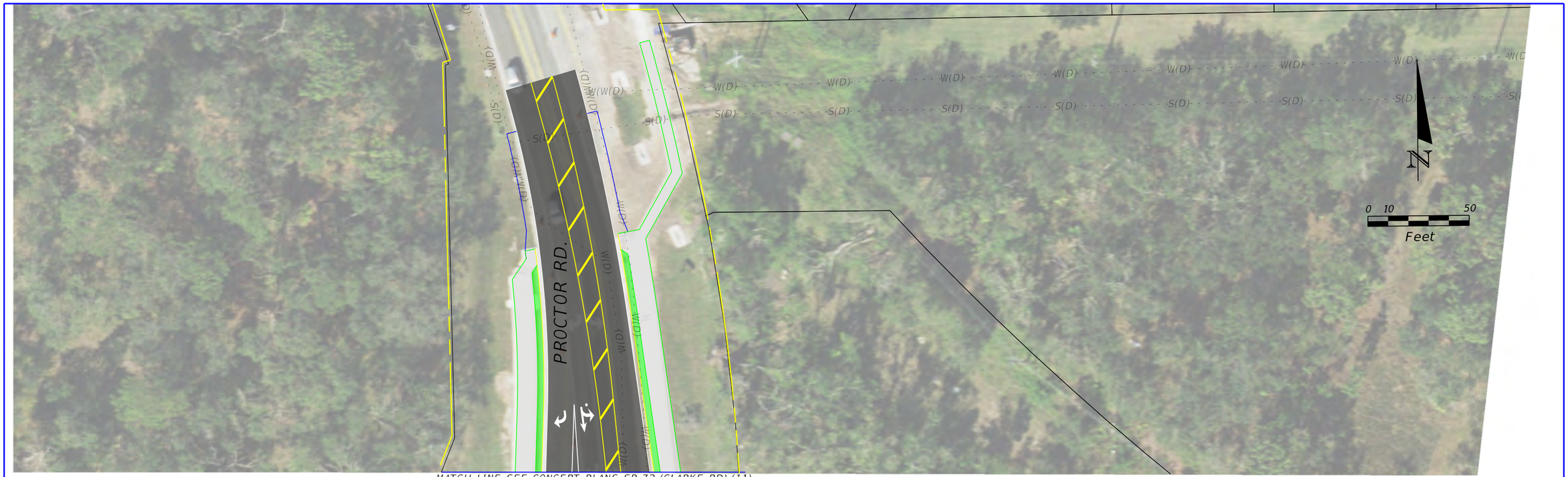

MATCH LINE SEE CONCEPT PLANS SR 72 (CLARKE RD) (11)

MATCH LINE SEE CONCEPT PLANS SR 72 (CLARKE RD) (11)

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLANS PROCTOR RD AND DOVE AVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		24
					72	SARASOTA	444634-1-22-01		

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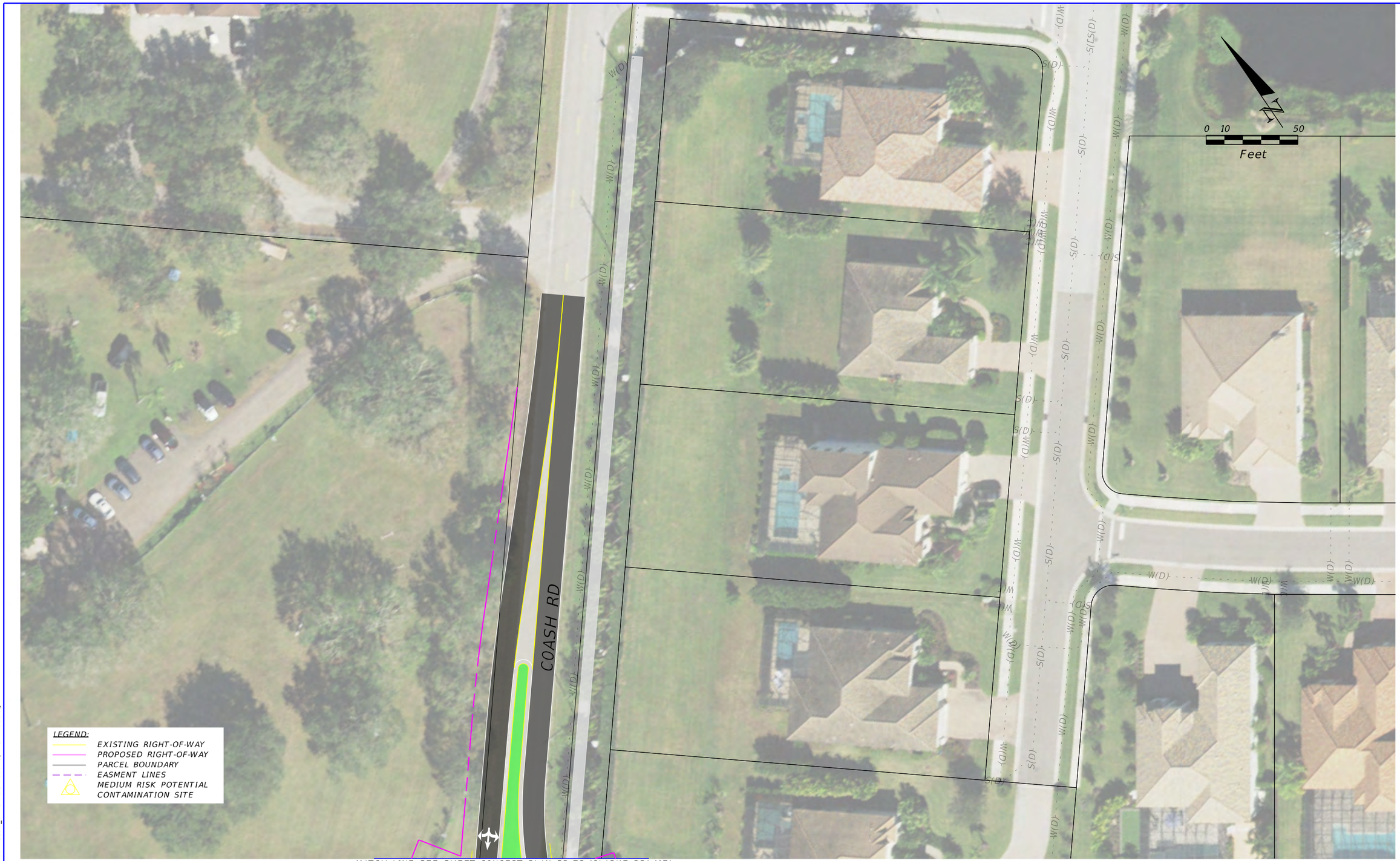

MATCH LINE SEE SHEET CONCEPT PLAN SR 72 (CLARKE RD) (17)

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN COASH RD	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		25
					72	SARASOTA	444634-1-22-01		

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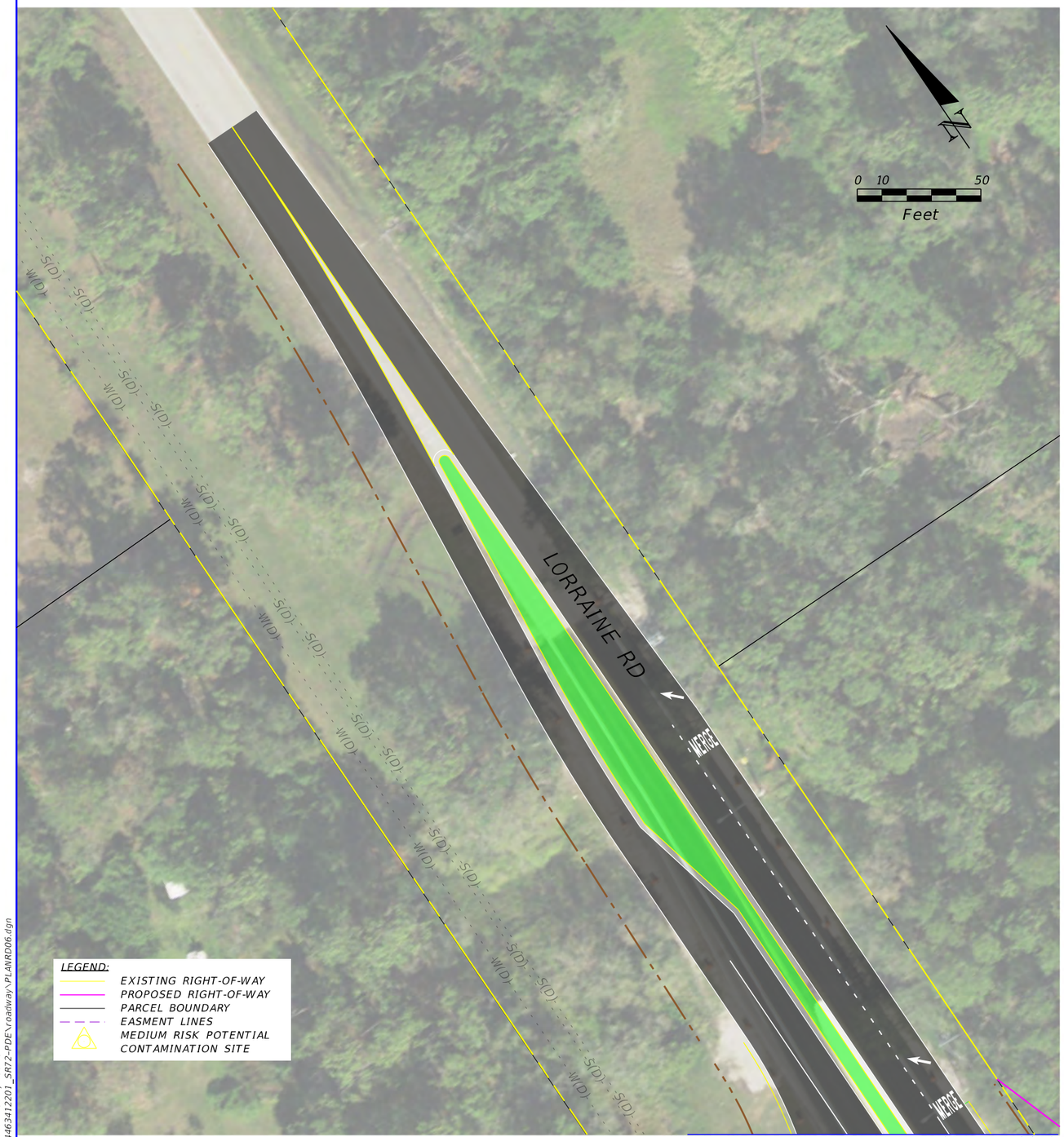
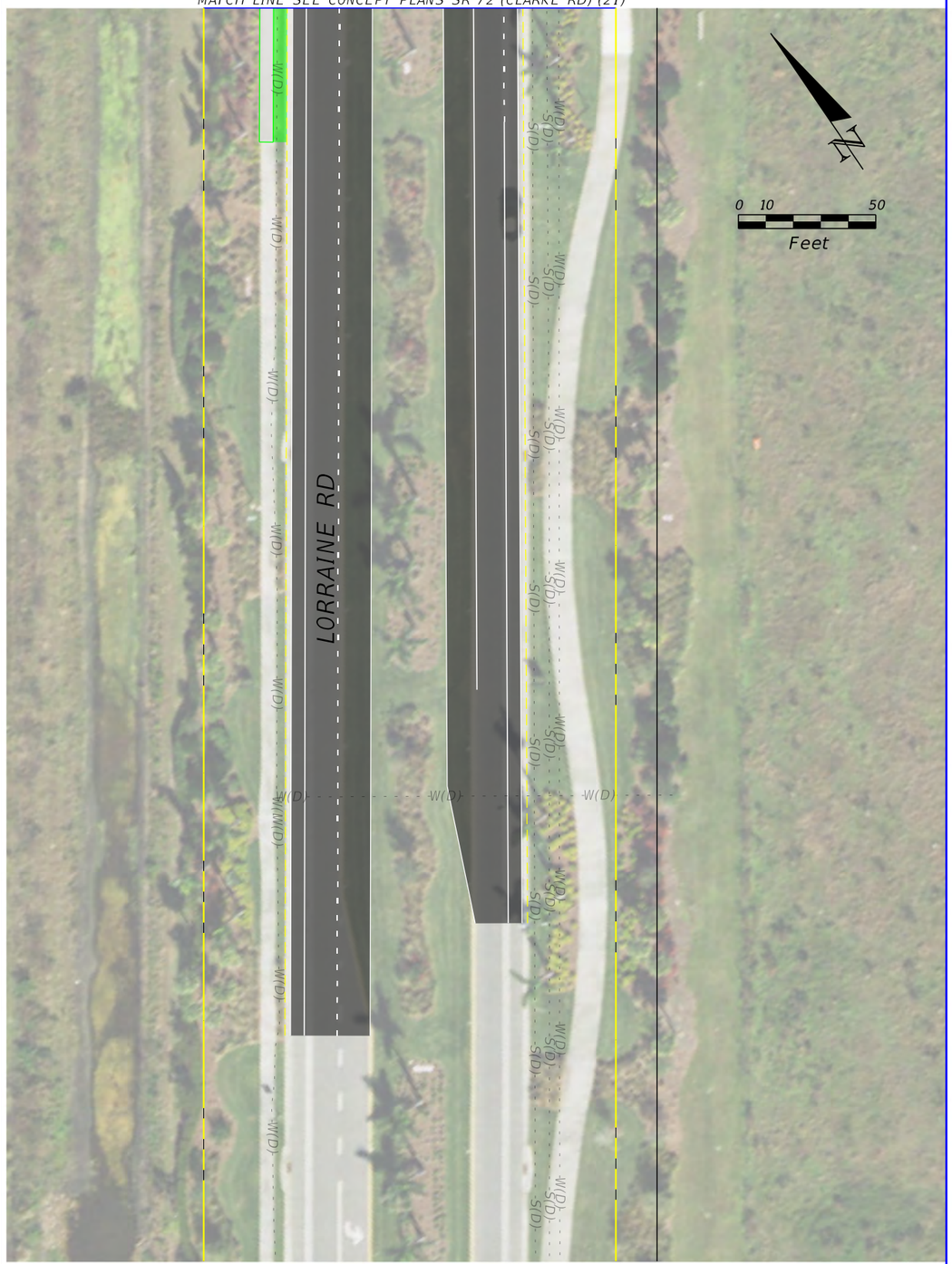


MATCH LINE SEE CONCEPT PLANS SR 72 (CLARKE RD) (21)

MATCH LINE SEE CONCEPT PLANS SR 72 (CLARKE RD) (21)



REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN LORRAINE RD	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		26
					72	SARASOTA	444634-1-22-01		

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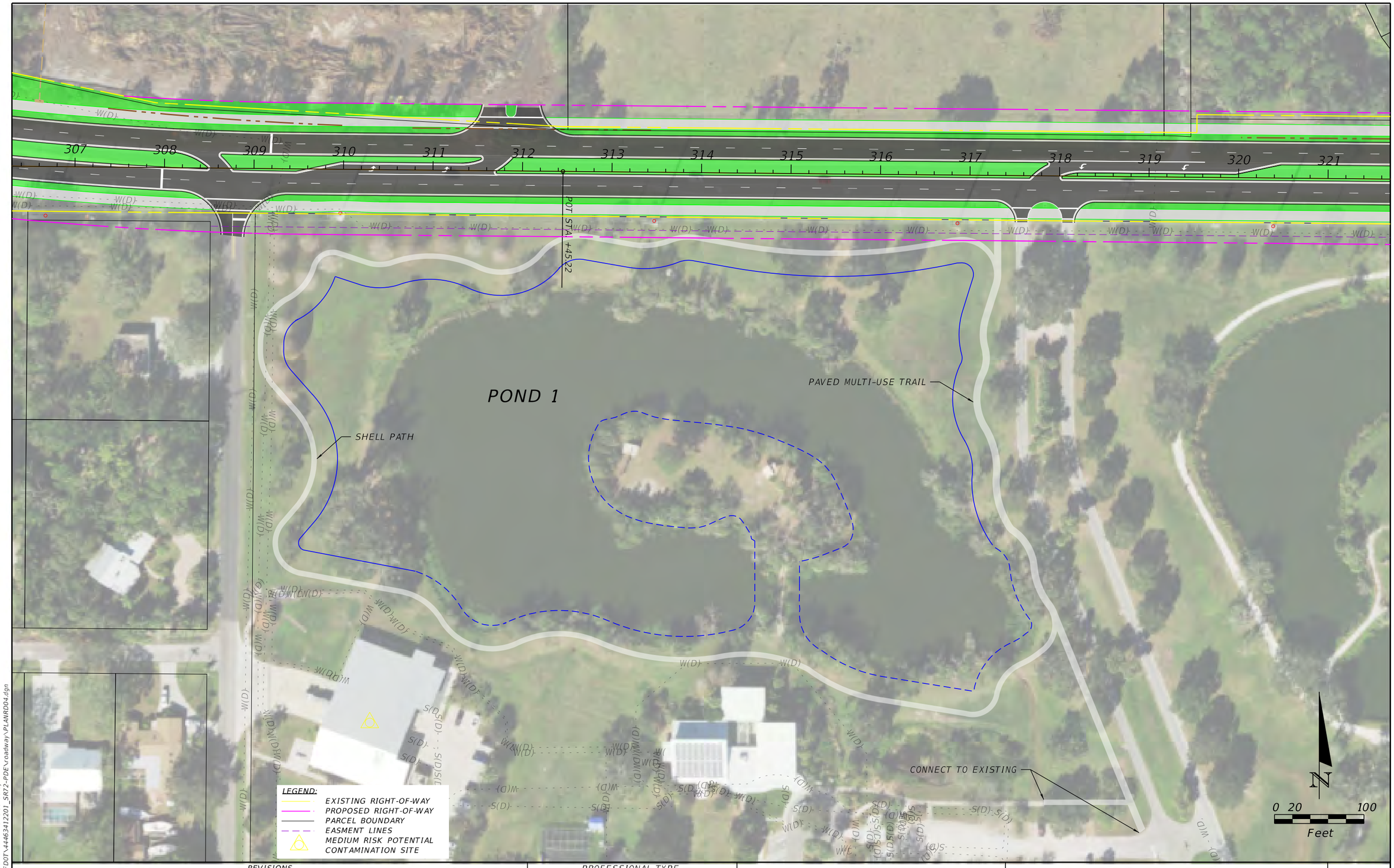

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN POND 1	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		27
					72	SARASOTA	444634-1-22-01		

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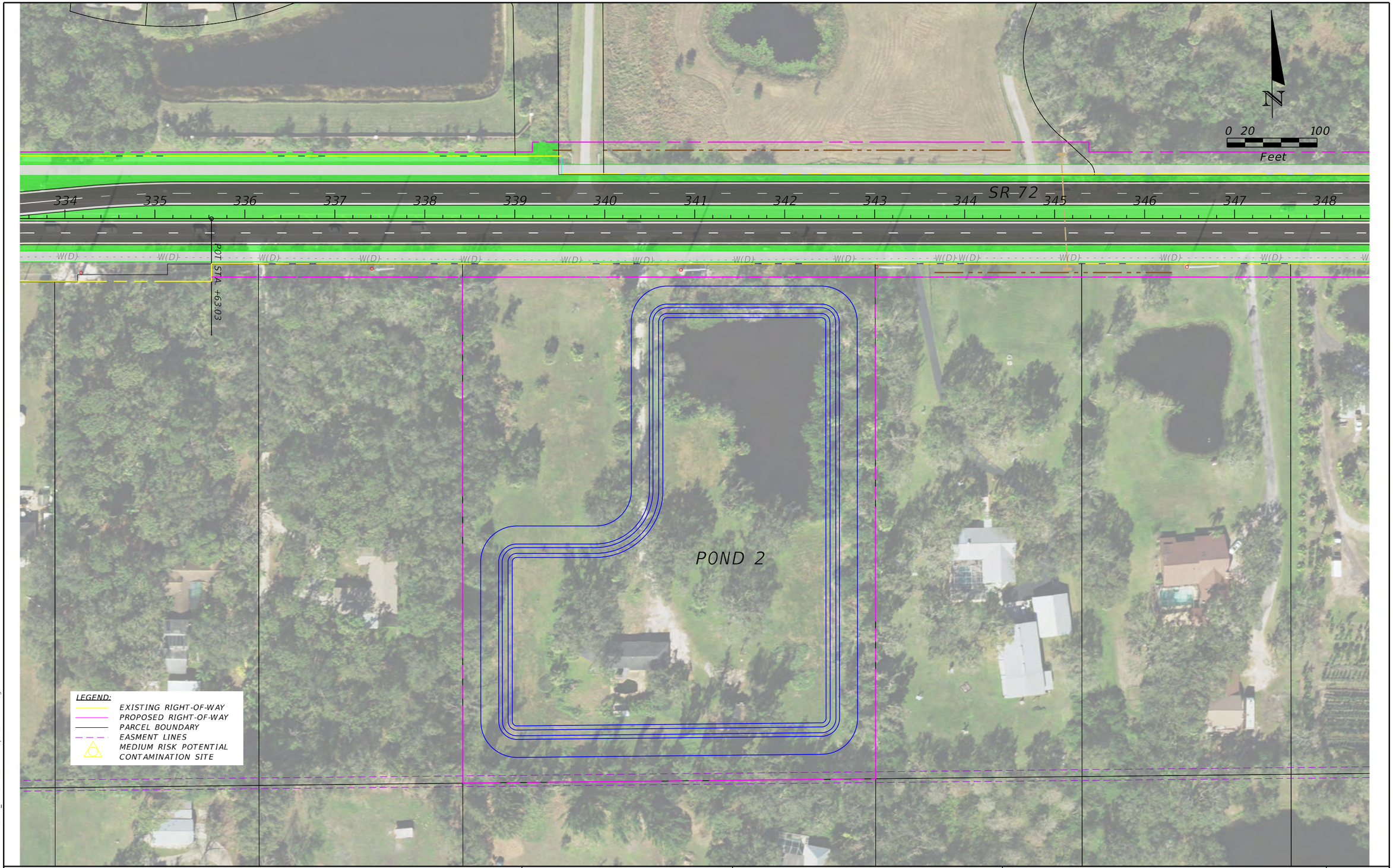

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN POND 2	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		28
					72	SARASOTA	444634-1-22-01		

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LEGEND:
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASEMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

POND 3

TO SR 72

0 20 100
Feet

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLAN POND 3	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		29
					72	SARASOTA	444634-1-22-01		

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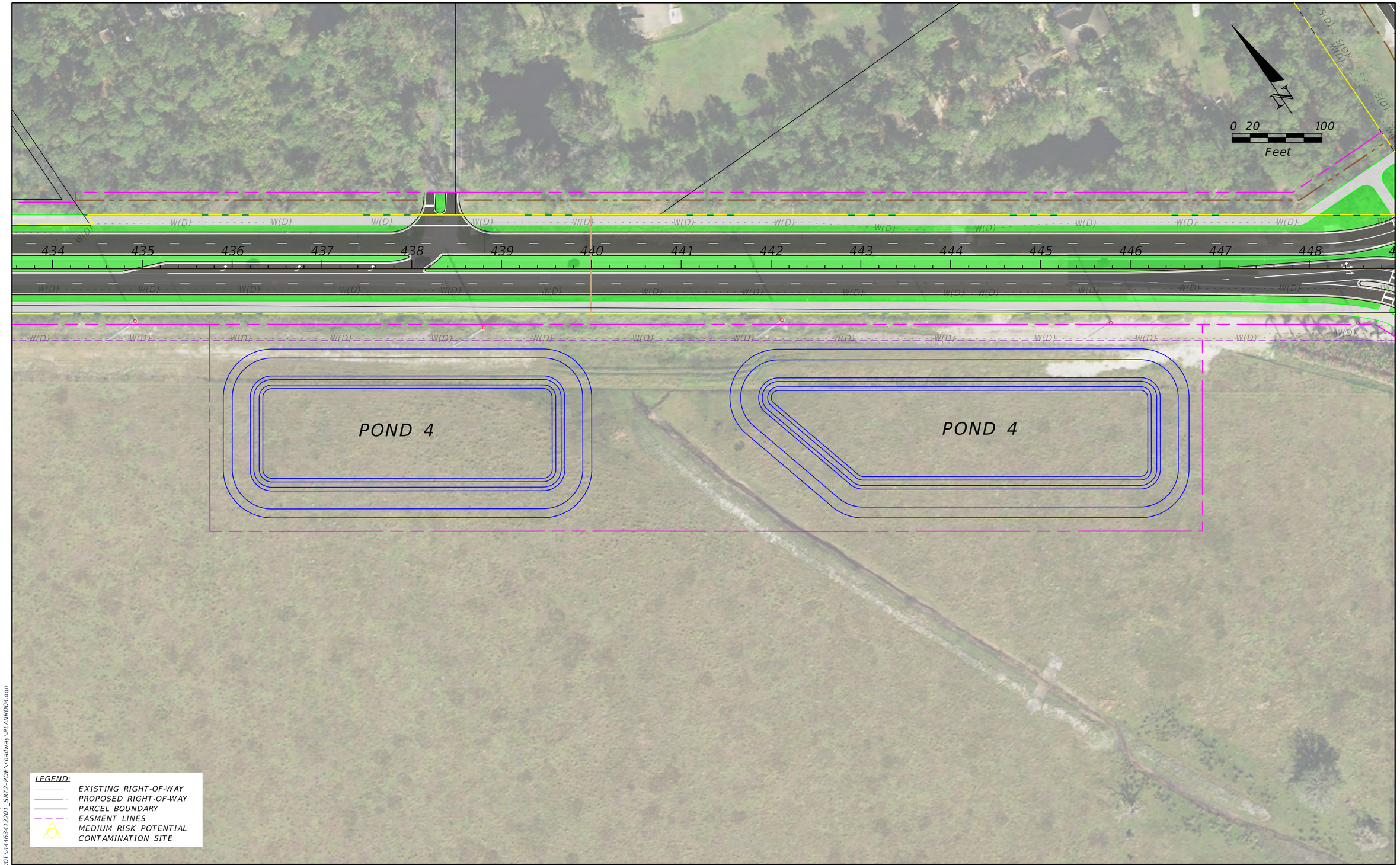

LEGEND:

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PARCEL BOUNDARY
- EASMENT LINES
- MEDIUM RISK POTENTIAL CONTAMINATION SITE

REVISIONS				PROFESSIONAL TYPE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRIS S. SCHOOLEY, P.E. LICENSE NUMBER: 74018 KIMLEY-HORN AND ASSOCIATES 200 S. ORANGE AVE, SUITE 600 ORLANDO, FL 32801	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CONCEPT PLAN POND 4	30
					72	SARASOTA	444634-1-22-01		

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APPENDIX D

LONG RANGE ESTIMATE

Date: 4/22/2025 8:30:15 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 444634-2-52-01 **Letting Date:** 01/2099

Description: SR 72 FROM EAST OF I-75 TO EAST OF PROCTOR

District: 01 **County:** 17 SARASOTA **Market Area:** 10 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.000 MI

Project Manager: NEM-BCC-JLM

Version 5 Project Grand Total **$40,502,392.11**
Description: March 2025 East of I-75 to Proctor Road from Version 4P- Maximized %s per ART-3/11/25

Sequence: 1 NDU - New Construction, Divided, Urban **Net Length:** 1.700 MI 8,976 LF

Description: 4-lane divided SR 72 section with curb and gutter, raised median, and shared use path on both sides

---

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	68.00 / 68.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.700
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	28.02 AC	$47,277.48	$1,324,714.99
120-6	EMBANKMENT	169,533.37 CY	$20.13	$3,412,706.74
	Earthwork Component Total			$4,737,421.73

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	22.00 / 22.00
Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	54,175.15 SY	$8.47	$458,863.52

285-709	OPTIONAL BASE,BASE GROUP 09	43,882.67 SY	$28.72	$1,260,310.28
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	7,240.64 TN	$171.73	$1,243,435.11
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	3,620.32 TN	$227.35	$823,079.75

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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
706-1-3	RAISED PAVMT MARK, TYPE B	688.00 EA	$4.64	$3,192.32
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.80 GM	$1,294.14	$8,800.15
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.40 GM	$543.44	$1,847.70
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	6.80 GM	$5,885.64	$40,022.35
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	3.40 GM	$1,515.60	$5,153.04

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	12.00 / 12.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	27,925.33 SY	$8.47	$236,527.55
285-701	OPTIONAL BASE,BASE GROUP 01	23,936.00 SY	$23.43	$560,820.48
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,974.72 TN	$171.73	$339,118.67
	Roadway Component Total			$4,981,170.92

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	7.25 / 7.25
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00
Sidewalk Width L/R	0.00 / 0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	8,976.00 LF	$42.05	$377,440.80

520-1-10	CONCRETE CURB & GUTTER, TYPE F	8,976.00	LF	$42.05	$377,440.80
570-1-1	PERFORMANCE TURF	9,973.33	SY	$2.80	$27,925.32

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	17,952.00	LF	$1.74	$31,236.48
104-11	FLOATING TURBIDITY BARRIER	425.00	LF	$13.29	$5,648.25
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	425.00	LF	$6.18	$2,626.50
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$3,621.62	$7,243.24
104-18	INLET PROTECTION SYSTEM	87.00	EA	$163.95	$14,263.65
107-1	LITTER REMOVAL	43.26	AC	$54.69	$2,365.89
107-2	MOWING	43.26	AC	$68.04	$2,943.41
	Shoulder Component Total				$849,134.34

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	5.34

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	17,952.00	LF	$42.37	$760,626.24
570-1-1	PERFORMANCE TURF	5,325.76	SY	$2.80	$14,912.13
	Median Component Total				$775,538.37

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	62.00	EA	$9,871.24	$612,016.88
425-1-451	INLETS, CURB, TYPE J-5, <10'	17.00	EA	$14,794.14	$251,500.38
425-1-521	INLETS, DT BOT, TYPE C, <10'	9.00	EA	$6,950.25	$62,552.25
425-2-41	MANHOLES, P-7, <10'	9.00	EA	$6,973.00	$62,757.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	4,504.00	LF	$217.60	$980,070.40
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	408.00	LF	$329.66	$134,501.28
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	8,504.00	LF	$455.04	$3,869,660.16
570-1-1	PERFORMANCE TURF	516.80	SY	$2.80	$1,447.04

Retention Basin 1

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$47,277.48	$236,387.40
120-1	REGULAR EXCAVATION	80,666.67	CY	$15.74	$1,269,693.39
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,438.03	$8,438.03
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,275.89	$24,551.78
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$376.52	$21,085.12
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$607.91	$243,164.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,860.00	LF	$31.22	$58,069.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$5,256.99	$10,513.98
570-1-1	PERFORMANCE TURF	24,200.00	SY	$2.80	$67,760.00

Retention Basin 2

Description	Value
Size	1.5 AC
Multiplier	1
Depth	10.00
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$47,277.48	$70,916.22
120-1	REGULAR EXCAVATION	24,200.00	CY	$15.74	$380,908.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,438.03	$8,438.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,275.89	$12,275.89
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$376.52	$21,085.12
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$607.91	$121,582.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$31.22	$32,000.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$5,256.99	$5,256.99
570-1-1	PERFORMANCE TURF	7,260.00	SY	$2.80	$20,328.00
	Drainage Component Total				$8,586,959.04

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	41.00	EA	$557.09	$22,840.69
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	4.00	EA	$2,090.25	$8,361.00
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	4.00	EA	$11,043.86	$44,175.44
700-2-116	MULTI- COLUMN SIGN, F&I GM, 100.1-200 SF	4.00	EA	$18,396.04	$73,584.16
	Signing Component Total				$148,961.29

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	8,976.00	LF	$23.45	$210,487.20
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	1,781.60	LF	$35.73	$63,656.57
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	60.00	EA	$1,214.81	$72,888.60
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	32,782.80	LF	$4.00	$131,131.20
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	60.00	EA	$11,233.58	$674,014.80
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	60.00	EA	$970.19	$58,211.40
	Subcomponent Total				$1,210,389.77
	Lighting Component Total				$1,210,389.77

Sequence 1 Total $21,289,575.46

Sequence: 2 NDR - New Construction, Divided, Rural

Net Length: 0.054 MI
285 LF

Description: 2-Lane Approach Ibis Street south side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.054
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	350.00	CY	$15.74	$5,509.00
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
120-6	EMBANKMENT	350.00	CY	$20.13	$7,045.50
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
	Earthwork Component Total				$36,193.24

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	110

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,250.00	SY	$8.47	$10,587.50
	Comment: 2-Lane Leg: 11264 SF/9 = 1252 SY use 1250 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	1,000.00	SY	$28.72	$28,720.00
	Comment: 2-Lane Leg: Measure approx. 1000 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	110.00	TN	$171.73	$18,890.30
	Comment: 2" Superpave Traffic C (1000 X 110 X 2)/2000 = 110 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	55.00 TN	$241.12	$13,261.60
	Comment: 1" FC-9.5 Traffic C PG 76-22 (1000 X 110)/2000=55 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.15 GM	$1,294.14	$194.12
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	60.00 LF	$1.35	$81.00
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	90.00 LF	$1.78	$160.20
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.02 GM	$779.65	$15.59
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.01 GM	$1,423.85	$14.24
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	1.00 EA	$41.08	$41.08
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.15 GM	$1,483.21	$222.48
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	50.00 LF	$1.12	$56.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Roadway Component Total $72,244.11

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
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)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	154.00	SY	$23.43	$3,608.22
	Comment: 2 Lane Leg: (130 ft X 5.33 ft wide x 2 sides)/9 = 154 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	10.00	TN	$241.12	$2,411.20
	Comment: 1" thick FC: (154 SY X 110)/2000=8.47 use 10 TN				
520-1-10	CONCRETE CURB & GUTTER, TYPE F	375.00	LF	$42.05	$15,768.75
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	440.00	SY	$81.84	$36,009.60
527-2	DETECTABLE WARNINGS	104.00	SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	450.00	SY	$5.95	$2,677.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	600.00	LF	$1.74	$1,044.00
107-1	LITTER REMOVAL	0.25	AC	$54.69	$13.67
107-2	MOWING	0.25	AC	$68.04	$17.01
	Shoulder Component Total				$64,911.23

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
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)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	240.00	LF	$42.37	$10,168.80
527-2	DETECTABLE WARNINGS	40.00	SF	$32.32	$1,292.80
570-1-2	PERFORMANCE TURF, SOD	100.00	SY	$5.95	$595.00
	Median Component Total				$12,056.60

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	200.00	LF	$217.60	$43,520.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-361	INLETS, CURB, TYPE P-6, <10'	2.00	EA	$9,798.07	$19,596.14
	Drainage Component Total				$63,116.14

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	8.00	EA	$557.09	$4,456.72
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
	Signing Component Total				$11,557.67

Sequence 2 Total	$260,078.99

Sequence: 3 NDR - New Construction, Divided, Rural **Net Length:** 0.057 MI 300 LF

Description: Roundabout Central Island, includes landscaping and irrigation system

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.057
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	400.00	CY	$15.74	$6,296.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
120-6	EMBANKMENT	400.00	CY	$20.13	$8,052.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
	Earthwork Component Total				$37,986.74

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	110

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,200.00	SY	$8.47	$10,164.00
	Comment: measure (15405-4799)SF /9 = 1178 SY use 1200 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	850.00	SY	$28.72	$24,412.00
	Comment: measure (15405-7779)SF /9 = 848 SY use 850 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	94.00	TN	$171.73	$16,142.62
	Comment: 2" Superpave Traffic C (850 X 110 X 2)/2000				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	47.00 TN	$241.12	$11,332.64
	Comment: 1" FC-9.5 Traffic C PG 76-22 (850 X 110)/2000			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.07 GM	$1,483.21	$103.82

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Roadway Component Total $62,155.08

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
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)	T
Rumble Strips ï¿½No. of Sides	0

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	779.75	LF	$1.74	$1,356.76
104-11	FLOATING TURBIDITY BARRIER	14.20	LF	$13.29	$188.72
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	14.20	LF	$6.18	$87.76
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
104-18	INLET PROTECTION SYSTEM	1.00	EA	$163.95	$163.95
107-1	LITTER REMOVAL	1.38	AC	$54.69	$75.47
107-2	MOWING	1.38	AC	$68.04	$93.90

Shoulder Component Total $5,588.19

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
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)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-30-13	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	330.00	SY	$286.59	$94,574.70
	Comment: measure (7776-4799)/9=331 use 330 SY				
520-2-4	CONCRETE CURB, TYPE D	250.00	LF	$49.97	$12,492.50
520-2-8	CONCRETE CURB, TYPE RA	320.00	LF	$47.55	$15,216.00
570-1-2	PERFORMANCE TURF, SOD	530.00	SY	$5.95	$3,153.50
	Median Component Total				$125,436.70

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	1.00	EA	$8,468.08	$8,468.08
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	48.00	LF	$194.16	$9,319.68
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	24.00	LF	$217.60	$5,222.40
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00	LF	$329.66	$5,274.56
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00	EA	$3,055.35	$9,166.05
524-1-1	CONCRETE DITCH PAVT, NR, 3"	113.60	SY	$116.20	$13,200.32
570-1-1	PERFORMANCE TURF	39.99	SY	$2.80	$111.97
	Drainage Component Total				$50,763.06

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$557.09	$557.09
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	2.00	EA	$2,090.25	$4,180.50
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	1.00	EA	$11,043.86	$11,043.86
	Signing Component Total				$22,882.40

LANDSCAPING COMPONENT

User Input Data

Description	Value
Lump Sum	10,000.00
Cost %	0.00
Component Detail	N

Landscaping Component Total	$10,000.00

Sequence 3 Total	$314,812.17

Sequence: 7 NDR - New Construction, Divided, Rural

Net Length: 0.019 MI
100 LF

Description: 4-Lane Approach Talon Blvd north Side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	1.00
Alignment Number	1
Distance	0.019
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	1.00	AC	$47,277.48	$47,277.48

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	850.00	CY	$15.74	$13,379.00
	Comment: 4-Lane Leg: 45000 ft X 0.5 ft / 27=833 CY use 850 CY				
120-6	EMBANKMENT	850.00	CY	$20.13	$17,110.50
	Comment: 4-Lane Leg: 45000 ft X 0.5 ft / 27=833 CY use 850 CY				
	Earthwork Component Total				$77,766.98

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	110

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,000.00	SY	$8.47	$25,410.00
	Comment: 4-Lane Leg: 27000 SF/9 = 3000 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	2,400.00	SY	$28.72	$68,928.00
	Comment: 4-Lane Leg: 450 x 48 /9 = 2400 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	264.00	TN	$171.73	$45,336.72
	Comment: 2" Superpave Traffic C (2400 X 110 X 2)/2000 = 264 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	132.00 TN	$241.12	$31,827.84
	Comment: 1" FC-9.5 Traffic C PG 76-22 (2400 X 110)/2000=132 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.20 GM	$1,294.14	$258.83
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	90.00 LF	$1.35	$121.50
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	120.00 LF	$1.78	$213.60
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.03 GM	$779.65	$23.39
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.02 GM	$1,423.85	$28.48
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	2.00 EA	$41.08	$82.16
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.20 GM	$1,483.21	$296.64
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	75.00 LF	$1.12	$84.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.08	GM	$1,294.14	$103.53
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.08	GM	$6,590.03	$527.20
	Roadway Component Total				$173,241.89

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	267.00	SY	$23.43	$6,255.81
	Comment: 4 Lane Leg: (225 ft X 5.33 ft wide x 2 sides)/9 = 267 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	15.00	TN	$241.12	$3,616.80

	Comment: 1" thick FC: (267 SY X 110)/2000=14.7 use 15 TN			
520-1-10	CONCRETE CURB & GUTTER, TYPE F	500.00 LF	$42.05	$21,025.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	500.00 SY	$81.84	$40,920.00
527-2	DETECTABLE WARNINGS	104.00 SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	500.00 SY	$5.95	$2,975.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	259.46	LF	$1.74	$451.46
104-11	FLOATING TURBIDITY BARRIER	4.72	LF	$13.29	$62.73
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	4.72	LF	$6.18	$29.17
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
104-18	INLET PROTECTION SYSTEM	1.00	EA	$163.95	$163.95
107-1	LITTER REMOVAL	0.46	AC	$54.69	$25.16
107-2	MOWING	0.46	AC	$68.04	$31.30
	Shoulder Component Total				$82,539.28

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	500.00	LF	$42.37	$21,185.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	490.00	SY	$160.24	$78,517.60
	Comment: For splitter island.				
527-2	DETECTABLE WARNINGS	80.00	SF	$32.32	$2,585.60
570-1-2	PERFORMANCE TURF, SOD	560.00	SY	$5.95	$3,332.00
	Median Component Total				$105,620.20

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	1.00	EA	$8,468.08	$8,468.08
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	16.00	LF	$194.16	$3,106.56

430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	8.00 LF	$217.60	$1,740.80
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	8.00 LF	$329.66	$2,637.28
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	1.00 EA	$3,055.35	$3,055.35
524-1-1	CONCRETE DITCH PAVT, NR, 3"	37.80 SY	$116.20	$4,392.36
570-1-1	PERFORMANCE TURF	13.31 SY	$2.80	$37.27
	Drainage Component Total			$23,437.70

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$557.09	$557.09
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	1.00	EA	$2,090.25	$2,090.25
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	1.00	EA	$11,043.86	$11,043.86
	Signing Component Total				$20,792.15

Sequence 7 Total $483,398.20

Sequence: 8 NDR - New Construction, Divided, Rural

Net Length: 0.090 MI
475 LF

Description: 3-Lane Approach Proctor Rd North Side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.70
Alignment Number	1
Distance	0.075
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.70	AC	$47,277.48	$33,094.24

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	350.00	CY	$15.74	$5,509.00
	Comment: 3-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
120-6	EMBANKMENT	350.00	CY	$20.13	$7,045.50
	Comment: 3-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
	Earthwork Component Total				$45,648.74

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	110

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,000.00	SY	$8.47	$16,940.00
	Comment: 3-Lane Leg: 18000 SF/9 = 2000 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	1,800.00	SY	$28.72	$51,696.00
	Comment: 3-Lane Leg: 16200 SF/9 = 1800 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	200.00	TN	$171.73	$34,346.00
	Comment: 2" Superpave Traffic C (1800 X 110 X 2)/2000 = 198 TN Use 200 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	100.00 TN	$241.12	$24,112.00
	Comment: 1" FC-9.5 Traffic C PG 76-22 (1800 X 110)/2000=99 TN Use 100 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.20 GM	$1,294.14	$258.83
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	90.00 LF	$1.35	$121.50
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	120.00 LF	$1.78	$213.60
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.03 GM	$779.65	$23.39
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.02 GM	$1,423.85	$28.48
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	2.00 EA	$41.08	$82.16
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.20 GM	$1,483.21	$296.64
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	75.00 LF	$1.12	$84.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Roadway Component Total $128,202.60

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	267.00	SY	$23.43	$6,255.81
	Comment: 3 Lane Leg: (225 ft X 5.33 ft wide x 2 sides)/9 = 267 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	15.00	TN	$241.12	$3,616.80
	Comment: 1" thick FC: (267 SY X 110)/2000=14.7 use 15 TN				
520-1-10	CONCRETE CURB & GUTTER, TYPE F	500.00	LF	$42.05	$21,025.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	500.00	SY	$81.84	$40,920.00
527-2	DETECTABLE WARNINGS	104.00	SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	500.00	SY	$5.95	$2,975.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,235.52	LF	$1.74	$2,149.80
104-11	FLOATING TURBIDITY BARRIER	22.50	LF	$13.29	$299.03
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	22.50	LF	$6.18	$139.05
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
104-18	INLET PROTECTION SYSTEM	1.00	EA	$163.95	$163.95
107-1	LITTER REMOVAL	2.18	AC	$54.69	$119.22
107-2	MOWING	2.18	AC	$68.04	$148.33
	Shoulder Component Total				$84,794.89

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	500.00	LF	$42.37	$21,185.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	444.00	SY	$160.24	$71,146.56
	Comment: For splitter island.				
527-2	DETECTABLE WARNINGS	80.00	SF	$32.32	$2,585.60
570-1-2	PERFORMANCE TURF, SOD	560.00	SY	$5.95	$3,332.00
	Median Component Total				$98,249.16

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	1.00	EA	$8,468.08	$8,468.08
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	72.00	LF	$194.16	$13,979.52
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	32.00	LF	$217.60	$6,963.20
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	32.00	LF	$329.66	$10,549.12
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00	EA	$3,055.35	$12,221.40
524-1-1	CONCRETE DITCH PAVT, NR, 3"	180.00	SY	$116.20	$20,916.00
570-1-1	PERFORMANCE TURF	63.36	SY	$2.80	$177.41

	Drainage Component Total	$73,274.73

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$557.09	$557.09
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	3.00	EA	$2,090.25	$6,270.75
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	1.00	EA	$11,043.86	$11,043.86

	Signing Component Total	$24,972.65

Sequence 8 Total	$455,142.77

Sequence: 9 NDR - New Construction, Divided, Rural **Net Length:** 0.057 MI 301 LF

Description: Roundabout Central Island at Proctor Rd, includes landscaping and irrigation system

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.057
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	400.00	CY	$15.74	$6,296.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
120-6	EMBANKMENT	400.00	CY	$20.13	$8,052.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
	Earthwork Component Total				$37,986.74

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,200.00	SY	$8.47	$10,164.00
	Comment: measure (15405-4799)SF /9 = 1178 SY use 1200 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	850.00	SY	$28.72	$24,412.00
	Comment: measure (15405-7779)SF /9 = 848 SY use 850 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	94.00	TN	$171.73	$16,142.62
	Comment: 2" Superpave Traffic C (850 X 110 X 2)/2000				

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	70.00 TN	$227.35	$15,914.50
	Comment: 1.5" FC-12.5 Traffic C PG 76-22 (850 X 165)/2000			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.07 GM	$1,483.21	$103.82

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.23	GM	$1,294.14	$297.65
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.23	GM	$6,590.03	$1,515.71
	Roadway Component Total				$68,550.30

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	301.00	LF	$42.05	$12,657.05
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	334.00	SY	$104.61	$34,939.74

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
107-1	LITTER REMOVAL	0.25	AC	$54.69	$13.67
107-2	MOWING	0.25	AC	$68.04	$17.01
	Shoulder Component Total				$51,249.09

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-30-13	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	330.00	SY	$286.59	$94,574.70
	Comment: measure (7776-4799)/9=331 use 330 SY				
520-2-4	CONCRETE CURB, TYPE D	250.00	LF	$49.97	$12,492.50
520-2-8	CONCRETE CURB, TYPE RA	320.00	LF	$47.55	$15,216.00
570-1-2	PERFORMANCE TURF, SOD	530.00	SY	$5.95	$3,153.50
	Median Component Total				$125,436.70

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	4.00	EA	$557.09	$2,228.36
	Signing Component Total				$2,228.36

LANDSCAPING COMPONENT

User Input Data

Description	Value
Lump Sum	10,000.00
Cost %	0.00
Component Detail	N

	Landscaping Component Total	$10,000.00

Sequence 9 Total	$295,451.19

Sequence: 10 NDR - New Construction, Divided, Rural **Net Length:** 0.054 MI 285 LF

Description: 2-Lane Approach Proctor Rd South Side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.057
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	350.00	CY	$15.74	$5,509.00
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
120-6	EMBANKMENT	350.00	CY	$20.13	$7,045.50
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
	Earthwork Component Total				$36,193.24

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,250.00	SY	$8.47	$10,587.50
	Comment: 2-Lane Leg: 11264 SF/9 = 1252 SY use 1250 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	1,000.00	SY	$28.72	$28,720.00
	Comment: 2-Lane Leg: Measure approx. 1000 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	110.00	TN	$171.73	$18,890.30
	Comment: 2" Superpave Traffic C (1000 X 110 X 2)/2000 = 110 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	55.00 TN	$241.12	$13,261.60
	Comment: 1" FC-9.5 Traffic C PG 76-22 (1000 X 110)/2000=55 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.15 GM	$1,294.14	$194.12
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	60.00 LF	$1.35	$81.00
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	90.00 LF	$1.78	$160.20
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.02 GM	$779.65	$15.59
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.01 GM	$1,423.85	$14.24
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	1.00 EA	$41.08	$41.08
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.15 GM	$1,483.21	$222.48
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	50.00 LF	$1.12	$56.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.22	GM	$1,294.14	$284.71
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.22	GM	$6,590.03	$1,449.81
	Roadway Component Total				$73,978.63

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	154.00	SY	$23.43	$3,608.22
	Comment: 2 Lane Leg: (130 ft X 5.33 ft wide x 2 sides)/9 = 154 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	10.00	TN	$241.12	$2,411.20

	Comment: 1" thick FC: (154 SY X 110)/2000=8.47 use 10 TN			
520-1-10	CONCRETE CURB & GUTTER, TYPE F	375.00 LF	$42.05	$15,768.75
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	440.00 SY	$81.84	$36,009.60
527-2	DETECTABLE WARNINGS	104.00 SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	450.00 SY	$5.95	$2,677.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	600.00	LF	$1.74	$1,044.00
107-1	LITTER REMOVAL	0.25	AC	$54.69	$13.67
107-2	MOWING	0.25	AC	$68.04	$17.01
	Shoulder Component Total				$64,911.23

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	240.00	LF	$42.37	$10,168.80
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	244.00	SY	$160.24	$39,098.56
	Comment: For splitter island.				
527-2	DETECTABLE WARNINGS	40.00	SF	$32.32	$1,292.80
570-1-2	PERFORMANCE TURF, SOD	100.00	SY	$5.95	$595.00
	Median Component Total				$51,155.16

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	200.00	LF	$217.60	$43,520.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-361	INLETS, CURB, TYPE P-6, <10'	10.00	EA	$9,798.07	$97,980.70
	Drainage Component Total				$141,500.70

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	8.00	EA	$557.09	$4,456.72
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
	Signing Component Total				$11,557.67

Sequence 10 Total $379,296.63

Date: 4/22/2025 8:30:18 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 444634-2-52-01 **Letting Date:** 01/2099

Description: SR 72 FROM EAST OF I-75 TO EAST OF PROCTOR

District: 01 **County:** 17 SARASOTA **Market Area:** 10 **Units:** English

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.000 MI

Project Manager: NEM-BCC-JLM

Version 5 Project Grand Total **$40,502,392.11**

Description: March 2025 East of I-75 to Proctor Road from Version 4P- Maximized %s per ART-3/11/25

Project Sequences Subtotal			**$23,477,755.41**
102-1	Maintenance of Traffic	25.00 %	$5,869,438.85
101-1	Mobilization	10.00 %	$2,934,719.43
Project Sequences Total			**$32,281,913.69**
Project Unknowns		25.00 %	$8,070,478.42
Justification for high %:	Maximum MOT due to Roundabout widening complexity		
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					**$150,000.00**
Version 5 Project Grand Total					**$40,502,392.11**

Date: 4/22/2025 8:29:38 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 444634-3-52-01 **Letting Date:** 07/2028

Description: SR 72 FROM EAST OF PROCTOR TO EAST OF LORRAINE ROAD

District: 01 **County:** 17 SARASOTA **Market Area:** 10 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.000 MI

Project Manager: NEM-BCC-JLM

Version 5 Project Grand Total **$42,043,505.69**
Description: March 2025 Proctor Road to Lorraine Road from Version 4P- Maximized %s per ART-3/11/25

Sequence: 1 NDU - New Construction, Divided, Urban **Net Length:** 1.700 MI / 8,976 LF

Description: 4-lane divided SR 72 section with curb and gutter, raised median, and shared use paths on both sides

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EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	68.00 / 68.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.700
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	28.02 AC	$47,277.48	$1,324,714.99
120-6	EMBANKMENT	169,533.37 CY	$20.13	$3,412,706.74
	Earthwork Component Total			$4,737,421.73

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	22.00 / 22.00
Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	54,175.15 SY	$8.47	$458,863.52

285-709	OPTIONAL BASE,BASE GROUP 09	43,882.67	SY	$28.72	$1,260,310.28
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	7,240.64	TN	$171.73	$1,243,435.11
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	3,620.32	TN	$227.35	$823,079.75

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
102-2-200	SPECIAL DETOUR- TEMPORARY PAVEMENT	22,500.00	SY	$34.55	$777,375.00
102-2-300	SPECIAL DETOUR- TEMPORARY EARTHWORK/BASE	4,200.00	CY	$88.87	$373,254.00
102-3	COMMERCIAL MATL FOR DRIVEWAY MAINT	500.00	CY	$137.34	$68,670.00
102-60	WORK ZONE SIGN	120,000.00	ED	$0.22	$26,400.00
102-71-13	TEMPORARY BARRIER, F&I,LOW PROFILE,CONC	6,000.00	LF	$49.93	$299,580.00
102-71-23	TEMPORARY BARRIER, REL,LOW PROFILE CONC	6,000.00	LF	$15.05	$90,300.00
102-74-1	CHANNEL DEVICE-TYPS I,II,DI,VP, DRUM, LC	200,000.00	ED	$0.11	$22,000.00
102-99	PORTABLE CHANGEABLE MESSAGE SIGN,TEMP	1,600.00	ED	$11.09	$17,744.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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
706-1-3	RAISED PAVMT MARK, TYPE B	688.00	EA	$4.64	$3,192.32
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.80	GM	$1,294.14	$8,800.15
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.40	GM	$543.44	$1,847.70
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	6.80	GM	$5,885.64	$40,022.35
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	3.40	GM	$1,515.60	$5,153.04

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	12.00 / 12.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	27,925.33	SY	$8.47	$236,527.55
285-701	OPTIONAL BASE,BASE GROUP 01	23,936.00	SY	$23.43	$560,820.48

334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,974.72 TN	$171.73	$339,118.67
	Roadway Component Total			$6,656,493.92

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	7.25 / 7.25
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00
Sidewalk Width L/R	0.00 / 0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	8,976.00	LF	$42.05	$377,440.80
520-1-10	CONCRETE CURB & GUTTER, TYPE F	8,976.00	LF	$42.05	$377,440.80
570-1-2	PERFORMANCE TURF, SOD	9,973.33	SY	$5.95	$59,341.31

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	17,952.00	LF	$1.74	$31,236.48
104-11	FLOATING TURBIDITY BARRIER	425.00	LF	$13.29	$5,648.25
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	425.00	LF	$6.18	$2,626.50
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$3,621.62	$7,243.24
104-18	INLET PROTECTION SYSTEM	87.00	EA	$163.95	$14,263.65
107-1	LITTER REMOVAL	43.26	AC	$54.69	$2,365.89
107-2	MOWING	43.26	AC	$68.04	$2,943.41
	Shoulder Component Total				$880,550.33

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	5.34

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	17,952.00	LF	$42.37	$760,626.24
570-1-1	PERFORMANCE TURF	5,325.76	SY	$2.80	$14,912.13
	Median Component Total				$775,538.37

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	62.00	EA	$9,871.24	$612,016.88

425-1-451	INLETS, CURB, TYPE J-5, <10'	17.00	EA	$14,794.14	$251,500.38
425-1-521	INLETS, DT BOT, TYPE C, <10'	9.00	EA	$6,950.25	$62,552.25
425-2-41	MANHOLES, P-7, <10'	9.00	EA	$6,973.00	$62,757.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	4,504.00	LF	$217.60	$980,070.40
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	408.00	LF	$329.66	$134,501.28
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	8,504.00	LF	$455.04	$3,869,660.16
570-1-1	PERFORMANCE TURF	516.80	SY	$2.80	$1,447.04

Retention Basin 1

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00
Description	Retention Pond Size 6.5 Acres (5.0 Ac + 1.5 Ac)

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$47,277.48	$236,387.40
120-1	REGULAR EXCAVATION	80,666.67	CY	$15.74	$1,269,693.39
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,438.03	$8,438.03
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,275.89	$24,551.78
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$376.52	$21,085.12
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$607.91	$243,164.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,860.00	LF	$31.22	$58,069.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$5,256.99	$10,513.98
570-1-1	PERFORMANCE TURF	24,200.00	SY	$2.80	$67,760.00

Retention Basin 2

Description	Value
Size	1.5 AC
Multiplier	1
Depth	10.00
Description	Retention Pond Size 6.5 Acres (5.0 Ac + 1.5 Ac)

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$47,277.48	$70,916.22
120-1	REGULAR EXCAVATION	24,200.00	CY	$15.74	$380,908.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$8,438.03	$8,438.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,275.89	$12,275.89
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$376.52	$21,085.12
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$607.91	$121,582.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$31.22	$32,000.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$5,256.99	$5,256.99
570-1-1	PERFORMANCE TURF	7,260.00	SY	$2.80	$20,328.00

	Drainage Component Total	$8,586,959.04

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	41.00	EA	$557.09	$22,840.69
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	4.00	EA	$2,090.25	$8,361.00
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	4.00	EA	$11,043.86	$44,175.44
700-2-116	MULTI- COLUMN SIGN, F&I GM, 100.1-200 SF	4.00	EA	$18,396.04	$73,584.16
	Signing Component Total				$148,961.29

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	8,976.00	LF	$23.45	$210,487.20
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	1,781.60	LF	$37.04	$65,990.46
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	60.00	EA	$1,207.65	$72,459.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	32,782.80	LF	$4.00	$131,131.20
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	60.00	EA	$11,233.58	$674,014.80
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	60.00	EA	$970.19	$58,211.40
	Subcomponent Total				$1,212,294.06
	Lighting Component Total				$1,212,294.06

Sequence 1 Total	$22,998,218.74

Sequence: 5 NDR - New Construction, Divided, Rural

Net Length: 0.054 MI
285 LF

Description: 2-Lane Approach Lorraine Rd North Side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.057
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	350.00	CY	$15.74	$5,509.00
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
120-6	EMBANKMENT	350.00	CY	$20.13	$7,045.50
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
	Earthwork Component Total				$36,193.24

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	110

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,250.00	SY	$8.47	$10,587.50
	Comment: 2-Lane Leg: 11264 SF/9 = 1252 SY use 1250 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	1,000.00	SY	$28.72	$28,720.00
	Comment: 2-Lane Leg: Measure approx. 1000 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	110.00	TN	$171.73	$18,890.30
	Comment: 2" Superpave Traffic C (1000 X 110 X 2)/2000 = 110 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	55.00 TN	$241.12	$13,261.60
	Comment: 1" FC-9.5 Traffic C PG 76-22 (1000 X 110)/2000=55 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.15 GM	$1,294.14	$194.12
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	60.00 LF	$1.35	$81.00
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	90.00 LF	$1.78	$160.20
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.02 GM	$779.65	$15.59
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.01 GM	$1,423.85	$14.24
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	1.00 EA	$41.08	$41.08
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.15 GM	$1,483.21	$222.48
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	50.00 LF	$1.12	$56.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.22	GM	$1,294.14	$284.71
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.22	GM	$6,019.34	$1,324.25
	Roadway Component Total				$73,853.07

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	154.00	SY	$23.43	$3,608.22
	Comment: 2 Lane Leg: (130 ft X 5.33 ft wide x 2 sides)/9 = 154 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	10.00	TN	$241.12	$2,411.20

	Comment: 1" thick FC: (154 SY X 110)/2000=8.47 use 10 TN			
520-1-10	CONCRETE CURB & GUTTER, TYPE F	375.00 LF	$42.05	$15,768.75
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	440.00 SY	$81.84	$36,009.60
527-2	DETECTABLE WARNINGS	104.00 SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	450.00 SY	$5.95	$2,677.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	600.00	LF	$1.74	$1,044.00
107-1	LITTER REMOVAL	0.25	AC	$54.69	$13.67
107-2	MOWING	0.25	AC	$68.04	$17.01
	Shoulder Component Total				$64,911.23

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	240.00	LF	$42.37	$10,168.80
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	244.00	SY	$160.24	$39,098.56
	Comment: For splitter island.				
527-2	DETECTABLE WARNINGS	40.00	SF	$32.32	$1,292.80
570-1-2	PERFORMANCE TURF, SOD	100.00	SY	$5.95	$595.00
	Median Component Total				$51,155.16

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	200.00	LF	$217.60	$43,520.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-361	INLETS, CURB, TYPE P-6, <10'	10.00	EA	$9,798.07	$97,980.70
	Drainage Component Total				$141,500.70

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	8.00	EA	$557.09	$4,456.72
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
	Signing Component Total				$11,557.67

Sequence 5 Total $379,171.07

Sequence: 6 NDR - New Construction, Divided, Rural

Net Length: 0.090 MI
475 LF

Description: 4-Lane Approach Lorraine Rd South Side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	1.00
Alignment Number	1
Distance	0.057
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	1.00	AC	$47,277.48	$47,277.48

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	850.00	CY	$15.74	$13,379.00
	Comment: 4-Lane Leg: 45000 ft X 0.5 ft / 27=833 CY use 850 CY				
120-6	EMBANKMENT	850.00	CY	$20.13	$17,110.50
	Comment: 4-Lane Leg: 45000 ft X 0.5 ft / 27=833 CY use 850 CY				
	Earthwork Component Total				$77,766.98

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	110

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,000.00	SY	$8.47	$25,410.00
	Comment: 4-Lane Leg: 27000 SF/9 = 3000 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	2,400.00	SY	$28.72	$68,928.00
	Comment: 4-Lane Leg: 450 x 48 /9 = 2400 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	264.00	TN	$171.73	$45,336.72
	Comment: 2" Superpave Traffic C (2400 X 110 X 2)/2000 = 264 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	132.00 TN	$241.12	$31,827.84
	Comment: 1" FC-9.5 Traffic C PG 76-22 (2400 X 110)/2000=132 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.20 GM	$1,294.14	$258.83
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	90.00 LF	$1.35	$121.50
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	120.00 LF	$1.78	$213.60
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.03 GM	$779.65	$23.39
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.02 GM	$1,423.85	$28.48
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	2.00 EA	$41.08	$82.16
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.20 GM	$1,483.21	$296.64
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	75.00 LF	$1.12	$84.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.36	GM	$1,294.14	$465.89
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.36	GM	$6,019.34	$2,166.96
	Roadway Component Total				$175,244.01

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	267.00	SY	$23.43	$6,255.81
	Comment: 4 Lane Leg: (225 ft X 5.33 ft wide x 2 sides)/9 = 267 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	15.00	TN	$241.12	$3,616.80

	Comment: 1" thick FC: (267 SY X 110)/2000=14.7 use 15 TN			
520-1-10	CONCRETE CURB & GUTTER, TYPE F	500.00 LF	$42.05	$21,025.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	500.00 SY	$81.84	$40,920.00
527-2	DETECTABLE WARNINGS	104.00 SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	500.00 SY	$5.95	$2,975.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,235.52	LF	$1.74	$2,149.80
104-11	FLOATING TURBIDITY BARRIER	22.50	LF	$13.29	$299.03
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	22.50	LF	$6.18	$139.05
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
104-18	INLET PROTECTION SYSTEM	1.00	EA	$163.95	$163.95
107-1	LITTER REMOVAL	2.18	AC	$54.69	$119.22
107-2	MOWING	2.18	AC	$68.04	$148.33
	Shoulder Component Total				$84,794.89

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	500.00	LF	$42.37	$21,185.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	490.00	SY	$160.24	$78,517.60
	Comment: For splitter island.				
527-2	DETECTABLE WARNINGS	80.00	SF	$32.32	$2,585.60
570-1-2	PERFORMANCE TURF, SOD	560.00	SY	$5.95	$3,332.00
	Median Component Total				$105,620.20

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	1.00	EA	$8,468.08	$8,468.08
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	72.00	LF	$194.16	$13,979.52

430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	32.00 LF	$217.60	$6,963.20
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	32.00 LF	$329.66	$10,549.12
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	$3,055.35	$12,221.40
524-1-1	CONCRETE DITCH PAVT, NR, 3"	180.00 SY	$116.20	$20,916.00
570-1-1	PERFORMANCE TURF	63.36 SY	$2.80	$177.41
	Drainage Component Total			$73,274.73

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$557.09	$557.09
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	3.00	EA	$2,090.25	$6,270.75
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	1.00	EA	$11,043.86	$11,043.86
	Signing Component Total				$24,972.65

Sequence 6 Total $541,673.46

Sequence: 7 NDR - New Construction, Divided, Rural **Net Length:** 0.057 MI 301 LF

Description: Roundabout Central Island at Lorraine Rd, includes landscaping and irrigation system

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.057
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	400.00	CY	$15.74	$6,296.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
120-6	EMBANKMENT	400.00	CY	$20.13	$8,052.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
	Earthwork Component Total				$37,986.74

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	165

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,200.00	SY	$8.47	$10,164.00
	Comment: measure (15405-4799)SF /9 = 1178 SY use 1200 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	850.00	SY	$28.72	$24,412.00
	Comment: measure (15405-7779)SF /9 = 848 SY use 850 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	94.00	TN	$171.73	$16,142.62
	Comment: 2" Superpave Traffic C (850 X 110 X 2)/2000				

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	70.00 TN	$227.35	$15,914.50
	Comment: 1.5" FC-12.5 Traffic C PG 76-22 (850 X 165)/2000			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.07 GM	$1,483.21	$103.82

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.23	GM	$1,294.14	$297.65
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.23	GM	$6,019.34	$1,384.45
	Roadway Component Total				$68,419.04

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	301.00	LF	$42.05	$12,657.05
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	334.00	SY	$104.61	$34,939.74

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
107-1	LITTER REMOVAL	0.25	AC	$54.69	$13.67
107-2	MOWING	0.25	AC	$68.04	$17.01
	Shoulder Component Total				$51,249.09

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-30-13	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	330.00	SY	$286.59	$94,574.70
	Comment: measure (7776-4799)/9=331 use 330 SY				
520-2-4	CONCRETE CURB, TYPE D	250.00	LF	$49.97	$12,492.50
520-2-8	CONCRETE CURB, TYPE RA	320.00	LF	$47.55	$15,216.00
570-1-2	PERFORMANCE TURF, SOD	530.00	SY	$5.95	$3,153.50
	Median Component Total				$125,436.70

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	4.00	EA	$557.09	$2,228.36
	Signing Component Total				$2,228.36

LANDSCAPING COMPONENT

User Input Data

Description	Value
Lump Sum	10,000.00
Cost %	0.00
Component Detail	N

	Landscaping Component Total	$10,000.00

Sequence 7 Total	$295,319.93

Sequence: 8 NDR - New Construction, Divided, Rural **Net Length:** 0.028 MI 150 LF

Description: 4-Lane Hawkins Road south Side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	1.00
Alignment Number	1
Distance	0.028
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	1.00	AC	$47,277.48	$47,277.48

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	850.00	CY	$15.74	$13,379.00
	Comment: 4-Lane Leg: 45000 ft X 0.5 ft / 27=833 CY use 850 CY				
120-6	EMBANKMENT	850.00	CY	$20.13	$17,110.50
	Comment: 4-Lane Leg: 45000 ft X 0.5 ft / 27=833 CY use 850 CY				
	Earthwork Component Total				$77,766.98

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	110

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,000.00	SY	$8.47	$25,410.00
	Comment: 4-Lane Leg: 27000 SF/9 = 3000 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	2,400.00	SY	$28.72	$68,928.00
	Comment: 4-Lane Leg: 450 x 48 /9 = 2400 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	264.00	TN	$171.73	$45,336.72
	Comment: 2" Superpave Traffic C (2400 X 110 X 2)/2000 = 264 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	132.00 TN	$241.12	$31,827.84
	Comment: 1" FC-9.5 Traffic C PG 76-22 (2400 X 110)/2000=132 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.20 GM	$1,294.14	$258.83
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	90.00 LF	$1.35	$121.50
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	120.00 LF	$1.78	$213.60
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.03 GM	$779.65	$23.39
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.02 GM	$1,423.85	$28.48
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	2.00 EA	$41.08	$82.16
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.20 GM	$1,483.21	$296.64
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	75.00 LF	$1.12	$84.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.11	GM	$1,294.14	$142.36
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.11	GM	$6,019.34	$662.13
	Roadway Component Total				$173,415.65

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	267.00	SY	$23.43	$6,255.81
	Comment: 4 Lane Leg: (225 ft X 5.33 ft wide x 2 sides)/9 = 267 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	15.00	TN	$241.12	$3,616.80

	Comment: 1" thick FC: (267 SY X 110)/2000=14.7 use 15 TN			
520-1-10	CONCRETE CURB & GUTTER, TYPE F	500.00 LF	$42.05	$21,025.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	500.00 SY	$81.84	$40,920.00
527-2	DETECTABLE WARNINGS	104.00 SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	500.00 SY	$5.95	$2,975.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	389.88	LF	$1.74	$678.39
104-11	FLOATING TURBIDITY BARRIER	7.10	LF	$13.29	$94.36
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	7.10	LF	$6.18	$43.88
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
104-18	INLET PROTECTION SYSTEM	1.00	EA	$163.95	$163.95
107-1	LITTER REMOVAL	0.69	AC	$54.69	$37.74
107-2	MOWING	0.69	AC	$68.04	$46.95
	Shoulder Component Total				$82,840.78

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	500.00	LF	$42.37	$21,185.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	490.00	SY	$160.24	$78,517.60
	Comment: For splitter island.				
527-2	DETECTABLE WARNINGS	80.00	SF	$32.32	$2,585.60
570-1-2	PERFORMANCE TURF, SOD	560.00	SY	$5.95	$3,332.00
	Median Component Total				$105,620.20

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	1.00	EA	$8,468.08	$8,468.08
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	24.00	LF	$194.16	$4,659.84

430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	16.00 LF	$217.60	$3,481.60
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00 LF	$329.66	$5,274.56
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	2.00 EA	$3,055.35	$6,110.70
524-1-1	CONCRETE DITCH PAVT, NR, 3"	56.80 SY	$116.20	$6,600.16
570-1-1	PERFORMANCE TURF	19.99 SY	$2.80	$55.97
	Drainage Component Total			$34,650.91

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$557.09	$557.09
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	1.00	EA	$2,090.25	$2,090.25
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	1.00	EA	$11,043.86	$11,043.86
	Signing Component Total				$20,792.15

Sequence 8 Total $495,086.67

Sequence: 9 NDR - New Construction, Divided, Rural

Net Length: 0.068 MI
360 LF

Description: 2-Lane Approach Coash Road north side

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.068
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	350.00	CY	$15.74	$5,509.00
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
120-6	EMBANKMENT	350.00	CY	$20.13	$7,045.50
	Comment: 2-Lane Leg: 19200 ft X 0.5 ft / 27=356 CY use 350 CY				
	Earthwork Component Total				$36,193.24

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,250.00	SY	$8.47	$10,587.50
	Comment: 2-Lane Leg: 11264 SF/9 = 1252 SY use 1250 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	1,000.00	SY	$28.72	$28,720.00
	Comment: 2-Lane Leg: Measure approx. 1000 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	110.00	TN	$171.73	$18,890.30
	Comment: 2" Superpave Traffic C (1000 X 110 X 2)/2000 = 110 TN				

337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	55.00 TN	$241.12	$13,261.60
	Comment: 1" FC-9.5 Traffic C PG 76-22 (1000 X 110)/2000=55 TN			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.15 GM	$1,294.14	$194.12
710-11-123	PAINTED PAVT MARK,STD,WHITE,SOLID, 12"	60.00 LF	$1.35	$81.00
710-11-125	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	90.00 LF	$1.78	$160.20
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.02 GM	$779.65	$15.59
710-11-144	PAINTED PAVEMENT MARKINGS, STANDARD, WHI	0.01 GM	$1,423.85	$14.24
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	1.00 EA	$41.08	$41.08
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.15 GM	$1,483.21	$222.48
710-11-224	PAINTED PAVT MARK,STD,YELLOW,SOLID,18"	50.00 LF	$1.12	$56.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.27	GM	$1,294.14	$349.42
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.27	GM	$6,019.34	$1,625.22
	Roadway Component Total				$74,218.75

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-701	OPTIONAL BASE,BASE GROUP 01	154.00	SY	$23.43	$3,608.22
	Comment: 2 Lane Leg: (130 ft X 5.33 ft wide x 2 sides)/9 = 154 SY				
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	10.00	TN	$241.12	$2,411.20

	Comment: 1" thick FC: (154 SY X 110)/2000=8.47 use 10 TN			
520-1-10	CONCRETE CURB & GUTTER, TYPE F	375.00 LF	$42.05	$15,768.75
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	440.00 SY	$81.84	$36,009.60
527-2	DETECTABLE WARNINGS	104.00 SF	$32.32	$3,361.28
570-1-2	PERFORMANCE TURF, SOD	450.00 SY	$5.95	$2,677.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	936.25	LF	$1.74	$1,629.08
104-11	FLOATING TURBIDITY BARRIER	17.05	LF	$13.29	$226.59
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	17.05	LF	$6.18	$105.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
104-18	INLET PROTECTION SYSTEM	1.00	EA	$163.95	$163.95
107-1	LITTER REMOVAL	1.65	AC	$54.69	$90.24
107-2	MOWING	1.65	AC	$68.04	$112.27
	Shoulder Component Total				$69,785.67

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	240.00	LF	$42.37	$10,168.80
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	244.00	SY	$160.24	$39,098.56
	Comment: For splitter island.				
527-2	DETECTABLE WARNINGS	40.00	SF	$32.32	$1,292.80
570-1-2	PERFORMANCE TURF, SOD	100.00	SY	$5.95	$595.00
	Median Component Total				$51,155.16

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	1.00	EA	$8,468.08	$8,468.08
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	56.00	LF	$194.16	$10,872.96

430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	24.00 LF	$217.60	$5,222.40
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	24.00 LF	$329.66	$7,911.84
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00 EA	$3,055.35	$9,166.05
524-1-1	CONCRETE DITCH PAVT, NR, 3"	136.40 SY	$116.20	$15,849.68
570-1-1	PERFORMANCE TURF	48.01 SY	$2.80	$134.43
	Drainage Component Total			$57,625.44

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$557.09	$557.09
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	2.00	EA	$2,090.25	$4,180.50
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	1.00	EA	$11,043.86	$11,043.86
	Signing Component Total				$22,882.40

Sequence 9 Total $311,860.66

Sequence: 10 NDR - New Construction, Divided, Rural **Net Length:** 0.057 MI 300 LF

Description: Roundabout Central Island at Hawkins Road

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.50
Alignment Number	1
Distance	0.057
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
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	0.50	AC	$47,277.48	$23,638.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	400.00	CY	$15.74	$6,296.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
120-6	EMBANKMENT	400.00	CY	$20.13	$8,052.00
	Comment: 22000 ft x 0.5 ft deep / 27 = 407 CY use 400 CY				
	Earthwork Component Total				$37,986.74

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	0
Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,200.00	SY	$8.47	$10,164.00
	Comment: measure (15405-4799)SF /9 = 1178 SY use 1200 SY				
285-709	OPTIONAL BASE,BASE GROUP 09	850.00	SY	$28.72	$24,412.00
	Comment: measure (15405-7779)SF /9 = 848 SY use 850 SY				
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	94.00	TN	$171.73	$16,142.62
	Comment: 2" Superpave Traffic C (850 X 110 X 2)/2000				

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	70.00	TN	$227.35	$15,914.50
	Comment: 1.5" FC-12.5 Traffic C PG 76-22 (850 X 165)/2000				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.07	GM	$1,483.21	$103.82

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
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	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.23	GM	$1,294.14	$297.65
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.23	GM	$6,019.34	$1,384.45
	Roadway Component Total				$68,419.04

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	301.00	LF	$42.05	$12,657.05
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	334.00	SY	$104.61	$34,939.74

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	779.75	LF	$1.74	$1,356.76
104-11	FLOATING TURBIDITY BARRIER	14.20	LF	$13.29	$188.72
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	14.20	LF	$6.18	$87.76
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$3,621.62	$3,621.62
104-18	INLET PROTECTION SYSTEM	1.00	EA	$163.95	$163.95
107-1	LITTER REMOVAL	1.38	AC	$54.69	$75.47
107-2	MOWING	1.38	AC	$68.04	$93.90

	Shoulder Component Total	$53,184.98

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	0.00
Performance Turf Width	0.00
Total Median Shoulder Width L/R	0.00 / 0.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	0
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-30-13	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	330.00	SY	$286.59	$94,574.70
	Comment: measure (7776-4799)/9=331 use 330 SY				
520-2-4	CONCRETE CURB, TYPE D	250.00	LF	$49.97	$12,492.50
520-2-8	CONCRETE CURB, TYPE RA	320.00	LF	$47.55	$15,216.00
570-1-2	PERFORMANCE TURF, SOD	530.00	SY	$5.95	$3,153.50
	Median Component Total				$125,436.70

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	1.00	EA	$8,468.08	$8,468.08
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	48.00	LF	$194.16	$9,319.68
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	24.00	LF	$217.60	$5,222.40
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00	LF	$329.66	$5,274.56
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00	EA	$3,055.35	$9,166.05
524-1-1	CONCRETE DITCH PAVT, NR, 3"	113.60	SY	$116.20	$13,200.32
570-1-1	PERFORMANCE TURF	39.99	SY	$2.80	$111.97
	Drainage Component Total				$50,763.06

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$557.09	$557.09
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	2.00	EA	$2,090.25	$4,180.50
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,100.95	$7,100.95
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	1.00	EA	$11,043.86	$11,043.86

Signing Component Total	$22,882.40

LANDSCAPING COMPONENT

User Input Data

Description	Value
Lump Sum	10,000.00
Cost %	0.00
Component Detail	N

Landscaping Component Total	$10,000.00

Sequence 10 Total	$368,672.92

Date: 4/22/2025 8:29:39 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 444634-3-52-01 **Letting Date:** 07/2028

Description: SR 72 FROM EAST OF PROCTOR TO EAST OF LORRAINE ROAD

District: 01 **County:** 17 SARASOTA **Market Area:** 10 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.000 MI

Project Manager: NEM-BCC-JLM

Version 5 Project Grand Total **$42,043,505.69**
Description: March 2025 Proctor Road to Lorraine Road from Version 4P- Maximized %s per ART-3/11/25

Project Sequences Subtotal			**$25,390,003.45**
102-1	Maintenance of Traffic	20.00 %	$5,078,000.69
101-1	Mobilization	10.00 %	$3,046,800.41
Project Sequences Total			**$33,514,804.55**
Project Unknowns		25.00 %	$8,378,701.14
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					**$150,000.00**
Version 5 Project Grand Total					**$42,043,505.69**