

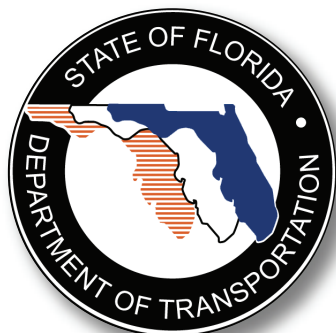
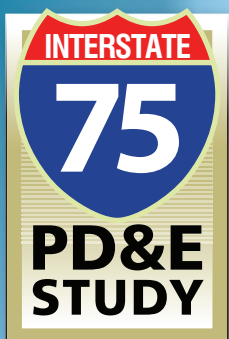
# I-75 Manatee County PD&E Study

from North of University Parkway to  
North of Moccasin Wallow Road

Financial Project Number: 201032 1 22 01

## Final Project Development Summary Report

The Florida Department of Transportation (FDOT) is conducting Project Development and Environment (PD&E) Studies to evaluate options for widening I-75 in Manatee and Sarasota Counties. The project limits for the Manatee PD&E Study begin north of University Parkway and end north of Moccasin Wallow Road. The length of the Manatee PD&E Study is approximately 15.5 miles.



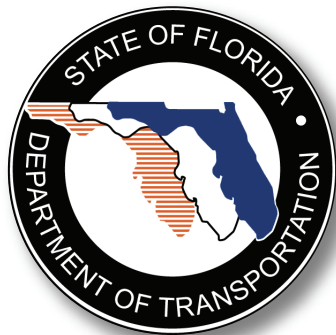
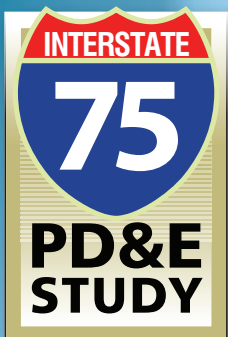
July 2009

# I-75 Manatee County PD&E Study

from North of University Parkway to  
North of Moccasin Wallow Road

Financial Project Number: 201032 1 22 01

## Final Project Development Summary Report



July 2009

# URS

URS Corporation Southern  
7650 West Courtney  
Campbell Causeway  
Tampa, Florida 33607-1462



DATE

Division Administrator  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

Attention: District/Area Transportation Engineer

Dear

Subject: I-75 Manatee County PD&E Study  
**Type 2 Categorical Exclusion with Project Location and Design Concepts**  
Financial Project No. 201032 1 22 01  
Federal-Aid Project No. TBD  
I-75 from North of University Parkway to North of Moccasin Wallow Road  
Manatee County, Florida

Enclosed are copies of the Project Development Summary Report and a transcript of the public hearing held for this project. Upon your review and acceptance of these documents, we request your concurrence that this project is properly classified as a Categorical Exclusion as described in 23 CFR 771.115 and 771.117, and that the general project location and design concepts described in these documents are acceptable as allowable in 23 CFR 771.113. Please acknowledge your concurrence with these findings by signing and dating this request in the space provided below, and then returning a signed copy for the project files.

Sincerely,

District Environmental Management Office

Concurrence by FHWA:

\_\_\_\_\_  
FHWA Division Administrator

\_\_\_/\_\_\_/\_\_\_  
Date

# PROFESSIONAL ENGINEER CERTIFICATE

---

I hereby certify that I am a registered professional engineer in the State of Florida authorized to operate as an engineering business by the State of Florida Department of Professional Regulation, Board of Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

**Financial Project Number:** 201032 1 22 01  
**Federal Aid Project Number:** TBD  
**Project:** I-75 Manatee County PD&E Study  
From North of University Parkway to  
North of Moccasin Wallow Road  
**County:** Manatee  
**FDOT Project Manager** Chris Piazza, P.E.

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.

**Signature:**   
**Name:** Lisa Heimburg, P.E.  
The Heimburg Group, Inc.

**Date:** 7/23/09  
**P.E. No.:** 47231

**Signature:**   
**Name:** Paul Schmidt, P.E.  
URS Corporation

**Date:** 7/23/09  
**PE No.:** 50091

FPID Number: 201032 1 22 01

*I-75 Manatee County PD&E Study  
from North of University Parkway  
to North of Moccasin Wallow Road  
Project Development Summary Report*

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# EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) has conducted a Project Development and Environment (PD&E) Study following Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) guidance to evaluate improvements to Interstate 75 (I-75) from north of University Parkway to north of Moccasin Wallow Road in Manatee County, **Figure ES-1**.

## EXISTING CONDITIONS

I-75 is a north/south facility with a functional classification of Urban Principal Arterial - Interstate. The existing facility is a six-lane divided limited access roadway throughout the project corridor, as shown in the photo in **Figure ES-2**. The existing typical section includes six 12-foot travel lanes (three in each direction) separated by an 88-foot median. The inside median shoulders are 12 feet wide with 10 feet paved. The outside shoulders are 12 feet wide with 10 feet paved. The roadway section is typically contained within a 348-foot limited access right-of-way. The posted speed limit within the project limits is 70 miles per hour (mph) with a minimum speed of 50 mph.

**FIGURE ES-1  
STUDY LOCATION MAP**



**FIGURE ES-2  
EXISTING TYPICAL SECTION**



Since I-75 is a limited access facility, there are no bicycle or pedestrian accommodations. However, Manatee County has Greenways and Blueways Trails within the study area.

Along the project corridor, there are five interchanges: SR 70, SR 64, US 301, I-275, and Moccasin Wallow Road.

## ***TRAFFIC***

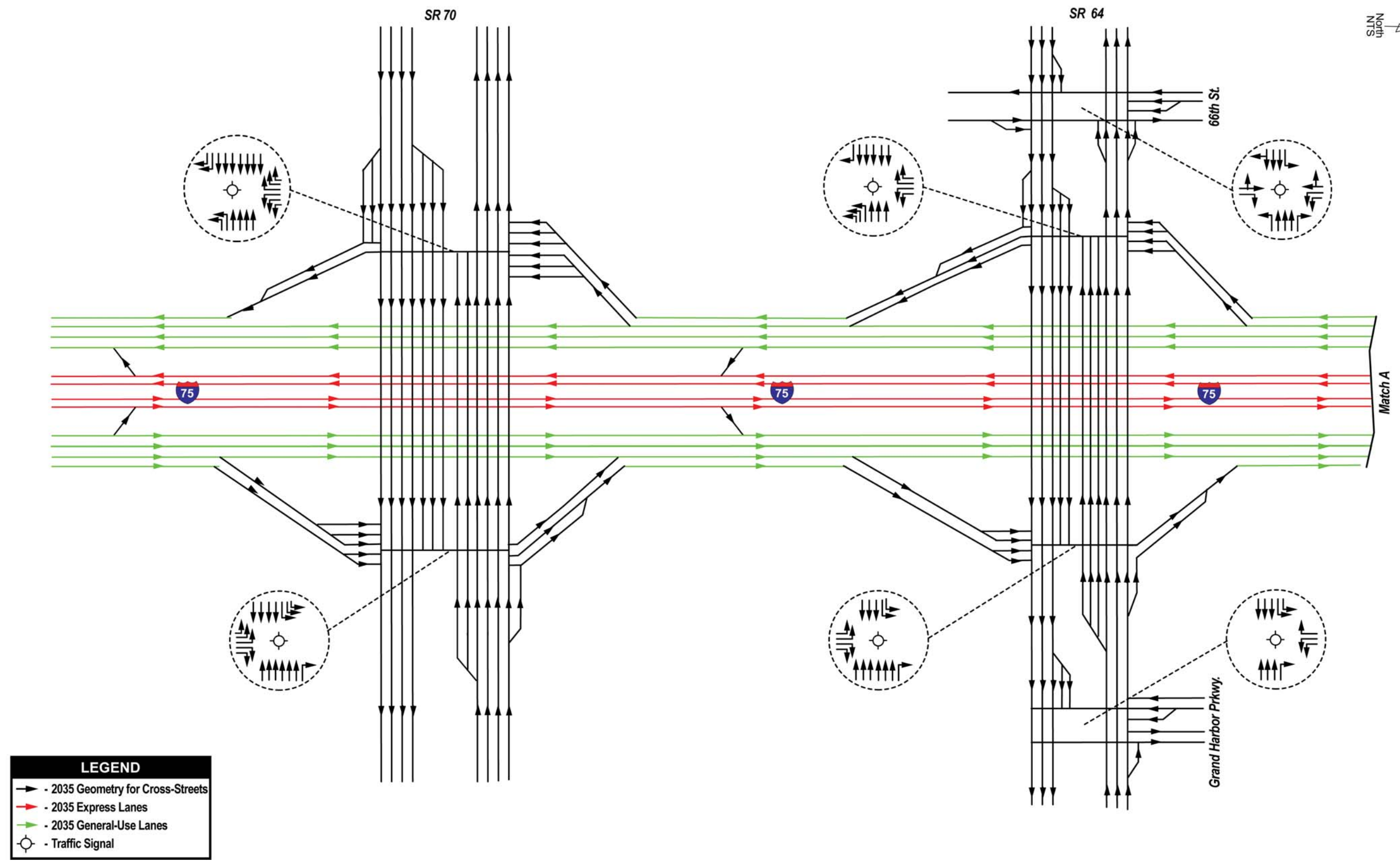
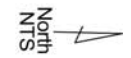
Based on an evaluation of the operating conditions for the No-Build and Build scenarios, it is recommended that the proposed build geometry consists of widening I-75 to a ten-lane facility. These improvements will consist of two express lanes in each direction and three general use lanes in each direction. Based on the traffic projections, additional capacity is needed on I-75. Without significant mainline and interchange improvements, I-75 in Manatee County will operate at Level of Service (LOS) F prior to year 2035. Improvements will enhance system mobility and accommodate travel demand generated by approved development in the project area.

The Preferred Alternative utilizes the four-roadway system geometry lane line diagram for design year 2035 along with required improvements for ramps and intersections, as shown in **Figures ES-3a and ES-3b**.

## ***PREFERRED ALTERNATIVE***

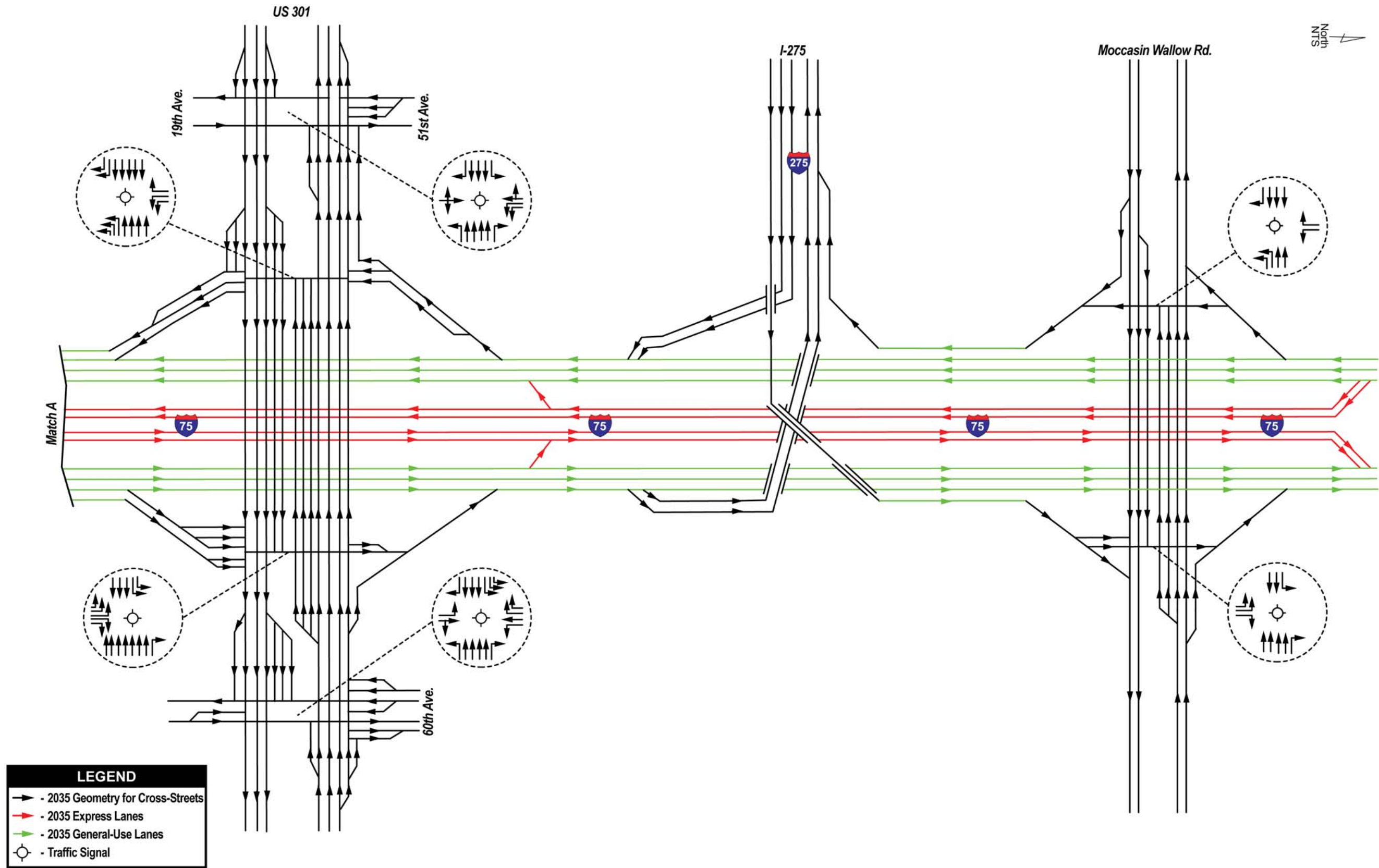
For the purpose of analysis and documentation, the I-75 corridor was divided into nine segments separating the mainline from the interchanges described below.

Segment 1:	Station 300+00 to 385+00	Mainline Segment
Segment 2:	Station 385+00 to 480+00	SR 70 Interchange - Alternative 2 Diamond Interchange
Segment 3:	Station 480+00 to 570+00	Mainline Segment
Segment 4:	Station 570+00 to 633+00	SR 64 Interchange - Diamond Interchange
Segment 5:	Station 633+00 to 740+00	Mainline Segment
Segment 6:	Station 740+00 to 35+00	US 301 Interchange - Alternative 1 Diamond Interchange
Segment 7:	Station 35+00 to 120+00	Mainline Segment
Segment 8:	Station 120+00 to 130+00	I-275 Interchange - Alternative 2 Replace I-275 Flyovers
Segment 9:	Station 130+00 to 75+00	Moccasin Wallow Road Interchange - Diamond Interchange



**FIGURE ES-3a**  
**FOUR-ROADWAY SYSTEM DESIGN YEAR (2035)**  
**LANE LINE DIAGRAM**





**FIGURE ES-3b**  
**FOUR-ROADWAY SYSTEM DESIGN YEAR (2035)**  
**LANE LINE DIAGRAM**

## **ROADWAY**

The concept plans for the preferred ultimate alternative are shown in Appendix A-1 and the Design Variations for Border Width and Vertical Clearance in Appendix E.

The ultimate typical section on I-75 will provide for a ten-lane facility, as shown in **Figure ES-4**. These improvements will consist of two express lanes in each direction and three general use lanes in each direction. This section will provide for a 64-foot median (multi-modal envelope) with 12-foot inside shoulders (10 feet paved), two 12-foot express lanes, a 12-foot outside paved shoulder, and a double-faced concrete barrier to separate the express lanes from the general use lanes. The general use lanes are located adjacent to the express lanes and consist of a 12-foot inside paved shoulder, three 12-foot travel lanes, and a 12-foot outside paved shoulder with a barrier wall/retaining wall providing a 44-foot border width. An auxiliary lane adjacent to the general use lanes is needed from north of University Parkway to US 301. This reduces the border width in this area to 32 feet. The proposed design speed for both facilities (express lanes and general use lanes) is 70 mph. The roadway improvements will require minimal right-of-way acquisition, primarily at the interchanges, and right-of-way will be required for stormwater management facilities.

The Preferred Alternative proposes a diamond configuration at the SR 70 interchange with at-grade triple left turns from SR 70 eastbound to I-75 northbound. At SR 64, the Preferred Alternative proposes a diamond configuration with dual lefts for eastbound SR 64 to northbound I-75 and triple lefts for westbound SR 64 to southbound I-75. At US 301, the Preferred Alternative proposes a diamond configuration while maintaining the existing bridge over the Manatee River. The US 301 interchange requires the addition of ramps on the south side of the interchange, which currently do not exist. At the I-275 interchange, the Preferred Alternative proposes replacing the I-75 northbound to I-275 westbound and I-275 eastbound to I-75 northbound flyover ramps. At Moccasin Wallow Road, the Preferred Alternative proposes modifying the existing diamond interchange to accommodate a four-roadway system and queues required at the ramp terminals. Slip ramps between the express lanes and general use lanes are located south of SR 70, north of SR 70, and north of US 301.

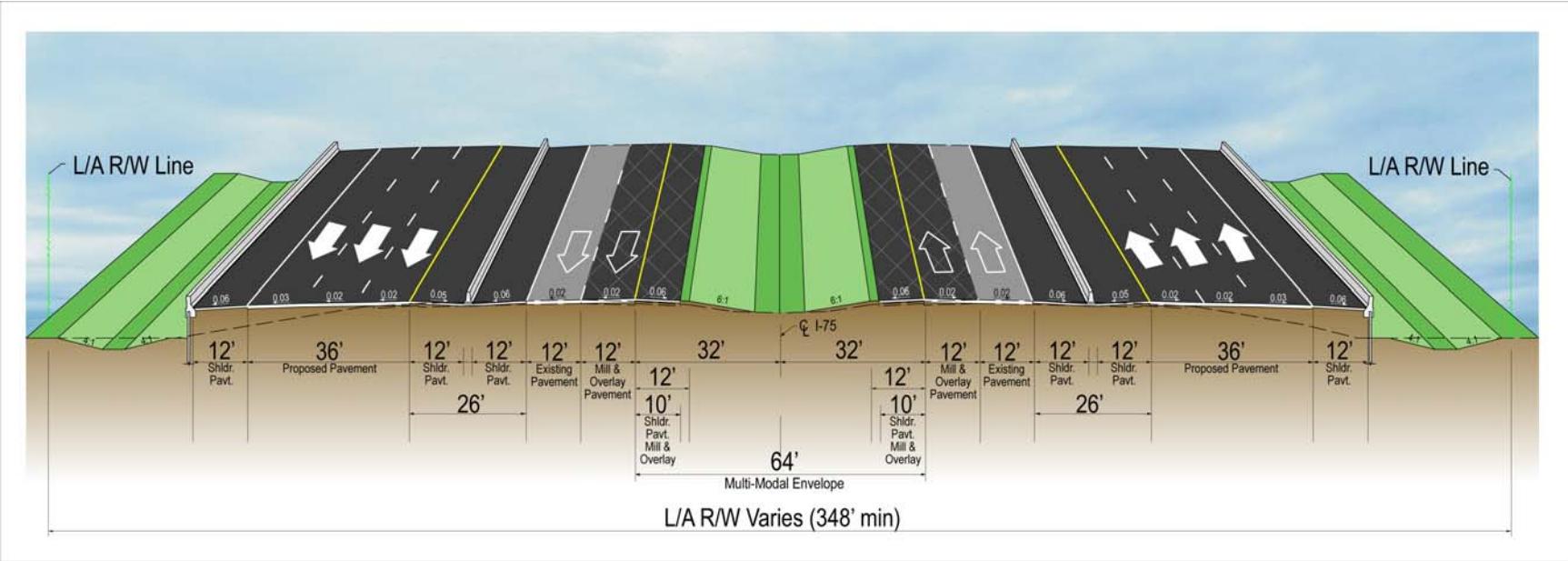
## **BRIDGES**

The proposed improvements will include either modification or replacement of every bridge structure within the study limits. The evaluation included reasonable attempts to utilize the existing bridges if it was found to provide an economic advantage.

### ***I-75 Grade Separations***

**I-75 over SR 70:** There is not sufficient width between the existing bridge piers to accommodate the proposed widening of SR 70 under I-75. Therefore, the existing bridges will be replaced.

**FIGURE ES-4  
ULTIMATE TYPICAL SECTION**



**NOTES:**

A 12-foot auxiliary lane both northbound and southbound on I-75 from north of University Parkway to US 301 is needed. This auxiliary lane will be constructed adjacent to the outside lane of the general use lanes.

**I-75 over SR 64:** There is not sufficient width between the existing bridge piers to accommodate the proposed widening of SR 64 under I-75. Therefore, the existing bridges will be replaced.

**I-75 over Florida Power and Light Company (FP&L) Railroad:** The proposed I-75 mainline alignments will be shifted off the existing alignment to accommodate slip ramps between the express lanes and the general use lanes north of the FP&L Railroad bridges. Additionally, the existing southbound bridge has the minimum required vertical clearance and the existing northbound bridge has substandard vertical clearance, which would preclude the significant widening that would be required on the low side of the typical section if the existing bridges were to be utilized. Therefore, the existing bridges will be replaced.

**I-75 over Moccasin Wallow Road:** There is sufficient width between the existing bridge piers to accommodate the proposed widening of Moccasin Wallow Road under I-75. Vertical clearance issues include the fact that the existing bridges have either the minimum required or substandard vertical clearance, widening of the existing bridges on the low side of the typical section would result in reduction in the vertical clearance, and the proposed widening in the median of Moccasin Wallow Road under I-75 would further reduce the vertical clearance. The vertical clearance issue can be resolved by constructing independent bridges for the general use lanes to avoid widening the existing bridges on the low side of the typical section. The resulting vertical clearance will be at least the 16.00-foot minimum required by AASHTO, and the deviation from the Plans Preparation Manual is addressed by a design variation (see Appendix E). Therefore, the existing bridges will be widened on the high side of the typical section as necessary for the express lanes and independent bridges will be constructed for the general use lanes.

### *Water Crossings*

**I-75 over Salt Marsh:** The existing southbound bridge over the Salt Marsh has sufficient vertical clearance to accommodate the required widening on the low side of the typical section. In the northbound direction, the proposed I-75 alignment will be shifted off the existing alignment to provide adequate sight distance in the horizontal curves. Therefore, the southbound bridge will be widened and the northbound bridge will be replaced.

**I-75 over Frog Creek:** The existing I-75 southbound and northbound bridges over Frog Creek have sufficient vertical clearance to accommodate the proposed widening on the low side of the typical section. The proposed Connector “A” (northbound I-75 to westbound I-275 ramp) will be shifted completely off the existing alignment to accommodate the widened four-roadway typical section on I-75. Therefore, the I-75 southbound and northbound bridges will be widened and the Connector “A” bridge will be replaced.

### ***River Crossings***

**I-75 over Braden River:** The existing southbound bridge over the Braden River has sufficient vertical clearance to accommodate the required widening on the low side of the typical section. In the northbound direction, the proposed I-75 general use lanes alignment will be shifted off the existing alignment to accommodate a slip ramp between the express lanes and the general use lanes north of the bridge. Therefore, the southbound bridge will be widened and the northbound bridge will be replaced.

**I-75 over Manatee River:** The existing bridges have sufficient vertical clearance over the Manatee River navigation channel for the existing condition, but cannot accommodate a widening that would include additional through lanes and ramp lanes on the low side of the typical section. Therefore, the proposed express lanes will utilize the existing bridges and independent bridges will be constructed for the general use lanes and the ramps on the south side of the I-75/US 301 interchange.

The I-75 bridge over the Manatee River also crosses US 301. At US 301 there is sufficient width between the existing bridge piers to accommodate the proposed widening of US 301 under I-75. Vertical clearance issues include the fact that the existing bridges have substandard vertical clearance and the proposed widening in the median of US 301 under I-75 will further reduce the vertical clearances. With the general use lanes and ramps constructed on independent bridges as described above, there will be no effect of low side widening on the vertical clearance. The resulting vertical clearances will be at least the 16.00-foot minimum required by AASHTO, and the deviation from the Plans Preparation Manual is addressed by a design variation (see Appendix E).

### ***Bridges over I-75***

**Linger Lodge Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Linger Lodge Road bridge. Additionally, the vertical clearances, which are currently substandard, would be reduced further by the construction of the inside lanes of the express roadways. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Kay Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Kay Road bridge. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Mendoza Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Mendoza Road bridge. Additionally, the vertical clearances, which are currently substandard, would be reduced further by the construction of the inside lanes of the express roadways. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Erie Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Erie Road Bridge. Additionally, the vertical clearances, which are currently substandard, would be reduced further by the construction of the inside lanes of the express roadways. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Connector “A” (Northbound I-75 to Westbound I-275 Ramp):** The proposed alignment of Connector “A” will be shifted completely off the existing alignment to accommodate the I-75 proposed four-roadway system. Therefore, the bridge will be replaced.

**Connector “D” (Eastbound I-275 to Northbound I-75 Ramp):** The proposed alignment of Connector “D” will be shifted completely off the existing alignment to accommodate the I-75 proposed four-roadway system. Therefore, the bridge will be replaced.

### ***OTHER IMPACTS***

**Noise Walls:** A Noise Study Report was prepared in accordance with the FDOT procedures that comply with Title 23 CFR, Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise).

The results of the analysis indicate that existing (2006) traffic noise levels are predicted to have ranged from 48.1 to 74.4 decibels on the “A”-weighted scale (dBA) at the 904 evaluated noise-sensitive sites with levels predicted to have approached, met, or exceeded the FHWA’s Noise Abatement Criteria (NAC) at 318 of the sites. With the proposed improvements, traffic noise levels are predicted to range from 50.3 to 77.1 dBA, with levels predicted to approach, meet, or exceed the NAC at 562 of the evaluated sites. Of the 562 sites, 372 are residences (232 single-family residences and 140 residences located in multi-family buildings) and 190 are lots in a recreational vehicle site. The results of the analysis also indicate that when compared to existing conditions traffic noise levels would not increase more than 8.9 dBA with the proposed improvements. As such, none of the sites are predicted to have a substantial increase (15 dBA or more, as defined by FDOT) in traffic noise as a result of the proposed improvements.



The results of the analysis indicates that noise barriers appear to be a potentially reasonable and feasible method of reducing predicted traffic noise impacts for 412 of the 562 affected sites. The locations where noise barriers are a potentially reasonable and feasible method of reducing predicted traffic noise impacts are described below.

**River Place:** The 25 residences are located on the west side of the interstate, north of University Parkway and just south of Linger Lodge Road. The sites are predicted to experience traffic noise levels ranging from 66.6 to 72.8 dBA - levels that exceed the NAC. Potential Barrier 2 could provide all 25 affected residences with a reduction in traffic noise of at least 5 dBA at a height of 22 feet.

**Tara Preserve:** The 74 residences are located on the west side of the interstate, between Linger Lodge Road and SR 70, and are predicted to experience traffic noise levels ranging from 66.0 to 75.3 dBA - levels that approach and exceed the NAC. Potential Barrier 3 could provide all 74 affected residences with a reduction in traffic noise of at least 5 dBA starting at a height of 20 feet.

**Westbrook:** The 57 residences are located on the west side of the interstate, just north of SR 70, and are predicted to experience traffic noise levels ranging from 66.0 to 70.5 dBA - levels that approach and exceed the NAC. Potential Barrier 4 could provide all 57 affected residences with a reduction in traffic noise of at least 5 dBA starting at a height of 20 feet.

**Manatee Palms:** The 40 residences are located on the west side of the interstate, just north of SR 64, and are predicted to experience traffic noise levels ranging from 66.1 to 75.3 dBA - levels that exceed the NAC. Potential Barrier 11 could provide 29 out of the 40 affected residences with a reduction in traffic noise of at least 5 dBA at a height of 22 feet. The 11 residences that could not achieve at least 5 dBA of traffic noise reduction are located near the southern end of the barrier where the ground elevation at the right-of-way begins to decrease and the elevation of I-75 begins to increase.

**Winter Quarters Manatee RV Resort:** The 190 RV lots are located on the east side of the interstate, south of the Manatee River, and are predicted to experience traffic noise levels ranging from 66.5 to 73.1 dBA - levels that exceed the NAC. Potential Barrier 12 could provide 172 out of the 190 affected RV lots with a reduction in traffic noise of at least 5 dBA at a height of 22 feet. Sixteen of the 18 lots that could not achieve at least 5 dBA of traffic noise reduction are located near the northern end of the barrier where the ground elevation at the right-of-way begins to decrease, which lowers the effective height of the barrier, and thus the barrier's effectiveness at reducing traffic noise. The remaining two lots are located in proximity to the elevated arterial Kay Road.

**Tuscany Lakes:** The 66 residences are located on the east side of the interstate, north of US 301, and are predicted to experience traffic noise levels ranging from 66.1 to 77.1 dBA - levels that exceed the NAC. Potential Barrier 14 could provide 55 out of the 66 affected residences with a reduction in traffic noise of at least 5 dBA at a height of 22 feet. The 11 residences that could not achieve at least 5 dBA of traffic noise reduction are second and third floor apartments in proximity to the elevated arterial Mendoza Road.

In addition to the communities listed above, the community of Fosters Creek will be evaluated during the final design phase. With an existing wall in place at the Fosters Creek community, the amount of noise reduction provided by an additional barrier is very sensitive to the ground elevation. Effective heights of the existing wall and a noise barrier will be further evaluated during the design phase when more detailed elevation data is available.

The FDOT is committed to further evaluate noise barriers during the final design phase for River Place, Tara Preserve, Westbrook, Manatee Palms, Winter Quarters Manatee RV Resort, and Tuscany Lakes. This design phase analysis may change the length, height, location, or existence of any of the potentially feasible and cost reasonable noise barriers.

### ***PRODUCTION SCHEDULE***

The design, right-of-way acquisition, and construction phases are not currently funded in the FDOT tentative Five-Year Work Program. The Sarasota/Manatee Metropolitan Planning Organization (MPO) Fiscal Year 2008/2009-2012/2013 Transportation Improvement Program (TIP), adopted June 23, 2008, does not include funding for the ultimate improvement phase of this project at this time. The TIP that was amended by the MPO on September 22, 2008 does include funding for the priority interchange improvements at US 301 and SR 70. Funding for these priority interchange improvements are also included in FDOT's State Transportation Improvement Program (STIP), see Appendix I.

### ***PROJECT COST ESTIMATES***

The estimated project costs were determined for the preferred alternative and are summarized in **Table ES-1**. The project segments correspond to the segments identified in the study. Right-of-way costs for stormwater management are based on the number one ranked pond in each basin. Construction costs were estimated using the FDOT Long Range Estimate (LRE) program for Year 2008. The LRE is provided in Appendix B-3. Preliminary engineering (design) and Construction Engineering and Inspection (CEI) costs were both estimated at 15 percent of the estimated construction costs.

### ***ENVIRONMENTAL CONSIDERATIONS***

The impacts on the natural environment, cultural resources, and community are summarized below.

#### ***Natural Environment***

**Floodplains:** The proposed improvements to I-75 will mainly be completed within the existing right-of-way; however, new right-of-way will be acquired at a few locations along the alignment to accommodate the expanded roadway. Additionally, construction of the additional travel lanes and appurtenances described on the ultimate section for the proposed roadway will require

extensive re-working and filling of the existing median area. This alteration within the median will encroach on established Federal Emergency Management Agency (FEMA) flood zones classified as Zone AE (Base Flood Elevation [BFE] determined) or Regulatory Floodways in four locations. The proposed floodplain encroachments for the expanded roadway and the proposed stormwater management ponds are summarized in **Table ES-2**.

Floodplain encroachments within tidally-influenced floodplains generally do not require floodplain compensation. The encroachments for the locations that are not within tidally-influenced floodplains (encroachments in sub-basins B, N, and CC) involve expansion of the roadway pavement, a portion of which extends into floodplains. Seasonal high water elevations have not been determined for the project area, so only the areas of encroachment have been estimated. Compensation for the floodplain impacts in the non-tidally-influenced floodways will be provided at the following locations:

- Sub-Basin B impacts: Will be compensated in Ponds A, B, and C
- Sub-Basin N impacts: Will be compensated in Ponds O-1 and O-2
- Sub-Basin CC impacts: Will be compensated in Pond CC-2

**Water Quality:** Both Southwest Florida Water Management District (SWFWMD) and Environmental Protection Agency (EPA) noted that the proposed project crosses many tributaries and drainage basins, some of which connect to an Outstanding Florida Water (OFW) (Terra Ceia Aquatic Preserve) or are Sovereign Submerged Lands (Manatee River, Braden River, and Buffalo Creek). The proposed project is located within the Evers Reservoir Watershed Protection Overlay District and the Manatee County Special Treatment Overlay District, both of which may require stricter permitting criteria. Evers Reservoir serves the City of Bradenton as a public water supply. Because a portion of the proposed project is upstream of Evers Reservoir, treatment criteria in the Evers watershed will need to be increased by 50 percent of the treatment volume typically required by SWFWMD regulations. Depending on final design configurations, other stricter water quality criteria may be required for specific portions of the proposed project. Depending upon the time of ERP issuance, the proposed project may also have to include Total Maximum Daily Load (TMDL) remediation measures.

For this project, the proposed stormwater facility design will include, at a minimum, the requirements for stormwater treatment as required by SWFWMD in Chapter 40D-4, FAC. This includes the additional treatment requirement for the area draining the Braden River and Evers Reservoir.

**TABLE ES-1  
PREFERRED ALTERNATIVE  
ESTIMATED COSTS**

<b>PROJECT PHASE</b>	<b>No-Build Alternative</b>	<b>SEGMENT 1 I-75 Mainline from North of University Parkway to South of SR 70</b>	<b>SEGMENT 2 SR 70 Interchange</b>	<b>SEGMENT 3 I-75 Mainline from North of SR 70 to South of SR 64</b>	<b>SEGMENT 4 SR 64 Interchange</b>	<b>SEGMENT 5 I-75 Mainline from North of SR 64 to South of US 301</b>	<b>SEGMENT 6 US 301 Interchange</b>	<b>SEGMENT 7 I-75 Mainline from North of US 301 to South of I-275</b>	<b>SEGMENT 8 I-275 Interchange</b>	<b>SEGMENT 9 Moccasin Wallow Road Interchange</b>	<b>TOTAL</b>
DESIGN @ 15% OF CONSTRUCTION	\$0.00	\$12.90	\$17.17	\$10.64	\$12.90	\$22.18	\$44.24	\$11.80	\$22.36	\$7.95	<b>\$162.14</b>
RIGHT-OF-WAY	\$0.00	\$7.22	\$9.17	\$2.94	\$0.00	\$11.58	\$28.62	\$0.58	\$4.07	\$2.82	<b>\$67.00</b>
CONSTRUCTION <sup>1</sup>	\$0.00	\$86.01	\$114.47	\$70.93	\$85.99	\$147.84	\$294.95	\$78.68	\$149.09	\$53.00	<b>\$1,080.96</b>
CONSTRUCTION ENGINEERING AND INSPECTION @ 15% OF CONSTRUCTION	\$0.00	\$12.90	\$17.17	\$10.64	\$12.90	\$22.18	\$44.24	\$11.80	\$22.36	\$7.95	<b>\$162.14</b>
NOISE WALL CONSTRUCTION	\$0.00	\$4.08	\$3.78	\$0.00	\$0.00	\$2.94	\$0.00	\$0.82	\$0.00	\$0.00	<b>\$11.62</b>
WETLAND MITIGATION	\$0.00	\$1.16	\$1.18	\$0.48	\$0.68	\$1.94	\$0.47	\$1.41	\$0.83	\$1.13	<b>\$9.28</b>
<b>TOTAL COSTS (Millions)</b>	<b>\$0.00<sup>3</sup></b>	<b>\$124.27</b>	<b>\$162.94</b>	<b>\$95.63</b>	<b>\$112.47</b>	<b>\$208.66</b>	<b>\$412.52</b>	<b>\$105.09</b>	<b>\$198.71</b>	<b>\$72.85</b>	<b>\$1,493.14</b>

<sup>1</sup> Based on FDOT LRE 12/08 (see Appendix B-3).

<sup>2</sup> Does not include the cost of ongoing routine maintenance.

**TABLE ES-2  
SUMMARY OF FLOODPLAIN ENCROACHMENTS  
BY EXPANDED ROADWAY AND STORMWATER MANAGEMENT PONDS**

Sub-Basin	Location	Type	Floodplain Encroachment (square feet)	Floodplain Encroachment (acres)	FEMA Flood Zone Classification
B	Braden River	SB road	6,480	0.15	Reg. floodway
B	Braden River	NB road	42,630	0.98	Reg. floodway
N	Cypress Strand	SB road	13,200	0.30	Reg. floodway
Q	Cypress Strand	SB road	170,000	3.90	Reg. floodway - Tidal <sup>1</sup>
Q	Cypress Strand	NB road	170,000	3.90	Reg. floodway - Tidal <sup>1</sup>
Q	Cypress Strand	Pond Q	255,000	5.85	Reg. floodway - Tidal <sup>1</sup>
R	Manatee River	SB road	152,500	3.50	Reg. floodway - Tidal <sup>1</sup>
R	Manatee River	NB road	152,500	3.50	Reg. floodway - Tidal <sup>1</sup>
S	Manatee River	SB road	106,000	2.43	Reg. floodway - Tidal <sup>1</sup>
S	Manatee River	NB road	106,000	2.43	Reg. floodway - Tidal <sup>1</sup>
S	Manatee River	Pond S+T	704,086	16.16	Reg. floodway - Tidal <sup>1</sup>
CC	Frog Creek	SB ramp	3,400	0.08	Reg. floodway

<sup>1</sup> The Cypress Strand (north of SR 64) and Manatee River floodplains are tidally-influenced.

<sup>2</sup> Stormwater from Sub-basins R, S, and T combined are managed in Pond R+S+T.

**Wetlands:** As the roadway design proceeds and wetland and surface water impact conditions are further qualified and quantified, an assessment of the anticipated wetland habitat impacts will be conducted utilizing the state’s Uniform Mitigation Assessment Method (UMAM). Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Mitigation Program (Chapter 373.4137, F.S.) requires FDOT to submit anticipated wetland and surface water impact information to SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. SWFWMD may choose to exclude an FDOT project in whole or in part if the District is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, SWFWMD will coordinate with FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted by FDOT. SWFWMD is currently evaluating habitat restoration opportunities in the Manatee River basin. The ability to appropriately mitigate all or a portion of the anticipated I-75 wetland and surface water impacts through the program will depend on the impact (quality, quantity, habitat types) and FDOT providing sufficient notification with accurate impact information. SWFWMD has noted that land costs in Manatee County are increasing and available sites for mitigation are becoming difficult to locate. Available mitigation credits are getting committed at Hidden Harbour and a proposed mitigation bank may not be implemented.

National Marine Fisheries Service (NMFS) staff conducted site inspections of the project area on February 28, 2005 and March 24, 2005 to assess potential concerns to living marine resources within the Manatee River and Tampa Bay. Certain estuarine habitats within the project area are designated as Essential Fish Habitat (EFH) as identified in the 1998 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act. The Manatee River, which exists in the project area, has been identified as EFH for post larvae/juvenile sub-adult and adult red drum and gray snapper and juvenile gag and Spanish mackerel by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangrove wetlands estuarine water column and non-vegetated bottoms are specific categories of EFH that may be impacted by the project. It is apparent that any widening of the I-75 bridge spanning the Manatee River will result in the loss of some mangrove wetlands. Federal agencies that permit, fund, or undertake activities that may adversely impact EFH are required to consult with NMFS, and as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request.

Provisions of the EFH regulations allow consultation responsibility to be formally delegated from federal to state agencies including FDOT. Whether EFH consultation is undertaken by FHWA or FDOT, it should be initiated as soon as specific project design and construction impact information are available. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation recommendations on the project.

**Wildlife and Habitat:** The project was evaluated for potential impacts to threatened and endangered plant and animal species in accordance with 50 CFR 402.12, Section 7(c) of the Endangered Species Act of 1973 as amended by Rules 39-25.002, 39-27.002 and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, FAC) and Part 2, Chapter 27 of the FDOT PD&E Manual.

The U.S. Fish and Wildlife Service (USFWS) has concurred with the following determinations regarding potential effects to federally listed species resulting from construction of the proposed project.

- Florida scrub-jay (*Aphelocoma coerulescens*) - No effect.
- Piping plover (*Claradrius melodus*) - No effect.
- Gulf sturgeon (*Acipenser oxyrhynchus desotoi*) - May affect, but is not likely to adversely affect.
- Eastern indigo snake (*Drymarchon corais couperi*) - May affect, but is not likely to adversely affect.
- Wood stork (*Mycteria americana*) - May affect, but is not likely to adversely affect.



- Florida manatee (*Trichechus manatus latirostris*) - May affect, but is not likely to adversely affect.

FDOT determined that the project will not impact the Florida scrub jay because there is no suitable habitat within the project study area and no individuals were observed during field reviews. To ensure the project will not adversely affect any other listed plant or animal species, FDOT has committed to the following:

- Resurvey suitable habitat within the project study area for gopher tortoises prior to construction. If any burrows are located within the project area, FDOT will coordinate with the Florida Fish and Wildlife Conservation Commission (FFWCC) to secure any approvals required to relocate the tortoises.
- Resurvey suitable habitat within the project study area for Florida sandhill crane nests prior to construction if construction is to begin during or just prior to nesting season (January through June). If nests are located within the project study area, FDOT will coordinate with the FFWCC to provide appropriate habitat mitigation or conservation measures.
- FDOT will utilize the FDOT Construction Precautions for the Eastern Indigo Snake during construction of the project.
- FDOT will utilize the USFWS and FFWCC approved standard manatee construction conditions for all in-water work during construction of the project.

With implementation of the commitments and precautionary measures mentioned, FDOT has determined and the USFWS has concurred, that the project will not adversely affect any federally listed species. In addition, FDOT has determined that the project will have no effect on any state listed species.

### ***Cultural Environment***

**Historic/Archaeological:** The Cultural Resource Assessment Survey (CRAS) of I-75 from north of University Parkway to north of Moccasin Wallow Road in Manatee County resulted in the identification of two archaeological sites (8MA1497 and 8MA1633), four archaeological occurrences, two previously recorded historic resources (8MA1381 and 8MA1471), and two newly recorded historic resources (8MA1505 and 8MA1636).

Archaeological site 8MA1497 is considered ineligible for listing in the National Register of Historic Places (NRHP). Site 8MA1633, may be associated with a previously recorded pre-Columbian sand mound. Based on this, Site 8MA1497 will be avoided as a potential pond location during design.

The United States and West Indies Railroad Company (8MA1381) is located within the Area of Potential Effect (APE) and is crossed over by an elevated portion of I-75. This historic resource does maintain historical importance; however, the railroad has been abandoned and fallen into disrepair and was sold to FP&L by CSX Railroad. The length of the railroad in the APE as well as the portion extending outside of the APE to the west was previously surveyed in 2006 and was determined to be ineligible for listing in the NRHP by the State Historic Preservation Office (SHPO) at that time. I-75 will remain elevated over the railroad and no at-grade improvements are planned. Based on this, the proposed improvements will have no effect on the small segment of the railroad located within the APE.

The Rubonia Terra Ceia cemetery (8MA1636) is located on the west side of I-75 south of 69th Street/Erie Road. This site may have unmarked burials extending from the cemetery. Therefore, coordination with the Florida Department of State's Division of Historical Resources has concluded that this location should be avoided during design. Based on this recommendation, FDOT and FHWA, in a communication on January 5, 2009, advised the Florida Department of State's Division of Historical Resources that the Pond AA Alternate had been eliminated as a potential pond site for the I-75 project, see Appendix H.

Of the remaining historic resources, 5000 37th Street E (8MA1471) was determined ineligible for listing in the NRHP by the SHPO in 2006 and 4601 69th Street E (8MA1505) is of a common design and remains in a deteriorated condition. Therefore, they are considered ineligible for listing in the NRHP on an individual basis or as part of a historic district.

**Section 4(f) Lands and Recreation Areas:** In July 2008, FDOT developed a Determination of Applicability (DOA) for FHWA's review and determination related to Section 4(f). Six recreational resources were identified within a 1,250-foot buffer of the proposed alignment:

- Willow-Ellenton Greenway,
- Manatee River Blueway,
- Tom Bennett Park,
- Tom Bennett Park Blueway,
- Manatee Palms Park, and
- Braden River Blueway.

Based on the analysis conducted in the DOA, Section 4(f) does not apply to any of the six sites and recreational resources. There will be no change in property ownership, all improvements on I-75 will exist in FDOT right-of-way, and noise will not substantially impair recreational activities. The proposed improvements will potentially result in a minor temporary occupancy at four of the six Section 4(f) resources and does not constitute a direct use or construction use as defined by Section 4(f). In a letter dated December 3, 2008, Manatee County concurred with this finding (see Appendix H).

## *Social Environment*

**Mobility:** The addition of four lanes to the existing interstate highway is anticipated to enhance automobile and freight mobility in the project area and regionally. The project's effect on other modes of transportation including pedestrian, bicycle, and transit will be dependent on the design of project interchanges where the only facility crossings can occur. Interchanges with crossroads should accommodate the needs of non-motorized traffic so as not to deter pedestrian, bicycle, and transit use. Treatments such as sidewalk continuity and pedestrian crossings would also benefit the transportation-disadvantaged population in the project area. Additionally, there are existing and proposed recreational facilities proximate to the project that will require consideration during project design.

**Relocation:** The Preferred Alternative requires no residential displacements due to right-of-way acquisition for the mainline. However, there are three potential residential relocations required for acquisition of right-of-way for stormwater management ponds. There is sufficient available housing for sale within or near the project area that could accommodate these relocations.

The Preferred Alternative will impact two businesses located at the southeast and southwest quadrants of the US 301 interchange. One business, a multi-story hotel, will need to be relocated in order to accommodate a new northbound off-ramp, and the second business, a vacant restaurant, will need to be relocated for the southbound on-ramp and management pond.

Although the Preferred Alternative requires three residential relocations and two business relocations, ample replacement housing, commercial space, and undeveloped property exists in the immediate vicinity.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, FDOT will conduct a Right-of-Way and Relocation Program in accordance with FS 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

**Social:** No community focal points such as churches, schools, community centers, etc. are anticipated to be affected by the project.

Title VI of the Civil Rights Act of 1964 provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participating in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII of the Civil Rights Act of 1964 guarantees each person equal opportunity in housing. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. No comments have been received regarding Title VI or Title VIII during this study.

Since the project proposes improvements to an existing facility that acts as boundaries for neighborhoods along the project limits, no splitting or isolation of neighborhoods will occur. The project is not anticipated to harm elderly persons, handicapped individuals, non-drivers, transit-dependent individuals, or minorities. It is anticipated that the project improvements will not impact community cohesiveness.

## ***INTERIM IMPROVEMENTS***

To facilitate the ultimate improvements to be constructed, FDOT will consider implementing phased improvements with available funding. Appendix A-2 describes the interim improvements to be constructed prior to constructing the ultimate improvements.

For the interim improvements, the existing six-lane facility will be widened by adding one travel lane to the inside in each direction to provide for an eight-lane facility, as shown in **Figure ES-5**. From north of University Parkway to US 301, a 12-foot auxiliary lane in each direction, constructed to the outside of the existing facility, is also required. The typical section provides for a 64-foot median (multi-modal envelope) with 12-foot inside shoulders (10 feet paved), 12-foot travel lanes, 12-foot outside shoulders (10 feet paved), and open roadside ditches.

The proposed design speed for this facility is 70 mph. The roadway improvements will require no additional right-of-way; however, right-of-way will be required for stormwater management facilities.

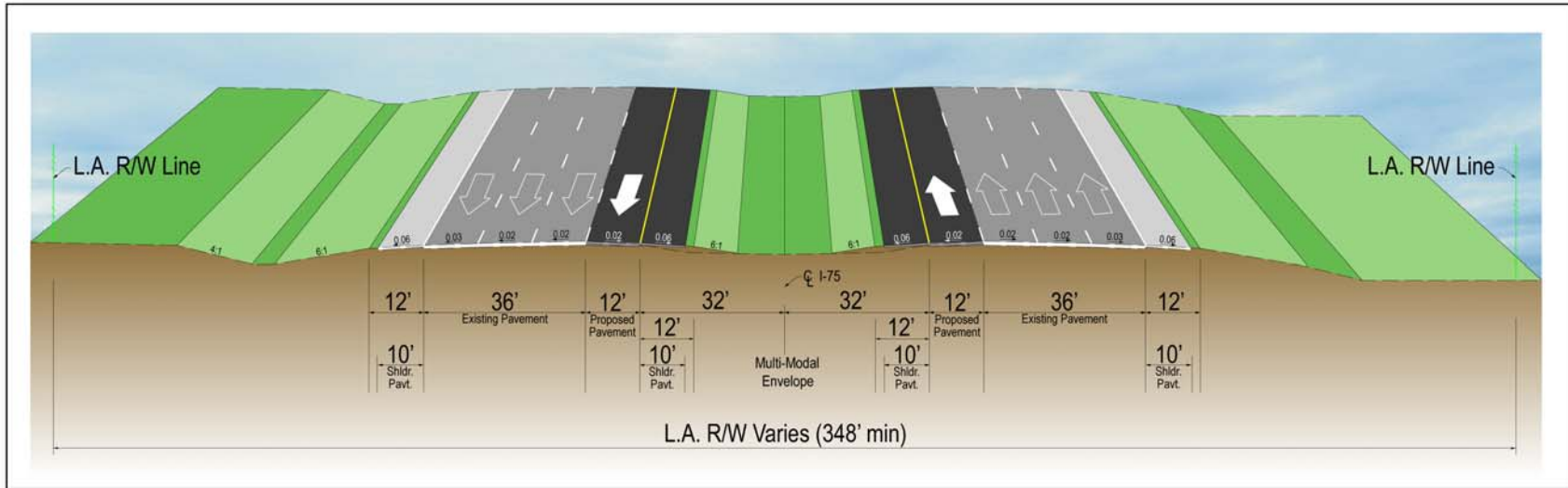
At the interchanges, the bridges will be widened 12 feet to accommodate the four through lanes of travel and maintain the 10-foot inside shoulder.

Of the six existing bridges over I-75, Linger Lodge Road, Kay Road, Mendoza Road, Erie Road, and I-275 northbound on- and off-ramps can accommodate the interim improvement. However, in the area from north of University Parkway to US 301, where a 12-foot auxiliary lane is required, I-75 at Linger Lodge Road and Kay Road will have to be adjusted to provide an acceptable vertical clearance for the interim improvements.

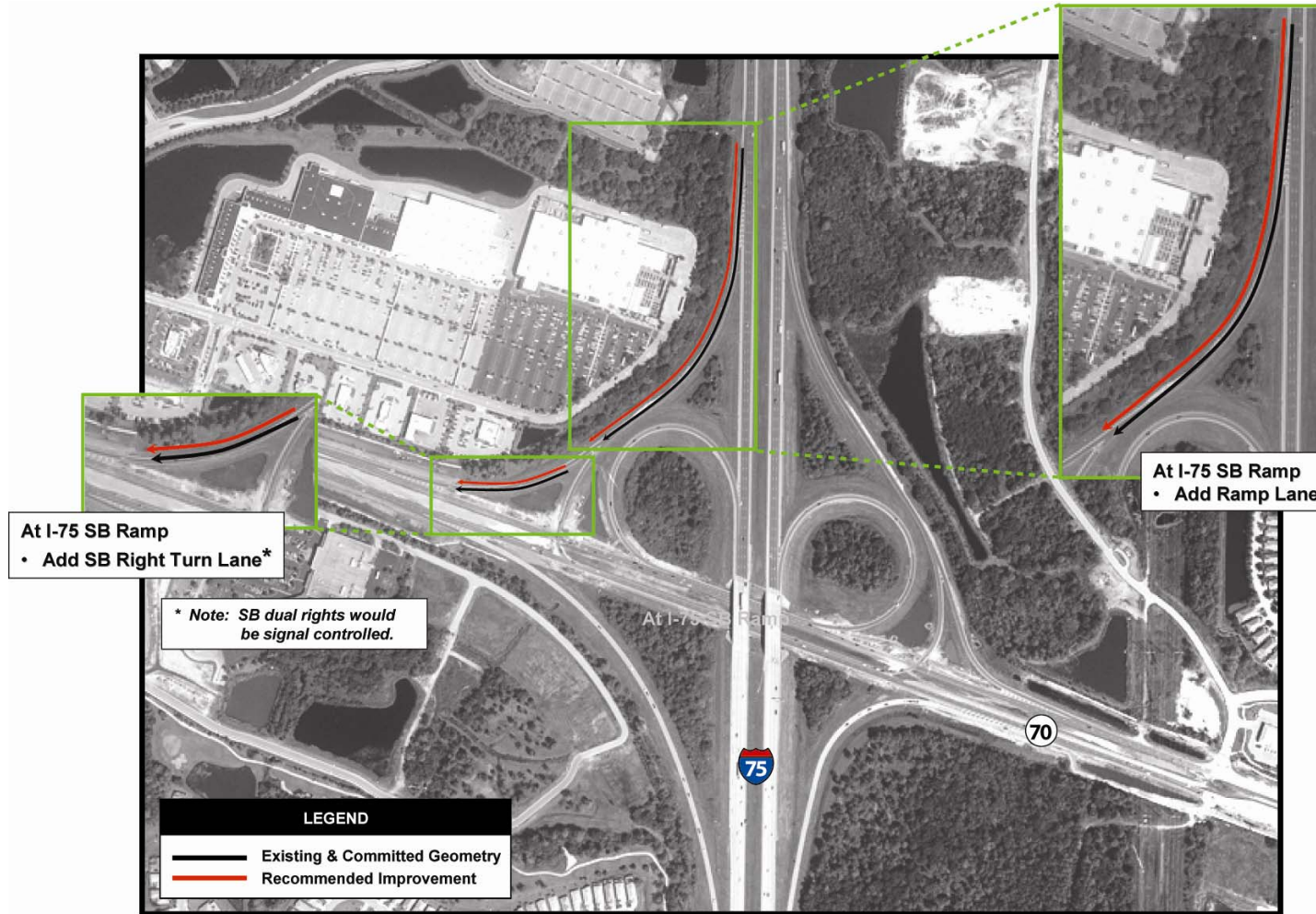
## ***PRIORITY INTERCHANGES***

As part of the phased improvements, FDOT has evaluated the existing safety problems and the current and future congestion problems along the I-75 corridor in Manatee County to establish a priority order for improvements. This analysis has identified the SR 70 and US 301 interchanges as priority interchanges for interim improvements, as shown in **Figure ES-6** and **Figure ES-7**. These initial improvements will be part of design-build projects funded in FY 08/09 to include the following:

**FIGURE ES-5  
INTERIM TYPICAL SECTION**

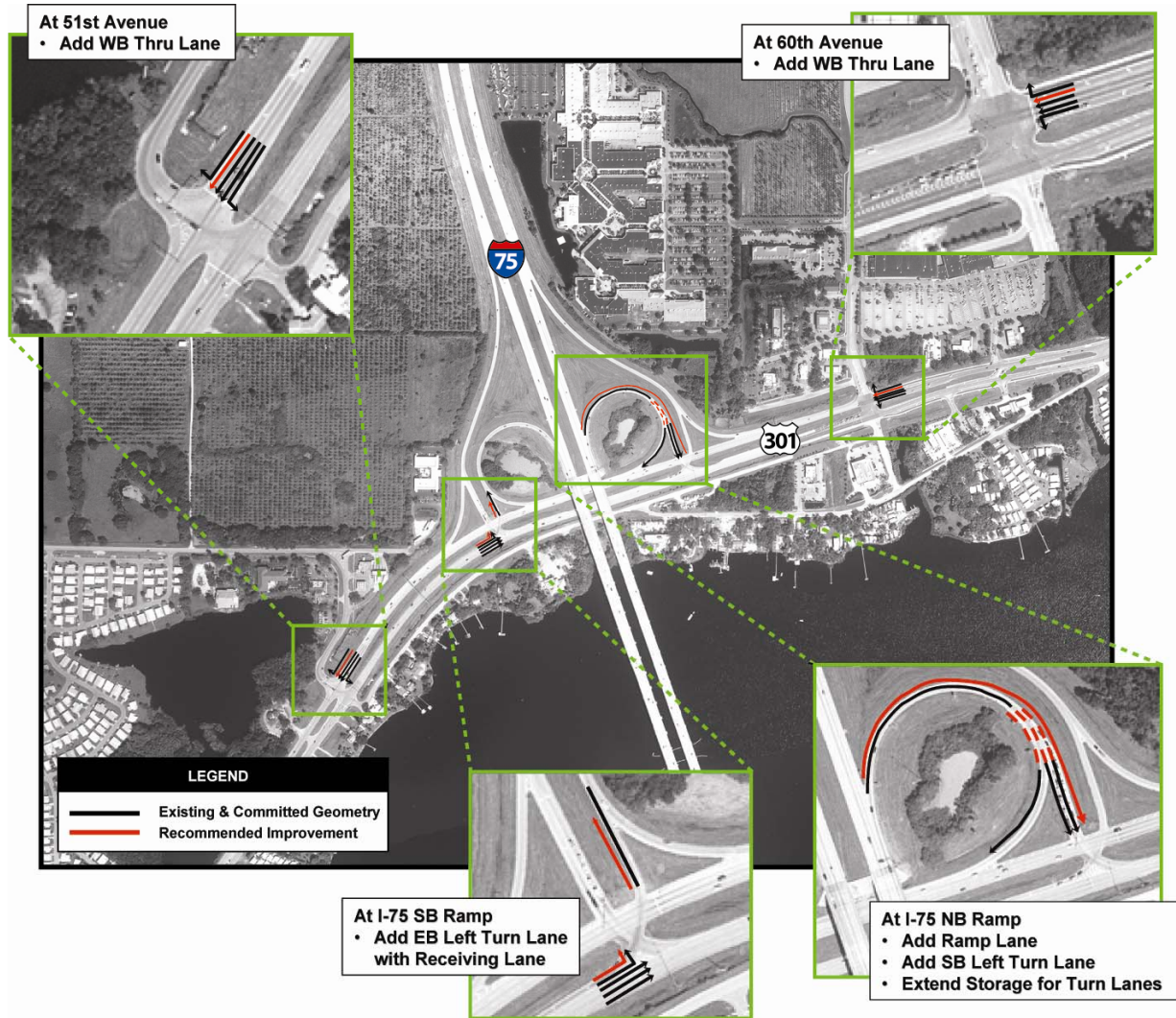


**FIGURE ES-6  
SR 70 PRIORITY INTERCHANGE  
INTERIM IMPROVEMENT**





**FIGURE ES-7  
US 301 PRIORITY INTERCHANGE  
INTERIM IMPROVEMENT**



### **SR 70 Interchange**

- I-75 Southbound Exit Ramp
  - Add one additional lane to exit ramp.
  - Add one additional right-turn lane from I-75 southbound to SR 70 westbound.

### **US 301 Interchange**

- I-75 Northbound Exit Ramp
  - Add one additional lane to exit ramp.
  - Add one additional left-turn lane from I-75 northbound to US 301 eastbound.
  - Extend dual left- and right-turn storage lanes at the intersection.
- I-75 Southbound Entrance Ramp
  - Add one additional left-turn lane on US 301 at southbound entrance ramp with receiving lane.
- US 301 at 60th Avenue
  - Add one additional westbound through lane.
- US 301 at 51st Avenue
  - Add one additional westbound through lane.

These priority interchange improvements were presented to the public at the Public Hearing held on November 18, 2008. The graphic showing these priority interchange improvements in further detail is shown in Appendix A-3.



# ***RECOMMENDATIONS AND COMMITMENTS***

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## ***RECOMMENDATION***

It is recommended that the Preferred Alternative be implemented as identified in this report.

## ***COMMITMENTS***

The Florida Department of Transportation (FDOT) will adhere to the following commitments with regard to the proposed improvements to I-75 in Manatee County.

1. FDOT is committed to further evaluate noise barriers during the final design phase for River Place, Tara Preserve, Westbrook, Manatee Palms, Winter Quarters Manatee RV Resort, and Tuscany Lakes.
2. In addition to the communities listed above, the community of Fosters Creek will be evaluated during the final design phase. With an existing wall in place at the Fosters Creek community, the amount of noise reduction provided by an additional barrier is very sensitive to the ground elevation. Effective heights of the existing wall and a noise barrier will be further evaluated during the design phase when more detailed elevation data is available.
3. A land use review will also be implemented during the design phase to identify noise sensitive sites that may have received a building permit subsequent to the noise evaluation but prior to the date of public knowledge (i.e., date that the environmental document has been approved by the Federal Highway Administration [FHWA]). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those noise sensitive sites will be evaluated for traffic noise and abatement considerations.
4. In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, FDOT will conduct a Right-of-Way and Relocation Program in accordance with FS 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).
5. To ensure the project will not adversely affect listed plant or animal species, FDOT has committed to the following:
  - Resurvey suitable habitat within the project study area for gopher tortoises prior to construction. If any burrows are located within the project area, FDOT will

coordinate with the Florida Fish and Wildlife Conservation Commission (FFWCC) to secure any approvals required to relocate the tortoises.

- Resurvey suitable habitat within the project study area for Florida sandhill crane nests prior to construction if construction is to begin during or just prior to nesting season (January through June). If nests are located within the project study area, FDOT will coordinate with the FFWCC to provide appropriate habitat mitigation or conservation measures.
- FDOT will utilize the FDOT Construction Precautions for the Eastern Indigo Snake during construction of the project.
- FDOT will utilize the USFWS and FFWCC approved standard manatee construction conditions for all in-water work during construction of the project.

# Section 1.0 INTRODUCTION

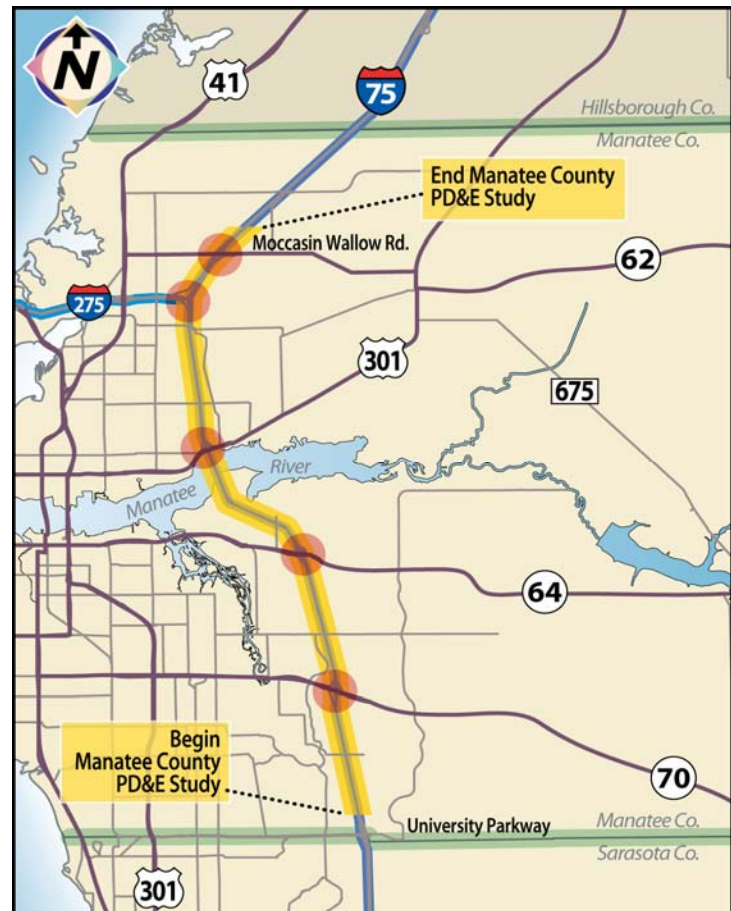
## 1.1 PURPOSE AND NEED

The Florida Department of Transportation (FDOT) has conducted a Project Development and Environment (PD&E) Study to evaluate improvements to Interstate 75 (I-75) from north of University Parkway to north of Moccasin Wallow Road in Manatee County, **Figure 1-1**. Within the study limits, I-75 is presently a six-lane, limited access interstate that serves regional travel and connects residential centers in the Sarasota and Palmetto areas with employment and industrial centers in Bradenton. I-75 also provides regional connectivity between US 301 and US 41. The objective of the study is to investigate an expansion of I-75 to a ten-lane four-roadway system and evaluate operational improvements to the existing interchanges at State Road (SR) 70, SR 64, US 301, I-275, and Moccasin Wallow Road.

With an abundance of new development, buildable land, and proximity to major employment centers such as St. Petersburg, Tampa, Bradenton, and Sarasota, Manatee County is one of the fastest growing counties in Florida.

Based on long-range planning, projected population and employment growth, and projected traffic volumes, the Sarasota/Manatee Metropolitan Planning Organization (MPO) has made improving I-75 a priority in Manatee County. The 2030 Financially Feasible Long Range Transportation Plan (LRTP) indicates that I-75 has been designated as part of the State of Florida's Strategic Intermodal System (SIS), due to its critical role in both the regional and state-wide economy. I-75 also plays an important role in Manatee County's and the west coast

**FIGURE 1-1  
STUDY LOCATION MAP**



of Florida's emergency evacuation plans. The interstate provides a crucial northbound evacuation route for the Gulf Coast communities.

Traffic in the study corridor is expected to increase given the population growth projected to occur within the county and the region. According to the 2000 U.S. Census, Manatee County's population was 264,002 persons, which was a 24.7 percent increase over the 1990 population of 211,707 persons. The Manatee County Planning Department estimated the 2006 population at 308,300, a 16.8 percent increase over the 2000 Census. The population growth in Manatee County can be attributed to tourism-related activities, a second home market, an influx of retirees, abundant developable land, and the overall economic growth in west central Florida. Projections from the Manatee County Planning Department estimate a 2030 county population of 457,000, a 73.1 percent increase over the 2000 Census.

Without capacity improvements on I-75 from north of University Parkway to north of Moccasin Wallow Road, operating conditions along the corridor will deteriorate to an unacceptable level of service. It is anticipated that capacity and operational improvements will relieve stress on the facility by accommodating the expected traffic growth.

The purpose of the proposed action on I-75 is to enhance system mobility and accommodate travel demand generated by approved development in the project area. Although much of the land east of the facility is rural today, a significant amount of new development has been approved and is coming online rapidly.

## ***1.2 PROJECT DESCRIPTION***

I-75 is a north/south facility with a functional classification of Urban Principal Arterial - Interstate. In the study area, I-75 traverses an array of diverse land uses ranging from urbanized to rural uses. Urbanized land uses include commercial, residential, industrial, and institutional uses in the vicinity of the interchange crossroad areas. Rural land uses consist of agricultural and natural vegetative features.

Among the improvements to be studied for I-75 is widening the existing six-lane roadway to accommodate projected future traffic. Improvements will enhance system mobility and accommodate travel demand generated by approved development in the project area. Traffic in the corridor is projected to increase given the population growth projected to occur within the county and the region.

### ***1.2.1 EXISTING CONDITIONS***

Detailed information regarding the existing traffic characteristics along the I-75 study corridor, including the traffic count program, existing traffic volumes, and existing operating conditions, are contained in the Final Traffic Technical Memorandum (September 2008), published separately.

The results of the existing conditions operational analyses indicated that deficiencies exist for intersections at several locations in the study area. Locations with below acceptable levels of service (LOS D for freeways and intersections and LOS E for ramps) during either of the peak periods are listed below.

Intersections with failing LOS:

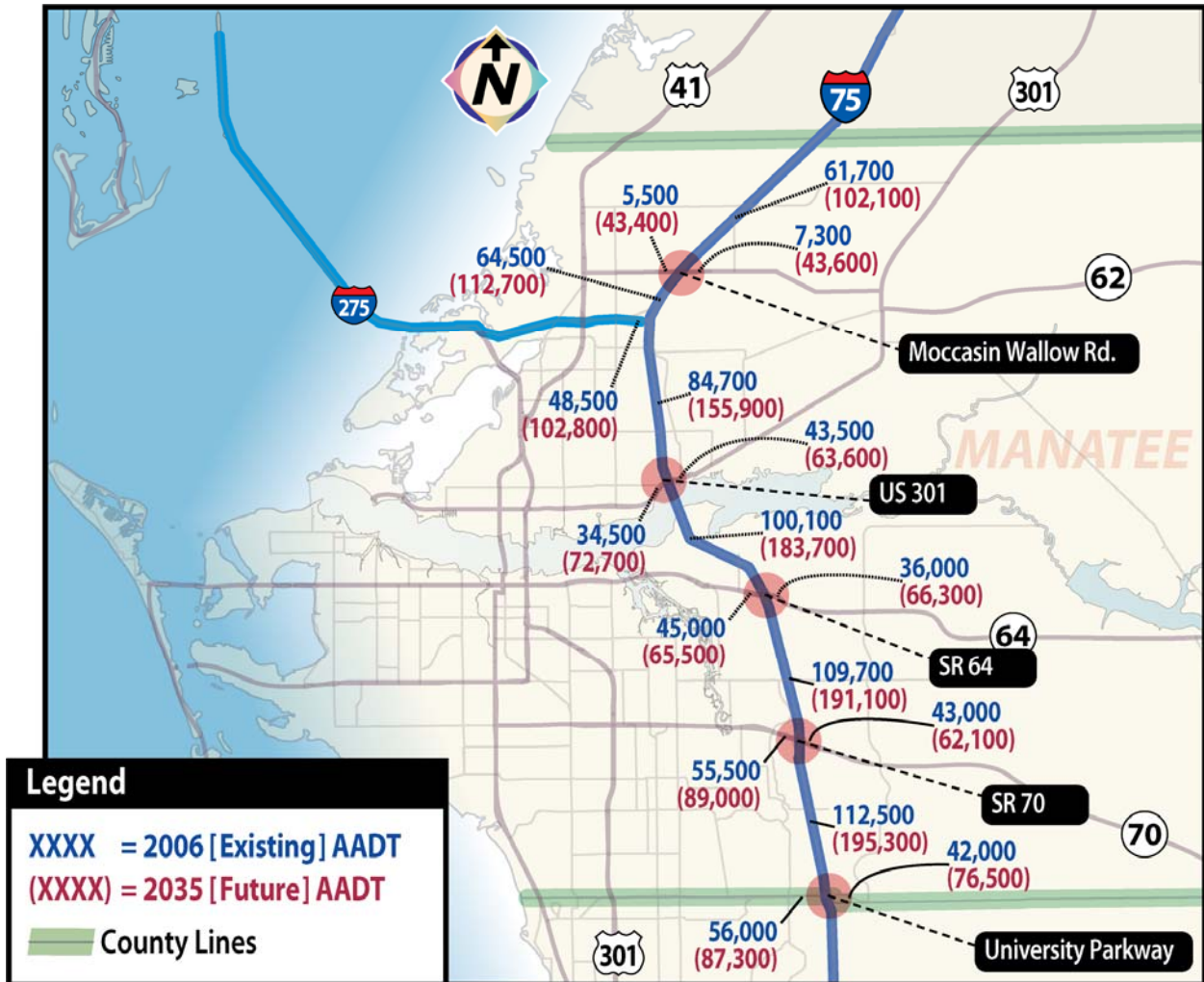
- US 301/60th Avenue East, and
- SR 64/66th Street Court.

### ***1.2.2 FUTURE CONDITIONS***

Using existing traffic data combined with computer modeling, future year traffic projections were developed for the Design Year 2035. Within Manatee County, the Average Annual Daily Traffic (AADT) on I-75 is projected to grow tremendously by the year 2035 (see **Figure 1-2**). For example, the existing AADT for I-75 between SR 70 and SR 64 is 109,700 vehicles per day. That figure is projected to grow to 191,100 vehicles per day by the year 2035. Similarly, the existing AADT for I-75 between US 301 and I-275 is 84,700 vehicles per day. That figure is projected to grow to 155,900 by the year 2035.

Based on these traffic projections, additional capacity will be needed on the I-75 mainline in Manatee County. Without significant mainline and interchange improvements, the entire interstate system in the county will operate at LOS F prior to the year 2035.

**FIGURE 1-2  
EXISTING (2006) AND FUTURE (2035) AADT**



# *Section 2.0*

## *ALTERNATIVE DEVELOPMENT*

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### *2.1 EXISTING CONDITIONS*

#### *2.1.1 ROADWAY*

I-75 is a six-lane divided limited access roadway throughout the project corridor, as shown in **Figure 2-1**. The existing typical section includes six 12-foot travel lanes (three in each direction) separated by an 88-foot median. The inside median shoulders are 12 feet wide with 10 feet paved. The outside shoulders are 12 feet wide with 10 feet paved. The roadway section is typically contained within a 348-foot limited access right-of-way. The posted speed limit within the project limits is 70 miles per hour (mph) with a minimum speed of 50 mph.

**FIGURE 2-1  
EXISTING TYPICAL SECTION**



Since I-75 is a limited access facility, there are no bicycle or pedestrian accommodations. However, Manatee County has Greenways and Blueways Trails within the study area.

Among the improvements to be studied for I-75 is widening the existing six-lane roadway to accommodate projected future traffic. Improvements will enhance system mobility and accommodate travel demand generated by approved development in the project area. Traffic in the corridor is projected to increase given the population growth projected to occur within the county and the region.



### 2.1.2 INTERCHANGE DESCRIPTIONS

I-75/SR 70 is a partial cloverleaf interchange with loop ramps in the northeast and northwest quadrants of the interchange to service the northbound exit ramp (I-75 northbound to SR 70 westbound) and southbound entrance ramp (SR 70 westbound to I-75 southbound), as shown in **Figure 2-2**. In addition to the loop ramps, there are four other ramps consistent with a typical diamond interchange. SR 70 is a six-lane divided facility (three lanes in each direction) with a raised grass median, curb and gutter, drainage ditches to the outside of the curb and gutter and sidewalks on the backside of the drainage ditches. The posted speed limit on SR 70 is 50 mph.

**FIGURE 2-2  
EXISTING SR 70 INTERCHANGE**



I-75/SR 64 is a partial cloverleaf interchange with loop ramps in the northeast and northwest quadrants of the interchange to service the northbound exit ramp (I-75 northbound to SR 70 westbound) and southbound entrance ramp (SR 70 westbound to I-75 southbound), as shown in **Figure 2-3**. In addition to the loop ramps, there are four other ramps consistent with a standard diamond interchange. West of the interchange, SR 64 is a six-lane divided facility (three lanes in each direction) separated by a depressed grass median, paved shoulders and drainage ditches adjacent to the outside lanes. The posted speed limit along this portion of SR 64 is 50 mph. East of the interchange the typical section changes at Grand Harbor Stone Parkway (east) to a six-lane divided facility (three lanes in each direction) with a raised median, curb and gutter and a sidewalk on both sides of the roadway. The posted speed limit for this section of roadway is 45 mph.



**FIGURE 2-3  
EXISTING SR 64 INTERCHANGE**



I-75/US 301 is a partial cloverleaf interchange with all movements limited to the north side of the interchange, as shown in **Figure 2-4**. This system has two signalized intersections on US 301 to provide full access between US 301 and I-75. US 301 through the interchange is a six-lane divided facility (three lanes in each direction) separated by a depressed grass median, paved shoulders and drainage ditches adjacent to the outside lanes. The posted speed limit along this portion of US 301 is 45 mph. East of 60th Avenue, US 301 transitions to a 4 lane divided facility with a depressed median, curb and gutter adjacent to the outside lane and sidewalks. West of 51st Street, US 301 transitions to a four-lane divided facility with a depressed median and drainage ditches adjacent to the outside lanes.

The I-75/I-275 interchange is a directional interchange in which all of the movements are grade separated so no movement from one facility to another requires the driver to stop, as shown in **Figure 2-5**. I-75 continues north into Hillsborough County and I-275 travels west into Pinellas County via the Skyway Bridge. Due to sight-distance limitations associated with the bridge railings, the existing ramp movements currently have a design speed of 55 mph. Since both facilities are interstates with design speeds of 70 mph, the ramp movements should try to attain a high operating speed thereby maximizing the operation of the interchange.



**FIGURE 2-4  
EXISTING US 301 INTERCHANGE**



**FIGURE 2-5  
EXISTING I-275 INTERCHANGE**



I-75/Moccasin Wallow Road is a typical diamond interchange in which traffic to and from I-75 occurs at four separate locations, as shown in **Figure 2-6**. Moccasin Wallow Road is a four-lane divided facility (two lanes in each direction) with a depressed grass median, paved shoulders and drainage ditches adjacent to the outside lanes. The posted speed limit through the interchange is 45 mph. Beyond the interchange both eastbound and westbound, Moccasin Wallow Road transitions to a two-lane undivided facility.

**FIGURE 2-6**  
**EXISTING MOCCASIN WALLOW ROAD INTERCHANGE**



### **2.1.3**      ***EXISTING BRIDGE CONDITIONS***

Along the project corridor, I-75 has five grade separations (SR 70, SR 64, US 301, (documented with the Manatee River Crossing) FP&L Railroad, and Moccasin Wallow Road), two water crossings and two river crossings (Braden River, Salt Marsh, Manatee River, and Frog Creek), and six bridges over I-75 (Linger Lodge Road, Kay Road, Mendoza Road, Erie Road, and I-275 northbound on- and off-ramps). All of the existing structures located along the project corridor are identified in **Tables 2-1 through 2-4**.

The only structure along the corridor that is over navigable waters is the I-75 bridge over the Manatee River. The Manatee River is part of a Federal Navigation Channel, which connects with the Gulf of Mexico. This bridge provides a horizontal navigation clearance measured fender to fender of 75 feet and a mean high water (MHW) vertical clearance of 40 feet at the centerline of the channel.



**TABLE 2-1  
I-75 GRADE SEPARATIONS**

Bridge Description	Year Built	No. of Spans	Structure Type		Existing MVC
			Superstructure	Substructure	
Southbound I-75 Over SR 70	1980	4	Type IV & II Beams (7" Deck)	Piers	16.40'
Northbound I-75 Over SR 70					16.40'
Southbound I-75 Over SR 64	1980	4	Type IV & II Beams (7" Deck)*	Piers	16.05'
Northbound I-75 Over SR 64					16.31'
Southbound I-75 Over FPL RR	1981	3	Type III & II Beams (7" Deck)*	Pile Bents	23.50'
Northbound I-75 Over FPL RR					23.45'
Southbound I-75 Over Moccasin Wallow Road	1981	4	Type IV & II Beams (7" Deck)*	Piers	16.51'
Northbound I-75 Over Moccasin Wallow Road					16.31'

\* Original precast panel deck has been replaced with a cast-in-place deck.

**TABLE 2-2  
WATER CROSSINGS**

Bridge Description	Year Built	No. of Spans	Structure Type		Existing MVC
			Superstructure	Substructure	
Southbound I-75 Over Salt Marsh	1980	19	Type III Beams (7 3/4" Deck)	Pile Bents	3.00'
Northbound I-75 Over Salt Marsh		26			
Southbound I-75 & Ramp B Over Frog Creek	1981	4	16" CIP Flat Slab	Pile Bents	3.49'
Northbound I-75 Over Frog Creek					
Connector 'A' Over Frog Creek	1981	2	Type III Beams (7" Deck)	Pile Bents	13.25'

**TABLE 2-3  
RIVER CROSSINGS**

Bridge Description	Year Built	No. of Spans	Structure Type		Existing MVC	
			Superstructure	Substructure		
SOUTHBOUND I-75 Over Braden River NORTHBOUND I-75 Over Braden River	1980	4	Type II Beams (7" Deck)	Pile Bents	3.32'	
SOUTHBOUND I-75 Over US 301 & Manatee River	1980	40	Type IV & II Beams	Piers	16.67'	South Service Road
NORTHBOUND I-75 Over US 301 & Manatee River			All Type IV Beams		40.01'	Main Channel
			Type IV & III Beams		16.37'	US 301

**TABLE 2-4  
BRIDGES OVER I-75**

Bridge Description	Year Built	No. of Spans	I-75 Median Pier(s)	Precast Deck Panels	Existing Underclearances			
					Southbound I-75		Northbound I-75	
					MVC	MHC	MVC	MHC
Linger Lodge Road Over I-75	1980	4	Y	No	16.32'	108.34'	16.40'	108.34'
Kay Road Over I-75	1981	5	Y	No	16.36'	103.70'	17.54'	103.70'
Mendoza Road Over I-75	1981	4	Y	Yes	16.48'	108.16'	16.49'	108.16'
Erie Road Over I-75	1981	2	Y	Yes	16.64'	120.08'	16.28'	132.08'
Connector 'A' Over I-75	1981	4	Y*	Yes	16.75'	75.4'**	16.50'	81.70'**
Connector 'D' Over I-75	1981	19	Y*	Yes	29.03'	84.6'**	23.72'	82.60'**

\* Radial Hammerhead Piers.  
 \*\* Approximate clearance between pier caps.

**2.1.4 EXISTING HORIZONTAL AND VERTICAL ALIGNMENT**

The existing horizontal alignment was obtained from the field survey conducted for the project. **Table 2-5** summarizes the existing horizontal alignment. The existing vertical alignment was obtained from as-built plans. **Table 2-6** summarizes the existing vertical alignment.

**TABLE 2-5  
EXISTING HORIZONTAL ALIGNMENT**

PI Station	Bearing Back	Bearing Ahead	Radius (feet)
300+00		N 13° 40' 40.93" W	
368+87.10	N 13° 40' 40.93" W	N 0° 55' 47.24" E	5729.58
500+05.18	N 0° 55' 47.24" E	N 22° 42' 57.84" W	5729.58
630+23.85	N 22° 42' 57.84" W		N/A
630+23.85 (44' shift RT)		N 22° 42' 57.84" W	N/A
646+61.78	N 22° 42' 57.84" W	N 65° 45' 09.28" W	3274.05
729+26.18	N 65° 45' 09.28" W	N 19° 14' 12.20" W	3274.05
758+13.81	N 19° 14' 12.20" W		N/A
758+13.81 (44' shift LT)		N 19° 14' 12.20" W	N/A
Station Equation 758+13.81 (BK) = 755+91.54 (AH)			
828+52.68	N 19° 14' 12.20" W	N 0° 39' 55.31" E	5729.58
Station Equation 838+37.65 (BK) = 24+00.00 (AH)			
71+30.49	N 0° 39' 55.31" E	N 13° 57' 08.38" W	5729.58
119+65.02	N 13° 57' 08.38" W	N 0° 13' 26.27" W	5729.58
Station Equation 159+09.96 (BK) = 59+10.00 (AH)			
93+58.44	N 0° 13' 26.27" W	N 32° 42' 59.58" E	3819.72
Station Equation 135+14.01 (BK) = 9+95.56 (AH)			
15+49.73	N 32° 42' 59.58" E	N 40° 05' 42.93" E	8594.38
75+00.00	N 40° 05' 42.93" E		

**TABLE 2-6  
EXISTING VERTICAL ALIGNMENT**

Roadway	Station		Curve Type	Grade	Existing A	Curve Length (L)	K-Value	Design Speed (mph)				
								70				
								Min. Curve Length (PPM - Interstate)	Min. Curve Length (PPM - Other)	Min. Curve Length (3 X DS)	Min. Curve Length (AASHTO)	Curve Length Satisfied?
I-75	VPC	297+25.00		0.00								
	VPI	301+25.00	Sag		0.2500	800	3200.00	800	210	210	210	PPM - Interstate
	VPT	305+25.00		0.25				(3 X DS)		(3 X DS)		
I-75	VPC	316+32.50		0.25								
	VPI	321+02.50	Crest		-0.5000	940	1880.00	1000	210	210	210	PPM - Other
	VPT	325+72.50		-0.25				(3 X DS)		(3 X DS)		
I-75	VPC	340+00.00		-0.25								
	VPI	344+00.00	Sag		0.2500	800	3200.00	800	210	210	210	PPM - Interstate
	VPT	348+00.00		0.00				(3 X DS)		(3 X DS)		
I-75 NB	VPC	374+56.47		0.00								
	VPI	378+56.47	Sag		0.3500	800	2285.71	800	210	210	210	PPM - Interstate
	VPT	382+56.47		0.35				(3 X DS)		(3 X DS)		
I-75 SB	VPC	374+87.89		0.00								
	VPI	378+87.89	Sag		0.3500	800	2285.71	800	210	210	210	PPM - Interstate
	VPT	382+87.89		0.35				(3 X DS)		(3 X DS)		
I-75	VPC	399+50.00		0.35								
	VPI	403+50.00	Sag		2.5500	800	313.73	800	462	210	301	PPM - Interstate
	VPT	407+50.00		2.90				(K(min.) X A)		Sag SSD < L		
I-75	VPC	409+00.00		2.90								
	VPI	418+00.00	Crest		-5.7900	1800	310.88	1800	2322	210	1430	PPM - Interstate
	VPT	427+00.00		-2.89				(K(min.) X A)		Sag SSD < L		
I-75	VPC	427+00.00		-2.89								
	VPI	431+00.00	Sag		3.0700	800	260.59	800	556	210	497	PPM - Interstate
	VPT	435+00.00		0.18				(K(min.) X A)		Sag SSD < L		
I-75	VPC	445+00.00		0.00								
	VPI	449+50.00	Crest		-0.1610	900	5590.06	1000	210	210	210	PPM - Other
	VPT	454+00.00		-0.16				(3 X DS)		(3 X DS)		
I-75	VPC	473+00.00		-0.16								
	VPI	477+00.00	Sag		0.3870	800	2067.18	800	210	210	210	PPM - Interstate
	VPT	481+00.00		0.23				(3 X DS)		(3 X DS)		

**TABLE 2-6 (CONTINUED)  
EXISTING VERTICAL ALIGNMENT**

Roadway	Station		Curve Type	Grade	Existing A	Curve Length (L)	K-Value	Design Speed (mph)				
								70				
								Min. Curve Length (PPM - Interstate)	Min. Curve Length (PPM - Other)	Min. Curve Length (3 X DS)	Min. Curve Length (AASHTO)	Curve Length Satisfied?
I-75	VPC	486+00.00		0.23								
	VPI	491+00.00	Crest		-0.1710	1000	5847.95	1000	210	210	210	PPM - Interstate
	VPT	496+00.00		0.06				(3 X DS)		(3 X DS)		
I-75	VPC	517+00.00		0.06								
	VPI	522+00.00	Crest		-0.5800	1000	1724.14	1000	233	210	210	PPM - Interstate
	VPT	527+00.00		-0.53				(K(min.) X A)		(3 X DS)		
I-75 SB	VPC	544+00.00		-0.53								
	VPI	548+00.00	Sag		0.4466	800	1791.31	800	210	210	210	PPM - Interstate
	VPT	552+00.00		-0.08				(3 X DS)		(3 X DS)		
I-75 NB	VPC	544+00.00		-0.53								
	VPI	548+00.00	Sag		0.4473	800	1788.51	800	210	210	210	PPM - Interstate
	VPT	552+00.00		-0.08				(3 X DS)		(3 X DS)		
I-75 SB	VPC	586+79.38		-0.08								
	VPI	590+79.38	Sag		2.5584	800	312.70	800	463	210	305	PPM - Interstate
	VPT	594+79.38		2.48				(K(min.) X A)		Sag SSD < L		
I-75 NB	VPC	586+79.38		-0.08								
	VPI	590+79.38	Sag		2.5577	800	312.78	800	463	210	305	PPM - Interstate
	VPT	594+79.38		2.48				(K(min.) X A)		Sag SSD < L		
I-75	VPC	594+79.38		2.48								
	VPI	607+79.38	Crest		-4.9600	2600	524.19	1800	1989	210	1225	PPM - Interstate
	VPT	620+79.38		-2.48				(K(min.) X A)		Sag SSD < L		
I-75 SB	VPC	621+40.00		-2.48								
	VPI	625+40.00	Sag		2.3500	800	340.43	800	425	210	210	PPM - Interstate
	VPT	629+40.00		-0.13				(K(min.) X A)		(3 X DS)		
I-75 NB	VPC	622+06.00		-2.48								
	VPI	626+06.00	Sag		2.3770	800	336.56	800	430	210	217	PPM - Interstate
	VPT	630+06.00		-0.10				(K(min.) X A)		Sag SSD < L		
I-75 SB	VPC	665+83.00		-0.13								
	VPI	669+83.00	Sag		0.0520	800	15384.62	800	210	210	210	PPM - Interstate
	VPT	673+83.00		-0.08				(3 X DS)		(3 X DS)		

**TABLE 2-6 (CONTINUED)  
EXISTING VERTICAL ALIGNMENT**

Roadway	Station		Curve Type	Grade	Existing A	Curve Length (L)	K-Value	Design Speed (mph)				
								70				
								Min. Curve Length (PPM - Interstate)	Min. Curve Length (PPM - Other)	Min. Curve Length (3 X DS)	Min. Curve Length (AASHTO)	Curve Length Satisfied?
I-75 NB	VPC	663+00.00		-0.10								
	VPI	667+00.00	Sag		0.1810	800	4419.89	800	210	210	210	PPM - Interstate
	VPT	671+00.00		0.08				(3 X DS)		(3 X DS)		
I-75	VPC	684+00.00		0.08								
	VPI	689+00.00	Crest		-0.0780	1000	12820.51	1000	210	210	210	PPM - Interstate
	VPT	694+00.00		0.00				(3 X DS)		(3 X DS)		
I-75 SB	VPC	709+67.00		0.00								
	VPI	714+67.00	Crest		-0.1790	1000	5586.59	1000	210	210	210	PPM - Interstate
	VPT	719+67.00		-0.18				(3 X DS)		(3 X DS)		
I-75 NB	VPC	709+67.00		0.00								
	VPI	714+67.00	Crest		-0.0820	1000	12195.12	1000	210	210	210	PPM - Interstate
	VPT	719+67.00		-0.08				(3 X DS)		(3 X DS)		
I-75 SB	VPC	732+00.00		-0.18								
	VPI	736+00.00	Sag		0.1790	800	4469.27	800	210	210	210	PPM - Interstate
	VPT	740+00.00		0.00				(3 X DS)		(3 X DS)		
I-75 SB	VPC	751+68.90		0.00								
	VPI	755+68.90	Sag		1.8670	800	428.49	800	338	210	210	PPM - Interstate
	VPT	759+68.90		1.87				(K(min.) X A)		(3 X DS)		
I-75 NB	VPC	751+90.00		-0.08								
	VPI	755+90.00	Sag		1.9490	800	410.47	800	353	210	210	PPM - Interstate
	VPT	759+90.00		1.87				(K(min.) X A)		(3 X DS)		
I-75	VPC	762+16.30		1.87								
	VPI	781+23.57	Crest		-3.2430	3814.55	1176.24	1800	1300	210	801	PPM - Interstate
	VPT	800+30.85		-1.38				(K(min.) X A)		Sag SSD < L		
I-75	VPC	807+00.00		-1.38								
	VPI	811+00.00	Sag		1.5420	800	518.81	800	279	210	210	PPM - Interstate
	VPT	815+00.00		0.17				(K(min.) X A)		(3 X DS)		
I-75	VPC	832+26.98		0.17								
	VPI	837+26.98	Sag		0.9993	1000	1000.70	800	210	210	210	PPM - Interstate
	VPT	842+26.98		1.17				(3 X DS)		(3 X DS)		



**TABLE 2-6 (CONTINUED)  
EXISTING VERTICAL ALIGNMENT**

Roadway	Station		Curve Type	Grade	Existing A	Curve Length (L)	K-Value	Design Speed (mph)				
								70				
								Min. Curve Length (PPM - Interstate)	Min. Curve Length (PPM - Other)	Min. Curve Length (3 X DS)	Min. Curve Length (AASHTO)	Curve Length Satisfied?
I-75	VPC	28+00.00		1.17								
	VPI	37+00.00	Crest		-1.4653	1800	1228.42	1000	588	210	210	PPM - Interstate
	VPT	46+00.00		-0.30					(K(min.) X A)		(3 X DS)	
I-75 SB	VPC	61+00.00		-0.30								
	VPI	66+00.00	Sag		2.6920	1000	371.47	800	487	210	362	PPM - Interstate
	VPT	71+00.00		2.39					(K(min.) X A)		Sag SSD < L	
I-75 NB	VPC	62+00.00		-0.30								
	VPI	67+00.00	Sag		2.7040	1000	369.82	800	489	210	367	PPM - Interstate
	VPT	72+00.00		2.40					(K(min.) X A)		Sag SSD < L	
I-75 SB	VPC	71+00.00		2.39								
	VPI	84+00.00	Crest		-4.7840	2600	543.48	1000	1918	210	1181	PPM - Interstate
	VPT	97+00.00		-2.39					(K(min.) X A)		Sag SSD < L	
I-75 NB	VPC	72+00.00		2.40								
	VPI	85+00.00	Crest		-4.7572	2600	546.54	1000	1908	210	1175	PPM - Interstate
	VPT	98+00.00		-2.35					(K(min.) X A)		Sag SSD < L	
I-75 SB	VPC	97+00.00		-2.39								
	VPI	101+00.00	Sag		2.8326	800	282.43	800	513	210	417	PPM - Interstate
	VPT	105+00.00		0.44					(K(min.) X A)		Sag SSD < L	
I-75 NB	VPC	98+00.00		-2.35								
	VPI	102+00.00	Sag		2.9214	800	273.84	800	529	210	448	PPM - Interstate
	VPT	106+00.00		0.57					(K(min.) X A)		Sag SSD < L	
I-75 SB	VPC	106+00.00		0.44								
	VPI	111+00.00	Crest		-0.4406	1000	2269.63	1000	210	210	210	PPM - Interstate
	VPT	116+00.00		0.00					(3 X DS)		(3 X DS)	
I-75 NB	VPC	106+00.00		0.57								
	VPI	117+00.00	Crest		-1.1069	2200	1987.53	1000	444	210	210	PPM - Interstate
	VPT	128+00.00		-0.54					(K(min.) X A)		(3 X DS)	
I-75 SB	VPC	126+00.00		0.00								
	VPI	131+00.00	Crest		-0.7460	1000	1340.48	1000	299	210	210	PPM - Interstate
	VPT	136+00.00		-0.75					(K(min.) X A)		(3 X DS)	

**TABLE 2-6 (CONTINUED)  
EXISTING VERTICAL ALIGNMENT**

Roadway	Station		Curve Type	Grade	Existing A	Curve Length (L)	K-Value	Design Speed (mph)				
								70				
								Min. Curve Length (PPM - Interstate)	Min. Curve Length (PPM - Other)	Min. Curve Length (3 X DS)	Min. Curve Length (AASHTO)	Curve Length Satisfied?
I-75 SB	VPC	140+00.00		-0.75								
	VPI	144+00.00	Sag		0.4700	800	1702.13	800	210	210	210	PPM - Interstate
	VPT	148+00.00		-0.28				(3 X DS)		(3 X DS)		
I-75 NB	VPC	139+71.20		-0.54								
	VPI	143+71.20	Sag		0.2627	800	3045.30	800	210	210	210	PPM - Interstate
	VPT	147+71.20		-0.28				(3 X DS)		(3 X DS)		

### **2.1.5 EXISTING CROSS DRAINS**

The cross drains within the project limits vary in size from 18-inch to 36-inch diameter reinforced concrete pipes (RCPs) and concrete box culverts of varying sizes up to 6-foot by 6-foot. Some of the cross drains are constructed of two pipe sections joined at inlets placed within the highway median. During field inspections, it was discovered that some of these structures were partially damaged, overgrown with weeds and grass, or appeared to be undersized to handle the expected flows. The location, size, and condition of individual structures are summarized in **Table 2-7**.

I-75 within the project limits crosses the Braden River, a Salt Marsh south of the Manatee River, the Manatee River, and Frog Creek via bridges within the project corridor documented in Tables 2-2 and 2-3. There are also two major crossings of waterways that include stormwater structures that are not part of the actual roadway bridges: a double 6-foot by 6-foot box culvert crossing at Williams Creek (south of SR 64, north of SR 70) and an 18-inch diameter RCP crossing adjacent to the bridge located at Frog Creek (south of the I-75/I-275 interchange). All cross drains are provided in Table 2-7 and the cross drains located adjacent to bridge crossings are summarized in **Table 2-8**.

## **2.2 CORRIDOR ANALYSIS**

Improvements to the I-75 corridor have been identified in the Sarasota/Manatee 2030 LRTP. The 2030 LRTP was developed following implementation of the State of Florida's new Efficient Transportation Decision-Making (ETDM) process, which included environmental streamlining provisions designed to flag environmental and socio-cultural effects of proposed transportation projects early in the planning process. The 2030 LRTP Needs Project list identifies I-75 with a need for 10 lanes (6 general-purpose lanes/ 4 special use lanes). The need for improvements to I-75 in the study area has been established based on:

- Transportation accessibility for existing and emerging employment centers in Manatee County to sustain and grow this area, and
- The expected future traffic demands within the study area.

The development of a new corridor is not considered a viable alternative due to the proximity of US 41 to the west and Lorraine Road to the east. Growth is changing the transportation and land use patterns within Manatee County, making north-south travel options within the I-75 corridor increasingly critical. Construction of a new corridor in the area would have substantial impact to the adjacent communities. Therefore, the only viable corridor is I-75 from north of University Parkway to north of Moccasin Wallow Road. By utilizing the existing corridor, adverse effects to the adjacent land uses will be minimized.

**TABLE 2-7  
EXISTING CROSS DRAINS**

URS 2007 STR No.	Station Location	As-Built Reference	Size	Length	Material	Upstream Invert	Downstream Invert	Flow Direction	Structure Condition	Comments
<b>Cross Drains on I-75</b>										
B-2	311+60									Braden River Bridge
C-11	319+00	S-6	54	280	RCP	3.80	3.20	West	10% silt, little flow, less vegetation at outlet	
	319+00	S-6	60	8	RCP	3.20	3.20	West		Pipe at DS End of C-11
C-12	331+00	S-7	30	260	RCP	14.30	13.70	West	10% full, sediment and grass at inlet	Type B Inlet in Median
C-13	336+00	S-8	42	234	RCP	14.10	13.60	West		
C-14	360+00	S-15	5 X 5	252	BOX	11.50	11.30	West	40% full, overgrown at inlet, trash	
C-15	372+00	S-16	5 X 5	278	BOX	12.30	12.00	West	20% full, overgrown at inlet, trash	
C-16	382+00	S-17	48	241	RCP	12.00	11.80	East	70% full, overgrown inlet, 50% full with silt	Type J-A Inlet in Median
C-17	406+00	S-20	7 X 4	382	BOX	24.40	24.00	East	Heavy vegetation at inlet, 20% reduced capacity	
<b>SR 70 Interchange</b>										
C-18	510+00	S-27	24	60	RCP	27.80	27.60	East		Ramp E of SR 70 Interchange
C-19	51+00	S-49	6 x 3	244	BOX	28.50	28.30	East		SR 70
C-20	612+00	S-28	24	64	RCP	27.20	27.00	West	Dry culvert, 10% reduced capacity due to silt	Ramp F of SR 70 Interchange
C-21	215+00	S-29	24	64	RCP	29.70	29.50	East		Ramp G of SR 70 Interchange
C-22	515+76	S-34	18	56	RCP	30.70	30.50	East		Spur G of SR 70 Interchange
C-23	628+50	S-37	24	164	RCP	30.30	30.00	West		Ramp H - Type S Inlet
C-24	33+30	S-47	6 x 3	424	BOX	26.90	26.70	East	Clear culvert, heavy vegetation at outlet	Ramp I - Type A Inlet
C-25	820+00	S-41	18	66	RCP	27.40	27.30	West		Ramp J of SR 70 Interchange
C-26	824+50	S-48	6 x 3	166	BOX	27.10	27.00	East	80% full culvert, heavy vegetation at outlet	Ramp J of SR 70 Interchange
C-27	828+00	S-42	18	66	RCP	27.40	27.30	West	50% full culvert, heavy vegetation, discharge into pool	Ramp J of SR 70 Interchange
C-28	229+64	S-30	24	56	RCP	29.40	29.10	East		Ramp G of SR 70 Interchange

**TABLE 2-7 (CONTINUED)  
EXISTING CROSS DRAINS**

URS 2007 STR No.	Station Location	As-Built Reference	Size	Length	Material	Upstream Invert	Downstream Invert	Flow Direction	Structure Condition	Comments
<b>Cross Drains on I-75</b>										
C-29	435+00	S-33	6 x 3	282	BOX	28.50	28.30	West	30% full culvert, less vegetation at outlet than others	
C-30	468+00	S-1	5 x 4	262	BOX	24.30	24.00	West	50% full culvert, heavy vegetation, turbid water	
C-31	476+00	S-2	(2) 6 x 6	247	BOX	22.30	22.10	West	Clear of vegetation at outlet, 10% full	
C-32	492+71	S-3	54	262	RCP	25.00	24.60	West		
C-33	520+21	S-4	30	330	RCP	28.50	28.00	West		URS 1997 Report Called This 36"
C-34	533+00	S-5	36	289	RCP	22.00	22.00	Both		Invert = 22.7 at Median Inlet
C-35	556+00	S-6	(2) 36	271	RCP	14.50	14.50	East		Flow Inference Due to Surface Topo
C-36	590+60	S-7	8 x 7	292	BOX	7.60	7.40	East		
<b>SR 64 Interchange</b>										
C-37	102+00	S-28	24	101	RCP	12.20	12.00	East		Ramp A of SR 64 Interchange
C-38	205+00	S-10	24	118	RCP	13.70	13.50	West		Ramp B of SR 64 Interchange
C-39	303+40	S-12	36	240	RCP	10.30	9.90	North		SR 64
C-40	340+97	S-9	(2) 36	239	RCP	12.30	12.00	South		SR 64 (42' Existing + 197' New)
C-41	326+70	S-8	(2) 8 x 7	261	BOX	6.30	6.10	West		SR 64
C-42	110+70	S-14	18	78	RCP	13.80	13.80	West		Ramp F-1 of SR 64 Interchange
C-43	110+12	S-15	18	84	RCP	13.80	13.60	West		Ramp E of SR 64 Interchange
C-44	105+40	S-17	24	147	RCP	14.10	13.90	East		Ramp E of SR 64 Interchange
C-45	118+00	S-18	24	96	RCP	13.30	13.00	West	Culvert has 1/2 capacity, broken pipe, heavy grass	Ramp F of SR 64 Interchange
C-46	104+40	S-23	18	90	RCP	14.50	14.40	West		Ramp D of SR 64 Interchange
C-47	104+40	S-33A	18	90	RCP	14.50	14.40	West		Ramp C of SR 64 Interchange
C-48	122+80	S-20	18	103	RCP	14.40	14.20	North		Ramp C of SR 64 Interchange
C-49	114+70	S-21	24	160	RCP	14.40	14.20	East		Ramp D of SR 64 Interchange

**TABLE 2-7 (CONTINUED)  
EXISTING CROSS DRAINS**

URS 2007 STR No.	Station Location	As-Built Reference	Size	Length	Material	Upstream Invert	Downstream Invert	Flow Direction	Structure Condition	Comments
<b>Cross Drains on I-75</b>										
C-50	630+00	S-36	72	241	RCP	1.20	1.00	East	Culvert 50% full, heavy vegetation	
C-51	636+50	S-37	54	288	RCP	-0.20	-0.60	East	Culvert submerged, water to within 4" of top of headwall	
C-52	650+32	S-38	36	160	RCP	6.50	6.30	East		On Skew, Broken by Open Water in Median
C-53	651+65	S-38A	42	153	RCP	6.10	5.90	East		On Skew, Broken by Open Water in Median
C-54	659+60	S-38B	30	144	RCP	6.40	6.40	East		Southbound Lane, Open Water in Median
C-55	664+00	S-38C	30	128	RCP	6.10	6.00	East		Northbound Lane Open Water in Median
B-3A	691+20									Salt Marsh Bridge (Northbound)
B-3B	695+50									Salt Marsh Bridge (Southbound)
C-56	737+50	S-39	36	140	RCP	2.00	1.30	East		Type B Inlet in Median
C-57	737+50	S-39A	36	156	RCP	-0.90	-1.10	East		Type B Inlet in Median
C-58	747+70	S-40	30	239	RCP	1.90	1.70	West		Type B Inlet in Median
B-4	765+40									Manatee River Bridge
C-59	47+70	S-41	30	58	RCP	1.60	1.60	West		Access Road South of Manatee River
C-60	61+85	S-42	24	61	RCP	2.30	2.10	West	Inlet overgrown, 30% full	Access Road South of Manatee River
<b>US 301 Interchange</b>										
C-61	100+00	S-57	24	58	RCP	10.00	8.90	West	Inlet clear, 25% full	Ramp D of US 301 Interchange
C-62	113+40	S-53	18	71	RCP	9.70	9.30	West	Inlet overgrown, submerged	Ramp C of US 301 Interchange
C-63	230+25	S-55	10 x 3	280	BOX	6.10	4.00	South		Ramp C of US 301 Interchange
C-64	233+50	S-50	48	281	RCP	5.00	4.70	South		Ramp B of US 301 Interchange
C-65	221+68	S-58	48	309	RCP	3.70	2.50	South		US 301
C-66	112+90	S-49	18	78	RCP	6.70	6.50	East		Ramp B of US 301 Interchange
C-67	100+00	S-66	18	200	RCP	5.90	5.60	East		Ramp A of US 301 Interchange
C-68	104+40	S-60	7 x 4	169	BOX	6.30	6.30	East	Culvert 25% full, overgrown channel, concrete outfall	Ramp D of US 301 Interchange
C-69	104+52	S-47	4 x 3	169	BOX	6.50	6.50	West		Ramp A - Flow to Pond at Ramp B

**TABLE 2-7 (CONTINUED)  
EXISTING CROSS DRAINS**

URS 2007 STR No.	Station Location	As-Built Reference	Size	Length	Material	Upstream Invert	Downstream Invert	Flow Direction	Structure Condition	Comments
<b>Cross Drains on I-75</b>										
C-70	822+00	S-65	30	248	RCP	14.80	14.30	East		
C-71	838+25	S-2	24	268	RCP	18.00	17.00	East		
C-72	24+33	S-3	9 x 5	254	BOX	14.80	14.50	East	Culvert 25% full, overgrown channel, heavy silt	
C-73	40+70	S-7	24	248	RCP	30.10	29.90	East		
C-74	45+10	S-8	30	244	RCP	31.00	31.00		Culvert 20% full, overgrown	
C-75	57+73	S-11	66	264	RCP	21.70	21.50	East	Culvert 25% full, clear in channel	
C-76	63+88	S-12	30	192	RCP	24.75	24.50	East	Culvert dry, overgrown around entry, silt in bottom of culvert	Type B Inlet in Median
C-77	63+88	S-13	30	124	RCP	25.00	24.75	East		Type B Inlet in Median
B-5	70+80									Frog Creek Bridge
C-78	76+00	S-19	10 x 6	306	BOX	21.30	21.00	East		
C-79	87+00	S-26	30	204	RCP	26.00	26.00	West	Culvert 40% full, overgrown around entry	Split in Median
C-80	87+15	S-25	30	204	RCP	26.00	26.00	East		Split in Median
C-81	115+70	S-37	24	112	RCP	33.50	33.50			Split in Median - Northbound Lanes
C-82	116+30	S-38	24	116	RCP	33.50	33.50			Split in Median - Southbound Lanes
C-83	121+70	S-39	24	124	RCP	35.00	35.00			Split in Median - Northbound Lanes
C-84	122+60	S-40	24	116	RCP	34.70	34.70		Culvert 70% full, overgrown around entry	Split in Median - Southbound Lanes
C-85	128+60	S-41	24	124	RCP	31.60	31.40	East		Split in Median - Northbound Lanes
C-86	129+10	S-42	24	120	RCP	31.90	31.70	East	Culvert 80% full, overgrown around entry, drainage from nursery	Split in Median - Southbound Lanes
C-87	34+25	S-60	42	80	RCP	14.20	14.00	West		I-75/I-275 Frontage
C-88	69+50	S-4	24	262	RCP	16.80	16.50	West		Type A Inlet in Median
C-89	73+50	S-6	18	268	RCP	17.40	17.00	West		
C-90	180+00	S-42	36	108	RCP	15.20	15.00	West		Ramp B I-75/I-275
C-91	61+50	S-61	5 x 4	56	BOX	15.20	15.10	West		I-75/I-275 Frontage
C-92	52+31	S-25	15	196	RCP	18.50	18.00	West		Ramp A I-75/I-275 Interchange

**TABLE 2-7 (CONTINUED)  
EXISTING CROSS DRAINS**

URS 2007 STR No.	Station Location	As-Built Reference	Size	Length	Material	Upstream Invert	Downstream Invert	Flow Direction	Structure Condition	Comments
C-93	26+00	S-51	24	158	RCP	16.00	15.20	East		Ramp D I-75/I-275 Interchange
C-94	63+00	S-28	24	156	RCP	20.00	19.80	East		Ramp A I-75/I-275 Interchange
C-95	103+00	S-9	24	248	RCP	25.00	24.80	West		
C-96	111+18	S-10	36	480	RCP	21.00	21.00		Overgrown, broken culvert, approx. 1/2 capacity	
C-97	90+50	S-62	36	60	RCP	21.00	21.00		Good condition grass and weeds near inlet	I-75/I-275 Frontage
C-98	17+40		7 x 4		BOX			West	Good condition	Unknown

Notes: URS 2007 STR No. - Numerical ID for each cross drain for this study.  
 As-Built Reference - Corresponding structure number from I-75 Final Plans, August 1981.  
 Size - Diameter of pipe, in inches (box culvert dimensions in feet).  
 RCP - reinforced concrete pipe.  
 Length - pipe length in feet.  
 Upstream and Downstream Inverts referenced to NGVD 1929 datum.  
 Flow direction is assumed from invert elevations or indicated on FDOT Final As-Built Plans.  
 Structure conditions as of field visit dates (9/27/2006 and 11/28/2006).



**TABLE 2-8  
SUMMARY OF CROSS DRAINS AT WATER BODIES**

<b>Structure No.</b>	<b>Station</b>	<b>Description</b>	<b>Size</b>	<b>Length (feet)</b>
C-31	476+00	BOX	(2) 6' x 6'	247
C-87	73+50	RCP	18"	268

### **2.3 NO-BUILD ALTERNATIVE**

The No-Build Alternative consists of postponing major improvements to I-75 beyond the Design Year 2035. This involves preserving the existing facility as is, with only routine maintenance as required. The No-Build Alternative does not address the current capacity, operational, and safety deficiencies that exist within the project limits. Also, the No-Build Alternative does not alleviate the existing excessive delays to the traveling public or poor interchange levels of service, and will not accommodate the future traffic demands along the project corridor.

**Table 2-9** indicates that with the no-build geometry, all of the mainline freeway segments in the study area except I-75 between I-275 and Moccasin Wallow Road are expected to operate below acceptable levels of service (LOS E or F) during either of the peak periods by the year 2035. The results show that as traffic approaches forecast volumes, traffic delays and the duration of breakdown traffic flow conditions throughout the study area will continue to increase. If capacity improvements are not constructed, traffic operations will continue to deteriorate in the future.

Advantages and limitations associated with the No-Build Alternative include the following:

#### **Advantages**

- No major design, right-of-way, and construction costs;
- No disruption to existing land uses, the traveling public, or property owners due to construction activities;
- No additional right-of-way acquisitions or relocations needed; and
- No disturbance to natural resources.

#### **Limitations**

- Increase in traffic congestion and user costs associated with increased travel times,
- Potential increase in crashes due to increased traffic congestion,
- Not consistent with the Sarasota/Manatee 2030 LRTP,
- Increase in emergency vehicle response times, and
- Increase in roadway maintenance costs.

**TABLE 2-9  
NO-BUILD ALTERNATIVE  
DESIGN YEAR (2035) MAINLINE ANALYSIS RESULTS**

Mainline Segments		Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume <sup>1</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	Volume <sup>1</sup>	Density <sup>2</sup>	LOS <sup>3</sup>
Northbound	University Parkway to SR 70	3	8,190	--	F	9,980	--	F
	SR 70 to SR 64	3	7,980	--	F	9,730	--	F
	SR 64 to US 301	3	7,770	--	F	9,470	--	F
	US 301 to I-275	3	6,660	--	F	8,110	--	F
	I-275 to Moccasin Wallow Road	3+1 <sup>4</sup>	4,830	19.8	C	5,890	23.7	C
Southbound	Moccasin Wallow Road to I-275	3+1 <sup>4</sup>	5,890	24.6	C	4,830	19	C
	I-275 to US 301	3	8,110	--	F	6,660	--	F
	US 301 to SR 64	3	9,470	--	F	7,770	--	F
	SR 64 to SR 70	3	9,730	--	F	7,980	--	F
	SR 70 to University Parkway	3	9,980	--	F	8,190	--	F

<sup>1</sup> Volume is expressed in terms of vehicles per hour.

<sup>2</sup> Density is expressed in terms of passenger cars per mile per lane.

<sup>3</sup> Level of Service.

<sup>4</sup> +1 = Auxiliary Lane.

## **2.4 TRANSPORTATION SYSTEM MANAGEMENT MULTI-MODAL IMPROVEMENTS**

The objective of Transportation System Management (TSM) multi-modal improvements is to identify strategies that reduce existing traffic congestion and prevent its occurrence in areas that are currently not congested. These strategies are designed to modify travel behavior and increase system efficiency without costly infrastructure improvements. TSM strategies are implemented when one or more of the following occurs:

- Insufficient funds available to meet system improvement needs,
- Increased construction costs for new roadways and transit facilities,
- Increased need to improve operational efficiency, and
- Changes in travel patterns.

For an interstate facility, the use of Ramp Metering Stations (RMS) or Intelligent Transportation Systems (ITS) may improve the efficiency of a roadway. Metered ramp traffic is controlled by a traffic signal at some point on the ramp upstream of the freeway merge point. Vehicles waiting to enter the freeway queue at the signal. The rate at which vehicles are allowed to enter the freeway is determined by freeway traffic conditions measured at the mainline detector stations and the number of vehicles waiting on the ramp.

An RMS is comprised of the following components:

- Stop Bar: Identifies the location where the vehicles should stop. The stop bar is located far enough from the end of the ramp to provide sufficient acceleration distance to ensure a smooth merge.
- Passage Loop: Monitors the vehicles released from the queue.
- Demand Loop: Determines the vehicular demand at the ramp signal.
- Ramp Control Signals: Two sets of signal heads facing upstream, one on either side of the ramp, downstream from the stop bar.
- Storage Area: Ensures that the maximum queue expected will not interfere with the arterial traffic.
- Queue Loop: Monitors the growth of the queue and acts as a trigger to override the RMS stop signal. This is to prevent the queue from interfering with traffic on the arterial.
- Mainline Vehicle Detection System (VDS): Provides data on lane occupancy on the freeway upstream of the entrance ramp in order to determine appropriate ramp metering rates.
- Equipment Cabinet: Houses the control equipment for ramp signals and detector loops.
- Ramp Metering Warning Sign: Warns drivers of the RMS.
- Ramp metering facilities for traffic entering the freeway from arterial roads are designed to control the rate of traffic entering the freeway. The objective is to maintain a predetermined level of service on the freeway by adjusting traffic volumes on either an isolated ramp or a system wide basis. Typical waiting times at ramp metering signals range from 5 to 6 seconds per vehicle.

The main focus of ITS is to optimize the current transportation system through the use of advanced technologies and new institutional arrangements. ITS can transform a surface transportation system to a new level of system performance. ITS applies advanced technology to monitor traffic, manage incidents and provide information to travelers. ITS is most typically identifiable to the public in the form of Dynamic Message Signs (DMS), Highway Advisory Radio (HAR), and similar equipment installed along the highway. Underlying these elements is an integrated, computer-based network that gathers information, processes the information for transportation management decision-making, and then takes actions and disseminates information. Significant benefits of ITS include:

- Decreased congestion.

- Enhanced safety through reducing accidents and improving incident management and emergency response time.
- Increased ability to manage weather-related road conditions and emergency evacuations.
- More information available for travelers to base route and departure decisions.
- Cost savings resulting from deferring construction of new highway infrastructure.

## **2.5 DESIGN CRITERIA**

Design criteria were developed based on the *Plans Preparation Manual*, FDOT, January 2008; and *A Policy on Geometric Design of Highways and Streets*, AASHTO, 2004. **Table 2-10** summarizes the design criteria to be used for this project. The I-75 corridor was originally designed using a 70 mph design speed and will be used for this study.

## **2.6 YEAR 2035 ROADWAY TYPICAL SECTIONS**

The ultimate typical section being evaluated for I-75 consists of a ten-lane four-roadway system as described below, with ultimate preferred concept plans in Appendix A-1.

### **2.6.1 ULTIMATE TYPICAL SECTION**

For the ultimate typical section, the proposed improvements will provide for a ten-lane facility, as shown in **Figure 2-7**. This improvement takes into account that the interim eight-lane improvements described in Appendix A-2 have been constructed prior to constructing the ten-lane facility. This facility will consist of two express lanes in each direction and three general use lanes in each direction. This section will provide for a 64-foot median (multi-modal envelope) with 12-foot inside shoulders (10 feet paved), two 12-foot express lanes, a 12-foot outside paved shoulder, and a double-faced concrete barrier to separate the express lanes from the general use lanes. The general use lanes are located adjacent to the express lanes and consist of a 12-foot inside paved shoulder, three 12-foot travel lanes, and a 12-foot outside paved shoulder with a barrier wall/retaining wall providing a 56-foot border width from the outside travel lane. An auxiliary lane adjacent to the general use lanes is needed from north of University Parkway to US 301. This reduces the border width in this area to 44 feet. The proposed design speed for both facilities (express lanes and general use lanes) is 70 mph. The roadway improvements will require minimal right-of-way acquisition, primarily at the interchanges, and right-of-way will be required for stormwater management facilities.

Each alternative developed utilized the four-roadway system alternative geometry lane line diagram for design year (2035) along with required improvements for ramps and intersections, as shown in **Figures 2-8a and 2-8b**, and the design criteria described in Table 2-10.

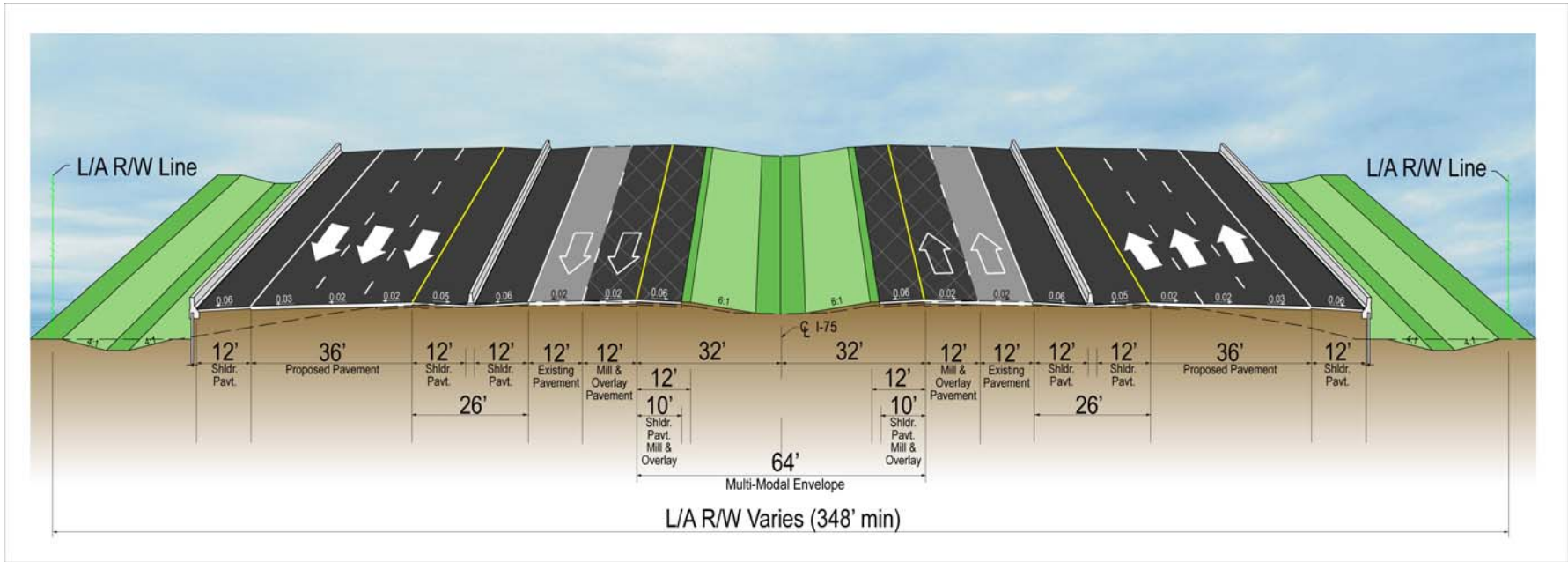
**TABLE 2-10  
ROADWAY DESIGN CRITERIA FOR MAINLINE I-75**

<b>Design Element</b>	<b>Design Standard</b>	<b>Sources</b>
Functional Classification	Urban Principal Arterial - Interstate	FDOT Straight Line Diagrams
Design Speed		PPM Vol.1, Table 1.9.2
Mainline	70 mph	
Diamond Ramp	45 mph	
Loop Ramp	35 mph	
Maintenance of Traffic	<u>Desirable</u> - same as posted speed on roadway <u>Reduced</u> - Not less than 10 mph below posted speed on roadway	Design Standards Index 600
Median Width	26' (with barrier) 64' (without barrier)	PPM Vol.1, Table 2.2.1
Maximum Degree of Curve		PPM Vol. 1, Table 2.8.3
Mainline	3° 00'	
Diamond Ramp	10° 15'	
Loop Ramp	17° 45'	
Length of Horizontal Curve		PPM Vol.1, Table 2.8.2a
Desired	30(V) = 2,100'	
Minimum	15(V) = 1,050'	
Minimum Stopping Sight Distance		PPM Vol.1, Table 2.7.1
Mainline	820'	
Diamond Ramp	360'	
Loop Ramp	250'	
Maximum Lane Roll-Over		
Travel Lanes	0.04 (interim 8-lane)	PPM Vol. 1, Figure 2.1.1
Roadway Terminals	0.05	PPM Vol. 1, Table 2.1.4
Maximum Shoulder Roll-Over	0.07	PPM Vol. 1, Figure 2.3.1
Superelevation Transition		PPM Vol. 1, p. 2-19
Tangent	80% desirable, 50% minimum	
Curve	20% desirable, 50% minimum	
Maximum Superelevation	0.10	PPM Vol. 1, p. 2-19
Entrance Ramp Taper Length	1,200'	Design Standards Index 525
Exit Ramp Taper Angle	4°	Design Standards Index 525
Maximum Profile Grade		PPM Vol. 1, Table 2.6.1
Mainline	3%	
Diamond Ramp	3% (desirable), 5% (maximum)	
Loop Ramp	4% (desirable), 6% (maximum)	
Maximum Change in Grade w/o V.C.	0.2%	PPM Vol. 1, Table 2.6.2
Crest Vertical Curve		PPM Vol. 1, Table 2.8.5
Mainline	K = 506	
Diamond Ramp	K = 98	
Loop Ramp	K = 47	

**TABLE 2-10 (CONTINUED)  
ROADWAY DESIGN CRITERIA FOR MAINLINE I-75**

<b>Design Element</b>	<b>Design Standard</b>	<b>Sources</b>
Sag Vertical Curve		PPM Vol. 1, Table 2.8.6
Mainline	K = 206	
Diamond Ramp	K = 79	
Loop Ramp	K = 49	
Minimum Vertical Curve Length		PPM Vol. 1, Tables 2.8.5 and 2.8.6
Crest	1,800' within interchanges	
Sag	1,000' between interchanges 800'	
Minimum Vertical Clearance	16'-6" over roadway 23'-6" over railroad	PPM Vol.1, Table 2.10.1
Lane Widths		PPM Vol. 1, Tables 2.1.1 and 2.1.3
Mainline	12'	
One-Lane Ramps	15'	
Two-Lane Ramps	24'	
Inside Shoulder Width		PPM Vol. 1, Table 2.3.1
Mainline	12' full / 10' paved 12' paved against barrier	
Two-Lane Barrier Separated HOV	10' full / 6' paved	
One-Lane Ramps	6' full / 2' paved	
Two-Lane Ramps	8' full / 4' paved	
Outside Shoulder Width		PPM Vol. 1, Table 2.3.1
Mainline	12' full / 10' paved 12' paved against barrier	
Two-Lane Barrier Separated HOV	10' full / 6' paved	
One-Lane Ramps	6' full / 4' paved	
Two-Lane Ramps	12' full / 10' paved	
Cross Slopes		
Mainline	0.02 to 0.03	PPM Vol. 1, Figure 2.1.1
Inside Shoulder	0.05 to 0.06	Table 2.3.1
Outside Shoulder	0.06	
Horizontal Clearance		PPM Vol. 1, Table 2.11.10
Mainline	36'	
Auxiliary Lane	24'	
One-Lane Ramps	14' diamond / 10' loop	
Two-Lane Ramps	24' diamond / 18' loop	
Border Width	94' from edge of pavement	PPM Vol. 1, Table 2.5.1

**FIGURE 2-7  
ULTIMATE TYPICAL SECTION**



**NOTES:**

A 12-foot auxiliary lane both northbound and southbound on I-75 from north of University Parkway to US 301 is needed. This auxiliary lane will be constructed adjacent to the outside lane of the general use lanes.

## **2.7 YEAR 2035 BRIDGE CROSSINGS**

A bridge typical section was developed for I-75 interchanges, but the Manatee River Bridge crossing improvements will have to take into consideration the improvements at US 301.

### **2.7.1 INTERCHANGE BRIDGE TYPICAL SECTION**

The interchange bridge typical section, shown in **Figure 2-9**, widens the existing northbound and southbound bridges toward the centerline of I-75 to add a fourth lane in each direction for an interim condition. For the US 301 and Moccasin Wallow Road interchanges of the ultimate ten-lane, four-roadway system, new northbound and southbound bridges will be constructed outside the existing structures to accommodate three lanes for general use in each direction. A portion of existing eight-lane structures will have to be removed for the express lanes. The SR 70 and SR 64 northbound and southbound interchange structures will be replaced due to insufficient horizontal clearance.

### **2.7.2 BRIDGE CROSSINGS OVER I-75**

All of the six bridges over I-75, Linger Lodge Road, Kay Road, Mendoza Road, Erie Road, and I-275 northbound on- and off-ramps, will need to be replaced with the ultimate improvements.

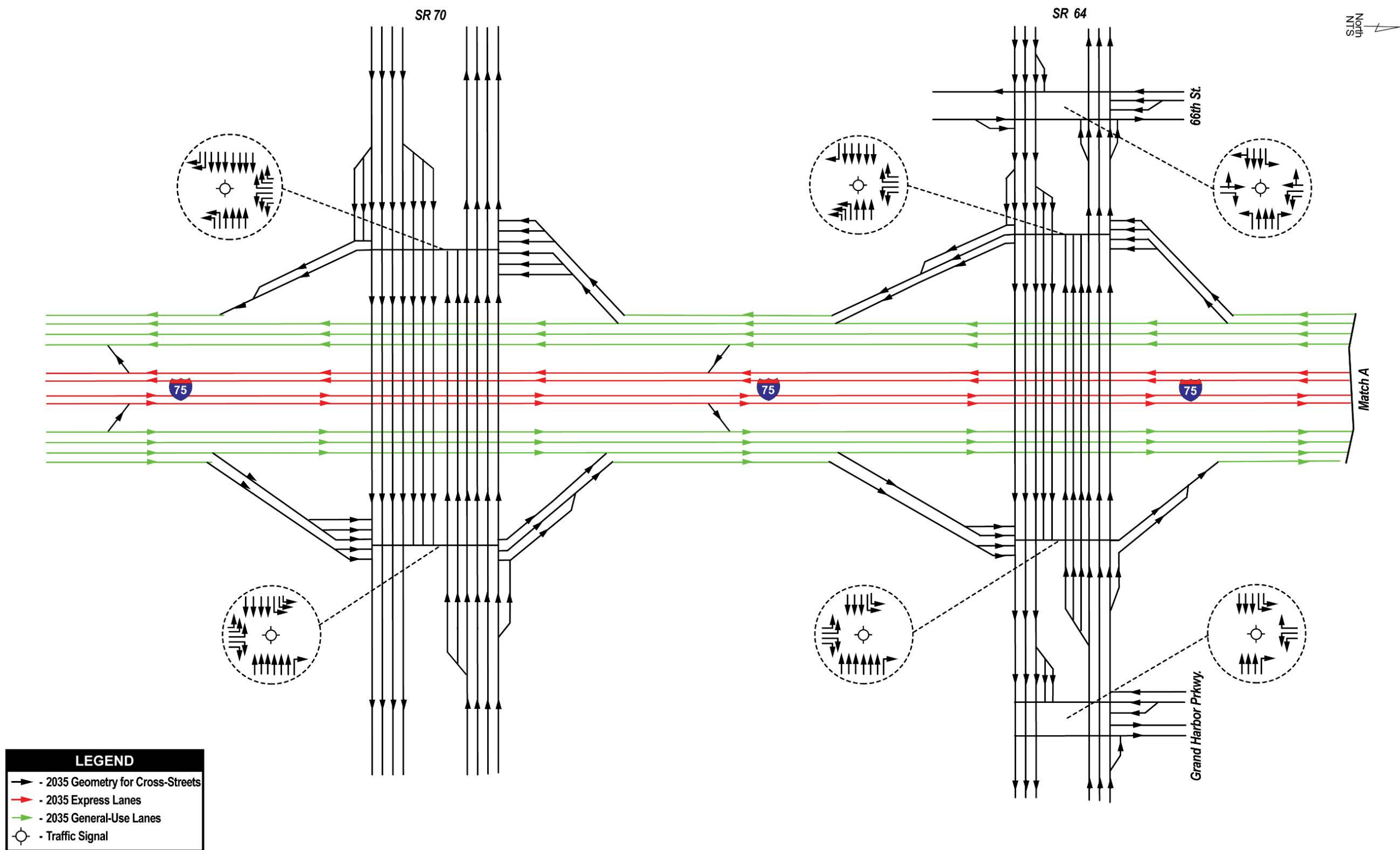
## **2.8 PRELIMINARY INTERCHANGE ALTERNATIVES**

This analysis documents the preliminary development of ultimate interchange alternatives at SR 70, SR 64, US 301, I-275, and Moccasin Wallow Road. These concepts are also provided on the attached CD. The purpose of this evaluation was to identify which of the preliminary interchange concepts were carried forward into the alternative analysis phase and presented at the Public Information Workshop. It is important to note that the capacity of the existing transportation facility and its ability to meet future needs was a prime consideration, but other factors such as impacts to residential and commercial properties, safety, and cost played a role when selecting the most appropriate improvement.

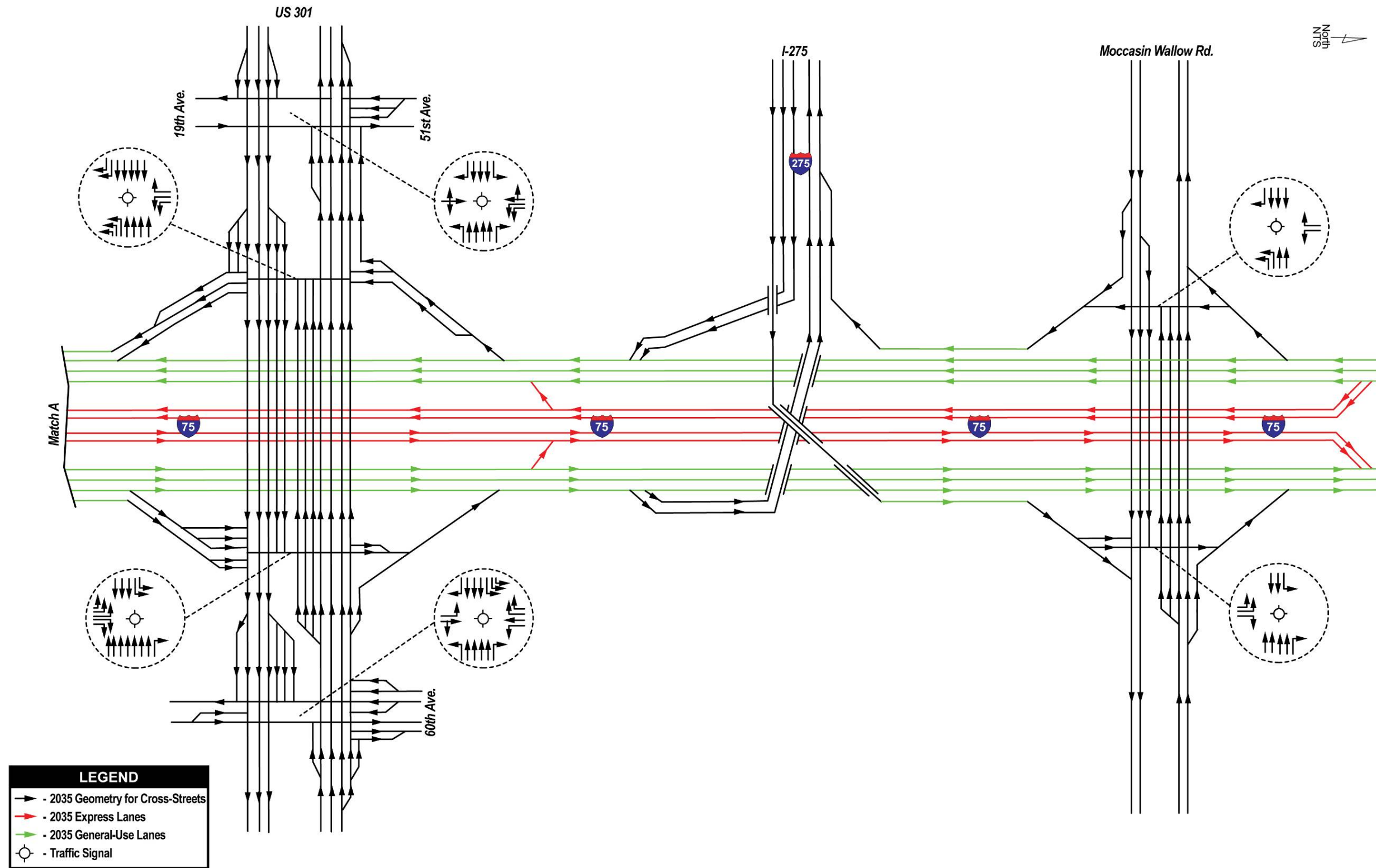
To start this process, the following steps were taken:

- Step One: Development of preliminary interchange concepts based on the classification of the intersecting roadways.
- Step Two: Screening of the preliminary interchange concepts that would be the most appropriate form to maintain the level of directional mobility and serve the predominant movements.
- Step Three: The recommendation of those preliminary concepts for refinement and carried forward into the alternative analysis phase to be presented at the Public Information Workshop.

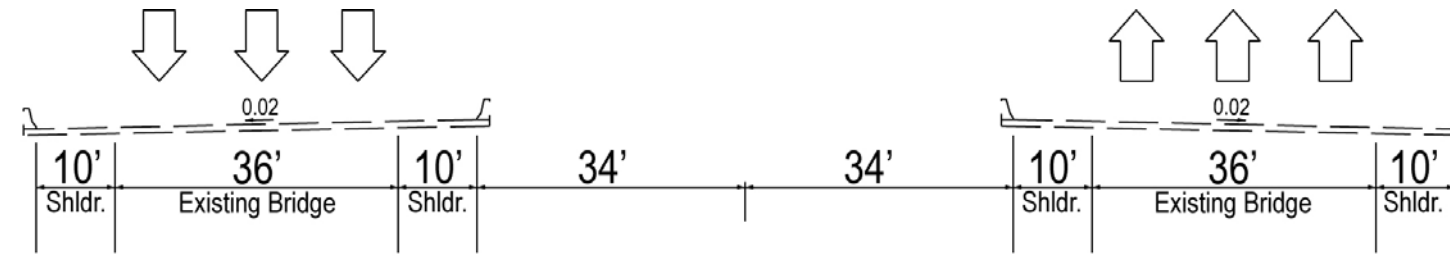




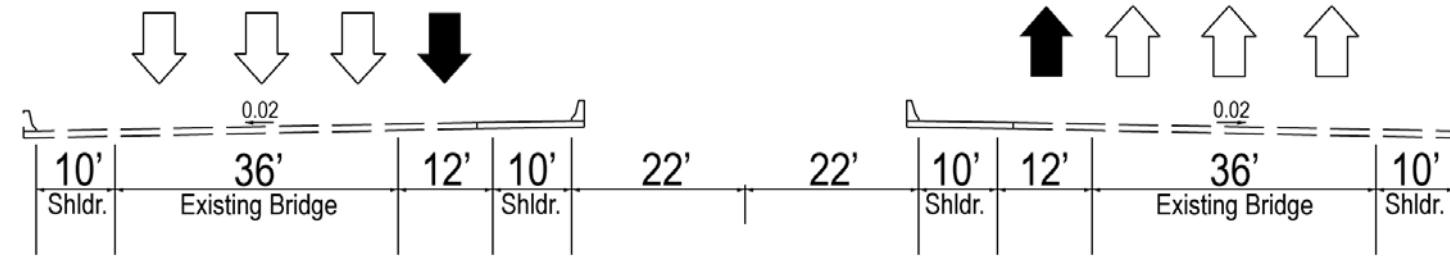
**FIGURE 2-8a**  
**FOUR-ROADWAY SYSTEM**  
**DESIGN YEAR (2035) LANE LINE DIAGRAM**



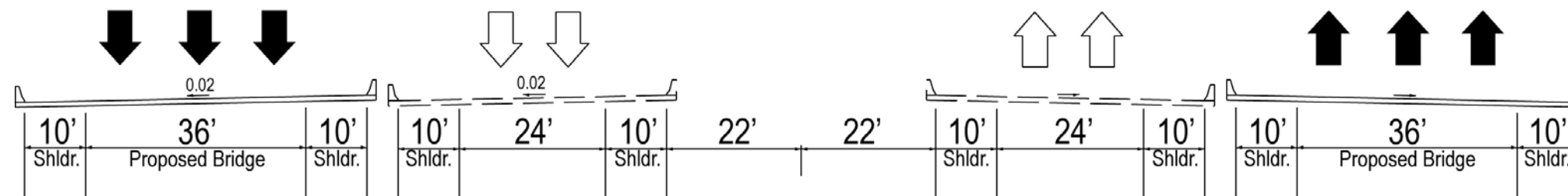
**FIGURE 2-8b**  
**FOUR-ROADWAY SYSTEM**  
**DESIGN YEAR (2035) LANE LINE DIAGRAM**



EXISTING BRIDGE STRUCTURE



STAGE 1: INTERIM BRIDGE DESIGN



STAGE 2: ULTIMATE BRIDGE DESIGN

FIGURE 2-9  
INTERCHANGE BRIDGE TYPICAL SECTION

All of the alternatives developed have an acceptable level of service for both the mainline and ramps, so this was not a critical factor for eliminating an alternative. In addition, all of the alternatives required variations, documented in Appendix E. Most of the alternatives eliminated substantially impacted the adjacent commercial and residential properties at the interchanges. The alternatives deemed feasible minimized impacts and strived to achieve compatibility with the adjacent communities.

### **2.8.1 SR 70 INTERCHANGE**

Three interchange alternatives for SR 70 were developed to improve the level of service and operations of the interchange.

**SR 70 1u-Loop:** This alternative is a modification to the existing partial cloverleaf interchange. The existing northbound loop exit ramp has been replaced with a standard diamond exit ramp diverging from the mainline south of the interchange. In addition, due to the increased travel demand from SR 70 eastbound to I-75 northbound, the northbound entrance ramp has been replaced with a two-lane loop ramp in the southeast quadrant of the interchange. This alternative does not require replacing the I-75 mainline bridges over SR 70. The loop ramps are designed for 35 mph. **Figure 2-10** shows the proposed improvements for alternative SR 70 1u-Loop.

**SR 70 2u-Flyover:** This alternative proposes replacing the existing interchange with a diamond configuration and adding a flyover. The flyover is utilized in lieu of an at-grade triple left movement for SR 70 eastbound to I-75 northbound. This alternative does not require replacing the I-75 mainline bridges over SR 70. **Figure 2-11** shows the proposed improvements for alternative SR 70 2u-Flyover.

**SR 70 3u-Diamond:** This alternative proposes replacing the existing interchange with a diamond configuration. This configuration will require the at-grade triple left movement from SR 70 eastbound to I-75 northbound. This alternative will require replacement of the I-75 bridges over SR 70 to accommodate the need for triple left-turn lanes. **Figure 2-12** shows the proposed improvements for alternative SR 70 3u-Diamond.

In addition to the evaluation of a Diamond Interchange, a Single Point Urban Interchange (SPUI) was evaluated for traffic operations. The SPUI design allows free-flow operations on the priority roadway by creating a separate, signalized intersection of the arterial roadway with closely spaced ramp terminals. While the SPUI right-of-way requirements are similar to a Diamond Interchange, the pavement area and the footprint of the structure at the intersection is considerably wider. The evaluation of this interchange resulted in acceptable level of service for both the SPUI and the Diamond Interchange. However, the Diamond Interchange in this area has a shorter delay in both the AM and PM peak hours.

The benefits of a SPUI are:

- Can be constructed in limited right-of-way similar to a Diamond Interchange.
- Reduces signal phases from four to three.
- Left turn paths are flatter, thus potentially increasing saturation flow rates and intersection capacity.

The disadvantages of a SPUI are:

- The larger intersection width requires greater structure length and depth, which increases costs for bridge construction, retaining walls, and earthwork.
- Need for positive lane markings through the intersection and additional signage.
- SPUI design makes pedestrian crossing difficult. If additional pedestrian phases are required this decreases the efficiency and capacity of the intersection.

Since the SPUI and Diamond Interchange operate similar to each other, the SPUI was eliminated from further evaluation due to the increased cost of the bridge structure to provide triple lefts in all four quadrants of the interchange.

**Table 2-11** shows how the alternatives rank with respect design but also focused on other criteria such as safety, residential/business and economic impacts, mobility, and implementation. For the SR 70 interchange, Alternative 1u-Loop was eliminated for the following reasons:

- Significant right-of-way impacts to the southeast quadrant of the interchange to accommodate the northbound entrance loop ramp.
- Right-of-way impacts to commercial properties (Lowe's and Bob Evans) in the northwest quadrant of the interchange to improve loop ramp to 35 mph design speed.

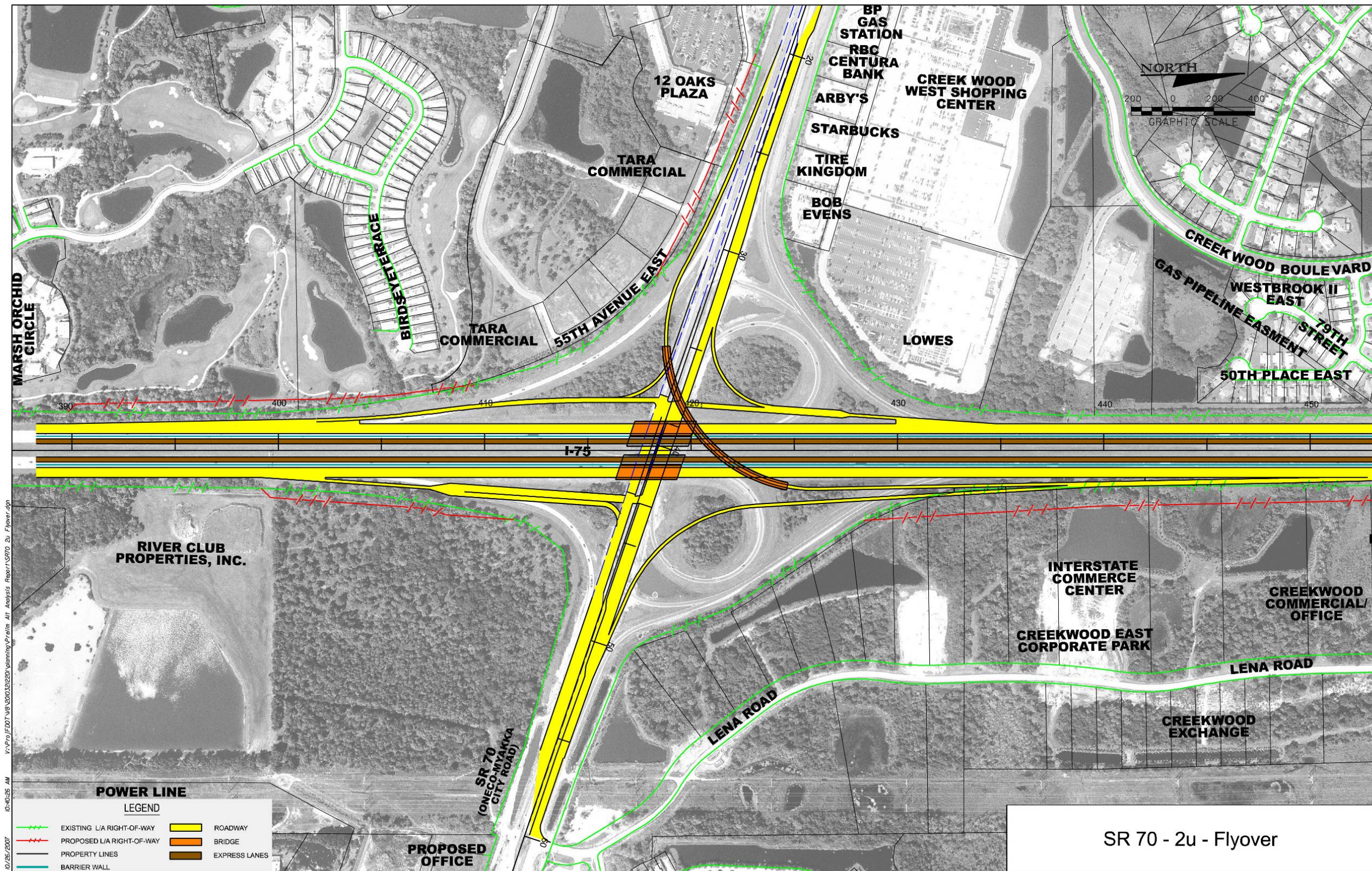
Alternatives 2u-Flyover and 3u-Diamond were advanced for inclusion in the feasible alternatives.





**FIGURE 2-10**  
**SR 70 1u-LOOP ALTERNATIVE**  
*I-75 Manatee County PD&E Study*  
*from North of University Parkway*  
*to North of Moccasin Wallow Road*  
*Project Development Summary Report*



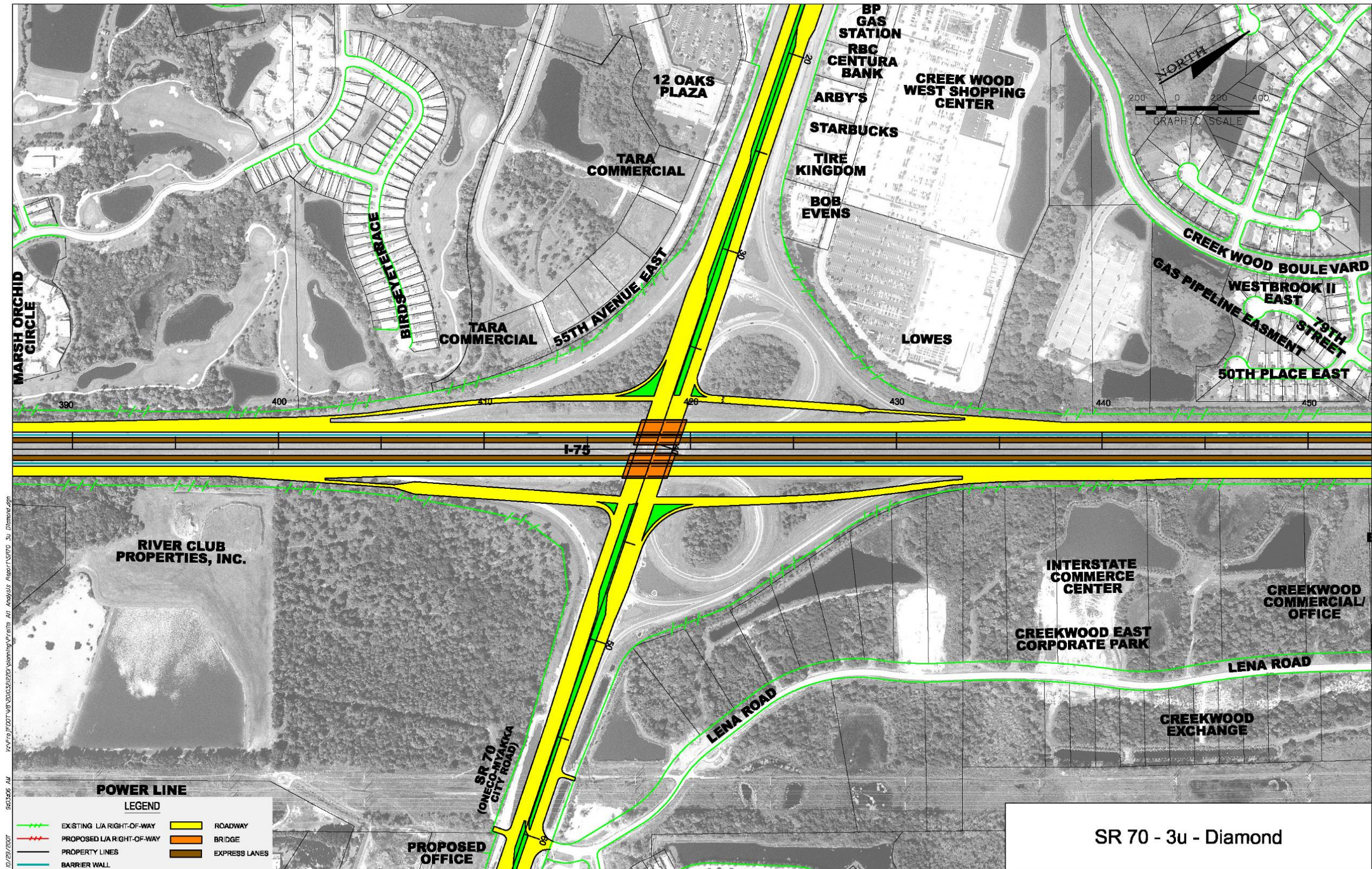


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SR 70 - 2u - Flyover

**FIGURE 2-11**  
**SR 70 2u-FLYOVER ALTERNATIVE**





**FIGURE 2-12**  
**SR 70 3u-DIAMOND ALTERNATIVE**



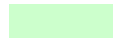
**TABLE 2-11  
SR 70 ALTERNATIVE RANKING**

Ultimate 10-Lane Four-Roadway System Interchange Configuration		SR 70		
		1u Loop	2u Flyover	3u Diamond
Traffic Operational (Yes or No) <sup>1</sup>	Mainline LOS	Yes	Yes	Yes
	Ramp LOS	Yes	Yes	Yes
	Ramp Terminus LOS	Yes	Yes	Yes
Design Criteria	Design Speed on Ramps	35	45	45
	Variation Needed	Yes	Yes	Yes
	Exception Needed	N/A	N/A	N/A
Environmental	Wetlands	H	M	M
	Habitat	L	L	L
	Species	H	M	M
	Contamination	L	L	L
ROW (H-M-L)	Residential	N/A	N/A	N/A
	Commercial	H	L	L
	Other	M	M	M
Construction (H-M-L)	Roadway Costs	H	M	M
	Structure Costs	M	H	M
	Constructability	H	M	M
	MOT	M	M	M

<sup>1</sup> Mainline LOS < D = Yes  
Ramp LOS < E = Yes  
Ramp Termini LOS < E = Yes

H = High  
M = Medium  
L = Low

 Alternative Eliminated

 Alternative Advanced

### 2.8.2 SR 64 INTERCHANGE

Two interchange alternatives for SR 64 were developed to improve the level of service and operations of the interchange.

**SR 64 1u-Loop:** This alternative is a modification to the existing partial cloverleaf interchange. The existing loops have been replaced to provide for loops with a 35 mph design speed. This improvement also requires the reconstruction of the I-75 southbound exit ramp and the I-75 northbound entrance ramp. Improving the SR 64 interchange to accommodate a minimum design speed on the ramps will require right-of-way in both the northwest and northeast quadrants of the interchange. **Figure 2-13** shows the proposed improvements for alternative SR 64 1u-Loop.

SR 64 2u-Diamond: This alternative proposes replacing the existing interchange with a diamond configuration. This configuration will require the at-grade dual left-turn movements from SR 64 heading northbound and southbound on I-75. **Figure 2-14** shows the proposed improvements for alternative SR 64 2u-Diamond.

In addition to the evaluation of a Loop and Diamond Interchange, a SPUI was evaluated for traffic operations. The SPUI design typically has greater traffic capacity than a conventional diamond interchange allowing free-flow operations on the priority roadway by creating a separate, signalized intersection of the arterial roadway with closely spaced ramp terminals. While the SPUI right-of-way requirements are similar to a Diamond Interchange, the pavement area and the footprint of the structure at the intersection is considerably wider. The evaluation of this interchange resulted in acceptable level of service for both the SPUI and the Diamond Interchange.

The benefits of a SPUI are:

- Compact layout; right-of-way limits similar to a Diamond Interchange.
- Allows concurrent left turns for greater capacity.

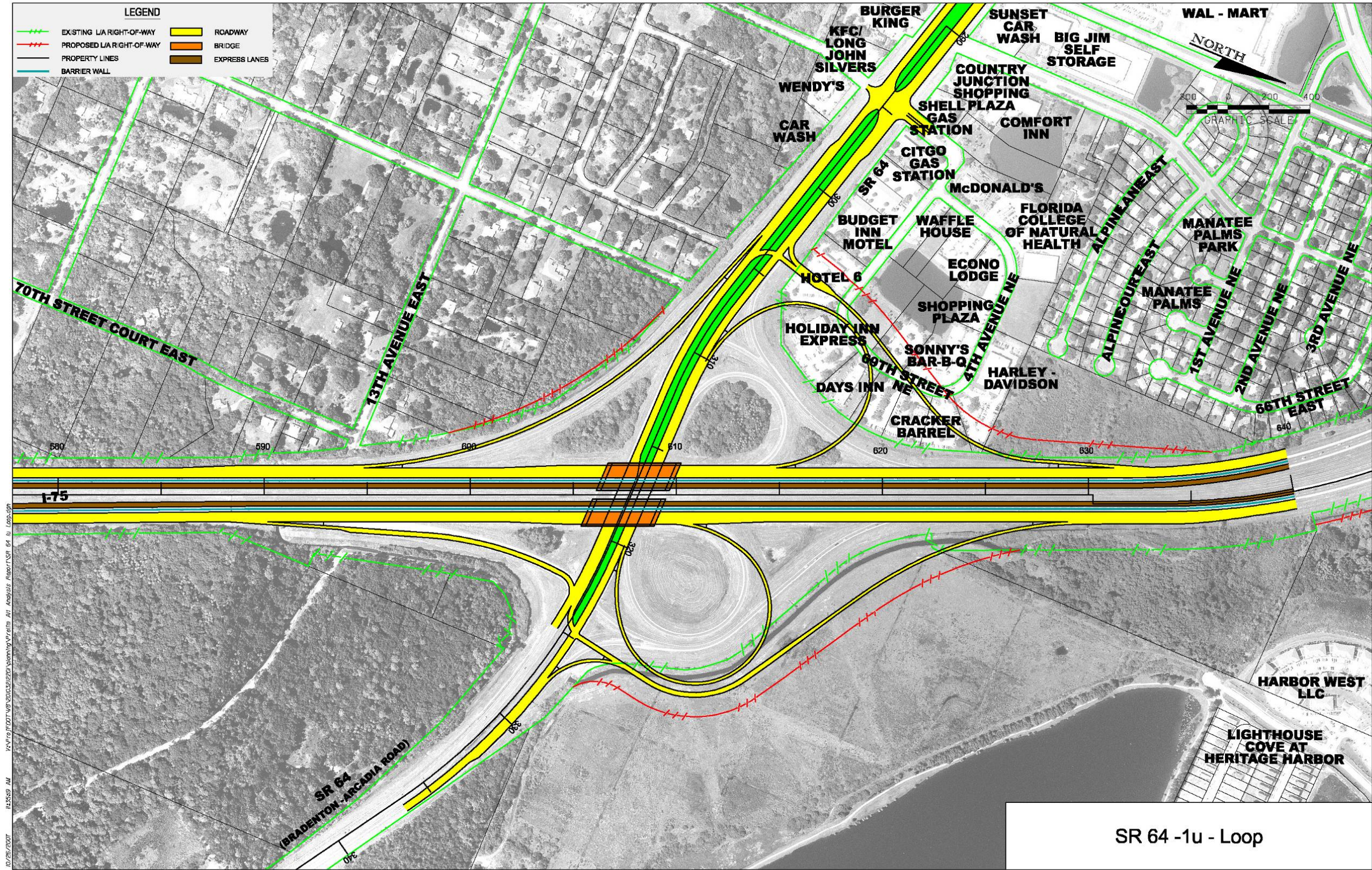
The disadvantages of a SPUI are:

- Complex intersection and signal phases may be unfamiliar to drivers.
- Multi-lane ramps and surface streets can lead to large areas of uncontrolled pavement.
- The larger intersection width requires greater structure length and depth, which increases costs for bridge construction, retaining walls, and earthwork.
- Need for positive lane markings through the intersection and additional signage.
- SPUI design makes pedestrian crossing difficult. If additional pedestrian phases are required this decreases the efficiency and capacity of the intersection.

Since the SPUI and Diamond Interchange operate similar to each other, the SPUI was eliminated from further evaluation due to the increased cost of the bridge structure since this interchange is at a skew.

**Table 2-12** shows how the alternatives rank with respect to design but also focused on other criteria such as safety, residential/business and economic impacts, mobility, and implementation. For the SR 64 interchange, Alternative 1u-Loop was eliminated since to improve the SR 64 interchange to accommodate a minimum design speed of 35 mph on the ramps will require right-of-way in both the northwest (commercial property) and northeast (agriculture property) quadrants of the interchange. Therefore, Alternative 2u-Diamond was advanced for inclusion in the feasible alternatives.





**FIGURE 2-13**  
**SR 64 1u-LOOP ALTERNATIVE**





FIGURE 2-14  
SR 64 2u-DIAMOND ALTERNATIVE



**TABLE 2-12  
SR 64 ALTERNATIVE RANKING**

Ultimate 10-Lane Four-Roadway System Interchange Configuration		SR 64	
		1u Loop	2u Diamond
Traffic Operational (Yes or No) <sup>1</sup>	Mainline LOS	Yes	Yes
	Ramp LOS	Yes	Yes
	Ramp Terminus LOS	Yes	Yes
Design Criteria	Design Speed on Ramps	35	45
	Variation Needed	Yes	Yes
	Exception Needed	N/A	N/A
Environmental	Wetlands	L	L
	Habitat	L	L
	Species	L	L
	Contamination	H	L
ROW (H-M-L)	Residential	L	N/A
	Commercial	H	N/A
	Other	N/A	N/A
Construction (H-M-L)	Roadway Costs	H	M
	Structure Costs	M	M
	Constructability	H	M
	MOT	M	M

<sup>1</sup> Mainline LOS < D = Yes  
Ramp LOS < E = Yes  
Ramp Termini LOS < E = Yes

H = High  
M = Medium  
L = Low

 Alternative Eliminated

 Alternative Advanced

### 2.8.3 US 301 INTERCHANGE

Preliminary alternatives developed for the US 301 interchange included an analysis of the Manatee River bridge crossing, south of the interchange. The preliminary alternatives considered replacing the bridge spanning the Manatee River and maintaining the existing bridge.

**US 301 1u-Loop:** This alternative is a modification to the existing partial cloverleaf interchange and incorporates the existing bridge over the Manatee River and US 301 into the design. In addition, the existing bridge will be converted to the express lanes and new parallel structures will be added for the general use lanes across the river and US 301. Improvement to this interchange requires the need to have a dual northbound exit ramp where one lane is dedicated and the second lane is a choice lane. Because of the inside lane being a choice lane and the mainline having a design speed of 70 mph, there cannot be deceleration in a through lane. Therefore, if a

two-lane off-ramp is provided with one lane being a choice lane, the initial curve will need to be set using a design speed of 70 mph. A 2:1 compound ratio applies after the first curve because the ratio of consecutive compound curves cannot be greater than 2:1, per A Policy on Geometric Design of Highways and Streets - 2004 (the first curve is 1,910 feet; the next curve cannot be less than 955 feet). Improvement to the loops also requires the reconstruction of the I-75 southbound exit ramp and the I-75 northbound entrance ramp. Right-of-way in both the northwest and northeast quadrants of the interchange is required. **Figure 2-15** shows the proposed improvements for alternative US 301 1u-Loop.

**US 301 2u-Loop:** This alternative is similar to the US 301 1u-Loop configuration except that the existing river crossing is replaced. As shown in **Figure 2-16**, right-of-way impacts to the northwest and northeast quadrants of the interchange are not significantly reduced from Alternative US 301 1u-Loop with replacement of the existing bridge crossing.

**US 301 3u-Diamond:** This alternative proposes replacing the existing interchange with a diamond configuration and maintaining the existing bridge over the Manatee River and US 301. In addition, the existing bridge will be converted to the express lanes and new parallel structures will be added for the general use lanes across the Manatee River and US 301. This alternative will require the addition of ramps on the south side of the interchange, which currently do not exist. However, this alternative minimizes right-of-way impacts. **Figure 2-17** shows the proposed improvements for alternative US 301 3u-Diamond.

**US 301 4u-Diamond:** This alternative is similar to the US 301 3u-Diamond configuration except that the existing river crossing is replaced. **Figure 2-18** illustrates this alternative.

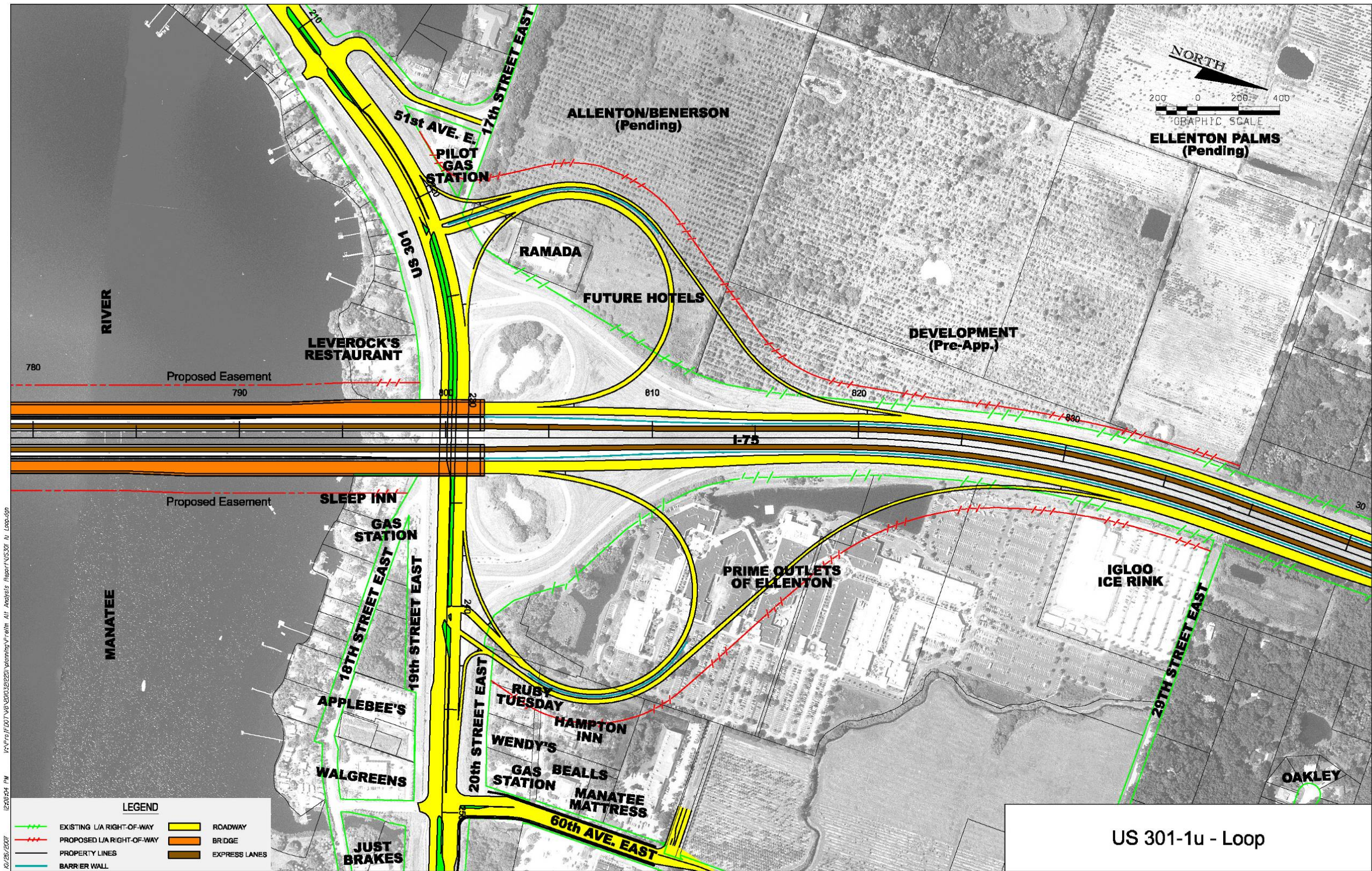
In addition to the evaluation of a Diamond Interchange, a SPUI was evaluated since they typically have greater traffic capacity than a conventional diamond interchange. A SPUI resembles a slim Diamond Interchange where the ramps are placed close together to make them effectively part of the same intersection. This allows one traffic signal to control all crossing movements and enables concurrent opposing left turns.

While the SPUI right-of-way requirements are similar to a Diamond Interchange, the pavement area and the footprint of the structure at the intersection is considerably wider.

The benefits of a SPUI are:

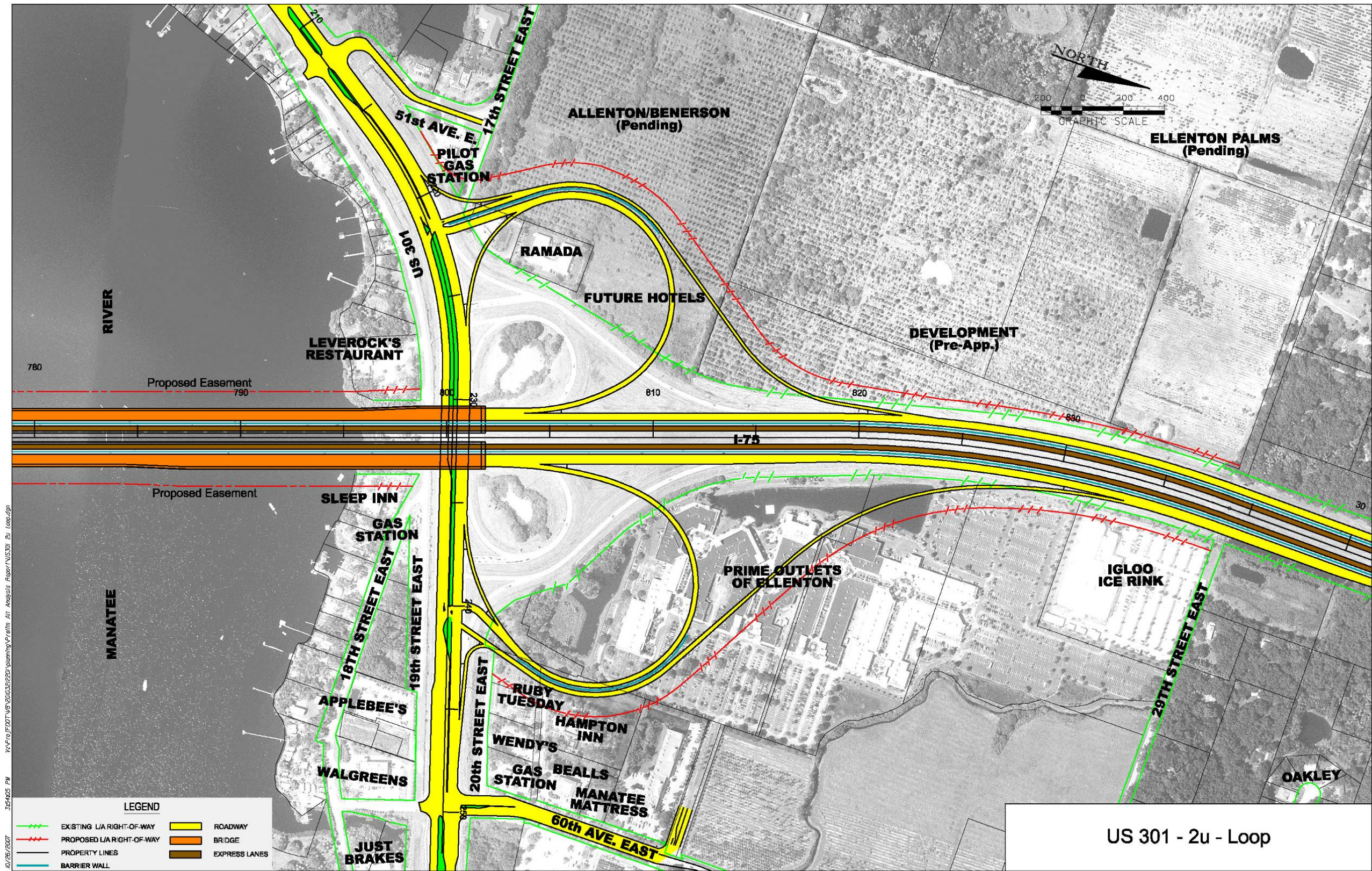
- Can be constructed in limited right-of-way similar to a Diamond Interchange.
- Allows concurrent left turns for greater capacity.





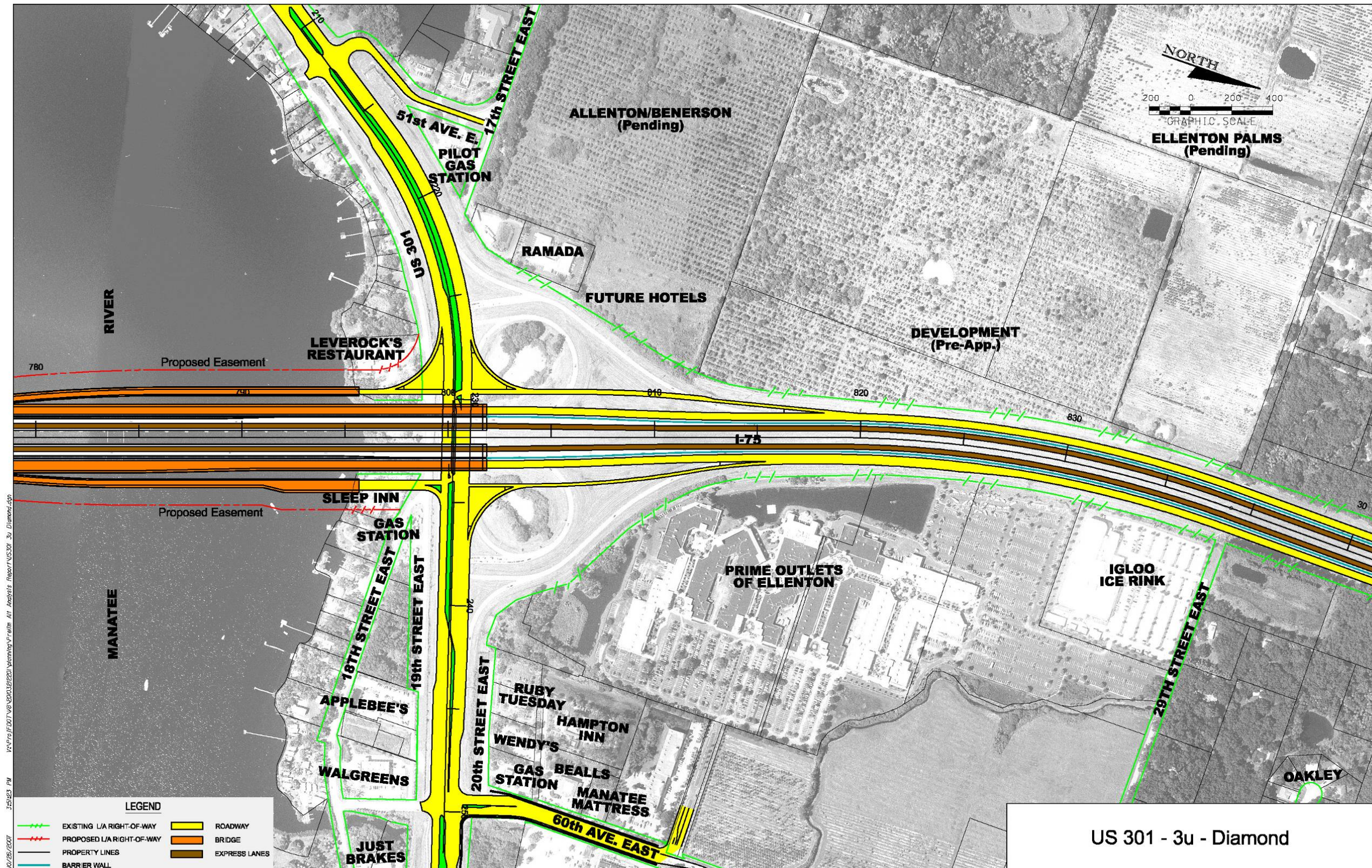
**FIGURE 2-15**  
**US 301 1u-LOOP ALTERNATIVE**  
*I-75 Manatee County PD&E Study*  
*from North of University Parkway*  
*to North of Moccasin Wallow Road*  
*Project Development Summary Report*





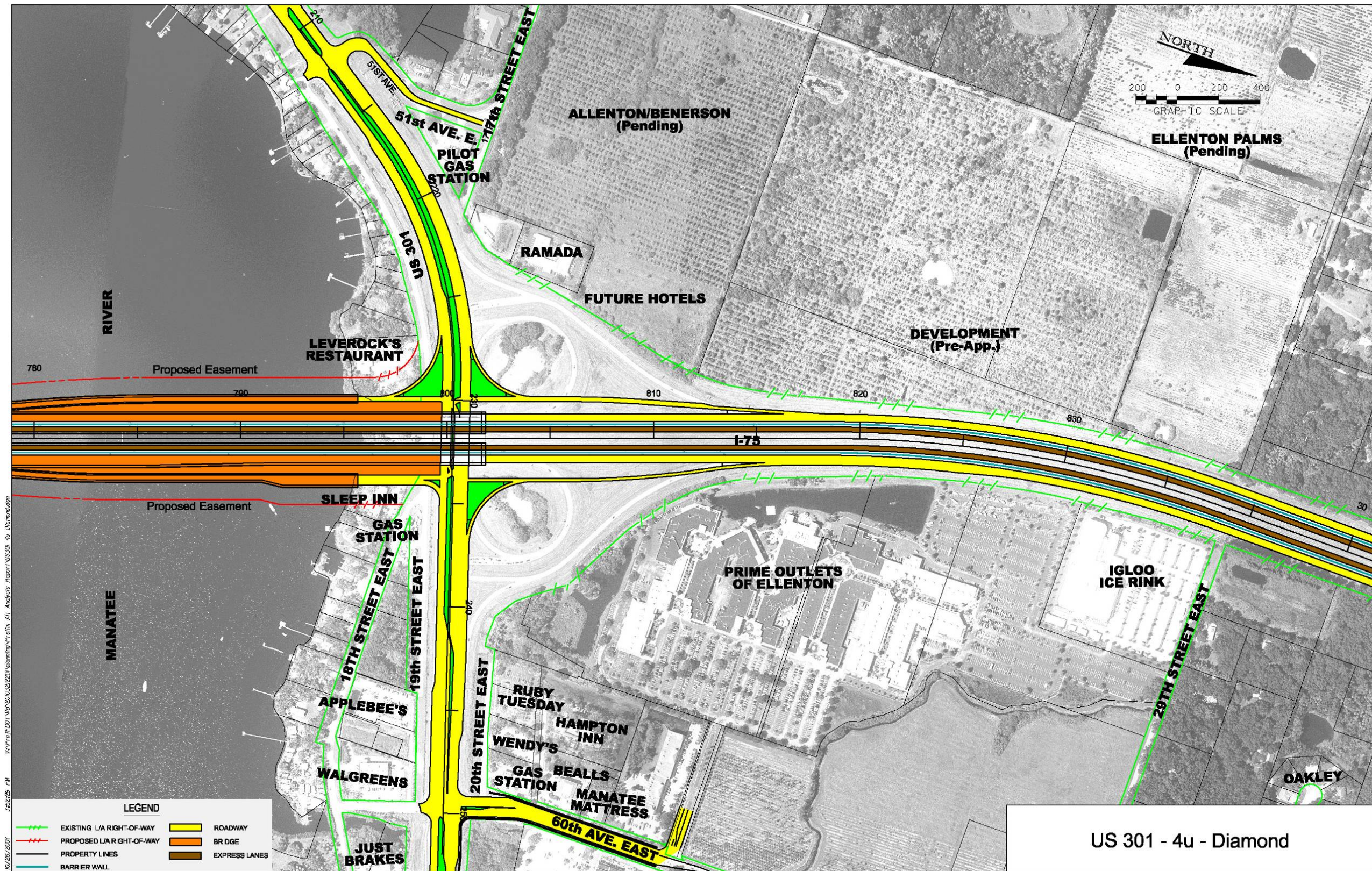
**FIGURE 2-16**  
**US 301 2u-LOOP ALTERNATIVE**  
*I-75 Manatee County PD&E Study*  
*from North of University Parkway*  
*to North of Moccasin Wallow Road*  
*Project Development Summary Report*





**FIGURE 2-17**  
**US 301 3u-DIAMOND ALTERNATIVE**





**FIGURE 2-18**  
**US 301 4u-DIAMOND ALTERNATIVE**

*I-75 Manatee County PD&E Study  
 from North of University Parkway  
 to North of Moccasin Wallow Road  
 Project Development Summary Report*



The disadvantages of a SPUI are:

- The larger intersection width requires greater structure length and depth, which increases costs for bridge construction, retaining walls, and earthwork.
- Need for positive lane markings through the intersection and additional signage.
- SPUI design makes pedestrian crossing difficult. If additional pedestrian phases are required this decreases the efficiency and capacity of the intersection.

Since the SPUI operates similar to the Diamond Interchange and provides an acceptable level of service, this concept was not carried further for evaluation due to the fact that the US 301 Interchange is part of the Manatee River Bridge Crossing. Modifications to and/or replacement of this structure to provide for a SPUI may be cost prohibitive.

### ***Mendoza Road Travel Demand Evaluation***

The area north of US 301 has experience significant growth during the past 10 years resulting in increased travel demand and increased congestion on US 301 and I-75. In response to previous public interest and newspaper articles concerning the possibility of constructing new access ramps to and from I-75 at Mendoza Road, the I-75 study team studied the likely travel demand associated with some level of interstate access to/from Mendoza Road. The evaluation examined the feasibility of potential new access at Mendoza Road as a reliever for the I-75/US 301 interchange. A new partial interchange at I-75/Mendoza Road providing access to/from the south was coded into the 2030 SMC Travel Demand model and extrapolated to the year 2035 consistent with the procedure used in the Traffic Technical Memorandum.

Two alternatives were developed and evaluated for this partial interchange.

The first alternative provides ramps from the I-75 general-use lane to Mendoza Road to form a partial diamond as shown in **Figure 2-19**. Preliminary costs are \$3.66 million for construction and \$20.01 million for right-of-way acquisition.

The second alternative is similar to the first alternative, except that a loop ramp is utilized in the northeast quadrant for the northbound exit as shown in **Figure 2-20**. Preliminary costs are \$4.63 million for construction and \$9.36 million for right-of-way acquisition.

The advantages of constructing a new partial interchange at Mendoza Road are:

- Reduces the daily traffic at the I-75/US 301 interchange by 8,000 vehicles a day.
- Reduces the traffic on the northbound off-ramp and southbound on-ramp at I-75/US 301.

- Improves operations at the intersection of US 301/60th Avenue by diverting traffic from 60th Avenue on to I-75.

The disadvantages of constructing a new partial interchange at Mendoza Road are:

- Traffic diversion on the I-75/US 301 northbound off-ramp and southbound on-ramp is not significant enough to reduce the improvement needs at the I-75/US 301 interchange.
- Requires Florida Highway Administration (FHWA) Interchange Justification Report (IJR) process for the new interchange access. Estimated cost for this study is approximately \$500,000.
- Requires one additional lane in each direction on I-75.
- Results in local (interchange-to-interchange) trips loading into I-75.
- Extensive new right-of-way would be required.
- Construction costs associated with new ramps and freeway lanes.
- Requires expansion of the existing Mendoza Road Bridge.

Based on this analysis, these alternatives were not recommended to be further developed since there was not a significant traffic operation benefit associated with the cost of a partial interchange at Mendoza Road. The detailed analysis is shown in the Final Alternatives Analysis Technical Memorandum (April 2008) prepared for this project.

**Table 2-13** shows how the alternatives rank with respect to safety, residential/business and economic impacts, mobility, and implementation.





**FIGURE 2-19**  
**MENDOZA ROAD ALTERNATIVE 1**





**FIGURE 2-20**  
**MENDOZA ROAD ALTERNATIVE 2**



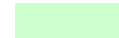
**TABLE 2-13  
US 301 ALTERNATIVE RANKING**

Ultimate 10-Lane Four-Roadway System Interchange Configuration		US 301			
		1u Loop with Existing Bridge	2u Loop with Replacing Bridge	3u Diamond with Existing Bridge	4u Diamond with Replacing Bridge
Traffic Operational (Yes or No) <sup>1</sup>	Mainline LOS	Yes	Yes	Yes	Yes
	Ramp LOS	Yes	Yes	Yes	Yes
	Ramp Terminus LOS	Yes	Yes	Yes	Yes
Design Criteria	Design Speed on Ramps	35	35	45	45
	Variation Needed	Yes	Yes	Yes	Yes
	Exception Needed	N/A	N/A	N/A	N/A
Environmental	Wetlands	H	H	H	H
	Habitat	M	M	M	M
	Species	M	M	M	M
	Contamination	H	H	L	L
ROW (H-M-L)	Residential	N/A	N/A	N/A	N/A
	Commercial	H	H	L	L
	Other	N/A	N/A	N/A	N/A
Construction (H-M-L)	Roadway Costs	H	H	M	M
	Structure Costs	M	H	M	H
	Constructability	H	H	H	H
	MOT	H	H	H	H

<sup>1</sup> Mainline LOS < D = Yes  
Ramp LOS < E = Yes  
Ramp Termini LOS < E = Yes

H = High  
M = Medium  
L = Low

 Alternative Eliminated

 Alternative Advanced

For the US 301 interchange, Alternatives 1u-Loop and 2u-Loop were eliminated for the following reasons:

***Alternative 1u-Loop***

- Because of the inside lane being a choice lane and the mainline having a design speed of 70 mph, it cannot have deceleration in a through lane. Therefore, provision for a two-lane off ramp with one lane being a choice lane, the initial curve must be designed using a design speed of 70 mph. Then the 2:1 compound ratio applies after the first curve so that the ratio of consecutive compound curves cannot be greater than 2:1, per A Policy on Geometric Design of Highways and Streets - 2004 (the first curve is 1,910 feet the next curve cannot be less than 955 feet). This design criteria has significant commercial right-of-way impacts to the northeast quadrant (Prime Outlets of Ellenton) and northwest quadrant of the US 301 interchange.



- Limits left turn storage length from US 301 east to 60th Avenue north.
- Significant right-of-way impacts to the northwest quadrant of the interchange for reconstruction of the southbound entrance loop ramp with a design speed of 35 mph.
- Maintaining traffic of the existing interchange while under construction.

#### *Alternative 2u-Loop*

- Similar impacts as stated in US 301 1u-Loop Alternative.
- In addition, increased cost to reconstruct the Manatee River crossing.
- Maintenance of traffic on I-75 will be difficult due to the reconstruction of the river crossing.

Therefore, Alternatives 3u-Diamond and 4u-Diamond were advanced for inclusion in the feasible alternatives.

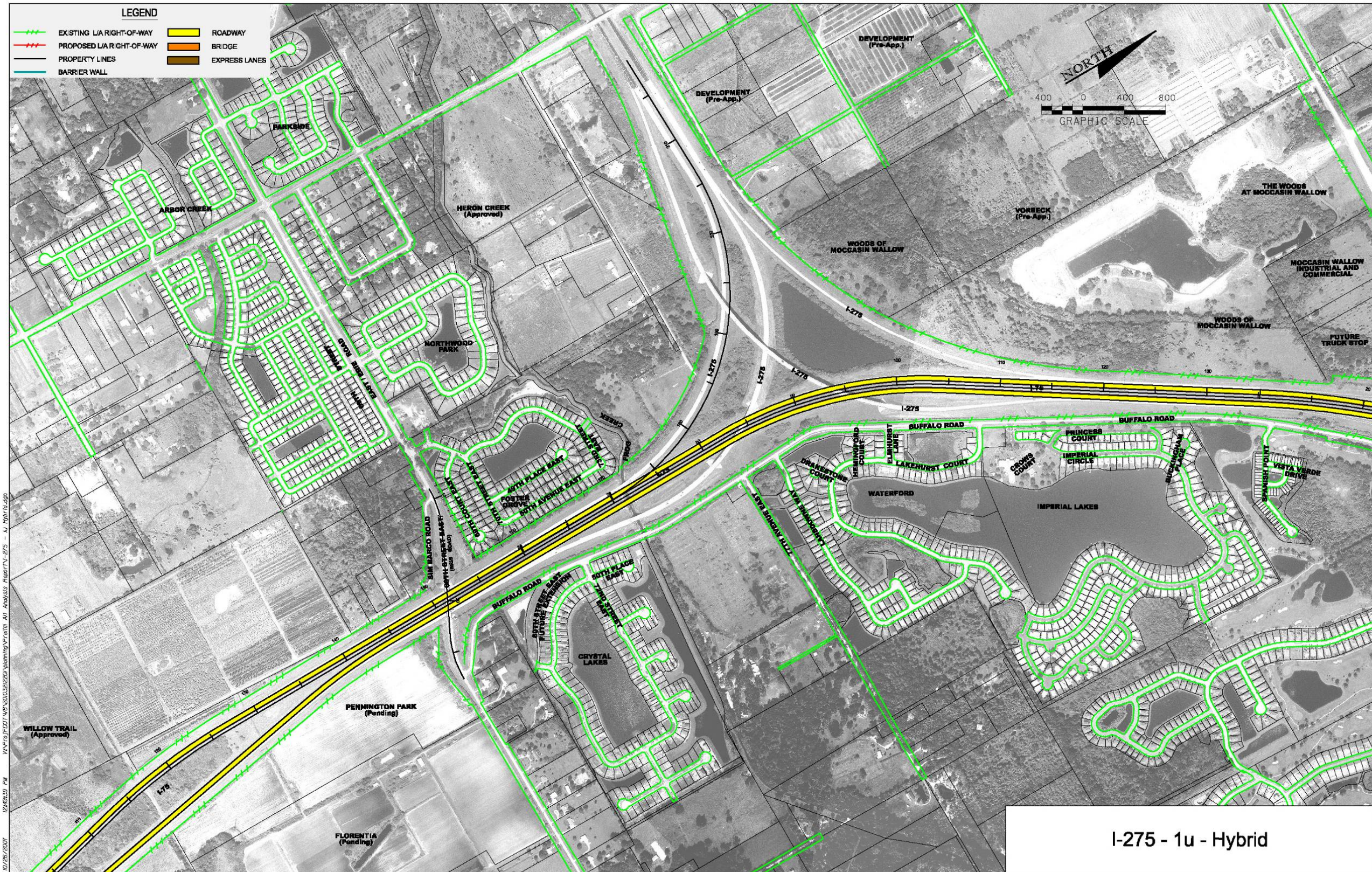
#### **2.8.4 I-275 INTERCHANGE**

Seven preliminary alternatives were developed for the I-75/I-275 interchange. Alternatives developed took into consideration both maintaining the existing flyovers and replacing the flyovers. Due to the lane requirements identified in Figure 2-8b for I-75, expanding I-75 under the existing flyovers proved difficult or not feasible due to the skew angles and proximity of the existing piers to I-75.

**I-275 1u-Hybrid:** The Final Traffic Technical Memorandum indicated that based solely on traffic demand, the need for a four-roadway system north of US 301 is not required in 2035. This “hybrid” alternative maintains the existing flyovers and incorporates an eight-lane two-roadway facility on I-75. This alternative could be considered as an interim concept if appropriate. **Figure 2-21** illustrates this alternative.

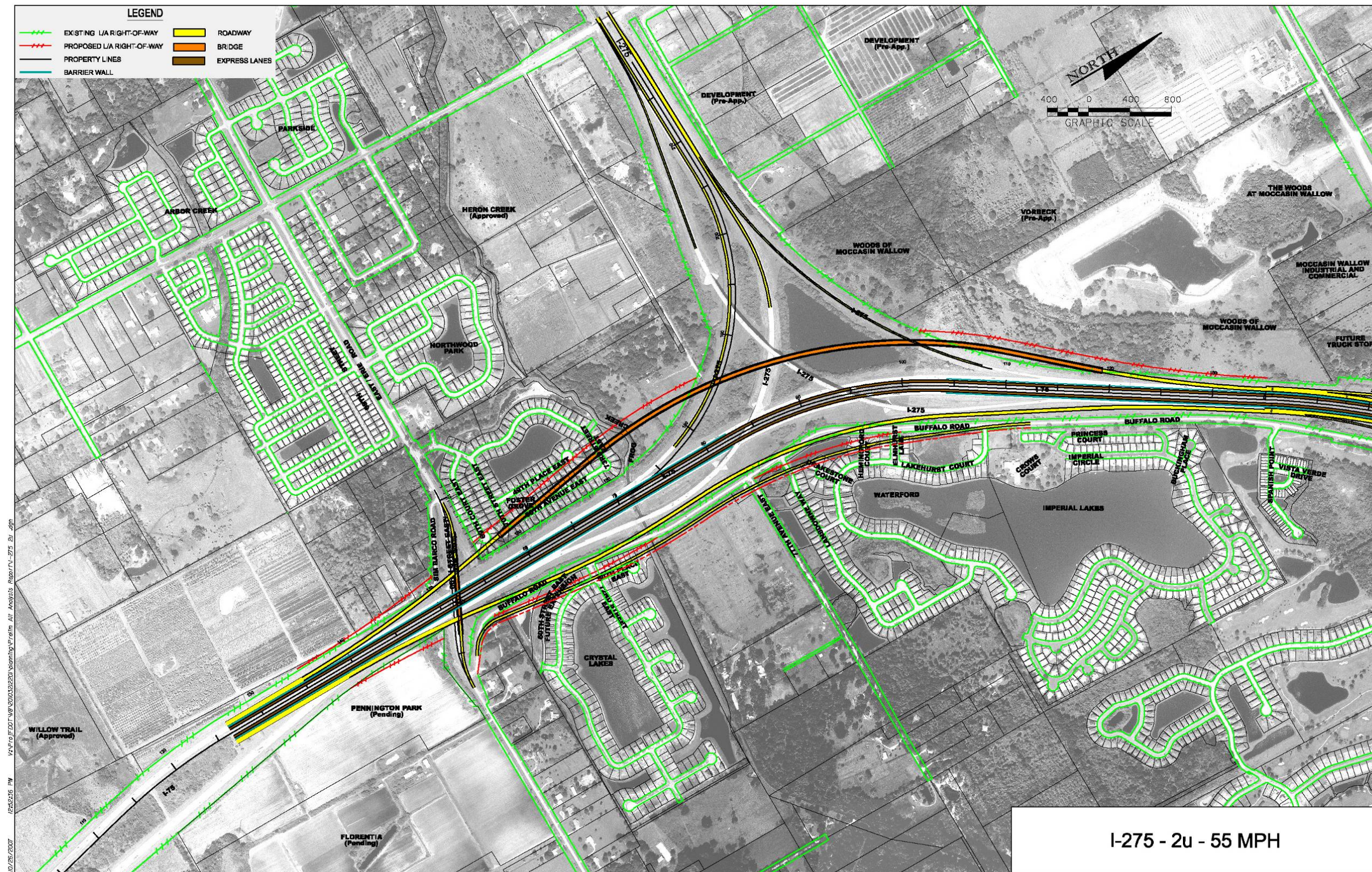
**I-275 2u-55 mph:** This alternative provides for a four-roadway system and maintains the existing flyovers with a design speed of 55 mph. The general use lanes on I-75 are relocated to the outside of the existing flyover and the express lanes remain on the existing facility. This alternative requires the reconstruction of Buffalo Road on the east side of the interchange. In addition, this alternative requires right-of-way. **Figure 2-22** shows the proposed improvements for this alternative.





**FIGURE 2-21**  
**I-275 1u-HYBRID ALTERNATIVE**  
*I-75 Manatee County PD&E Study  
 from North of University Parkway  
 to North of Moccasin Wallow  
 Project Development Summary Report*





**FIGURE 2-22**  
**I-275 2u-55 MPH ALTERNATIVE**  
*I-75 Manatee County PD&E Study  
 from North of University Parkway  
 to North of Moccasin Wallow  
 Project Development Summary Report*



- I-275 3u-60 mph: This alternative provides for a four-roadway system on the existing alignment per the typical section shown in Figure 2-7. This alternative requires replacing the I-75 northbound to I-275 westbound and I-275 eastbound to I-75 northbound flyover ramps. A design speed of 60 mph using design criteria for All Other Facilities was applied to the reconstruction of these flyovers, which resulted in an offset alignment, facilitating the maintenance of traffic during construction. This alternative does not impact the adjacent Buffalo Road, but will potentially require a barrier separation with this improvement. **Figure 2-23** shows the proposed improvements for this alternative.
- I-275 4u-70 mph: This alternative is similar to alternative I-275 3u and provides for a four-roadway system on the existing alignment per the typical section shown in Figure 2-7. However, a design speed of 70 mph using design criteria for All Other Facilities was applied to the reconstruction of the I-75 northbound to I-275 westbound and I-275 eastbound to I-75 northbound flyover ramps. This alternative does not impact the adjacent Buffalo Road, but does minimize the weave distance between the I-275 northbound on ramp and Moccasin Wallow Road northbound exit ramp. **Figure 2-24** shows the proposed improvements for this alternative.
- I-275 5u-70 mph: This alternative is also similar to alternative I-275 3u and provides for a four-roadway system on the existing alignment per the typical section shown in Figure 2-7. However, a design speed of 70 mph using design criteria for interstates was applied to the reconstruction of the I-75 northbound to I-275 westbound and I-275 eastbound to I-75 northbound flyover ramps. This alternative does require re-aligning a portion of the adjacent Buffalo Road in two locations. The weave distance between the reconstructed I-275 northbound flyover on-ramp and the Moccasin Wallow Road northbound exit ramp is reduced. In addition, right-of-way is required in the southwest quadrant of the interchange. Improvements for this alternative are shown in **Figure 2-25**.
- I-275 6u-Elevate: This alternative provides for a four-roadway system on the existing alignment by bridging the express lanes over the existing I-275 flyovers. This alternative does not impact the existing I-275 flyovers or Buffalo Road. However, the cost of bridging these flyovers will be expensive. Improvements for this alternative are shown in **Figure 2-26**.

I-275 7u-Braided Express: This alternative provides for a four-roadway system and preserves the existing I-275 flyover ramps. This alternative braids the express lanes using straddle bents to bridge the general use lanes. This alternative does require re-aligning a portion of the adjacent Buffalo Road. Improvements for this alternative are shown in **Figure 2-27**.

**Table 2-14** shows how the alternatives rank with respect to safety, residential/business and economic impacts, mobility, and implementation. All of the alternatives developed have an acceptable level of service for both the mainline and ramps, so this was not a critical factor for eliminating an alternative. Most of the alternatives eliminated substantially impacted the adjacent commercial and residential properties at the interchange. The alternatives deemed feasible minimized impacts and strived to achieve compatibility with the adjacent communities.

For the I-275 interchange, Alternatives 2u-55 mph, 4u-70 mph All Facilities, 5u-70 mph Interstate, and 7u-Braid Express were eliminated for the following reasons:

***Alternative 2u-55 mph***

- Significant right-of-way impacts in all quadrants of the interchange.
- Requires the relocation and reconstruction of Buffalo Road on the east side of the interchange.
- Does not provide adequate weaving between the I-275 northbound entrance ramp and Moccasin Wallow Road northbound exit ramp.

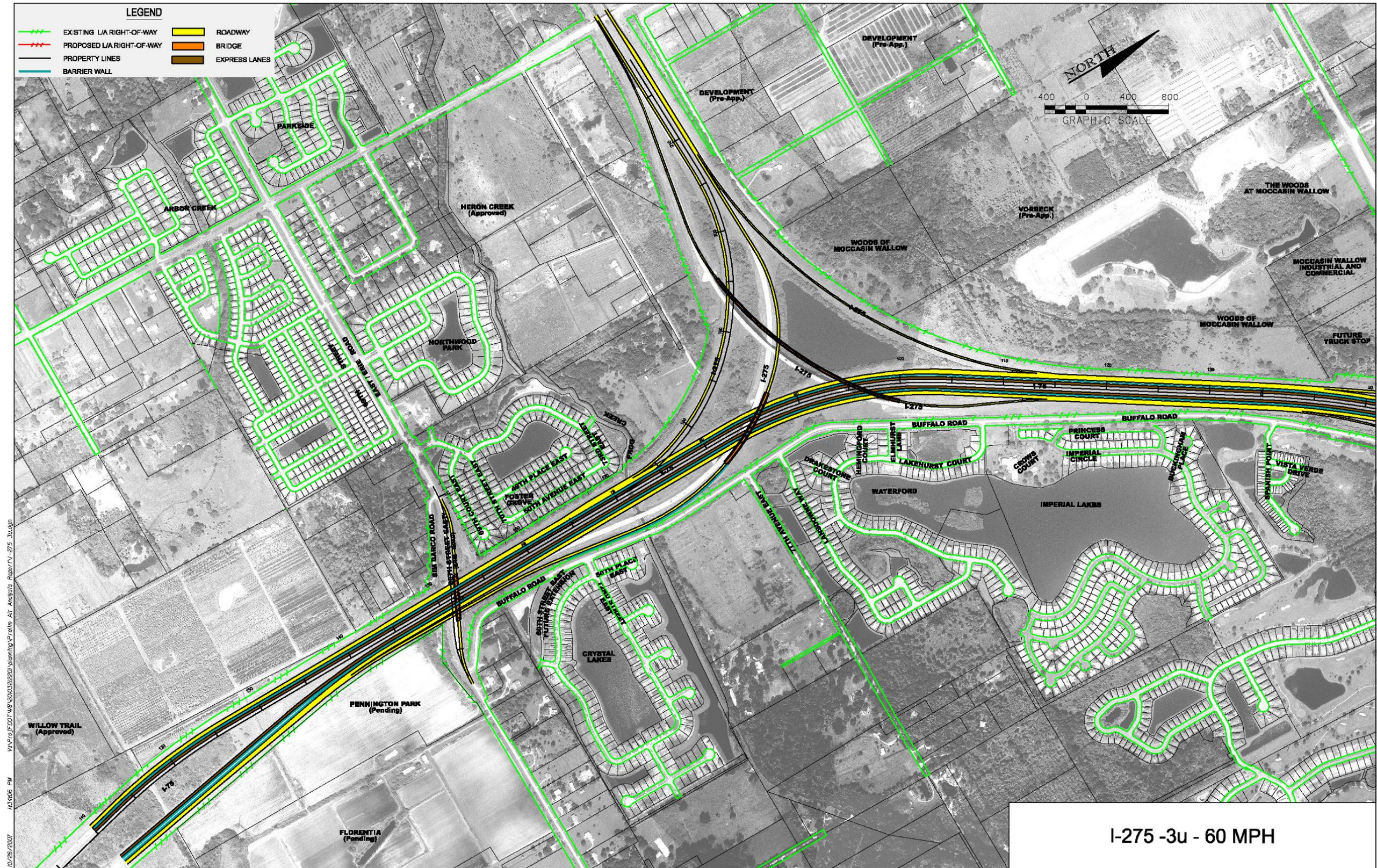
***Alternative 4u-70 mph All Facilities***

- Minimal weave distance between the I-275 northbound entrance ramp and Moccasin Wallow Road northbound exit ramp.
- Requires straddle bents for the relocated I-275 northbound exit ramp due to span length thereby increasing the cost of the flyover.

***Alternative 5u-70 mph Interstate***

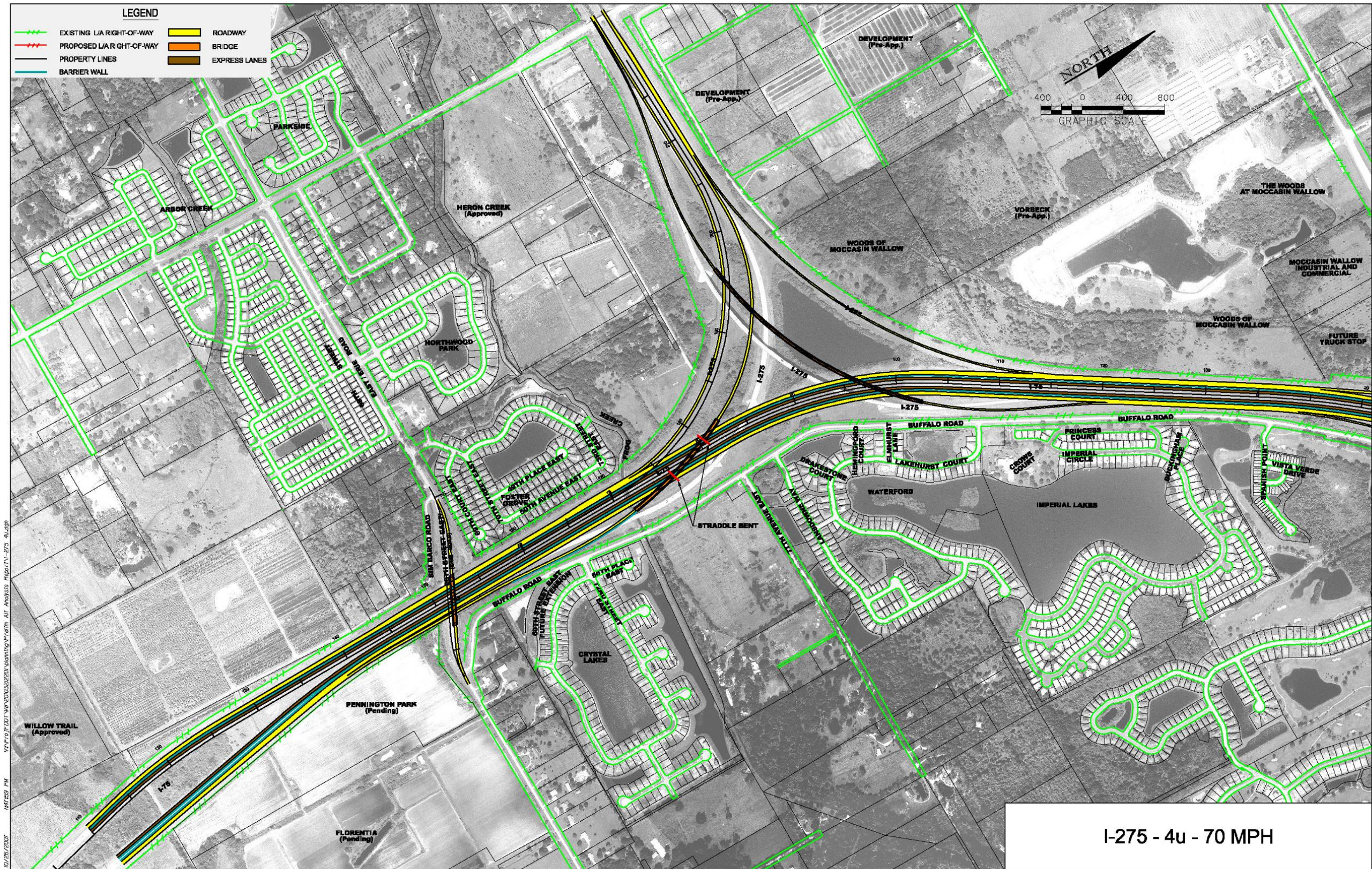
- Requires straddle bents for the relocated I-275 northbound exit ramp due to span length thereby increasing the cost of the flyover.
- Minimal weave distance between the I-275 northbound entrance ramp and Moccasin Wallow Road northbound exit ramp.
- Requires the relocation and reconstruction of a portion of Buffalo Road on the east side of the interchange thereby increasing right-of-way impacts.
- Requires the relocation and reconstruction of the I-275 southbound entrance ramp to accommodate the I-275 northbound exit ramp thereby causing right-of-way impacts to the adjacent residential subdivision.





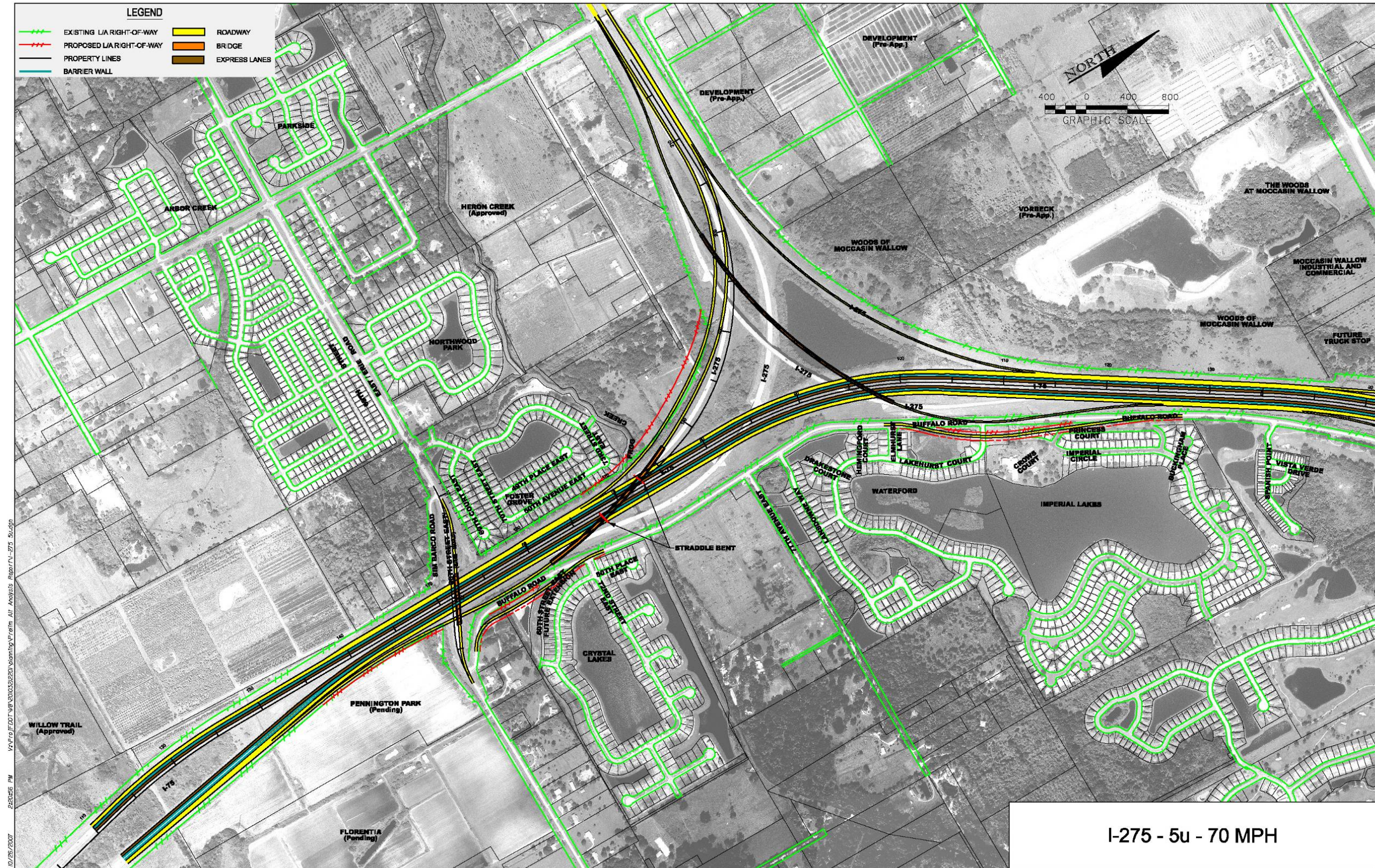
**FIGURE 2-23**  
**I-275 3u-60 MPH ALTERNATIVE**  
*I-75 Manatee County PD&E Study*  
*from North of University Parkway*  
*to North of Moccasin Wallow Road*  
*Project Development Summary Report*





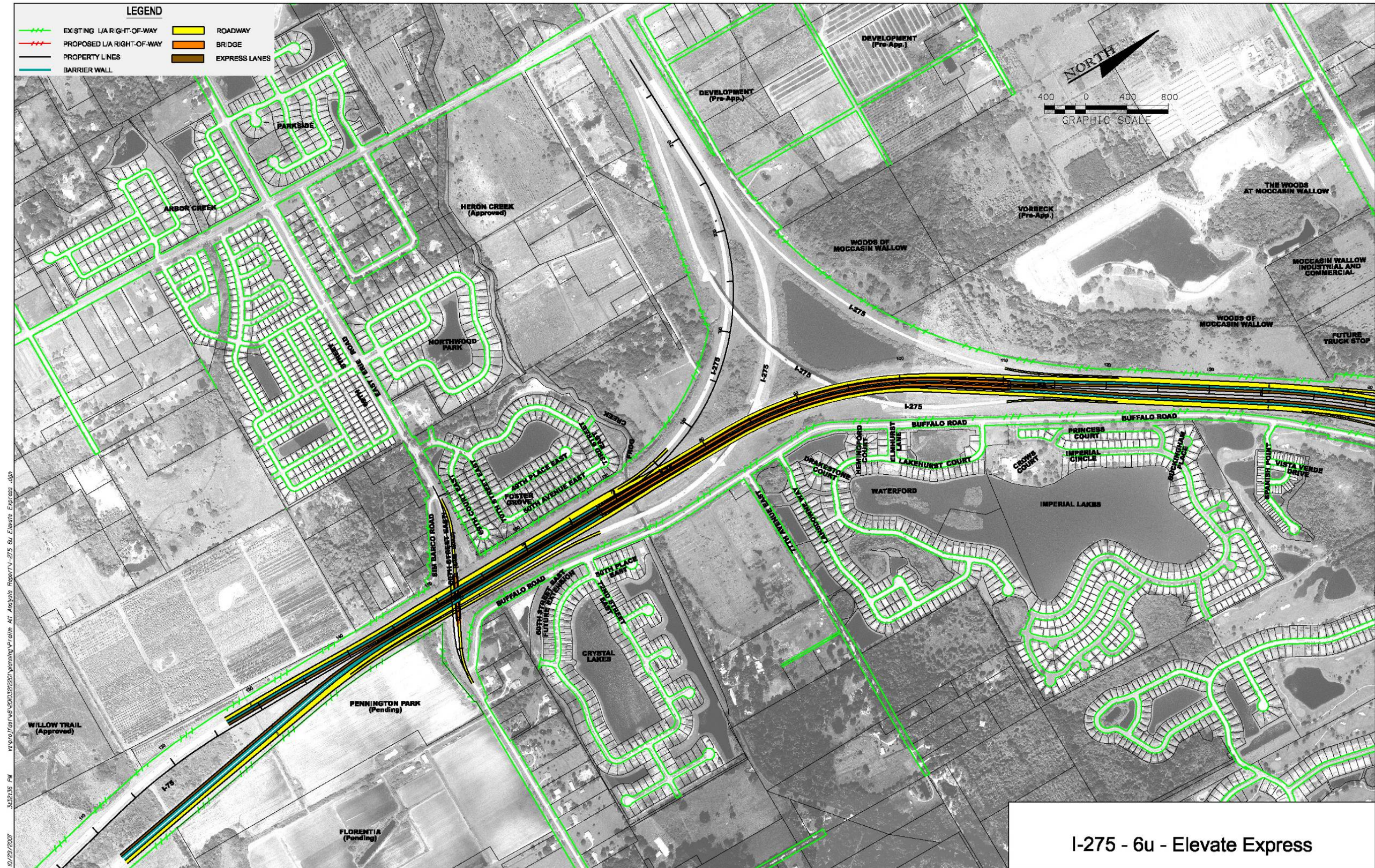
**FIGURE 2-24**  
**I-275 4u-70 MPH ALTERNATIVE**  
*I-75 Manatee County PD&E Study*  
*from North of University Parkway*  
*to North of Moccasin Wallow*  
*Project Development Summary Report*





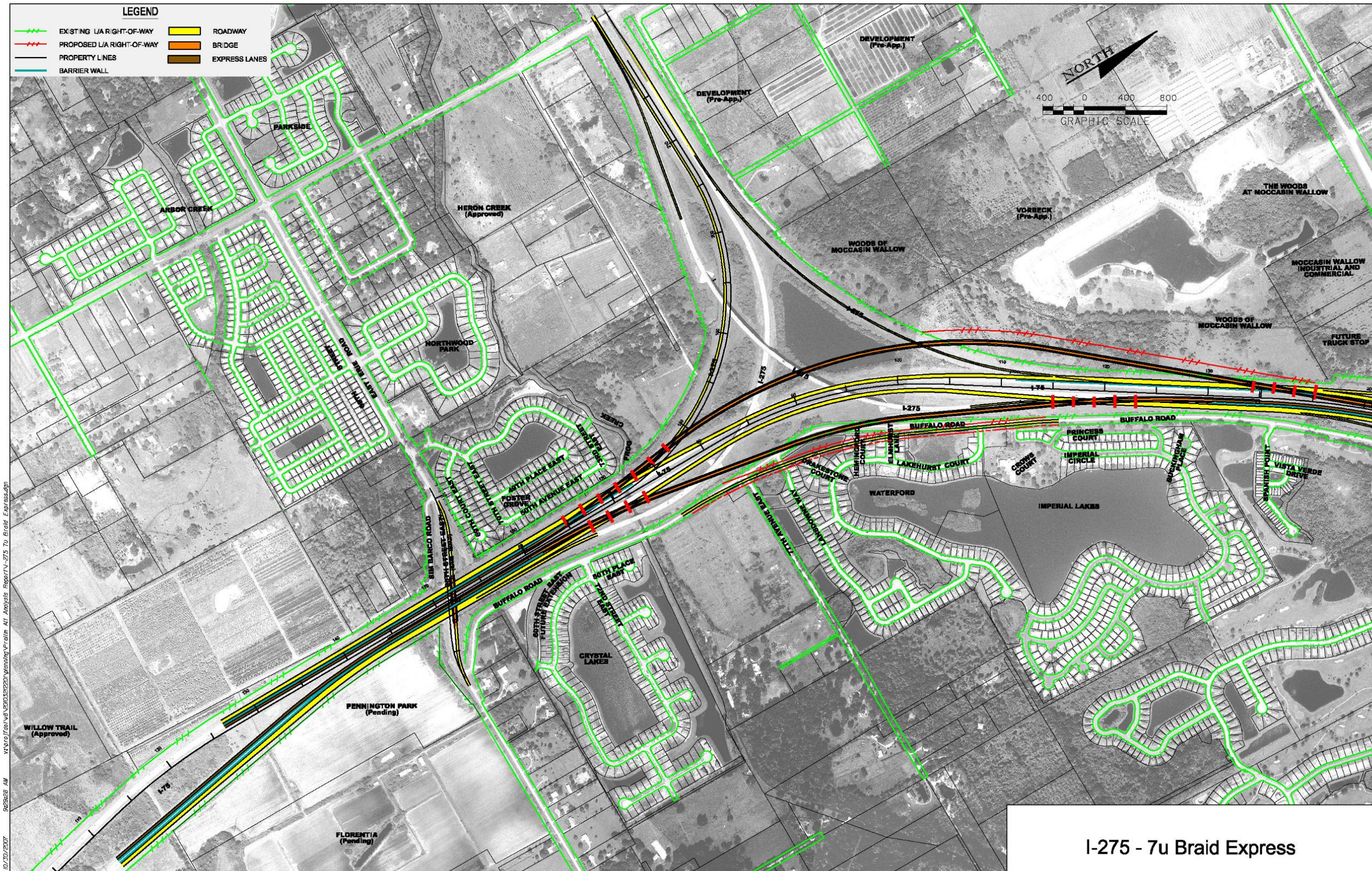
**FIGURE 2-25**  
**I-275 5u-70 MPH ALTERNATIVE**  
*I-75 Manatee County PD&E Study*  
*from North of University Parkway*  
*to North of Moccasin Wallow Road*  
*Project Development Summary Report*





**FIGURE 2-26**  
**I-275 6u-ELEVATE EXPRESS ALTERNATIVE**





**FIGURE 2-27**  
**I-275 7u-BRAIDED EXPRESS ALTERNATIVE**



**TABLE 2-14  
I-275 ALTERNATIVE RANKING**

Ultimate 10-Lane Four-Roadway System Interchange Configuration		I-275						
		1u Hybrid	2u 55 mph	3u 60 mph	4u 70 mph All Facilities	5u 70 mph Interstate	6u Elevate Express	7u Braid Express
Traffic Operational (Yes or No) <sup>1</sup>	Mainline LOS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Ramp LOS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Ramp Terminus LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Design Criteria	Design Speed on Ramps	55	55	60	70	70	55	55
	Variation Needed	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Exception Needed	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Environmental	Wetlands	L	M	M	M	M	L	M
	Habitat	L	M	M	M	M	L	M
	Species	L	M	M	M	M	L	M
	Contamination	L	L	L	L	L	L	L
ROW (H-M-L)	Residential	N/A	H	N/A	N/A	M	N/A	H
	Commercial	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Other	N/A	M	L	L	L	N/A	L
Construction (H-M-L)	Roadway Costs	L	H	L	H	M	H	M
	Structure Costs	L	H	H	H	H	H	H
	Constructability	L	H	M	M	M	H	H
	MOT	L	M	L	L	L	M	M

<sup>1</sup> Mainline LOS < D = Yes  
Ramp LOS < E = Yes  
Ramp Termini LOS < E = Yes

H = High  
M = Medium  
L = Low

 Alternative Eliminated

 Alternative Advanced

### ***Alternative 7u-Braid Express***

- Requires straddle bents for the I-75 express lanes.
- Requires the relocation and reconstruction of a portion of Buffalo Road on the east side of the interchange thereby increasing right-of-way impacts.
- Significant cost associated with straddle bent construction.

In addition, Alternative 1u-Hybrid was not carried forward for an ultimate improvement concept since FDOT District 7 is still in the process of completing their I-75 PD&E study in Hillsborough County. As noted in this section, Alternative 1u-Hybrid can be used as an interim alternative until the completion of FDOT District 7's PD&E study. Alternatives 3u-60 mph and 6u-Elevate were carried forward to the Public Information Workshop.

### **2.8.5 MOCCASIN WALLOW ROAD INTERCHANGE**

One interchange alternative was developed to improve the level of service and operations of the interchange.

MW 1u-Diamond: This alternative proposes modifying the existing diamond interchange to accommodate a four-roadway system and queues required at the ramp terminals. Improvements for this alternative are shown in **Figure 2-28**.

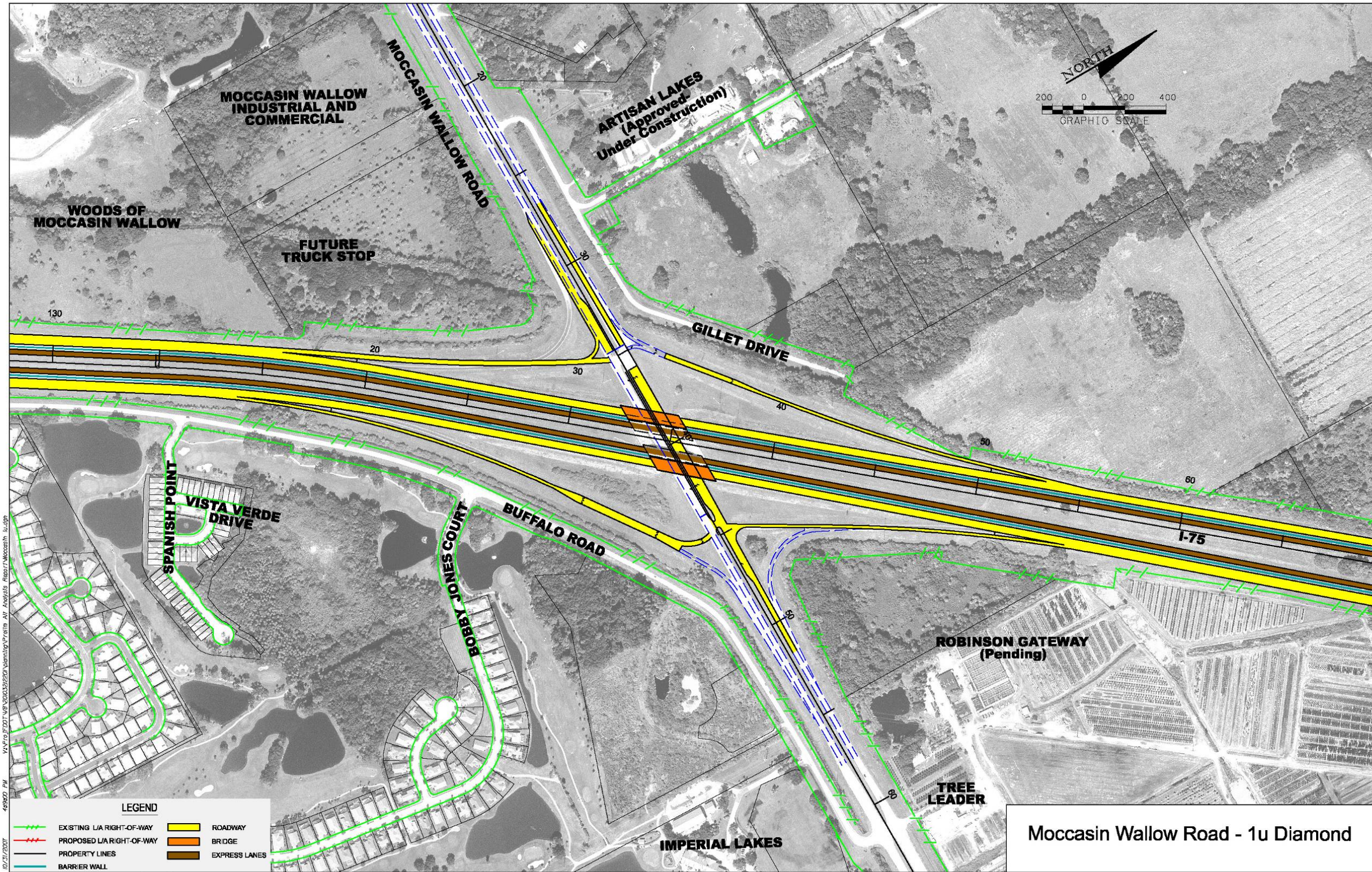
Since only one alternative was prepared for this interchange and is consistent with the existing interchange, this alternative was carried forward to the Public Information Workshop. **Table 2-15** shows the ranking of this alternative. This alternative was developed with an acceptable level of service for both the mainline and ramps.

## **2.9 EVALUATION OF A RECOMMENDED PREFERRED ALTERNATIVE DESIGN YEAR (2035)**

While the No-Build Alternative does not achieve the goals of improving capacity on I-75, it requires no capital outlay for construction and causes no substantial increase in operation and maintenance of the existing facility. However, with no improvements to I-75, cost will increase to society in terms of congestion with associated increases in traffic accidents, travel times, and other related costs.

The interchange concepts developed and described in the previous sections were analyzed to assess their ability to meet various performance measures while minimizing cost and impacts to the adjacent facilities. Each interchange alternative carried forward for SR 70, SR 64, US 301, I-275, and Moccasin Wallow Road were incorporated into two sets of alternatives with the following station segment breaks. Each of the alternatives developed provide for a ten-lane facility, as shown in Figure 2-7.





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**FIGURE 2-28**  
**MOCCASIN WALLOW ROAD**  
**1u-DIAMOND ALTERNATIVE**  
*I-75 Manatee County PD&E Study*  
*from North of University Parkway*  
*to North of Moccasin Wallow Road*  
*Project Development Summary Report*



**TABLE 2-15  
MOCCASIN WALLOW ROAD ALTERNATIVE RANKING**

Ultimate 10-Lane Four-Roadway System Interchange Configuration		Moccasin Wallow
		1u Diamond
Traffic Operational (Yes or No) <sup>1</sup>	Mainline LOS	Yes
	Ramp LOS	Yes
	Ramp Terminus LOS	Yes
Design Criteria	Design Speed on Ramps	45
	Variation Needed	Yes
	Exception Needed	N/A
Environmental	Wetlands	L
	Habitat	L
	Species	L
	Contamination	L
ROW (H-M-L)	Residential	N/A
	Commercial	N/A
	Other	N/A
Construction (H-M-L)	Roadway Costs	L
	Structure Costs	L
	Constructability	L
	MOT	L

<sup>1</sup> Mainline LOS < D = Yes  
Ramp LOS < E = Yes  
Ramp Termini LOS < E = Yes

H = High  
M = Medium  
L = Low

Alternative Eliminated

Alternative Advanced

- Segment 1: Station 300+00 to 385+00 Mainline Segment
- Segment 2: Station 385+00 to 480+00 SR 70 Interchange
- Segment 3: Station 480+00 to 570+00 Mainline Segment
- Segment 4: Station 570+00 to 633+00 SR 64 Interchange
- Segment 5: Station 633+00 to 740+00 Mainline Segment
- Segment 6: Station 740+00 to 35+00 US 301 Interchange
- Segment 7: Station 35+00 to 120+00 Mainline Segment
- Segment 8: Station 120+00 to 130+00 I-275 Interchange
- Segment 9: Station 130+00 to 75+00 Moccasin Wallow Road Interchange

**2.9.1 PUBLIC INFORMATION WORKSHOP ALTERNATIVES**

Alternative 1 is a combination of SR 70 2u-Flyover, SR 64 2u-Diamond, US 301 3u-Diamond, I-275 6u-Elevate, and MW 1u-Diamond (shown on the attached CD). The SR 70 interchange proposes a diamond configuration with the addition of a flyover for SR 70 eastbound to I-75



northbound. The SR 64 interchange proposes a diamond configuration with at-grade dual left-turn movements from SR 64 heading northbound and southbound on I-75. The US 301 interchange proposes a diamond configuration and maintaining the existing bridge over the Manatee River. The US 301 interchange requires the addition of ramps on the south side of the interchange, which currently do not exist. The I-275 interchange proposes bridging the express lanes (third level facility) over the existing I-275 flyovers. This improvement does not impact the existing interchange or Buffalo Road. The interchange at Moccasin Wallow Road proposes modifying the existing diamond interchange to accommodate a four-roadway system and queues required at the ramp terminals. Slip ramps between the express lanes and general use lanes are located south of SR 70, north of SR 70, and north of US 301.

Alternative 2 is a combination of SR 70 3u-Diamond, SR 64 2u-Diamond, US 301 4u-Diamond, I-275 3u-60 mph, and MW 1u-Diamond (shown on the attached CD). The SR 70 interchange proposes a diamond configuration with at-grade triple left turns from SR 70 eastbound to I-75 northbound. The SR 64 interchange proposes a diamond configuration with at-grade dual left-turn movements from SR 64 heading northbound and southbound on I-75. The US 301 interchange proposes a diamond configuration and replacing the bridge over the Manatee River. The US 301 interchange requires the addition of ramps on the south side of the interchange, which currently do not exist. The I-275 interchange proposes replacing the I-75 northbound to I-275 westbound and I-275 eastbound to I-75 northbound flyover ramps. The interchange at Moccasin Wallow Road proposes modifying the existing diamond interchange to accommodate a four-roadway system and queues required at the ramp terminals. Slip ramps between the express lanes and general use lanes are located south of SR 70, north of SR 70, and north of US 301.

**Table 2-16** summarizes the findings from the alternatives developed and presented at the Public Information Workshop. Where alternatives are evaluated at a qualitative level, additional environmental review was conducted to quantify the anticipated impacts and to recommend appropriate mitigation measures consistent with the level of impact prior to the selection of a preferred alternative. In addition, costs were developed for each alternative for construction, right-of-way, design, construction engineering and inspection, and wetland mitigation.

### ***2.9.1.1 Results of Public Information Workshop***

The I-75 Manatee County PD&E Study Public Information Workshop was held on Tuesday, February 26, 2008. A total of 159 people signed the attendance sheets at the workshop. Thirty comments were received at the workshop. An additional 12 comments were submitted via the project website and 10 were submitted via U.S. Mail prior to the end of the comment period on March 7, 2008. Detailed comments are listed in Section 6.5 of this document. A summary of the comments received follows:

- Existing noise levels from the interstate are already too high. Will noise barriers be constructed? If not, can the department evaluate using a more modern road surface to lower noise levels?

EVALUATION FACTORS	SEGMENT 1 I-75 Mainline from North of University Parkway to South of SR 70	SEGMENT 2 SR 70 Interchange		SEGMENT 3 I-75 Mainline from North of SR 70 to South of SR 64	SEGMENT 4 SR 64 Interchange (2u-Diamond)	SEGMENT 5 I-75 Mainline from North of SR 64 to South of US 301	SEGMENT 6 US 301 Interchange		SEGMENT 7 I-75 Mainline from North of US 301 to South of I-275	SEGMENT 8 I-275 Interchange		SEGMENT 9 Moccasin Wallow Road Interchange
		Alternative 1 (2u-Flyover)	Alternative 2 (3u-Diamond)				Alternative 1 (3u-Diamond)	Alternative 2 (4u-Diamond)		Alternative 1 (6u-Elevated)	Alternative 2 (3u-60 mph)	
<b>POTENTIAL RIGHT-OF-WAY IMPACTS</b>												
BUSINESS PARCELS AFFECTED	0	2	0	0	0	0	2	2	0	0	0	0
RESIDENTIAL PARCELS AFFECTED	0	0	0	0	0	0	0	0	0	0	0	0
UNDEVELOPED PARCELS AFFECTED	6	14	10	0	0	3	8	5	0	0	0	0
<b>SOCIO-CULTURAL IMPACTS</b>												
CHURCHES	0	0	0	0	0	0	0	0	0	0	0	0
SCHOOLS	0	0	0	0	0	0	0	0	0	0	0	0
PARKS [SECTION 4(f)]	0	0	0	0	0	1	0	0	0	0	0	0
CULTURAL RESOURCES	0	0	0	0	0	0	0	0	0	0	0	0
<b>NATURAL/PHYSICAL ENVIRONMENTAL EFFECTS</b>												
NUMBER OF RECEIVERS POTENTIALLY AFFECTED BY NOISE	41	69	69	11	6	161	105	105	78	65	79	0
WETLANDS (ACRES)	10.66	17.16	17.12	5.00	13.00	24.99	7.59	7.59	13.60	34.69	34.24	11.41
FLOODPLAINS (ACRES)	1.13	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.00
POTENTIAL THREATENED AND ENDANGERED SPECIES INVOLVEMENT	Low	Low	Low	High**	Low	Low	Low	Low	Low	Low	Low	Low
POTENTIAL CONTAMINATION SITES (High / Medium)	0 / 0	0 / 1	1 / 2	0 / 0	0 / 4	0 / 0	1 / 4	1 / 4	0 / 0	0 / 0	0 / 0	0 / 0
<b>ESTIMATED PROJECT COSTS (millions) (Present Day Cost)</b>												
DESIGN @ 15% of Construction	\$8.57	\$13.44	\$11.41	\$7.08	\$8.75	\$15.30	\$29.97	\$38.62	\$8.41	\$26.74	\$15.11	\$5.13
RIGHT-OF-WAY	\$13.80	\$10.42	\$11.13	\$3.34	\$0.00	\$7.89	\$21.23	\$12.70	\$0.93	\$3.71	\$3.56	\$3.65
CONSTRUCTION*	\$86.37	\$135.53	\$115.06	\$71.34	\$88.27	\$154.25	\$302.16	\$389.41	\$84.83	\$269.60	\$152.34	\$51.72
CONSTRUCTION ENGINEERING AND INSPECTION @ 15% of Construction	\$8.57	\$13.44	\$11.41	\$7.08	\$8.75	\$15.30	\$29.97	\$33.62	\$8.41	\$26.74	\$15.11	\$5.13
WETLAND MITIGATION	\$1.03	\$1.33	\$1.33	\$0.46	\$1.24	\$2.41	\$0.35	\$0.35	\$1.30	\$0.94	\$0.94	\$0.78
<b>TOTAL COSTS</b>	<b>\$ 118.34</b>	<b>\$ 174.16</b>	<b>\$ 150.34</b>	<b>\$ 89.30</b>	<b>\$ 107.01</b>	<b>\$ 195.15</b>	<b>\$ 383.68</b>	<b>\$ 474.70</b>	<b>\$ 103.88</b>	<b>\$ 327.73</b>	<b>\$ 187.06</b>	<b>\$ 66.41</b>

\* Based on FDOT LRE 02/08 (see Appendix B-1).

\*\* Segment 3 has a high potential for protected species impacts because a gopher tortoise burrow was observed at the edge of right-of-way during field reviews.

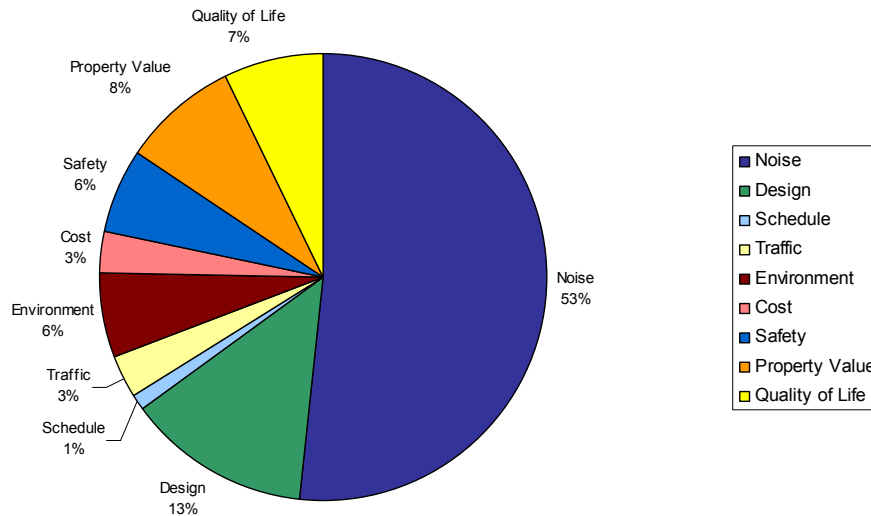
TABLE 2-16  
ALTERNATIVES EVALUATION MATRIX  
PRESENTED AT THE  
PUBLIC INFORMATION WORKSHOP  
FEBRUARY 26, 2008



- Increased traffic with the additional lanes will increase the noise levels.
- What is the proximity of the proposed improvements to adjacent properties? Is there any state or other regulations that specify a minimum distance between a freeway and residential properties?
- Will the proposed improvements include a concrete barrier between the roadway and residences for safety?
- Five continuous lanes, a two-roadway system, versus the four-roadway system proposed are more advantageous. The proposed improvements traps disabled vehicles and accidents in the high-speed lanes.
- Construct a new facility east of I-75 in less populated areas instead of widening I-75.
- Improve public transportation and alternative modes of travel in the area.
- Extend Tara Boulevard south to Honore Avenue in Sarasota County. This improvement would reduce traffic on I-75.

As shown in **Figure 2-29**, the majority of the comments received on the project regarded traffic noise and noise barriers. Most of these comments related to the Tara Preserve Development.

**FIGURE 2-29  
WORKSHOP COMMENT BREAKDOWN**



**2.9.2 PUBLIC HEARING ALTERNATIVE(S)**

Following the Public Information Workshop, a Recommended Preferred Alternative was selected based in part on the comments received as well as engineering, environmental, and cost considerations. The Recommended Preferred Alternative incorporated Alternative 2 at the SR 70

interchange, Alternative 1 at the US 301 interchange, and Alternative 2 at the I-275 interchange. At the SR 64 and Moccasin Wallow Road interchanges, only one alternative was developed.

Specifically, the Recommended Preferred Alternative proposed:

- A diamond configuration at the SR 70 interchange with at-grade triple left turns from SR 70 eastbound to I-75 northbound.
- A diamond configuration at SR 64 with dual lefts for eastbound SR 64 to northbound I-75 and triple lefts for westbound SR 64 to southbound I-75.
- A diamond configuration at US 301 while maintaining the existing bridge over the Manatee River. The US 301 interchange requires the addition of ramps on the south side of the interchange, which currently do not exist.
- Replacement of the I-75 northbound to I-275 westbound and I-275 eastbound to I-75 northbound flyover ramps at the I-275/I-75 interchange.
- Modifying the existing diamond interchange at Moccasin Wallow Road to accommodate a four-roadway system and queues required at the ramp terminals.
- Slip ramps between the express lanes and general use lanes are located south of SR 70, north of SR 70, and north of US 301.

Based on information received from the local government, agencies, and the public, the Recommended Preferred Alternative was selected to be presented at the Public Hearing held on Tuesday, November 18, 2008 at Woodland - The Community Church, 9607 East SR 70, in Bradenton, Florida. An informal open house was held from 6:00 p.m. to 7:00 p.m., and the formal Public Hearing began at 7:00 p.m. The hearing was held to inform the public of the results of the study and to give the public the opportunity to express their views regarding specific location, design, socio-economic effects, and environmental impacts associated with the Recommended Preferred Alternative.

An evaluation matrix identifying the impacts associated with the Recommended Preferred Alternative is shown as **Table 2-17**. This matrix was presented at the Public Hearing. The FDOT's Long Range Estimate (LRE) is included in Appendix B-2.

While the No-Build Alternative does not achieve the goals of improving capacity on I-75, it was carried forward for further comparative analysis and presented at the November 18, 2008 Public Hearing.



EVALUATION FACTORS	NO-BUILD ALTERNATIVE	SEGMENT 1 I-75 Mainline from North of University Parkway to South of SR 70	SEGMENT 2 SR 70 Interchange	SEGMENT 3 I-75 Mainline from North of SR 70 to South of SR 64	SEGMENT 4 SR 64 Interchange	SEGMENT 5 I-75 Mainline from North of SR 64 to South of US 301	SEGMENT 6 US 301 Interchange	SEGMENT 7 I-75 Mainline from North of US 301 to South of I-275	SEGMENT 8 I-275 Interchange	SEGMENT 9 Moccasin Wallow Road Interchange	TOTAL
<b>POTENTIAL RIGHT-OF-WAY IMPACTS</b>											
BUSINESS RELOCATIONS	0	0	0	0	0	0	2	0	0	0	2
RESIDENTIAL RELOCATIONS	0	0	0	0	0	1	0	0	2	0	3
<b>SOCIO-CULTURAL IMPACTS</b>											
CHURCHES	0	0	0	0	0	0	0	0	0	0	0
SCHOOLS	0	0	0	0	0	0	0	0	0	0	0
PARKS [SECTION 4(f)]	0	0	0	0	0	1	0	0	0	0	1
CULTURAL RESOURCES	0	0	0	0	0	0	0	0	0	0	0
<b>NATURAL/PHYSICAL ENVIRONMENTAL EFFECTS</b>											
NUMBER OF RECEIVERS POTENTIALLY AFFECTED BY NOISE	0	41	69	11	6	161	105	78	79	0	550
WETLANDS (ACRES)	0.00	11.2	11.4	4.6	6.6	18.7	4.5	13.6	8.0	10.9	89.5
FLOODPLAINS (ACRES)	0.00	1.13	0.00	0.30	0.00	0.00	0.00	0.00	0.08	0.00	1.51
POTENTIAL THREATENED AND ENDANGERED SPECIES INVOLVEMENT	None	Low	Low	High <sup>1</sup>	Low	Low	Low	Low	Low	Low	8 Low 1 High
POTENTIAL CONTAMINATION SITES (High / Medium)	0 / 0	0 / 0	1 / 2	0 / 0	0 / 4	0 / 0	1 / 4	0 / 0	0 / 0	0 / 0	2 / 10
<b>ESTIMATED PROJECT COSTS (millions) (Present Day Cost)</b>											
DESIGN @ 15% of Construction	\$0.00	\$12.90	\$17.25	\$10.64	\$13.27	\$23.07	\$45.21	\$12.73	\$22.72	\$7.78	\$ 165.57
RIGHT-OF-WAY	\$0.00	\$7.22	\$9.17	\$2.94	\$0.00	\$11.58	\$28.62	\$0.58	\$4.07	\$2.82	\$ 67.00
CONSTRUCTION <sup>2</sup>	\$0.00	\$86.01	\$114.98	\$70.93	\$88.45	\$153.83	\$301.41	\$84.88	\$151.46	\$51.87	\$1,103.82
CONSTRUCTION ENGINEERING AND INSPECTION @ 15% of Construction	\$0.00	\$12.90	\$17.25	\$10.64	\$13.27	\$23.07	\$45.21	\$12.73	\$22.72	\$7.78	\$ 165.57
NOISE WALL CONSTRUCTION	\$0.00	\$4.08	\$3.78	\$0.00	\$0.00	\$2.94	\$0.00	\$0.82	\$0.00	\$0.00	\$ 11.62
WETLAND MITIGATION	\$0.00	\$1.16	\$1.18	\$0.48	\$0.68	\$1.94	\$0.47	\$1.41	\$0.83	\$1.13	\$ 9.28
<b>TOTAL COSTS</b>	<b>\$0.00<sup>3</sup></b>	<b>\$124.27</b>	<b>\$163.61</b>	<b>\$95.63</b>	<b>\$115.67</b>	<b>\$216.43</b>	<b>\$420.92</b>	<b>\$113.15</b>	<b>\$201.80</b>	<b>\$71.38</b>	<b>\$1,522.86</b>

<sup>1</sup> Segment 3 has a high potential for protected species impacts because a gopher tortoise burrow was observed at the edge of right-of-way during field reviews.

<sup>2</sup> Based on FDOT LRE 09/08 (see Appendix B-2).

<sup>3</sup> Does not include the cost of ongoing routine maintenance.

TABLE 2-17  
RECOMMENDED PREFERRED  
ALTERNATIVE EVALUATION MATRIX  
PRESENTED AT THE PUBLIC HEARING  
NOVEMBER 18, 2008

### **2.9.2.1 Results of the Public Hearing**

A total of one hundred eleven (111) people attended the Public Hearing. Aerial photos showing the Recommended Preferred Alternative were on display along with draft project reports and other project information. There were a total of forty (40) comments received as a result of the hearing. Sixteen (16) written comments were received at the hearing and seven (7) people gave oral comments during the formal comment period. Seven (7) additional comments were submitted via the project website, five (5) were submitted via email, and five (5) were submitted via U.S. Mail prior to the end of the comment period on December 1, 2008. All comments received and the hearing transcript is included in Appendix F. Detailed comments are listed in Section 6.6 of this document. A summary of the comments received are as follows:

- Construction and evaluation of noise walls at Magnolia Crossing, Birds Eye Terrace, Cypress Creek Estates, Tidal Water Preserve, The Inlets, Heritage Harbor, River Place, Tara Preserve, Creekwood, Westbrook II, Lakeside II, Spanish Point and Manatee Palms. Some residents are concerned that they are not receiving noise walls or that the proposed wall is not tall enough.
- FDOT should plan ahead more in interstate and major highway interchange design. A full cloverleaf interchange is better than a diamond with its required lights and traffic stoppage. There are delay costs for the drivers and commerce, increased vehicle operating costs, and increased accident costs.
- Overall quality of life of residents in the area should be taken into consideration.
- Current economic conditions and traffic along this corridor do not warrant this level of taxpayer investment. The money can be better spent by increasing the number of north-south and east-west arteries.
- Flooding needs to be addressed at the SR 64 southbound exit ramp.
- The use of delineators between the express lanes and general use lanes instead of a concrete barrier with shoulders should be considered. This would reduce size (width) of improvement.
- Questions related to the rationale of using a four-roadway system versus a two-roadway system. Concerned over the cost effectiveness of the additional shoulders and concrete barrier required to separate the express and local roadways. Concerned that a four-roadway system would be closer to adjacent residences over a two-roadway system and that would cause a higher level of roadway noise to these homes.
- Is the typical section proposed on I-75 in Manatee County consistent with the typical section in Hillsborough County.



### 2.9.3 **PREFERRED ALTERNATIVE**

The purpose of the proposed action on I-75 is to enhance system mobility and accommodate travel demand generated by existing and approved development in the project area. Although much of the land east of the facility is rural today, a significant amount of new development has been approved and is anticipated to be developed in the future.

Without capacity improvements on I-75 from north of University Parkway to north of Moccasin Wallow Road, operating conditions along the corridor will deteriorate to an unacceptable level of service. It is anticipated that capacity and operational improvements will relieve stress on the facility by accommodating the expected traffic growth. Therefore, the Build Alternative is recommended to be carried forward for design.

After the Public Hearing, the Preferred Alternative was selected based in part on the comments received at the hearing as well as engineering, environmental, and cost considerations. FDOT revisited the Recommended Preferred Alternative for adjustments. Minor modifications, as described below, were included to create the Preferred Alternative. The costs were recalculated using the FDOT's LRE and are shown in **Table 2-18** and Appendix B-3. These minor modifications to the Preferred Alternative did not alter the right-of-way cost, number of relocations, and effects to the environment.

- Elimination of auxiliary lane through the interchange between entrance and exit ramps northbound and southbound over SR 70. Reduction in width of the I-75 bridges over SR 70. Add lanes to the entrance/exit ramps at the SR 70 interchange.
- Elimination of auxiliary lane through the interchange between entrance and exit ramps northbound and southbound over SR 64. Reduction in width of the I-75 bridges over SR 64. Add lanes to the entrance/exit ramps at the SR 64 interchange.
- Shortened the length of the I-75 southbound bridge over the Salt Marsh to match the length of the existing bridge.
- Adjusted lengths of I-75 northbound and southbound bridges over the Manatee River to accommodate access to Tidewater Reserve Boulevard.
- Northbound and southbound express lanes quantities removed to show reusing existing bridges over the Manatee River.
- Revised lane configuration of ramps at the US 301 interchange.
- Added the bridge over Frog Creek on-ramp parallel to Buffalo Road to the LRE.
- Revised bridge lengths at I-75/I-275 interchange.
- Revised ramps at Moccasin Wallow Road interchange.

EVALUATION FACTORS	SEGMENT 1 I-75 Mainline from North of University Parkway to South of SR 70	SEGMENT 2 SR 70 Interchange	SEGMENT 3 I-75 Mainline from North of SR 70 to South of SR 64	SEGMENT 4 SR 64 Interchange	SEGMENT 5 I-75 Mainline from North of SR 64 to South of US 301	SEGMENT 6 US 301 Interchange	SEGMENT 7 I-75 Mainline from North of US 301 to South of I-275	SEGMENT 8 I-275 Interchange	SEGMENT 9 Moccasin Wallow Road Interchange	TOTAL
<b>POTENTIAL RIGHT-OF-WAY IMPACTS</b>										
BUSINESS RELOCATIONS	0	0	0	0	0	2	0	0	0	2
RESIDENTIAL RELOCATIONS	0	0	0	0	1	0	0	2	0	3
<b>SOCIO-CULTURAL IMPACTS</b>										
CHURCHES	0	0	0	0	0	0	0	0	0	0
SCHOOLS	0	0	0	0	0	0	0	0	0	0
PARKS [SECTION 4(f)]	0	0	0	0	1	0	0	0	0	1
CULTURAL RESOURCES	0	0	0	0	0	0	0	0	0	0
<b>NATURAL/PHYSICAL ENVIRONMENTAL EFFECTS</b>										
NUMBER OF RECEIVERS POTENTIALLY AFFECTED BY NOISE	41	69	11	6	161	105	78	79	0	550
WETLANDS (ACRES)	11.2	11.4	4.6	6.6	18.7	4.5	13.6	8.0	10.9	89.5
FLOODPLAINS (ACRES)	1.13	0.00	0.30	0.00	0.00	0.00	0.00	0.08	0.00	1.51
POTENTIAL THREATENED AND ENDANGERED SPECIES INVOLVEMENT	Low	Low	High <sup>1</sup>	Low	Low	Low	Low	Low	Low	8 Low 1 High
POTENTIAL CONTAMINATION SITES (High / Medium)	0 / 0	1 / 2	0 / 0	0 / 4	0 / 0	1 / 4	0 / 0	0 / 0	0 / 0	2 / 10
<b>ESTIMATED PROJECT COSTS (millions) (Present Day Cost)</b>										
DESIGN @ 15% of Construction	\$12.90	\$17.17	\$10.64	\$12.90	\$22.18	\$44.24	\$11.80	\$22.36	\$7.95	\$ 162.14
RIGHT-OF-WAY	\$7.22	\$9.17	\$2.94	\$0.00	\$11.58	\$28.62	\$0.58	\$4.07	\$2.82	\$ 67.00
CONSTRUCTION <sup>2</sup>	\$86.01	\$114.47	\$70.93	\$85.99	\$147.84	\$294.95	\$78.68	\$149.09	\$53.00	\$1,080.96
CONSTRUCTION ENGINEERING AND INSPECTION @ 15% of Construction	\$12.90	\$17.17	\$10.64	\$12.90	\$22.18	\$44.24	\$11.80	\$22.36	\$7.95	\$ 162.14
NOISE WALL CONSTRUCTION	\$4.08	\$3.78	\$0.00	\$0.00	\$2.94	\$0.00	\$0.82	\$0.00	\$0.00	\$ 11.62
WETLAND MITIGATION	\$1.16	\$1.18	\$0.48	\$0.68	\$1.94	\$0.47	\$1.41	\$0.83	\$1.13	\$ 9.28
<b>TOTAL COSTS</b>	<b>\$124.27</b>	<b>\$162.94</b>	<b>\$95.63</b>	<b>\$112.47</b>	<b>\$208.66</b>	<b>\$412.52</b>	<b>\$105.09</b>	<b>\$198.71</b>	<b>\$72.85</b>	<b>\$1,493.14</b>

<sup>1</sup> Segment 3 has a high potential for protected species impacts because a gopher tortoise burrow was observed at the edge of right-of-way during field reviews.

<sup>2</sup> Based on FDOT LRE 12/08 (see Appendix B-3).

**TABLE 2-18  
PREFERRED ALTERNATIVE  
EVALUATION MATRIX**



## **2.9.4 INTERIM IMPROVEMENTS**

As noted in Section 2.6.1, to facilitate the ultimate improvements to be constructed, FDOT will consider implementing phased improvements with available funding. Appendix A-2 describes the interim improvements to be constructed prior to constructing the ultimate improvements.

For the interim improvements, the existing six-lane facility will be widened by adding one travel lane to the inside in each direction to provide for an eight-lane facility, as shown in **Figure 2-30**. From north of University Parkway to US 301, a 12-foot auxiliary lane in each direction, constructed to the outside of the existing facility, is also required. The typical section provides for a 64-foot median (multi-modal envelope) with 12-foot inside shoulders (10 feet paved), 12-foot travel lanes, 12-foot outside shoulders (10 feet paved), and open roadside ditches. The proposed design speed for this facility is 70 mph. The roadway improvements will require no additional right-of-way; however, right-of-way will be required for stormwater management facilities.

At the interchanges, the bridges will be widened 12 feet to accommodate the four through lanes of travel and maintain the 10-foot inside shoulder.

Of the six existing bridges over I-75, Linger Lodge Road, Kay Road, Mendoza Road, Erie Road, and I-275 northbound on- and off-ramps can accommodate the interim improvement. However, in the area from north of University Parkway to US 301, where a 12-foot auxiliary lane is required, I-75 at Linger Lodge Road and Kay Road will have to be adjusted to provide an acceptable vertical clearance for the interim improvements.

### **2.9.4.1 Priority Interchanges**

As part of the phased improvements, FDOT has evaluated the existing safety problems and the current and future congestion problems along the I-75 corridor in Manatee County to establish a priority order for improvements. This analysis has identified the SR 70 and US 301 interchanges as priority interchanges for interim improvements, as shown in **Figures 2-31 and 2-32**. These initial improvements will be part of design-build projects to include the following:

#### **SR 70 Interchange**

- I-75 Southbound Exit Ramp
  - Add one additional lane to exit ramp.
  - Add one additional right-turn lane from I-75 southbound to SR 70 westbound.

#### **US 301 Interchange**

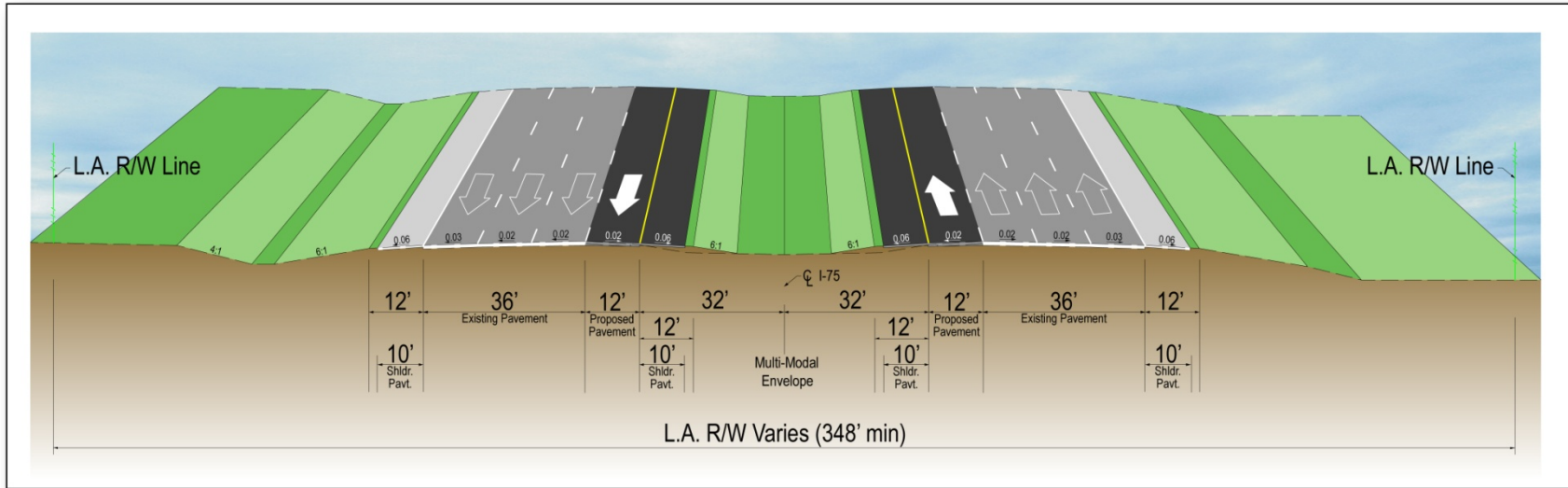
- I-75 Northbound Exit Ramp
  - Add one additional lane to exit ramp.
  - Add one additional left-turn lane from I-75 northbound to US 301 eastbound.
  - Extend dual left- and right-turn storage lanes at the intersection.

- I-75 Southbound Entrance Ramp
  - Add one additional left-turn lane on US 301 at southbound entrance ramp with receiving lane.
- US 301 at 60th Avenue
  - Add one additional westbound through lane.
- US 301 at 51st Avenue
  - Add one additional westbound through lane.

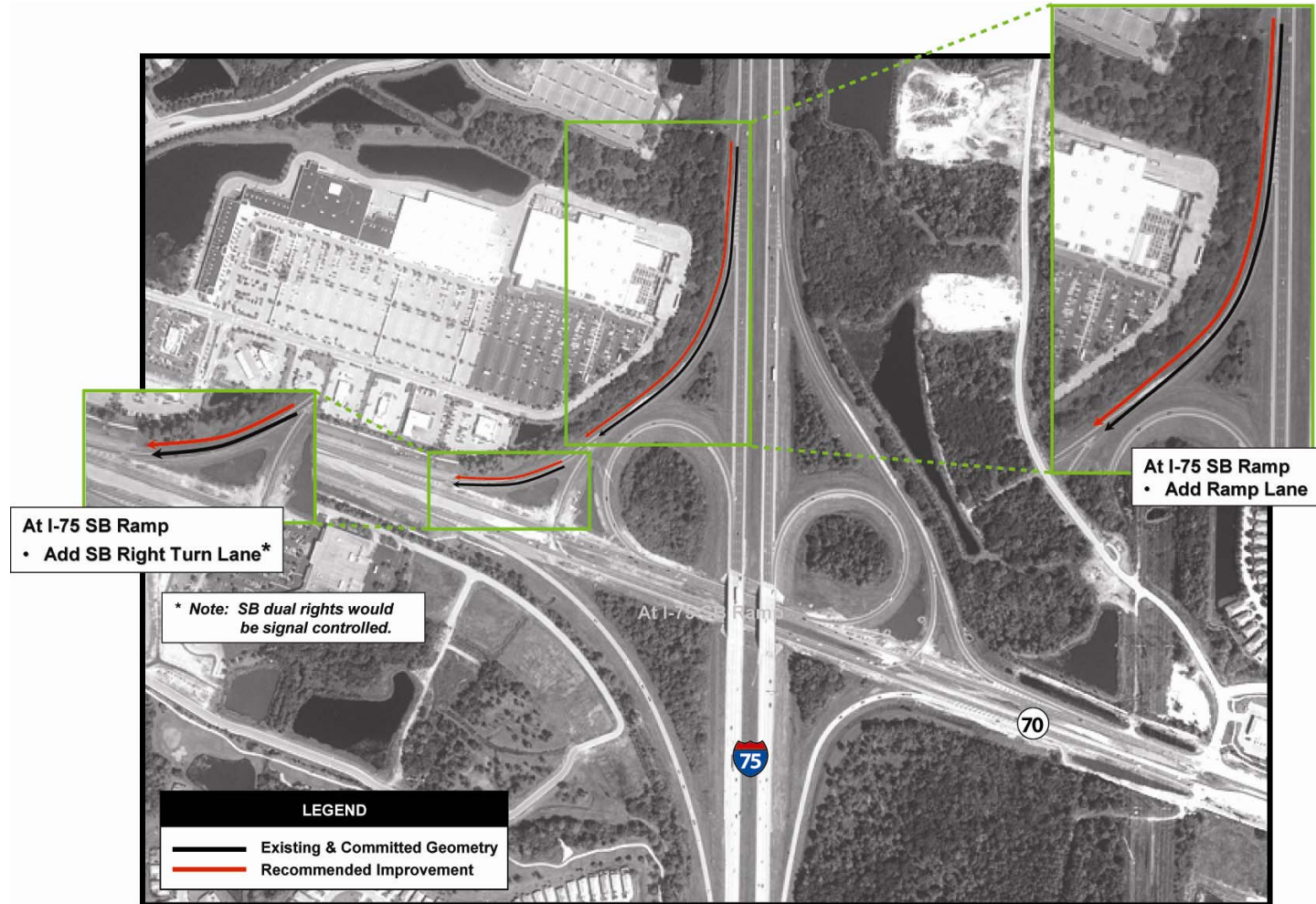
These priority interchange improvements were presented to the public at the Public Hearing held on November 18, 2008. Further information detailing the priority interchange improvements is included in Appendix A-3.



**FIGURE 2-30  
INTERIM TYPICAL SECTION**

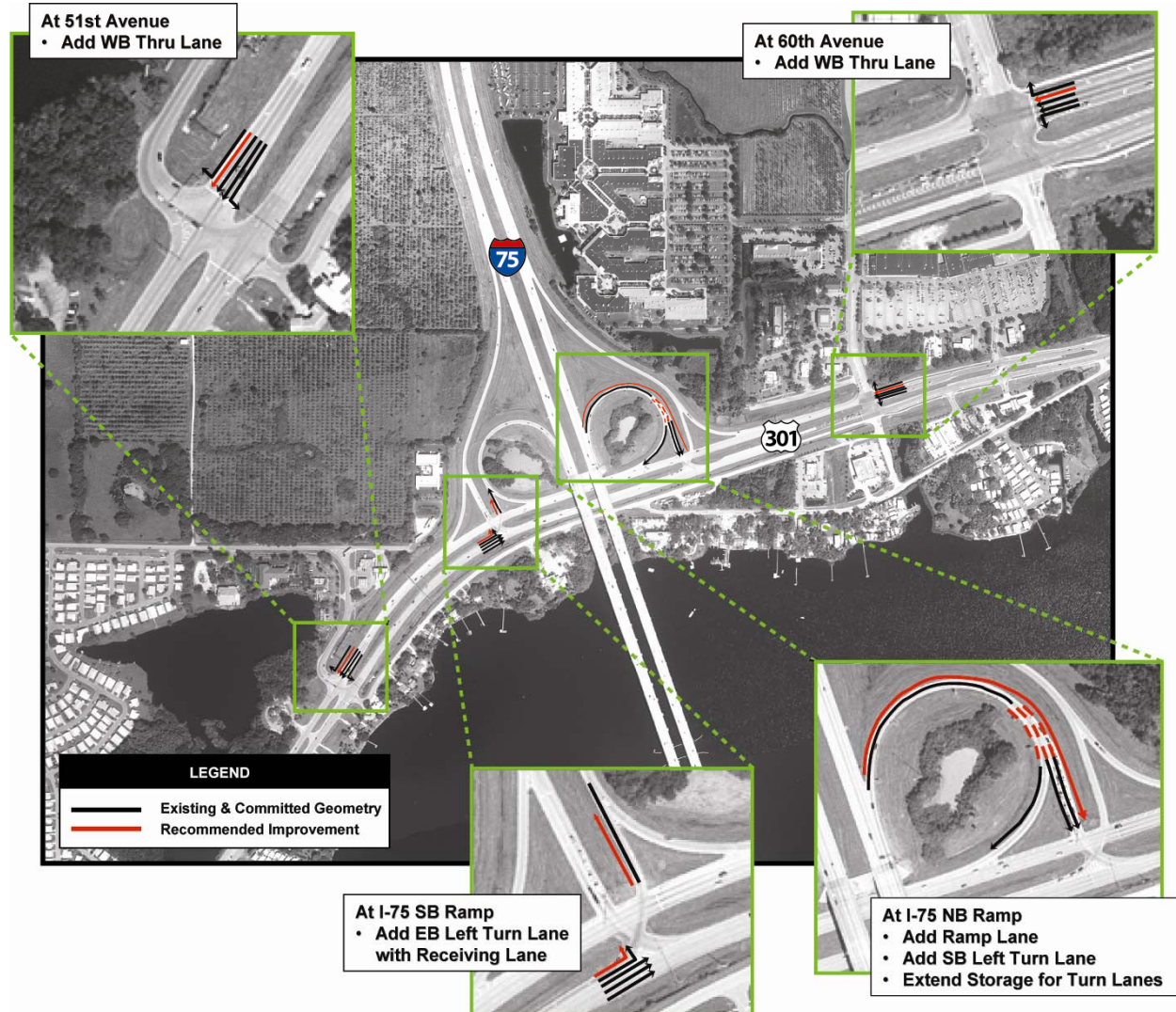


**FIGURE 2-31  
SR 70 PRIORITY INTERCHANGE  
INTERIM IMPROVEMENT**





**FIGURE 2-32  
US 301 PRIORITY INTERCHANGE  
INTERIM IMPROVEMENT**



# *Section 3.0*

## ***PREFERRED ALTERNATIVE***

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Section 3.0 describes in detail the components associated with the Preferred Alternative. The Preferred Alternative consists of the following improvements and is shown in Appendix A-1 and on the attached CD.

Segment 1:	Station 300+00 to 385+00	Mainline Segment
Segment 2:	Station 385+00 to 480+00	SR 70 Interchange - Diamond Interchange
Segment 3:	Station 480+00 to 570+00	Mainline Segment
Segment 4:	Station 570+00 to 633+00	SR 64 Interchange - Diamond Interchange
Segment 5:	Station 633+00 to 740+00	Mainline Segment
Segment 6:	Station 740+00 to 35+00	US 301 Interchange - Diamond Interchange
Segment 7:	Station 35+00 to 120+00	Mainline Segment
Segment 8:	Station 120+00 to 130+00	I-275 Interchange - Replace I-275 Flyovers
Segment 9:	Station 130+00 to 75+00	Moccasin Wallow Road Interchange - Diamond Interchange

### ***3.1 TYPICAL SECTION AND DESIGN CRITERIA***

#### ***3.1.1 ROADWAY***

For the ultimate typical section, the proposed improvements will provide for a ten-lane facility, as shown in **Figure 3-1**. These improvements will consist of two express lanes in each direction and three general use lanes in each direction. This section will provide for a 64-foot median (multi-modal envelope) with 12-foot inside shoulders (10 feet paved), two 12-foot express lanes, a 12-foot outside paved shoulder, and a double-faced concrete barrier to separate the express lanes from the general use lanes. The general use lanes are located adjacent to the express lanes and consist of a 12-foot inside paved shoulder, three 12-foot travel lanes, and a 12-foot outside paved shoulder with a barrier wall/retaining wall providing a 56-foot border width from the outside travel lane. An auxiliary lane adjacent to the general use lanes is needed from north of University Parkway to US 301. This reduces the border width in this area to 44 feet. The proposed design speed for both facilities (express lanes and general use lanes) is 70 mph. The roadway improvements will require minimal right-of-way acquisition, primarily at the interchanges, and right-of-way will be required for stormwater management facilities.



**Table 3-1** presents the roadway design criteria used in the development of the Preferred Alternative. The design criteria are based on design parameters outlined in the FDOT Plans Preparation Manual (January 2008) and *A Policy on FDOT Geometric Design of Highways and Streets*, AASHTO, 2004.

### **3.1.2 BRIDGES**

The proposed improvements will include either modification or replacement of every bridge structure within the study limits. The evaluation included reasonable attempts to utilize the existing bridges if it was found to provide an economic advantage. Detailed information is provided below.

#### **3.1.2.1 I-75 Grade Separations**

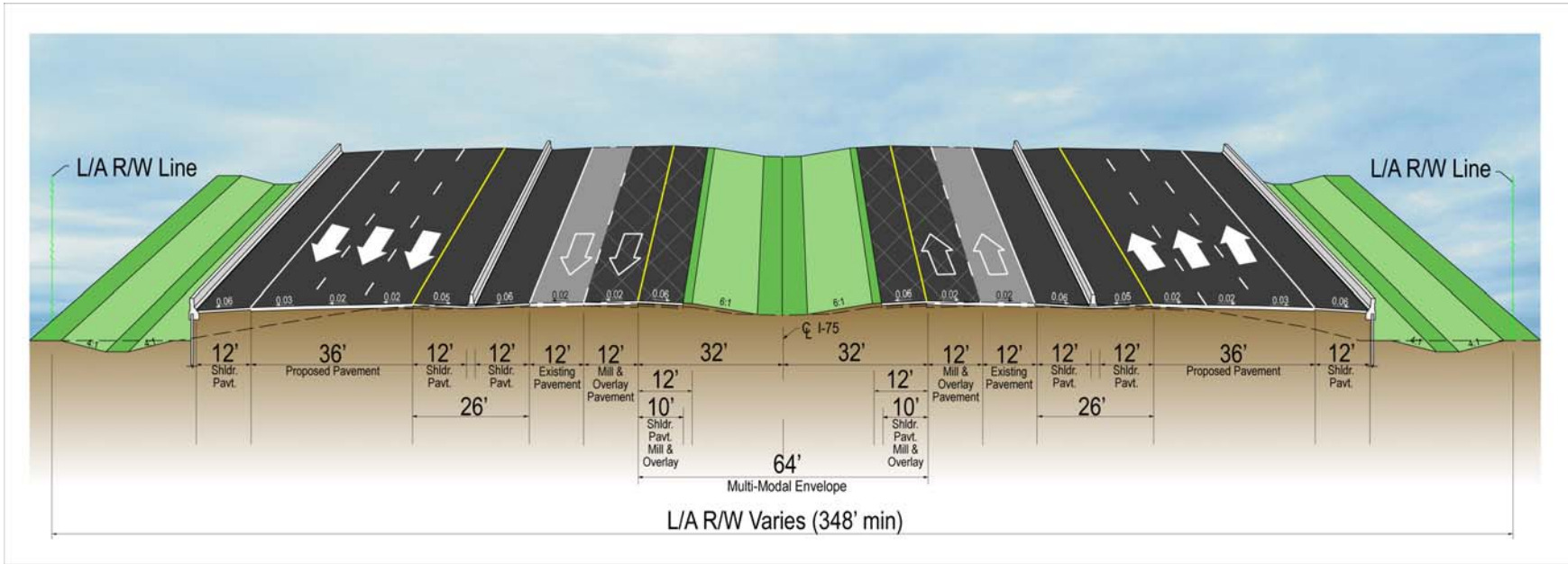
**I-75 over SR 70:** There is not sufficient width between the existing bridge piers to accommodate the proposed widening of SR 70 under I-75. Therefore, the existing bridges will be replaced.

**I-75 over SR 64:** There is not sufficient width between the existing bridge piers to accommodate the proposed widening of SR 64 under I-75. Therefore, the existing bridges will be replaced.

**I-75 over FP&L Railroad:** The proposed I-75 mainline alignments will be shifted off the existing alignment to accommodate slip ramps between the express lanes and the general use lanes north of the FP&L Railroad bridges. Additionally, the existing southbound bridge has the minimum required vertical clearance and the existing northbound bridge has substandard vertical clearance, which would preclude the significant widening that would be required on the low side of the typical section if the existing bridges were to be utilized. Therefore, the existing bridges will be replaced.

**I-75 over Moccasin Wallow Road:** There is sufficient width between the existing bridge piers to accommodate the proposed widening of Moccasin Wallow Road under I-75. Vertical clearance issues include the fact that the existing bridges have either the minimum required or substandard vertical clearance, widening of the existing bridges on the low side of the typical section would result in reduction in the vertical clearance, and the proposed widening in the median of Moccasin Wallow Road under I-75 would further reduce the vertical clearance. The vertical clearance issue can be resolved by constructing independent bridges for the general use lanes to avoid widening the existing bridges on the low side of the typical section. The resulting vertical clearance will be at least the 16.00-foot minimum required by AASHTO, and the deviation from the Plans Preparation Manual is addressed by a design variation (see Appendix E). Therefore, the existing bridges will be widened on the high side of the typical section as necessary for the express lanes and independent bridges will be constructed for the general use lanes.

**FIGURE 3-1  
ULTIMATE TYPICAL SECTION**



**NOTES:**

A 12-foot auxiliary lane both northbound and southbound on I-75 from north of University Parkway to US 301 is needed. This auxiliary lane will be constructed adjacent to the outside lane of the general use lanes.



**TABLE 3-1  
ROADWAY DESIGN CRITERIA FOR MAINLINE I-75**

<b>Design Element</b>	<b>Design Standard</b>	<b>Sources</b>
Functional Classification	Urban Principal Arterial - Interstate	FDOT Straight Line Diagrams
Design Speed		
Mainline	70 mph	PPM Vol.1, Table 1.9.2
Diamond Ramp	45 mph	
Loop Ramp	35 mph	
Maintenance of Traffic	<u>Desirable</u> - same as posted speed on roadway <u>Reduced</u> - Not less than 10 mph below posted speed on roadway	Design Standards Index 600
Median Width	26' (with barrier) 64' (without barrier)	PPM Vol.1, Table 2.2.1
Maximum Degree of Curve		
Mainline	3° 00'	PPM Vol. 1, Table 2.8.3
Diamond Ramp	10° 15'	
Loop Ramp	17° 45'	
Length of Horizontal Curve		
Desired	30(V) = 2,100'	PPM Vol.1, Table 2.8.2a
Minimum	15(V) = 1,050'	
Minimum Stopping Sight Distance		
Mainline	820'	PPM Vol.1, Table 2.7.1
Diamond Ramp	360'	
Loop Ramp	250'	
Maximum Lane Roll-Over		
Travel Lanes	0.04 (interim 8-lane)	PPM Vol. 1, Figure 2.1.1
Roadway Terminals	0.05	PPM Vol. 1, Table 2.1.4
Maximum Shoulder Roll-Over	0.07	PPM Vol. 1, Figure 2.3.1
Superelevation Transition		
Tangent	80% desirable, 50% minimum	PPM Vol. 1, p. 2-19
Curve	20% desirable, 50% minimum	
Maximum Superelevation	0.10	PPM Vol. 1, p. 2-19
Entrance Ramp Taper Length	1,200'	Design Standards Index 525
Exit Ramp Taper Angle	4°	Design Standards Index 525
Maximum Profile Grade		
Mainline	3%	PPM Vol. 1, Table 2.6.1
Diamond Ramp	3% (desirable), 5% (maximum)	
Loop Ramp	4% (desirable), 6% (maximum)	
Maximum Change in Grade w/o V.C.	0.2%	PPM Vol. 1, Table 2.6.2
Crest Vertical Curve		
Mainline	K = 506	PPM Vol. 1, Table 2.8.5
Diamond Ramp	K = 98	
Loop Ramp	K = 47	
Sag Vertical Curve		
Mainline	K = 206	PPM Vol. 1, Table 2.8.6
Diamond Ramp	K = 79	
Loop Ramp	K = 49	

**TABLE 3-1 (CONTINUED)  
ROADWAY DESIGN CRITERIA FOR MAINLINE I-75**

<b>Design Element</b>	<b>Design Standard</b>	<b>Sources</b>
Minimum Vertical Curve Length Crest Sag	1,800' within interchanges 1,000' between interchanges 800'	PPM Vol. 1, Tables 2.8.5 and 2.8.6
Minimum Vertical Clearance	16'-6" over roadway 23'-6" over railroad	PPM Vol.1, Table 2.10.1
Lane Widths		PPM Vol. 1, Tables 2.1.1 and 2.1.3
Mainline	12'	
One-Lane Ramps	15'	
Two-Lane Ramps	24'	PPM Vol. 1, Table 2.3.1
Inside Shoulder Width		
Mainline	12' full / 10' paved 12' paved against barrier	
Two-Lane Barrier Separated HOV	10' full / 6' paved	
One-Lane Ramps	6' full / 2' paved	
Two-Lane Ramps	8' full / 4' paved	
Outside Shoulder Width		PPM Vol. 1, Table 2.3.1
Mainline	12' full / 10' paved 12' paved against barrier	
Two-Lane Barrier Separated HOV	10' full / 6' paved	
One-Lane Ramps	6' full / 4' paved	
Two-Lane Ramps	12' full / 10' paved	
Cross Slopes		
Mainline	0.02 to 0.03	PPM Vol. 1, Figure 2.1.1
Inside Shoulder	0.05 to 0.06	Table 2.3.1
Outside Shoulder	0.06	
Horizontal Clearance		PPM Vol. 1, Table 2.11.10
Mainline	36'	
Auxiliary Lane	24'	
One-Lane Ramps	14' diamond / 10' loop	
Two-Lane Ramps	24' diamond / 18' loop	
Border Width	94' from edge of pavement	PPM Vol. 1, Table 2.5.1

### 3.1.2.2 Water Crossings

**I-75 over Salt Marsh:** The existing southbound bridge over the Salt Marsh has sufficient vertical clearance to accommodate the required widening on the low side of the typical section. In the northbound direction, the proposed I-75 alignment will be shifted off the existing alignment to provide adequate sight distance in the horizontal curves. Therefore, the southbound bridge will be widened and the northbound bridge will be replaced.



**I-75 over Frog Creek:** The existing I-75 southbound and northbound bridges over Frog Creek have sufficient vertical clearance to accommodate the proposed widening on the low side of the typical section. The proposed Connector “A” (northbound I-75 to westbound I-275 ramp) will be shifted completely off the existing alignment to accommodate the widened four-roadway typical section on I-75. Therefore, the I-75 southbound and northbound bridges will be widened and the Connector “A” bridge will be replaced.

### **3.1.2.3 River Crossings**

**I-75 over Braden River:** The existing southbound bridge over the Braden River has sufficient vertical clearance to accommodate the required widening on the low side of the typical section. In the northbound direction, the proposed I-75 general use lanes alignment will be shifted off the existing alignment to accommodate a slip ramp between the express lanes and the general use lanes north of the bridge. Therefore, the southbound bridge will be widened and the northbound bridge will be replaced.

**I-75 over Manatee River:** The existing bridges have sufficient vertical clearance over the Manatee River navigation channel for the existing condition, but can not accommodate a widening that would include additional through lanes and ramp lanes on the low side of the typical section. Therefore, the proposed express lanes will utilize the existing bridges and independent bridges will be constructed for the general use lanes and the ramps on the south side of the I-75/US 301 interchange.

The I-75 bridge over the Manatee River also crosses US 301. At US 301 there is sufficient width between the existing bridge piers to accommodate the proposed widening of US 301 under I-75. Vertical clearance issues include the fact that the existing bridges have substandard vertical clearance and the proposed widening in the median of US 301 under I-75 will further reduce the vertical clearances. With the general use lanes and ramps constructed on independent bridges as described above, there will be no effect of low side widening on the vertical clearance. The resulting vertical clearances will be at least the 16.00-foot minimum required by AASHTO, and the deviation from the Plans Preparation Manual is addressed by a design variation (see Appendix E).

### **3.1.2.4 Bridges over I-75**

**Linger Lodge Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Linger Lodge Road bridge. Additionally, the vertical clearances, which are currently substandard, would be reduced further by the construction of the inside lanes of the express roadways. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Kay Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Kay Road bridge. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Mendoza Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Mendoza Road bridge. Additionally, the vertical clearances, which are currently substandard, would be reduced further by the construction of the inside lanes of the express roadways. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Erie Road:** The proposed improvements to I-75 will conflict with the piers and abutments of the existing Erie Road Bridge. Additionally, the vertical clearances, which are currently substandard, would be reduced further by the construction of the inside lanes of the express roadways. Therefore, the existing bridge will be replaced on an offset alignment to the north of the existing bridge. The proposed offset alignment will facilitate the maintenance of traffic during construction.

**Connector “A” (Northbound I-75 to Westbound I-275 Ramp):** The proposed alignment of Connector “A” will be shifted completely off the existing alignment to accommodate the I-75 proposed four-roadway system. Therefore, the bridge will be replaced.

**Connector “D” (Eastbound I-275 to Northbound I-75 Ramp):** The proposed alignment of Connector “D” will be shifted completely off the existing alignment to accommodate the I-75 proposed four-roadway system. Therefore, the bridge will be replaced.

### **3.2 PEDESTRIAN AND BICYCLE FACILITIES**

In accordance with the FDOT’s Plans Preparation Manual, bicycle and pedestrian facilities shall not be provided on FIHS limited access roadways. However, where existing routes for bicyclist and pedestrians are present along the cross streets, they shall be maintained.

### **3.3 HORIZONTAL AND VERTICAL ALIGNMENT**

Appendix A-1 includes ultimate concept plans illustrating the Preferred Alternative and anticipated right-of-way needs. Mainline right-of-way impacts for slip ramps and sight distance are identified in **Table 3-2** for both northbound and southbound.



**TABLE 3-2  
MAINLINE RIGHT-OF-WAY IMPACTS**

<b>Northbound</b>	
<b>Station From</b>	<b>Station To</b>
305+00	384+00
429+00	455+00
726+00	797+00

<b>Southbound</b>	
<b>Station From</b>	<b>Station To</b>
359+00	379+00
742+00	797+00

Northbound slip ramps are at the following locations:

- North of University Parkway at Station 320+00 from the general use lanes to the express lanes.
- North of SR 70 at Station 500+00 from the express lanes to the general use lanes.
- North of US 301 at Station 90+00 from the general use lanes to the express lanes.

Southbound slip ramps are at the following locations:

- South of SR 70 at Station 373+00 from the express lanes to the general use lanes.
- South of SR 64 at Station 505+00 from the general use lanes to the express lanes.
- South of I-275 at Station 105+00 from the express lanes to the general use lanes.

Alignment shifts for sight distance occur along the mainline from Station 630+00 to Station 745+00. This alignment shift will require replacing the northbound bridge over the salt marsh.

For this project, some of the existing geometry will be utilized as a cost savings measure. Therefore, design variations are required for vertical clearance and border width. This variation package is in Appendix E and described below.

Within the project corridor, there are two existing crest vertical curves with deficient length that will be adjusted during the milling and resurfacing of the existing pavement to meet the minimum length of curve of 1,000 feet at Stations 321+02.5 (existing length of 940 feet) and 449+50 (existing length of 900 feet).

To achieve a minimum length of horizontal curve equal to 15 times the design speed (70 mph), an existing curve in the northbound lanes at Station 139+32.69 (milepost 13.887) will require modifications consisting of minor widening of the pavement.

### **Vertical Clearance**

The existing bridges carrying I-75 over US 301 and Moccasin Wallow Road will remain and not be reconstructed. When the cross streets are widened in the median for additional through lanes or turn lanes, the vertical clearances may be reduced by 0.24 feet, which will result in vertical clearances less than 16.50 feet, but greater than the 16.00 feet recommended by AASHTO.

### **Border Width**

The variation in Appendix E justifies allowing the remaining border within the existing right-of-way, following construction, remain instead of purchasing right-of-way to satisfy the Plans Preparation Manual criteria of 94 feet. The remaining border width will be 44 feet from north of University Parkway to US 301 and 56 feet from US 301 to north of Moccasin Wallow Road.

## **3.4 DRAINAGE**

### **3.4.1 LOCATION HYDRAULICS**

Along the corridor, the roadway passes through 10 major drainage basins as defined by the Southwest Florida Water Management District (SWFWMD). In general, surface drainage in the right-of-way of I-75 from University Parkway north to the Braden River (south of the SR 70 interchange) flows from west to east through a series of cross drains. The drainage is routed to wetland areas surrounding Cooper Creek (located south of the beginning point of this study), which flows to the Braden River; the Braden River flows into the Manatee River and, ultimately, the Gulf of Mexico. Drainage from the portion of the project corridor bounded by the SR 70 interchange on the south and a point approximately 1,000 feet south of the Manatee River on the north, generally flows to the west, toward Ward Lake and the Braden River. Surface drainage immediately south of the Manatee River (referred to as the Salt Marsh area) generally flows to the east and reaches the Manatee River, following surface topography. On the north side of the Manatee River and south of Frog Creek, surface water flow generally is to the east, where it reaches Buffalo Creek that flows into Frog Creek, which eventually flows west into Terra Ceia Bay, adjacent to the Gulf of Mexico. Surface flow north of Frog Creek to the project limit at Moccasin Wallow Road flows generally to the west, toward Terra Ceia Bay.

The only stormwater management ponds within the project corridor are located within the infield portions of the interchange located at I-275. Storage for larger rainfall events can be provided within the infield portions of the interchanges for SR 70 and SR 64 where topographic low areas are located, but none of these areas are designated as either wet or dry retention/detention ponds.



Numerous stormwater management ponds constructed for commercial and residential developments exist outside of the I-75 right-of-way, especially south of the Manatee River, but these ponds have no relationship with the FDOT right-of-way and there is no drainage from these ponds into the project area.

The cross drains vary in size from 18-inch to 36-inch diameter reinforced concrete pipes (RCPs) and concrete box culverts of varying sizes up to 6-foot by 6-foot. Some of the cross drains are constructed of two pipe sections joined at inlets placed within the highway median. During field inspections, it was discovered that some of these structures were partially damaged, overgrown with weeds and grass, or appeared to be undersized to handle the expected flows. There are two major crossings of waterways within the project limits that are not performed by actual bridges: a double 6-foot by 6-foot box culvert crossing at Williams Creek (south of SR 64, north of SR 70) and an 18-inch diameter RCP crossing adjacent to the bridge located at Frog Creek (south of the I-75/I-275 interchange).

To construct the additional traffic lanes, it is likely that significant filling in the median will be necessary, significantly reducing or eliminating any possible stormwater management within the median. Also, existing structures currently located in the median, such as inlets, ditch blocks, and culverts, will likely be impacted during the construction activities. These structures will require replacement or significant modifications such as culvert extensions to correspond to the new roadway sections and clear zone requirements. In many cases, it is likely that the existing structures could be extended without significant impacts to headwater elevations or negative effects to emergency services and evacuation. SWFWMD design criteria require that the proposed headwater at modified structures should not rise more than 0.1 feet over the existing condition for the 50-year design storm event. Since the final ultimate section and alignment of the project have not yet been determined, the actual lengths of cross drain extensions have not been established. However, since the proposed improvements are scheduled to take place within the existing FDOT right-of-way, the length of the cross drain extensions (which will vary) are likely to not exceed 60 feet, which is the average distance between the existing terminations of most cross drains and the existing right-of-way lines.

### **3.4.2 FLOODPLAIN ENCROACHMENT AND COMPENSATION**

The proposed improvements to I-75 will mainly be completed within the existing right-of-way; however, new right-of-way will be acquired at a few locations along the alignment to accommodate the expanded roadway. Additionally, construction of the additional travel lanes and appurtenances described on the ultimate section for the proposed roadway will require extensive re-working and filling of the existing median area. This alteration within the median will encroach on established FEMA flood zones classified as Zone AE (Base Flood Elevation (BFE) determined) or Regulatory Floodways in four locations. The proposed floodplain encroachments for the expanded roadway and the proposed stormwater management ponds are summarized in **Table 3-3**.

**TABLE 3-3  
SUMMARY OF FLOODPLAIN ENCROACHMENTS  
BY EXPANDED ROADWAY AND STORMWATER MANAGEMENT PONDS**

Sub-Basin	Location	Type	Floodplain Encroachment (square feet)	Floodplain Encroachment (acres)	FEMA Flood Zone Classification
B	Braden River	SB road	6,480	0.15	Reg. floodway
B	Braden River	NB road	42,630	0.98	Reg. floodway
N	Cypress Strand	SB road	13,200	0.30	Reg. floodway
Q	Cypress Strand	SB road	170,000	3.90	Reg. floodway - Tidal <sup>1</sup>
Q	Cypress Strand	NB road	170,000	3.90	Reg. floodway - Tidal <sup>1</sup>
Q	Cypress Strand	Pond Q	255,000	5.85	Reg. floodway - Tidal <sup>1</sup>
R	Manatee River	SB road	152,500	3.50	Reg. floodway - Tidal <sup>1</sup>
R	Manatee River	NB road	152,500	3.50	Reg. floodway - Tidal <sup>1</sup>
S	Manatee River	SB road	106,000	2.43	Reg. floodway - Tidal <sup>1</sup>
S	Manatee River	NB road	106,000	2.43	Reg. floodway - Tidal <sup>1</sup>
S	Manatee River	Pond S+T	704,086	16.16	Reg. floodway - Tidal <sup>1</sup>
CC	Frog Creek	SB ramp	3,400	0.08	Reg. floodway

<sup>1</sup> The Cypress Strand (north of SR 64) and Manatee River floodplains are tidally-influenced.

<sup>2</sup> Stormwater from Sub-basins R, S, and T combined are managed in Pond R+S+T.

Floodplain encroachments within tidally-influenced floodplains generally do not require floodplain compensation. The encroachments for the locations that are not within tidally-influenced floodplains (encroachments in sub-basins B, N, and CC) involve expansion of the roadway pavement, a portion of which extends into floodplains. Seasonal high water elevations have not been determined for the project area, so only the areas of encroachment have been estimated. Compensation for the floodplain impacts in the non-tidally-influenced floodways will be provided at the following locations:

- Sub-Basin B impacts: Will be compensated in Ponds A, B and C
- Sub-Basin N impacts: Will be compensated in Ponds O-1 and O-2
- Sub-Basin CC impacts: Will be compensated in Pond CC-2

### 3.4.3 POND SITING

Along the corridor, the roadway passes through nine major drainage basins as defined by SWFWMD. One of those basins, the Braden River basin, is the subject of a current SWFWMD watershed management program project (The Braden River Watershed Management Plan). The SWFWMD drainage basins within the project area are summarized in **Table 3-4** and presented graphically in **Figure 3-2**.



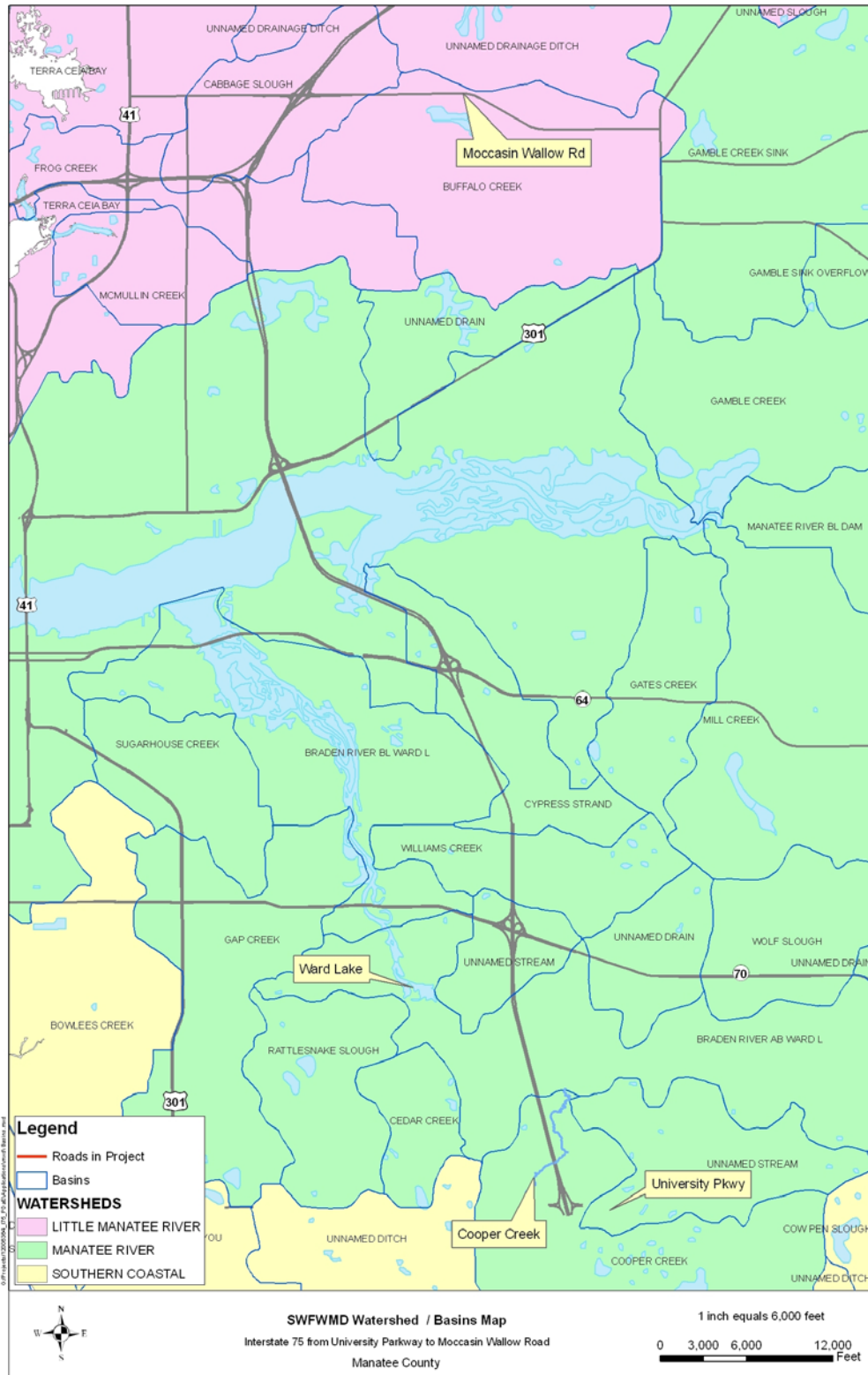
**TABLE 3-4  
SUMMARY OF SWFWMD DRAINAGE BASINS**

Basin	From Station	To Station	Outfall
Braden River above Ward Lake	300+00	374+00	Braden River
Unnamed Stream	374+00	438+75	Braden River
Williams Creek	438+75	485+75	Williams Creek
Cypress Strand	485+75	516+65	Cypress Strand
Braden River below Ward Lake	516+65	546+30	Braden River
Cypress Strand	546+30	669+50	Cypress Strand
Manatee River below Dam	669+50	125+00	Manatee River
McMullin Creek	125+00	133+80	McMullin Creek
Frog Creek	133+80	93+20	Frog Creek
Cabbage Slough	93+20	70+00	Cabbage Slough

Only portions of the SWFWMD drainage basins actually contribute stormwater runoff to the study area. Therefore, the nine listed basins were further sub-divided based upon the existing roadway profile, topography and existing outfalls, into 33 sub-basins (sub-basins A through Z and AA through FF) for the determination of appropriate locations for stormwater management ponds. The sub-basin drainage areas include the area within the right-of-way for the given length of the individual sub-basins. The project-specific sub-basins are summarized in **Table 3-5**.

In general, surface drainage in the right-of-way of I-75 from north of University Parkway north to the Braden River (south of SR 70 interchange) flows from west to east through a series of cross drains. The drainage is routed to wetland areas surrounding Cooper Creek (outside of the project area), which flows to the Braden River; the Braden River flows into the Manatee River and, ultimately, the Gulf of Mexico. Drainage from the portion of the study corridor bounded by the SR 70 interchange on the south and a point approximately 1,000 feet south of the Manatee River on the north generally flows to the west, toward Ward Lake and the Braden River. Surface drainage immediately south of the Manatee River (referred to as the Salt Marsh area) generally flows to the east and reaches the Manatee River, following surface topography. On the north side of the Manatee River and south of Frog Creek, surface water flow generally is to the east, where it reaches Buffalo Creek that flows into Frog Creek, which eventually flows west into Terra Ceia Bay, adjacent to the Gulf of Mexico. Surface flow north of Frog Creek to the study limit at Moccasin Wallow Road flows generally to the west, toward Terra Ceia Bay.

**FIGURE 3-2  
SWFWMD WATERSHED/BASINS MAP**





**TABLE 3-5  
SUMMARY OF DRAINAGE SUB-BASINS**

<b>Sub-Basin</b>	<b>From Station</b>	<b>To Station</b>	<b>SWFWMD Basin</b>	<b>Drainage Area (acres)</b>
A	300+00	312+50	Braden River above Ward Lake	9.94
B	312+50	321+50	Braden River above Ward Lake	7.16
C	321+50	333+00	Braden River above Ward Lake	14.56
D	333+00	360+00	Braden River above Ward Lake	25.33
E	360+00	374+00	Braden River above Ward Lake	9.86
F	374+00	399+50	Unnamed Stream	20.22
G	399+50	418+00	Unnamed Stream	46.95
H	418+00	427+00	Unnamed Stream	45.70
I	427+00	438+70	Unnamed Stream	13.19
J	438+70	472+00	Williams Creek	26.12
K	472+00	486+00	Williams Creek	11.00
L	486+00	517+00	Cypress Strand	28.74
M	517+00	546+00	Braden River below Ward Lake	29.39
N	546+00	573+00	Cypress Strand	24.10
O	573+00	608+00	Cypress Strand	65.43
P	608+00	630+00	Cypress Strand	63.52
Q	630+00	662+40	Cypress Strand	34.57
R	662+40	699+30	Manatee River below Dam	39.92
S	699+30	730+00	Manatee River below Dam	30.92
T	730+00	763+40	Manatee River below Dam	35.28
BRIDGE	763+40	795+68	Manatee River below Dam	8.95
U	795+68	801+67	Manatee River below Dam	31.37
V	801+67	24+33	Manatee River below Dam	50.37
W	24+33	50+30	Manatee River below Dam	28.62
X	50+30	84+50	Manatee River below Dam	34.46
Y	84+50	125+25	Manatee River below Dam	55.31
Z	125+25	133+80	McMullin Creek	10.57
AA	133+80	151+80	Frog Creek	22.90
BB	151+80	71+50	Frog Creek	25.48
CC	71+50	93+00	Cabbage Slough	105.24
DD	93+00	103+00	Cabbage Slough	31.57
EE	103+00	35+00	Cabbage Slough	86.23
FF	35+00	75+00	Cabbage Slough	69.42

The treatment and attenuation volume dictates the surface area requirements of stormwater management ponds necessary to meet permit conditions. Additional factors including maintenance berms, side slopes, freeboard, etc., are all considered in the sizing of the potential pond and the determination of appropriate sites. The pond size estimates include side slopes of 1:4 (vertical:horizontal) and a 20-foot-wide maintenance berm. The drainage requirements for each sub-basin are summarized in **Table 3-6** and the pond sites and calculated pond sizes for each sub-basin are summarized in **Table 3-7**.

**TABLE 3-6  
SUMMARY OF DRAINAGE REQUIREMENTS**

Sub-Basin	From Station	To Station	Sub-Basin Area (ac)	Existing Conditions		Preferred Alternative			
				Total Area (f)	Imperv Area (sf)	Total Area (sf)	Imperv Area (sf)	Calculated Pond Size (sf)	Calculated Pond Plus Safety Factor
A	300+00	312+50	9.94	433,024.82	142,372.20	484,343.34	300,000.00	55,411	105,281
B	312+50	321+50	7.16	312,058.72	104,683.10	383,939.82	216,000.00	52,058	98,910
C	321+50	333+00	14.56	634,423.68	169,822.60	844,344.28	318,524.70	95,002	180,504
D	333+00	360+00	25.33	1,103,539.46	353,290.08	1,257,748.15	694,178.38	112,499	213,748
E	360+00	374+00	9.86	429,354.49	151,346.60	680,007.67	389,578.67	103,972	197,546
F	374+00	399+50	20.22	880,914.05	307,006.79	989,110.29	633,948.47	95,365	181,193
G	399+50	418+00	46.95	2,044,982.81	572,611.03	2,044,982.81	1,104,008.50	123,906	235,421
H	418+00	427+00	45.70	1,990,497.44	420,110.85	1,990,497.44	737,381.42	106,162	201,707
I	427+00	438+70	13.19	574,418.00	180,916.30	574,418.00	354,753.85	49,887	94,785
J	438+70	472+00	26.12	1,137,611.16	401,536.17	1,137,611.16	835,727.59	89,199	169,479
K	472+00	486+00	11.00	478,953.33	163,423.86	478,953.33	335,981.86	46,481	88,315
L	486+00	517+00	28.74	1,252,119.05	374,519.40	1,252,119.05	948,511.86	103,461	196,577
M	517+00	546+00	29.39	1,280,239.72	344,620.35	1,280,239.72	771,880.62	93,045	176,786
N	546+00	573+00	24.10	1,049,838.38	320,516.52	1,049,838.38	707,395.33	82,774	157,270
O	573+00	608+00	65.43	2,850,047.83	915,026.84	2,850,047.83	1,283,506.04	135,455	257,364
P	608+00	630+00	63.52	2,767,062.36	819,016.81	2,767,062.36	1,025,663.46	120,995	229,890
Q	630+00	662+40	34.57	1,505,749.56	405,766.53	1,685,805.62	804,254.80	133,818	254,254
R	662+40	699+30	39.92	1,738,936.07	478,782.89	1,738,936.07	920,782.56	108,079	205,350
S	699+30	730+00	30.92	1,346,769.94	351,949.44	1,370,174.34	757,672.11	98,225	186,627
T	730+00	763+40	35.28	1,536,759.86	402,136.39	1,811,381.00	912,147.03	161,297	306,464
BRIDGE	763+40	795+68	8.95	390,025.80	390,025.80	1,071,070.36	1,071,070.36	126,477	240,307
U	795+68	801+67	31.37	1,366,448.37	486,593.75	2,576,649.86	1,293,215.53	351,052	666,999
V	801+67	24+33	50.37	2,193,911.67	1,008,886.34	2,193,911.67	958,826.47	87,943	167,092
W	24+33	50+30	28.62	1,246,710.89	338,447.17	1,246,710.89	602,867.64	79,252	150,579
X	50+30	84+50	34.46	1,501,273.79	462,597.93	1,501,273.79	812,183.38	93,805	178,229
Y	84+50	125+25	55.31	2,409,194.25	502,791.12	2,409,194.25	1,072,329.91	137,406	261,072
Z	125+25	133+80	10.57	460,531.32	112,088.34	460,531.32	224,804.26	40,486	76,923
AA	133+80	151+80	22.90	997,649.84	279,560.25	997,649.84	491,888.57	67,143	127,571
BB	151+80	71+50	25.48	1,109,994.02	340,301.02	1,109,994.02	569,091.11	72,081	136,955
CC	71+50	93+00	105.24	4,584,444.28	891,271.01	4,584,444.28	1,100,008.75	173,713	330,055
DD	93+00	103+00	31.57	1,375,245.22	188,772.54	1,375,245.22	309,338.23	71,790	136,401
EE	103+00	35+00	86.23	3,756,233.46	1,002,979.27	3,756,233.46	1,833,131.32	194,768	370,059
FF	35+00	75+00	69.42	3,023,823.54	752,398.14	3,023,823.54	1,219,352.89	147,731	280,688



**TABLE 3-7  
SUMMARY OF STORMWATER MANAGEMENT POND SITES AND SIZES**

Sub-Basin	From Station	To Station	Design Pond Name	Design Pond Size (sf)	Design Pond Size (ac)	Design Pond Comments
A	300+00	312+50	POND A	106,313	2.44	
			POND A ALT	109,579	2.52	Pond partially in power line easement
B	312+50	321+50	POND B	99,000	2.27	
			POND B ALT	99,041	2.27	Combine POND B ALT with POND C ALT
C	321+50	333+00	POND C	188,321	4.32	
			POND C ALT	193,852	4.45	Combine POND B ALT with POND C ALT
D	333+00	360+00	POND D	214,200	4.92	
			POND D ALT	214,200	4.92	
E	360+00	374+00	POND E	198,025	4.55	
			POND E ALT	198,025	4.55	
F	374+00	399+50	POND F	218,611	5.02	
			POND F ALT	202,500	4.65	
G	399+50	418+00	POND G-1	196,083	4.50	1. Ponds in infield of interchange ramps; need both to accommodate drainage
			POND G-3	71,971	1.65	2. Combined total size = 222,500+133,500 = 356,000 sf (8.17 ac)
			POND G ALT	268,570	6.17	
H	418+00	427+00	POND H-1	88,797	2.04	1. Ponds in infield of interchange ramps; need both to accommodate drainage
			POND H-2	114,010	2.62	2. Combined total size = 266,524+438,000 = 704,524 sf (16.17 ac)
I	427+00	438+70	POND I	130,800	3.00	
			POND I ALT	208,907	4.80	
J	438+70	472+00	POND J+K	258,064	5.92	
K	472+00	486+00	POND J+K-1 ALT	172,727	3.97	Alternate pond sites - combined capacity accommodates Sub-Basins J and K
			POND J+K-2 ALT	85,517	1.96	
L	486+00	517+00	POND L	199,290	4.58	
			POND L ALT	197,500	4.53	
M	517+00	546+00	POND M	183,779	4.22	
			POND M ALT	196,686	4.52	
N	546+00	573+00	POND N	172,472	3.96	
			POND N ALT	177,406	4.07	
O	573+00	608+00	POND O-1	155,189	3.56	1. Ponds in infield of interchange ramps; need both to accommodate drainage
			POND O-2	103,027	2.37	2. Combined total size = 149,400+100,600 = 250,000 sf (5.74 ac)
P	608+00	630+00	POND P-1	115,239	2.65	1. Ponds in infield of interchange ramps; need both to accommodate drainage
			POND P-2	115,419	2.65	2. Combined total size = 290,000+601,800 = 891,800 sf (20.47 ac)

**TABLE 3-7 (CONTINUED)  
SUMMARY OF STORMWATER MANAGEMENT POND SITES AND SIZES**

Sub-Basin	From Station	To Station	Design Pond Name	Design Pond Size (sf)	Design Pond Size (ac)	Design Pond Comments
Q	630+00	662+40	POND Q	255,000	5.85	
			POND Q ALT	255,000	5.85	
R	662+40	699+30	POND R ALT	207,608	4.77	
S	699+30	730+00	POND R+S+T	704,086	16.16	Pond accommodates combined drainage of Sub-Basins R, S, and T (16.03 ac required)
			POND S+T ALT	332,074	7.62	
T	730+00	763+40	POND T ALT	161,823	3.71	Combined required Sub-Basin S+T = 11.32 ac
BRIDGE	763+40	795+68				
U	795+68	801+67	POND U-1	77,717	1.78	1. Ponds in infield of interchange and between US 301 and river 2. Combined volume of all four ponds needed to accommodate combined drainage requirements of three Subbasins = 24.66 ac 3. Combined volume of four ponds = 25.78 ac
V	801+67	24+33	POND V-1	411,448	9.45	
			POND V-2	401,103	9.21	
			POND V-3	232,788	5.34	
W	24+33	50+30	POND W	152,750	3.51	
			POND W ALT	155,000	3.56	
X	50+30	84+50	POND X	178,000	4.09	
			POND X ALT	182,062	4.18	
Y	84+50	125+25	POND Y-1	180,000	4.13	
			POND Y-2	31,845	0.73	
			POND Y ALT	276,294	6.34	
Z	125+25	133+80	POND Z	60,000	1.38	
			POND Z ALT	88,781	2.04	
AA	133+80	151+80	POND AA	132,063	3.03	Combine with Pond BB-1; total area = 5.40 ac
			POND AA ALT <sup>1</sup>	129,614	2.98	
BB	151+80	71+50	POND BB-1	103,165	2.37	Combine with Pond AA; total area = 5.40 ac
			POND BB-2	39,933	0.92	
			POND BB ALT	126,104	2.89	
CC	71+50	93+00	POND CC-1	895,722	20.56	Pond CC-1 is entire pond area across Sub-Basins CC and DD, within interchange
			POND CC-2	121,166	2.78	
DD	93+00	103+00	POND DD	895,722	20.56	Pond CC-1 is entire pond area across Sub-Basins CC and DD, within interchange
EE	103+00	35+00	POND EE	415,519	9.54	
			POND EE ALT	305,061	7.00	Irregular shape
FF	35+00	75+00	POND FF	338,675	7.77	
			POND FF ALT	283,627	6.51	

Notes: Calculated ponds are based upon preferred design alternative.

<sup>1</sup>Based on the Cultural Resource Assessment Survey and coordination with SHPO and FHWA, Pond AA Alt. has been eliminated from the project.



Due to the major changes proposed for the existing roadway, the required water quality treatment volume was determined for each basin following SWFWMD guidelines, using the total proposed drainage area (extending to the right-of-way) for each sub-basin and applying one inch of rainfall over this area. The individual stormwater management ponds were sized based upon the ultimate roadway section as previously discussed. Curve numbers were developed for each sub-basin based upon percentages of pervious and impervious areas, soil types within the sub-basin, and land cover in the pervious areas. Then, the required attenuation volume was estimated by using a Pre-Development versus Post-Development runoff volume approach and the calculated curve numbers. The total runoff volume was computed using the NRCS Method for a 25-year frequency, 24-hour duration storm event, which, for Manatee County, has been established as 8.5 inches of rainfall. The treatment depth for all ponds was assumed to be 12 inches (1 foot) and the storage depth for all ponds was assumed to be 18 inches (1.5 feet). The required treatment and attenuation volumes for the Preferred Alternative are summarized in **Table 3-8**.

### **3.5 DESIGN TRAFFIC VOLUMES**

#### **3.5.1 OVERVIEW**

The future year traffic analyses were conducted for the I-75 mainline freeway segments, the ramp merge/diverge areas, the ramp terminal intersections, and other intersections that are within one-half mile from the interchange. Future conditions operational analysis was performed using the same methods that were used in the existing conditions. Freeway segments and ramp merge/diverge areas were analyzed using the Highway Capacity Software (HCS+). Intersections were analyzed using Synchro (Version 7.0) software but delay and level of service (LOS) reported out of Synchro were based on Highway Capacity Manual (HCM) methods. Capacity analysis spreadsheets were used for ramp merge/diverge areas resulting in lane additions and lane drops as described in HCM 2000. This analysis was conducted for a.m. and p.m. peak hours for each alternative and year. The LOS standard is “D” for the mainline and “E” for ramp merge/diverge areas and intersections. Global parameters used in the future conditions analysis are similar to those used in the existing operational analysis. Key parameter values used in the analysis are as follows:

- Peak Hour Factor (PHF) = 0.95
- I-75 Mainline Base Free Flow Speed = 70 mi/hr
- Driver Population Factor ( $f_p$ ) = 1.00
- Level Terrain
- Lane width = 12 feet

A driver population factor of 1.00 was used in the analysis as large percentage of drivers in the weekday peak hours are expected to be commuters and are familiar with the area. Improvements required to attain acceptable levels of service for the four-roadway system alternative were identified.

**TABLE 3-8  
SUMMARY OF TREATMENT AND ATTENUATION VOLUME**

<b>Basin</b>	<b>Existing Impervious Area (acres)</b>	<b>Proposed Impervious Area (acres)</b>	<b>Proposed Total Area (acres)</b>	<b>Treatment Volume (acre-ft)</b>	<b>Attenuation Volume (acre-ft)</b>
A	3.27	6.89	11.12	0.93	1.33
B	2.40	4.96	8.81	0.73	1.33
C	3.90	7.31	19.38	1.62	3.02
D	8.11	15.94	28.87	2.41	3.34
E	3.47	8.94	15.61	1.30	3.90
F	7.05	14.55	22.71	1.89	2.77
G	13.15	25.34	46.95	3.91	2.57
H	9.64	16.93	45.70	3.81	1.53
I	4.15	8.14	13.19	1.10	0.84
J	9.22	19.19	26.12	2.18	2.10
K	3.75	7.71	11.00	0.92	0.83
L	8.60	21.77	28.74	2.40	2.77
M	7.91	17.72	29.39	2.45	2.07
N	7.36	16.24	24.10	2.01	1.87
O	21.01	29.47	65.43	5.45	1.78
P	18.80	23.55	63.52	5.29	1.00
Q	9.32	18.46	38.70	3.23	3.90
R	10.99	21.14	39.92	3.33	2.14
S	8.08	17.39	31.45	2.62	2.22
T	9.23	20.94	41.58	3.47	5.48
BRIDGE	8.95	24.59	24.59	2.05	4.60
U	11.17	29.69	59.15	4.93	17.17
V	23.16	22.01	50.37	4.20	0.00
W	7.77	13.84	28.62	2.39	1.28
X	10.62	18.65	34.46	2.87	1.69
Y	11.54	24.62	55.31	4.61	2.75
Z	2.57	5.16	10.57	0.88	0.55
AA	6.42	11.29	22.90	1.91	1.03
BB	7.81	13.06	25.48	2.12	3.23
CC	20.46	25.25	105.24	8.77	1.00
DD	4.33	7.10	31.57	2.63	0.58
EE	23.03	42.08	86.23	7.19	4.01
FF	17.27	27.99	69.42	5.78	2.26



### **3.5.2 TRAFFIC PROJECTIONS**

Mainline analysis results for the four-roadway system alternative general-use lanes and express lanes are summarized in **Tables 3-9 and 3-10**, respectively. Table 3-9 indicates that the general-use mainline freeway segments between north of University Parkway and US 301 are expected to operate below acceptable levels of service (LOS E or F) during either of the peak periods in the year 2035. Auxiliary lanes in both directions are required for these segments to eliminate the deficiencies. Analysis results with these improvements are also shown in Table 3-9. All other general-use mainline segments on I-75 are expected to operate at acceptable levels of service. Table 3-10 indicates that with the four-roadway system alternative geometry, all the express-lane mainline segments in the study area are expected to operate at acceptable levels of service (LOS D or better) during both peak periods in the year 2035.

### **3.5.3 RAMP MERGE/DIVERGE ANALYSIS**

Ramps merge/diverge analysis results for the four-roadway system alternative general-use lanes and express lanes are summarized in **Tables 3-11 and 3-12**, respectively. Table 3-11 indicates that with the four-roadway system alternative geometry and mainline improvements, several ramp merge/diverge areas are expected to operate with deficient levels of service (LOS F) during either of the peak periods by the year 2035. Deficiencies for these ramp merge/diverge areas were studied and improvements that would eliminate such deficiencies have been recommended in Tables 3-11 and 3-12. If the failure of the merge/diverge area resulted from ramp capacity deficiency, then two-lane on-/off-ramps were recommended. If the failure resulted from mainline deficiency upstream/downstream of the merge/diverge area, then auxiliary lanes were recommended. Two-lane on-/off-ramps were recommended for the northbound off-ramp to US 301 and the southbound on-ramp from US 301.

### **3.5.4 INTERSECTION ANALYSIS**

Ramp-terminal intersections and other intersections in the vicinity of the interchanges in the study area were analyzed for the four-roadway system alternative for the design year (2035). With existing geometry, only two of the intersections in Manatee County were projected to operate at acceptable levels of service during the a.m. and p.m. peak hours. All other intersections are projected to operate at LOS F in either the a.m. or p.m. peak hours by the year 2035. Improvements required to attain acceptable levels of service for these intersections were identified. These improvements included signalization, additional turn lanes (up to triple lefts and triple rights), and through lanes. **Table 3-13** summarizes the results of the design year intersection analyses including delay, level of service, and required improvements for the four-roadway system alternative.

**TABLE 3-9  
DESIGN YEAR (2035) MAINLINE GENERAL-USE LANES ANALYSIS RESULTS**

Mainline Segments	Number of Lanes	AM Peak Hour			PM Peak Hour			AM Peak Hour with Improvements		PM Peak Hour with Improvements		Proposed Improvement	
		Volume <sup>1</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	Volume <sup>1</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	Density <sup>2</sup>	LOS <sup>3</sup>		
Northbound	Express Ramp to SR 70	3	5,180	28.0	D	6,280	39.2	E	20.1	C	24.7	C	NB Auxiliary Lane
	SR 70 to Express Ramp	3	5,030	26.9	D	6,010	35.7	E	19.5	C	23.5	C	NB Auxiliary Lane
	Express Ramp to SR 64	3	6,110	36.9	E	7,330	>45.0	F	24.0	C	30.5	D	NB Auxiliary Lane
	SR 64 to US 301	3	5,790	33.3	D	6,940	>45.0	F	22.6	C	28.1	D	NB Auxiliary Lane
	US 301 to Express Ramp	3	4,600	24.1	C	5,490	30.5	D					
	Express Ramp to I-275	3	4,370	22.7	C	5,200	28.1	D					
	I-275 to Moccasin Wallow Road	3	2,440	<10.0	A	2,960	11.5	B					
Southbound	Moccasin Wallow Road to I-275	3	2,960	11.5	B	2,440	<10.0	A					
	I-275 to Express Ramp	3	5,200	28.1	D	4,370	22.7	C					
	Express Ramp to US 301	3	5,490	30.5	D	4,600	24.1	C					
	US 301 to SR 64	3	6,940	>45.0	F	5,790	33.3	D	28.1	D	22.6	C	SB Auxiliary Lane
	SR 64 to Express Ramp	3	7,330	>45.0	F	6,110	36.9	E	30.5	D	24.0	C	SB Auxiliary Lane
	Express Ramp to SR 70	3	6,010	35.7	E	5,030	26.9	D	23.5	C	19.5	C	SB Auxiliary Lane
	SR 70 to Express Ramp	3	6,280	39.2	E	5,180	28.0	D	24.7	C	20.1	C	SB Auxiliary Lane

<sup>1</sup> Volume is expressed in terms of vehicles per hour.

<sup>2</sup> Density is expressed in terms of passenger cars per mile per lane.

<sup>3</sup> LOS = Level of Service.



**TABLE 3-10  
DESIGN YEAR (2035) MAINLINE EXPRESS LANES ANALYSIS RESULTS**

Mainline Segments		Number of Lanes	AM Peak Hour			PM Peak Hour			AM Peak Hour with Improvements		PM Peak Hour with Improvements		Proposed Improvement
			Volume <sup>1</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	Volume <sup>1</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	Density <sup>2</sup>	LOS <sup>3</sup>	
Northbound	North of University Parkway to South of SR 64	2	3,240	25.7	C	3,950	34.7	D	<b>No Improvements Required</b>				
	South of SR 64 to North of US 301	2	2,160	16.7	B	2,630	20.4	C					
	South of I-275	2	2,390	18.5	C	2,920	22.8	C					
Southbound	South of I-275	2	2,920	22.8	C	2,390	18.5	C					
	North of US 301 to South of SR 64	2	2,630	20.4	C	2,160	16.7	B					
	South of SR 64 to North of University Parkway	2	3,950	34.7	D	3,240	25.7	C					

<sup>1</sup> Volume is expressed in terms of vehicles per hour.

<sup>2</sup> Density is expressed in terms of passenger cars per mile per lane.

<sup>3</sup> LOS = Level of Service.

**TABLE 3-11  
PREFERRED ALTERNATIVE  
DESIGN YEAR (2035) RAMP MERGE/DIVERGE AREA GENERAL-USE LANES ANALYSIS RESULTS**

Location		A.M. Peak Hour							P.M. Peak Hour							Proposed Improvement
		Freeway Volume <sup>1</sup>	Merge Area			Diverge Area			Freeway Volume <sup>1</sup>	Merge Area			Diverge Area			
			On Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	Off Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS		On Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	Off Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	
Northbound	Off Ramp to SR 70	5180				1780	E or Better <sup>3</sup>		6280				2320	E or Better <sup>3</sup>	NB auxiliary lane, two-lane off ramp. The Loop ramp is replaced with a diamond interchange	
	On Ramp from SR 70	3400	1620	E or Better <sup>3</sup>					3960	2050	E or Better <sup>3</sup>				NB auxiliary lane, two-lane on ramp	
	Off Ramp to SR 64	6100				1810	E or Better <sup>3</sup>		7300				2220	E or Better <sup>3</sup>	NB auxiliary lane, two-lane off ramp. The Loop ramp is replaced with a diamond interchange	
	On Ramp from SR 64	4290	1500	E or Better <sup>3</sup>					5110	1830	E or Better <sup>3</sup>				NB auxiliary lane	
	Off Ramp to US 301	5790				1960	E or Better <sup>3</sup>		6940				2390	E or Better <sup>3</sup>	NB auxiliary lane, two-lane off ramp. The Loop ramp is replaced with a diamond interchange	
	On Ramp from US 301	3830	770	28.6	D				4550	940	33	D				
	Off Ramp to I-275	4370				3200	E or Better <sup>3</sup>		5200				3810	E or Better <sup>3</sup>		
	On Ramp from I-275	1170	1270	E or Better <sup>3</sup>					1390	1570	E or Better <sup>3</sup>					
	Off Ramp to Moccasin Wallow Road	2440				790	E or Better <sup>3</sup>		2960				960	E or Better <sup>3</sup>		
	On Ramp from Moccasin Wallow Road	1650	330	14.4	B				2000	410	16.8	B				



**TABLE 3-11 (CONTINUED)**  
**PREFERRED ALTERNATIVE**  
**DESIGN YEAR (2035) RAMP MERGE/DIVERGE AREA GENERAL USE LANES ANALYSIS RESULTS**

Location		A.M. Peak Hour							P.M. Peak Hour							Proposed Improvement
		Freeway Volume <sup>1</sup>	Merge Area			Diverge Area			Freeway Volume <sup>1</sup>	Merge Area			Diverge Area			
			On Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	Off Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS		On Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	Off Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	
Southbound	Off Ramp to Moccasin Wallow Road	2410				410	18.7	B	1980				330	16	B	
	On Ramp from Moccasin Wallow Road	2000	960	E or Better <sup>3</sup>					1650	790	E or Better <sup>3</sup>					
	Off Ramp to I-275	2960				1570	E or Better <sup>3</sup>		2440				1270	E or Better <sup>3</sup>		
	On Ramp from I-275	1390	3810	E or Better <sup>3</sup>					1170	3200	E or Better <sup>3</sup>					
	Off Ramp to US 301	5490				940	35.7	E	4600				770	31.5	D	
	On Ramp from US 301	4550	2390	E or Better <sup>3</sup>					3830	1960	E or Better <sup>3</sup>					SB auxiliary lane, two-lane on ramp. The Loop ramp is replaced with a diamond interchange
	Off Ramp to SR 64	6940				1830	E or Better <sup>3</sup>		5790				1500	E or Better <sup>3</sup>		SB auxiliary lane, two-lane off ramp.
	On Ramp from SR 64	5110	2220	E or Better <sup>3</sup>					4290	1810	E or Better <sup>3</sup>					SB auxiliary lane, two-lane on ramp. The Loop ramp is replaced with a diamond interchange
	Off Ramp to SR 70	6010				2050	E or Better <sup>3</sup>		5020				1620	E or Better <sup>3</sup>		SB auxiliary lane, two-lane off ramp
On Ramp from SR 70	3960	2320	E or Better <sup>3</sup>					3400	1780	E or Better <sup>3</sup>					SB auxiliary lane. The Loop ramp is replaced with a diamond interchange	

<sup>1</sup> Volume = Vehicles per hour.

<sup>2</sup> Density = Passenger cars per mile per lane.

<sup>3</sup> For Lane Drops/Lane Additions, capacity checks were applied per Exhibit 25-7, Exhibit 25-14 for freeway, and per Exhibit 25-3 for ramps. LOS of the diverge area based on Equation 25-12 and Exhibit 25-4. The HCS software is not used and the section is analyzed as a major merge area for on-ramps and major diverge area for off-ramps as described in Chapter 25 of HCM 2000.

**TABLE 3-12  
PREFERRED ALTERNATIVE  
DESIGN YEAR (2035) RAMP MERGE/DIVERGE AREA EXPRESS LANES ANALYSIS RESULTS**

Location		A.M. Peak Hour							P.M. Peak Hour							Proposed Improvement
		Freeway Volume <sup>1</sup>	Merge Area			Diverge Area			Freeway Volume <sup>1</sup>	Merge Area			Diverge Area			
			On Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	Off Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS		On Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	Off Ramp Volume <sup>1</sup>	Density <sup>2</sup>	LOS	
<b>To/From Express Lanes</b>																
Northbound	NB On-Ramp between University Parkway and SR 70	2350	890						2880	1070						All merge/diverge areas to/from express lanes are new construction
	NB Off-Ramp between SR 70 and SR 64	3240				1080	30	D	3950				1320	36.6	E	
	NB On-Ramp between US 301 and I-275	2160	230	22.4	C				2630	290	26.9	C				
Southbound	SB Off-Ramp between US 301 and I-275	2920				290	27	C	2390				230	22	C	
	SB On-Ramp between SR 70 and SR 64	2630	1320	35.1	E				2160	1080	29.2	D				
	SB Off-Ramp between University Parkway and SR 70	3950				1070	36.6	E	3240				890	30	D	
<b>To/From General-Use Lanes</b>																
Northbound	NB Off-Ramp between University Parkway and SR 70	6070				890	32.0	D	7350				1070	38.8	E	All merge/diverge areas to/from express lanes are new construction
	NB On-Ramp between SR 70 and SR 64	5020	1080	31.3	D				6010	1320	23.3	C				
	NB Off-Ramp between US 301 and I-275	4600				230	28.7	D	5490				290	33.0	D	
	NB On-Ramp North of Moccasin Wallow Road	1980	2390	22.4	C				2410	2920	29.2	D				
Southbound	SB Off-Ramp North of Moccasin Wallow Road	5330				2920	30	D	4370				2390	22.9	C	
	SB On-Ramp between US 301 and I-275	5200	290	33.8	D				4370	230	28.7	D				
	SB Off-Ramp between SR 70 and SR 64	7330				1320	42.0	E	6100				1080	33.3	D	
	SB On-Ramp between University Parkway and SR 70	6280	1070	24.0	C				5180	890	30.4	D				

<sup>1</sup> Volume = Vehicles per hour.

<sup>2</sup> Density = Passenger cars per mile per lane.



**TABLE 3-13  
PREFERRED ALTERNATIVE  
DESIGN YEAR (2035) INTERSECTION ANALYSIS RESULTS**

Interchange	Intersection	Control Type	AM Peak Hour with Improvements		PM Peak Hour with Improvements		Required Improvements
			Delay	LOS	Delay	LOS	
I-75/ Moccasin Wallow Road	SB Ramps	Signalized	30.6	C	45.8	D	Signalization, WBL
	NB Ramps	Signalized	35.8	D	35.2	D	Signalization, NBL
I-75/US 301	US 301/51st Ave E	Signalized	34.8	C	42.0	D	2WBT, 2SBL
	US 301/SB Ramp	Signalized	11.4	B	11.8	B	2EBR, WBT, 3 WBL, Loop ramp is replaced diamond interchange
	US 301/NB Ramp	Signalized	29.9	C	21.0	C	EBL, WBT, 3 NBL, 2 NBR, Loop ramp is replaced diamond interchange
	US 301/60th Ave E	Signalized	50.3	D	37.7	D	EBL, EBT, 2WBT, SBL
I-75/SR 64	SR 64/66th St Ct	Signalized	39.8	D	52.3	D	WBR, SBL, NBR
	SR 64/SB Ramps	Signalized	60.0	E	39.6	D	3WBL, EBR, Loop ramp is replaced diamond interchange
	SR 64/NB Ramps	Signalized	50.9	D	56.7	E	EBL, 2 NBL, , Loop ramp is replaced diamond interchange
	SR 64/Grand Harbour Pkwy	Signalized	37.4	D	19.6	B	
I-75/SR 70	SR 70/SB Ramp	Signalized	51.2	D	43.9	D	2 SBR, SBL, EBT, WBT, 2 WBL, Loop ramp is replaced diamond interchange
	SR 70/NB Ramp	Signalized	21.6	C	41.5	D	EBL, 3 NBL, NBR, EBT, WBT, Loop ramp is replaced diamond interchange

### **3.5.5 INTERSECTION LANEAGE AND STORAGE LENGTH**

**Table 3-14** provides a summary of ideal queue length requirements for the turn lanes at the ramp terminals. It should be noted that the specific lengths do not include the taper or deceleration distance required. These queue lengths are recommended at locations where these lengths can be achieved. Actual design and implementation of these queue length requirements will be a function of design and the physical practicality of their construction.

### **3.6 ACCESS MANAGEMENT**

The access management rules that administer the “State Highway Access Management Act” were used as guidelines to evaluate the existing system. **Table 3-15** summarizes the existing/future interchange spacing on I-75 in Manatee County.

None of the median openings on the cross streets are being closed with the proposed improvements.

### **3.7 RIGHT-OF-WAY REQUIREMENTS AND RELOCATIONS**

Of the 1,982 acres within the project buffer, residential uses comprise approximately 101 acres and commercial uses comprise approximately 33 acres. Given the distance of residential and non-residential development from the existing right-of-way, relocations should be minimal. There are no community facilities proximate to the project.

A Conceptual Stage Relocation Plan (CSRP) was completed in September 2008. An analysis of the full range of alternatives was conducted and consideration was given to minimize the impacts to residences, cultural resources, and businesses. The project corridor is moderately developed or approved for development within the next one to five years.

The Preferred Alternative requires no residential displacements due to right-of-way acquisition for the mainline. However, there are three potential residential relocations required for acquisition of right-of-way for stormwater management ponds. There is sufficient available housing for sale within or near the project area that could accommodate these relocations.

The Preferred Alternative will impact two businesses located at the southeast and southwest quadrants of the US 301 interchange. One business, a multi-story hotel, will need to be relocated in order to accommodate a new northbound off-ramp and the second business, a vacant restaurant, will be needed for the southbound on-ramp and stormwater management pond.



**TABLE 3-14  
RECOMMENDED STORAGE LENGTH OF TURN LANES**

Intersection	Approach/ Movement	Lanes	Approach Volume (Veh/Hr)		SYNCHRO 95th Queue Per Lane (Feet)		
			AM Peak	PM Peak	AM Peak	PM Peak	Maximum (AM, PM)
SR 70 @ SB Ramps	SB Left	3	760	540	300	200	300
	SB Right	3	1,290	1,080	550	500	550
	EB Right	2	1,720	1,150	750	350	750
	WB Left	2	600	630	350	150	350
SR 70 @ NB Ramps	NB Left	3	1,150	1,720	300	600	600
	NB Right	2	630	600	300	300	300
	EB Left	3	630	600	300	500	500
	WB Right	1	540	760	300	500	500
SR 64 @ SB Ramps	SB Left	2	920	760	750	600	750
	SB Right	2	910	740	750	600	750
	EB Right	1	1,100	900	850	500	850
	WB Left	3	1,120	910	750	700	750
SR 64 @ NB Ramps	NB Left	2	900	1,100	600	750	750
	NB Right	2	910	1120	550	700	700
	EB Left	2	740	910	550	700	700
	WB Right	1	760	920	600	650	650
SR 64 @ 66th St Ct	SB Left	2	230	310	150	200	200
	EB Left	1	50	120	100	200	200
	WB Left	1	170	170	150	250	250
	WB Right	1	310	230	150	150	150
SR 64 @ Grand Harbour Pkwy	SB Left	2	80	40	100	100	100
	SB Right	1	460	260	500	250	500
	EB Left	2	260	460	200	300	300
	WB Right	1	40	80	100	100	100
US 301 @ SB Ramps	SB Left	2	350	290	200	350	350
	SB Right	1	590	480	200	350	350
	EB Right	2	1,310	1,080	750	700	750
	WB Left	3	1,080	880	650	550	650
US 301 @ NB Ramps	NB Left	3	1,080	1,310	600	550	600
	NB Right	2	880	1080	600	550	600
	EB Left	2	480	590	500	650	650
	WB Right	1	290	350	200	200	200
US 301 @ 51st Avenue	SB Left	2	680	530	400	250	400
	EB Left	1	50	100	100	100	100
	EB Right	1	80	100	100	100	100
	WB Left	1	40	40	100	100	100
	WB Right	1	530	680	100	150	150
US 301 @ 60th Avenue	NB Left	1	140	80	200	150	200
	SB Left	1	160	260	200	400	400
	SB Right	2	1020	940	500	400	500
	EB Left	3	940	1,020	300	300	300
	EB Right	1	80	140	150	150	150
	WB Left	1	60	70	150	150	150
	WB Right	1	260	160	150	150	150

**TABLE 3-14 (CONTINUED)  
RECOMMENDED STORAGE LENGTH OF TURN LANES**

Intersection	Approach/ Movement	Lanes	Approach Volume (Veh/Hr)		SYNCHRO 95th Queue Per Lane (Feet)		
			AM Peak	PM Peak	AM Peak	PM Peak	Maximum (AM, PM)
Moccasin Wallow Road @ SB Ramps	SB Left	1	210	170	250	400	400
	SB Right	1	200	160	250	400	400
	EB Right	1	480	390	250	250	250
	WB Left	2	480	400	400	400	400
Moccasin Wallow Road @ NB Ramps	NB Left	2	390	480	250	450	450
	NB Right	1	400	480	250	450	450
	EB Left	1	160	200	150	200	200
	WB Right	1	170	210	200	200	200

**TABLE 3-15  
I-75 INTERCHANGE SPACING**

Segment		Area Type	Interchange Spacing		Meets Standards
From	To		Required	Measured	
SR 70	SR 64	2 & 3	2.0	3.6	Yes
SR 64	US 301	2 & 3	2.0	3.6	Yes
US 301	I-275	2 & 3	2.0	3.8	Yes
I-275	Moccasin Wallow Road	2 & 3	2.0	1.3	No

Although the Preferred Alternative requires three residential relocations and two business relocations, ample replacement housing, commercial space, and undeveloped property exists in the immediate vicinity.

The right-of-way cost estimate documented in this report is a budget tool used by FDOT to estimate total acquisition costs associated with the proposed right-of-way. A right-of-way cost estimate does not reflect an opinion of market value and is not a real estate appraisal. Environmental Management and Right-of-Way staff have collaborated on right-of-way issues, if any. All recommendations from Right-of-Way staff have been considered and implemented where possible.

### **3.8 UTILITIES AND LIGHTING**

To evaluate potential surface and subsurface utility conflicts associated with the proposed alternatives, utility owners within the project corridor were identified. They include utility owners known to operate, or with plans to operate, utilities within the project corridor. The identified utility owners/operators are described in the following paragraphs.



### ***Bright House Networks***

Bright House Networks facilities intersect the corridor along the major crossroads of SR 70, SR 64, Kay Road, and Moccasin Wallow Road. There is also one crossing at Tidewater Preserve. All of the Bright House fiber optic is contained within PVC conduit.

### ***Manatee County***

Manatee County maintains water and wastewater facilities that cross the project corridor at Linger Lodge Road, SR 70, SR 64, Kay Road, US 301, Mendoza Road, 69th Street East, and Moccasin Wallow Road. The pipes range in size from 8 to 36 inches in diameter.

### ***Florida Power & Light Company (FP&L)***

Distribution facilities are located along 28th Avenue East (overhead), SR 64 (buried), Kay Road (buried), Tidewater Preserve (buried) and US 301 (buried), 69th Street East/Erie Road (buried), Moccasin Wallow Road (buried), and north of the Moccasin Wallow Road interchange (buried).

Transmission facilities cross the project corridor at Tabbystone Place (south of the Braden River), Linger Lodge Road, south of 41st Avenue East, and south of 48th Street Court East.

FP&L purchased the railroad line that crosses I-75 at approximately Station 81 (south of I-275) from CSX Transportation. This line serves the FP&L power plant in north Manatee County.

### ***TECO/Peoples Gas***

TECO/Peoples Gas owns existing plastic gas mains along SR 70, SR 64, Tidewater Preserve, and US 301. A steel gas main is proposed at Moccasin Wallow Road.

### ***Verizon Florida, Inc.***

The Verizon facilities that are within the corridor are located in PVC and HDPE piping. The crossings are located at Linger Lodge Road, SR 70, SR 64, Kay Road, 48th Street Court East, Mendoza Road, 69th Street East/Erie Road, and Moccasin Wallow Road. There are abandoned lines located at US 301.

### ***Peace River Electric Cooperative***

Peace River Electric Cooperative has both underground and overhead facilities within the project corridor. There are underground cables encased in galvanized pipe at Linger Lodge Road, SR 70, Mendoza Road, and 69th Street East/Erie Road. There are overhead lines at 69th Street East/Erie Road. New facilities are proposed at Mendoza Road.

### *Florida Gas Transmission*

Florida Gas Transmission has a transmission main crossing I-75 north of SR 70. The pipeline is located in an easement near 50th Place East.

### *City of Bradenton*

The City of Bradenton provides service to Tidewater Preserve, which is adjacent to the project corridor, south of the Manatee River. The City is also erecting a water storage tank adjacent to I-75 at 48th Street Court East.

### **3.8.1 UTILITY RELOCATION COSTS**

Depending on utility location and depth, the proposed roadway improvements may require adjustment of some of the existing utilities. Utility owners within the corridor were provided with plans for the Preferred Alternative and were requested to provide estimates of probable relocation costs. The majority of the utility relocation costs will be due to the major reconstruction at the interchanges. Using the provided plans, the utility owners/operators estimated the replacement costs for their buried utilities using the criteria below. These costs are summarized in **Table 3-16**.

**TABLE 3-16  
ESTIMATED UTILITY RELOCATION COSTS**

<b>Utility Company</b>	<b>Estimated Cost</b>
Bright House Networks	\$450,000
Manatee County	\$675,000
Florida Power and Light Company	\$1,689,000
TECO/Peoples Gas	\$630,000
Verizon Florida, Inc.	\$1,500,000 <sup>1</sup>
Peace River Electric Cooperative	\$500,000 <sup>1</sup>
Florida Gas Transmission	\$2,200,000
City of Bradenton	\$0
<b>Total</b>	<b>\$7,644,000</b>

<sup>1</sup> Estimated. Probable cost not provided by utility owner.

Permitted utilities within FDOT's right-of-way must relocate at their own expense for FDOT when necessitated by a roadway project or maintenance activity. Two exceptions to this policy are:

- Federally funded interstate projects where by Florida Statute they would receive reimbursement for qualified relocation/adjustment.
- If they provide documentation that they have an easement FDOT subordinated.

The utility coordination during the project design phase will evaluate avoidance measures for major impacts.

### **3.9 TRAFFIC CONTROL PLAN**

The conceptual sequence of construction for the I-75 Manatee County project has been established with the understanding that the interim eight-lane widening of the interstate will be in place prior to construction of the ultimate section.

Construction of the general use lanes will require that the existing pavement be restriped for maintenance of traffic. The general use lanes can be constructed with minor disruption to the existing traffic operations. The typical section during construction both northbound and southbound would consist of a 2-foot inside paved shoulder, three 11-foot travel lanes plus one 12-foot travel lane, and a 6-foot outside shoulder with a concrete barrier adjacent to the outside shoulder. Upon completion of the general use lanes, traffic will be shifted from the existing facility onto the new general use lanes. After the traffic has been shifted, the existing lanes will be reconstructed to provide for the express lanes.

While the construction of I-75 is underway, work will be performed on the interchanges. All of the work on the interchanges will maintain the existing number of lanes with the use of temporary construction.

### **3.10 VALUE ENGINEERING**

A Value Engineering review will be done during the design phase of the project.

### **3.11 PRODUCTION SCHEDULE**

The design, right-of-way acquisition, and construction phases are not currently funded in the FDOT tentative Five-Year Work Program. The Sarasota/Manatee MPO Fiscal Year 2008/2009-2012/2013 Transportation Improvement Program (TIP), adopted June 23, 2008, does not include funding for the ultimate improvement phase of this project at this time. The TIP that was amended by the MPO on September 22, 2008 does include funding for the priority interchange improvements at US 301 and SR 70. Funding for these priority interchange improvements are also included in FDOT's State Transportation Improvement Program (STIP), see Appendix I.



### **3.12 PROJECT COST ESTIMATES**

The estimated project costs were determined for the Preferred Alternative and are summarized previously in Table 2-18. The segments correspond to the segments identified for the study in the beginning of Section 3.0. Right-of-way costs for stormwater management are based on the number one ranked pond in each basin. Construction costs were estimated using the FDOT LRE program for Year 2008. The LREs developed for the alternatives that were presented at the Public Information Workshop held on February 26, 2008 and the Public Hearing held on November 18, 2008 are included as Appendix B-1 and Appendix B-2. The LRE developed for the Preferred Alternative after the Public Hearing due to modifications is in Appendix B-3. Preliminary engineering design and Construction Engineering and Inspection (CEI) costs were estimated at 15 percent of the estimated construction costs. All floodplain encroachments within non-tidally-influenced floodplains are compensated within stormwater management ponds, as described in Section 3.4.2, Floodplain Encroachment and Compensation. Floodplain encroachments in tidally-influenced floodplains do not require compensation, as per SWFWMD rules.

# *Section 4.0*

## *SUMMARY OF ENVIRONMENTAL IMPACTS*

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This section documents the environmental impacts of the project. The project was evaluated through the ETDM process. **Table 4-1** provides the evaluation Degree of Effect and corresponding definitions used to evaluate the environmental impacts. As part of the screening process, FDOT initiated the Advance Notification to the Florida Clearinghouse using the Environmental Screening Tool (EST). The ETDM Programming Summary Report is provided in Appendix C.

**TABLE 4-1  
DEGREE OF EFFECT - PROGRAMMING SCREEN**

Color Code	Degree of Effect	Definition	
		Natural and Cultural Resources	Community Resources
Purple	None/ No Involvement	The issue is present, but the project will have no impact on the issue; project has no adverse effect on Environmental Technical Advisory Team (ETAT) resources; permit issuance or consultation involves routine interaction with the agency.	No community opposition to the planned project. No adverse effect on the community.
Blue	Enhanced	Project has a positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Project has positive effect on community. Affected community supports the proposed project.
Green	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low-cost options are available to address concerns.	Project has minimum adverse effect on elements of the affected community. Minimum community concern about the planned project. Little or no mitigation is needed.
Yellow	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during Project Development with a moderate amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community involvement is required during Project Development.
Orange	Substantial	The project has substantial adverse effects, but ETAT understands the project need and will seek avoidance and minimization or mitigation options during Project Development. Substantial interaction is required during Project Development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement is required during Project Development to address community concerns.
Red	Dispute Resolution	Project is contrary to a state or federal resource agency's program, appears non-permittable, has significant environmental issues or purpose and need is disputable.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.

## 4.1 NATURAL ENVIRONMENT

### 4.1.1 AIR QUALITY

Agency	Degree of Effect
EPA	Minimal to None
SWFWMD	Minimal to None
Summary Degree of Effect	
Starting Degree of Effect	Minimal
Final Degree of Effect	None/No Involvement

The U.S. Environmental Protection Agency (EPA) and the Southwest Florida Water Management District (SWFWMD) provided comments with an assigned Degree of Effect of Minimal to None.

SWFWMD noted that Manatee County is not in an air quality non-attainment or maintenance area for any of the four pollutants nitrogen oxides, ozone (O<sub>3</sub>), carbon monoxide (CO), and small particulate matter (PM<sub>10</sub>) specified by the EPA in National Ambient Air Quality Standards (NAAQS) and indicated no further action is necessary. The EPA noted that the project would not introduce a significant air quality impact. As Manatee County is currently in conformity with EPA air quality standards for CO, O<sub>3</sub>, and PM<sub>10</sub>, this project will not require any further air quality monitoring and/or modeling.

### 4.1.2 COASTAL AND MARINE

Agency	Degree of Effect
SWFWMD	Substantial
NMFS	Substantial
Summary Degree of Effect	
Starting Degree of Effect	Moderate
Final Degree of Effect	Moderate

SWFWMD and the National Marine Fisheries Service (NMFS) provided comments with an assigned Degree of Effect of Substantial.

SWFWMD stated there is approximately 1,000 feet of environmentally sensitive shoreline within the project area and recommended coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC), the U.S. Fish and Wildlife Service (USFWS), and NMFS. The NMFS identified the Manatee River, which the proposed project crosses, as designated Essential Fish Habitat (EFH) for post larvae/juvenile, sub-adult, and adult red drum and gray snapper, and juvenile gag and Spanish mackerel. Specific categories of EFH that could be affected by the



proposed project include mangrove wetlands, estuarine water column, and non-vegetated bottoms. The proposed project will be along an existing alignment not within an Outstanding Florida Water (OFW). The project will require an EFH consultation with the NMFS.

As part of this study, an EFH Assessment was conducted and is included within the Wetlands Evaluation Report (WER) that was completed for this project. The proposed project may impact a total of 11.6 acres of estuarine wetlands, which are considered EFH by the NMFS. Specifically, 9.7 acres of saltwater marsh, 1.7 acres of mangrove swamp and 0.2 acres of open water habitat will be impacted. Design alternatives to avoid and minimize wetland impacts will be implemented during the design phase of this project. After all minimization options have been considered, any unavoidable wetland impacts will be mitigated. FDOT anticipates that estuarine wetland mitigation for this project will be accomplished using the FDOT Wetland Mitigation Program (Chapter 373.4137, F.S.) or by creating, restoring, or enhancing habitats of similar type and quality within the same drainage basin. The project study area is not within the service area of any permitted mitigation bank. FDOT will coordinate with SWFWMD, USFWS, and NMFS during the project design phase to develop compensatory mitigation for the 11.6 acres of estuarine wetland impact.

#### 4.1.3 CONTAMINATED SITES

Agency	Degree of Effect
SWFWMD	Moderate
EPA	Minimal to None
Summary Degree of Effect	
Starting Degree of Effect	Minimal
Final Degree of Effect	Minimal

SWFWMD provided comments with an assigned Degree of Effect of Moderate and the EPA provided comments with an assigned Degree of Effect of Minimal to None. FDOT assigned a starting Degree of Effect of Minimal.

SWFWMD noted three hazardous waste sites within the project’s 500-foot buffer and that proposed stormwater pond sites should be located outside these areas. FHWA and the EPA noted that no reported potential contamination sites are located within 200 feet of the proposed project.

In June 2008, the Draft Level 1 Contamination Screening Evaluation Report (CSER) was completed. The CSER identified 11 sites with a medium to high potential of impacting the project’s Preferred Alternative. All of the sites are located adjacent to cross road rights-of-way that will likely be modified. These include three sites in Segment 2 (at SR 70), four sites in Segment 4 (at SR 64), and four sites in Segment 6 (at US 301). None of the medium or high ranked sites were located adjacent to the I-75 corridor.

PD&E guidelines/FDOT scope of work require that a Level 2 CSER be conducted at medium and high ranked sites. The scope of investigation for each site will be determined during a meeting with FDOT. Generally, soils in areas of proposed improvements that are adjacent to or within potentially impacted sites will be screened for contamination in the field. If contamination is suspect or identified during the field screening, FDOT may require further investigations. Bid forms should include estimated volumes for impacted media (soil/groundwater) removal and disposal. In addition, construction plans should note the areas where contamination will likely be encountered.

Based on the findings of the CSER, the final Degree of Effect is Minimal.

**4.1.4 FARMLANDS**

Agency	Degree of Effect
No Agency Commented	
Summary Degree of Effect	
Starting Degree of Effect	Minimal*
Final Degree of Effect	None/No Involvement

\* FDOT evaluated starting Degree of Effect.

No agency or ETDM comments were received on this item. FDOT assigned a starting Degree of Effect of Minimal in lieu of any agency comments.

Geographic Information System (GIS) analysis from the EST shows 2.8 acres of cropland and pastureland and 0.6 acres of tree crops within the 100-foot project buffer.

The I-75 Manatee County PD&E Study was evaluated for farmlands involvement in accordance with the FDOT PD&E Manual, Part 2, Chapter 28, Rev. 09-26-05, and subsequent directives from the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), dated April 30, 1999 and November 1, 1999.

Through coordination with the USDA-NRCS, it has been determined that the project, which is located in a rapidly developing area of Manatee County, does not impact farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project and the final Degree of Effect was reduced to None/No Involvement.

#### 4.1.5 FLOODPLAINS

Agency	Degree of Effect
FHWA	Moderate
SWFWMD	Substantial
Summary Degree of Effect	
Starting Degree of Effect	Moderate
Final Degree of Effect	Moderate

FHWA provided comments with an assigned Degree of Effect of Moderate and SWFWMD provided comments with an assigned Degree of Effect of Substantial.

FHWA noted that the project would impact floodplain areas, environmentally sensitive shorelines, FEMA floodzones, and special flood hazard areas.

SWFWMD is involved in a cooperative program with Manatee County to update floodplain studies for Buffalo Canal/Frog Creek and Braden River watersheds, both of which are within the project area. These studies could represent new information on floodplain hydrology and hydraulics that SWFWMD would consider during permit application review. Additionally, SWFWMD listed several studies that may be helpful in establishing the 25-year tailwater elevation and 100-year floodplain elevations. FHWA noted that the project would impact floodplain areas, environmentally sensitive shorelines, Federal Emergency Management Agency (FEMA) floodzones, and special flood hazard areas.

In accordance with Executive Order 11988, Floodplain Management, US DOT Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains associated with the proposed improvements are being considered.

The potential floodplain encroachments for the four locations along the project limits will mainly involve modifications within the median area at the approaches to the bridges as well as incidental encroachments due to bridge modification or replacement activities, were applicable. The encroachment region related to the Salt Marsh will involve bridges and direct impact to the floodplain because significant portions of the median will be filled, eliminating currently used areas of stormwater attenuation and treatment. Seasonal high water elevations have not been determined for the project area, so only the areas of encroachment have been estimated. Compensation for the floodplain impacts in areas where compensation is required (i.e., not in tidally influenced floodplains) will be provided outside of the roadway right-of-way.



The following floodplain statements are applicable for this project:

*“The modifications to drainage structures included in this portion of the project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases to flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.”*

*“The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.”*

#### **4.1.6 INFRASTRUCTURE**

<b>Agency</b>	<b>Degree of Effect</b>
<b>FHWA</b>	<b>Minimal to None</b>
<b>Summary Degree of Effect</b>	
<b>Starting Degree of Effect</b>	<b>Moderate</b>
<b>Final Degree of Effect</b>	<b>Minimal</b>

FHWA noted that safe access should be ensured to the boat ramps, the AMTRAK bus transfer station, and several fire stations shown in the GIS analysis along the corridor. Also, the FP&L Railroad crosses the I-75 corridor north of Mendoza Road near Parrish. The resources noted by FHWA are outside the 200-project buffer, and would not be directly affected by the widening.

FHWA provided comments with an assigned Degree of Effect of Minimal to None. Due to potential impacts to the FP&L Railroad, FDOT assigned a starting Degree of Effect of Moderate.

Several existing utilities have been identified through the project corridor. The existing utilities include Bright House Networks, Manatee County, FP&L, TECO/Peoples Gas, Verizon Florida, Inc., Peace River Electric Cooperative, Florida Gas Transmission, and the City of Bradenton. Based on this information, the FDOT assigned a final Degree of Effect of Minimal.

**4.1.7 NAVIGATION**

Agency	Degree of Effect
USCG	Minimal to None
Summary Degree of Effect	
Starting Degree of Effect	Minimal
Final Degree of Effect	Minimal

The U.S. Coast Guard (USCG) provided comments with an assigned Degree of Effect of Minimal to None. Since the proposed project will most likely be built with the same vertical and horizontal clearances as the existing bridge, FDOT assigned a starting Degree of Effect of Minimal.

A USCG bridge permit amendment will be required for the proposed construction of parallel bridges across the Manatee River. Based on this information, the FDOT assigned a final Degree of Effect of Minimal.

**4.1.8 SPECIAL DESIGNATION**

Agency	Degree of Effect
SWFWMD	Moderate
Summary Degree of Effect	
Starting Degree of Effect	Minimal
Final Degree of Effect	Minimal

SWFWMD provided comments with an assigned Degree of Effect of Moderate. FDOT assigned a starting Degree of Effect of Minimal.

SWFWMD stated that there are no OFWs in the immediate vicinity of the project and that a Sovereign Submerged Lands permit (i.e., easement) will be required. The ETDM GIS analysis report identified a Special Flood Hazard Area (65 acres of FIRM Flood Zones A/AE) as the only special designations element within the project’s 100-foot buffer.

As part of this study, FDOT verified that no OFWs are located within the project study area. FDOT is aware that an easement may be required for portions of the project area located over sovereign submerged lands. If required, the sovereign submerged lands easement will be processed by SWFWMD concurrently with the ERP application.

In addition, project impacts to designated floodplains may require mitigation. FDOT will coordinate with SWFWMD during processing of the ERP application and provide appropriate mitigation as needed.

#### 4.1.9 WATER QUALITY AND QUANTITY

Agency	Degree of Effect
EPA	Moderate
SWFWMD	Substantial
FDEP	Minimal to None
Summary Degree of Effect	
Starting Degree of Effect	Moderate
Final Degree of Effect	Moderate

The EPA commented with an assigned Degree of Effect of Moderate, SWFWMD commented with an assigned Degree of Effect of Substantial, and the Florida Department of Environmental Protection (FDEP) commented with an assigned Degree of Effect of Minimal to None. FDOT assigned a starting Degree of Effect of Moderate.

Both SWFWMD and EPA noted that the proposed project crosses many tributaries and drainage basins, some of which connect to an OFW (Terra Ceia Aquatic Preserve) or are Sovereign Submerged Lands (Manatee River, Braden River, and Buffalo Creek). The proposed project is located within the Evers Reservoir Watershed Protection Overlay District and the Manatee County Special Treatment Overlay District, both of which may require stricter permitting criteria. Evers Reservoir serves the City of Bradenton as a public water supply. Because a portion of the proposed project is upstream of Evers Reservoir, treatment criteria in the Evers watershed will need to be increased by 50 percent of the treatment volume typically required by SWFWMD regulations. Depending on final design configurations, other stricter water quality criteria may be required for specific portions of the proposed project. Depending upon the time of ERP issuance, the proposed project may also have to include Total Maximum Daily Load (TMDL) remediation measures.

For this project, the proposed stormwater facility design will include, at a minimum, the requirements for stormwater treatment as required by SWFWMD in Chapter 40D-4, FAC. This includes the additional treatment requirement for the area draining the Braden River and Evers Reservoir. A Water Quality Impact Evaluation (WQIE) checklist was completed and is contained in the project files.

Due to the major changes proposed for the existing roadway, the required water quality treatment volume was determined for each basin following SWFWMD guidelines, using the total proposed drainage area (extending to the right-of-way) for each sub-basin and applying one inch of rainfall over this area. The individual stormwater management ponds were sized based upon the ultimate roadway section.



Based upon the calculated treatment and attenuation volumes for each sub-basin, two ponds (a preferred pond location and an alternate pond location) were sized and located within each sub-basin. The pond size was based upon the calculated total treatment and attenuation volume multiplied by a safety factor, to account for future permitting requirements and market conditions. Each pond is proposed to have 1:4 side slopes, a 20-foot-wide maintenance berm surrounding the pond, a one-foot treatment depth, 1.5-foot storage depth, and one foot of freeboard.

In certain sub-basins, such as those located at interchanges, multiple stormwater management ponds may be proposed within the infield areas; in these areas, the combined total volume of the ponds in these sub-basins is sufficient to manage the stormwater for that particular sub-basin. Due to their locations within the tidally-influenced Manatee River and Cypress Strand basins and significant development, alternate pond sites are not provided for sub-basins S and T. Also, treatment and attenuation for stormwater from the BRIDGE sub-basin is provided in the proposed infield ponds at the US 301 interchange (comprising sub-basins U and V).

FDOT ROW staff have collaborated on each site regarding right-of-way issues, if any. All recommendations from Right-of-Way staff have been considered and implemented where possible. Consideration is given to each site’s physical setting so that each proposed pond site is more harmonious with the remainder’s utility and highest and best use (as of the time of the analysis).

**4.1.10 WETLANDS**

<b>Agency</b>	<b>Degree of Effect</b>
<b>FHWA</b>	<b>Moderate</b>
<b>EPA</b>	<b>Moderate</b>
<b>SWFWMD</b>	<b>Substantial</b>
<b>FDEP</b>	<b>Moderate</b>
<b>NMFS</b>	<b>Substantial</b>
<b>USFWS</b>	<b>Moderate</b>
<b>Summary Degree of Effect</b>	
<b>Starting Degree of Effect</b>	<b>Moderate</b>
<b>Final Degree of Effect</b>	<b>Substantial</b>

FHWA, EPA, FDEP, and USFWS provided comments with an assigned Degree of Effect of Moderate and SWFWMD and NMFS provided comments with an assigned Degree of Effect of Substantial. FDOT assigned a starting Degree of Effect of Moderate.

FDEP noted that the National Wetland Index GIS report indicates that there are 81.8 acres of wetlands within 200 feet of the project area (46 acres of estuarine and acres 35.8 of palustrine). The Wetlands 2000 GIS report lists cypress, emergent aquatic vegetation, freshwater marshes,

mangrove, swamps, saltwater marshes, stream and lake swamps (bottomland), wet prairies, and wetland forested mixed as wetland habitats found within the 200-foot project buffer. The environmental resource permit applicant will be required to eliminate or reduce proposed wetland resource impacts of the I-75 widening to the greatest extent practicable. Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits. Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values.

Since this project is proposed as a capacity improvement along an existing roadway alignment, depending on the final design selection, there could be significant impacts to native habitats including wetlands and surface waters. It is recommended that the FDOT prepare a specific land cover map of the project corridor. For planning purposes, general wetland and surface water delineations should be conducted on aerial maps depicting the location and potential impacts (e.g., acreage, habitat types, quality) of the wetlands and surface waters and a summary of the impact type (e.g., filling, dredging, shading, permanent, temporary). As the roadway design proceeds and wetland and surface water impact conditions are further qualified and quantified, an assessment of the anticipated wetland habitat impacts should be conducted utilizing the state's Uniform Mitigation Assessment Method (UMAM).

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Wetland Mitigation Program requires FDOT to submit anticipated wetland and surface water impact information to SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. SWFWMD may choose to exclude an FDOT project in whole or in part if the District is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, SWFWMD will coordinate with FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted by FDOT. SWFWMD is currently evaluating habitat restoration opportunities in the Manatee River basin. The ability to appropriately mitigate all or a portion of the anticipated I-75 wetland and surface water impacts through the program will depend on the impact (quality, quantity, habitat types) and FDOT providing sufficient notification with accurate impact information. SWFWMD has noted that land costs in Manatee County are increasing and available sites for mitigation are becoming difficult to locate. Available mitigation credits are getting committed at Hidden Harbour and a proposed mitigation bank may not be implemented.

NMFS staff conducted site inspections of the project area on February 28, 2005 and March 24, 2005 to assess potential concerns to living marine resources within the Manatee River and Tampa Bay. Certain estuarine habitats within the project area are designated as EFH as identified in the 1998 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act. The Manatee River, which exists in the project area, has been identified as EFH for post larvae/juvenile sub-adult and adult red drum and gray snapper and juvenile gag and Spanish mackerel by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangrove wetlands estuarine water column and non-vegetated bottoms are specific categories of EFH that may be impacted by the project. It is apparent that any widening of the I-75 bridge spanning the Manatee River will result in the loss of some mangrove wetlands. Federal agencies that permit, fund, or undertake activities that may adversely impact EFH are required to consult with NMFS, and as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request.

Provisions of the EFH regulations allow consultation responsibility to be formally delegated from federal to state agencies including FDOT. Whether EFH consultation is undertaken by FHWA or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project.

A WER has been completed for the project. The purpose of the WER is to provide details on the existing wetland conditions within the project study area and to discuss the wetland impacts that will result from construction of the project. As discussed in the WER, the project will result in permanent impacts to forested and herbaceous wetlands, including estuarine wetlands designated as EFH by the NMFS. During the permitting and design phase of this project, design alternatives will be implemented to avoid and minimize these wetland impacts to the greatest extent practicable. Final mitigation needs will be determined by performing a detailed UMAM assessment of unavoidable wetland impacts. The project study area is not within the service area of any permitted mitigation bank. FDOT anticipates that any unavoidable wetland impacts will be mitigated by using the FDOT Wetland Mitigation Program or by creating, restoring, or enhancing habitats of similar type and quality within the same drainage basin. FDOT will coordinate with SWFWMD, USFWS, and NMFS during project design to develop compensatory mitigation for proposed wetland impacts.



**4.1.11 WILDLIFE AND HABITAT**

<b>Agency</b>	<b>Degree of Effect</b>
<b>FHWA</b>	<b>Moderate</b>
<b>SWFWMD</b>	<b>Substantial</b>
<b>USFWS</b>	<b>Moderate</b>
<b>Summary Degree of Effect</b>	
<b>Starting Degree of Effect</b>	<b>Moderate</b>
<b>Final Degree of Effect</b>	<b>Moderate</b>

FHWA and the USFWS provided comments with an assigned Degree of Effect of Moderate and the SWFWMD provided comments with an assigned Degree of Effect of Substantial. FDOT assigned a starting Degree of Effect of Moderate.

SWFWMD stated that habitats adjacent to the proposed project have been recognized as important for sustaining populations of both listed and non-listed species and recommends updated wildlife surveys. FHWA used the ETDM EST to identify wildlife and habitat resources within 100 feet of the proposed project including environmentally sensitive shorelines; several creeks, streams, and sloughs; and biodiversity hotspots. USFWS used their GIS database to identify an active wood stork nesting colony approximately 1.7 miles west-southwest of the project corridor and a bald eagle nest (FFWCC No. MN-007) near the project site. A subsequent search of the FFWCC Eagle Nest Locator website indicates this nest site is within 1,500 feet of the proposed project. USFWS recommends that any lost foraging habitat for the woodstork (i.e., wetlands) be replaced within the Core Foraging Area (CFA) of the affected colony or that wetland credits be purchased from a Service-Approved mitigation bank outside of the CFA provided the impacted wetlands are within the banks permitted service area. Currently, the proposed project is not within the service area of any Service-Approved wetlands mitigation bank. USFWS also believes that the West Indian manatee, Florida scrub jay, and eastern indigo snake have the potential to occur near the proposed project.

An Endangered Species Biological Assessment Technical Memorandum (ESBA) has been prepared for this project. The purpose of the ESBA is to evaluate the project study area for potential occurrences of federal and state listed plant and animal species. The evaluation included coordination with the USFWS, FFWCC, and the Florida Natural Areas Inventory (FNAI), literature searches, and field reviews to identify listed species and any critical habitat that might be located within the project study area. The ESBA discusses potential impacts to these listed species and provides conservation measures to be implemented during the design and construction phases of this project. In addition to the ESBA, a WER has been completed for this project. The purpose of the WER is to provide details on the existing wetland conditions within the project study area and the proposed impacts that will result from construction of the project.

In their response to the ESBA, the USFWS has concurred with the following determinations regarding potential effects to federally listed species resulting from construction of the proposed project:

- Florida scrub-jay (*Aphelocoma coerulescens*) – No effect;
- Piping plover (*Claradrius melodus*) – No effect;
- Gulf sturgeon (*Acipenser oxyrhynchus desotoi*) – May affect, but is not likely to adversely affect;
- Eastern indigo snake (*Drymarchon corais couperi*) – May affect, but is not likely to adversely affect;
- Wood stork (*Mycteria americana*) – May affect, but is not likely to adversely affect;
- Florida manatee (*Trichechus manatus latirostris*) – May affect, but is not likely to adversely affect.

FDOT determined that the project will not impact the Florida scrub jay because there is no suitable habitat within the project study area and no individuals were observed during field reviews.

To ensure the project will not adversely affect any other listed plant or animal species, FDOT has committed to the following:

- Resurvey suitable habitat within the project study area for gopher tortoises prior to construction. If any burrows are located within the project area, FDOT will coordinate with FFWCC to secure any approvals required to relocate the tortoises.
- Resurvey suitable habitat within the project study area for Florida sandhill crane nests prior to construction if construction is to begin during or just prior to nesting season (January through June). If nests are located within the project study area, FDOT will coordinate with the FFWCC to provide appropriate habitat mitigation or conservation measures.
- FDOT will utilize the FDOT Construction Precautions for the Eastern Indigo Snake during construction of the project.
- FDOT will utilize the USFWS and FFWCC approved standard manatee construction conditions for all in-water work during construction of the project.

With implementation of the commitments and precautionary measures mentioned, FDOT has determined and the USFWS has concurred, that the project will not adversely affect any federally listed species. In addition, FDOT has determined that the project will have no effect on any state listed species.

## 4.2 CULTURAL ENVIRONMENT

### 4.2.1 HISTORIC AND ARCHAEOLOGICAL SITES

Agency	Degree of Effect
FHWA	Minimal to None
Florida Department of State	Minimal to None
Summary Degree of Effect	
Starting Degree of Effect	Moderate
Final Degree of Effect	Minimal

FHWA and the Florida Department of State commented with an assigned Degree of Effect of Minimal to None. Based on the potential of unrecorded resources, FDOT assigned a starting Degree of Effect of Moderate.

The GIS Analysis Report identified six archaeological sites within 5,280 feet (one mile) of the project area, one within 500 feet, and one within 100 feet of the project area. One previously recorded historic cemetery and five historic resources were identified within 5,280 feet (one mile) of the project area. The GIS Analysis Report also revealed that no previously recorded bridges, resource groups, or National Register of Historic Places (NRHP)-listed resources exist in the project area.

The background research indicated a potential for over 10 unrecorded historic resources and one historic cemetery within the project area. It was recommended that prior to any ground disturbing activity, a systematic cultural resource assessment survey should be conducted in the project corridor.

A *Cultural Resource Assessment Survey (CRAS)* was undertaken to comply with Section 106 of the *National Historic Preservation Act (NHPA)* of 1966 (as amended) as implemented by 36 CFR 800 (Protection of Historic Properties, effective January 2001); Section 102 of the *National Environmental Policy Act (NEPA)* of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act* of 1966, as amended (49 USC 303); Chapter 267, Florida Statutes; and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), Florida Administrative Code. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 12 (Archaeological and Historic Resources) of the FDOT Project Development and Environment Manual (revised, January 1999). All work conforms to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated).



The CRAS of I-75 from north of University Parkway to north of Moccasin Wallow Road in Manatee County resulted in the identification of two archaeological sites (8MA1497 and 8MA1633), four archaeological occurrences, two previously recorded historic resources (8MA1381 and 8MA1471), and two newly recorded historic resources (8MA1505 and 8MA1636).

Archaeological site 8MA1497 is considered ineligible for listing in the NRHP. Site 8MA1633, which was identified within a preliminary proposed pond, may be associated with a previously recorded pre-Columbian sand mound. Based on this, Site 8MA1497 will be avoided and the pond has been removed from consideration as a potential pond location.

The United States and West Indies Railroad Company (8MA1381) is located within the APE and is crossed over by an elevated portion of I-75. This historic resource does maintain historical importance; however, the railroad has been abandoned and fallen into disrepair and was sold to Florida Power and Light Corporation by CSX Railroad. The length of the railroad in the APE as well as the portion extending outside of the APE to the west was previously surveyed in 2006 and was determined to be ineligible for listing in the NRHP by the State Historic Preservation Office (SHPO) at that time. I-75 will remain elevated over the railroad and no at-grade improvements are planned. Based on this, the proposed improvements will have no effect on the small segment of the railroad located within the APE.

The Rubonia Terra Ceia cemetery (8MA1636) is located on the west side of I-75 south of 69th Street/Erie Road. This site may have unmarked burials extending from the cemetery. Therefore, coordination with the Florida Department of State's Division of Historical Resources has concluded that this location should be avoided during design. Based on this recommendation, FDOT and FHWA, in a communication on January 5, 2009, advised the Florida Department of State's Division of Historical Resources that the Pond AA Alternate parcel had been eliminated as a potential pond site for the I-75 project, see Appendix H.

Of the remaining historic resources, 5000 37th Street E (8MA1471) was determined ineligible for listing in the NRHP by the SHPO in 2006 and 4601 69th Street E (8MA1505) is of a common design and remains in a deteriorated condition. Therefore, they are considered ineligible for listing in the NRHP on an individual basis or as part of a historic district.

**4.2.2 RECREATION AREAS**

Agency	Degree of Effect
SWFWMD	Moderate
<b>Summary Degree of Effect</b>	
Starting Degree of Effect	Moderate
Final Degree of Effect	None/No Involvement

SWFWMD commented with an assigned Degree of Effect of Moderate. FDOT also assigned a starting Degree of Effect of Moderate.

FDOT has developed a Determination of Applicability (DOA) for FHWA’s review and determination related to Section 4(f) in July 2008. Five recreational resources were identified within a 200-foot buffer of the proposed alignment:

- Willow-Ellenton Greenway (proposed),
- Manatee River Blueway,
- Tom Bennett Park,
- Tom Bennett Park Blueway (planned), and
- Braden River Blueway.

Based on the analysis conducted in the DOA, none of the five resources will be impacted by the preferred alternative. The future right-of-way of the preferred alternative will not result in change of ownership or use of the recreational resources. Noise impacts will not substantially impair any recreational uses. In a letter dated December 3, 2008, Manatee County concurred with this finding (see Appendix H). Therefore, the final Degree of Effect has been reduced to None/ No Involvement.

**4.2.3 SECTION 4(f) POTENTIAL**

Agency	Degree of Effect
<b>FHWA</b>	<b>Minimal to None</b>
<b>FDEP</b>	<b>Minimal to None</b>
Summary Degree of Effect	
<b>Starting Degree of Effect</b>	<b>Moderate</b>
<b>Final Degree of Effect</b>	<b>None/No Involvement</b>

FHWA and FDEP commented with an assigned Degree of Effect of Minimal to None. Due to the uncertainty of impacts to the recreation areas before a Section 4(f) DOA is complete, FDOT assigned a starting Degree of Effect of Moderate.

A Section 4(f) DOA was developed for six potential recreational uses located within a uniform distance of 1,250 feet from the FDOT right-of-way. These include:

- Willow-Ellenton Greenway,
- Manatee River Blueway,

- Tom Bennett Park,
- Tom Bennett Park Blueway,
- Manatee Palms Park, and
- Braden River Blueway.

Based on the analysis conducted in the DOA, Section 4(f) does not apply to any of the six sites and recreational resources. There will be no change in property ownership, all improvements on I-75 will exist in FDOT right-of-way, noise will not substantially impair recreational activities, and only minor temporary uses will occur during construction. In a letter dated December 3, 2008, Manatee County concurred with this finding (see Appendix H). Therefore, since Section 4(f) does not apply to any of the resources, the final Degree of Effect has been reduced to None/No Involvement.

### 4.3 *SOCIAL ENVIRONMENT*

#### 4.3.1 *AESTHETICS*

Agency	Degree of Effect
FDOT D1	Minimal to None
Summary Degree of Effect	
Starting Degree of Effect	Minimal
Final Degree of Effect	Minimal

FDOT District 1 commented with an assigned Degree of Effect of Minimal to None. FDOT assigned a starting Degree of Effect of Minimal.

Since the 100- and 200-foot project buffers frequently fall within the existing I-75 right-of-way, the 500-foot project buffer has been utilized for analysis of aesthetic impacts to residential areas. Given the distance of residential and non-residential development from the existing right-of-way, potential relocations should be minimal. Based on this information, the FDOT assigned a final Degree of Effect of Minimal.

#### 4.3.2 *ECONOMIC*

Agency	Degree of Effect
FDOT D1	Enhanced
Summary Degree of Effect	
Starting Degree of Effect	Enhanced
Final Degree of Effect	Enhanced



FDOT District 1 commented with an assigned Degree of Effect of Enhanced. FDOT also assigned a starting Degree of Effect of Enhanced.

The project should benefit local businesses as a result of the increased capacity. The facility carries regional traffic that creates a market for businesses located near the corridor. Increased business activity could translate to higher property values and tax revenues. Regional employment opportunities could be enhanced by increased connectivity to commercial and employment centers along Florida’s gulf coast. Based on this information, the FDOT assigned a final Degree of Effect of Enhanced.

**4.3.3 LAND USE**

<b>Agency</b>	<b>Degree of Effect</b>
<b>DCA</b>	<b>Minimal to None</b>
<b>FDOT D1</b>	<b>Minimal to None</b>
<b>Summary Degree of Effect</b>	
<b>Starting Degree of Effect</b>	<b>Minimal</b>
<b>Final Degree of Effect</b>	<b>Minimal</b>

The Florida Department of Community Affairs (DCA) and FDOT District 1 commented with an assigned Degree of Effect of Minimal to None. FDOT assigned a starting Degree of Effect of Minimal.

The generalized future land use information within the one-mile project buffer shows the following allocation of future land uses: single family 49%, multi-family 41%, estate residential 3%, commercial 2%, and industrial 1%. The study area is a transitioning rural area experiencing tremendous development pressure. A significant amount of residential development has been approved east of I-75.

The 2020 Manatee County Comprehensive Plan controls growth in the urban and rural areas of the county. The plan’s Future Transportation Map series shows I-75 as a 10-lane facility. The project as proposed is consistent with both the transportation and future land use elements of the plan.

The widening of I-75, an existing limited access expressway facility, would not appreciably change the character or aesthetics of the existing landscape. Reductions in recreation and open space are also not anticipated as a result of right-of-way acquisition for the project. A portion of the Terra Ceia State Buffer Preserve exists near the north end of the project; however, the majority of the preserve exists outside the one-mile project buffer.

The existing land use assemblage contained within the I-75 project area consists of residential, commercial, industrial, recreational, agricultural, and institutional use. Residential land use accounts for approximately 93% of the use present within the one-mile project buffer.

Most of the expansion of I-75 will occur within the existing right-of-way. No new interchange locations are included in the project. Based on analysis done in PD&E, right-of-way takings will impact approximately 45 privately held parcels. The vast majority of the impacted parcels are undeveloped. Impacts to the existing character of the area from the project and related right-of-way expansion are expected to be minimal.

Based on the limited acquisition of right-of-way, the use of existing interchange locations, and the fact that I-75 is an existing facility, the project is not anticipated to appreciably change the character or aesthetics of the existing landscape. Therefore, the final Degree of Effect for the project remains Minimal.

**4.3.4 MOBILITY**

Agency	Degree of Effect
FDOT D1	Enhanced
<b>Summary Degree of Effect</b>	
Starting Degree of Effect	Enhanced
Final Degree of Effect	Enhanced

FDOT District 1 commented with an assigned Degree of Effect of Enhanced. FDOT also assigned a starting Degree of Effect of Enhanced.

The addition of four lanes to the existing interstate highway is anticipated to enhance automobile and freight mobility in the project area and regionally. The project’s effect on other modes of transportation including pedestrian, bicycle, and transit will be dependent on the design of project interchanges where the only facility crossings can occur. Interchanges with crossroads should accommodate the needs of non-motorized traffic so as not to deter pedestrian, bicycle, and transit use. Treatments such as sidewalk continuity and pedestrian crossings would also benefit the transportation-disadvantaged population in the project area. Additionally, there are existing and proposed recreational facilities proximate to the project that will require consideration during project design. Based on this information, the FDOT assigned a final Degree of Effect of Enhanced.

**4.3.5 RELOCATION**

<b>Agency</b>	<b>Degree of Effect</b>
<b>FDOT D1</b>	<b>Minimal to None</b>
<b>Summary Degree of Effect</b>	
<b>Starting Degree of Effect</b>	<b>Minimal</b>
<b>Final Degree of Effect</b>	<b>Minimal</b>

FDOT District 1 commented with an assigned Degree of Effect of Minimal to None. FDOT assigned a starting Degree of Effect of Minimal.

Of the 1,982 acres within the project buffer, residential uses comprise approximately 101 acres and commercial uses comprise approximately 33 acres. Given the distance of residential and non-residential development from the existing right-of-way, relocations should be minimal. There are no community facilities proximate to the project.

A Conceptual Stage Relocation Plan (CSRP) was completed in September 2008. An analysis of the full range of alternatives was conducted and consideration was given to minimize the impacts to residences, cultural resources, and businesses. The project corridor is moderately developed or approved for development within the next one to five years.

The Preferred Alternative requires no residential displacements due to right-of-way acquisition for the mainline. However, there are three potential residential relocations required for acquisition of right-of-way for stormwater management ponds. There is sufficient available housing for sale within or near the project area that could accommodate these relocations.

The Preferred Alternative will impact two businesses located at the southeast and southwest quadrants of the US 301 interchange. One business, a multi-story hotel, will need to be relocated in order to accommodate a new northbound off-ramp, and the second business, a vacant restaurant, will need to be relocated for the southbound on-ramp and stormwater management pond.

Although the Preferred Alternative requires three residential relocations and two business relocations, ample replacement housing, commercial space, and undeveloped property exists in the immediate vicinity. As such, the final Degree of Effect remains Minimal.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, FDOT will conduct a Right-of-Way and Relocation Program in accordance with FS 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).



**4.3.6 SOCIAL**

<b>Agency</b>	<b>Degree of Effect</b>
<b>FDOT D1</b>	<b>Minimal to None</b>
<b>Summary Degree of Effect</b>	
<b>Starting Degree of Effect</b>	<b>Minimal</b>
<b>Final Degree of Effect</b>	<b>Minimal</b>

FDOT District 1 commented with an assigned Degree of Effect of Minimal to None. FDOT assigned a starting Degree of Effect of Minimal.

Within the one-mile project buffer, the population has a lower percentage of minority residents (Hispanic 3.7%, Black 2%) than Manatee County as a whole (Hispanic 9.3%, Black 8.2%). Conversely, the percentage of the study area population 65 years of age or older represents approximately 35% of the population, while the same statistic for the county is 24.9%. Displacement of these segments of the population or the population in general are not anticipated as a result of the project since residential areas are set back a considerable distance from the roadway.

Land use within the one-mile project buffer is primarily rural in character with residential uses accounting for approximately 16% of the overall land use. The 2000 land use data shows a number of small residential developments at points along the I-75 corridor; however, conservation lands typically buffer these areas from the roadway. Residential areas appear to have developed independently on either side of I-75; therefore, the project will not result in any segregation of neighborhoods. As such, the addition of two lanes to the existing facility is not expected to create barriers between neighborhoods or affect community cohesion.

One community focal point is located within 500 feet of the project and several are located in the one-mile project buffer area. The unincorporated communities of Ellenton and Parrish are located north of US 301. The only major activity centers proximate to I-75 in the study area is the Ellenton Outlet Mall, which attracts shoppers locally and regionally and commercial developments on SR 64 and SR 70.

The project is not anticipated to result in the creation of isolated areas that affect the ability of emergency services or law enforcement to provide service. Capacity improvement should have improved conditions for emergency service and evacuation response times.

The Preferred Alternative requires right-of-way acquisition for portions of the mainline and for multiple stormwater management ponds. Three residential relocations may result from land acquisition needed for the siting of stormwater management ponds; no residential relocations will result from mainline expansion.

The Preferred Alternative will impact two businesses located at the southeast and southwest quadrants of the US 301 interchange: a vacant restaurant that is for sale and a multi-story hotel that cannot be reasonably avoided.

No community focal points such as churches, schools, community centers, etc. are anticipated to be affected by the project.

Title VI of the Civil Rights Act of 1964 provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participating in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII of the Civil Rights Act of 1964 guarantees each person equal opportunity in housing. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. Public comments were received throughout the project. No comments have been received regarding Title VI or Title VIII during this study.

Because the Preferred Alternative requires only three residential relocations and two business relocations and because of the limited impact this project will have on the overall social and cultural environment, the final Degree of Effect remains Minimal.

#### **4.4 SECONDARY AND CUMULATIVE**

<b>Agency</b>	<b>Degree of Effect</b>
<b>EPA</b>	<b>Moderate</b>
<b>Summary Degree of Effect</b>	
<b>Starting Degree of Effect</b>	<b>Minimal</b>
<b>Final Degree of Effect</b>	<b>Minimal</b>

The EPA commented with an assigned Degree of Effect of Moderate. FDOT assigned a starting Degree of Effect of Minimal.

The EPA states that the proposed project covers a very wide area and there is a need to analyze the cumulative impact of all the wetlands loss/mitigation. The proposed project has been identified as having a potential degree of effect of moderate on coastal and marine resources, water quality and quantity, wetlands, and wildlife and habitat due to the numerous creek and river crossings and associated wetlands adjacent to the project. However, the proposed project is a level of service improvement of an existing roadway. The purpose of the project is not to provide access to existing undeveloped areas but to improve traffic flow. All wetland impacts and mitigation associated with construction of the project will meet state and federal permitting requirements.

The secondary and cumulative wetland impacts associated with this project will be addressed during processing of the ERP and Federal Dredge and Fill permit applications. FDOT anticipates that any unavoidable wetland impacts that remain after implementation of avoidance and minimization design alternatives will be mitigated using the FDOT Wetland Mitigation Program or by creating, restoring, or enhancing habitats of similar type and quality within the same drainage basin. FDOT will coordinate with SWFWMD, USACE, and EPA during project design to develop compensatory mitigation for the proposed wetland impacts.

## 4.5 OTHER

### 4.5.1 NOISE

Agency	Degree of Effect
No Agency Commented	
Summary Degree of Effect	
Starting Degree of Effect	Minimal*
Final Degree of Effect	Minimal

\* FDOT evaluated starting Degree of Effect.

No agency or ETDM comments were received on this item. FDOT assigned a starting Degree of Effect of Minimal in lieu of any agency comments.

A Noise Study Report was prepared in accordance with the FDOT procedures that comply with Title 23 CFR, Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise). A detailed description of the noise study methodology and results is contained in the Noise Study Report, published separately, and appended by reference.

The results of the analysis indicate that existing (2006) traffic noise levels are predicted to have ranged from 48.1 to 74.4 decibels on the “A”-weighted scale (dBA) at the 904 evaluated noise sensitive sites with levels predicted to have approached, met, or exceeded the FHWA’s Noise Abatement Criteria (NAC) at 318 of the sites. In the future (2035) without the proposed improvements (Future No-Build), traffic noise levels are predicted to range from 49.0 to 74.4 dBA, with levels predicted to approach, meet, or exceed the NAC at a total of 321 sites.

In the future (2035) with the proposed improvements, traffic noise levels are predicted to range from 50.3 to 77.1 dBA, with levels predicted to approach, meet, or exceed the NAC at 562 of the evaluated sites. The results of the analysis indicate that when compared to existing conditions, traffic noise levels would not increase more than 8.9 dBA with the proposed improvements. As such, none of the sites are predicted to have a substantial increase (15 dBA or more) in traffic noise as a result of the proposed improvements.



Noise abatement measures were evaluated where traffic noise levels were predicted to approach, meet, or exceed the NAC. The measures considered were traffic management, alternative roadway alignments, property acquisitions, and noise barriers. The results of the analysis indicate that although feasible, traffic management, alternative roadway alignments, and property acquisitions are not reasonable methods of reducing predicted traffic noise impacts at the affected sites.

The results of the analysis also indicates that noise barriers appear to be a potentially reasonable and feasible method of reducing predicted traffic noise impacts for 412 of the 562 affected sites. There do not appear to be any feasible and reasonable methods of reducing predicted traffic noise impacts at the remaining 150 sites. The locations where noise barriers are a potentially reasonable and feasible method of reducing predicted traffic noise impacts are River Place, Tara Preserve, Westbrook, Manatee Palms, Winter Quarters Manatee RV Resort, and Tuscany Lakes.

The FDOT is committed to further evaluate noise barriers during the final design phase for River Place, Tara Preserve, Westbrook, Manatee Palms, Winter Quarters Manatee RV Resort, and Tuscany Lakes.

In addition to the communities listed above, the community of Fosters Creek will be evaluated during the final design phase. With an existing wall in place at the Fosters Creek community, the amount of noise reduction provided by an additional barrier is very sensitive to the ground elevation. Effective heights of the existing wall and a noise barrier will be further evaluated during the design phase when more detailed elevation data is available.

The location of each noise barrier determined to be potentially feasible and cost reasonable is illustrated on the concept plans in Appendix A-1.

**4.5.2 CONSTRUCTION**

Summary Degree of Effect	
Starting Degree of Effect	Minimal to None*
Final Degree of Effect	Minimal

\* FDOT evaluated starting Degree of Effect.

Construction was not a screening element for this project.

Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impacts will be minor and short-term in the form of dust from earthwork and unpaved roads. These impacts will be minimized or controlled by adherence to all state and local regulations, the most current edition of the FDOT Standard Specifications for Road and Bridge Construction, and any special provisions in the construction contract.

Noise and vibration impacts will be from heavy equipment movement and construction activities. This will be minimized by adherence to noise control measures found in the most current edition of the FDOT Standard Specifications for Road and Bridge Construction, and any special provisions in the construction contract.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT Standard Specifications for Road and Bridge Construction, "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of Best Management Practices (BMPs). All oil, chemicals, fuel, etc., used in construction must be disposed of in an acceptable manner and be consistent with local, state, or federal regulations, and must not be dumped on the ground in drainage ways.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and businesspersons can plan travel routes accordingly. All provisions of the most current edition of FDOT Standard Specifications for Road and Bridge Construction will be followed.

For the residents living along the project, some of the materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem.

# *Section 5.0*

## ***SUMMARY OF PERMITS AND MITIGATION***

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### ***5.1 PERMITS***

Wetland impacts associated with the project will need to be permitted through SWFWMD and the USACE. SWFWMD will consider wetland impacts during their review of an Environmental Resource Permit (ERP) application under the criteria within 40D-4 FAC and the Basis of Review for ERP applications. An individual ERP will be required for this project.

SWFWMD may also review the project for the use of Sovereign Submerged Lands within the areas of the Braden River and the Manatee River. This review will be proprietary in nature, but will also include a public interest test (i.e., the project must be shown to be in the public interest to obtain an easement). Road and bridge crossings and rights-of-way generally require an easement from the Board of Trustees of the Internal Improvement Trust Fund and are typically reviewed concurrent with the ERP application.

The USACE will review wetland impacts associated with construction of the project under the authority of Section 404 of the Clean Water Act. Except for the bridge over the Manatee River, wetland impacts will require an Individual Dredge and Fill Permit. The USACE will defer environmental impacts associated with the Manatee River Bridge to the United States Coast Guard (USCG). The USACE Dredge and Fill permit application will be processed concurrently, but independent of, the ERP application reviewed by SWFWMD.

The USCG will review the proposed plans to expand or reconstruct the Manatee River Bridge under the authority granted by Sections 9 and 10 of the Rivers and Harbors Act of 1899 and the General Bridge Act of 1946. A permit modification will be required if the existing bridge is widened. A new permit will be required if the bridge is replaced with a new structure.

40 CFR Part 122 prohibits point source discharges of stormwater to waters of the U.S. without a National Pollutant Discharge Elimination System (NPDES) permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites resulting in greater than one acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, FAC or an individual permit issued pursuant to Chapter 62-620, FAC. The NPDES permit is obtained from FDEP.



## **5.2 MITIGATION**

The proposed improvements to I-75 will result in impacts to state and federal jurisdictional wetlands. During the design process, measures will be taken to avoid and minimize wetland impacts where practicable. Approximately 16 percent of the project area consists of wetlands and surface waters, many of which are upland cut ditches and reservoirs. FDOT will provide compensatory mitigation for wetland and surface water impacts.

Wetland impacts that result from construction of this project will be mitigated to satisfy all mitigation requirements of Part IV, Chapter 373 FS and 33 USC 1344. FDOT anticipates that freshwater wetland mitigation for this project will be accomplished using the FDOT Wetland Mitigation Program or by creating, restoring, or enhancing habitats of similar type and quality within the same drainage basin. The project study area is not within the service area of any permitted mitigation bank. However, alternative mitigation options will be assessed during the permitting phase of this project and the most cost effective option will be selected.

The proposed project will impact a total of 11.6 acres of estuarine wetlands, which are considered EFH by the NMFS. Specifically, 9.7 acres of saltwater marsh, 1.7 acres of mangrove swamp and 0.2 acres of open water habitat will be impacted. FDOT anticipates that estuarine wetland mitigation for this project will be accomplished using the FDOT Wetland Mitigation Program or by creating, restoring, or enhancing habitats of similar type and quality within the same drainage basin. FDOT will coordinate with the NMFS during project design to develop compensatory mitigation for the 11.6 acres of estuarine wetland impact.

As the project proceeds through permitting, a detailed functional assessment using UMAM will be completed to determine specific wetland mitigation needs. Once the mitigation needs are determined, FDOT will assess mitigation alternatives for this project and choose the most cost effective option.

# *Section 6.0*

## ***SUMMARY OF PUBLIC INVOLVEMENT***

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### ***6.1 PUBLIC INVOLVEMENT***

A Public Involvement Plan was prepared in July 2006 for the project. This plan is in compliance with the FDOT PD&E Manual, FS 339.155, Executive Orders 11990 and 11988, CEQ Regulations for Implementing the Procedural Provisions of the Natural Environmental Policy Act, and FHWA Order 5610.1C.

### ***6.2 ETDM SCREENING***

The project was evaluated through the ETDM screening process. The Sarasota/Manatee County MPO and FDOT submitted the I-75 Manatee project for an ETDM Programming Screen on February 14, 2005. On August 31, 2005, the ETDM Programming Summary Report was published (see Appendix C).

The Class of Action for the I-75 Manatee project was determined to be a Type II Categorical Exclusion via the ETDM EST and as approved by FHWA.

### ***6.3 ADVANCE NOTIFICATION***

The Advance Notification package was mailed to the Florida State Clearinghouse and local and federal agencies on February 14, 2006, in accordance with Executive Order 95-359. Responses were received from:

- Southwest Florida Water Management District,
- Department of Environmental Protection,
- Manatee County,
- State Historic Preservation Officer,
- National Marine Fisheries Service,
- Seminole Nation of Oklahoma Historic Preservation Officer,
- Centers for Disease Control and Prevention,
- Manatee County Board of County Commissioners, and
- United States Coast Guard.

The comments received through the Advance Notification process either stated that they had no comment, or were related to respective agency permitting requirements. The Advance Notification package and agency responses are included in Appendix D.

## **6.4 NEWSLETTERS**

A total of four newsletters will be prepared for this project. To date, three have been completed and mailed to the public. The first issue was published and distributed in November 2006 and informed the public of the start of the project and provided information on the study process. This issue identified the need for public involvement, introduced and gave the location of the project website, provided FDOT contact information, and told how the public could submit comments on the project.

The second issue, published and mailed in February 2008, presented an overview of the alternatives developed and included an invitation letter serving as notification of the Public Information Workshop.

The third newsletter was published and mailed in October 2008. This issue summarized events that took place at the Public Information Workshop, included comments received at the workshop and how they are being addressed, and provided an update of the project's progress since the workshop. This newsletter also announced the Public Hearing, which was held on November 18, 2008. The fourth newsletter will be mailed after FHWA has reviewed and accepted the recommended alternative.

## **6.5 PUBLIC INFORMATION WORKSHOP**

The I-75 Manatee PD&E Study Public Information Workshop was held on Tuesday, February 26, 2008. The workshop was held at the Woodland Baptist Church, 9607 East SR 70, Bradenton, Florida, from 5:00 pm to 8:00 pm. A project newsletter announcing the Public Information Workshop was mailed in February approximately two weeks prior to the workshop to property owners, interested citizens, agencies, and public officials. A 1/4-page display advertisement was published in the Bradenton Herald on February 14, 2008. In addition, a news release was sent to the local news media.

A total of one hundred fifty-nine (159) people signed the attendance sheets at the workshop. Aerial photos showing two build alternatives were on display along with other project information, and a project video was shown continuously. FDOT representatives were available to answer questions and receive comments.



Thirty (30) written comment forms were received at the workshop. An additional twelve (12) comments were submitted via the project website and ten (10) were submitted via U.S. Mail prior to the end of the comment period on March 7, 2008. Below is a summary of the comments:

### **Issues and Concerns Cited Regarding Noise**

1. Noise levels are already too high. (36)
2. Will noise barriers be constructed? (21)
3. My home is losing value due to the noise. (9)
4. Noise is lowering quality of life. (7)
5. Use a more modern road surfacing technique to lower noise levels. (7)
6. More traffic will bring more noise. (11)
7. The number of houses affected by noise in the Tara area will far exceed the estimated 41 that was presented in Segment 1.
8. Are the noise levels acceptable per EPA guidelines?
9. Developer was to build noise walls; developer didn't build the walls. (5)
10. There is too much noise from SR 70 to Linger Lodge Road already.
11. Will our homes east of I-75 on Linger Lodge Road be addressed for noise concerns?
12. The bridge concept at the SR 70 interchange will create additional noise, visual, and safety concerns. (2)
13. What types of noise testing will be conducted?
14. The noise level increases (and abatement effectiveness decreases) with elevated roadways.
15. Freeway noise is carried on the east wind directly towards our house.
16. I'm worried about the road becoming so much closer to my yard. (2)
17. With the new lanes being much closer to our home we will not only have a sound problem but a safety issue without a concrete barrier in place.

### **Other Issues and Concerns Cited**

1. Are there any state or other regulations that specify a minimum distance between a freeway and residential property?
2. Is it possible that property may need to be purchased to provide land for the widening?
3. Five lanes merging back into two lanes in Venice will back up traffic to Tampa. (3)
4. Five adjacent lanes with no barrier would be more advantageous. The proposed plan traps disabled vehicles and accidents in the high-speed lanes. (2)
5. Why not build in less populated areas further east instead of overloading I-75.
6. The increased size of I-75 will be disproportionate to the surrounding area.

7. Our concerns regarding construction of a new bridge over I-75 at Linger Lodge Road are not being addressed.
8. Will the existing lanes and additional lanes be narrowed?
9. What is the cost of the project? (3)
10. What is the timeframe of the project? When will it begin and how long to completion?
11. Highway fumes are already a problem. (2)
12. Lower the speed limit. (2)
13. Build a bike lane between the ten lanes.
14. Provide public transportation. (4)
15. What are the effects to wetlands, floodplain, endangered species, and undeveloped parcels?
16. There are no north-south roads that connect the area except for I-75 and US 41.
17. If it is necessary, we will get a petition to stop this plan.
18. Extend Tara Boulevard south to Honore Avenue, which would take a great deal of traffic off I-75.

All of these comments were taken into consideration and incorporated, as appropriate, into the development of the preferred alternative.

## **6.6 SMALL GROUP MEETINGS**

Following the Public Information Workshop, small group meetings were held with the Tara Preserve Committee for Highway Noise Abatement and the Executive Board of the Tara Master Association. Meetings were held on May 6, 2008 and November 12, 2008 and included staff from FDOT and KB Environmental. The purpose of these meetings was to discuss the FDOT's traffic noise evaluation process. FDOT made a presentation and provided graphics showing the evaluation measures taken to determine the need for a noise barrier for the Tara Preserve community. As requested by the Committee, vegetation issues, including non-native vegetation, were also discussed.

## **6.7 PUBLIC HEARING**

The I-75 Manatee County PD&E study Public Hearing was held on Tuesday, November 18, 2008 at Woodland - The Community Church, 9607 East SR 70, in Bradenton, Florida. An informal open house was held from 6:00 p.m. to 7:00 p.m., and the formal Public Hearing began at 7:00 p.m. The hearing was held to inform the public of the results of the study and to give the public the opportunity to express their views regarding specific location, design, socio-economic effects, and environmental impacts associated with the Preferred Alternative. The FDOT project

manager presided at the hearing. FDOT representatives were present at the hearing to discuss the project with the general public.

A letter announcing the Public Hearing was mailed on October 21, 2008 to public officials and agencies and on October 22, 2008 to property owners. A 1/4-page display advertisement was published in the Bradenton Herald on Friday, October 24, 2008 and Sunday, November 9, 2008. In addition, a news release was sent to the local news media.

A total of one hundred eleven (111) people signed the attendance sheets at the hearing. Aerial graphics showing the Recommended Preferred Alternative were on display along with draft project reports and other project information. The formal portion of the hearing began with introductory remarks by the project manager, and then a video of the project was presented. The video included a summary of the need for the project and the relative merits of the Recommended Preferred Alternative based on its level of traffic service and socio-economic and environmental impacts.

Following the video presentation, a brief intermission was held during which attendees could review the displays and ask questions. The hearing was reconvened and the next portion was devoted to public comments. Specific comments and questions raised at the hearing were answered at the hearing, by letter, or during informal discussions with concerned individuals. Seven (7) people spoke for the public record at the hearing.

There were a total of forty (40) comments received as a result of the I-75 Manatee County PD&E Study public hearing. Sixteen (16) written comments were received at the hearing and seven (7) people gave oral comments during the formal comment period. Seven (7) additional comments were submitted via the project website, five (5) were submitted via email, and five (5) were submitted via U.S. Mail prior to the end of the comment period on December 1, 2008. All comments received and the hearing transcript is included in Appendix F. Below is a summary of the comments:

1. We need a noise wall at River Place to help bring down the noise level. We request a 22-foot wall and that it be built before any other work is done on that part of the expressway. (3)
2. I tend to disagree with the “barely perceptible” statement regarding noise, as not only is traffic volume expected to almost double, but it will be significantly closer to my residence.
3. Our community of Tara Preserve is now severely impacted by the noise level generated by traffic flow that increases each year. We do not object to the proposed additional lanes but are deeply concerned that your proposed improvement does not contain any noise remediation. We urge that noise remediation be included in the design and construction of this improvement.
4. Please put up a 22-foot wall for Tara Preserve. (4)
5. We really need a noise wall beside Creekwood, Westbrook II, Lakeside II, and Manatee Palms.



6. No-Build Alternative! I think the population growth for Manatee County needs to be evaluated. Also, the finances for the county are depleted.
7. After trying noise-dampening techniques, noise is seriously impacting my quality of life. Because I live on Birds Eye Terrace, there are not enough of us there to make the “reasonable/feasible” factor be clear regarding the noise barrier.
8. An increase in pollution runoff could detrimentally affect my family’s health.
9. I would like FDOT to plan ahead more in interstate and major highway interchange design. A full cloverleaf interchange is better than a diamond with its required lights and traffic stoppage. There are delay costs for the drivers and commerce, increased vehicle operating costs, and increased accident costs.
10. I specifically question the choice of what is designated as possible “Pond A,” as this would be placed in the southeastern neighborhood of the approved development of Riva Trace. Also, Riva Trace will be completed long before this widening and “Pond A” would also eliminate the noise barrier wall approved and required to be constructed in this location.
11. A resident prepared a Staff Study Report, which is attached. His report includes his conclusions and recommended actions. His concerns include the overall quality of life of residents in the area, the noise from I-75 being widened, and the noise and debris during construction. He would like more consideration given to the community and wildlife.
12. As a resident of Magnolia Crossing, my major concern is the noise level now with six lanes of traffic. If and when I-75 is expanded to ten lanes, the noise level will be unbearable without a noise barrier. My next concern is the height and location of the wall. Lastly, when would construction of the wall begin? Is it expected to start before the highway? The earlier the better.
13. Stop the removal of the Brazilian Pepper trees along the west side of I-75 from University Parkway to the I-70 interchange. The noise is unhealthy and disturbing and is affecting our property values. FDOT’s model does not take into account factors like wind and the absence of trees. When the trees are gone, please take more readings.
14. The noise level on Birds Eye Terrace is currently horrendous. The air quality and pollution as it is now is also a concern. With the highway as it is today, there is reason enough to erect a sound barrier wall of at least 22 feet in the very near future and eliminate the expansion project.
15. I am opposed to the I-75 improvement project as there are no plans for noise abatement impacting my residence at Cypress Creek Estates. The road noise from I-75 is a deterrent to buyers from purchasing my home.
16. Current economic conditions and traffic along this corridor do not warrant this level of taxpayer investment. The Crystal Lakes subdivision will be directly impacted by noise and emissions. I believe highway emissions may have far greater impact than FDOT estimates imply.

17. My concern is putting all traffic on one roadway. I would prefer to see a by-pass to the east. In the event of a crash, traffic is completely blocked. I don't believe it is safe to mix local and through traffic on such a large scale.
18. The subdivision we live in, Manatee Palms, is sometimes flooded due to the exit ramp on SR 64 off the interstate southbound. When Moccasin Wallow Road was constructed, the county dug a ditch parallel to the interstate, which drained the water from our neighborhood out but it is not being maintained. I know the new interchange will be diamond shaped so flooding shouldn't be a problem anymore. Also, the only way I would approve of the ten-lane process would be if they put up a sound barrier.
19. As a resident of Cypress Creek Estates, I am very concerned about the noise impact studies on display at the hearing. I find it hard to believe that there won't be at least a five-decibel increase in noise. Cypress Creek already experiences very high road noise. I am also concerned that Manatee Palms, Tidal Water Preserve, Cypress Creek Estates, The Inlets, and Heritage Harbor have been left off the list for noise abatement.
20. I would like to see a 20-foot, if not a 30-foot noise wall. I also think this project will adversely affect my property value. I would like to see the project completed in a more environmentally-friendly way; I think the state should encourage light rail, not more cars.
21. I have a cost-effective question: in Miami, delineators were used. How much would it cost to put those as opposed to 12 feet on each side of a concrete wall of pavement and concrete to put the express lane? My backyard is on the highway. I want a sound wall that is thick and tall enough to block off the sound. And do something about the increase of pollution. You can smell the diesel and that is something that can be mitigated with a chemical process.
22. Is the median listed as being a multi-modal future use, is that a euphemism meaning a light rail corridor?
23. I live in River Place. The pepper plants have been removed and the sound increased quite a bit. The 22-foot wall will not be sufficient to cover the view and the sound. This is also a safety concern with young children.
24. The road noise at the Spanish Point subdivision is currently significant. We're concerned about bringing the roadway another 20 or 30 feet closer with no apparent abatement project planned for this area.
25. Due to the topography at River Place, the location of the proposed sound wall will be installed in the ROW, which is several feet below grade. Consideration should be given to constructing the wall on the community's common ground. River Place property owners would consider providing an easement of dedication of the land at no cost to FDOT.
26. The cost for this project is too large. The money can be better spent by increasing the number of north-south and east-west arteries. The No-Build Alternative is my preferred choice.
27. Why are the improvements ending at SR 681? It's hard to imagine the chaos of all the southbound traffic being dumped back into two lanes south of SR 681.

28. A noise barrier of at least 22 feet is needed now from SR 70 to Linger Lodge Road. Also, design the proposed divider for maximum noise absorption.
29. The area on the southwest quadrant of I-75 and SR 70 is a pine flatwood area, not a wetland.

Staff that attended the I-75 Manatee County hearing received comments while talking with the public, including:

1. Numerous homeowners had questions about current and potential noise and the need for noise walls. One attendee asked if the noise walls will also help with vibrations from trucks, which is already being felt.
2. One man living in Manatee Palms asked several questions related to the rationale of using a four-roadway system versus a two-roadway system. He was concerned over the cost effectiveness of the additional shoulders and concrete barrier required to separate the express and local roadways. These questions stemmed from his primary concern that a four-roadway system would be closer to his home over a two-roadway system and that would cause a higher level of roadway noise at his home.
3. Several people commented on the styles of interchanges that are being proposed, cloverleaf versus diamond interchanges, and gave their views on what types of interchanges are better than others (preferred cloverleaf). They also wanted clarification on what FDOT would do with any ROW land adjacent to reconfigured interchanges (used for greenspace, sold for other uses, etc.). These people continued to voice concerns after being told that some existing interchanges are being replaced due to not meeting current design standards.
4. One participant asked what type of separator is planned between the express lanes and the general use lanes. He indicated that it would be cheaper to build it with plastic separators, as is the case in the I-95 project in Miami.
5. A person wanted to know if the typical section proposed in Manatee County would be consistent with the typical section that is used on I-75 in Hillsborough County.
6. A comment was made about whether or not there will be a mass transit system running through the median and if the potential noise for that system had been studied in this PD&E study.
7. A few people were curious as to why there were no elected officials or county staff at the hearing. Did FDOT invite them?
8. Attendees wanted to know if the project is realistic as it stands at \$1.5 billion with no funding. And that dollar figure will grow by the time the project gets funding.



***APPENDIX A-1***

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**Ultimate Preferred Concept**

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

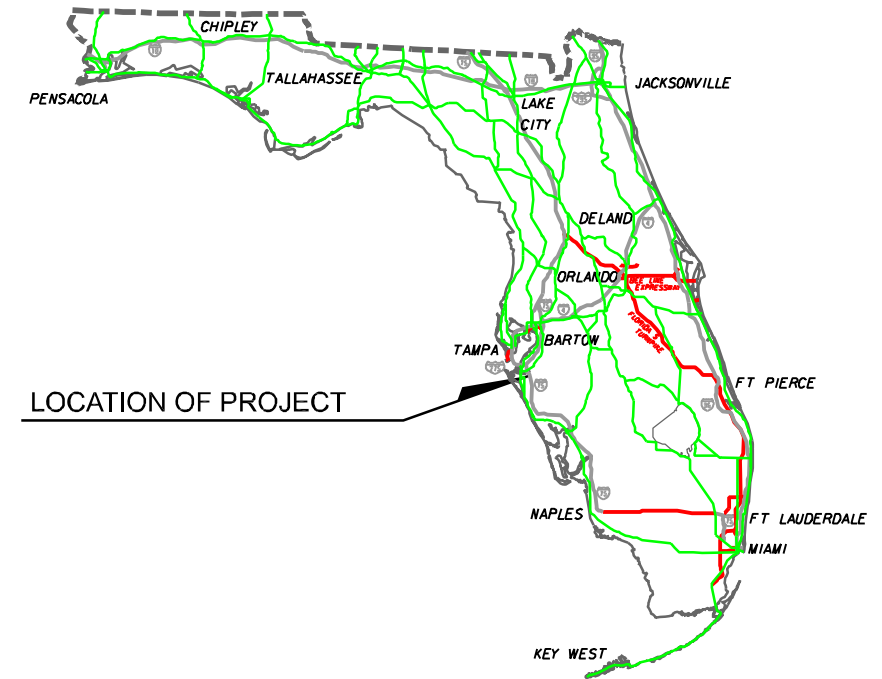
PREFERRED ALTERNATIVE

FINANCIAL PROJECT ID 201032 1 22 01

MANATEE COUNTY

INTERSTATE 75

From North of University Parkway to North of Moccasin Wallow Road



A DETAILED INDEX APPEARS ON THE  
KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
I	KEY SHEET
II	PROJECT LAYOUT/LEGEND
1-32	ROADWAY PLAN SHEETS



PLANS PREPARED BY:

URS Corporation Southern

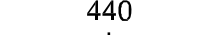
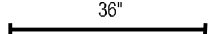





In Association With:

- Janus Research, Inc.
- KB Environmental, Inc.
- Faller Davis & Associates, Inc.
- Adams Traffic, Inc.
- Tierra, Inc.
- McKim & Creed, Inc.
- I.F. Rooks & Associates, Inc.
- The Heimburg Group, Inc.

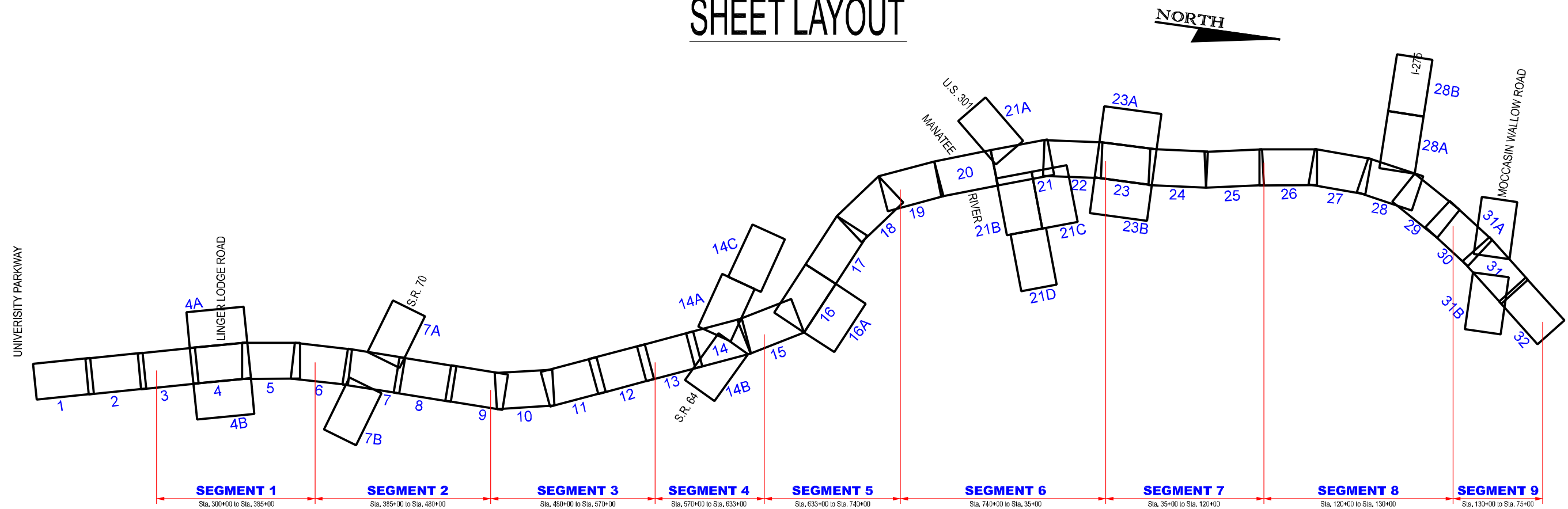
CONCEPT PLANS  
ENGINEER OF RECORD: PAUL SCHMID, P.E.

P.E. NO. 50091

# LEGEND

	EXISTING RIGHT-OF-WAY		STATIONING
	PROPOSED RIGHT-OF-WAY		CROSS DRAINS
	PROPERTY LINES		PAVEMENT REMOVAL
	EXISTING LA RIGHT-OF-WAY		ROADWAY
	PROPOSED LA RIGHT-OF-WAY		BRIDGE
	RETAINING WALL		EXPRESS LANES
	PROPOSED EASEMENT		FLOODPLAIN BOUNDARY
	POTENTIAL CONTAMINATION SITE		WETLAND BOUNDARY
	POTENTIAL NOISE BARRIER		

# SHEET LAYOUT



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

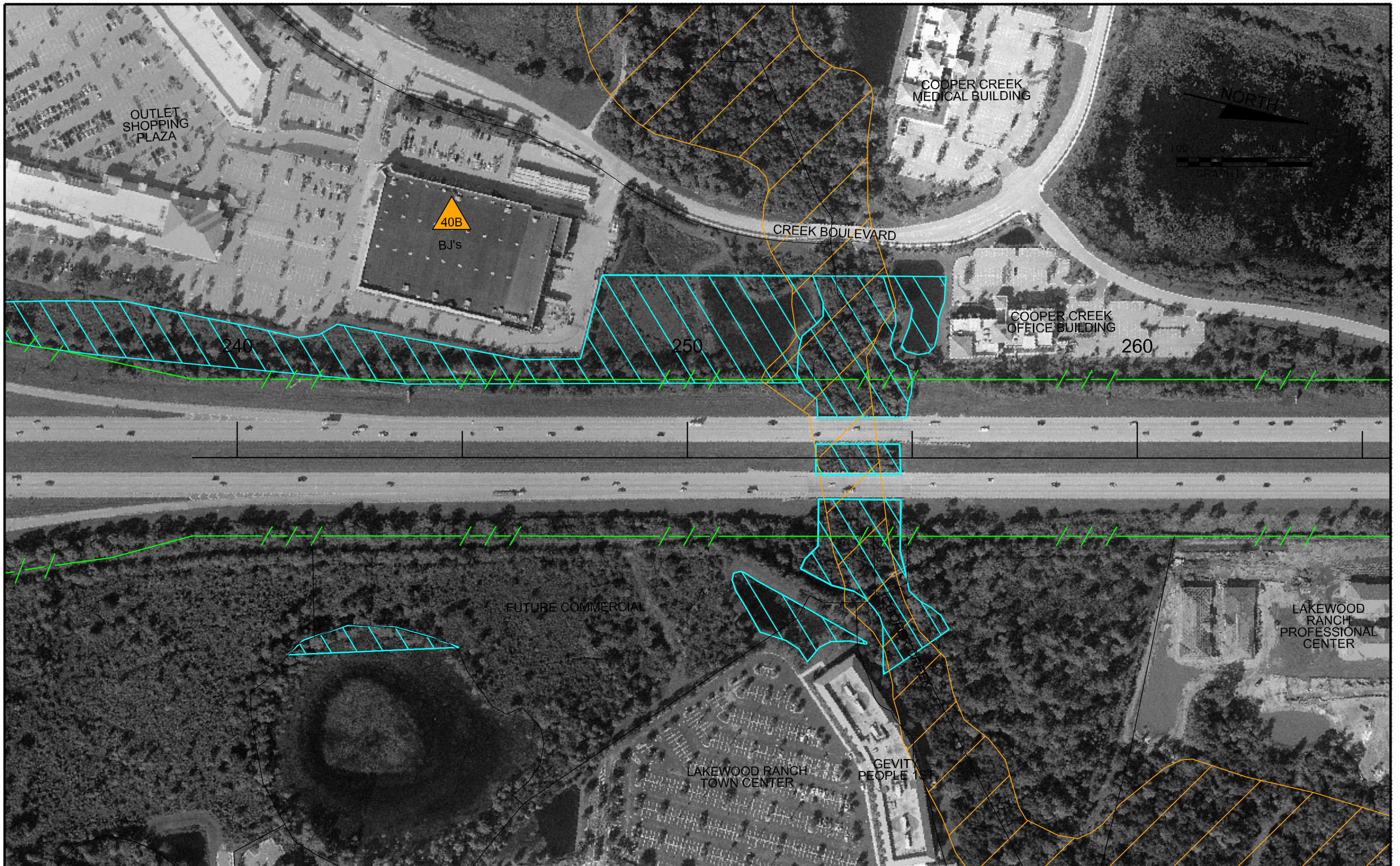
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 11





REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
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4/11/08		PREFERRED ALTERNATIVE			

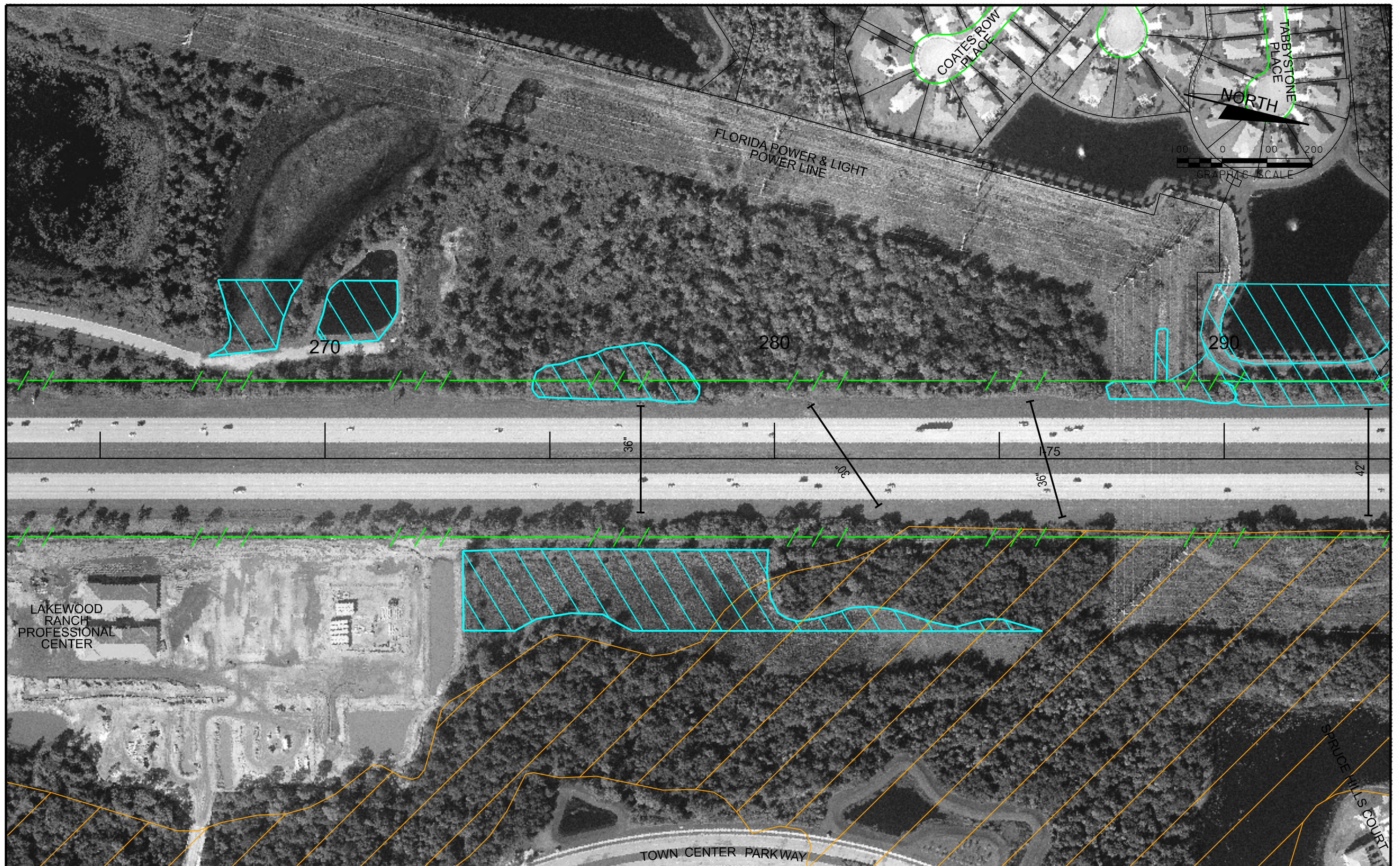
**URS** Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
1





REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
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4/11/08		PREFERRED ALTERNATIVE			

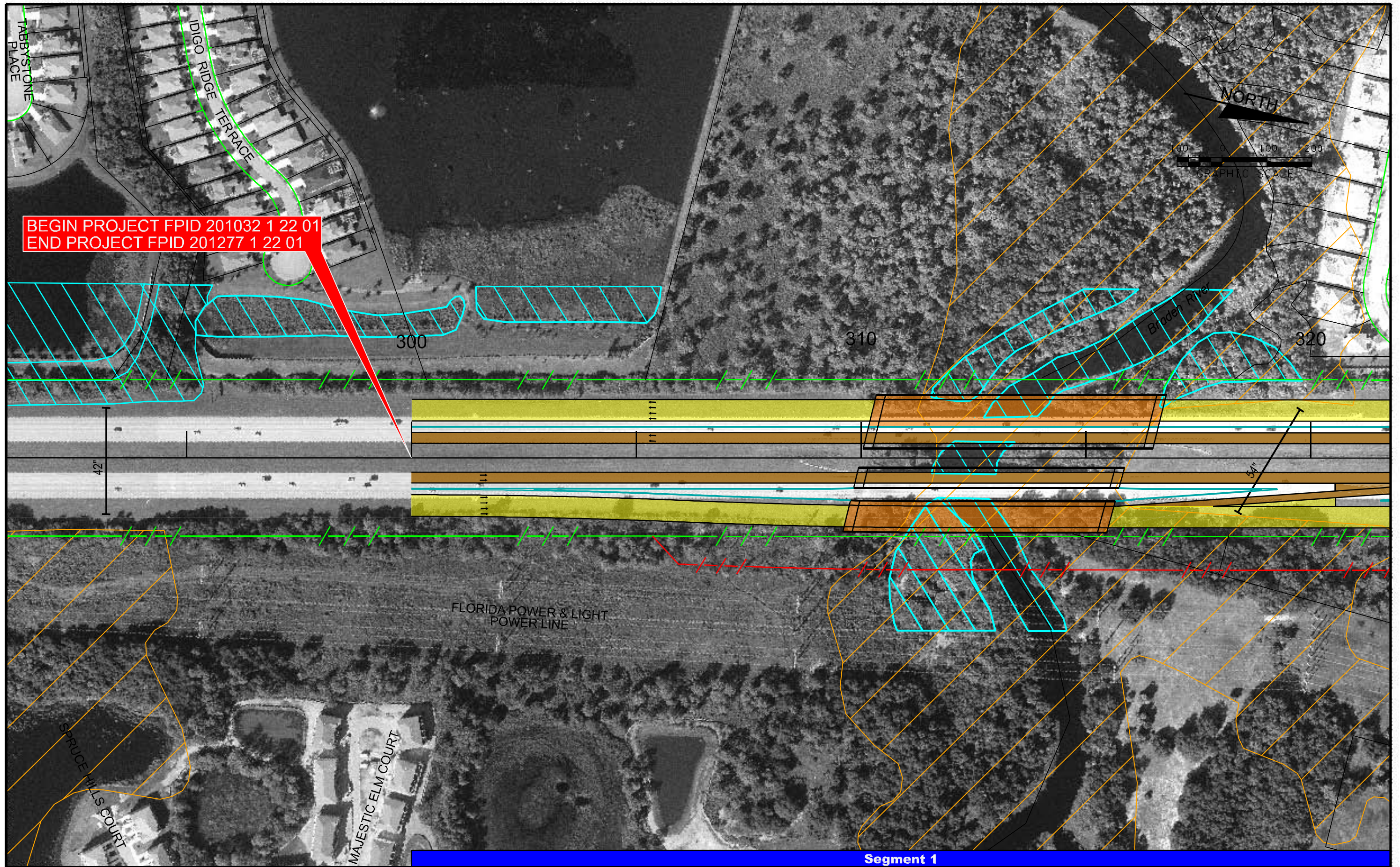
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

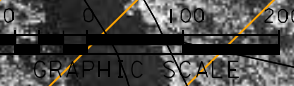
SHEET NO.
2





**BEGIN PROJECT FPID 201032 1 22 01**  
**END PROJECT FPID 201277 1 22 01**

NORTH



300

310

320

42"

34"

FLORIDA POWER & LIGHT  
POWER LINE

**Segment 1**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

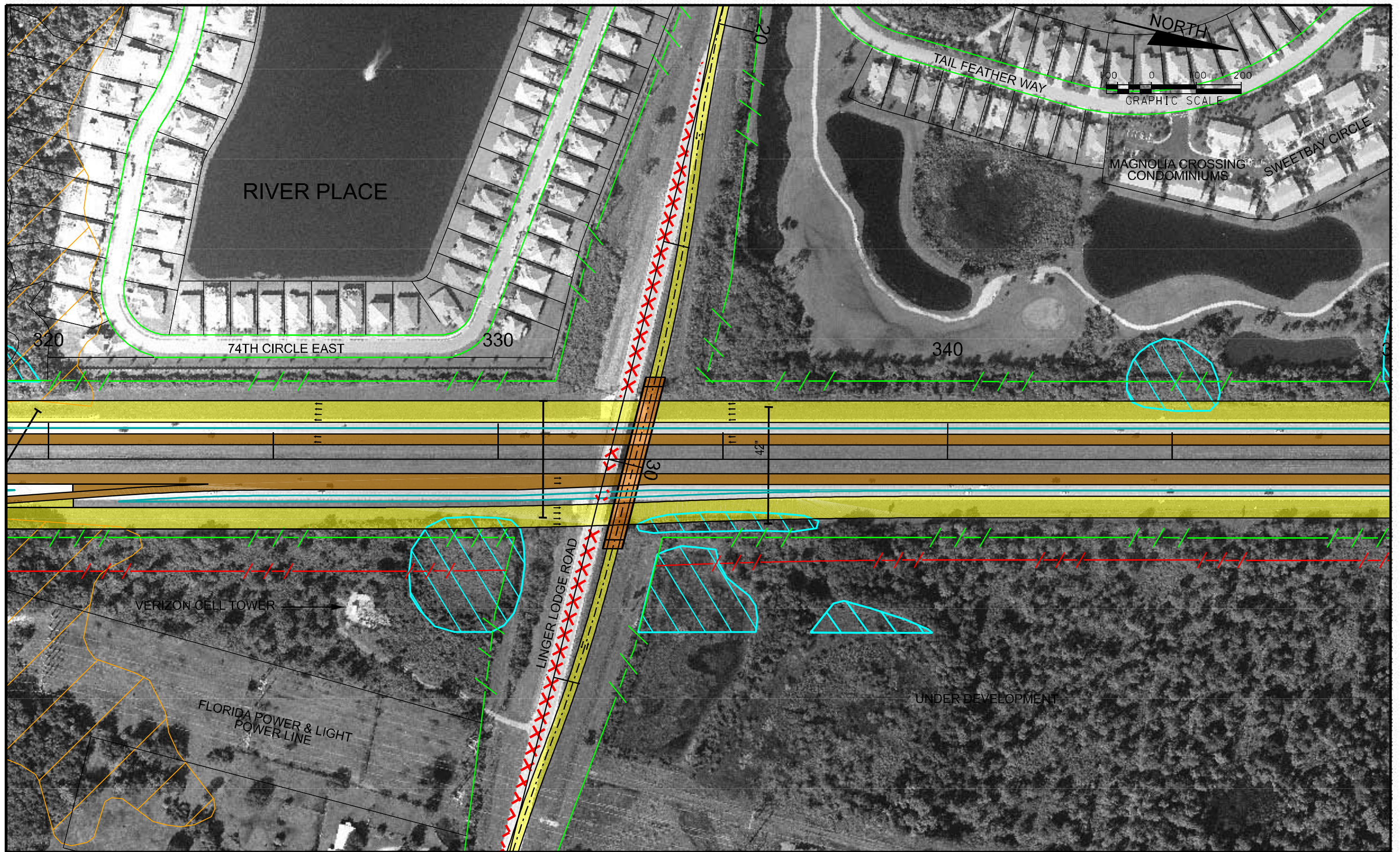
**URS** URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
3





**Segment 1**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
4





END PROJECT FPID 201032 1 22 01

**Segment 1**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
4A





END PROJECT FPID 201032 1 22 01

LINGER LODGE ROAD

68TH AVENUE EAST

66TH AVENUE

**Segment 1**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



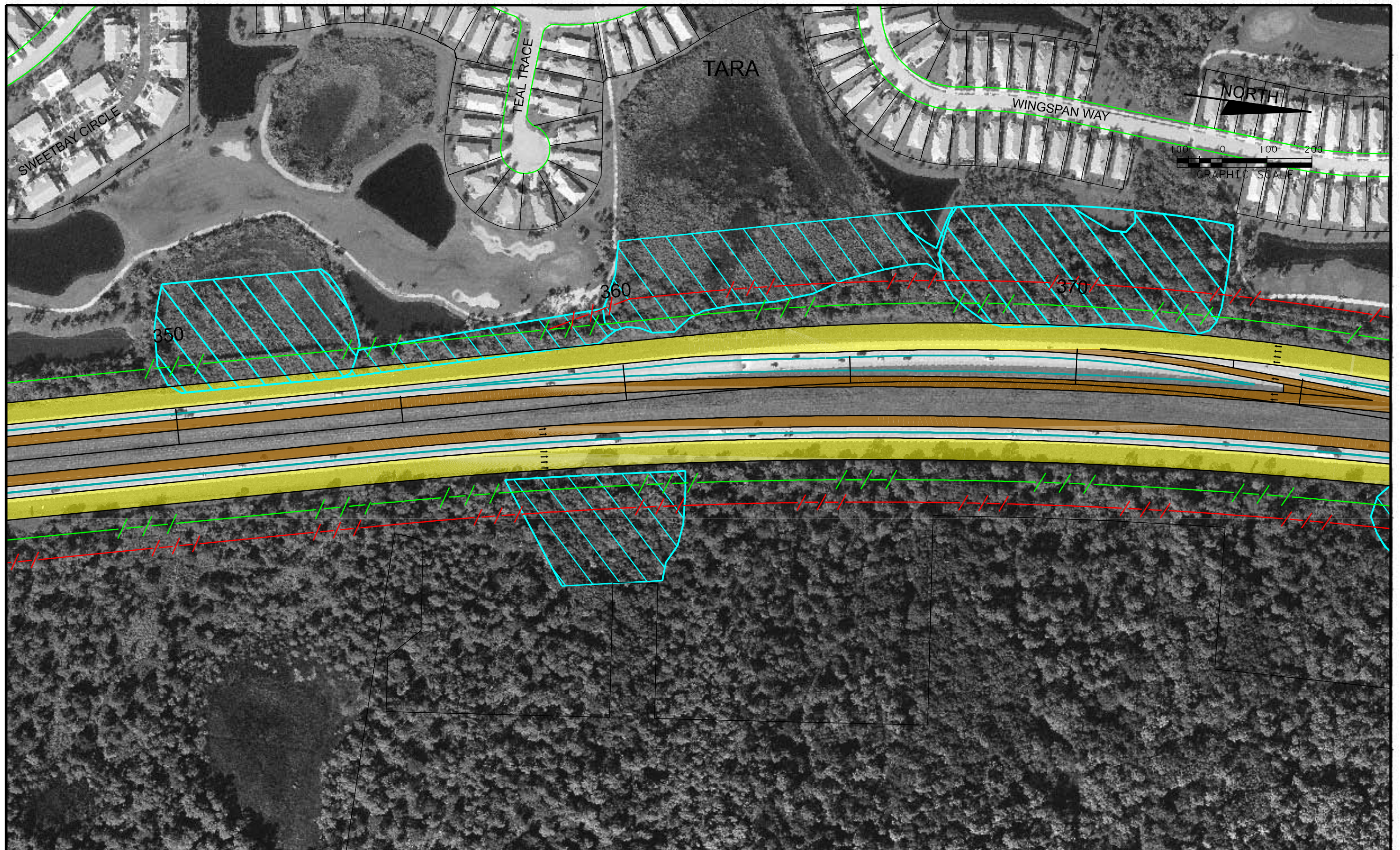
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
4B





**Segment 1**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



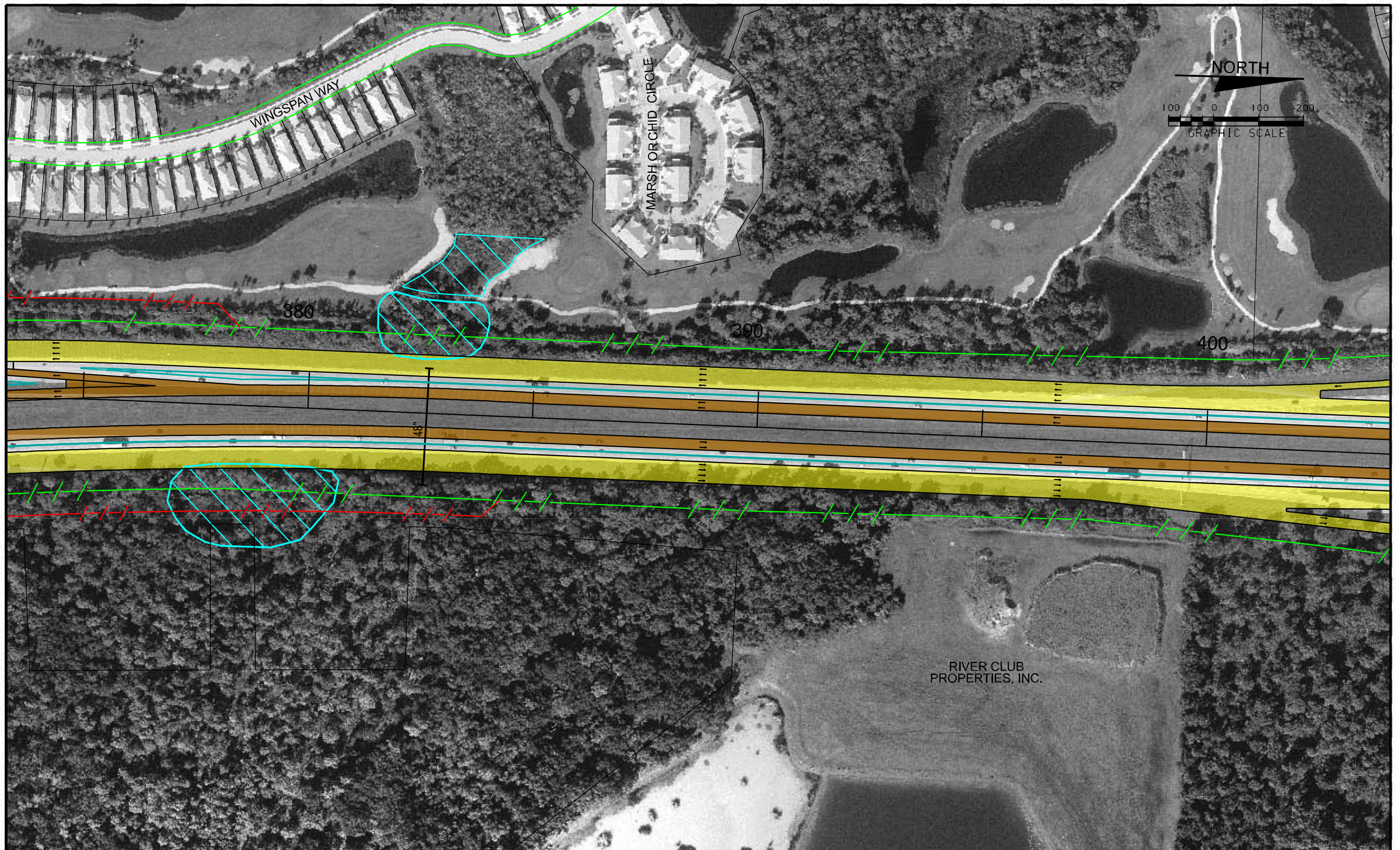
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22   01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

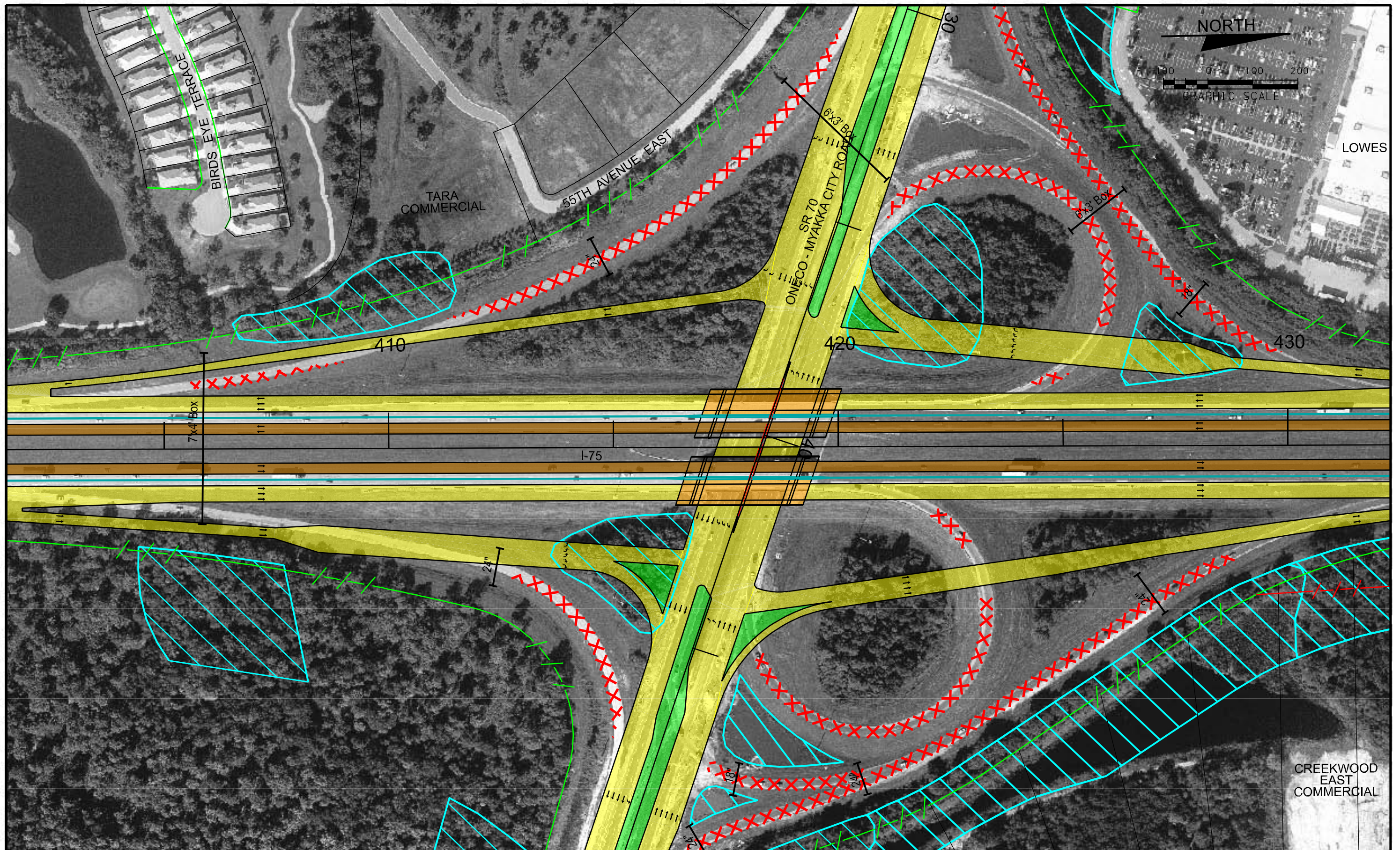
SHEET NO.
5





<b>Segment 1</b>				<b>Segment 2</b>					
<b>REVISIONS</b>									
<b>DATE</b>	<b>BY</b>	<b>DESCRIPTION</b>	<b>DATE</b>	<b>BY</b>					
9/23/06		DATE OF FLIGHT							
4/11/08		PREFERRED ALTERNATIVE							
<b>URS</b>		URS Corporation Southern 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462 C.A. No. 00000002		<b>STATE OF FLORIDA</b>		<b>DEPARTMENT OF TRANSPORTATION</b>			
				<b>ROAD NO.</b>	<b>COUNTY</b>	<b>FINANCIAL PROJECT ID</b>		INTERSTATE 75 MANATEE COUNTY Preferred Alternative From University Parkway to North of Moccasin Wallow Road Manatee County, Florida	<b>SHEET NO.</b>  6
				I-75	MANATEE	201032   22 01			





**Segment 2**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

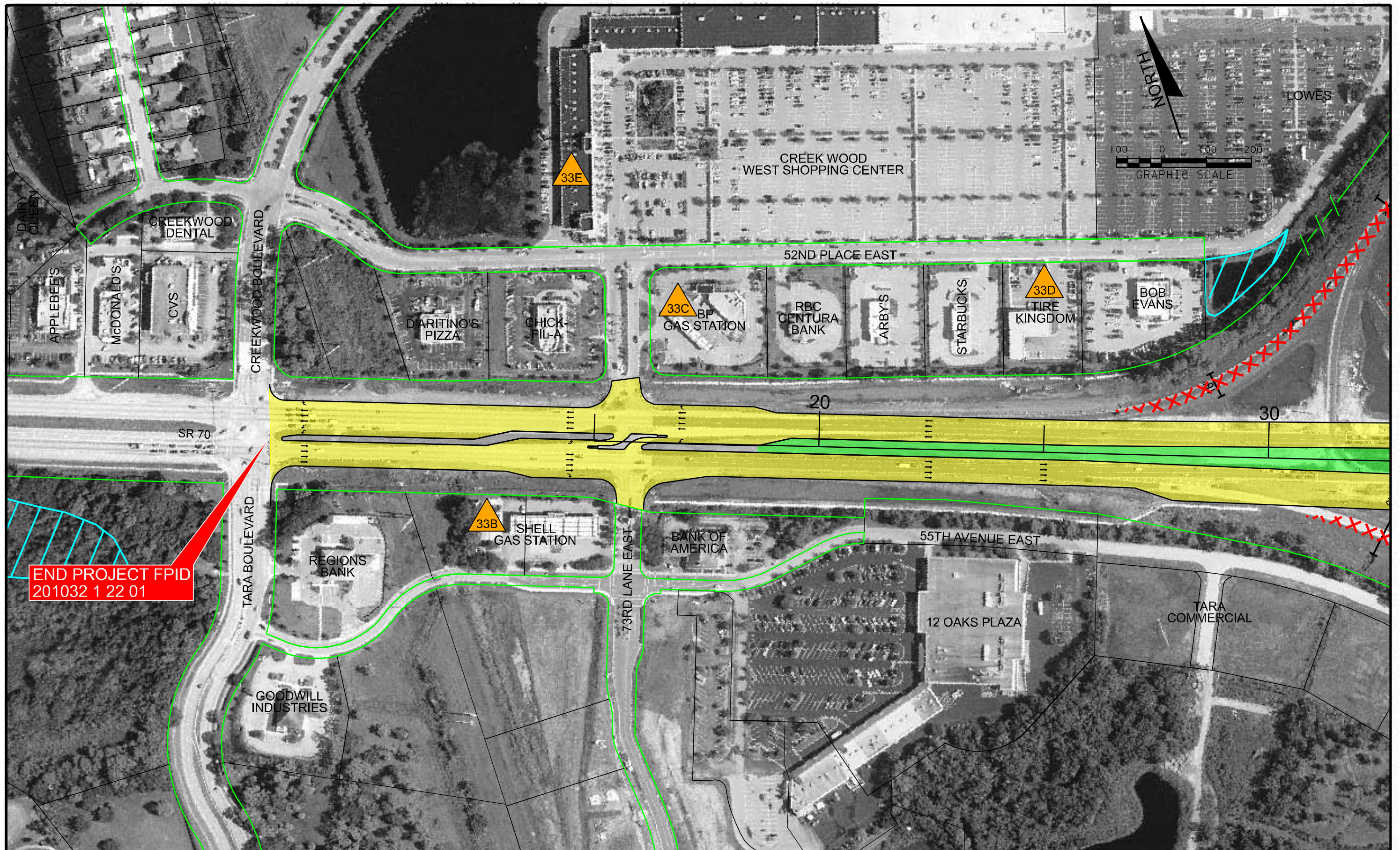
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
7





**END PROJECT FPID  
201032 1 22 01**

**Segment 2**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



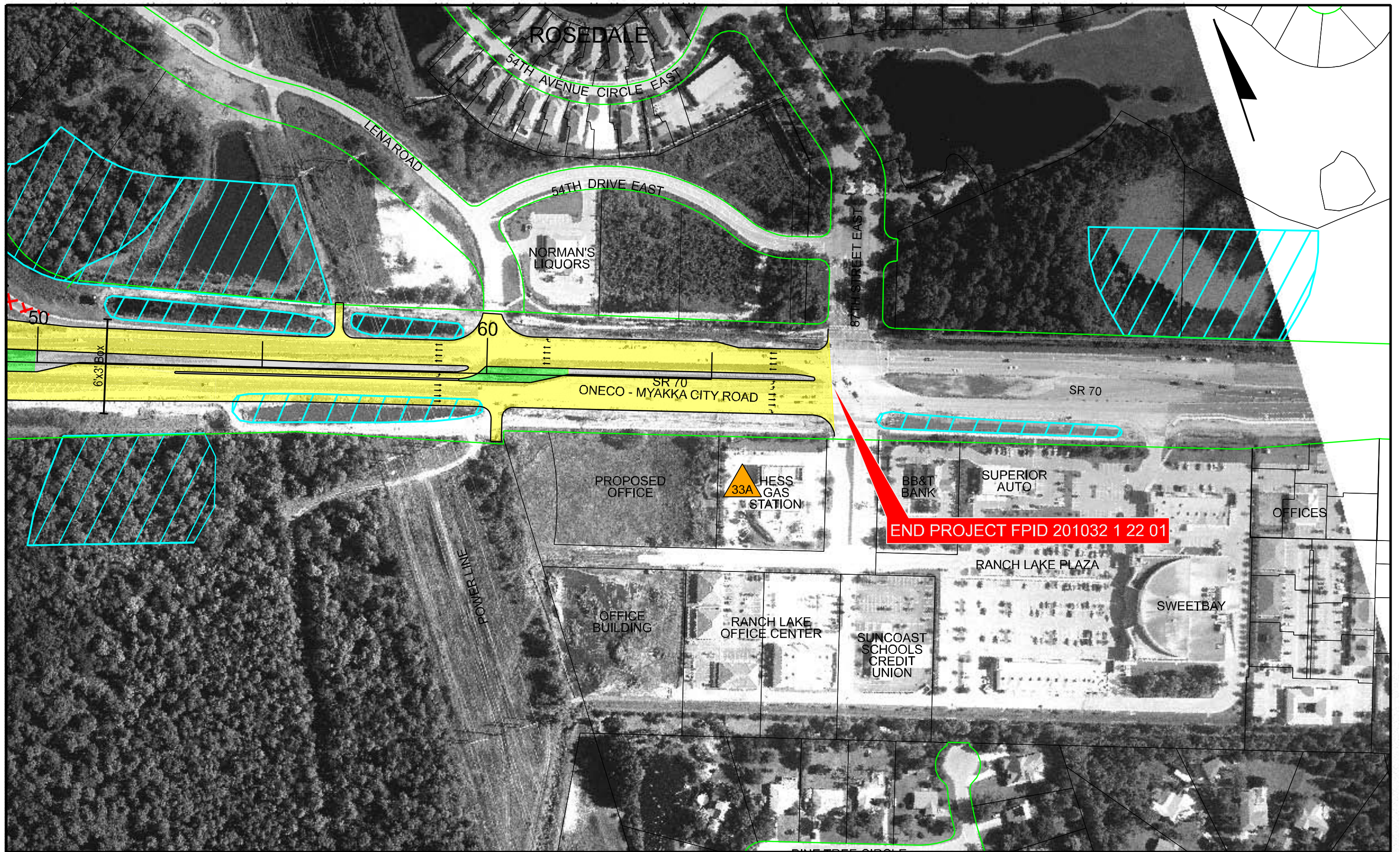
URS Corporation Southern  
7650 West Courtney  
Campbell Causeway  
Tampa, FL 33607-1462  
C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
Preferred Alternative  
From University Parkway to North of Moccasin Wallow Road  
Manatee County, Florida

SHEET NO.
7A





**END PROJECT FPID 201032 1 22 01**

**Segment 2**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

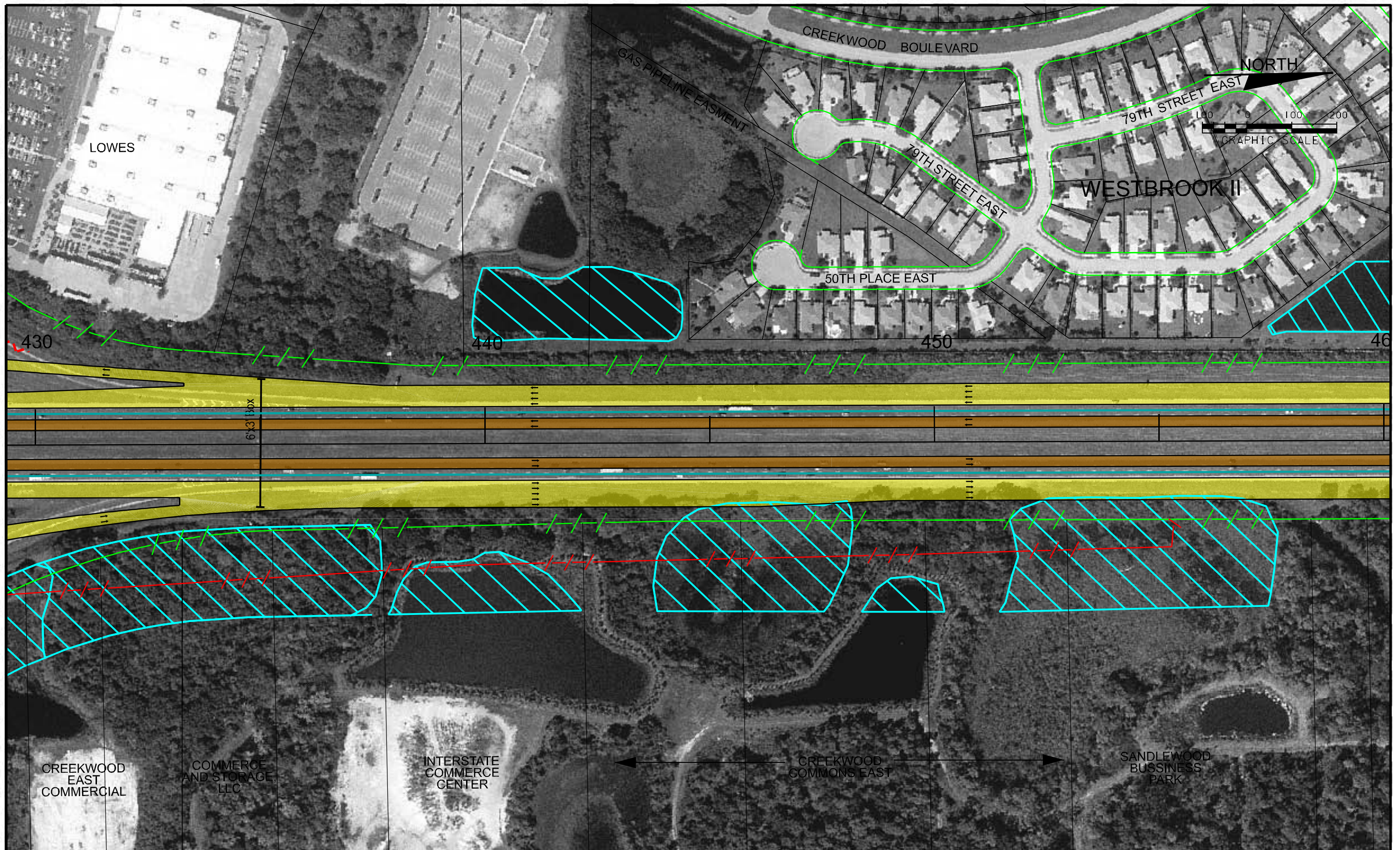
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 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
7B





**Segment 2**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



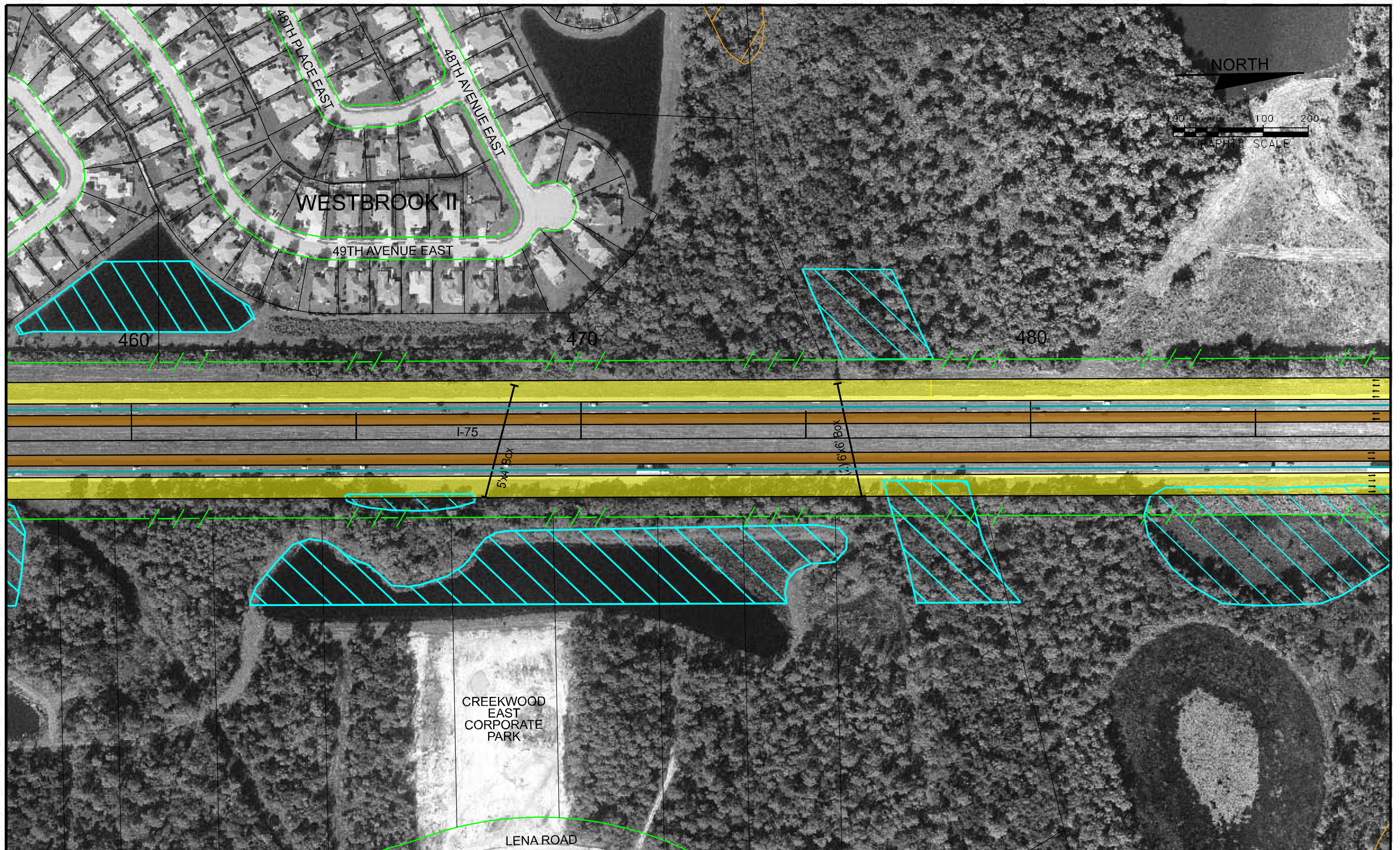
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
8





<b>Segment 2</b>				<b>Segment 3</b>			
DATE		BY		DATE		BY	
9/23/06							
4/11/08							
DESCRIPTION				DESCRIPTION			
DATE OF FLIGHT				DATE OF FLIGHT			
PREFERRED ALTERNATIVE				PREFERRED ALTERNATIVE			

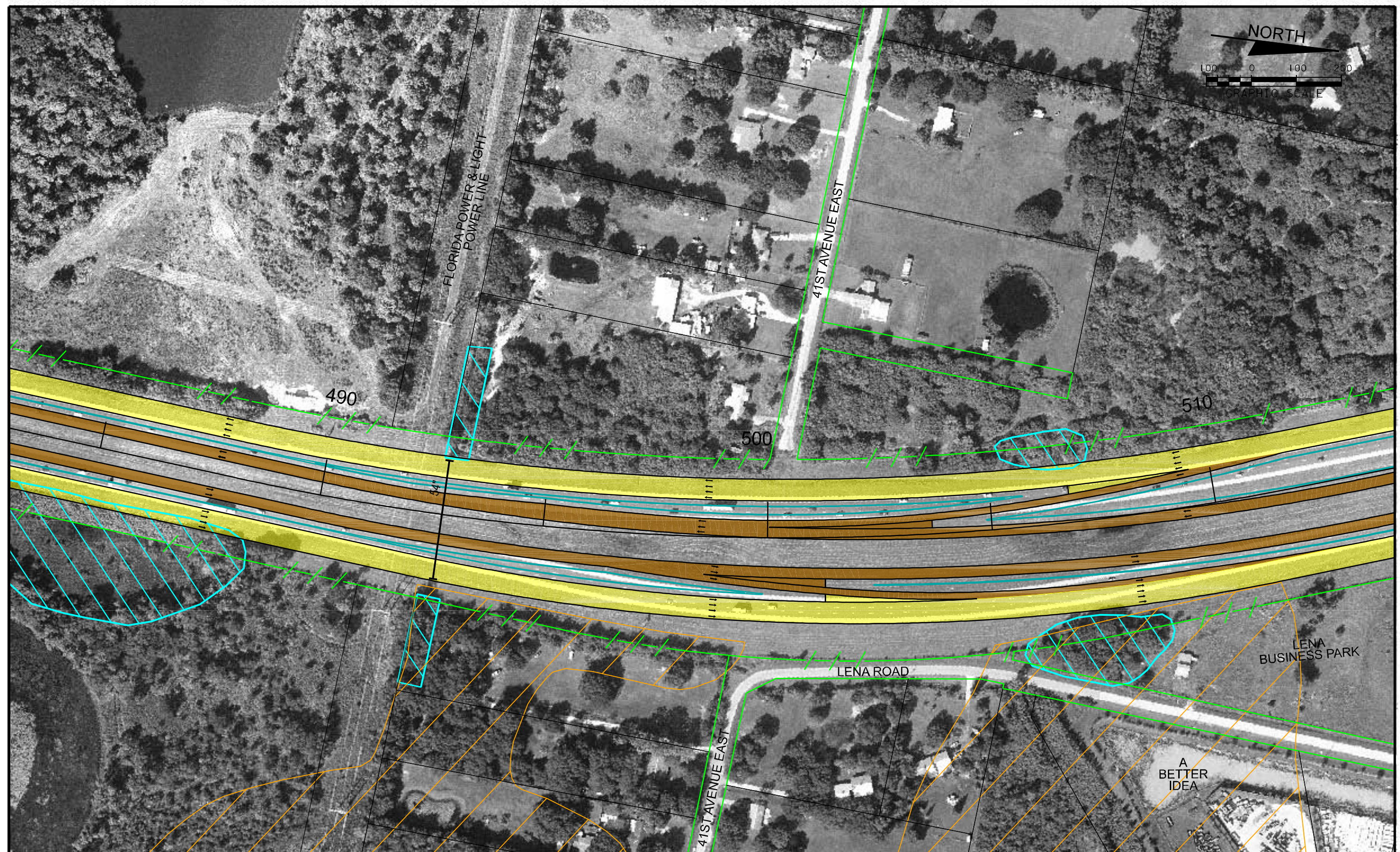
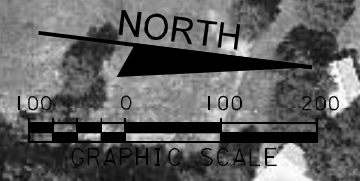
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

<b>STATE OF FLORIDA</b>		
<b>DEPARTMENT OF TRANSPORTATION</b>		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 9





**Segment 3**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

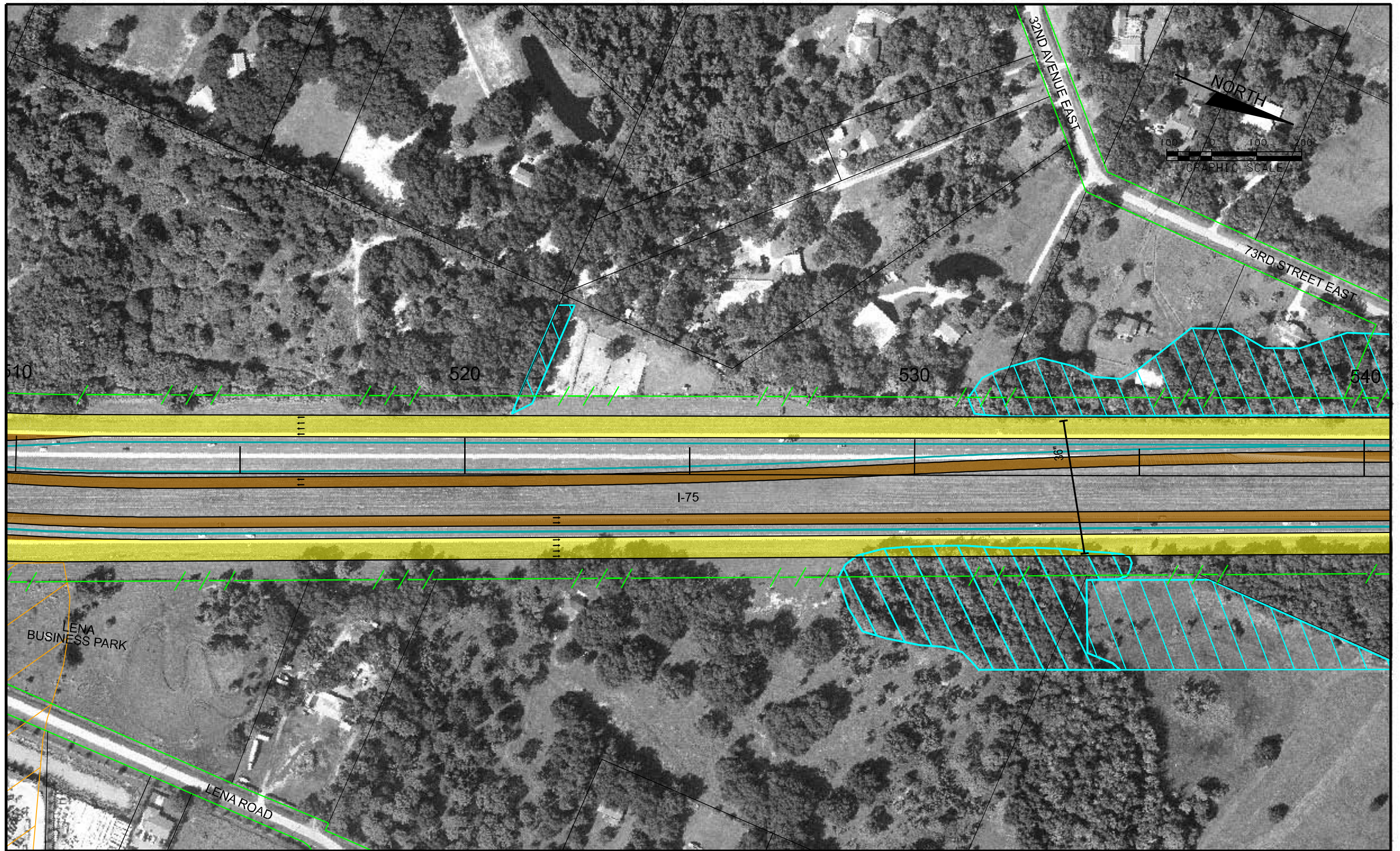
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
10





**Segment 3**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



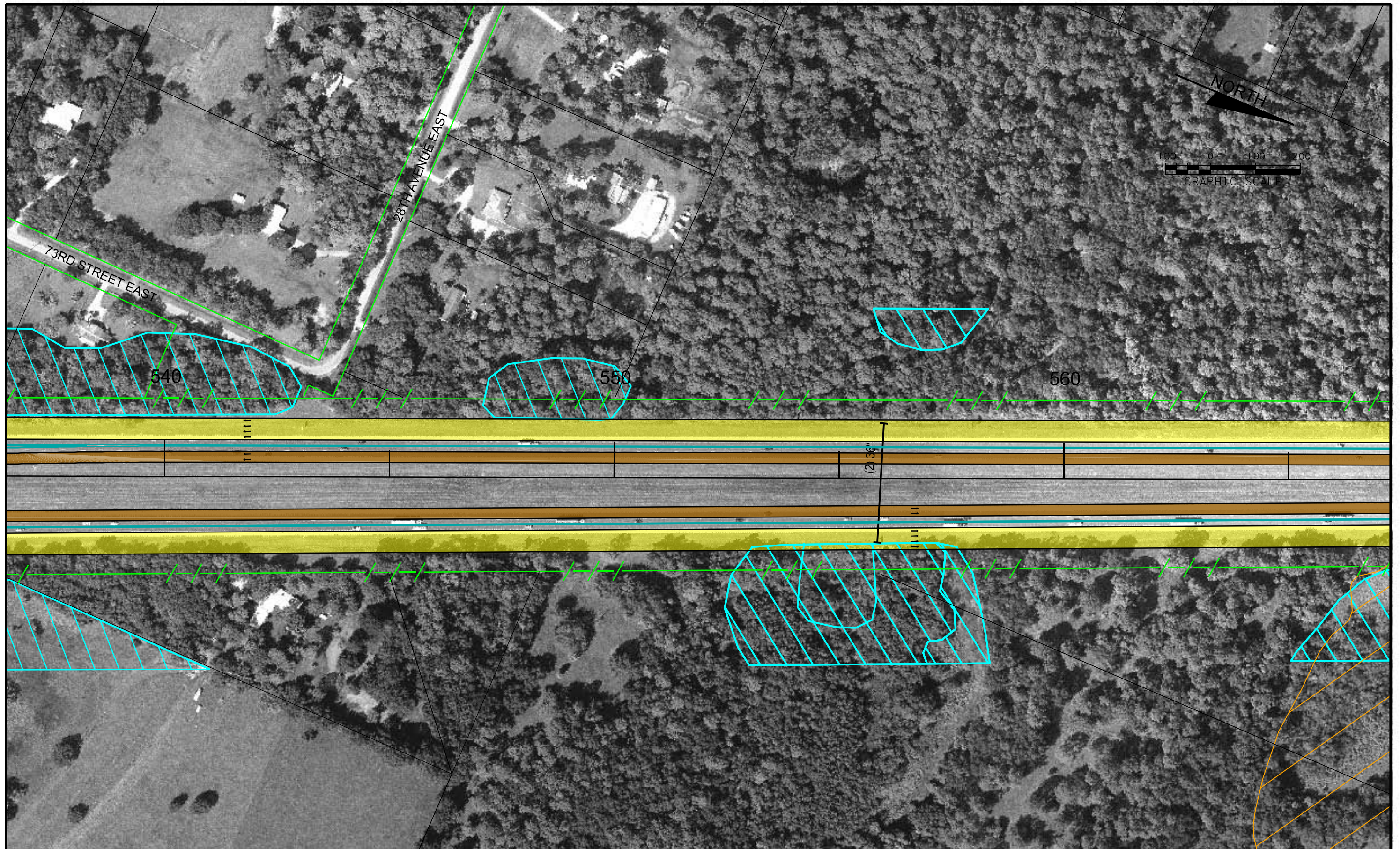
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
11





**Segment 3**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



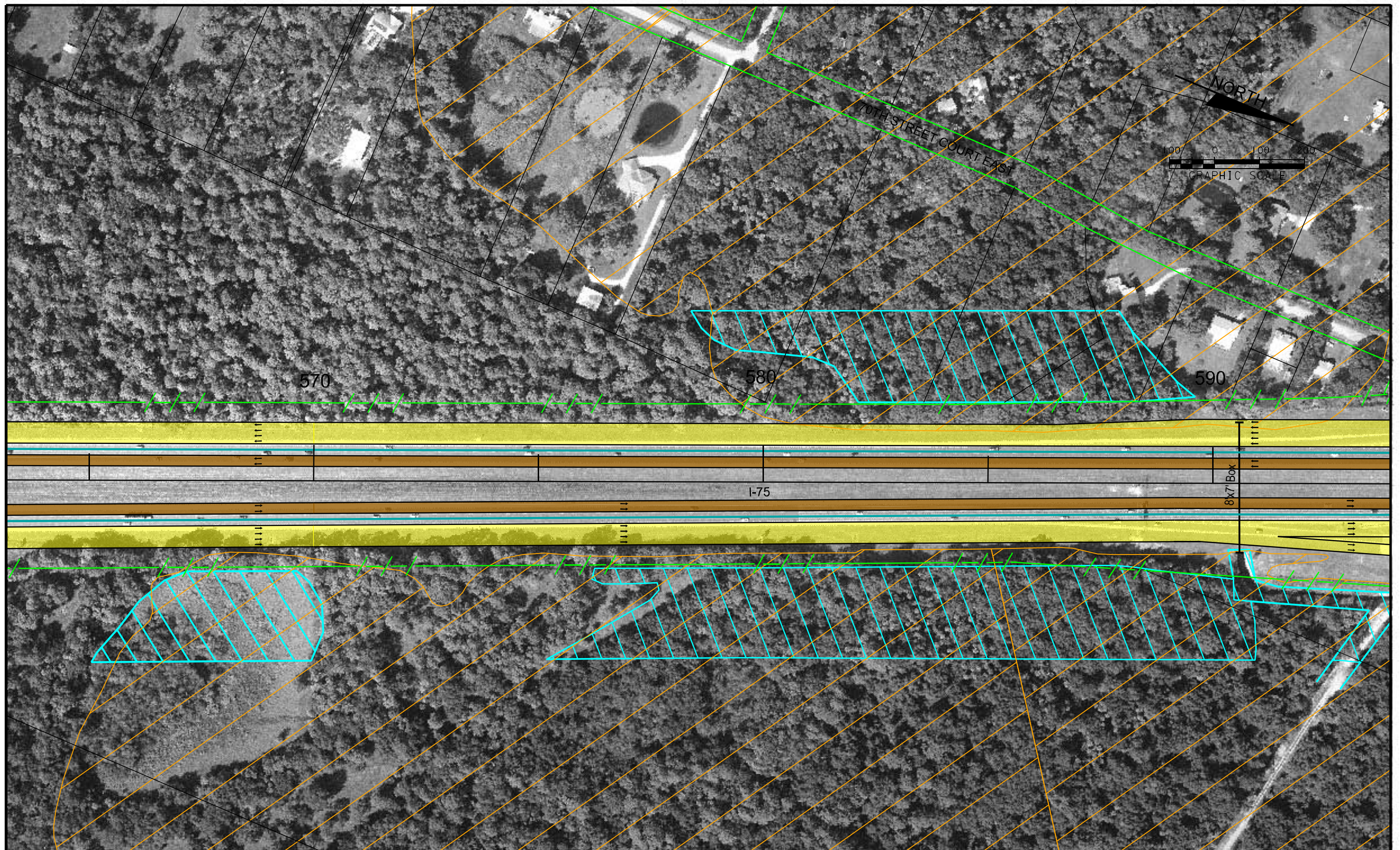
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22   01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
12

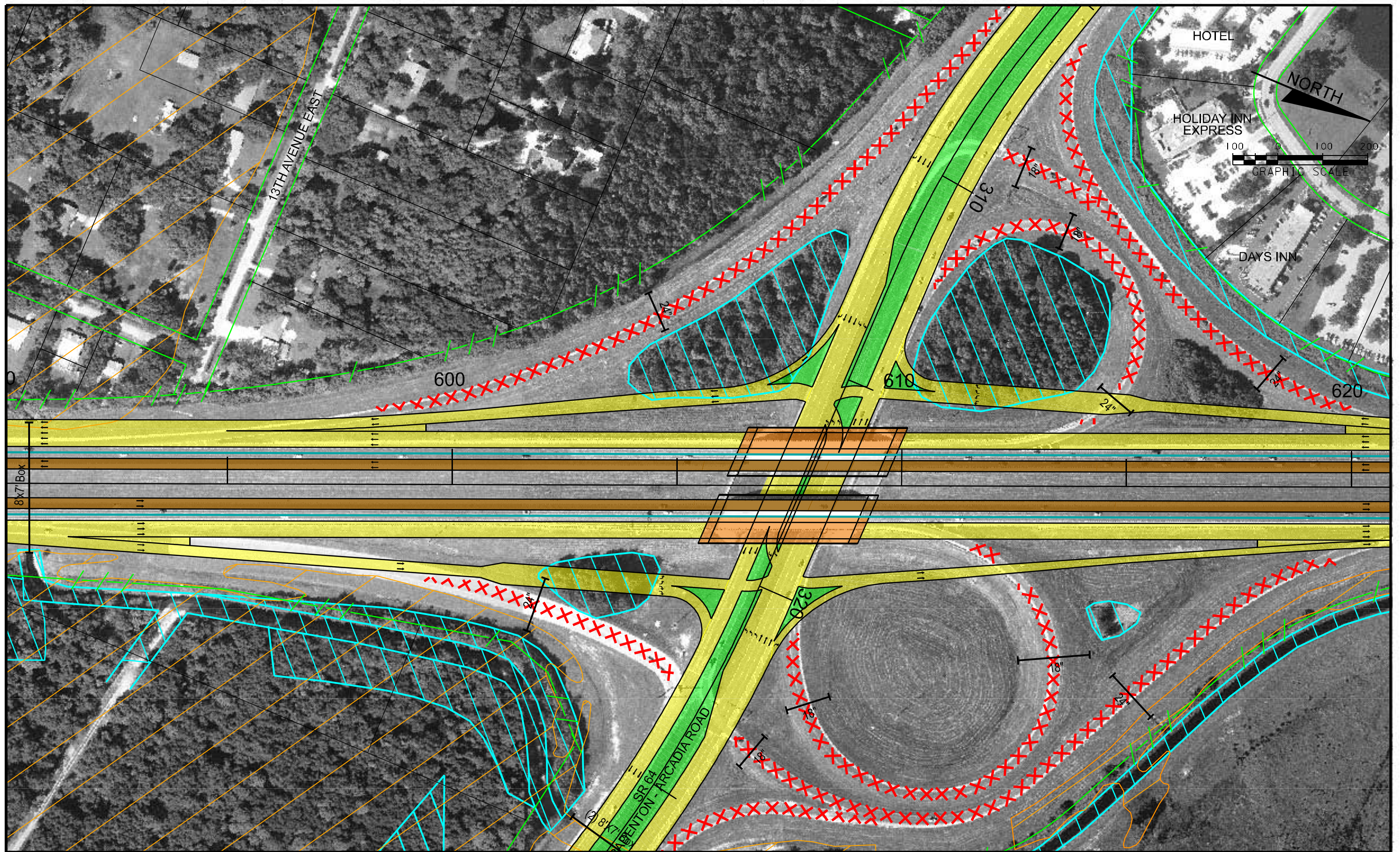




<b>Segment 3</b>				<b>Segment 4</b>				<b>STATE OF FLORIDA</b> <b>DEPARTMENT OF TRANSPORTATION</b>			<b>INTERSTATE 75 MANATEE COUNTY</b> <b>Preferred Alternative</b> From University Parkway to North of Moccasin Wallow Road Manatee County, Florida		<b>SHEET</b> <b>NO.</b> 13
<b>REVISIONS</b>													
<b>DATE</b>	<b>BY</b>	<b>DESCRIPTION</b>	<b>DATE</b>	<b>BY</b>	<b>DESCRIPTION</b>	<b>ROAD NO.</b>	<b>COUNTY</b>	<b>FINANCIAL PROJECT ID</b>					
9/23/06		DATE OF FLIGHT				I-75	MANATEE	201032 1 22 01					
4/11/08		PREFERRED ALTERNATIVE											

**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002





Segment 4

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

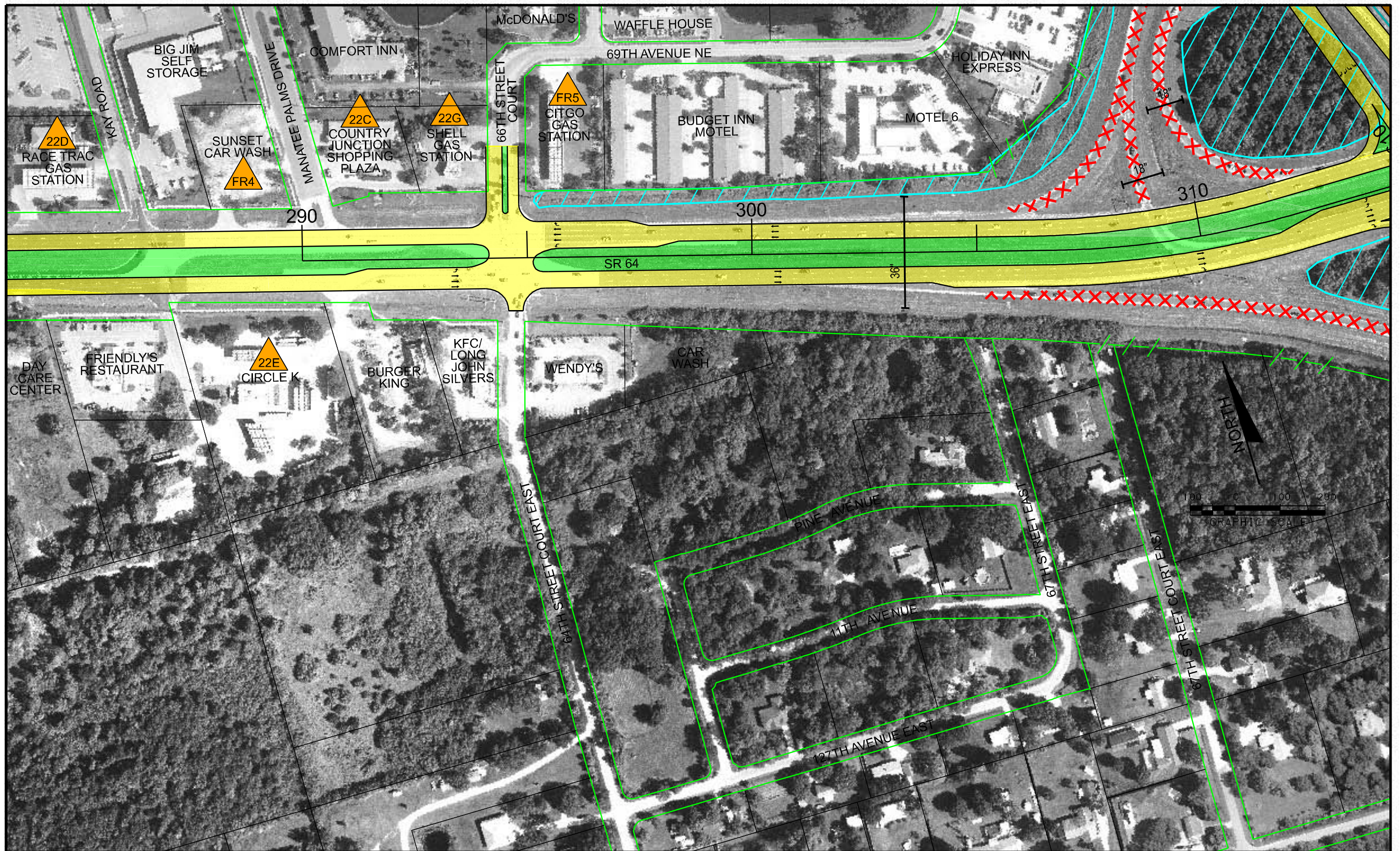
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 14





Segment 4

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



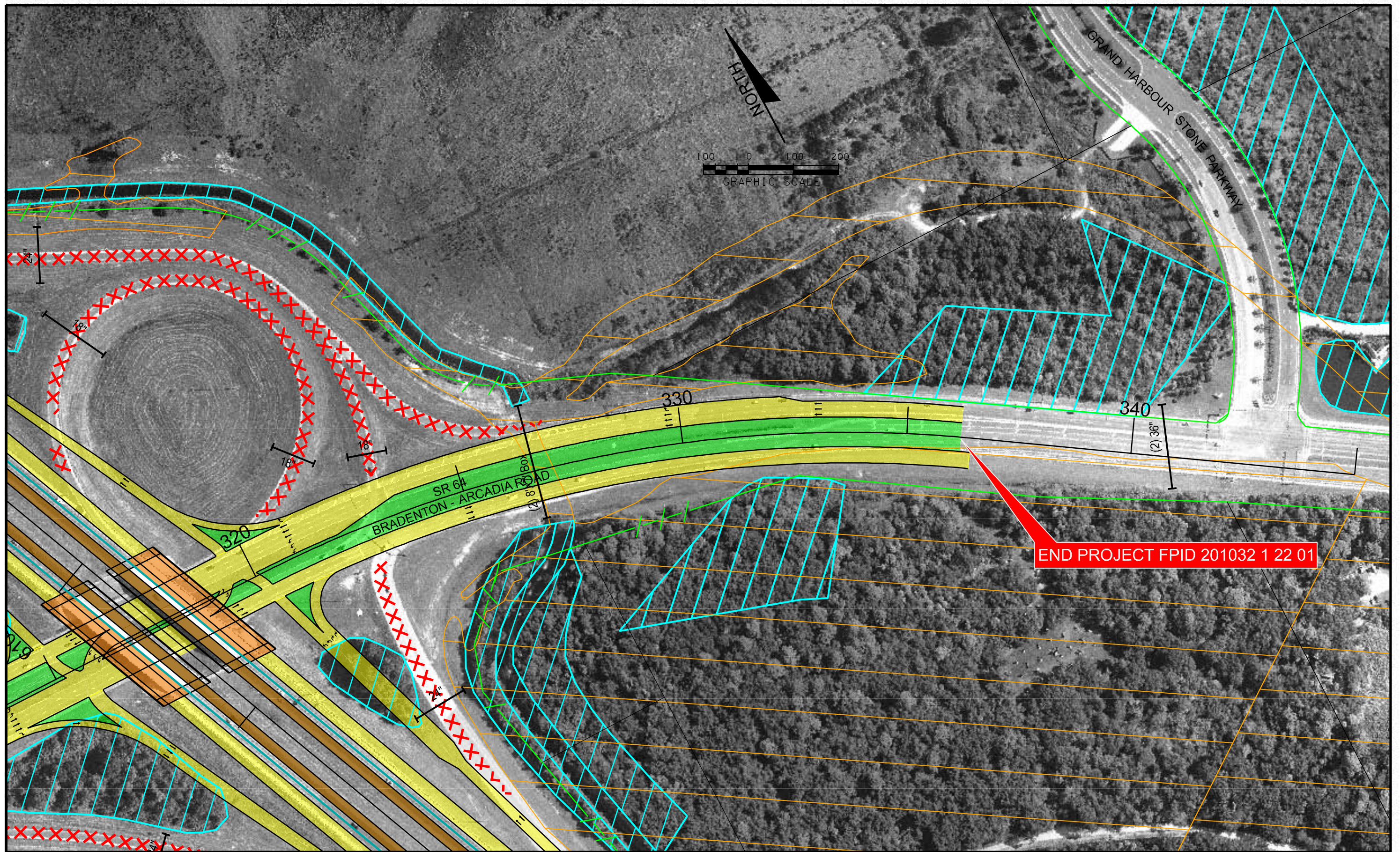
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
14A





END PROJECT FPID 201032 1 22 01

Segment 4

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



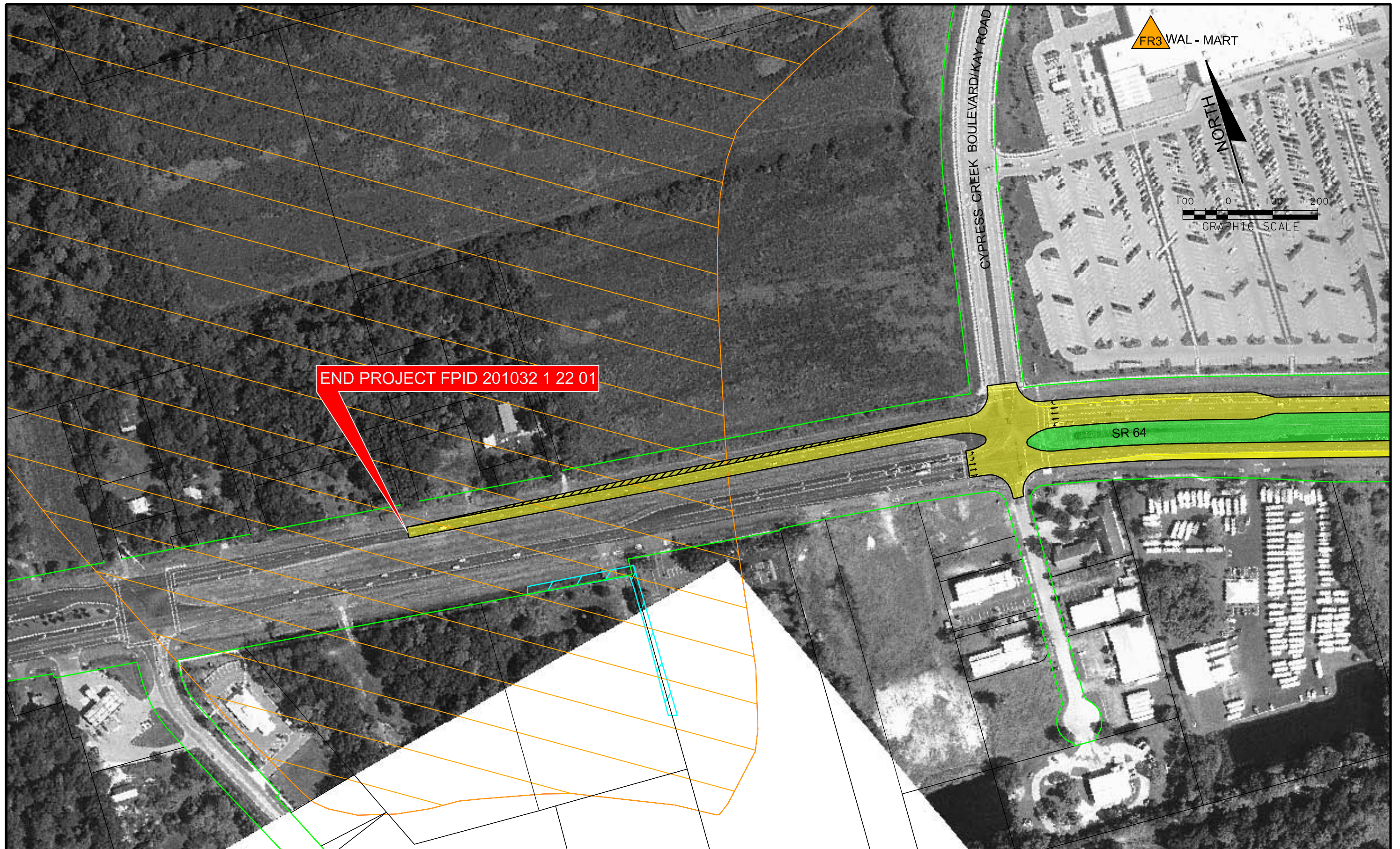
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
14B





END PROJECT FPID 201032 1 22 01

FR3 WAL - MART

NORTH

100 0 100 200  
GRAPHIC SCALE

CYPRESS CREEK BOULEVARD/KAY ROAD

SR 64

Segment 4

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



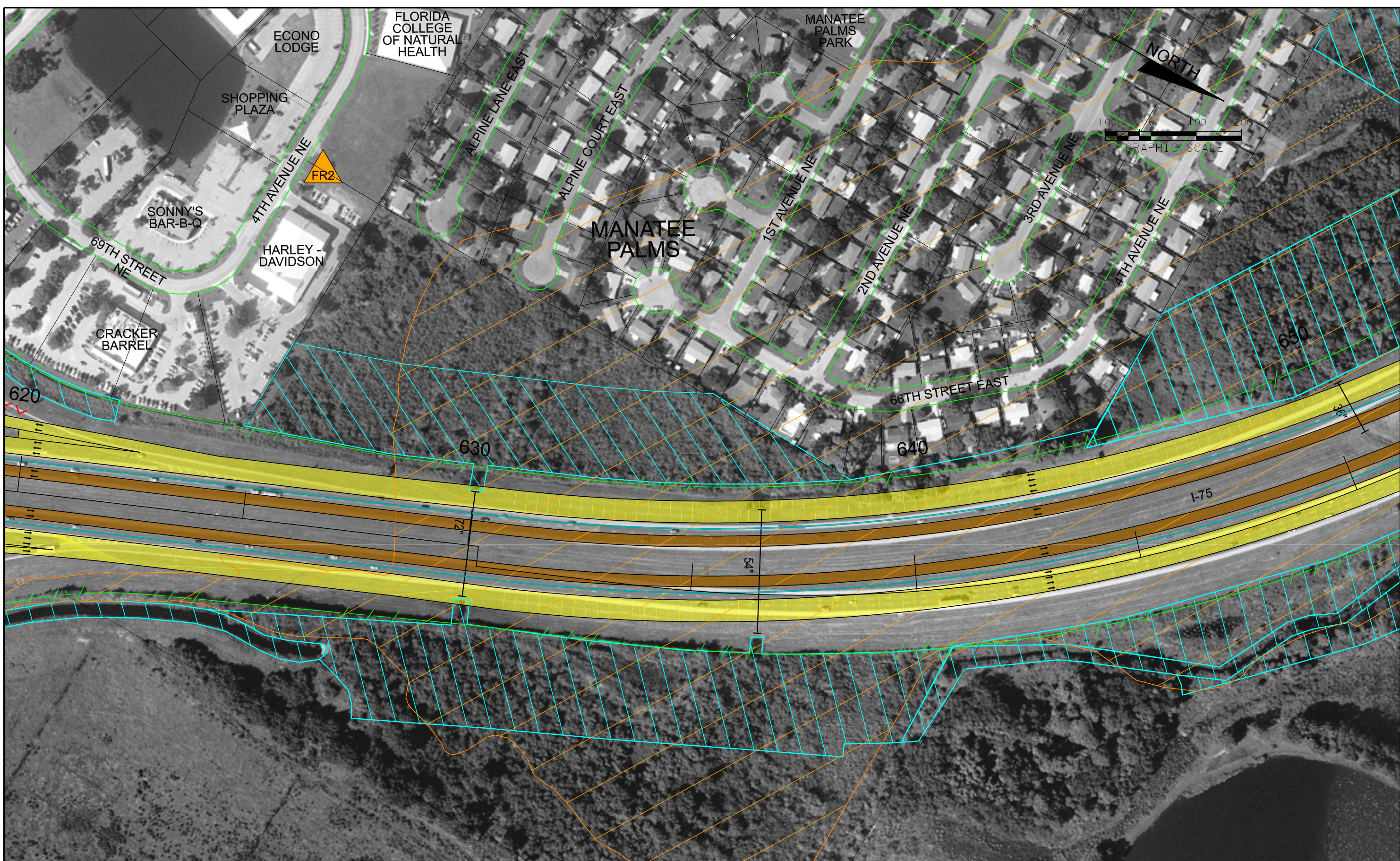
URS Corporation Southern  
7650 West Courtney  
Campbell Causeway  
Tampa, FL 33607-1462  
C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
Preferred Alternative  
From University Parkway to North of Moccasin Wallow Road  
Manatee County, Florida

SHEET NO.  
14C





**Segment 4** **Segment 5**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

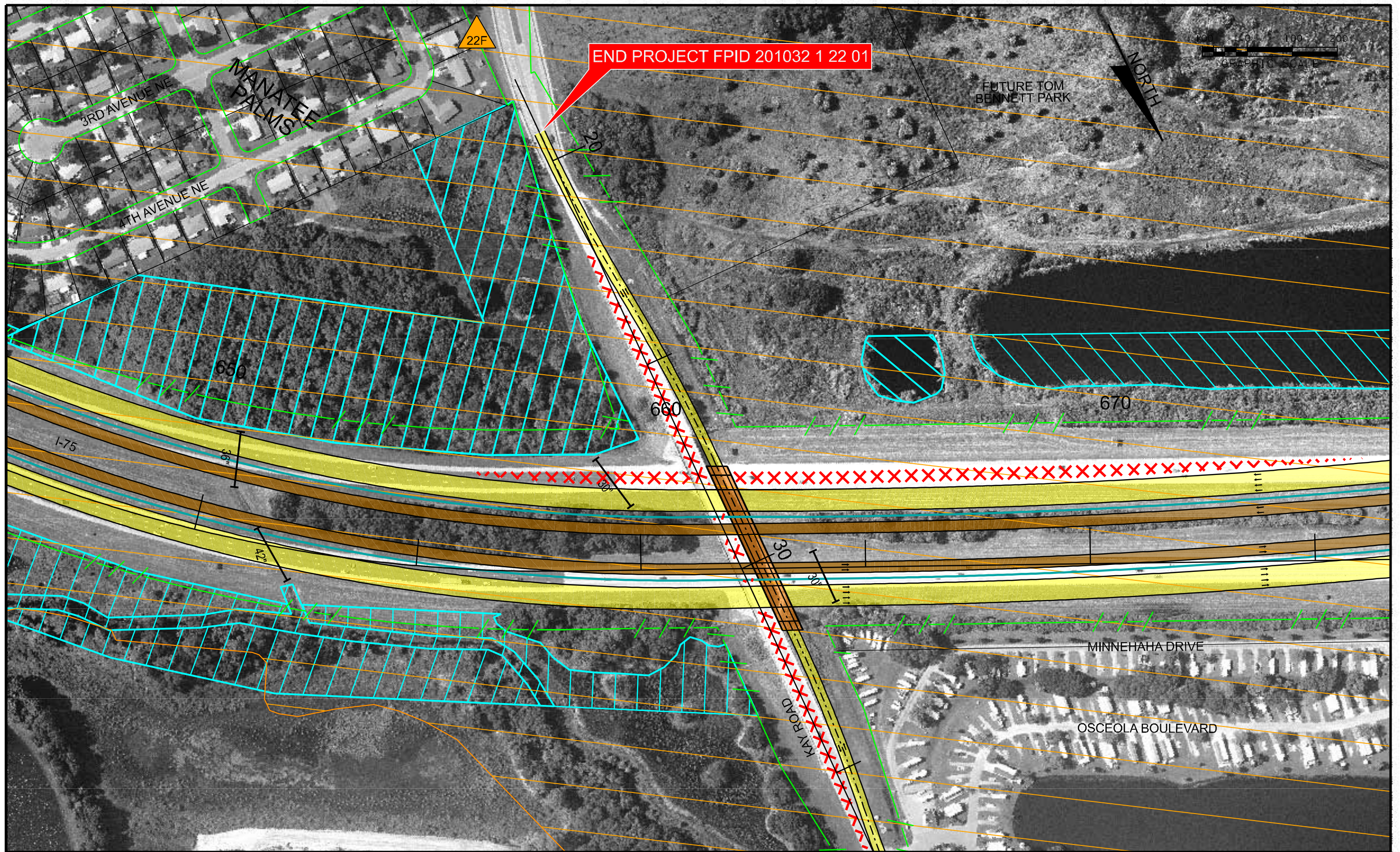
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 15





**Segment 5**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
16





**END PROJECT FPID  
201032 1 22 01**

**Segment 5**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



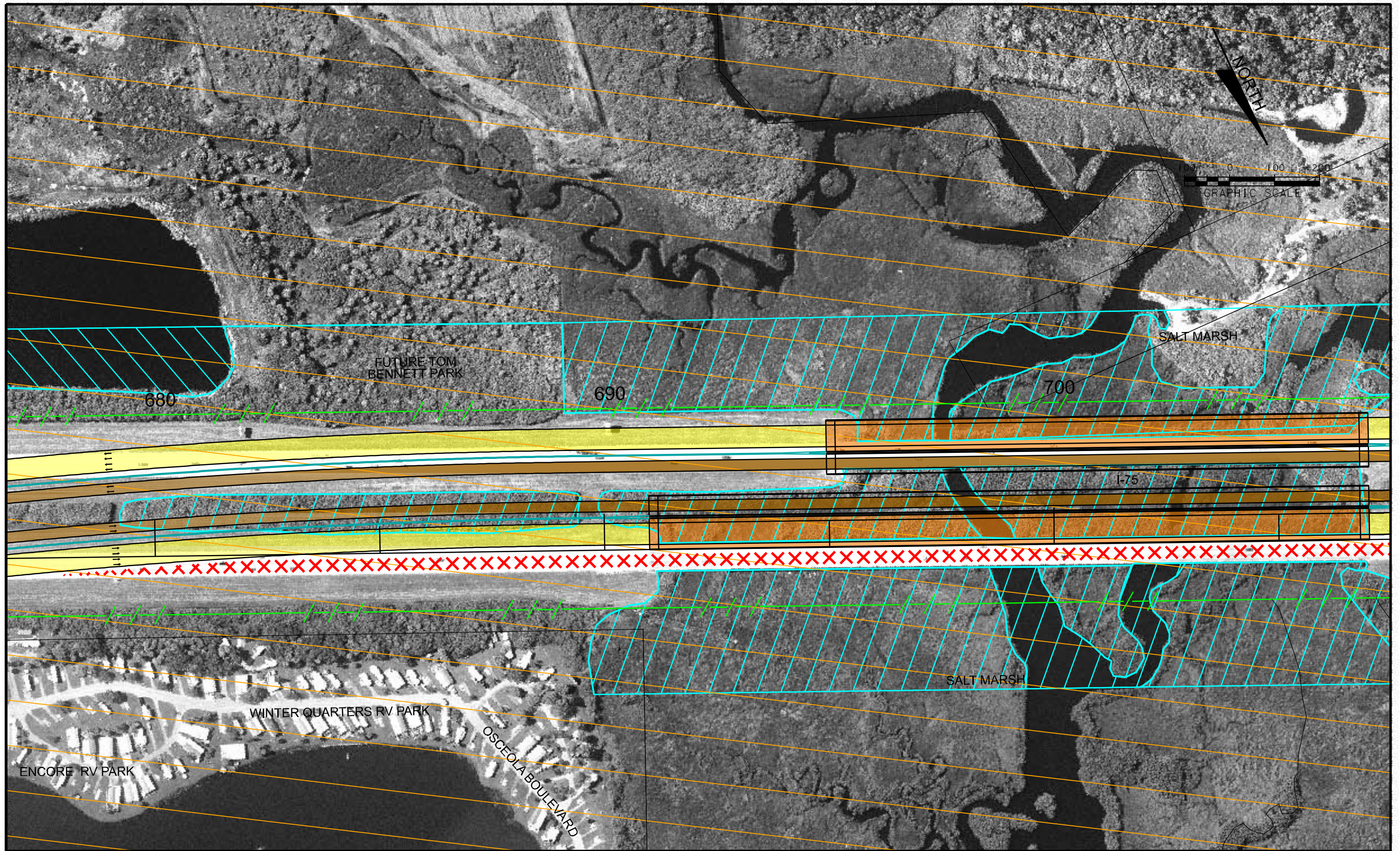
URS Corporation Southern  
7650 West Courtney  
Campbell Causeway  
Tampa, FL 33607-1462  
C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
Preferred Alternative  
From University Parkway to North of Moccasin Wallow Road  
Manatee County, Florida

SHEET NO.
16A





**Segment 5**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



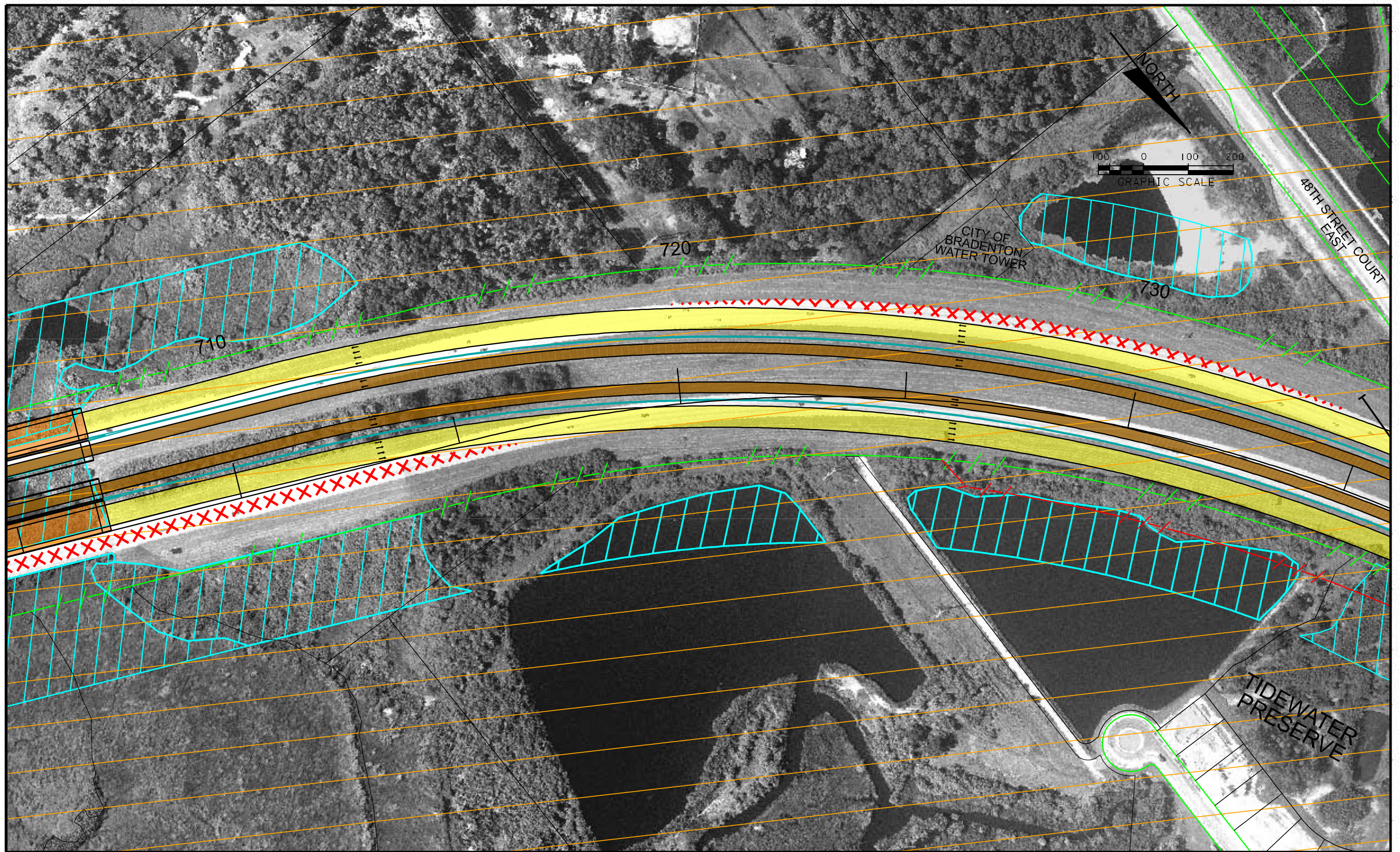
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
17





**Segment 5**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



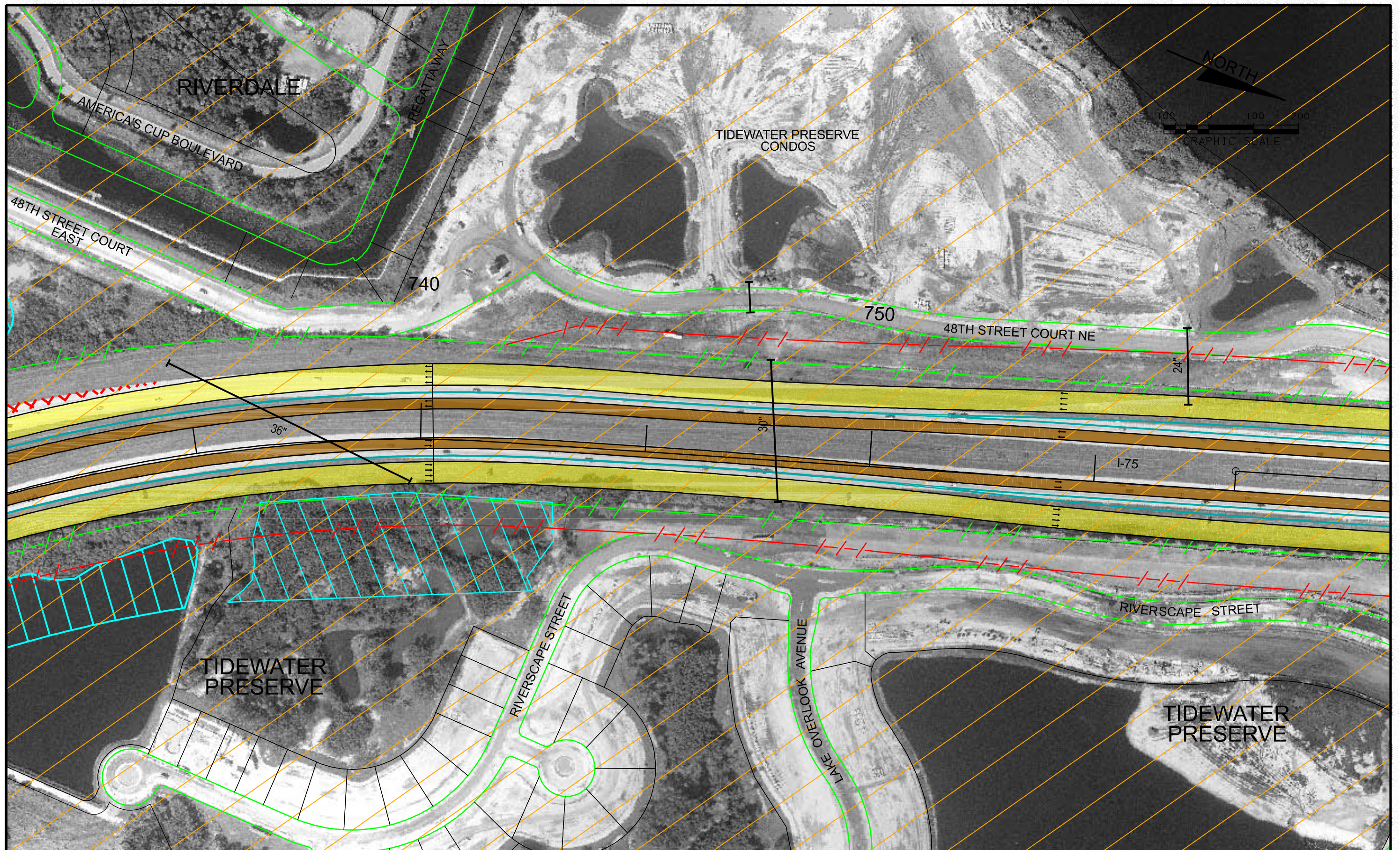
URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
18





**Segment 5**

**Segment 6**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

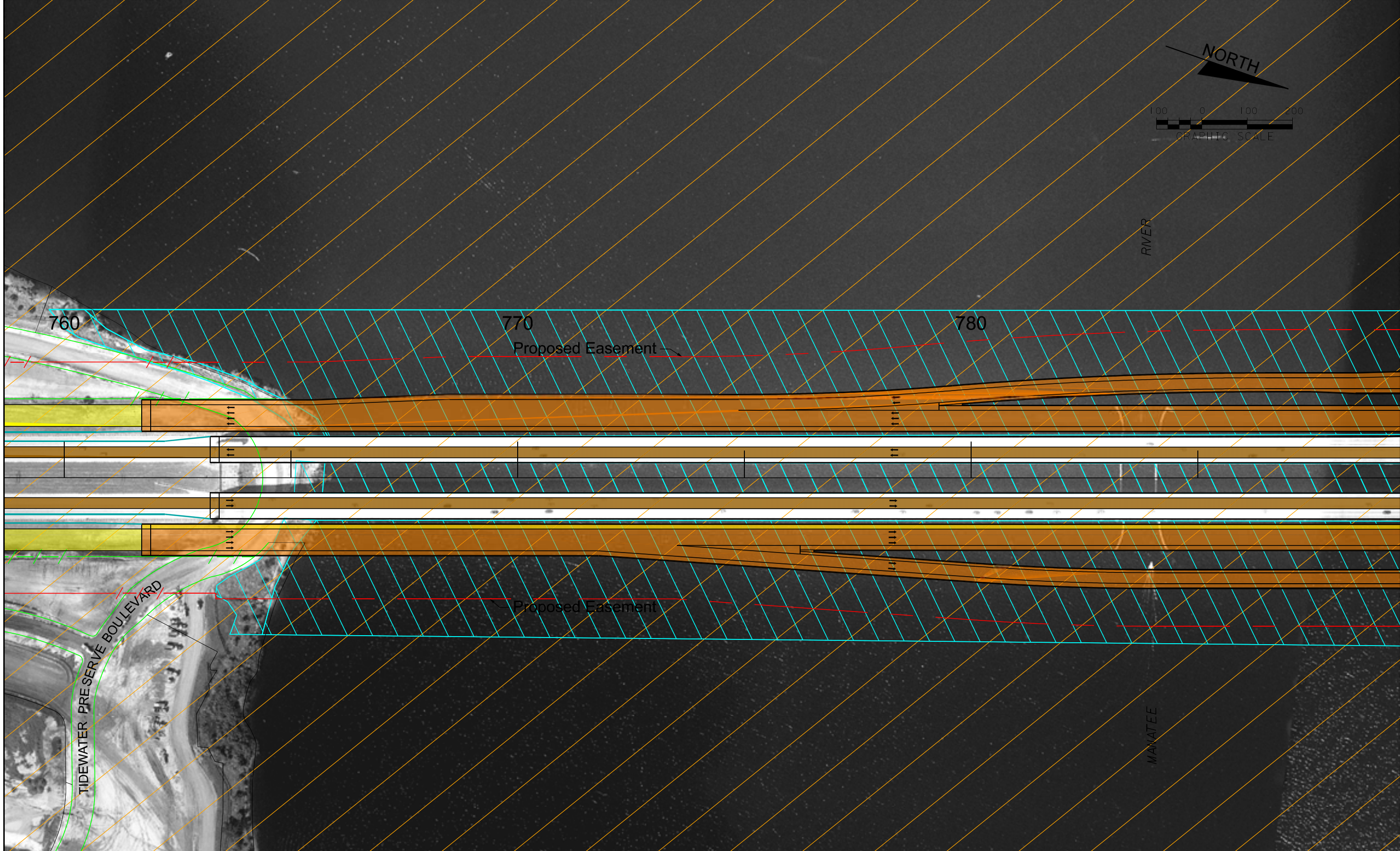
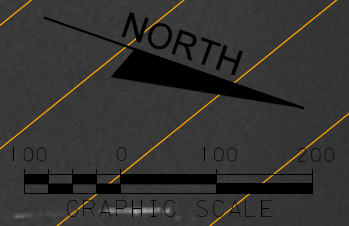
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
19





**Segment 6**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

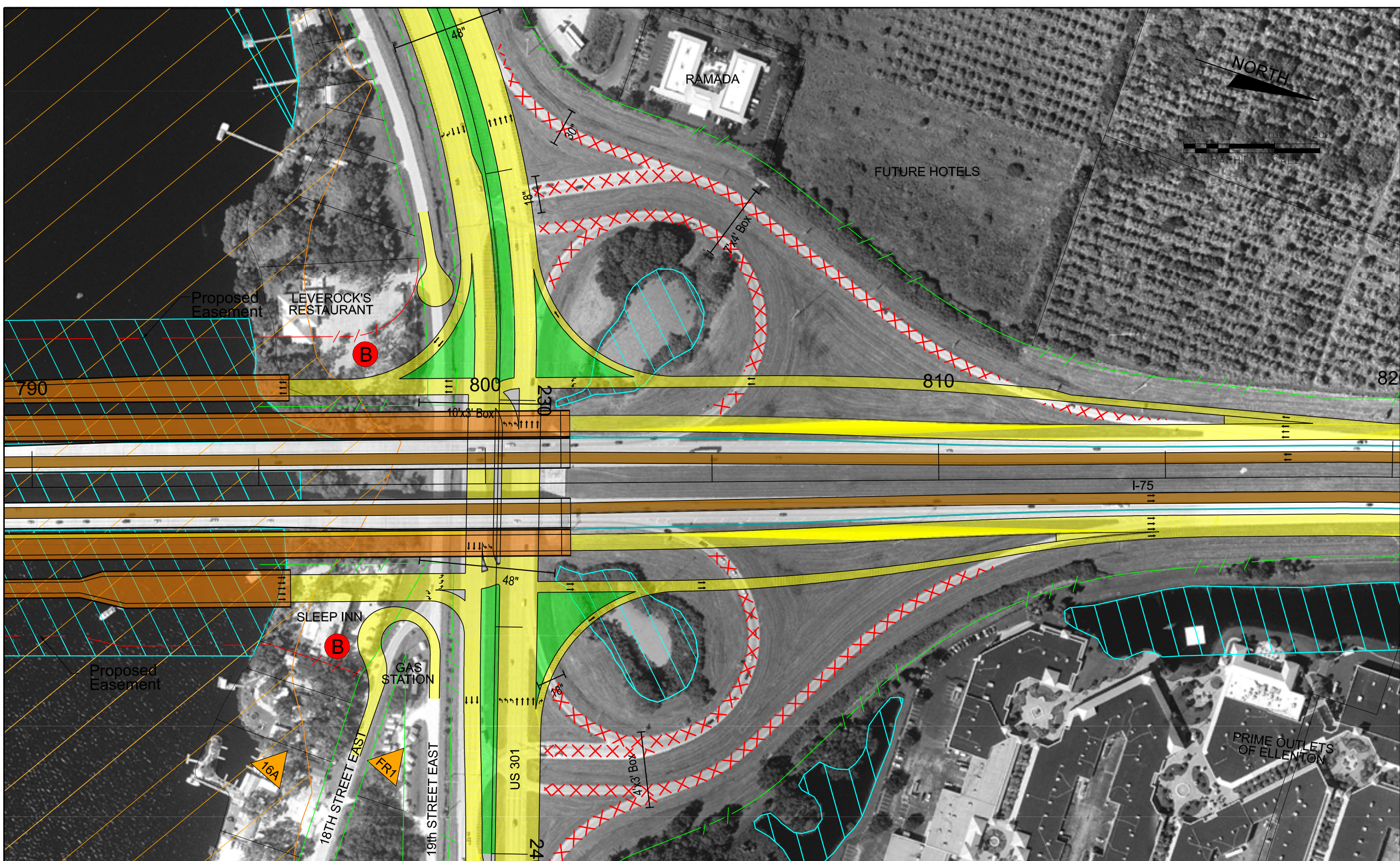
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 20





**Segment 6**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

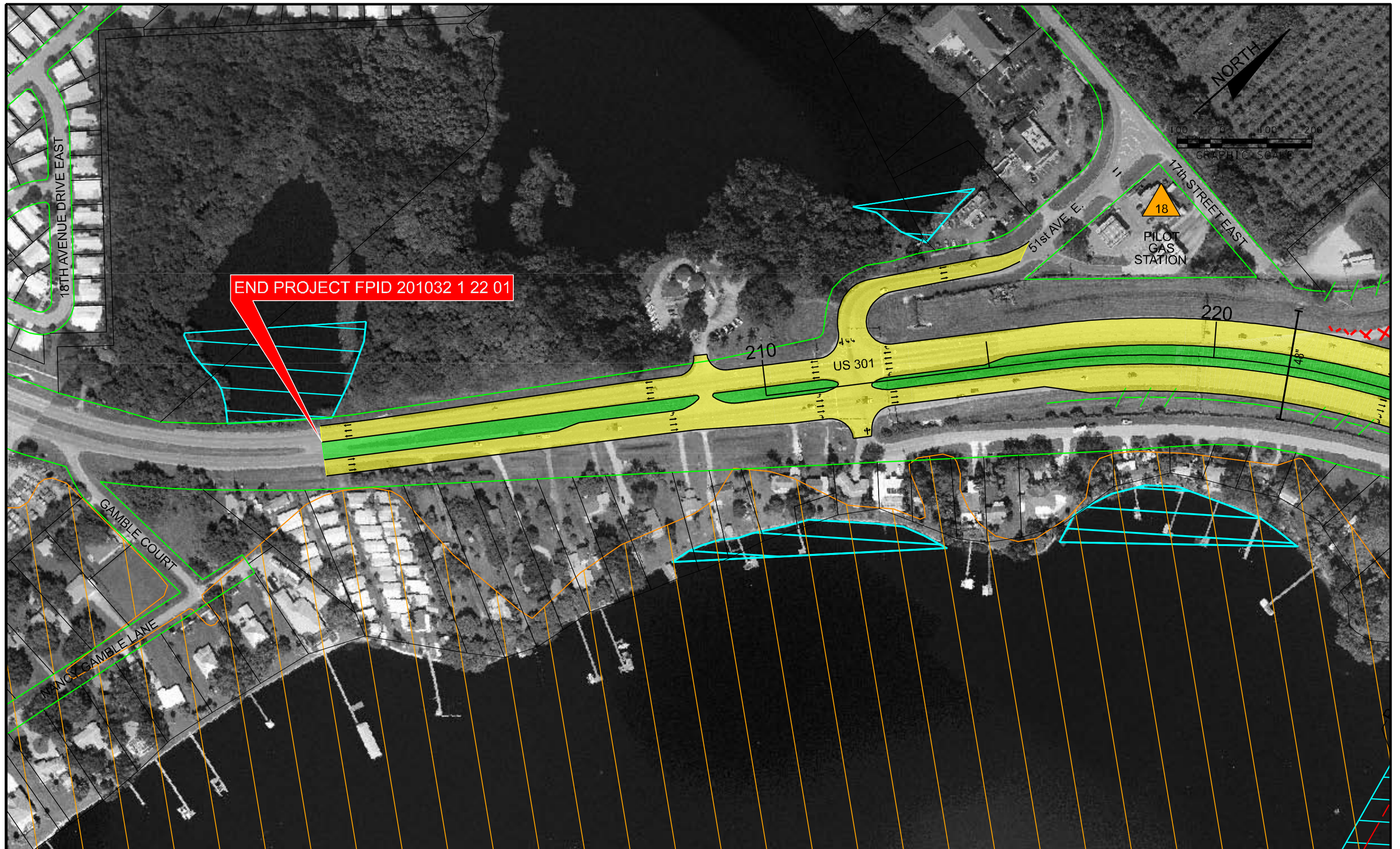
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 21





**END PROJECT FPID 201032 1 22 01**

**Segment 6**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

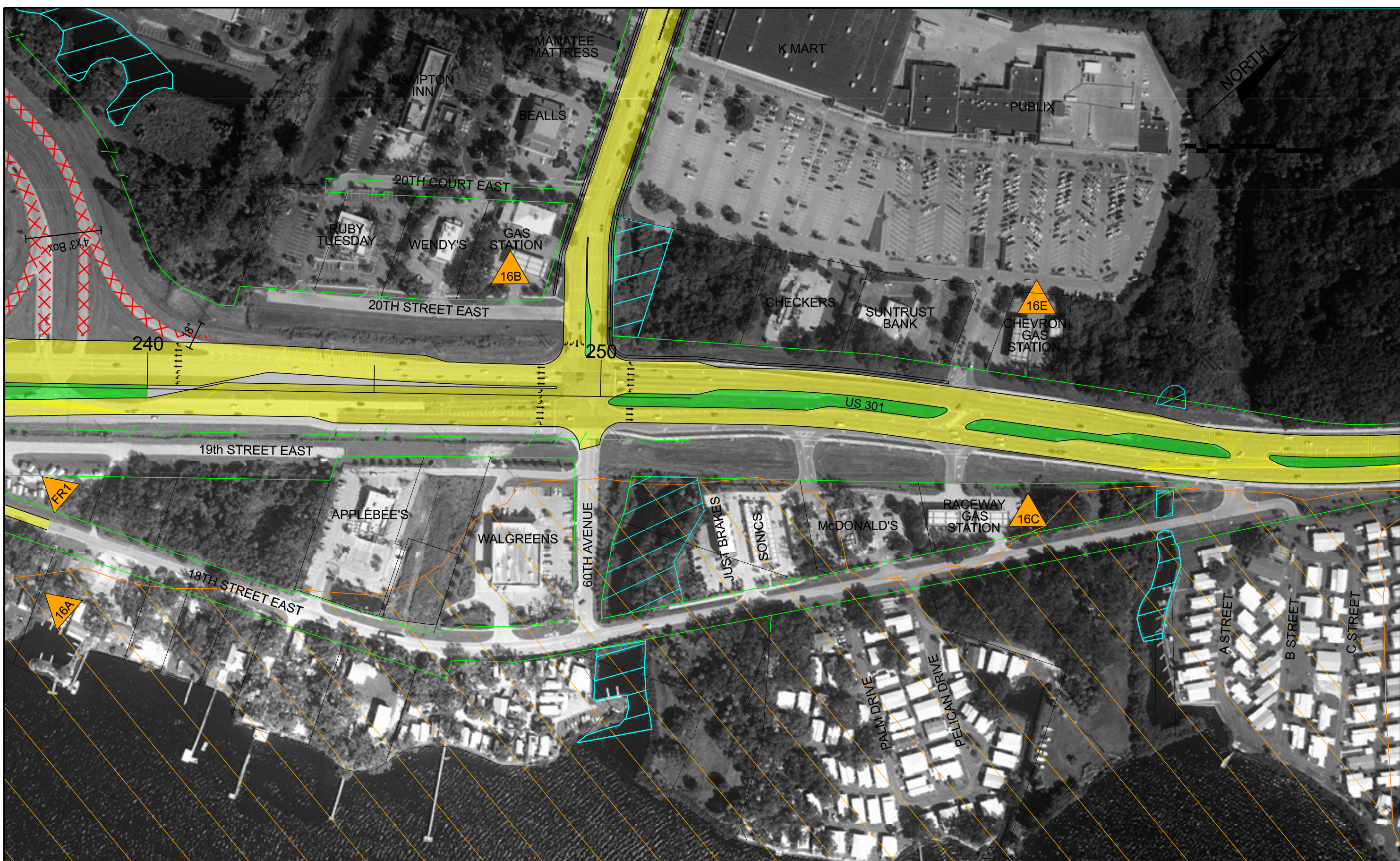
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
21A





**Segment 6**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

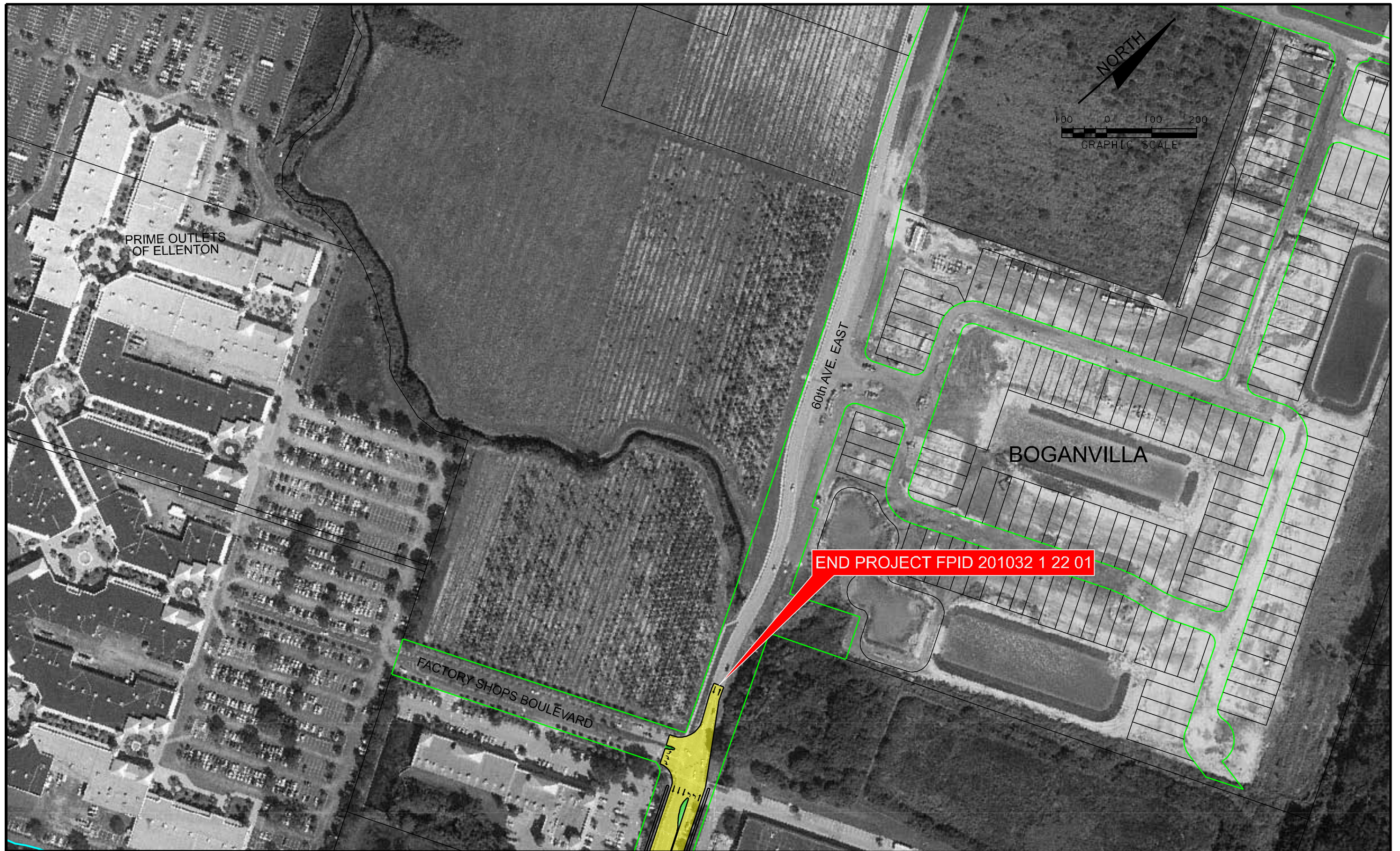
**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 00000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

**INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative**  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 21B





**Segment 6**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

**URS**  
 URS Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
21C





END PROJECT FPID 201032 1 22 01

Segment 6

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



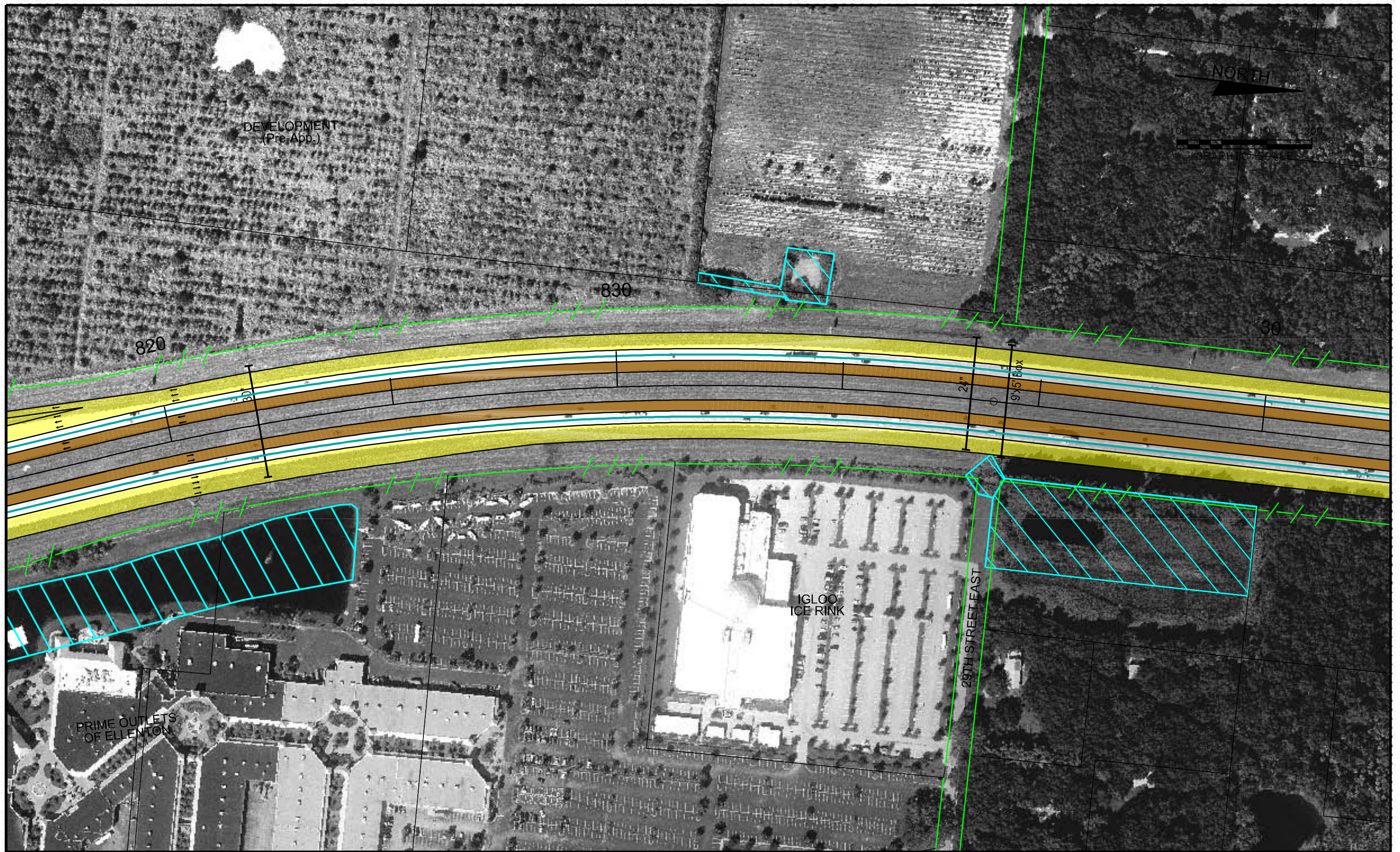
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 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.
21D





**Segment 6**

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DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

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 Campbell Causeway  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22   01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

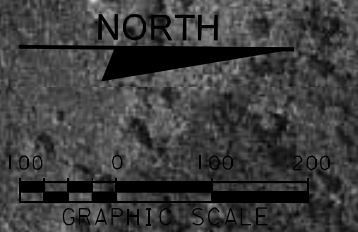
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4/11/08		PREFERRED ALTERNATIVE								





MENDOZA ROAD

END PROJECT FPID 201032 1 22 01

**Segment 7**

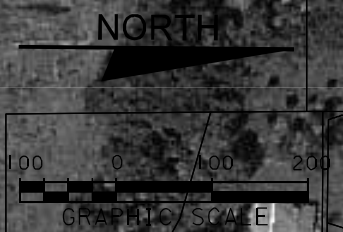
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY Preferred Alternative From University Parkway to North of Moccasin Wallow Road Manatee County, Florida	SHEET NO.  23A
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**END PROJECT FPID 201032 1 22 01**

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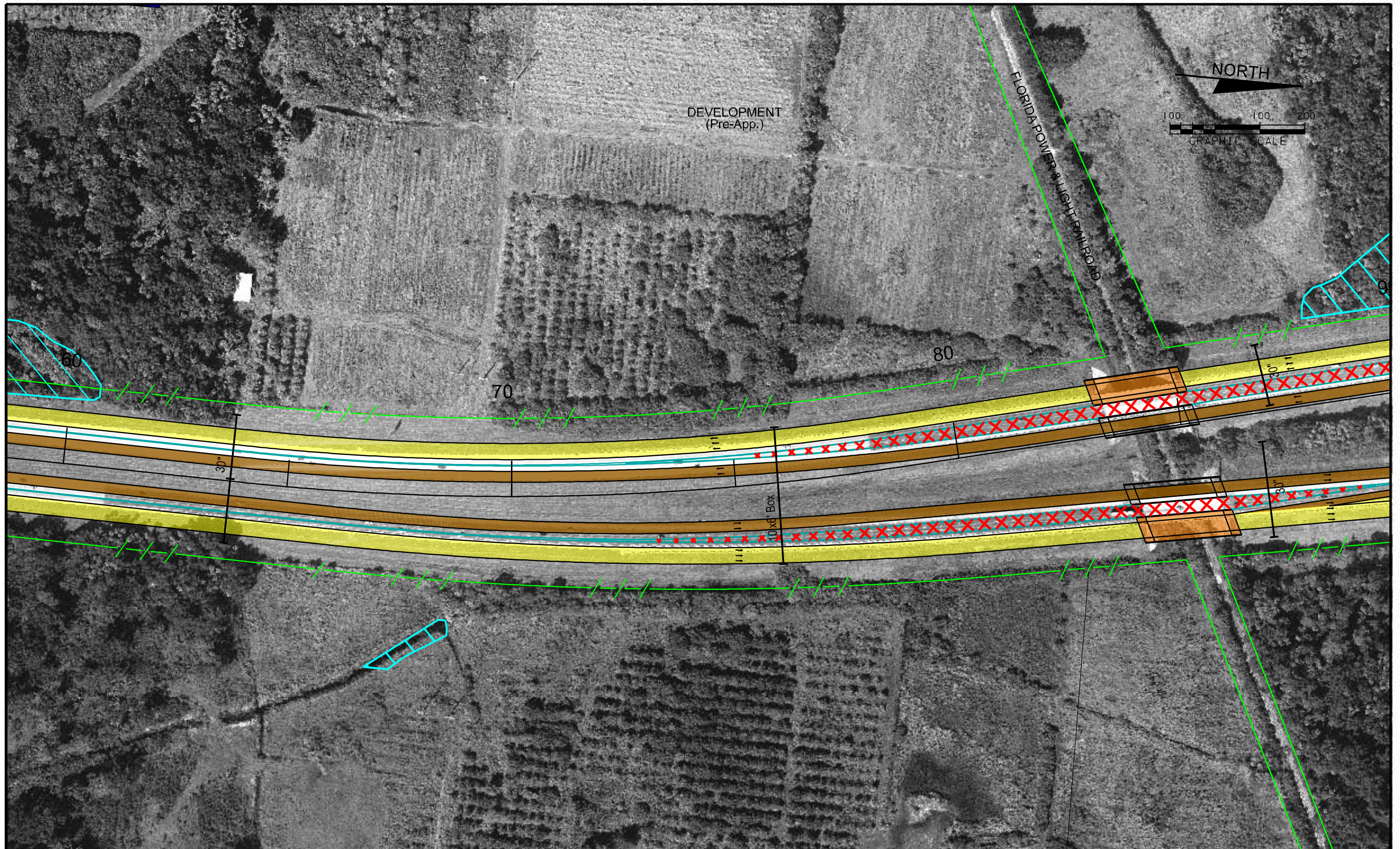
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
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 Manatee County, Florida

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23B





**Segment 7**

REVISIONS					
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9/23/06		DATE OF FLIGHT			
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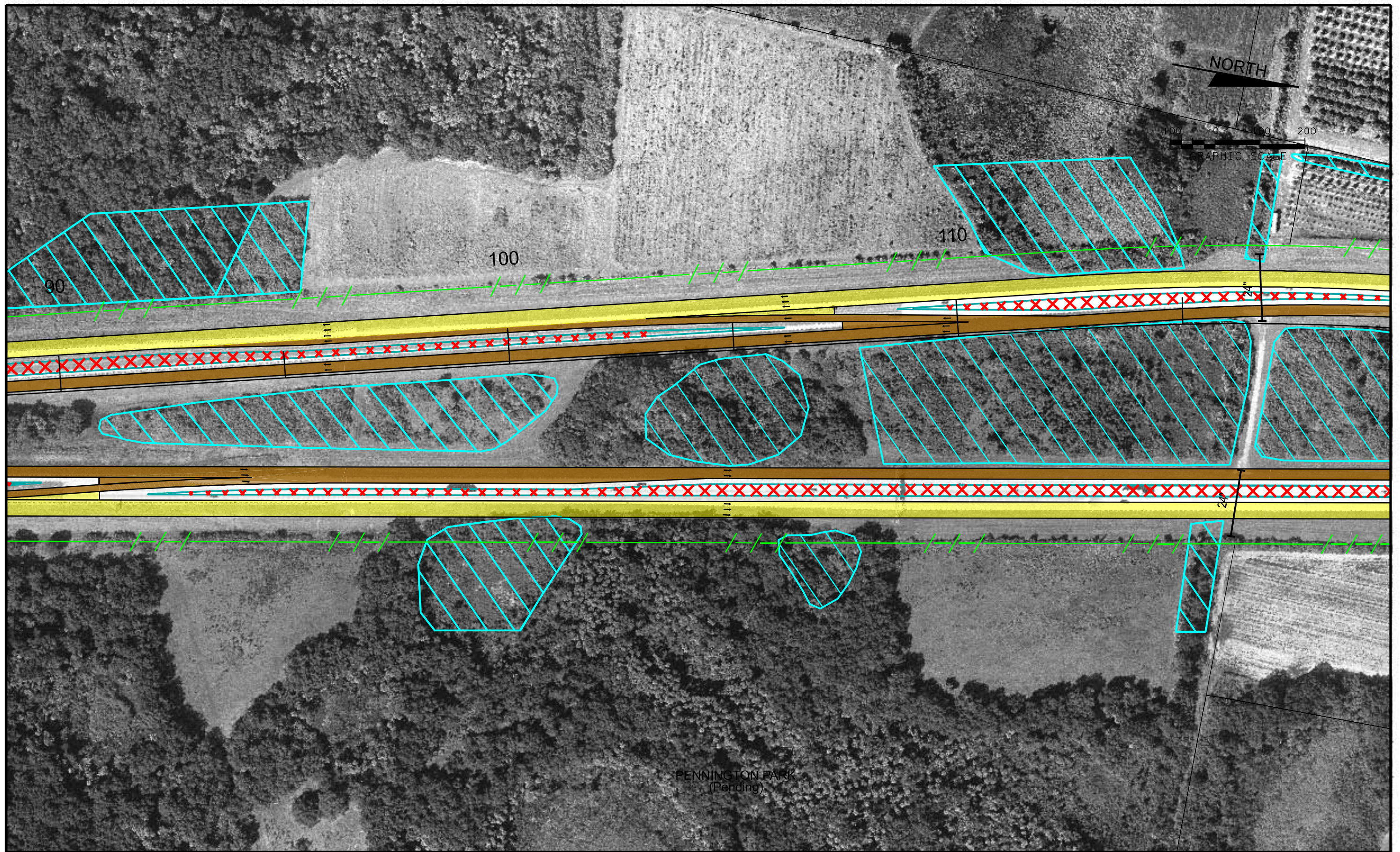
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I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

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24





**Segment 7**

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 C.A. No. 00000002

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 75 MANATEE COUNTY  
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 From University Parkway to North of Moccasin Wallow Road  
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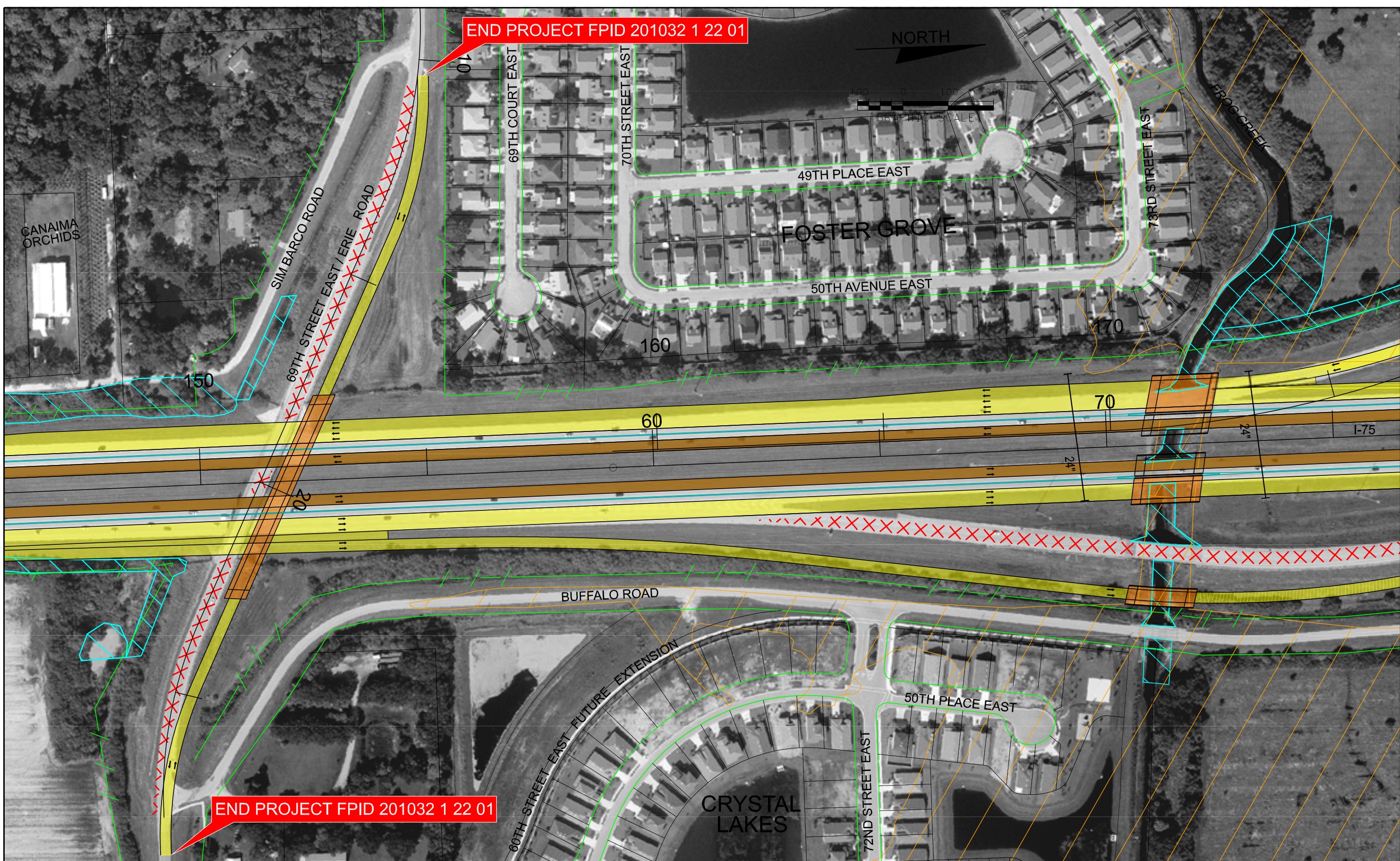
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9/23/06		DATE OF FLIGHT						
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 URS Corporation Southern 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462 C.A. No. 0000002				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			INTERSTATE 75 MANATEE COUNTY Preferred Alternative From University Parkway to North of Moccasin Wallow Road Manatee County, Florida	<i>SHEET NO.</i>  26
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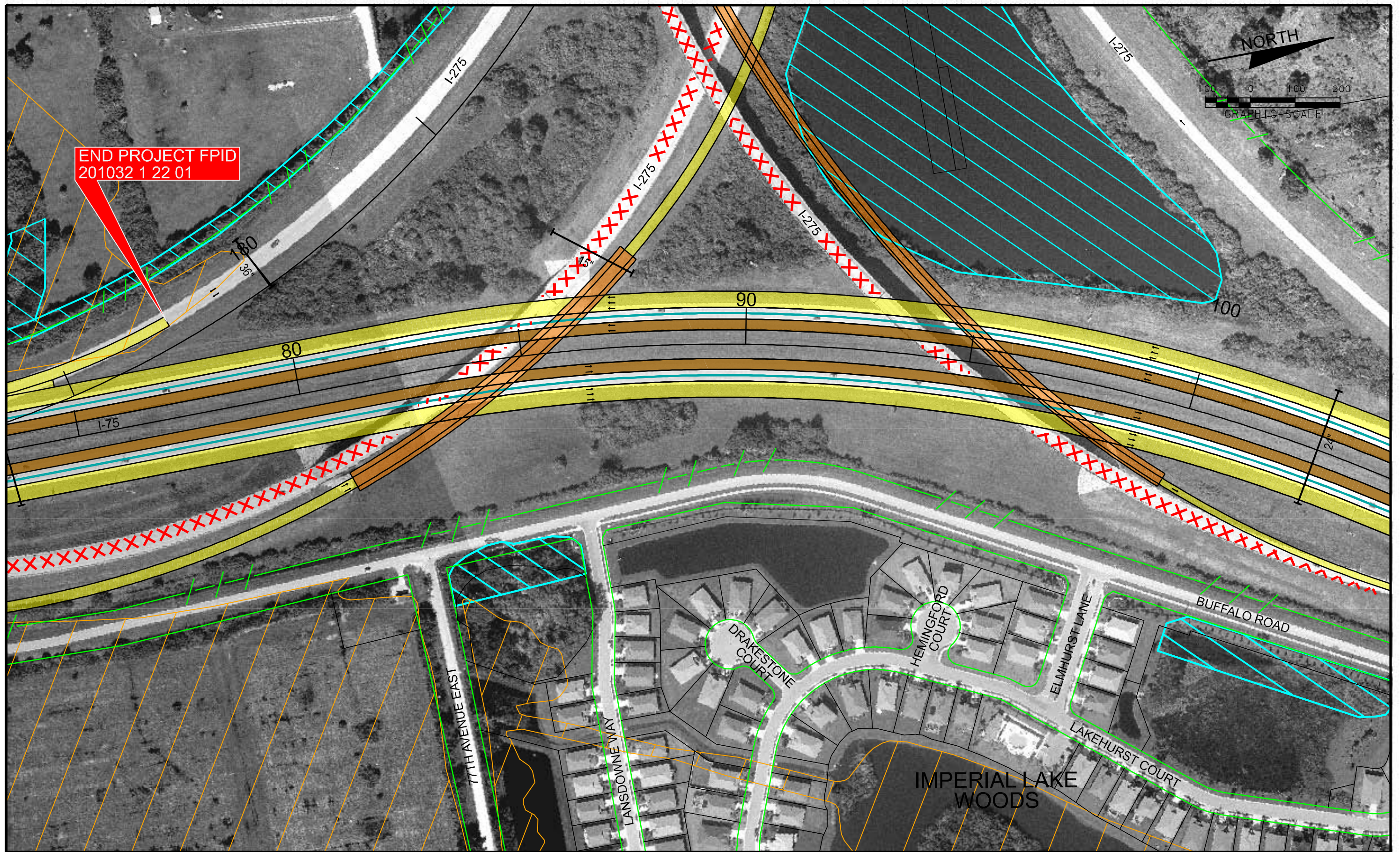
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 Preferred Alternative**  
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Segment 8

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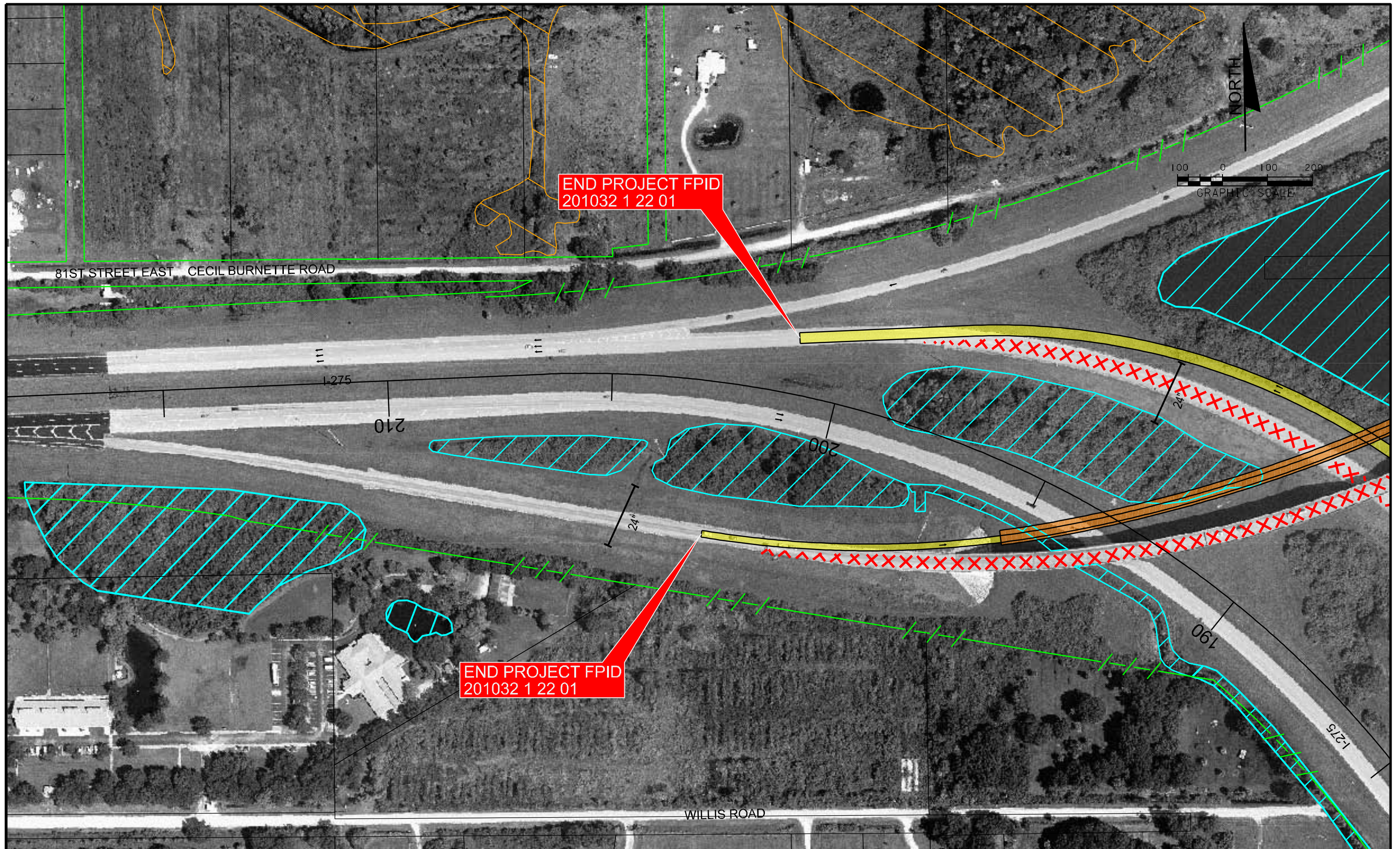
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**Segment 8**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			

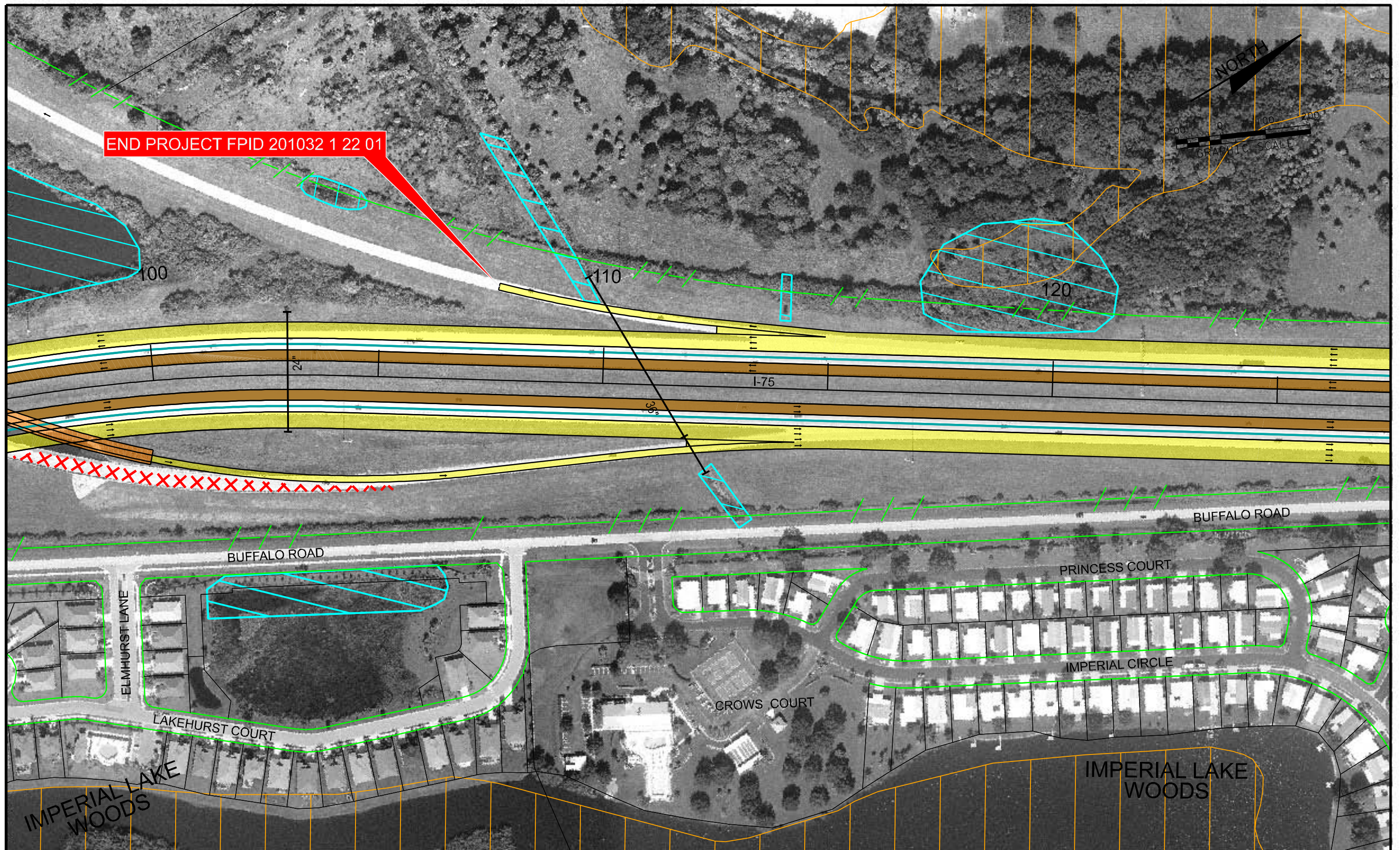
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28A





END PROJECT FPID 201032 1 22 01



Segment 8

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
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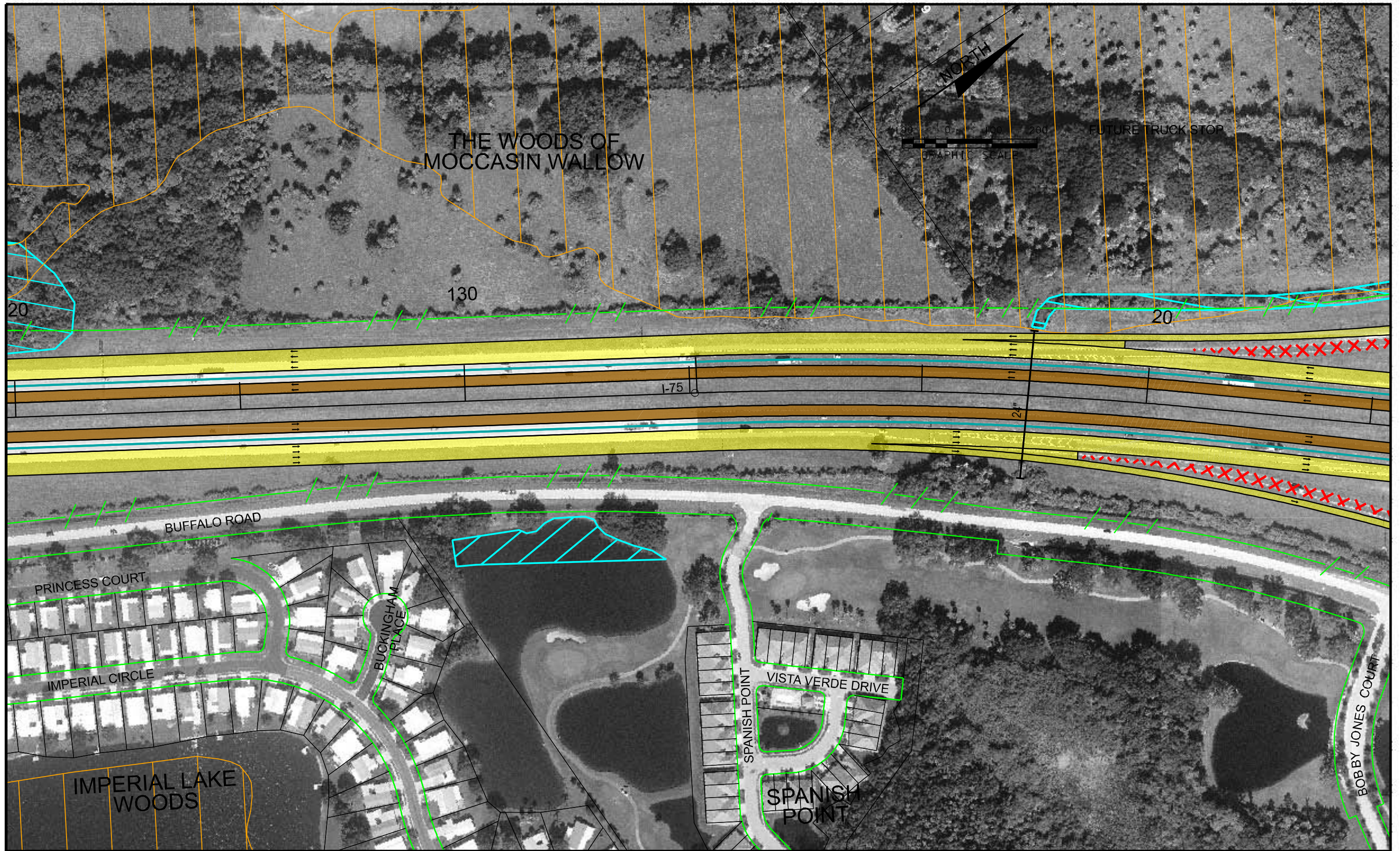
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 Tampa, FL 33607-1462  
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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INTERSTATE 75 MANATEE COUNTY  
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Segment 8					
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
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4/11/08		PREFERRED ALTERNATIVE			

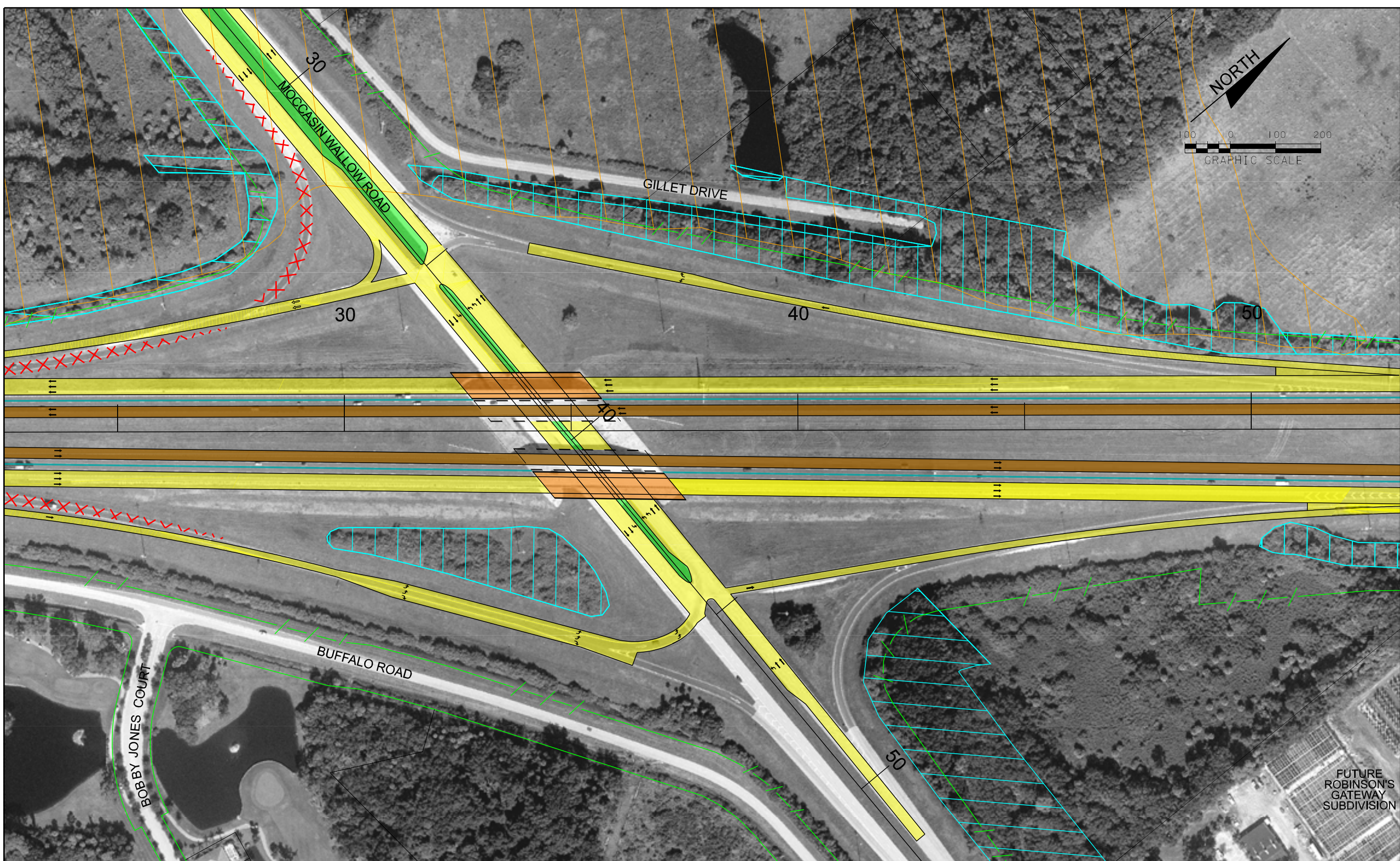
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 Tampa, FL 33607-1462  
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Segment 9		
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032   22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
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30





**Segment 9**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
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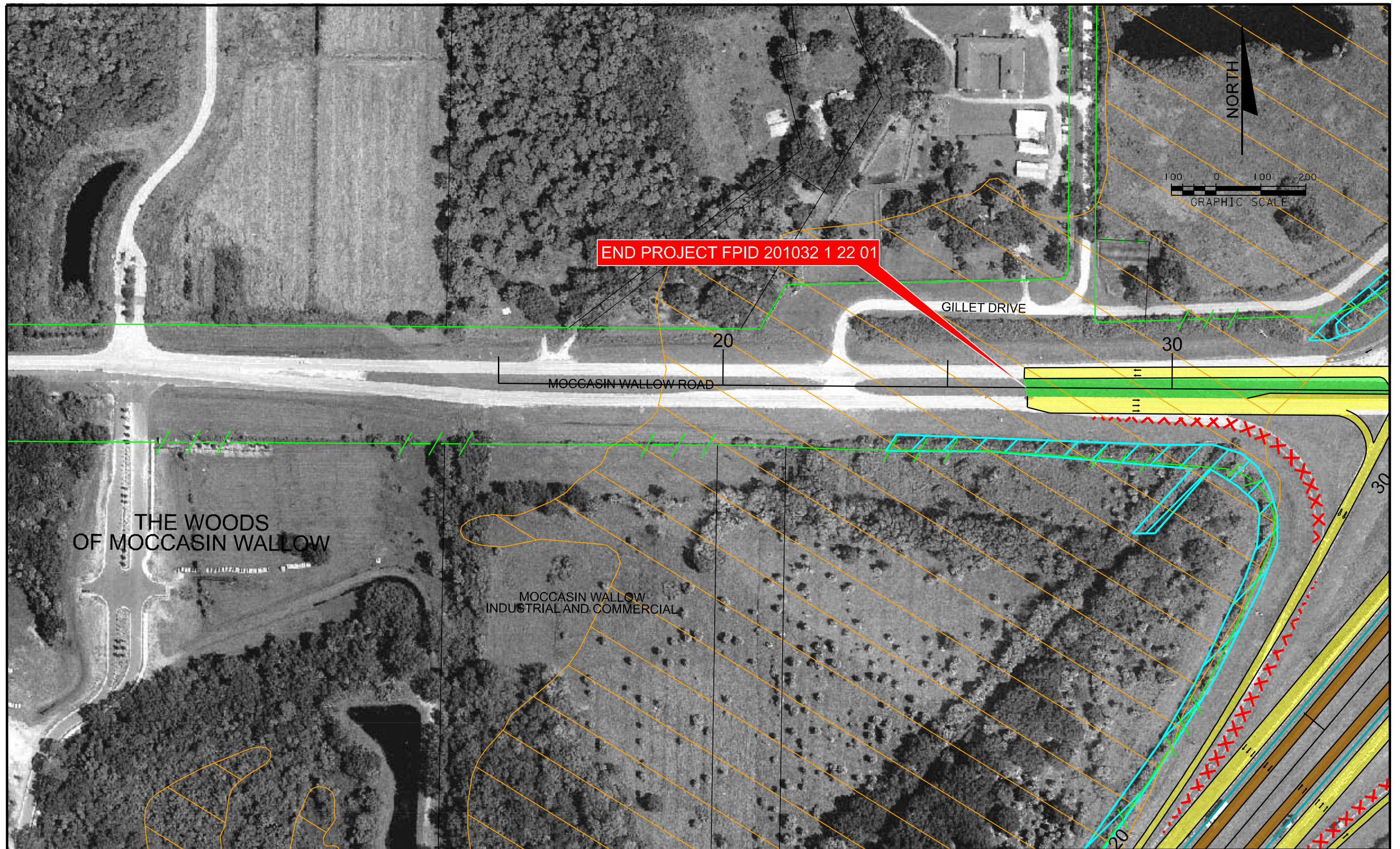
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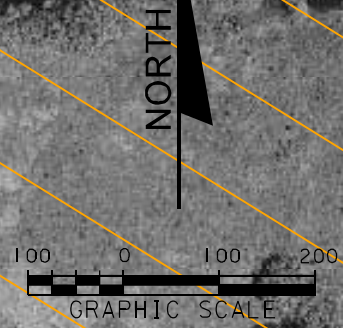
**INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative**  
 From University Parkway to North of Moccasin Wallow Road  
 Manatee County, Florida

SHEET NO.  
 31





END PROJECT FPID 201032 1 22 01



THE WOODS OF MOCCASIN WALLOW

MOCCASIN WALLOW INDUSTRIAL AND COMMERCIAL

MOCCASIN WALLOW ROAD

GILLET DRIVE

**Segment 9**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			
4/11/08		PREFERRED ALTERNATIVE			



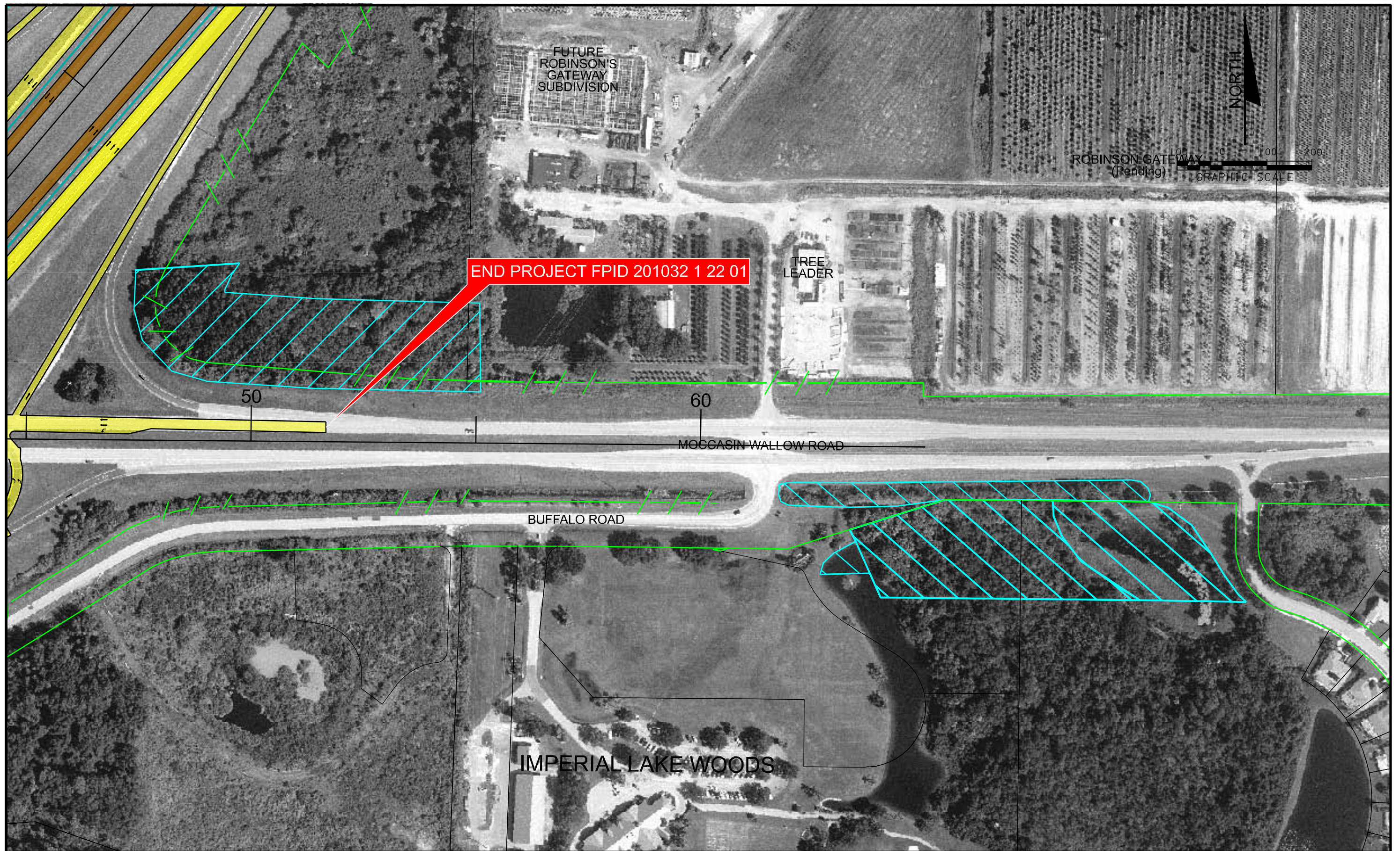
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
 From University Parkway to North of Moccasin Wallow Road  
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SHEET NO.  
31A





**END PROJECT FPID 201032 1 22 01**

**Segment 5**

REVISIONS					
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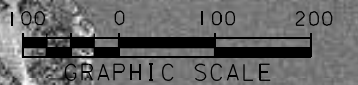
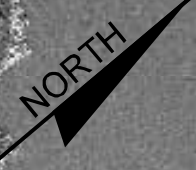
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 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY  
 Preferred Alternative  
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 31B





**END PROJECT FPID 201032 1 22 01**  
**BEGIN PROJECT FPID 4192352 2 22 01**

STONE DAM PRESERVE  
(Approved)

60

70

I-75

ROBINSON'S GATEWAY

FUTURE  
ROBINSON'S  
GATEWAY  
SUBDIVISION

WELLINGTON LAKE  
MANOR  
(Approved)

**Segment 9**

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	
9/23/06		DATE OF FLIGHT			

**URS** Corporation Southern  
 7650 West Courtney  
 Campbell Causeway  
 Tampa, FL 33607-1462  
 C.A. No. 0000002

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-75	MANATEE	201032 1 22 01

INTERSTATE 75 MANATEE COUNTY Preferred Alternative From University Parkway to North of Moccasin Wallow Road Manatee County, Florida	SHEET NO. 32
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***APPENDIX A-2***

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**Interim Analysis**



# ***INTERIM ALTERNATIVES (DESIGN YEAR 2025)***

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The ultimate improvements for this project are needed on I-75 by the year 2035 to meet the travel demands of the public. The following sections describe the interim improvements developed for SR 70, SR 64, US 301, I-275, and Moccasin Wallow Road, which are documented in Section 9.0 of the Alternatives Analysis Technical Memorandum, dated April 2008. Each interim alternative developed maximized the use of the existing facility thereby minimizing impacts to the adjacent communities.

For the interim improvements, the existing six-lane facility will be widened by adding one travel lane to the inside in each direction to provide for an eight-lane facility, as shown in **Figure 1**. From north of University Parkway to US 301, a 12-foot auxiliary lane, constructed to the outside of the existing facility, is also required. The typical section provides for a 64-foot median (multi-modal envelope) with 12-foot inside shoulders (10 feet paved), 12-foot travel lanes, 12-foot outside shoulders (10 feet paved), and open roadside ditches. In the tangent eight-lane sections with auxiliary lanes, the two inside lanes will slope to the median at 0.02 feet per foot while the outer three lanes will slope to the outside with two lanes at 0.02 feet per foot and the outside lane at 0.03 feet per foot. In the tangent eight-lane sections, the inside lane will slope to the median at 0.02 feet per foot while the outer three lanes will slope to the outside. The middle two lanes slope to the outside at 0.02 feet per foot and the outside lane slopes to the outside at 0.03 feet per foot. The proposed design speed for this facility is 70 mph. The roadway improvements will require no additional right-of-way; however, right-of-way will be required for stormwater management facilities.

At the interchanges, the bridges will be widened 12 feet to accommodate the four through lanes of travel and maintain the 10-foot inside shoulder.

Of the six bridges over I-75, Linger Lodge Road, Kay Road, Mendoza Road, Erie Road, and I-275 northbound on- and off-ramps can accommodate the interim improvement. However, in the area from north of University Parkway to US 301, where a 12-foot auxiliary lane is required, I-75 at Linger Lodge Road and Kay Road will have to be adjusted to provide an acceptable vertical clearance for the interim improvements. Below is a discussion of interim improvement options for Linger Lodge Road and Kay Road.

## ***Linger Lodge Road over I-75 (Bridge No. 130069)***

Existing Linger Lodge Road bridge over northbound and southbound I-75 consists of a four-span AASHTO girder bridge with spans of 30 feet, 115.5 feet, 115.5 feet, and 30 feet. The end spans are simple spans over the slope embankment, while Spans 2 and 3 are continuous for live load, with Span 2 over southbound I-75 and Span 3 over northbound I-75. The center spans are made continuous for live load by employing a continuous deck with a monolithic diaphragm at the



center pier (Pier 2). The monolithic diaphragm is doweled into the pier cap of Pier 2 with reinforcing steel. Vertical clearances are 16.3 feet over southbound I-75 (@ Span 2) and 16.4 feet over northbound I-75 (@ Span 3). The horizontal clearances are 42.2 feet to the face of column toward the median side and 30.2 feet to face of column toward the outside for both northbound and southbound I-75.

Widening the existing I-75 roadways by an additional 12 feet to both the median and outside for a four-lane section with auxiliary lanes on both northbound and southbound will impact the minimum horizontal clearances. The horizontal clearance toward the median will still meet minimum requirements, whereas the horizontal clearance toward the outside would require guardrail protection for the columns for both northbound and southbound roadways.

The vertical clearance presently is slightly less than the minimum vertical clearance of 16.5 feet. Widening the four-lane section with auxiliary lanes calls for the inside two lanes to be sloped toward the median and the outside three lanes sloped toward the outside. If the widening and modification to the slopes is performed by not milling any of the existing roadway surfaces, then the existing vertical clearance would be reduced by at least 3 inches (0.25 feet). The minimum vertical clearance requirement of 16.5 feet includes 6 inches for future overlay. Overlaying the existing pavement to accommodate the slopes would reduce the vertical clearance to 16 feet and require a variation. However, if it is desired to not reduce the existing vertical clearances, there are two options: (1) reconstruct a portion of the existing roadway at a lower profile, or (2) jack the superstructure. The second option of jacking the existing superstructure would require that the doweled connection between superstructure and substructure at Pier 2 be removed, the center two continuous spans be jacked up simultaneously which would require closure of the entire I-75 (northbound and southbound) roadway as well as closure of the overpass roadway (Linger Lodge Road), placement of new beam seat to raise the superstructure, replacement of the dowel connection to the substructure, and overlay of the existing approach roadway of Linger Lodge Road up to the raised bridge superstructure.

### ***Kay Road over I-75 (Bridge No. 130100)***

Existing Kay Road bridge over northbound and southbound I-75 consists of a five-span AASHTO girder bridge with spans of 35.83 feet, 117.25 feet, 117.25 feet, 117.25 feet, and 35.83 feet. The end spans are simple spans over the slope embankment, while Spans 2, 3, and 4 are continuous for live load, with Span 2 over southbound I-75 and Span 4 over northbound I-75. The center three spans are made continuous for live load by employing a continuous deck with a monolithic diaphragm at the center two piers (Piers 3 and 4). The monolithic diaphragm at Pier 3 is doweled into the pier cap with reinforcing steel. Vertical clearances are 16.36 feet over southbound I-75 (@ Span 2) and 17.34 feet over northbound I-75 (@ Span 4). The horizontal clearances are 37.31 feet to the face of column toward the median side and 30.39 feet to face of column toward the outside for both northbound and southbound I-75.

Widening the existing I-75 roadways by an additional 12 feet to both the median and outside for a four-lane section with auxiliary lanes on both northbound and southbound will impact the



minimum horizontal clearances. The horizontal clearance toward both the median and the outside would require guardrail protection for the columns for both northbound and southbound roadways.

The proposed widening of northbound I-75 will not impact the minimum vertical clearance requirement in Span 4, where the existing minimum vertical clearance of 17.34 feet exceeds the required clearance by 0.84 feet. The widening of southbound I-75, however, will impact this required minimum vertical clearance. The existing vertical clearance of 16.34 feet is slightly less than the minimum required vertical clearance of 16.5 feet. Widening the facility provides for the inside two lanes to be sloped toward the median and the outside three lanes sloped toward the outside. If the widening and modification to the slopes is performed by not milling any of the existing roadway surfaces, then the existing vertical clearance would be reduced by at least 3 inches (0.25 feet). The minimum vertical clearance requirement of 16.5 feet includes 6 inches for future overlay. Overlaying the existing pavement to accommodate the slopes would reduce the vertical clearance to 16 feet and require a variation. However, if it is desired to not reduce the existing vertical clearances, there are two options: (1) reconstruct a portion of the existing roadway at a lower profile, or (2) jack the superstructure. The second option of jacking the existing superstructure would require that the doweled connection between superstructure and substructure at Pier 3 be removed, the center three continuous spans be jacked up simultaneously which would require closure of the entire I-75 (northbound and southbound) roadway as well as closure of the overpass roadway (Kay Road), placement of new beam seat to raise the superstructure, replacement of the dowel connection to the substructure, and overlay of the existing approach roadway of Kay Road up to the raised bridge superstructure.

The alternative geometry lane line diagram for the design year (2025) along with required improvements for ramps and intersections is shown in **Figures 2a and 2b**.

**Table 1** shows how the alternatives rank with respect to minimizing cost and impacts to the adjacent properties. All of the alternatives developed have an acceptable level of service for both the mainline and ramps; therefore, this was not a critical factor for eliminating an alternative. In addition, all of the alternatives will require a variation(s), specifically border area.

At SR 70 and SR 64, the existing parclo interchanges were modified to reflect the improvements needed by design year 2025, as shown in **Figures 3 and 4**.

At US 301, two alternatives were developed. The first alternative, as shown in **Figure 5**, upgrades the parclo interchange, but with the need to have dual northbound exit ramps, the loop has to be reconstructed. The interim improvements used a design speed of 30 mph and in order to provide an adequate deceleration from the mainline facility, a parallel bridge would be required. This loop alternative will impact the stormwater management facility for the Prime Outlets of Ellenton, but could be accommodated with the improvements. In addition, these improvements are not consistent with any of the ultimate improvements; therefore, these improvements could not be salvaged. A second alternative at US 301, as shown in **Figure 6**, uses a half diamond configuration on the east side of the interchange. This alternative salvages the northbound exit ramp and northbound entrance ramp when the ultimate improvements are

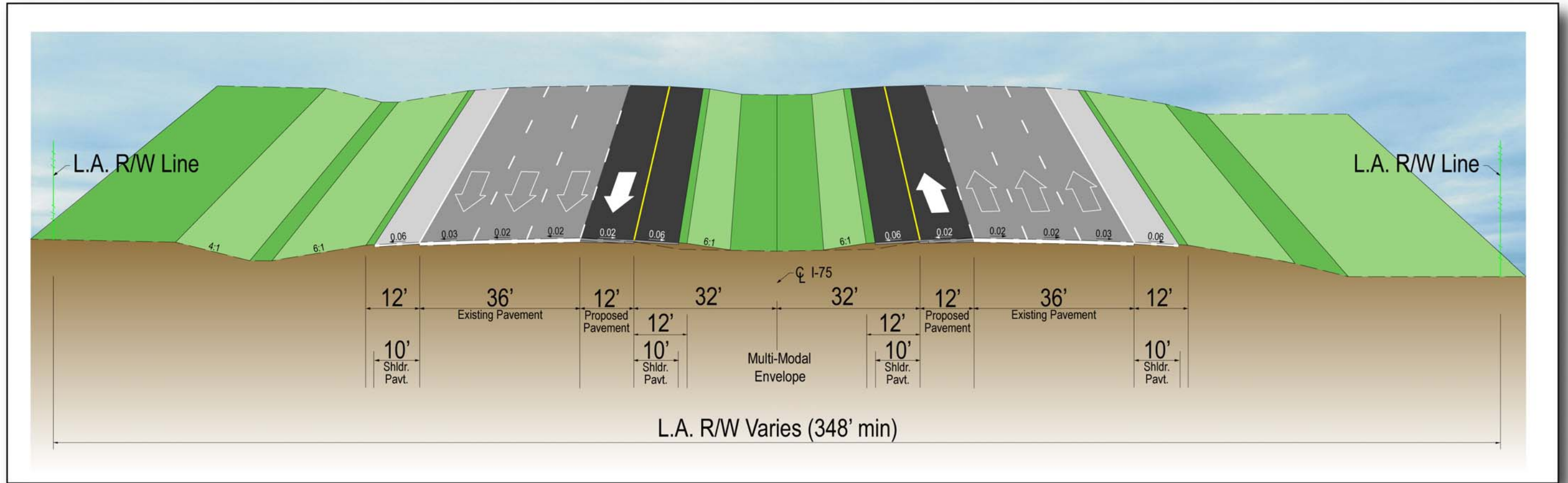


constructed. This alternative will also require right-of-way from adjacent properties at the interchange.

At I-275, no improvements were necessary for the interchange, only the addition of one lane on the mainline, as shown in **Figure 7**. Should traffic projections in the future call for four lanes with an auxiliary lane, Appendix A describes how the existing flyovers can be modified to accommodate an extra lane.

At Moccasin Wallow Road, in addition to the one lane on the mainline, minimal improvements are needed at the ramp terminus, as shown in **Figure 8**.



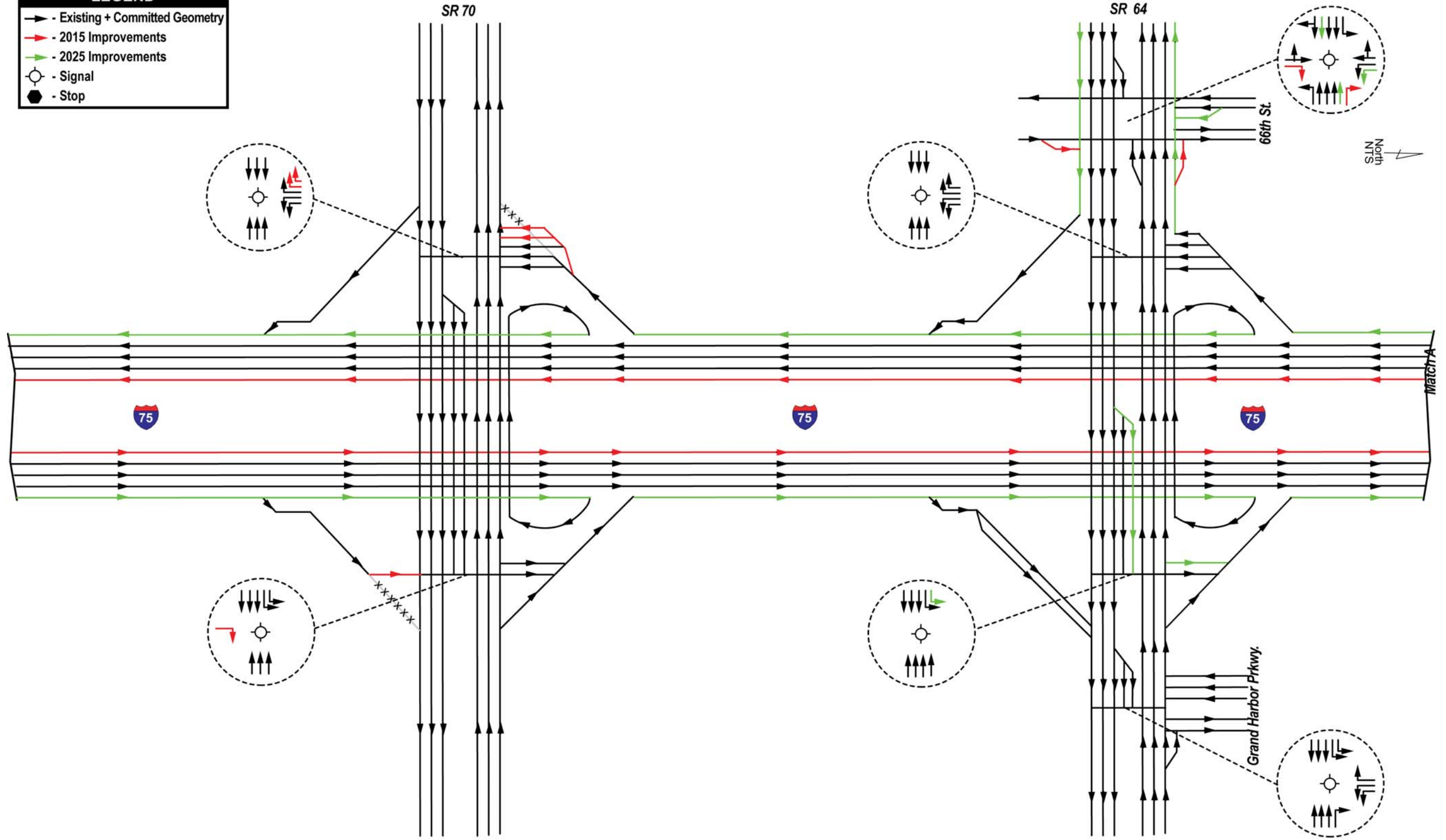


**FIGURE 1**  
**INTERIM TYPICAL SECTION**



**LEGEND**

- - Existing + Committed Geometry
- - 2015 Improvements
- - 2025 Improvements
- - Signal
- - Stop

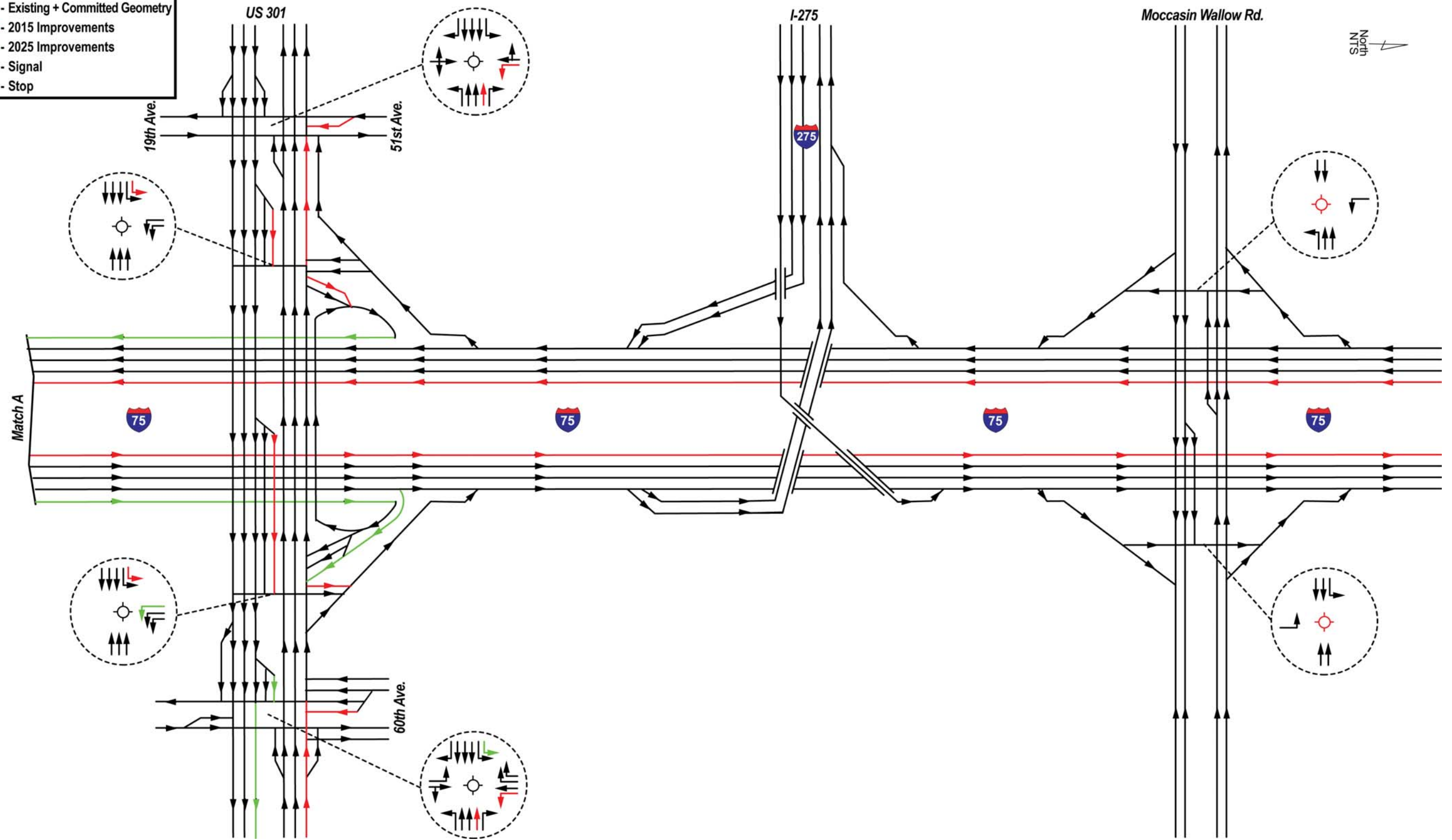


**FIGURE 2a**  
**TWO-ROADWAY SYSTEM**  
**INTERIM IMPROVEMENTS**  
**DESIGN YEAR 2025 LANE LINE DIAGRAM**



**LEGEND**

- - Existing + Committed Geometry
- - 2015 Improvements
- - 2025 Improvements
- - Signal
- - Stop



**FIGURE 2b**  
**TWO-ROADWAY SYSTEM**  
**INTERIM IMPROVEMENTS**  
**DESIGN YEAR 2025 LANE LINE DIAGRAM**



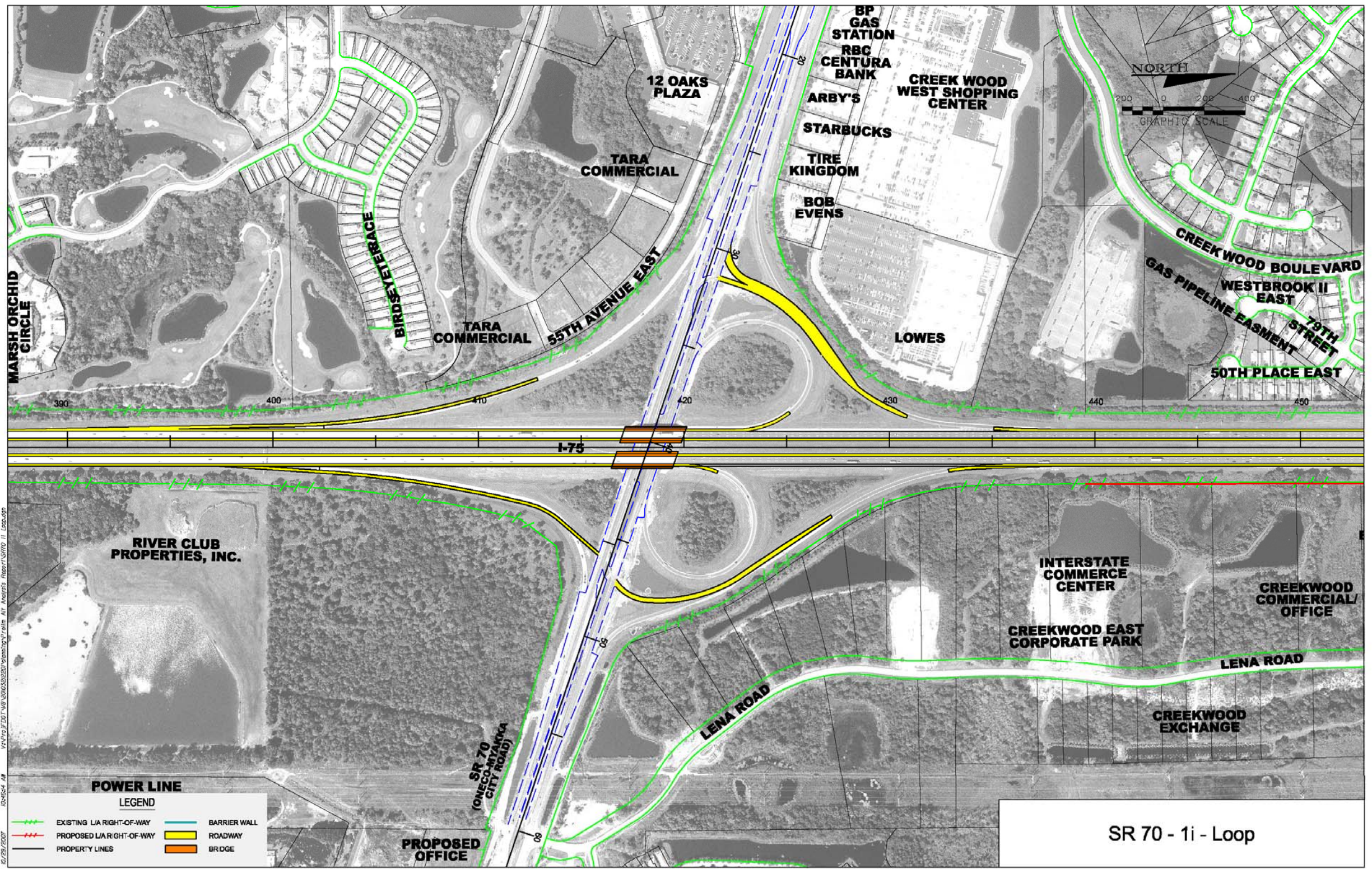
**TABLE 1  
PRELIMINARY ALTERNATIVES EVALUATION MATRIX FOR INTERIM IMPROVEMENTS**

Interim 8-Lane Interchange Configuration		SR 70	SR 64	US 301		I-275	Moccasin Wallow Road
		1i-Loop	1i-Loop	1i-Loop	2i-Diamond	1i-Existing	1i-Diamond
Traffic Operational (Yes or No) <sup>1</sup>	Mainline LOS	Yes	Yes	Yes	Yes	Yes	Yes
	Ramp LOS	Yes	Yes	Yes	Yes	Yes	Yes
	Ramp Terminus LOS	Yes	Yes	Yes	Yes	N/A	Yes
Design Criteria	Design Speed on Ramps	30	30	30	45	55	45
	Variation Needed	Yes	Yes	Yes	Yes	Yes	No
	Exception Needed	N/A	N/A	N/A	N/A	N/A	N/A
Environmental	Wetlands	L	L	M	M	L	L
	Habitat	L	L	L	L	L	L
	Species	L	L	L	L	L	L
	Contamination	L	L	M	M	L	L
ROW	Residential	N/A	N/A	N/A	N/A	N/A	N/A
	Commercial	N/A	L	M	L	N/A	N/A
	Other	N/A	N/A	N/A	N/A	N/A	N/A
Construction	Roadway Costs	M	M	H	H	L	L
	Structure Costs	L	L	H	H	N/A	L
	Constructability	L	L	H	H	L	L
	MOT	M	M	H	H	L	L

<sup>1</sup> Mainline LOS < D = Yes  
Ramp LOS < E = Yes  
Ramp Terminus LOS < E = Yes

H = High  
M = Medium  
L = Low





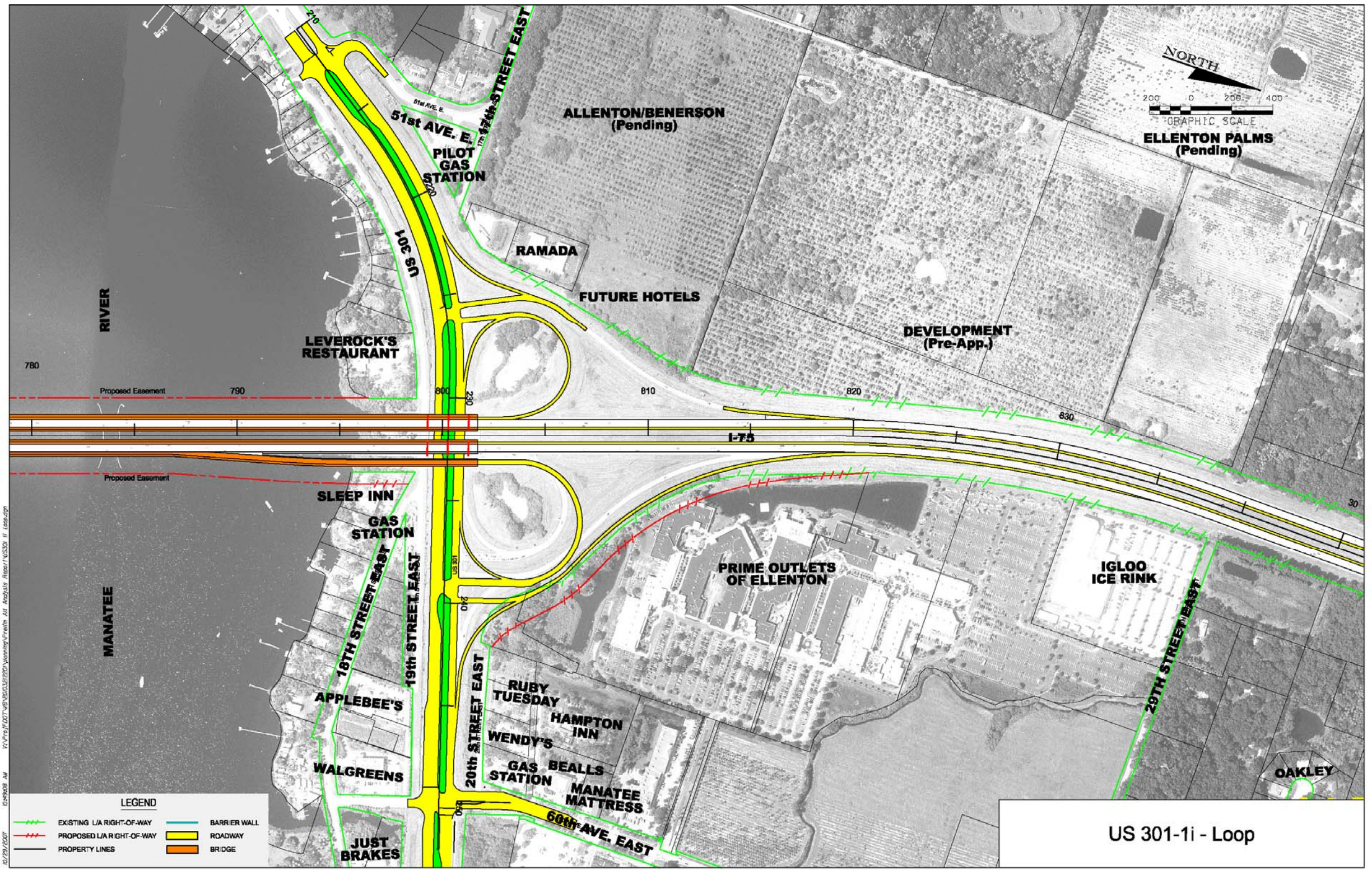
**FIGURE 3**  
**SR 70 1i-LOOP ALTERNATIVE**





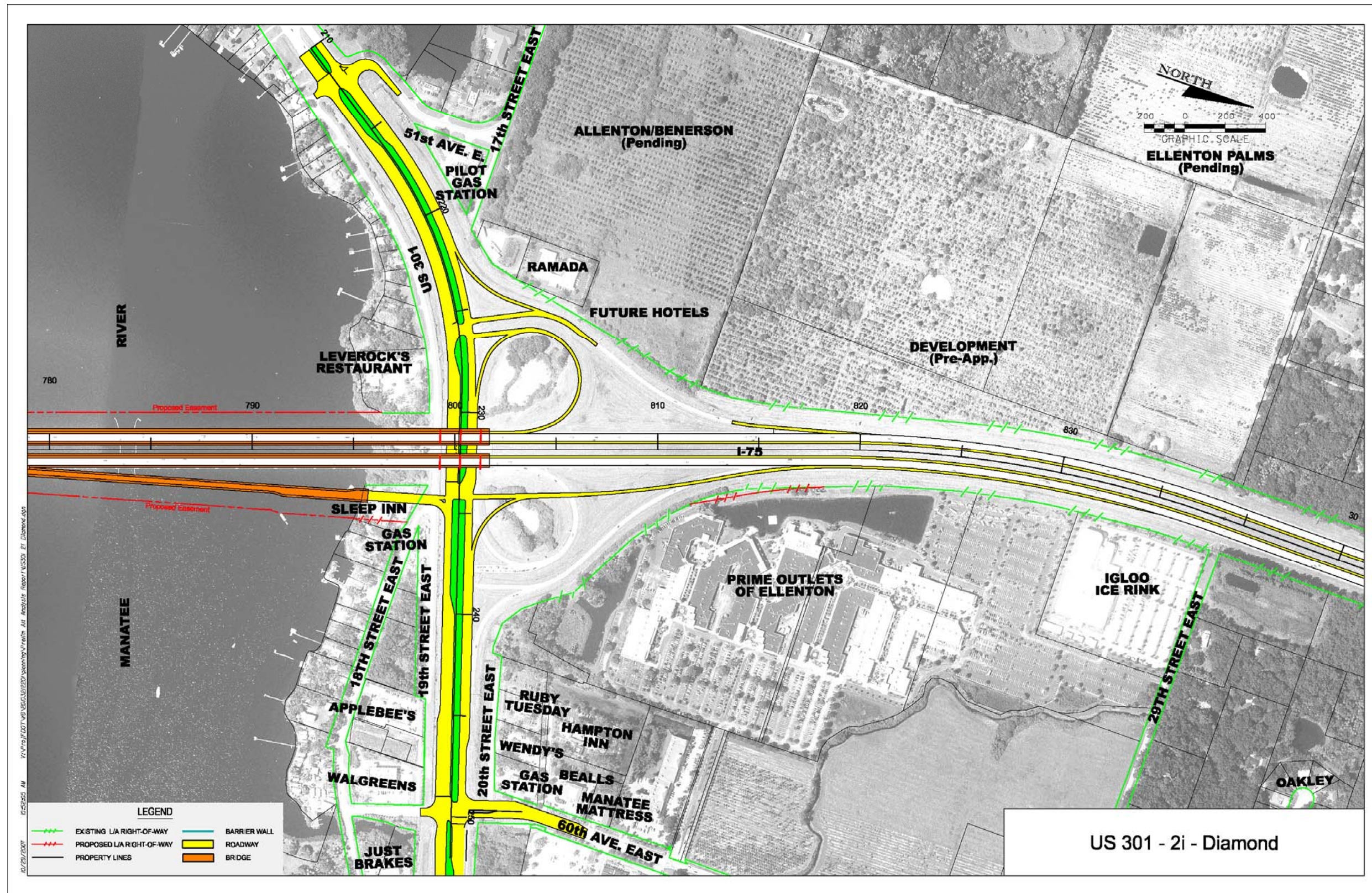
**FIGURE 4**  
**SR 64 1i-LOOP ALTERNATIVE**





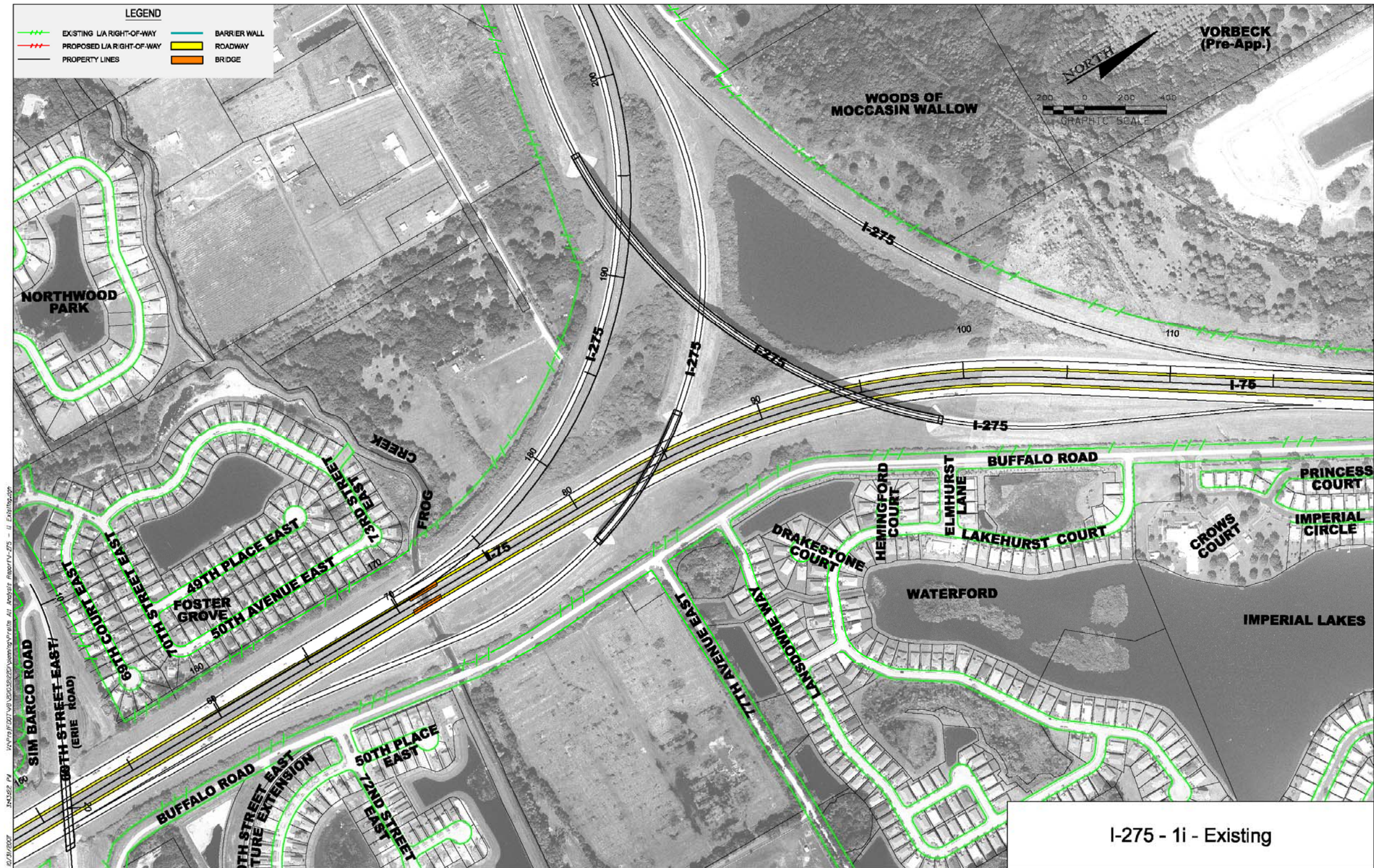
**FIGURE 5**  
**US 301 1i-LOOP ALTERNATIVE**





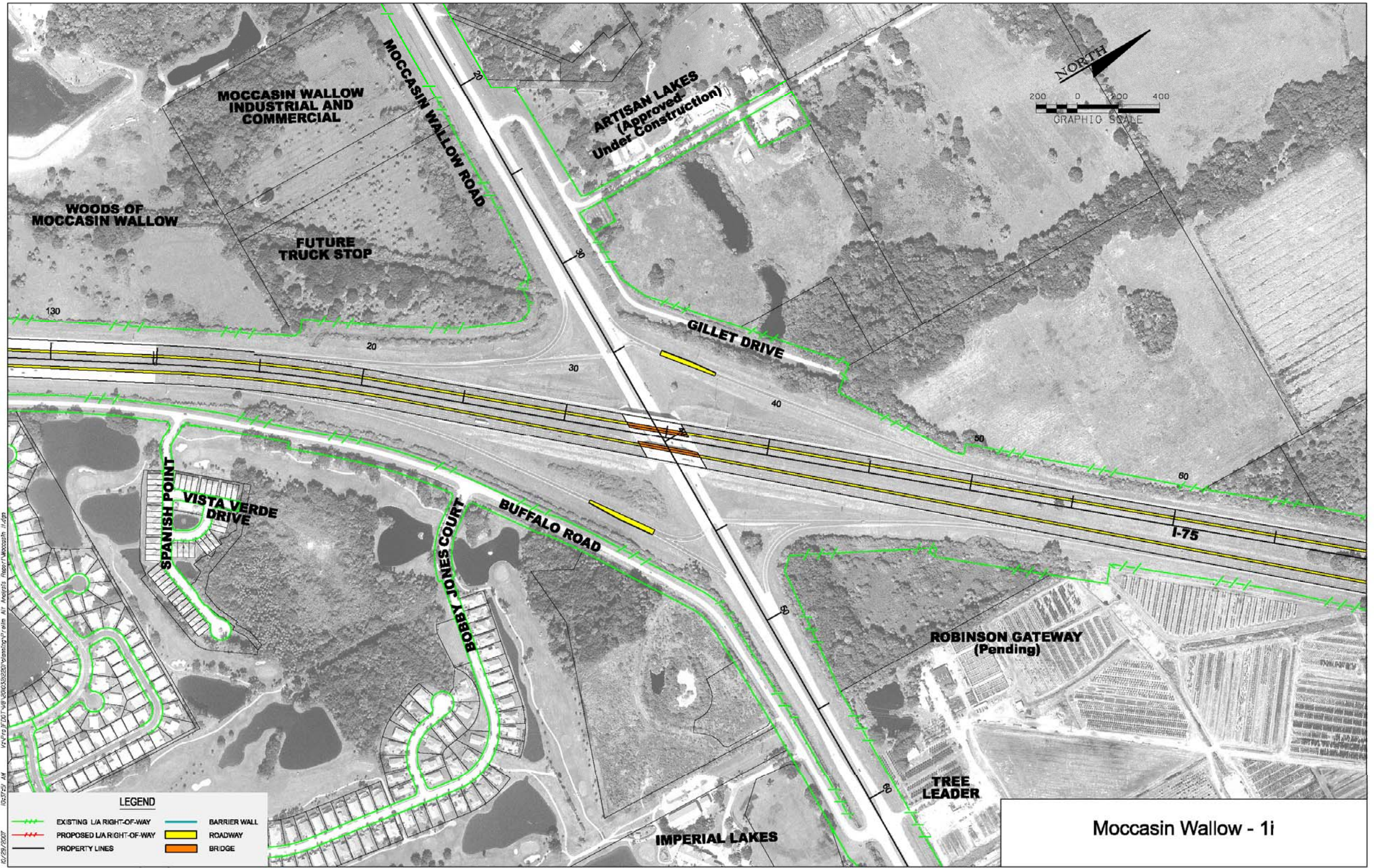
**FIGURE 6**  
**US 301 2i-DIAMOND ALTERNATIVE**





**FIGURE 7**  
**I-275 1i-EXISTING ALTERNATIVE**





**FIGURE 8**  
**MOCCASIN WALLOW ROAD**  
**1i-DIAMOND ALTERNATIVE**



***APPENDIX A-3***

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**Priority Interchange Improvements**



# ***PRIORITY INTERCHANGES***

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Based on existing congestion and traffic operations, the Florida Department of Transportation (FDOT) has identified the SR 70 and US 301 interchanges with I-75 in Manatee County as priority interchanges requiring immediate short-term improvements. A traffic study was conducted to evaluate existing traffic operations and safety conditions at these interchanges to identify existing deficiencies and improvements that can be stage constructed prior to the ultimate improvements. These improvements will provide interim operational benefits without requiring right-of-way and replacement of structures and will be constructed as a design-build project.

The traffic conditions were evaluated for the I-75 mainline, ramps, and intersections in the vicinity of these two interchanges. Field reviews and data collection were also conducted to support this analysis. The results of the operational analysis indicate that the following operational deficiencies that resulted in congestion and higher delays exist at:

- I-75 SB mainline north of SR 70,
- SB off-ramp to SR 70,
- I-75 NB mainline south of US 301,
- NB off-ramp to US 301, and
- Ramp terminal intersections at US 301 interchange.

Recommended short-term improvements for each of the two interchanges are described below.

## ***I-75 Interchange with SR 70***

Construction of an additional through-lane in both directions on SR 70 and a second SB left-turn lane at the SB ramp intersection was recently completed. A second EB left-turn lane with a receiving lane at the NB ramp intersection was still under construction at the time of completion of this study. These improvements were accounted for in the priority interchange study.

Traffic on SR 70 was heavy in the EB direction during the a.m. peak hour. Some queuing was observed for the EB left movement at the NB ramp intersection. During the p.m. peak hour, traffic on SR 70 was heavy in the WB direction. Queuing and congestion was observed for the EB left movement at the NB ramp intersection and the SB approach at the SB ramp intersection. At times, up to 10 vehicles were observed on the SB right movement at the SB ramp. The SB right movement at the SB ramp has been converted from free flow to a yield condition with the recent construction of a third WB through lane on SR 70.



Based on the operational analysis and field reviews, the following short-term improvements are recommended for the SR 70 interchange:

- Construct a SB right-turn lane at the SB ramp intersection and bring the SB right movement under signal control, and
- Add a lane to the SB off-ramp.

These improvements for the SR 70 interchange were displayed at the November 18, 2008 Public Hearing and are shown on **Exhibit A-3-1**.

### ***I-75 Interchange with US 301***

During the field review, it was observed that traffic on US 301 was heavy in the WB direction during the a.m. peak hour. Queuing and congestion was observed for the WB through movement at the 60th Avenue intersection, the SB left movement at the NB ramp intersection, and the EB left movement at the SB ramp intersection. During the p.m. peak hour, traffic on US 301 was heavy in the EB direction. Queuing and congestion was observed for the EB and SB approaches at the 60th Avenue intersection, the SB approach at the NB ramp intersection, and the EB left movement at the SB ramp intersection. At times, the queuing on the NB off-ramp loop extended onto mainline I-75.

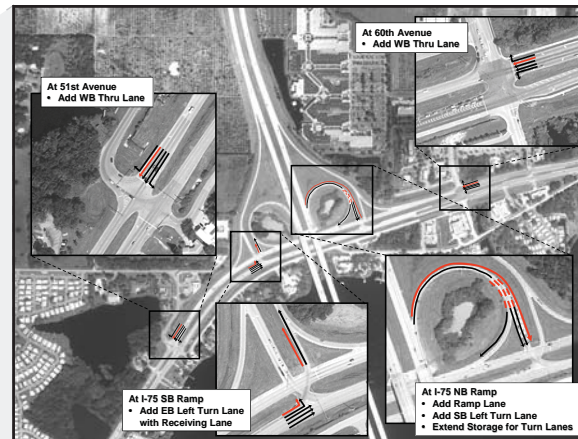
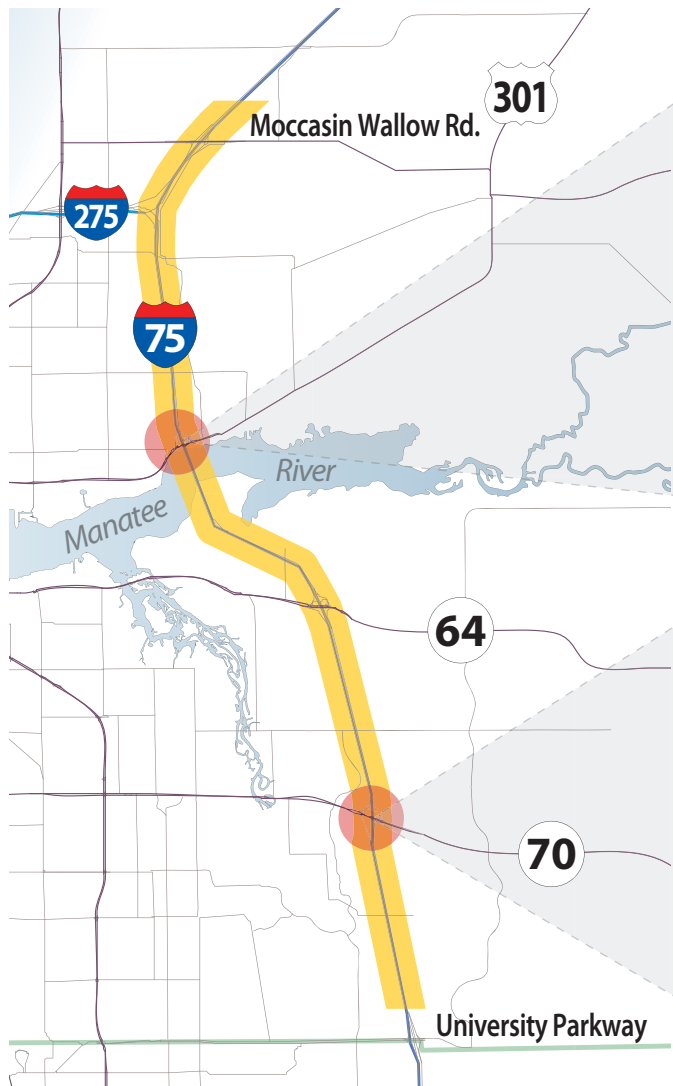
Results of the operational analysis of the mainline, ramps, and intersections for the a.m. and p.m. peak periods also showed higher delays for these approaches. Based on the operational analysis and field reviews, the following improvements were recommended for the US 301 interchange:

- Add a lane to the NB off-ramp,
- Extend storage for the SB dual left- and right-turn lanes at the NB off-ramp intersection,
- Add an EB left-turn lane with a receiving lane at the SB on-ramp intersection,
- Construct a WB through-lane at the US 301 and 60th Avenue intersection, and
- Construct a WB through-lane at the US 301 and 51st Avenue intersection.

These improvements for the US 301 interchange were displayed at the November 18, 2008 Public Hearing and are shown on **Exhibit A-3-1**.

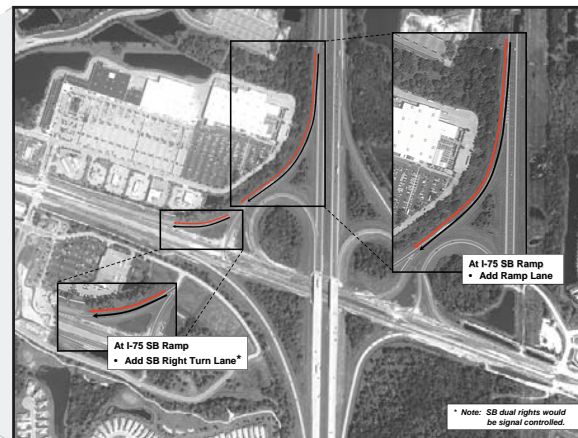


# PRIORITY INTERCHANGES



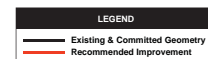
Improvement	Cost	Useful Life <sup>1</sup>
<b>At I-75 NB Ramp</b>		
• Add NB Off Ramp Lane	\$ 1,500,000	
• ADD SB Left Turn Lane	\$ 350,000	
• Extend Left Dual and Right Storage Lanes at Intersection	\$ 350,000	5 – 7 Years
<b>At I-75 SB Ramp</b>		
• Add EB Left Turn Lane at SB On-Ramp with Receiving Lane (500 feet)	\$ 750,000	
<b>At 60<sup>th</sup> Avenue</b>		
• Add WB Through Lane	\$ 750,000	5 – 7 Years
<b>At 51<sup>st</sup> Avenue</b>		
• Add WB Through Lane	\$ 750,000	
<b>Total</b>	<b>\$ 4,450,000</b>	

<sup>1</sup> Estimated period beyond which additional improvements will be needed in order to achieve an acceptable level of service.



Improvement	Cost	Useful Life <sup>1</sup>
<b>At I-75 SB Ramp</b>		
• Add Off Ramp Lane	\$ 2,000,000	
• Add SB Right Turn Lane	\$ 500,000	3 – 5 Years
<b>Total</b>	<b>\$ 2,500,000</b>	

<sup>1</sup> Estimated period beyond which additional improvements will be needed in order to achieve an acceptable level of service.



\* Note: SB dual rights would be signal controlled.



***APPENDIX B-1***

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**Public Information Workshop Long Range Estimate**



Date: 2/15/2008 1:27:08 PM

**FDOT Long Range Estimating System - Production  
R3: Project Details by Sequence Report**

**Project:** 201032-1-22-01

**Letting Date:** 01/2099

**Description:** I-75 FROM NORTH OF UNIVERSITY PARKWAY TO NORTH OF MOCASSIN WALLOW ROAD

**District:** 01      **County:** 13 MANATEE      **Market Area:** 10      **Units:** English

**Contract Class:** 4      **Lump Sum Project:** N      **Design/Build:** N      **Project Length:** 15.469 MI

**Project Manager:** MGR-RLC-MJB

**Version 3 Project Grand Total**

**\$1,106,481,217.46**

**Description:** I-75 FROM UNIVERSITY PARKWAY TO MOCASSIN WALLOW ROAD Preferred Alternative

**Sequence:** 1 NDR - New Construction, Divided, Rural

**Net Length:** 1.506 MI

**Description:** I-75 Mainline Segment 1

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	206.50 / 206.50
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.506
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	75.39	AC	\$25,000.00	\$1,884,750.00
120-6	EMBANKMENT	188,926.03	CY	\$16.29	\$3,077,605.03
<b>Earthwork Component Total</b>					<b>\$4,962,355.03</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
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160-4	STABILIZATION TYPE B	243,851.52 SY	\$6.00	\$1,463,109.12
285-712	BASE OPTIONAL (BASE GROUP 12)	107,188.65 SY	\$49.45	\$5,300,478.74
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC D)(PG76-22)	23,324.93 TN	\$138.25	\$3,224,671.57
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4,240.90 TN	\$139.60	\$592,029.64

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	8,333.00 SY	\$6.00	\$49,998.00
285-712	BASE OPTIONAL (BASE GROUP 12)	8,742.00 SY	\$49.45	\$432,291.90
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	21,205.00 SY	\$3.85	\$81,639.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC D)(PG76-22)	5,332.00 TN	\$138.25	\$737,149.00
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	1,181.00 TN	\$139.60	\$164,867.60
536-8	GUARDRAIL BRIDGE ANCH ASSEM	2.00 EA	\$2,193.55	\$4,387.10

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,830.00 EA	\$4.60	\$8,418.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	24.10 NM	\$1,241.60	\$29,922.56
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	24.10 GM	\$493.61	\$11,896.00
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	12.05 GM	\$1,377.26	\$16,595.98
711-37-61	TRAFFIC STRIPE SOLID (THERMO) (WH)( 6")	12.05 NM	\$3,920.06	\$47,236.72

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	10.67 TN	\$350.00	\$3,734.50



521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	15,904.00 LF	\$191.47	\$3,045,138.88
536-1-1	GUARDRAIL (ROADWAY)	300.00 LF	\$28.69	\$8,607.00
536-85-22	GUARDRAIL END ANCH ASSEM FLARED	2.00 EA	\$1,766.12	\$3,532.24
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$20,206.94	\$40,413.88
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	16,000.00 LF	\$12.35	\$197,600.00
<b>Roadway Component Total</b>				<b>\$15,463,717.69</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	21,787.60 SY	\$25.00	\$544,690.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	2,332.49 TN	\$138.25	\$322,466.74
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	46.65 TN	\$139.60	\$6,512.34
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	3.01 PM	\$2,700.00	\$8,127.00
570-1-2	PERFORMANCE TURF, SOD	56,545.28 SY	\$3.36	\$189,992.14

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.82 AC	\$58.99	\$284.33
104-10-2	SYNTHETIC BALES	1,590.34 LF	\$14.18	\$22,551.02
104-11	TURBIDITY BARRIER FLOATING	376.50 LF	\$14.91	\$5,613.62
104-12	TURBIDITY BARRIER STAKED	376.50 LF	\$6.39	\$2,405.84
104-13-1	SILT FENCE STAKED (TYPE III)	15,903.36 LF	\$1.30	\$20,674.37
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06

**Shoulder Component Total** **\$1,128,699.45**

### MEDIAN COMPONENT

#### User Input Data

Description	Value
Total Median Width	112.00



Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	60,662.48 SY	\$15.68	\$951,187.69
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	6,608.73 TN	\$138.25	\$913,656.92
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	46.65 TN	\$139.60	\$6,512.34
521-1	BARRIER WALL CONCRETE	15,904.00 LF	\$119.74	\$1,904,344.96
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	38,874.88 SY	\$3.36	\$130,619.60
<b>Median Component Total</b>				<b>\$3,914,421.51</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,060.22 SY	\$1.92	\$2,035.62

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	24.00 EA	\$3,885.92	\$93,262.08
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	80.00 EA	\$5,074.47	\$405,957.60
425-1-891	INLETS (BARRIER WALL) (<10')	80.00 EA	\$5,587.78	\$447,022.40
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	28,016.00 LF	\$73.08	\$2,047,409.28
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	480.00 LF	\$150.02	\$72,009.60
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,184.00 LF	\$233.47	\$743,368.48
430-172-103	PIPE CULV OPT MATL, ROUND, 37-48", CD	904.00 LF	\$178.04	\$160,948.16
430-172-104	PIPE CULV OPT MATL, ROUND, 49-60", CD	400.00 LF	\$266.58	\$106,632.00

**Retention Basin 1**

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	EXCAVATION REGULAR	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II (ENDWALLS)	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS (CURB) (TYPE P-6) (<10')	1.00 EA	\$5,160.00	\$5,160.00
425-2-71	MANHOLES (J-7) (<10')	1.00 EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,335.00 LF	\$12.35	\$16,487.25
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	12,100.00 SY	\$1.92	\$23,232.00

**Retention Basin 2**

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	EXCAVATION REGULAR	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II (ENDWALLS)	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS (CURB) (TYPE P-6) (<10')	1.00 EA	\$5,160.00	\$5,160.00
425-2-71	MANHOLES (J-7) (<10')	1.00 EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,335.00 LF	\$12.35	\$16,487.25
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	12,100.00 SY	\$1.92	\$23,232.00

**Retention Basin 3**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND,	400.00 LF	\$233.47	\$93,388.00



550-10-220	49-60", SS FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

#### Retention Basin 4

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

#### Retention Basin 5

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

#### Retention Basin 6



<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67	CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00	CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00	EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00	LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00	EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00	SY	\$1.92	\$46,464.00
<b>Drainage Component Total</b>					<b>\$8,712,096.72</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00	AS	\$299.43	\$1,197.72
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	37.00	AS	\$639.57	\$23,664.09
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00	AS	\$3,310.78	\$13,243.12
700-21-12	MULTI- POST SIGN, F&I, 51-100	10.00	AS	\$3,665.00	\$36,650.00

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00	AS	\$225,000.00	\$900,000.00

**Signing Component Total** **\$974,754.93**

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$26,833.00	\$26,833.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$26,833.00	\$26,833.00



590-70	IRRIGATION SYSTEM	1.00 LS	\$26,833.00	\$26,833.00
<b>Landscaping Component Total</b>				<b>\$80,499.00</b>

**BRIDGES COMPONENT**

**Bridge A**

Description	Value
Length	600.00
Width	64.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	2,404.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$152.90
Basic Bridge Cost	\$5,760,000.00
Description	BRADEN RIVER SOUTHBOUND BRIDGE WIDENING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	2,404.00 SF	\$36.00	\$86,544.00
400-2-10	CONC CLASS II (APPROACH SLABS)	142.22 CY	\$600.00	\$85,332.00
415-1-9	REINF STEEL (APPROACH SLABS)	24,888.50 LB	\$1.05	\$26,132.92
<b>Bridge A Total</b>				<b>\$5,958,008.93</b>

**Bridge B**

Description	Value
Length	549.00
Width	72.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$145.67
Basic Bridge Cost	\$5,632,740.00
Description	BRADEN RIVER NEW NORTHBOUND BRIDGE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	160.00 CY	\$600.00	\$96,000.00
415-1-9	REINF STEEL (APPROACH SLABS)	28,000.00 LB	\$1.05	\$29,400.00
<b>Bridge B Total</b>				<b>\$5,758,140.00</b>



**Bridge C**

Description	Value
Length	549.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	14,274.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$153.17
Basic Bridge Cost	\$1,152,900.00
Description	BRADEN RIVER NEW NORTHBOUND BRIDGE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	14,274.00 SF	\$36.00	\$513,864.00
400-2-10	CONC CLASS II (APPROACH SLABS)	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL (APPROACH SLABS)	5,444.25 LB	\$1.05	\$5,716.46
<b>Bridge C Total</b>				\$1,691,146.46
<b>Bridges Component Total</b>				\$13,407,295.39

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	15,904.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	127,232.00 SF	\$35.27	\$4,487,472.64
<b>Retaining Walls Component Total</b>				\$4,487,472.64

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**Sequence 1 Total** \$53,131,312.36

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**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	179.00 / 179.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.279
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	6.00 % / 6.00 %
Outside Shoulder Cross Slope L/R	5.00 % / 5.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %



Alignment Number 5  
Distance 0.069  
Top of Structural Course For Begin Section 110.00  
Top of Structural Course For End Section 104.00  
Horizontal Elevation For Begin Section 106.00  
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 %

Alignment Number 6  
Distance 0.828  
Top of Structural Course For Begin Section 104.00  
Top of Structural Course For End Section 104.00  
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	78.07 AC	\$25,000.00	\$1,951,750.00
120-6	EMBANKMENT	225,682.55 CY	\$16.29	\$3,676,368.74
<b>Earthwork Component Total</b>				<b>\$5,628,118.74</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	291,294.08 SY	\$6.00	\$1,747,764.48
285-712	BASE OPTIONAL (BASE GROUP 12)	128,042.75 SY	\$49.45	\$6,331,713.99
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	27,862.91 TN	\$138.25	\$3,852,047.31
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	5,065.98 TN	\$139.60	\$707,210.81

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8

Skip Stripe No. of Applications 3  
 Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	2,186.00	EA	\$4.60	\$10,055.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	28.78	NM	\$1,241.60	\$35,733.25
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	28.78	GM	\$493.61	\$14,206.10
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	14.39	GM	\$1,377.26	\$19,818.77
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	14.39	NM	\$3,920.06	\$56,409.66

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	10.67	TN	\$350.00	\$3,734.50
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	18,998.00	LF	\$191.47	\$3,637,547.06
536-1-1	GUARDRAIL (ROADWAY)	300.00	LF	\$28.69	\$8,607.00
536-85-22	GUARDRAIL END ANCH ASSEM FLARED	2.00	EA	\$1,766.12	\$3,532.24
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$20,206.94	\$40,413.88
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	18,998.00	LF	\$12.35	\$234,625.30
<b>Roadway Component Total</b>					<b>\$16,703,419.95</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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285-706	BASE OPTIONAL (BASE GROUP 06)	26,026.49 SY	\$25.00	\$650,662.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	2,786.29 TN	\$138.25	\$385,204.59
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	55.73 TN	\$139.60	\$7,779.91
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	3.60 PM	\$2,700.00	\$9,720.00
570-1-2	PERFORMANCE TURF, SOD	67,546.45 SY	\$3.36	\$226,956.07

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.76 AC	\$58.99	\$339.78
104-10-2	SYNTHETIC BALES	1,899.74 LF	\$14.18	\$26,938.31
104-11	TURBIDITY BARRIER FLOATING	449.75 LF	\$14.91	\$6,705.77
104-12	TURBIDITY BARRIER STAKED	449.75 LF	\$6.39	\$2,873.90
104-13-1	SILT FENCE STAKED (TYPE III)	18,997.44 LF	\$1.30	\$24,696.67
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06

**Shoulder Component Total**

\$1,347,259.32

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	72,464.68 SY	\$25.00	\$1,811,617.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	7,894.49 TN	\$138.25	\$1,091,413.24
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	55.73 TN	\$139.60	\$7,779.91
521-1	BARRIER WALL CONCRETE	18,998.00 LF	\$119.74	\$2,274,820.52
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	4.00 PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	46,438.19 SY	\$3.36	\$156,032.32

**Median Component Total**

\$5,352,462.99

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,266.50 SY	\$1.92	\$2,431.68

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	29.00 EA	\$3,885.92	\$112,691.68
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	95.00 EA	\$5,074.47	\$482,074.65
425-1-891	INLETS (BARRIER WALL) (<10')	95.00 EA	\$5,587.78	\$530,839.10
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	33,480.00 LF	\$73.08	\$2,446,718.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	576.00 LF	\$150.02	\$86,411.52
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,800.00 LF	\$233.47	\$887,186.00

**Box Culvert 1**

Description	Value
Size	7 x 4
Length	425.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	291.25 CY	\$815.00	\$237,368.75
415-1-1	REINF STEEL (ROADWAY)	36,839.00 LB	\$1.00	\$36,839.00

**Box Culvert 2**

Description	Value
Size	6 x 4
Length	400.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	251.40 CY	\$815.00	\$204,891.00
415-1-1	REINF STEEL (ROADWAY)	42,490.00 LB	\$1.00	\$42,490.00

**Box Culvert 3**

Description	Value
Size	5 x 4
Length	325.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	173.45 CY	\$815.00	\$141,361.75
415-1-1	REINF STEEL (ROADWAY)	20,828.50 LB	\$1.00	\$20,828.50

**Box Culvert 4**

Description	Value
Size	8 x 5
Length	325.00



Multiplier 2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	548.60 CY	\$815.00	\$447,109.00
415-1-1	REINF STEEL (ROADWAY)	69,477.00 LB	\$1.00	\$69,477.00

**Retention Basin 7**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

**Retention Basin 8**

Description	Value
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	EXCAVATION REGULAR	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II (ENDWALLS)	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00 EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,050.00 LF	\$12.35	\$25,317.50
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	14,520.00 SY	\$1.92	\$27,878.40

**Retention Basin 9**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	3
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	\$25,000.00	\$150,000.00
120-1	EXCAVATION REGULAR	96,800.01	CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II (ENDWALLS)	54.00	CY	\$1,300.00	\$70,200.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	3.00	EA	\$4,057.00	\$12,171.00
425-2-71	MANHOLES (J-7) (<10')	3.00	EA	\$5,141.67	\$15,425.01
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00	LF	\$150.02	\$25,203.36
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00	LF	\$233.47	\$140,082.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	3,540.00	LF	\$12.35	\$43,719.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00	EA	\$2,982.82	\$8,948.46
575-1	SODDING	29,040.00	SY	\$1.92	\$55,756.80

**Retention Basin 10**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	EXCAVATION REGULAR	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II (ENDWALLS)	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00	EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$150.02	\$15,602.08
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,780.00	LF	\$12.35	\$34,333.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00	EA	\$2,982.82	\$8,948.46
575-1	SODDING	48,400.00	SY	\$1.92	\$92,928.00

**Retention Basin 11**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	\$25,000.00	\$125,000.00



120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

#### Retention Basin 12

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	\$25,000.00	\$37,500.00
120-1	EXCAVATION REGULAR	24,200.00	CY	\$7.00	\$169,400.00
400-2-2	CONC CLASS II (ENDWALLS)	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00	EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00	EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,025.00	LF	\$12.35	\$12,658.75
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00	EA	\$2,982.82	\$2,982.82
575-1	SODDING	7,260.00	SY	\$1.92	\$13,939.20

#### Retention Basin 13

<b>Description</b>	<b>Value</b>
Size	.5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50	AC	\$25,000.00	\$12,500.00
120-1	EXCAVATION REGULAR	8,066.67	CY	\$7.00	\$56,466.69
400-2-2	CONC CLASS II (ENDWALLS)	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00	EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00	EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$233.47	\$46,694.00

550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	600.00 LF	\$12.35	\$7,410.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	2,420.00 SY	\$1.92	\$4,646.40
<b>Drainage Component Total</b>				<b>\$11,622,170.88</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$299.43	\$1,197.72
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	44.00 AS	\$639.57	\$28,141.08
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$3,310.78	\$13,243.12
700-21-12	MULTI- POST SIGN, F&I, 51-100	11.00 AS	\$3,665.00	\$40,315.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151- 200',S >700	2.00 AS	\$225,000.00	\$450,000.00

**Signing Component Total** **\$532,896.92**

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total** **\$235,600.00**

**LANDSCAPING COMPONENT**

**User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$333,333.00	\$333,333.00

**Landscaping Component Total** **\$999,999.00**

**BRIDGES COMPONENT**



**Bridge NB**

Description	Value
Length	258.00
Width	126.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	16,512.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$159.25
Basic Bridge Cost	\$4,957,470.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	16,512.00 SF	\$36.00	\$594,432.00
400-2-10	CONC CLASS II (APPROACH SLABS)	280.00 CY	\$600.00	\$168,000.00
415-1-9	REINF STEEL (APPROACH SLABS)	49,000.00 LB	\$1.05	\$51,450.00
	<b>Bridge NB Total</b>			\$5,771,352.00

**Bridge SB**

Description	Value
Length	258.00
Width	126.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	16,512.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$159.25
Basic Bridge Cost	\$4,957,470.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	16,512.00 SF	\$36.00	\$594,432.00
400-2-10	CONC CLASS II (APPROACH SLABS)	280.00 CY	\$600.00	\$168,000.00
415-1-9	REINF STEEL (APPROACH SLABS)	49,000.00 LB	\$1.05	\$51,450.00
	<b>Bridge SB Total</b>			\$5,771,352.00
	<b>Bridges Component Total</b>			\$11,542,704.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	4

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	132,568.00 SF	\$35.27	\$4,675,673.36

**Retaining Wall 2**

<b>Description</b>	<b>Value</b>
Length	6,575.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	105,200.00 SF	\$35.27	\$3,710,404.00

<b>Retaining Walls Component Total</b>	\$8,386,077.36
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<b>Sequence 2 Total</b>	\$62,350,709.16
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**Sequence:** 3 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp A - One lane off-ramp

**Net Length:** 0.161 MI

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.161
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	15,208.88	CY	\$16.29	\$247,752.66
 <b>Earthwork Component Total</b>					 <b>\$270,252.66</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	2,928.05	SY	\$6.00	\$17,568.30
285-709	BASE OPTIONAL (BASE GROUP 09)	1,479.14	SY	\$25.00	\$36,978.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	233.77	TN	\$138.25	\$32,318.70
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	56.67	TN	\$139.60	\$7,911.13

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.64	NM	\$1,241.60	\$794.62
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.32	NM	\$3,920.06	\$1,254.42

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	850.00	LF	\$191.47	\$162,749.50
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$20,206.94	\$40,413.88
<b>Roadway Component Total</b>					<b>\$299,989.05</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,573.59	SY	\$15.68	\$24,673.89
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	83.12	TN	\$138.25	\$11,491.34
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4.99	TN	\$139.60	\$696.60

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.19	AC	\$58.99	\$11.21
104-10-2	SYNTHETIC BALES	170.02	LF	\$14.18	\$2,410.88
104-11	TURBIDITY BARRIER FLOATING	40.25	LF	\$14.91	\$600.13
104-12	TURBIDITY BARRIER STAKED	40.25	LF	\$6.39	\$257.20
104-13-1	SILT FENCE STAKED (TYPE III)	1,700.16	LF	\$1.30	\$2,210.21
104-15	PREVENTION DEVICE SOIL	1.00	EA	\$2,691.03	\$2,691.03



TRACKING

**Shoulder Component Total**

\$45,042.49

**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	2.90	CY	\$1,300.00	\$3,770.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00	LF	\$108.97	\$3,487.04
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	128.00	LF	\$68.70	\$8,793.60
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	7.00	EA	\$1,571.67	\$11,001.69
575-1	SODDING	113.34	SY	\$1.92	\$217.61

**Drainage Component Total**

\$27,269.94

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00	AS	\$639.57	\$2,558.28
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78

**Signing Component Total**

\$6,168.49

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	850.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	6,800.00	SF	\$35.27	\$239,836.00

**Retaining Walls Component Total**

\$239,836.00

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**Sequence 3 Total**

\$944,358.63

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**Sequence:** 4 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp A - Two lane off-ramp  
**Special Conditions:** Clearing & grubbing included in one lane sequence

**Net Length:** 0.180 MI

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,972.13	CY	\$16.29	\$146,156.00
<b>Earthwork Component Total</b>					<b>\$168,656.00</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	5
Roadway Pavement Width L/R	36.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	8,448.00	SY	\$6.00	\$50,688.00
285-709	BASE OPTIONAL (BASE GROUP 09)	6,405.70	SY	\$25.00	\$160,142.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,045.44	TN	\$138.25	\$144,532.08
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	253.44	TN	\$139.60	\$35,380.22

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	146.00 EA	\$4.60	\$671.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.72 NM	\$1,241.60	\$893.95
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.44 GM	\$493.61	\$710.80
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.72 GM	\$1,377.26	\$991.63
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.36 NM	\$3,920.06	\$1,411.22

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	950.00 LF	\$191.47	\$181,896.50

**Roadway Component Total**

\$577,318.50

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	2,181.70 SY	\$15.68	\$34,209.06
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	116.16 TN	\$138.25	\$16,059.12
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	5.58 TN	\$139.60	\$778.97

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.22 AC	\$58.99	\$12.98



104-10-2	SYNTHETIC BALES	190.08 LF	\$14.18	\$2,695.33
104-11	TURBIDITY BARRIER FLOATING	45.00 LF	\$14.91	\$670.95
104-12	TURBIDITY BARRIER STAKED	45.00 LF	\$6.39	\$287.55
104-13-1	SILT FENCE STAKED (TYPE III)	1,900.80 LF	\$1.30	\$2,471.04
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03

**Shoulder Component Total** \$59,876.02

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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	3.24 CY	\$1,300.00	\$4,212.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00 LF	\$108.97	\$3,487.04
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	144.00 LF	\$68.70	\$9,892.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	8.00 EA	\$1,571.67	\$12,573.36
575-1	SODDING	126.72 SY	\$1.92	\$243.30

**Drainage Component Total** \$30,408.50

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**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00 AS	\$639.57	\$2,558.28
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00

**Signing Component Total** \$106,168.49

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** \$12,400.00

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	950.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	4,750.00	SF	\$35.27	\$167,532.50
<b>Retaining Walls Component Total</b>					<b>\$167,532.50</b>

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**Sequence 4 Total** **\$1,122,360.01**

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**Sequence:** 5 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp B - One lane off-ramp

**Net Length:** 0.142 MI

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	13,414.04	CY	\$16.29	\$218,514.71
 <b>Earthwork Component Total</b>					 <b>\$241,014.71</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	2,582.51	SY	\$6.00	\$15,495.06
285-709	BASE OPTIONAL (BASE GROUP 09)	1,304.58	SY	\$25.00	\$32,614.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	206.18	TN	\$138.25	\$28,504.38
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	49.98	TN	\$139.60	\$6,977.21

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.57	NM	\$1,241.60	\$707.71
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.28	NM	\$3,920.06	\$1,097.62

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	750.00	LF	\$191.47	\$143,602.50
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$20,206.94	\$40,413.88
<b>Roadway Component Total</b>					<b>\$269,412.86</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,387.89	SY	\$15.68	\$21,762.12
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	73.31	TN	\$138.25	\$10,135.11
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4.40	TN	\$139.60	\$614.24

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.17	AC	\$58.99	\$10.03
104-10-2	SYNTHETIC BALES	149.95	LF	\$14.18	\$2,126.29
104-11	TURBIDITY BARRIER FLOATING	35.50	LF	\$14.91	\$529.30
104-12	TURBIDITY BARRIER STAKED	35.50	LF	\$6.39	\$226.84
104-13-1	SILT FENCE STAKED (TYPE III)	1,499.52	LF	\$1.30	\$1,949.38
104-15	PREVENTION DEVICE SOIL	1.00	EA	\$2,691.03	\$2,691.03



TRACKING

**Shoulder Component Total**

**\$40,044.34**

**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	2.56	CY	\$1,300.00	\$3,328.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$108.97	\$2,615.28
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	120.00	LF	\$68.70	\$8,244.00
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	6.00	EA	\$1,571.67	\$9,430.02
575-1	SODDING	99.97	SY	\$1.92	\$191.94

**Drainage Component Total**

**\$23,809.24**

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$639.57	\$1,918.71
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78

**Signing Component Total**

**\$5,528.92**

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

**\$55,800.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	750.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	6,000.00	SF	\$35.27	\$211,620.00

**Retaining Walls Component Total**

\$211,620.00

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**Sequence 5 Total**

\$847,230.07

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**Sequence:** 6 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp B - Two lane off-ramp  
**Special** Clearing & grubbing included in one lane sequence  
**Conditions:**

**Net Length:** 0.170 MI

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.170
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	7,007.93 CY	\$16.29	\$114,159.18
<b>Earthwork Component Total</b>				<b>\$136,659.18</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	5,585.07 SY	\$6.00	\$33,510.42
285-709	BASE OPTIONAL (BASE GROUP 09)	3,656.22 SY	\$25.00	\$91,405.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	592.42 TN	\$138.25	\$81,902.06
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	143.62 TN	\$139.60	\$20,049.35

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3

Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	92.00 EA	\$4.60	\$423.20
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.68 NM	\$1,241.60	\$844.29
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.68 GM	\$493.61	\$335.65
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.34 GM	\$1,377.26	\$468.27
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.34 NM	\$3,920.06	\$1,332.82

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	898.00 LF	\$191.47	\$171,940.06
<b>Roadway Component Total</b>				<b>\$402,211.62</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	2,060.49 SY	\$15.68	\$32,308.48
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	109.71 TN	\$138.25	\$15,167.41
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	5.27 TN	\$139.60	\$735.69



**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.20	AC	\$58.99	\$11.80
104-10-2	SYNTHETIC BALES	179.52	LF	\$14.18	\$2,545.59
104-11	TURBIDITY BARRIER FLOATING	42.50	LF	\$14.91	\$633.67
104-12	TURBIDITY BARRIER STAKED	42.50	LF	\$6.39	\$271.58
104-13-1	SILT FENCE STAKED (TYPE III)	1,795.20	LF	\$1.30	\$2,333.76
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>					<b>\$56,699.01</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	3.06	CY	\$1,300.00	\$3,978.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00	LF	\$108.97	\$3,487.04
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	136.00	LF	\$68.70	\$9,343.20
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	7.00	EA	\$1,571.67	\$11,001.69
575-1	SODDING	119.68	SY	\$1.92	\$229.79
<b>Drainage Component Total</b>					<b>\$28,039.72</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00	AS	\$639.57	\$2,558.28
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00	AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>					<b>\$106,168.49</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00

Number of Poles 2

**Lighting Component Total** \$12,400.00

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	898.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	4,490.00	SF	\$35.27	\$158,362.30
<b>Retaining Walls Component Total</b>					<b>\$158,362.30</b>

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**Sequence 6 Total** \$900,540.32

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**Sequence:** 7 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp C - One lane on-ramp

**Net Length:** 0.379 MI

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.379
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	11,573.89	CY	\$16.29	\$188,538.67
<b>Earthwork Component Total</b>					<b>\$211,038.67</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	6,003.36	SY	\$6.00	\$36,020.16
285-709	BASE OPTIONAL (BASE GROUP 09)	3,481.95	SY	\$25.00	\$87,048.75
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	550.31	TN	\$138.25	\$76,080.36
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	133.41	TN	\$139.60	\$18,624.04

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.52	NM	\$1,241.60	\$1,887.23
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.76	NM	\$3,920.06	\$2,979.25

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	300.00	LF	\$191.47	\$57,441.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$20,206.94	\$20,206.94

**Roadway Component Total** \$300,287.73

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,480.83	SY	\$15.68	\$23,219.41
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	73.37	TN	\$138.25	\$10,143.40
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	11.74	TN	\$139.60	\$1,638.90
570-1-2	PERFORMANCE TURF, SOD	1,334.08	SY	\$3.36	\$4,482.51

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.45	AC	\$58.99	\$26.55
104-10-2	SYNTHETIC BALES	400.22	LF	\$14.18	\$5,675.12
104-11	TURBIDITY BARRIER FLOATING	94.75	LF	\$14.91	\$1,412.72
104-12	TURBIDITY BARRIER STAKED	94.75	LF	\$6.39	\$605.45
104-13-1	SILT FENCE STAKED (TYPE III)	4,002.24	LF	\$1.30	\$5,202.91



104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$55,098.01</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	6.82	CY	\$1,300.00	\$8,866.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$108.97	\$6,974.08
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	304.00	LF	\$68.70	\$20,884.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	16.00	EA	\$1,571.67	\$25,146.72
575-1	SODDING	266.82	SY	\$1.92	\$512.29
<b>Drainage Component Total</b>					<b>\$62,383.89</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$639.57	\$5,116.56
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>					<b>\$8,726.77</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	300.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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548-12	RETAINING WALL (PERMANENT)	2,400.00 SF	\$35.27	\$84,648.00
	<b>Retaining Walls Component Total</b>			\$84,648.00

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**Sequence 7 Total** \$777,983.07

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**Sequence:** 8 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp C - Two lane on-ramp  
**Special Conditions:** Clearing & grubbing included in one lane sequence

**Net Length:** 0.227 MI

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.227
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	8,209.69 CY	\$16.29	\$133,735.85
<b>Earthwork Component Total</b>				<b>\$133,735.85</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	5,593.28 SY	\$6.00	\$33,559.68
285-709	BASE OPTIONAL (BASE GROUP 09)	3,284.05 SY	\$25.00	\$82,101.25
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	527.37 TN	\$138.25	\$72,908.90
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	127.85 TN	\$139.60	\$17,847.86

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	31.00	EA	\$4.60	\$142.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.91	NM	\$1,241.60	\$1,129.86
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.45	GM	\$493.61	\$222.12
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.23	GM	\$1,377.26	\$316.77
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.45	NM	\$3,920.06	\$1,764.03

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	1,200.00	LF	\$191.47	\$229,764.00
<b>Roadway Component Total</b>					<b>\$439,757.07</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,952.32	SY	\$15.68	\$30,612.38
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	102.54	TN	\$138.25	\$14,176.16
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	7.03	TN	\$139.60	\$981.39
570-1-2	PERFORMANCE TURF, SOD	532.69	SY	\$3.36	\$1,789.84



**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.27	AC	\$58.99	\$15.93
104-10-2	SYNTHETIC BALES	239.71	LF	\$14.18	\$3,399.09
104-11	TURBIDITY BARRIER FLOATING	56.75	LF	\$14.91	\$846.14
104-12	TURBIDITY BARRIER STAKED	56.75	LF	\$6.39	\$362.63
104-13-1	SILT FENCE STAKED (TYPE III)	2,397.12	LF	\$1.30	\$3,116.26
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>					<b>\$57,990.84</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	4.09	CY	\$1,300.00	\$5,317.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00	LF	\$108.97	\$4,358.80
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	184.00	LF	\$68.70	\$12,640.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	10.00	EA	\$1,571.67	\$15,716.70
575-1	SODDING	159.81	SY	\$1.92	\$306.84
<b>Drainage Component Total</b>					<b>\$38,340.14</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	5.00	AS	\$639.57	\$3,197.85
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>					<b>\$6,808.06</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,200.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	6,000.00	SF	\$35.27	\$211,620.00
<b>Retaining Walls Component Total</b>					<b>\$211,620.00</b>

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**Sequence 8 Total** **\$900,651.96**

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**Sequence:** 9NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp D - One lane on-ramp

**Net Length:** 0.095 MI

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.407
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.58	AC	\$25,000.00	\$14,500.00
120-6	EMBANKMENT	12,362.09	CY	\$16.29	\$201,378.45
<b>Earthwork Component Total</b>					<b>\$215,878.45</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	1,504.80	SY	\$6.00	\$9,028.80
285-709	BASE OPTIONAL (BASE GROUP 09)	872.78	SY	\$25.00	\$21,819.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	137.94	TN	\$138.25	\$19,070.21
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	33.44	TN	\$139.60	\$4,668.22

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38	NM	\$1,241.60	\$471.81
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.19	NM	\$3,920.06	\$744.81

#### Peripherals Subcomponent

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

**Roadway Component Total** \$55,803.34

#### SHOULDER COMPONENT

##### User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	482.65	SY	\$15.68	\$7,567.95
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	24.52	TN	\$138.25	\$3,389.89
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2.94	TN	\$139.60	\$410.42
570-1-2	PERFORMANCE TURF, SOD	222.93	SY	\$3.36	\$749.04
570-2	SEED & MULCH	1,281.87	SY	\$1.08	\$1,384.42
570-3	SEED GRASS (PERMANENT TYPE)	15.89	LB	\$13.45	\$213.72
570-4	MULCH MATERIAL	1.06	TN	\$605.50	\$641.83

##### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.11	AC	\$58.99	\$6.49
104-10-2	SYNTHETIC BALES	100.32	LF	\$14.18	\$1,422.54
104-11	TURBIDITY BARRIER FLOATING	23.75	LF	\$14.91	\$354.11
104-12	TURBIDITY BARRIER STAKED	23.75	LF	\$6.39	\$151.76
104-13-1	SILT FENCE STAKED (TYPE III)	1,003.20	LF	\$1.30	\$1,304.16
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total** \$20,287.37



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**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	1.71	CY	\$1,300.00	\$2,223.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00	LF	\$108.97	\$1,743.52
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	80.00	LF	\$68.70	\$5,496.00
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	4.00	EA	\$1,571.67	\$6,286.68
575-1	SODDING	66.88	SY	\$1.92	\$128.41
<b>Drainage Component Total</b>					<b>\$15,877.61</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00	AS	\$639.57	\$1,279.14
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>					<b>\$4,889.35</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

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**Sequence 9 Total** **\$368,536.12**

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**Sequence:** 10 NUR - New Construction, Undivided, Rural

**Net Length:** 0.417 MI

**Description:** SR 70 Ramp D - Two lane on-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.470
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	19,593.61	CY	\$16.29	\$319,179.91
<b>Earthwork Component Total</b>					<b>\$341,679.91</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	13,699.84	SY	\$6.00	\$82,199.04
285-709	BASE OPTIONAL (BASE GROUP 09)	8,968.50	SY	\$25.00	\$224,212.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,453.16	TN	\$138.25	\$200,899.37
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	352.28	TN	\$139.60	\$49,178.29

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3



Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	225.00	EA	\$4.60	\$1,035.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.67	NM	\$1,241.60	\$2,073.47
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.67	GM	\$493.61	\$824.33
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.83	GM	\$1,377.26	\$1,143.13
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.83	NM	\$3,920.06	\$3,253.65

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$20,206.94	\$20,206.94

**Roadway Component Total**

\$585,025.72

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	3,586.42	SY	\$15.68	\$56,235.07
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	188.37	TN	\$138.25	\$26,042.15
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	12.92	TN	\$139.60	\$1,803.63
570-1-2	PERFORMANCE TURF, SOD	1,467.84	SY	\$3.36	\$4,931.94

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.50	AC	\$58.99	\$29.50
104-10-2	SYNTHETIC BALES	440.35	LF	\$14.18	\$6,244.16
104-11	TURBIDITY BARRIER FLOATING	104.25	LF	\$14.91	\$1,554.37
104-12	TURBIDITY BARRIER STAKED	104.25	LF	\$6.39	\$666.16
104-13-1	SILT FENCE STAKED (TYPE III)	4,403.52	LF	\$1.30	\$5,724.58
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total**

\$105,922.58

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	7.51	CY	\$1,300.00	\$9,763.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	72.00	LF	\$108.97	\$7,845.84
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	336.00	LF	\$68.70	\$23,083.20
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	17.00	EA	\$1,571.67	\$26,718.39
575-1	SODDING	293.57	SY	\$1.92	\$563.65

**Drainage Component Total**

\$67,974.08

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00	AS	\$639.57	\$5,756.13
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78

**Signing Component Total**

\$9,366.34

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**Sequence 10 Total**

\$1,122,368.63



Sequence: 13 NDR - New Construction, Divided, Rural

Net Length: 0.729 MI

Description: I-75 Mainline Segment 3A (Outside of Slip Ramps)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	162.00 / 162.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.729
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	28.63	AC	\$25,000.00	\$715,750.00
120-6	EMBANKMENT	91,452.24	CY	\$16.29	\$1,489,756.99
<b>Earthwork Component Total</b>					<b>\$2,205,506.99</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	118,039.68	SY	\$6.00	\$708,238.08
285-712	BASE OPTIONAL (BASE GROUP 12)	51,886.14	SY	\$49.45	\$2,565,769.62
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	11,290.75	TN	\$138.25	\$1,560,946.19
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2,052.86	TN	\$139.60	\$286,579.26

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	10,264.00	SY	\$3.85	\$39,516.40
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,694.00	TN	\$138.25	\$234,195.50

337-7-22 ASPH CONC FC(INC BIT)FC-5 411.00 TN \$139.60 \$57,375.60  
(PG76-22)

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	886.00	EA	\$4.60	\$4,075.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	11.66	NM	\$1,241.60	\$14,477.06
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	11.66	GM	\$493.61	\$5,755.49
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	5.83	GM	\$1,377.26	\$8,029.43
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	5.83	NM	\$3,920.06	\$22,853.95

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	7,698.00	LF	\$191.47	\$1,473,936.06
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	7,698.00	LF	\$12.35	\$95,070.30

**Roadway Component Total** \$7,076,818.53

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**



Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	10,546.59 SY	\$25.00	\$263,664.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,129.08 TN	\$138.25	\$156,095.31
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	22.58 TN	\$139.60	\$3,152.17
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	1.46 PM	\$2,700.00	\$3,942.00
570-1-2	PERFORMANCE TURF, SOD	27,371.52 SY	\$3.36	\$91,968.31

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.46 AC	\$58.99	\$322.09
104-10-2	SYNTHETIC BALES	1,800.48 LF	\$14.18	\$25,530.81
104-11	TURBIDITY BARRIER FLOATING	426.25 LF	\$14.91	\$6,355.39
104-12	TURBIDITY BARRIER STAKED	426.25 LF	\$6.39	\$2,723.74
104-13-1	SILT FENCE STAKED (TYPE III)	18,004.80 LF	\$1.30	\$23,406.24
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06
<b>Shoulder Component Total</b>				<b>\$582,542.85</b>

#### MEDIAN COMPONENT

##### User Input Data

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	29,364.51 SY	\$25.00	\$734,112.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	3,199.05 TN	\$138.25	\$442,268.66
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	22.58 TN	\$139.60	\$3,152.17
521-1	BARRIER WALL CONCRETE	7,698.00 LF	\$119.74	\$921,758.52
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	1.00 PM	\$2,700.00	\$2,700.00
570-1-2	PERFORMANCE TURF, SOD	18,817.92 SY	\$3.36	\$63,228.21

##### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-712	BASE OPTIONAL (BASE GROUP 12)	11,440.00 SY	\$49.45	\$565,708.00

334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	2,395.00 TN	\$138.25	\$331,108.75
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	436.00 TN	\$139.60	\$60,865.60
<b>Median Component Total</b>				<b>\$3,124,902.66</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
575-1	SODDING	1,200.32	SY	\$1.92	\$2,304.61

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	12.00	EA	\$3,885.92	\$46,631.04
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	40.00	EA	\$5,074.47	\$202,978.80
425-1-891	INLETS (BARRIER WALL) (<10')	40.00	EA	\$5,587.78	\$223,511.20
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	14,096.00	LF	\$73.08	\$1,030,135.68
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	4,000.00	LF	\$150.02	\$600,080.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	656.00	LF	\$108.97	\$71,484.32

**Retention Basin 16**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	\$25,000.00	\$100,000.00
120-1	EXCAVATION REGULAR	64,533.34	CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II (ENDWALLS)	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00	EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,360.00	LF	\$12.35	\$29,146.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00	EA	\$2,982.82	\$5,965.64
575-1	SODDING	19,360.00	SY	\$1.92	\$37,171.20
<b>Drainage Component Total</b>					<b>\$3,069,917.45</b>



**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00	AS	\$299.43	\$1,197.72
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	41.00	AS	\$639.57	\$26,222.37
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00	AS	\$3,310.78	\$13,243.12
700-21-12	MULTI- POST SIGN, F&I, 51-100	11.00	AS	\$3,665.00	\$40,315.00
<b>Signing Component Total</b>					<b>\$80,978.21</b>

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**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Component Detail	Y

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$28,416.00	\$28,416.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$28,416.00	\$28,416.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$28,416.00	\$28,416.00
<b>Landscaping Component Total</b>					<b>\$85,248.00</b>

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	7,698.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	61,584.00	SF	\$35.27	\$2,172,067.68
<b>Retaining Walls Component Total</b>					<b>\$2,172,067.68</b>

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**Sequence 13 Total** **\$18,397,982.37**

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**Sequence:** 14 NDR - New Construction, Divided, Rural

**Net Length:** 1.193 MI

**Description:** SR 64 Interchange (I-75 Segment 4)

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	162.00 / 162.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.357
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	4 to 1 / 4 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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	4 to 1 / 4 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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %



Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	4 to 1 / 4 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 %

Alignment Number	6
Distance	0.144
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	46.85 AC	\$25,000.00	\$1,171,250.00
120-6	EMBANKMENT	149,637.38 CY	\$16.29	\$2,437,592.92
<b>Earthwork Component Total</b>				<b>\$3,608,842.92</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	193,170.56 SY	\$6.00	\$1,159,023.36
285-712	BASE OPTIONAL (BASE GROUP 12)	84,911.06 SY	\$49.45	\$4,198,851.92
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	18,477.18 TN	\$138.25	\$2,554,470.13
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	3,359.49 TN	\$139.60	\$468,984.80

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	16,797.00 SY	\$3.85	\$64,668.45

334-1-24	SUPERPAVE ASPH CONC(TRAFFIC MARKING)(PG76-22)	3,695.00 TN	\$138.25	\$510,833.75
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	672.00 TN	\$139.60	\$93,811.20

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,449.00 EA	\$4.60	\$6,665.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	19.09 NM	\$1,241.60	\$23,702.14
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	19.09 GM	\$493.61	\$9,423.01
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	9.54 GM	\$1,377.26	\$13,139.06
711-37-61	TRAFFIC STRIPE SOLID (THERMO) (WH)( 6")	9.54 NM	\$3,920.06	\$37,397.37

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-1	BARRIER WALL CONCRETE	12,598.00 LF	\$119.74	\$1,508,484.52
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$20,206.94	\$40,413.88
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	12,598.00 LF	\$12.35	\$155,585.30

**Roadway Component Total** \$10,845,454.31

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O



Rumble Strips No. of Sides 2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	17,259.37 SY	\$25.00	\$431,484.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,847.72 TN	\$138.25	\$255,447.29
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	36.95 TN	\$139.60	\$5,158.22
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	2.39 PM	\$2,700.00	\$6,453.00
570-1-2	PERFORMANCE TURF, SOD	44,793.17 SY	\$3.36	\$150,505.05

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	30,000.00 SY	\$3.36	\$100,800.00

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.82 AC	\$58.99	\$225.34
104-10-2	SYNTHETIC BALES	1,259.81 LF	\$14.18	\$17,864.11
104-11	TURBIDITY BARRIER FLOATING	298.25 LF	\$14.91	\$4,446.91
104-12	TURBIDITY BARRIER STAKED	298.25 LF	\$6.39	\$1,905.82
104-13-1	SILT FENCE STAKED (TYPE III)	12,598.08 LF	\$1.30	\$16,377.50
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06

**Shoulder Component Total** \$996,049.55

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	48,054.68 SY	\$25.00	\$1,201,367.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	5,235.20 TN	\$138.25	\$723,766.40
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	36.95 TN	\$139.60	\$5,158.22
521-1	BARRIER WALL CONCRETE	12,598.00 LF	\$119.74	\$1,508,484.52
546-72-51	RUMBLE STRIP (GROUND-IN) (16"	2.00 PM	\$2,700.00	\$5,400.00

570-1-2	MIN. W) PERFORMANCE TURF, SOD	30,795.31 SY	\$3.36	\$103,472.24
<b>Median Component Total</b>				<b>\$3,547,648.38</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	839.87 SY	\$1.92	\$1,612.55

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	19.00 EA	\$3,885.92	\$73,832.48
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	63.00 EA	\$5,074.47	\$319,691.61
425-1-891	INLETS (BARRIER WALL) (<10')	63.00 EA	\$5,587.78	\$352,030.14
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	22,208.00 LF	\$73.08	\$1,622,960.64
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	3,000.00 LF	\$150.02	\$450,060.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,520.00 LF	\$233.47	\$588,344.40
430-172-105	PIPE CULV OPT MATL, ROUND, 61"OR >, CD	328.00 LF	\$729.58	\$239,302.24

**Box Culvert 1**

Description	Value
Size	8 x 8
Length	325.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	340.35 CY	\$815.00	\$277,385.25
415-1-1	REINF STEEL (ROADWAY)	41,965.50 LB	\$1.00	\$41,965.50

**Retention Basin 17**

Description	Value
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	EXCAVATION REGULAR	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II (ENDWALLS)	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00 EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND,	400.00 LF	\$233.47	\$93,388.00



550-10-220	49-60", SS FENCING, TYPE B(5.1-6.0) STANDARD	2,050.00 LF	\$12.35	\$25,317.50
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	14,520.00 SY	\$1.92	\$27,878.40

#### Retention Basin 18

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	3
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00 AC	\$25,000.00	\$150,000.00
120-1	EXCAVATION REGULAR	96,800.01 CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II (ENDWALLS)	54.00 CY	\$1,300.00	\$70,200.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	3.00 EA	\$4,057.00	\$12,171.00
425-2-71	MANHOLES (J-7) (<10')	3.00 EA	\$5,141.67	\$15,425.01
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00 LF	\$150.02	\$25,203.36
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$233.47	\$140,082.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	3,540.00 LF	\$12.35	\$43,719.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00 EA	\$2,982.82	\$8,948.46
575-1	SODDING	29,040.00 SY	\$1.92	\$55,756.80

#### Retention Basin 19

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	EXCAVATION REGULAR	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II (ENDWALLS)	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS (CURB) (TYPE P-6) (<10')	1.00 EA	\$5,160.00	\$5,160.00
425-2-71	MANHOLES (J-7) (<10')	1.00 EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,335.00 LF	\$12.35	\$16,487.25
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	12,100.00 SY	\$1.92	\$23,232.00

#### Retention Basin 20

<b>Description</b>	<b>Value</b>
Size	15 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	15.00 AC	\$25,000.00	\$375,000.00
120-1	EXCAVATION REGULAR	242,000.00 CY	\$7.00	\$1,694,000.00
400-2-2	CONC CLASS II (ENDWALLS)	48.00 CY	\$1,300.00	\$62,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00 EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	3.00 EA	\$5,141.67	\$15,425.01
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$150.02	\$15,602.08
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$233.47	\$140,082.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	3,600.00 LF	\$12.35	\$44,460.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	4.00 EA	\$2,982.82	\$11,931.28
575-1	SODDING	72,600.00 SY	\$1.92	\$139,392.00
<b>Drainage Component Total</b>				<b>\$8,797,378.17</b>

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$299.43	\$898.29
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00 AS	\$639.57	\$18,547.53
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$3,310.78	\$9,932.34
700-21-12	MULTI- POST SIGN, F&I, 51-100	8.00 AS	\$3,665.00	\$29,320.00

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00 AS	\$225,000.00	\$900,000.00

**Signing Component Total** **\$958,698.16**

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total** **\$235,600.00**

**LANDSCAPING COMPONENT**

**User Input Data**



**Description**  
Component Detail

**Value**  
Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>					<b>\$999,999.00</b>

**BRIDGES COMPONENT**

**Bridge 1**

Description	Value
Length	310.00
Width	14.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	9,230.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.62
Basic Bridge Cost	\$694,400.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	9,230.00	SF	\$36.00	\$332,280.00
400-2-10	CONC CLASS II (APPROACH SLABS)	31.11	CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL (APPROACH SLABS)	5,444.25	LB	\$1.05	\$5,716.46
<b>Bridge 1 Total</b>					<b>\$1,051,062.46</b>

**Bridge 2**

Description	Value
Length	310.00
Width	14.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	9,230.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.62
Basic Bridge Cost	\$694,400.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	9,230.00 SF	\$36.00	\$332,280.00
400-2-10	CONC CLASS II (APPROACH SLABS)	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL (APPROACH SLABS)	5,444.25 LB	\$1.05	\$5,716.46
<b>Bridge 2 Total</b>				<b>\$1,051,062.46</b>

**Bridge MAIN 1**

Description	Value
Length	310.00
Width	72.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$158.12
Basic Bridge Cost	\$3,403,800.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	160.00 CY	\$600.00	\$96,000.00
415-1-9	REINF STEEL (APPROACH SLABS)	28,000.00 LB	\$1.05	\$29,400.00
<b>Bridge MAIN 1 Total</b>				<b>\$3,529,200.00</b>

**Bridge MAIN 2**

Description	Value
Length	310.00
Width	72.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$158.12
Basic Bridge Cost	\$3,403,800.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	160.00 CY	\$600.00	\$96,000.00
415-1-9	REINF STEEL (APPROACH SLABS)	28,000.00 LB	\$1.05	\$29,400.00



<b>Bridge MAIN 2 Total</b>	\$3,529,200.00
<b>Bridges Component Total</b>	\$9,160,524.92

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	132,568.00 SF	\$35.27	\$4,675,673.36

**Retaining Wall 2**

Description	Value
Length	3,379.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	54,064.00 SF	\$35.27	\$1,906,837.28

<b>Retaining Walls Component Total</b>	<b>\$6,582,510.64</b>
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<b>Sequence 14 Total</b>	<b>\$45,732,706.05</b>
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Sequence: 15 NUR - New Construction, Undivided, Rural

Net Length: 0.322 MI

Description: SR 64 Ramp A - One lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.322
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	11,006.96	CY	\$16.29	\$179,303.38
<b>Earthwork Component Total</b>					<b>\$201,803.38</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	6,800.64	SY	\$6.00	\$40,803.84
285-709	BASE OPTIONAL (BASE GROUP 09)	4,658.44	SY	\$25.00	\$116,461.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	748.07	TN	\$138.25	\$103,420.68
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	181.35	TN	\$139.60	\$25,316.46

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	43.00	EA	\$4.60	\$197.80
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.29	NM	\$1,241.60	\$1,601.66
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.64	GM	\$493.61	\$315.91
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.32	GM	\$1,377.26	\$440.72
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.64	NM	\$3,920.06	\$2,508.84

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	950.00	LF	\$191.47	\$181,896.50

**Roadway Component Total**

\$472,963.42

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,635.93	SY	\$15.68	\$25,651.38
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	83.12	TN	\$138.25	\$11,491.34
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	9.97	TN	\$139.60	\$1,391.81
570-1-2	PERFORMANCE TURF, SOD	755.63	SY	\$3.36	\$2,538.92

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.39	AC	\$58.99	\$23.01

104-10-2	SYNTHETIC BALES	340.03 LF	\$14.18	\$4,821.63
104-11	TURBIDITY BARRIER FLOATING	80.50 LF	\$14.91	\$1,200.26
104-12	TURBIDITY BARRIER STAKED	80.50 LF	\$6.39	\$514.40
104-13-1	SILT FENCE STAKED (TYPE III)	3,400.32 LF	\$1.30	\$4,420.42
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03

**Shoulder Component Total** \$54,744.18

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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	5.80	CY	\$1,300.00	\$7,540.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	56.00	LF	\$108.97	\$6,102.32
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	264.00	LF	\$68.70	\$18,136.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	13.00	EA	\$1,571.67	\$20,431.71
575-1	SODDING	226.69	SY	\$1.92	\$435.24

**Drainage Component Total** \$52,646.07

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**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	7.00	AS	\$639.57	\$4,476.99
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78

**Signing Component Total** \$8,087.20

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	850.00
Begin height	8.00
End Height	8.00



Multiplier 1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	6,800.00	SF	\$35.27	\$239,836.00
<b>Retaining Walls Component Total</b>					<b>\$239,836.00</b>

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**Sequence 15 Total** \$1,085,880.25

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Sequence: 16 NUR - New Construction, Undivided, Rural

Net Length: 0.104 MI

Description: SR 64 Ramp A - Two lane off-ramp

Special Conditions: Clearing & grubbing included in one lane sequence

Conditions:

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.104
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	4,728.53 CY	\$16.29	\$77,027.75
<b>Earthwork Component Total</b>				<b>\$99,527.75</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	4,026.88 SY	\$6.00	\$24,161.28
285-709	BASE OPTIONAL (BASE GROUP 09)	2,968.91 SY	\$25.00	\$74,222.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	483.23 TN	\$138.25	\$66,806.55
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	117.15 TN	\$139.60	\$16,354.14

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1



Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	14.00 EA	\$4.60	\$64.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.42 NM	\$1,241.60	\$521.47
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.21 GM	\$493.61	\$103.66
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.10 GM	\$1,377.26	\$137.73
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.21 NM	\$3,920.06	\$823.21

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	550.00 LF	\$191.47	\$105,308.50

**Roadway Component Total** \$288,503.69

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	894.46 SY	\$15.68	\$14,025.13
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	46.98 TN	\$138.25	\$6,494.98
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	3.22 TN	\$139.60	\$449.51

570-1-2	PERFORMANCE TURF, SOD	244.05 SY	\$3.36	\$820.01
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**Erosion Control  
Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.12 AC	\$58.99	\$7.08
104-10-2	SYNTHETIC BALES	109.82 LF	\$14.18	\$1,557.25
104-11	TURBIDITY BARRIER FLOATING	26.00 LF	\$14.91	\$387.66
104-12	TURBIDITY BARRIER STAKED	26.00 LF	\$6.39	\$166.14
104-13-1	SILT FENCE STAKED (TYPE III)	1,098.24 LF	\$1.30	\$1,427.71
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$28,026.51</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	1.87 CY	\$1,300.00	\$2,431.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$108.97	\$2,615.28
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	88.00 LF	\$68.70	\$6,045.60
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	5.00 EA	\$1,571.67	\$7,858.35
575-1	SODDING	73.22 SY	\$1.92	\$140.58
<b>Drainage Component Total</b>				<b>\$19,090.81</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$639.57	\$1,918.71
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$105,528.92</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**



<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	549.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	2,745.00	SF	\$35.27	\$96,816.15
<b>Retaining Walls Component Total</b>					<b>\$96,816.15</b>

**Sequence 16 Total**

\$649,893.83

Sequence: 17 NUR - New Construction, Undivided, Rural

Net Length: 0.256 MI

Description: SR 64 Ramp B - One lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.256
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	7,775.66	CY	\$16.29	\$126,665.50
<b>Earthwork Component Total</b>					<b>\$149,165.50</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	4,055.04	SY	\$6.00	\$24,330.24
285-709	BASE OPTIONAL (BASE GROUP 09)	2,351.92	SY	\$25.00	\$58,798.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	371.71	TN	\$138.25	\$51,388.91
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	90.11	TN	\$139.60	\$12,579.36

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.02	NM	\$1,241.60	\$1,266.43
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.51	NM	\$3,920.06	\$1,999.23

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	1,350.00	LF	\$191.47	\$258,484.50

**Roadway Component Total**

\$408,846.67

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,300.62	SY	\$15.68	\$20,393.72
334-1-24	SUPERPAVE ASPH CONC(TRAF D)(PG76-22)	66.08	TN	\$138.25	\$9,135.56
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	7.93	TN	\$139.60	\$1,107.03
570-1-2	PERFORMANCE TURF, SOD	600.75	SY	\$3.36	\$2,018.52

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.31	AC	\$58.99	\$18.29
104-10-2	SYNTHETIC BALES	270.34	LF	\$14.18	\$3,833.42
104-11	TURBIDITY BARRIER FLOATING	64.00	LF	\$14.91	\$954.24
104-12	TURBIDITY BARRIER STAKED	64.00	LF	\$6.39	\$408.96
104-13-1	SILT FENCE STAKED (TYPE III)	2,703.36	LF	\$1.30	\$3,514.37
104-15	PREVENTION DEVICE SOIL	1.00	EA	\$2,691.03	\$2,691.03

TRACKING

**Shoulder Component Total**

**\$44,075.14**

**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	4.61	CY	\$1,300.00	\$5,993.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$108.97	\$5,230.56
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	208.00	LF	\$68.70	\$14,289.60
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	11.00	EA	\$1,571.67	\$17,288.37
575-1	SODDING	180.22	SY	\$1.92	\$346.02

**Drainage Component Total**

**\$43,147.55**

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$639.57	\$3,837.42
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78

**Signing Component Total**

**\$7,447.63**

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

**\$55,800.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,200.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	9,600.00	SF	\$35.27	\$338,592.00



**Retaining Walls Component Total**

\$338,592.00

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**Sequence 17 Total**

\$1,047,074.49

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**Sequence:** 18 NUR - New Construction, Undivided, Rural

**Net Length:** 0.114 MI

**Description:** SR 64 Ramp B - Two lane off-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.114
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	5,183.20 CY	\$16.29	\$84,434.33
<b>Earthwork Component Total</b>				<b>\$106,934.33</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	4,414.08 SY	\$6.00	\$26,484.48
285-709	BASE OPTIONAL (BASE GROUP 09)	3,254.38 SY	\$25.00	\$81,359.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	529.69 TN	\$138.25	\$73,229.64
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	128.41 TN	\$139.60	\$17,926.04

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1



Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	15.00 EA	\$4.60	\$69.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.46 NM	\$1,241.60	\$571.14
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.23 GM	\$493.61	\$113.53
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.11 GM	\$1,377.26	\$151.50
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.23 NM	\$3,920.06	\$901.61

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	600.00 LF	\$191.47	\$114,882.00

**Roadway Component Total** \$315,688.44

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	980.46 SY	\$15.68	\$15,373.61
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	51.50 TN	\$138.25	\$7,119.88
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	3.53 TN	\$139.60	\$492.79

575-1	SODDING	267.52 SY	\$1.92	\$513.64
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**Erosion Control  
Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.14 AC	\$58.99	\$8.26
104-10-2	SYNTHETIC BALES	120.38 LF	\$14.18	\$1,706.99
104-11	TURBIDITY BARRIER FLOATING	28.50 LF	\$14.91	\$424.94
104-12	TURBIDITY BARRIER STAKED	28.50 LF	\$6.39	\$182.12
104-13-1	SILT FENCE STAKED (TYPE III)	1,203.84 LF	\$1.30	\$1,564.99
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$30,078.24</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	2.05 CY	\$1,300.00	\$2,665.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$108.97	\$2,615.28
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	96.00 LF	\$68.70	\$6,595.20
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	5.00 EA	\$1,571.67	\$7,858.35
575-1	SODDING	80.26 SY	\$1.92	\$154.10
<b>Drainage Component Total</b>				<b>\$19,887.93</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$639.57	\$1,918.71
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$105,528.92</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**



<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	600.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	3,000.00	SF	\$35.27	\$105,810.00
<b>Retaining Walls Component Total</b>					<b>\$105,810.00</b>

**Sequence 18 Total**

\$696,327.86

Sequence: 19 NUR - New Construction, Undivided, Rural

Net Length: 0.284 MI

Description: SR 64 Ramp C - One lane on-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,626.13	CY	\$16.29	\$140,519.66
<b>Earthwork Component Total</b>					<b>\$163,019.66</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	4,498.56	SY	\$6.00	\$26,991.36
285-709	BASE OPTIONAL (BASE GROUP 09)	2,609.16	SY	\$25.00	\$65,229.00
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	412.37	TN	\$138.25	\$57,010.15
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	99.97	TN	\$139.60	\$13,955.81

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14	NM	\$1,241.60	\$1,415.42
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.57	NM	\$3,920.06	\$2,234.43

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	700.00	LF	\$191.47	\$134,029.00

**Roadway Component Total**

\$300,865.18

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,442.87	SY	\$15.68	\$22,624.20
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	73.31	TN	\$138.25	\$10,135.11
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	8.80	TN	\$139.60	\$1,228.48
575-1	SODDING	666.45	SY	\$1.92	\$1,279.58

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.34	AC	\$58.99	\$20.06
104-10-2	SYNTHETIC BALES	299.90	LF	\$14.18	\$4,252.58
104-11	TURBIDITY BARRIER FLOATING	71.00	LF	\$14.91	\$1,058.61
104-12	TURBIDITY BARRIER STAKED	71.00	LF	\$6.39	\$453.69
104-13-1	SILT FENCE STAKED (TYPE III)	2,999.04	LF	\$1.30	\$3,898.75
104-15	PREVENTION DEVICE SOIL	1.00	EA	\$2,691.03	\$2,691.03

TRACKING

**Shoulder Component Total**

\$47,642.09

**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	5.11	CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$108.97	\$5,230.56
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	232.00	LF	\$68.70	\$15,938.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	12.00	EA	\$1,571.67	\$18,860.04
575-1	SODDING	199.94	SY	\$1.92	\$383.88

**Drainage Component Total**

\$47,055.88

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$639.57	\$3,837.42
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78

**Signing Component Total**

\$7,447.63

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	600.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	4,800.00	SF	\$35.27	\$169,296.00



**Retaining Walls Component Total**

\$169,296.00

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**Sequence 19 Total**

\$791,126.44

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**Sequence:** 20 NUR - New Construction, Undivided, Rural

**Net Length:** 0.133 MI

**Description:** SR 64 Ramp C - Two lane on-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.133
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	4,810.08	CY	\$16.29	\$78,356.20
<b>Earthwork Component Total</b>					<b>\$100,856.20</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	3,277.12	SY	\$6.00	\$19,662.72
285-709	BASE OPTIONAL (BASE GROUP 09)	1,924.14	SY	\$25.00	\$48,103.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	308.99	TN	\$138.25	\$42,717.87
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	74.91	TN	\$139.60	\$10,457.44

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3



Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	18.00	EA	\$4.60	\$82.80
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53	NM	\$1,241.60	\$658.05
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.27	GM	\$493.61	\$133.27
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.13	GM	\$1,377.26	\$179.04
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.27	NM	\$3,920.06	\$1,058.42

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	700.00	LF	\$191.47	\$134,029.00

**Roadway Component Total**

\$257,082.11

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,143.87	SY	\$15.68	\$17,935.88
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	60.08	TN	\$138.25	\$8,306.06
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4.12	TN	\$139.60	\$575.15
570-1-2	PERFORMANCE TURF, SOD	312.11	SY	\$3.36	\$1,048.69

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.16	AC	\$58.99	\$9.44
104-10-2	SYNTHETIC BALES	140.45	LF	\$14.18	\$1,991.58
104-11	TURBIDITY BARRIER FLOATING	33.25	LF	\$14.91	\$495.76
104-12	TURBIDITY BARRIER STAKED	33.25	LF	\$6.39	\$212.47
104-13-1	SILT FENCE STAKED (TYPE III)	1,404.48	LF	\$1.30	\$1,825.82
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>					<b>\$35,091.88</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	2.39	CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$108.97	\$2,615.28
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	112.00	LF	\$68.70	\$7,694.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	6.00	EA	\$1,571.67	\$9,430.02
575-1	SODDING	93.63	SY	\$1.92	\$179.77
<b>Drainage Component Total</b>					<b>\$23,026.47</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$639.57	\$1,918.71
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>					<b>\$5,528.92</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
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Length	700.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	3,500.00	SF	\$35.27	\$123,445.00
<b>Retaining Walls Component Total</b>					<b>\$123,445.00</b>

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<b>Sequence 20 Total</b>	<b>\$557,430.58</b>
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**Sequence:** 21 NUR - New Construction, Undivided, Rural

**Net Length:** 0.341 MI

**Description:** SR 64 Ramp D - One lane on-ramp

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,357.43	CY	\$16.29	\$168,722.53
<b>Earthwork Component Total</b>					<b>\$191,222.53</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	5,401.44	SY	\$6.00	\$32,408.64
285-709	BASE OPTIONAL (BASE GROUP 09)	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,241.60	\$1,688.58
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.68	NM	\$3,920.06	\$2,665.64

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	600.00	LF	\$191.47	\$114,882.00

**Roadway Component Total**

\$315,173.77

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,732.46	SY	\$15.68	\$27,164.97
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	88.02	TN	\$138.25	\$12,168.76
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	800.21	SY	\$3.36	\$2,688.71

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$58.99	\$24.19
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	TURBIDITY BARRIER FLOATING	85.25	LF	\$14.91	\$1,271.08
104-12	TURBIDITY BARRIER STAKED	85.25	LF	\$6.39	\$544.75
104-13-1	SILT FENCE STAKED (TYPE III)	3,600.96	LF	\$1.30	\$4,681.25

104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$57,961.46</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	6.14 CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29 LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80 LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	14.00 EA	\$1,571.67	\$22,003.38
575-1	SODDING	240.06 SY	\$1.92	\$460.92

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-701	INLETS (GUTTER) (TYPE S) (<10')	4.00 EA	\$5,215.83	\$20,863.32

**Drainage Component Total** \$109,787.36

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST (LESS THAN 12)	1.00 AS	\$300.79	\$300.79
700-40-2	SIGN SINGLE POST (12 - 25)	7.00 AS	\$996.00	\$6,972.00
700-41-10	SIGN MULTI POST (50 OR LESS)	1.00 AS	\$3,227.33	\$3,227.33

**Signing Component Total** \$10,500.12

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	600.00
Begin height	8.00
End Height	8.00



Multiplier 1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	4,800.00	SF	\$35.27	\$169,296.00
<b>Retaining Walls Component Total</b>					<b>\$169,296.00</b>

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**Sequence 21 Total** \$909,741.24

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**Sequence:** 22 NUR - New Construction, Undivided, Rural

**Net Length:** 0.133 MI

**Description:** SR 64 Ramp D - Two lane on-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.066
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
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	3,505.19	CY	\$16.29	\$57,099.55
<b>Earthwork Component Total</b>					<b>\$79,599.55</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	3,277.12	SY	\$6.00	\$19,662.72
285-709	BASE OPTIONAL (BASE GROUP 09)	1,924.14	SY	\$25.00	\$48,103.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	308.99	TN	\$138.25	\$42,717.87
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	74.91	TN	\$139.60	\$10,457.44

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3



Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	18.00	EA	\$4.60	\$82.80
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53	NM	\$1,241.60	\$658.05
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.27	GM	\$493.61	\$133.27
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.13	GM	\$1,377.26	\$179.04
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.27	NM	\$3,920.06	\$1,058.42

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	700.00	LF	\$191.47	\$134,029.00

**Roadway Component Total**

\$257,082.11

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,143.87	SY	\$15.68	\$17,935.88
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	60.08	TN	\$138.25	\$8,306.06
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4.12	TN	\$139.60	\$575.15
575-1	SODDING	312.11	SY	\$1.92	\$599.25

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.16	AC	\$58.99	\$9.44
104-10-2	SYNTHETIC BALES	140.45	LF	\$14.18	\$1,991.58
104-11	TURBIDITY BARRIER FLOATING	33.25	LF	\$14.91	\$495.76
104-12	TURBIDITY BARRIER STAKED	33.25	LF	\$6.39	\$212.47
104-13-1	SILT FENCE STAKED (TYPE III)	1,404.48	LF	\$1.30	\$1,825.82
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>					<b>\$34,642.44</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	2.39	CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$108.97	\$2,615.28
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	112.00	LF	\$68.70	\$7,694.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	6.00	EA	\$1,571.67	\$9,430.02
575-1	SODDING	93.63	SY	\$1.92	\$179.77
<b>Drainage Component Total</b>					<b>\$23,026.47</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$639.57	\$1,918.71
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>					<b>\$5,528.92</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
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Length	700.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	3,500.00	SF	\$35.27	\$123,445.00
<b>Retaining Walls Component Total</b>					<b>\$123,445.00</b>

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<b>Sequence 22 Total</b>	<b>\$535,724.49</b>
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Sequence: 24 NDR - New Construction, Divided, Rural

Net Length: 2.027 MI

Description: I-75 Mainline (Segment 5)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.027
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	85.50	AC	\$25,000.00	\$2,137,500.00
120-6	EMBANKMENT	259,770.95	CY	\$16.29	\$4,231,668.78
<b>Earthwork Component Total</b>					<b>\$6,369,168.78</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	356,752.00	SY	\$6.00	\$2,140,512.00
285-712	BASE OPTIONAL (BASE GROUP 12)	172,810.67	SY	\$49.45	\$8,545,487.63
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	37,673.01	TN	\$138.25	\$5,208,293.63
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	6,849.64	TN	\$139.60	\$956,209.74

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-8	GUARDRAIL BRIDGE ANCH ASSEM	2.00	EA	\$2,193.55	\$4,387.10

**Pavement Marking Subcomponent**



Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	3,010.00	EA	\$4.60	\$13,846.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	16.22	NM	\$1,241.60	\$20,138.75
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	40.54	GM	\$493.61	\$20,010.95
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	20.27	GM	\$1,377.26	\$27,917.06
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	8.11	NM	\$3,920.06	\$31,791.69

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	10.67	TN	\$350.00	\$3,734.50
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	21,405.00	LF	\$191.47	\$4,098,415.35
536-1-1	GUARDRAIL (ROADWAY)	300.00	LF	\$28.69	\$8,607.00
536-85-22	GUARDRAIL END ANCH ASSEM FLARED	2.00	EA	\$1,766.12	\$3,532.24
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	21,405.00	LF	\$12.35	\$264,351.75

#### Roadway Component Total

\$21,347,235.39

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	29,325.01	SY	\$25.00	\$733,125.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	3,139.42	TN	\$138.25	\$434,024.82
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	62.79	TN	\$139.60	\$8,765.48
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	4.05	PM	\$2,700.00	\$10,935.00
570-1-2	PERFORMANCE TURF, SOD	76,107.09	SY	\$3.36	\$255,719.82

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	6.49	AC	\$58.99	\$382.85
104-10-2	SYNTHETIC BALES	2,140.51	LF	\$14.18	\$30,352.43
104-11	TURBIDITY BARRIER FLOATING	506.75	LF	\$14.91	\$7,555.64
104-12	TURBIDITY BARRIER STAKED	506.75	LF	\$6.39	\$3,238.13
104-13-1	SILT FENCE STAKED (TYPE III)	21,405.12	LF	\$1.30	\$27,826.66
104-15	PREVENTION DEVICE SOIL TRACKING	3.00	EA	\$2,691.03	\$8,073.09

**Shoulder Component Total**

\$1,519,999.17

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	81,648.64	SY	\$25.00	\$2,041,216.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	8,895.02	TN	\$138.25	\$1,229,736.51
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	62.79	TN	\$139.60	\$8,765.48
521-1	BARRIER WALL CONCRETE	21,405.00	LF	\$119.74	\$2,563,034.70
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	4.00	PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	52,323.63	SY	\$3.36	\$175,807.40
<b>Median Component Total</b>					<b>\$6,029,360.10</b>



**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
575-1	SODDING	1,427.01	SY	\$1.92	\$2,739.86

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	32.00	EA	\$3,885.92	\$124,349.44
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	107.00	EA	\$5,074.47	\$542,968.29
425-1-891	INLETS (BARRIER WALL) (<10')	107.00	EA	\$5,587.78	\$597,892.46
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	37,712.00	LF	\$73.08	\$2,755,992.96
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	648.00	LF	\$150.02	\$97,212.96
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	4,280.00	LF	\$233.47	\$999,251.60
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	1,104.00	LF	\$108.97	\$120,302.88
430-172-104	PIPE CULV OPT MATL, ROUND, 49-60", CD	328.00	LF	\$266.58	\$87,438.24
430-174-103	PIPE CULV, OPT MATL, ROUND, 37-48"SD	400.00	LF	\$130.80	\$52,320.00

**Retention Basin 21**

Description	Value
Size	2 AC
Multiplier	3
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	\$25,000.00	\$150,000.00
120-1	EXCAVATION REGULAR	96,800.01	CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II (ENDWALLS)	54.00	CY	\$1,300.00	\$70,200.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	3.00	EA	\$4,057.00	\$12,171.00
425-2-71	MANHOLES (J-7) (<10')	3.00	EA	\$5,141.67	\$15,425.01
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00	LF	\$150.02	\$25,203.36
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00	LF	\$233.47	\$140,082.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	3,540.00	LF	\$12.35	\$43,719.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00	EA	\$2,982.82	\$8,948.46
575-1	SODDING	29,040.00	SY	\$1.92	\$55,756.80

**Retention Basin 22**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67	CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00	CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00	EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00	LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00	EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00	SY	\$1.92	\$46,464.00

#### Retention Basin 23

Description	Value
Size	10 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	EXCAVATION REGULAR	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II (ENDWALLS)	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00	EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$150.02	\$15,602.08
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,780.00	LF	\$12.35	\$34,333.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00	EA	\$2,982.82	\$8,948.46
575-1	SODDING	48,400.00	SY	\$1.92	\$92,928.00

#### Retention Basin 23

Description	Value
Size	2 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	\$25,000.00	\$50,000.00
120-1	EXCAVATION REGULAR	32,266.67	CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II (ENDWALLS)	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00	EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00	EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12



430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,180.00 LF	\$12.35	\$14,573.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	9,680.00 SY	\$1.92	\$18,585.60
<b>Drainage Component Total</b>				<b>\$9,589,203.27</b>

### SIGNING COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	5.00 AS	\$299.43	\$1,497.15
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	49.00 AS	\$639.57	\$31,338.93
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	5.00 AS	\$3,310.78	\$16,553.90
700-21-12	MULTI- POST SIGN, F&I, 51-100	13.00 AS	\$3,665.00	\$47,645.00
<b>Signing Component Total</b>				<b>\$97,034.98</b>

### LANDSCAPING COMPONENT

#### User Input Data

Description	Value	
Lump Sum	1,000,000.00	
Cost %	0.00	
Component Detail	N	
<b>Landscaping Component Total</b>		<b>\$1,000,000.00</b>

### BRIDGES COMPONENT

#### Bridge A

Description	Value			
Length	1,600.00			
Width	120.00			
Type	Low Level			
Substructure Type	Pile Bents			
Superstructure Type	AASHTO Girder			
Cost Factor	1.25			
Removal of existing structures area	96,000.00			
Default Cost per SF	\$114.00			
Factored Cost per SF	\$142.50			
Final Cost per SF	\$143.59			
Basic Bridge Cost	\$27,360,000.00			
Description	SALT MARSH BRIDGE NORTHBOUND			
<b>Pay Items</b>				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	96,000.00 SF	\$36.00	\$3,456,000.00

400-2-10	CONC CLASS II (APPROACH SLABS)	266.67 CY	\$600.00	\$160,002.00
415-1-9	REINF STEEL (APPROACH SLABS)	46,667.25 LB	\$1.05	\$49,000.61
<b>Bridge A Total</b>				\$31,025,002.61

**Bridge B**

Description	Value
Length	1,600.00
Width	60.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	6,400.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$151.09
Basic Bridge Cost	\$14,400,000.00
Description	SALT MARSH BRIDGE SOUTHBOUND

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	6,400.00	SF	\$36.00	\$230,400.00
400-2-10	CONC CLASS II (APPROACH SLABS)	133.33	CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL (APPROACH SLABS)	23,332.75	LB	\$1.05	\$24,499.39
<b>Bridge B Total</b>					\$14,734,897.39
<b>Bridges Component Total</b>					\$45,759,900.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	21,405.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	171,240.00	SF	\$35.27	\$6,039,634.80
<b>Retaining Walls Component Total</b>					\$6,039,634.80

**Sequence 24 Total** \$97,751,536.49



**Sequence:** 26 NDR - New Construction, Divided, Rural

**Net Length:** 1.392 MI

**Description:** US 301 Interchange (I-75 Segment 6)

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	186.00 / 186.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %

Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.558
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	62.77 AC	\$25,000.00	\$1,569,250.00
120-6	EMBANKMENT	174,607.52 CY	\$16.29	\$2,844,356.50
<b>Earthwork Component Total</b>				<b>\$4,413,606.50</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	225,392.64 SY	\$6.00	\$1,352,355.84
285-712	BASE OPTIONAL (BASE GROUP 12)	99,074.76 SY	\$49.45	\$4,899,246.88
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	21,559.30 TN	\$138.25	\$2,980,573.22
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	3,919.87 TN	\$139.60	\$547,213.85

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	19,600.00 SY	\$3.85	\$75,460.00



334-1-24	SUPERPAVE ASPH CONC(TRAFFIC MARKING)(PG76-22)	4,312.00 TN	\$138.25	\$596,134.00
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	806.00 TN	\$139.60	\$112,517.60
536-8	GUARDRAIL BRIDGE ANCH ASSEM	2.00 EA	\$2,193.55	\$4,387.10

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,691.00 EA	\$4.60	\$7,778.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	22.27 NM	\$1,241.60	\$27,650.43
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	22.27 GM	\$493.61	\$10,992.69
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	11.14 GM	\$1,377.26	\$15,342.68
711-37-61	TRAFFIC STRIPE SOLID (THERMO) (WH)( 6")	11.14 NM	\$3,920.06	\$43,669.47

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	10.67 TN	\$350.00	\$3,734.50
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	14,700.00 LF	\$191.47	\$2,814,609.00
536-1-1	GUARDRAIL (ROADWAY)	300.00 LF	\$28.69	\$8,607.00
536-85-22	GUARDRAIL END ANCH ASSEM FLARED	2.00 EA	\$1,766.12	\$3,532.24
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$20,206.94	\$20,206.94
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	14,700.00 LF	\$12.35	\$181,545.00

**Roadway Component Total** \$13,705,557.04

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	20,138.34 SY	\$25.00	\$503,458.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	2,155.93 TN	\$138.25	\$298,057.32
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	43.12 TN	\$139.60	\$6,019.55
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	2.78 PM	\$2,700.00	\$7,506.00
570-1-2	PERFORMANCE TURF, SOD	52,264.96 SY	\$3.36	\$175,610.27

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	30,000.00 SY	\$1.92	\$57,600.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.45 AC	\$58.99	\$262.51
104-10-2	SYNTHETIC BALES	1,469.95 LF	\$14.18	\$20,843.89
104-11	TURBIDITY BARRIER FLOATING	348.00 LF	\$14.91	\$5,188.68
104-12	TURBIDITY BARRIER STAKED	348.00 LF	\$6.39	\$2,223.72
104-13-1	SILT FENCE STAKED (TYPE III)	14,699.52 LF	\$1.30	\$19,109.38
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06

**Shoulder Component Total**

\$1,101,261.88

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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285-706	BASE OPTIONAL (BASE GROUP 06)	56,070.50 SY	\$25.00	\$1,401,762.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	6,108.47 TN	\$138.25	\$844,495.98
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	43.12 TN	\$139.60	\$6,019.55
521-1	BARRIER WALL CONCRETE	14,700.00 LF	\$119.74	\$1,760,178.00
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	35,932.16 SY	\$3.36	\$120,732.06
<b>Median Component Total</b>				<b>\$4,141,288.09</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	979.97 SY	\$1.92	\$1,881.54

##### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	22.00 EA	\$3,885.92	\$85,490.24
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	74.00 EA	\$5,074.47	\$375,510.78
425-1-891	INLETS (BARRIER WALL) (<10')	74.00 EA	\$5,587.78	\$413,495.72
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	25,904.00 LF	\$73.08	\$1,893,064.32
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	440.00 LF	\$150.02	\$66,008.80
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,944.00 LF	\$233.47	\$687,335.68

##### Box Culvert 1

Description	Value
Size	10 x 5
Length	300.00
Multiplier	1

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	324.80 CY	\$815.00	\$264,712.00
415-1-1	REINF STEEL (ROADWAY)	39,720.00 LB	\$1.00	\$39,720.00

##### Retention Basin 24

Description	Value
Size	2 AC
Multiplier	1
Depth	10.00

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	EXCAVATION REGULAR	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II (ENDWALLS)	18.00 CY	\$1,300.00	\$23,400.00

425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00 EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,180.00 LF	\$12.35	\$14,573.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	9,680.00 SY	\$1.92	\$18,585.60

#### Retention Basin 25

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00 AC	\$25,000.00	\$250,000.00
120-1	EXCAVATION REGULAR	161,333.33 CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II (ENDWALLS)	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00 EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$150.02	\$15,602.08
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,780.00 LF	\$12.35	\$34,333.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00 EA	\$2,982.82	\$8,948.46
575-1	SODDING	48,400.00 SY	\$1.92	\$92,928.00

#### Retention Basin 26

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00



550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

**Retention Basin 27**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	EXCAVATION REGULAR	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II (ENDWALLS)	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00 EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,180.00 LF	\$12.35	\$14,573.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	9,680.00 SY	\$1.92	\$18,585.60

**Retention Basin 28**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

**Retention Basin 28**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	1

Depth 10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	\$25,000.00	\$50,000.00
120-1	EXCAVATION REGULAR	32,266.67	CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II (ENDWALLS)	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00	EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00	EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,180.00	LF	\$12.35	\$14,573.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00	EA	\$2,982.82	\$2,982.82
575-1	SODDING	9,680.00	SY	\$1.92	\$18,585.60

**Retention Basin 29**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	\$25,000.00	\$100,000.00
120-1	EXCAVATION REGULAR	64,533.34	CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II (ENDWALLS)	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00	EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,360.00	LF	\$12.35	\$29,146.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00	EA	\$2,982.82	\$5,965.64
575-1	SODDING	19,360.00	SY	\$1.92	\$37,171.20
<b>Drainage Component Total</b>					<b>\$9,355,852.35</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00	AS	\$299.43	\$898.29
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	34.00	AS	\$639.57	\$21,745.38
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00	AS	\$3,310.78	\$9,932.34
700-21-12	MULTI- POST SIGN, F&I, 51-100	9.00	AS	\$3,665.00	\$32,985.00



**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	2.00	AS	\$225,000.00	\$450,000.00
<b>Signing Component Total</b>					<b>\$515,561.01</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value	
Cost per Pole	6,200.00	
Number of Poles	38	
<b>Lighting Component Total</b>		<b>\$235,600.00</b>

**LANDSCAPING COMPONENT****User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>					<b>\$999,999.00</b>

**BRIDGES COMPONENT****Bridge 1**

Description	Value
Length	3,845.00
Width	44.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$30,959,940.00
Description	MANATEE RIVER BRIDGE SOUTHBOUND RAMP

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH	97.78	CY	\$600.00	\$58,668.00

415-1-9	SLABS) REINF STEEL (APPROACH SLABS)	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge 1 Total</b>				\$31,036,575.08

**Bridge 3**

<b>Description</b>	<b>Value</b>
Length	3,845.00
Width	44.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$30,959,940.00
Description	MANATEE RIVER BRIDGE NORTHBOUND RAMP

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge 3 Total</b>				\$31,036,575.08

**Bridge NMAIN**

<b>Description</b>	<b>Value</b>
Length	3,845.00
Width	60.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$42,218,100.00
Description	MANATEE RIVER BRIDGE NORTHBOUND MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL (APPROACH SLABS)	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge NMAIN Total</b>				\$42,322,597.39

**Bridge SMAIN**

<b>Description</b>	<b>Value</b>
Length	3,845.00
Width	60.00



Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$42,218,100.00
Description	MANATEE RIVER BRIDGE SOUTHBOUND MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL (APPROACH SLABS)	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge SMAIN Total</b>				\$42,322,597.39
<b>Bridges Component Total</b>				\$146,718,344.94

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	66,284.00 SF	\$35.27	\$2,337,836.68

**Retaining Wall 2**

Description	Value
Length	5,890.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	94,240.00 SF	\$35.27	\$3,323,844.80

**Retaining Walls Component Total** \$5,661,681.48

**Sequence 26 Total** \$186,848,752.29

Sequence: 28 NUR - New Construction, Undivided, Rural

Net Length: 0.076 MI

Description: US 301 Ramp A - Two lane off-ramp

Special Conditions: Clearing & grubbing included in one lane sequence

Conditions:

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.076
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
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	5,168.78 CY	\$16.29	\$84,199.43
<b>Earthwork Component Total</b>				<b>\$106,699.43</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	3,121.07 SY	\$6.00	\$18,726.42
285-709	BASE OPTIONAL (BASE GROUP 09)	2,169.59 SY	\$25.00	\$54,239.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	353.13 TN	\$138.25	\$48,820.22
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	85.61 TN	\$139.60	\$11,951.16

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	3



Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	51.00	EA	\$4.60	\$234.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.30	NM	\$1,241.60	\$372.48
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.46	GM	\$493.61	\$227.06
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.23	GM	\$1,377.26	\$316.77
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.15	NM	\$3,920.06	\$588.01

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	400.00	LF	\$191.47	\$76,588.00

**Roadway Component Total** \$212,064.47

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	12.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	921.16	SY	\$15.68	\$14,443.79
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	49.05	TN	\$138.25	\$6,781.16
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2.35	TN	\$139.60	\$328.06

570-1-2	PERFORMANCE TURF, SOD	89.17 SY	\$3.36	\$299.61
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**Erosion Control  
Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.09 AC	\$58.99	\$5.31
104-10-2	SYNTHETIC BALES	80.26 LF	\$14.18	\$1,138.09
104-11	TURBIDITY BARRIER FLOATING	19.00 LF	\$14.91	\$283.29
104-12	TURBIDITY BARRIER STAKED	19.00 LF	\$6.39	\$121.41
104-13-1	SILT FENCE STAKED (TYPE III)	802.56 LF	\$1.30	\$1,043.33
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$27,135.07</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	1.37 CY	\$1,300.00	\$1,781.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$108.97	\$1,743.52
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	64.00 LF	\$68.70	\$4,396.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	4.00 EA	\$1,571.67	\$6,286.68
575-1	SODDING	53.50 SY	\$1.92	\$102.72
<b>Drainage Component Total</b>				<b>\$14,310.72</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$639.57	\$1,279.14
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$104,889.35</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**



Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	400.00
Begin height	8.00
End Height	2.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	4,000.00	SF	\$35.27	\$141,080.00
<b>Retaining Walls Component Total</b>					<b>\$141,080.00</b>

**Sequence 28 Total**

\$618,579.04

Sequence: 29 NUR - New Construction, Undivided, Rural

Net Length: 0.133 MI

Description: US 301 Ramp B - One lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.133
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	4,039.70	CY	\$16.29	\$65,806.71
<b>Earthwork Component Total</b>					<b>\$88,306.71</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	2,106.72	SY	\$6.00	\$12,640.32
285-709	BASE OPTIONAL (BASE GROUP 09)	1,221.90	SY	\$25.00	\$30,547.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	193.12	TN	\$138.25	\$26,698.84
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	46.82	TN	\$139.60	\$6,536.07

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53	NM	\$1,241.60	\$658.05
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.27	NM	\$3,920.06	\$1,058.42

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	500.00	LF	\$191.47	\$95,735.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$20,206.94	\$20,206.94
<b>Roadway Component Total</b>					<b>\$194,081.13</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	675.71	SY	\$15.68	\$10,595.13
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	34.33	TN	\$138.25	\$4,746.12
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4.12	TN	\$139.60	\$575.15
570-1-2	PERFORMANCE TURF, SOD	312.11	SY	\$3.36	\$1,048.69

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.16	AC	\$58.99	\$9.44
104-10-2	SYNTHETIC BALES	140.45	LF	\$14.18	\$1,991.58
104-11	TURBIDITY BARRIER FLOATING	33.25	LF	\$14.91	\$495.76
104-12	TURBIDITY BARRIER STAKED	33.25	LF	\$6.39	\$212.47

104-13-1	SILT FENCE STAKED (TYPE III)	1,404.48 LF	\$1.30	\$1,825.82
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$24,191.20</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	2.39	CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$108.97	\$2,615.28
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	112.00	LF	\$68.70	\$7,694.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	6.00	EA	\$1,571.67	\$9,430.02
575-1	SODDING	93.63	SY	\$1.92	\$179.77
<b>Drainage Component Total</b>					<b>\$23,026.47</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$639.57	\$1,918.71
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>					<b>\$5,528.92</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	500.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**



<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	4,000.00	SF	\$35.27	\$141,080.00
<b>Retaining Walls Component Total</b>					\$141,080.00
<b>Sequence 29 Total</b>					\$532,014.43

**Sequence:** 30 NUR - New Construction, Undivided, Rural

**Net Length:** 0.227 MI

**Description:** US 301 Ramp B - Two lane off-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.227
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,209.69	CY	\$16.29	\$133,735.85
<b>Earthwork Component Total</b>					<b>\$156,235.85</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	5,593.28	SY	\$6.00	\$33,559.68
285-709	BASE OPTIONAL (BASE GROUP 09)	3,284.05	SY	\$25.00	\$82,101.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	527.37	TN	\$138.25	\$72,908.90
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	127.85	TN	\$139.60	\$17,847.86

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3



Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	31.00	EA	\$4.60	\$142.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.91	NM	\$1,241.60	\$1,129.86
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.45	GM	\$493.61	\$222.12
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.23	GM	\$1,377.26	\$316.77
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.45	NM	\$3,920.06	\$1,764.03

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	1,200.00	LF	\$191.47	\$229,764.00

**Roadway Component Total**

\$439,757.07

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,952.32	SY	\$15.68	\$30,612.38
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	102.54	TN	\$138.25	\$14,176.16
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	7.03	TN	\$139.60	\$981.39
570-1-2	PERFORMANCE TURF, SOD	532.69	SY	\$3.36	\$1,789.84

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.27 AC	\$58.99	\$15.93
104-10-2	SYNTHETIC BALES	239.71 LF	\$14.18	\$3,399.09
104-11	TURBIDITY BARRIER FLOATING	56.75 LF	\$14.91	\$846.14
104-12	TURBIDITY BARRIER STAKED	56.75 LF	\$6.39	\$362.63
104-13-1	SILT FENCE STAKED (TYPE III)	2,397.12 LF	\$1.30	\$3,116.26
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$57,990.84</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	4.09 CY	\$1,300.00	\$5,317.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00 LF	\$108.97	\$4,358.80
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	184.00 LF	\$68.70	\$12,640.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	10.00 EA	\$1,571.67	\$15,716.70
575-1	SODDING	159.81 SY	\$1.92	\$306.84
<b>Drainage Component Total</b>				<b>\$38,340.14</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	5.00 AS	\$639.57	\$3,197.85
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$106,808.06</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**



**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,200.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	6,000.00	SF	\$35.27	\$211,620.00
<b>Retaining Walls Component Total</b>					<b>\$211,620.00</b>

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**Sequence 30 Total** **\$1,023,151.96**

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**Sequence:** 32 NUR - New Construction, Undivided, Rural

**Net Length:** 0.076 MI

**Description:** US 301 Ramp C - Two lane on-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.076
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	3,199.39	CY	\$16.29	\$52,118.06
<b>Earthwork Component Total</b>					<b>\$52,118.06</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	19.50 / 19.50
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	2,541.44	SY	\$6.00	\$15,248.64
285-709	BASE OPTIONAL (BASE GROUP 09)	1,768.31	SY	\$25.00	\$44,207.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	286.92	TN	\$138.25	\$39,666.69
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	69.56	TN	\$139.60	\$9,710.58

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3



Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	41.00 EA	\$4.60	\$188.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.30 NM	\$1,241.60	\$372.48
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.30 GM	\$493.61	\$148.08
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.15 GM	\$1,377.26	\$206.59
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.15 NM	\$3,920.06	\$588.01

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	400.00 LF	\$191.47	\$76,588.00

**Roadway Component Total** \$186,925.42

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	653.64 SY	\$15.68	\$10,249.08
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	34.33 TN	\$138.25	\$4,746.12
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2.35 TN	\$139.60	\$328.06
570-1-2	PERFORMANCE TURF, SOD	178.35 SY	\$3.36	\$599.26

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.09 AC	\$58.99	\$5.31
104-10-2	SYNTHETIC BALES	80.26 LF	\$14.18	\$1,138.09
104-11	TURBIDITY BARRIER FLOATING	19.00 LF	\$14.91	\$283.29
104-12	TURBIDITY BARRIER STAKED	19.00 LF	\$6.39	\$121.41
104-13-1	SILT FENCE STAKED (TYPE III)	802.56 LF	\$1.30	\$1,043.33
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$21,204.97</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	1.37 CY	\$1,300.00	\$1,781.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$108.97	\$1,743.52
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	64.00 LF	\$68.70	\$4,396.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	4.00 EA	\$1,571.67	\$6,286.68
575-1	SODDING	53.50 SY	\$1.92	\$102.72
<b>Drainage Component Total</b>				<b>\$14,310.72</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$639.57	\$1,279.14
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$104,889.35</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
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Cost per Pole	6,200.00
Number of Poles	2

<b>Lighting Component Total</b>	<b>\$12,400.00</b>
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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	400.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	2,000.00	SF	\$35.27	\$70,540.00

<b>Retaining Walls Component Total</b>	<b>\$70,540.00</b>
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<b>Sequence 32 Total</b>	<b>\$462,388.52</b>
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Sequence: 33 NUR - New Construction, Undivided, Rural

Net Length: 0.341 MI

Description: US 301 Ramp D - One lane on-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,357.43	CY	\$16.29	\$168,722.53
<b>Earthwork Component Total</b>					<b>\$191,222.53</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	5,401.44	SY	\$6.00	\$32,408.64
285-709	BASE OPTIONAL (BASE GROUP 09)	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,241.60	\$1,688.58
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.68	NM	\$3,920.06	\$2,665.64

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	1,000.00	LF	\$191.47	\$191,470.00

**Roadway Component Total**

\$391,761.77

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,732.46	SY	\$15.68	\$27,164.97
334-1-24	SUPERPAVE ASPH CONC(TRAF D)(PG76-22)	88.02	TN	\$138.25	\$12,168.76
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	800.21	SY	\$3.36	\$2,688.71

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$58.99	\$24.19
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	TURBIDITY BARRIER FLOATING	85.25	LF	\$14.91	\$1,271.08
104-12	TURBIDITY BARRIER STAKED	85.25	LF	\$6.39	\$544.75
104-13-1	SILT FENCE STAKED (TYPE III)	3,600.96	LF	\$1.30	\$4,681.25

104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$57,961.46</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	6.14	CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	64.00	LF	\$195.38	\$12,504.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.00	LF	\$173.33	\$47,145.76
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	14.00	EA	\$1,571.67	\$22,003.38
575-1	SODDING	240.06	SY	\$1.92	\$460.92
<b>Drainage Component Total</b>					<b>\$90,096.38</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST (LESS THAN 12)	1.00	AS	\$300.79	\$300.79
700-40-2	SIGN SINGLE POST (12 - 25)	7.00	AS	\$996.00	\$6,972.00
700-41-10	SIGN MULTI POST (50 OR LESS)	1.00	AS	\$3,227.33	\$3,227.33
<b>Signing Component Total</b>					<b>\$10,500.12</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	1,000.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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548-12	RETAINING WALL (PERMANENT)	8,000.00 SF	\$35.27	\$282,160.00
	<b>Retaining Walls Component Total</b>			\$282,160.00

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**Sequence 33 Total** \$1,079,502.26

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**Sequence:** 34 NUR - New Construction, Undivided, Rural

**Net Length:** 0.066 MI

**Description:** US 301 Ramp D - Two lane on-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.066
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	2,386.96	CY	\$16.29	\$38,883.58
<b>Earthwork Component Total</b>					<b>\$61,383.58</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	1,626.24	SY	\$6.00	\$9,757.44
285-709	BASE OPTIONAL (BASE GROUP 09)	954.84	SY	\$25.00	\$23,871.00
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	153.33	TN	\$138.25	\$21,197.87
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	37.17	TN	\$139.60	\$5,188.93

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3



Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	9.00	EA	\$4.60	\$41.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.26	NM	\$1,241.60	\$322.82
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.13	GM	\$493.61	\$64.17
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.07	GM	\$1,377.26	\$96.41
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.13	NM	\$3,920.06	\$509.61

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	350.00	LF	\$191.47	\$67,014.50

**Roadway Component Total**

\$128,064.14

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	567.64	SY	\$15.68	\$8,900.60
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	29.81	TN	\$138.25	\$4,121.23
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2.04	TN	\$139.60	\$284.78
570-1-2	PERFORMANCE TURF, SOD	154.88	SY	\$3.36	\$520.40

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.08	AC	\$58.99	\$4.72
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	70.00	EA	\$14.55	\$1,018.50
104-11	TURBIDITY BARRIER FLOATING	16.50	LF	\$14.91	\$246.02
104-12	TURBIDITY BARRIER STAKED	16.50	LF	\$6.39	\$105.44
104-13-1	SILT FENCE STAKED (TYPE III)	696.96	LF	\$1.30	\$906.05
<b>Shoulder Component Total</b>					<b>\$16,107.73</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	1.19	CY	\$1,300.00	\$1,547.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	16.00	LF	\$195.38	\$3,126.08
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	56.00	LF	\$173.33	\$9,706.48
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	3.00	EA	\$1,571.67	\$4,715.01
575-1	SODDING	46.46	SY	\$1.92	\$89.20
<b>Drainage Component Total</b>					<b>\$19,183.77</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST (LESS THAN 12)	1.00	AS	\$300.79	\$300.79
700-40-2	SIGN SINGLE POST (12 - 25)	2.00	AS	\$996.00	\$1,992.00
700-41-10	SIGN MULTI POST (50 OR LESS)	1.00	AS	\$3,227.33	\$3,227.33
<b>Signing Component Total</b>					<b>\$5,520.12</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total****\$12,400.00****RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	350.00



Begin height 2.00  
End Height 8.00  
Multiplier 1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	1,750.00	SF	\$35.27	\$61,722.50
<b>Retaining Walls Component Total</b>					<b>\$61,722.50</b>

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**Sequence 34 Total** **\$304,381.84**

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Sequence: 35 NDU - New Construction, Divided, Urban

Net Length: 0.473 MI

Description: US 301 Reconstruction - Six lane divided 2,500' total (I-75 Segment 6)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.473
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	11.47	AC	\$25,000.00	\$286,750.00
120-6	EMBANKMENT	44,069.64	CY	\$16.29	\$717,894.44
<b>Earthwork Component Total</b>					<b>\$1,004,644.44</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	40.00 / 40.00
Structural Spread Rate	330
Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	25,063.20	SY	\$6.00	\$150,379.20
285-709	BASE OPTIONAL (BASE GROUP 09)	22,199.47	SY	\$25.00	\$554,986.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	3,662.91	TN	\$138.25	\$506,397.31
337-7-20	ASPH CONC FC(INC BIT)FC-12.5 (FC6)PG76-22	1,775.96	TN	\$134.20	\$238,333.83

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	5,012.64	SY	\$6.00	\$30,075.84
285-709	BASE OPTIONAL (BASE GROUP 09)	4,439.89	SY	\$25.00	\$110,997.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC D)(PG76-22)	732.58	TN	\$138.25	\$101,279.18
337-7-20	ASPH CONC FC(INC BIT)FC-12.5 (FC6)PG76-22	355.19	TN	\$134.20	\$47,666.50

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	319.00	EA	\$4.60	\$1,467.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.78	NM	\$1,241.60	\$4,693.25
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.78	GM	\$493.61	\$1,865.85
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	1.89	GM	\$1,377.26	\$2,603.02
711-37-61	TRAFFIC STRIPE SOLID (THERMO) (WH)( 6")	1.89	NM	\$3,920.06	\$7,408.91

**Roadway Component Total**

\$1,758,154.29

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CURB & GUTTER CONC (TYPE F)	2,497.44	LF	\$15.42	\$38,510.52
520-1-10	CURB & GUTTER CONC (TYPE F)	2,497.44	LF	\$15.42	\$38,510.52
522-1	SIDEWALK CONCRETE (4" THICK)	2,774.93	SY	\$34.44	\$95,568.59
570-1-2	PERFORMANCE TURF, SOD	2,774.93	SY	\$3.36	\$9,323.76

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.90	AC	\$58.99	\$53.09
104-11	TURBIDITY BARRIER FLOATING	118.25	LF	\$14.91	\$1,763.11
104-12	TURBIDITY BARRIER STAKED	118.25	LF	\$6.39	\$755.62

104-13-1	SILT FENCE STAKED (TYPE III)	4,994.88 LF	\$1.30	\$6,493.34
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
104-16	ROCK BAGS	500.00 EA	\$9.43	\$4,715.00
<b>Shoulder Component Total</b>				<b>\$198,384.59</b>

#### MEDIAN COMPONENT

##### User Input Data

Description	Value
Total Median Width	22.00
Sod Width	17.50

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-7	CURB & GUTTER CONC (TYPE E)	4,994.88 LF	\$18.32	\$91,506.20
520-5-11	TRAF SEP CONC (TYPE I) (4' WIDE)	400.00 LF	\$31.70	\$12,680.00
570-1-2	PERFORMANCE TURF, SOD	4,856.13 SY	\$3.36	\$16,316.60
<b>Median Component Total</b>				<b>\$120,502.80</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	8.51 CY	\$1,300.00	\$11,063.00
425-1-351	INLETS (CURB) (TYPE P-5) (<10')	18.00 EA	\$4,555.00	\$81,990.00
425-1-451	INLETS (CURB) (TYPE J-5) (<10')	5.00 EA	\$7,196.67	\$35,983.35
425-1-521	INLETS (DT BOT) (TYPE C) (<10')	3.00 EA	\$3,047.41	\$9,142.23
425-2-41	MANHOLES (P-7) (<10')	3.00 EA	\$4,283.00	\$12,849.00
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	1,256.00 LF	\$73.08	\$91,788.48
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	2,368.00 LF	\$150.02	\$355,247.36
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	112.00 LF	\$108.97	\$12,204.64
575-1	SODDING	143.79 SY	\$1.92	\$276.08
<b>Drainage Component Total</b>				<b>\$610,544.14</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	12.00 AS	\$299.43	\$3,593.16
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	1.00 AS	\$639.57	\$639.57
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
700-21-12	MULTI- POST SIGN, F&I, 51-100	1.00 AS	\$3,665.00	\$3,665.00



**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-23-112	OHD TRUSS CANT SGN,F&I,T30 OR<,S101-200	2.00	AS	\$50,000.00	\$100,000.00
700-83	SIGN OVHD (BRIDGE MOUNTED)	2.00	AS	\$5,342.22	\$10,684.44
<b>Signing Component Total</b>					<b>\$121,892.95</b>

**SIGNALIZATIONS COMPONENT****Signalization 1**

Description	Value
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT (F&I) (UNDERGROUND)	700.00	LF	\$7.96	\$5,572.00
630-1-14	CONDUIT (F&I) (UG - JACKED)	300.00	LF	\$19.54	\$5,862.00
632-7-1	CABLE (SIGNAL) (F&I)	1.00	PI	\$4,350.47	\$4,350.47
635-1-11	PULL & JUNC BOX (F&I) (PULL BOX)	22.00	EA	\$450.30	\$9,906.60
639-1-22	ELECTRIC POWER SVC (UNDERGROUND)	1.00	AS	\$1,278.33	\$1,278.33
639-2-1	ELECTRICAL SERVICE WIRE	60.00	LF	\$2.44	\$146.40
649-417-006	M/ARM(F&I/HL)(1ST(B7)2ND(0) POLE(Q6)	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	SIGNAL TRAFFIC(F&I)(3 SECT 1 WAY)(STD)	16.00	AS	\$848.54	\$13,576.64
653-111	SIGNAL PEDESTRIAN (12" INCANDESCENT)	8.00	AS	\$400.00	\$3,200.00
659-101	SIGNAL HEAD AUX (BACK PLT 3 SECT)	10.00	EA	\$145.74	\$1,457.40
659-108	SIGNAL HEAD AUX (STEEL PEDESTAL)	4.00	EA	\$1,180.45	\$4,721.80
659-109	SGNL HEAD AUX (CONC PED TYPE II)	1.00	EA	\$914.98	\$914.98
660-1-102	LOOP DETECT INDUC (TYPE 2) (F&I)	20.00	EA	\$217.34	\$4,346.80
660-2-106	LOOP ASSEMBLY (F&I) (TYPE F)	20.00	AS	\$994.46	\$19,889.20
665-11	DET PED(F&I)(DET STA POLE OR CAB MTD)	8.00	EA	\$202.17	\$1,617.36
670-5-111	CNTL ASSEM ACT SS F&I NEMA PRE(ONE)	1.00	AS	\$22,279.50	\$22,279.50
700-48-19	SIGN PANEL (F & I) ( 16 - 100)	4.00	EA	\$1,588.84	\$6,355.36

**Signalization 2**

Description	Value
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT (F&I) (UNDERGROUND)	700.00	LF	\$7.96	\$5,572.00

630-1-14	CONDUIT (F&I) (UG - JACKED)	300.00 LF	\$19.54	\$5,862.00
632-7-1	CABLE (SIGNAL) (F&I)	1.00 PI	\$4,350.47	\$4,350.47
635-1-11	PULL & JUNC BOX (F&I) (PULL BOX)	22.00 EA	\$450.30	\$9,906.60
639-1-22	ELECTRIC POWER SVC (UNDERGROUND)	1.00 AS	\$1,278.33	\$1,278.33
639-2-1	ELECTRICAL SERVICE WIRE	60.00 LF	\$2.44	\$146.40
649-417-006	M/ARM(F&I/HL)(1ST(B7)2ND(0) POLE(Q6)	4.00 EA	\$27,500.00	\$110,000.00
650-51-311	SIGNAL TRAFFIC(F&I)(3 SECT 1 WAY)(STD)	16.00 AS	\$848.54	\$13,576.64
653-111	SIGNAL PEDESTRIAN (12" INCANDESCENT)	8.00 AS	\$400.00	\$3,200.00
659-101	SIGNAL HEAD AUX (BACK PLT 3 SECT)	10.00 EA	\$145.74	\$1,457.40
659-108	SIGNAL HEAD AUX (STEEL PEDESTAL)	4.00 EA	\$1,180.45	\$4,721.80
659-109	SGNL HEAD AUX (CONC PED TYPE II)	1.00 EA	\$914.98	\$914.98
660-1-102	LOOP DETECT INDUC (TYPE 2) (F&I)	20.00 EA	\$217.34	\$4,346.80
660-2-106	LOOP ASSEMBLY (F&I) (TYPE F)	20.00 AS	\$994.46	\$19,889.20
665-11	DET PED(F&I)(DET STA POLE OR CAB MTD)	8.00 EA	\$202.17	\$1,617.36
670-5-111	CNTL ASSEM ACT SS F&I NEMA PRE(ONE)	1.00 AS	\$22,279.50	\$22,279.50
700-48-19	SIGN PANEL (F & I) ( 16 - 100)	4.00 EA	\$1,588.84	\$6,355.36
<b>Signalizations Component Total</b>				<b>\$430,949.68</b>

### LIGHTING COMPONENT

#### Conventional Lighting Subcomponent

Description	Value				
Spacing	MIN				
<b>Pay Items</b>					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
715-1-113	CONDUCTORS (F&I)(INSULATED) (NO 6)	9,121.33	LF	\$1.55	\$14,138.06
715-2-115	CONDUIT UNDERGROUND, SCH 40	2,497.44	LF	\$6.31	\$15,758.85
715-2-215	CONDUIT UNDERPAVEMENT SCH 40	495.70	LF	\$26.39	\$13,081.52
715-14-11	PULL BOX (F&I) (ROADSIDE)	17.00	EA	\$481.50	\$8,185.50
715-500-1	POLE CABLE DIST SYS (CONVENTIONAL)	17.00	EA	\$964.25	\$16,392.25
715-511-140	LIGHT POLE COMPLETE (40 FT)	17.00	EA	\$7,217.78	\$122,702.26
<b>Lighting Component Total</b>					<b>\$190,258.44</b>

**Sequence 35 Total** **\$4,435,331.33**



Sequence: 37 NDR - New Construction, Divided, Rural

Net Length: 1.610 MI

Description: I-75 Mainline (Segment 7)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.610
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 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	67.91	AC	\$25,000.00	\$1,697,750.00
120-6	EMBANKMENT	316,223.46	CY	\$16.29	\$5,151,280.16
<b>Earthwork Component Total</b>					<b>\$6,849,030.16</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	283,360.00	SY	\$6.00	\$1,700,160.00
285-712	BASE OPTIONAL (BASE GROUP 12)	137,259.58	SY	\$49.45	\$6,787,486.23
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	29,922.82	TN	\$138.25	\$4,136,829.86
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	5,440.51	TN	\$139.60	\$759,495.20

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	3,333.00	SY	\$6.00	\$19,998.00
285-712	BASE OPTIONAL (BASE GROUP 12)	3,482.00	SY	\$49.45	\$172,184.90
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)	4,950.00	TN	\$138.25	\$684,337.50

337-7-22	D)(PG76-22) ASPH CONC FC(INC BIT)FC-5 (PG76-22)	1,200.00 TN	\$139.60	\$167,520.00
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**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	2,391.00 EA	\$4.60	\$10,998.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	12.88 NM	\$1,241.60	\$15,991.81
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	32.20 GM	\$493.61	\$15,894.24
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	16.10 GM	\$1,377.26	\$22,173.89
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	6.44 NM	\$3,920.06	\$25,245.19

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	10.67 TN	\$350.00	\$3,734.50
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	17,002.00 LF	\$191.47	\$3,255,372.94
536-1-1	GUARDRAIL (ROADWAY)	300.00 LF	\$28.69	\$8,607.00
536-85-22	GUARDRAIL END ANCH ASSEM FLARED	2.00 EA	\$1,766.12	\$3,532.24
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$20,206.94	\$40,413.88
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	17,002.00 LF	\$12.35	\$209,974.70

**Roadway Component Total** \$18,039,950.67

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00



Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	23,292.19 SY	\$25.00	\$582,304.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	2,493.57 TN	\$138.25	\$344,736.05
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	49.87 TN	\$139.60	\$6,961.85
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	3.22 PM	\$2,700.00	\$8,694.00
575-1	SODDING	60,450.13 SY	\$1.92	\$116,064.25

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.15 AC	\$58.99	\$303.80
104-10-2	SYNTHETIC BALES	1,700.16 LF	\$14.18	\$24,108.27
104-11	TURBIDITY BARRIER FLOATING	402.50 LF	\$14.91	\$6,001.28
104-12	TURBIDITY BARRIER STAKED	402.50 LF	\$6.39	\$2,571.98
104-13-1	SILT FENCE STAKED (TYPE III)	17,001.60 LF	\$1.30	\$22,102.08
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06

**Shoulder Component Total**

**\$1,119,230.36**

### MEDIAN COMPONENT

#### User Input Data

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	64,851.66 SY	\$25.00	\$1,621,291.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	7,065.11 TN	\$138.25	\$976,751.46
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	49.87 TN	\$139.60	\$6,961.85
521-1	BARRIER WALL CONCRETE	17,002.00 LF	\$119.74	\$2,035,819.48

546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	41,559.47 SY	\$3.36	\$139,639.82
<b>Median Component Total</b>				<b>\$4,788,564.11</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,133.44 SY	\$1.92	\$2,176.20

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	26.00 EA	\$3,885.92	\$101,033.92
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	85.00 EA	\$5,074.47	\$431,329.95
425-1-891	INLETS (BARRIER WALL) (<10')	85.00 EA	\$5,587.78	\$474,961.30
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	29,960.00 LF	\$73.08	\$2,189,476.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	512.00 LF	\$150.02	\$76,810.24
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,400.00 LF	\$233.47	\$793,798.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	704.00 LF	\$105.56	\$74,314.24
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	1,056.00 LF	\$108.97	\$115,072.32
430-172-105	PIPE CULV OPT MATL, ROUND, 61"OR >, CD	352.00 LF	\$729.58	\$256,812.16

**Box Culvert 1**

Description	Value
Size	10 x 6
Length	350.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	395.50 CY	\$815.00	\$322,332.50
415-1-1	REINF STEEL (ROADWAY)	48,909.00 LB	\$1.00	\$48,909.00

**Retention Basin 30**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00 AC	\$25,000.00	\$100,000.00
120-1	EXCAVATION REGULAR	64,533.34 CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II (ENDWALLS)	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00 EA	\$4,057.00	\$8,114.00



425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,360.00 LF	\$12.35	\$29,146.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	19,360.00 SY	\$1.92	\$37,171.20

### Retention Basin 31

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	2
Depth	10.00

### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00 AC	\$25,000.00	\$100,000.00
120-1	EXCAVATION REGULAR	64,533.34 CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II (ENDWALLS)	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00 EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,360.00 LF	\$12.35	\$29,146.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	19,360.00 SY	\$1.92	\$37,171.20

### Retention Basin 32

<b>Description</b>	<b>Value</b>
Size	1 AC
Multiplier	1
Depth	10.00

### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00 AC	\$25,000.00	\$25,000.00
120-1	EXCAVATION REGULAR	16,133.33 CY	\$7.00	\$112,933.31
400-2-2	CONC CLASS II (ENDWALLS)	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00 EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	840.00 LF	\$12.35	\$10,374.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82

575-1	SODDING	4,840.00 SY	\$1.92	\$9,292.80
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**Retention Basin 33**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	1.50 AC	\$25,000.00	\$37,500.00
120-1	EXCAVATION REGULAR	24,200.00 CY	\$7.00	\$169,400.00
400-2-2	CONC CLASS II (ENDWALLS)	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00 EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,025.00 LF	\$12.35	\$12,658.75
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00 EA	\$2,982.82	\$2,982.82
575-1	SODDING	7,260.00 SY	\$1.92	\$13,939.20
<b>Drainage Component Total</b>				<b>\$7,058,285.51</b>

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$299.43	\$1,197.72
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	39.00 AS	\$639.57	\$24,943.23
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$3,310.78	\$13,243.12
700-21-12	MULTI- POST SIGN, F&I, 51-100	10.00 AS	\$3,665.00	\$36,650.00

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00 AS	\$225,000.00	\$900,000.00
<b>Signing Component Total</b>				<b>\$976,034.07</b>

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Lump Sum	1,000,000.00
Cost %	0.00
Component Detail	N

**Landscaping Component Total** **\$1,000,000.00**



**BRIDGES COMPONENT**

**Bridge NHOV**

<b>Description</b>	<b>Value</b>
Length	168.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,127,280.00
Description	FLORIDA POWER AND LIGHT NORTHBOUND RRXING

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge NHOV Total</b>					<b>\$1,203,915.08</b>

**Bridge NMAIN**

<b>Description</b>	<b>Value</b>
Length	168.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	10,080.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,537,200.00
Description	FLORIDA POWER AND LIGHT NORTHBOUND RRXING

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	STRUCTURE REMOVAL OF EXISTING	10,080.00	SF	\$36.00	\$362,880.00
400-2-10	CONC CLASS II (APPROACH SLABS)	133.33	CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL (APPROACH SLABS)	23,332.75	LB	\$1.05	\$24,499.39
<b>Bridge NMAIN Total</b>					<b>\$2,004,577.39</b>

**Bridge SHOY**

<b>Description</b>	<b>Value</b>
Length	179.00
Width	44.00

Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.23
Basic Bridge Cost	\$1,201,090.00
Description	FLORIDA POWER AND LIGHT SOUTHBOUND RRXING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge SHOV Total</b>				<b>\$1,277,725.08</b>

**Bridge SMAIN**

<b>Description</b>	<b>Value</b>
Length	179.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	10,740.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.23
Basic Bridge Cost	\$1,637,850.00
Description	FLORIDA POWER AND LIGHT SOUTHBOUND RRXING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	10,740.00 SF	\$36.00	\$386,640.00
400-2-10	CONC CLASS II (APPROACH SLABS)	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL (APPROACH SLABS)	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge SMAIN Total</b>				<b>\$2,128,987.39</b>
<b>Bridges Component Total</b>				<b>\$6,615,204.94</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	17,002.00
Begin height	8.00
End Height	8.00
Multiplier	1



**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL (PERMANENT)	136,016.00	SF	\$35.27	\$4,797,284.32
<b>Retaining Walls Component Total</b>					<b>\$4,797,284.32</b>

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**Sequence 37 Total** **\$51,243,584.14**

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Sequence: 39 NDR - New Construction, Divided, Rural

Net Length: 2.083 MI

Description: I-275 Interchange Alternate 2 (I-75 Segment 8)

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.083
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	87.86	AC	\$25,000.00	\$2,196,500.00
120-6	EMBANKMENT	253,603.12	CY	\$16.29	\$4,131,194.82
<b>Earthwork Component Total</b>					<b>\$6,327,694.82</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	307,950.72	SY	\$6.00	\$1,847,704.32
285-712	BASE OPTIONAL (BASE GROUP 12)	118,927.64	SY	\$49.45	\$5,880,971.80
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	25,809.20	TN	\$138.25	\$3,568,121.90
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4,692.58	TN	\$139.60	\$655,084.17

#### X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	21,768.00	SY	\$3.85	\$83,806.80
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	4,789.00	TN	\$138.25	\$662,079.25



337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	871.00 TN	\$139.60	\$121,591.60
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**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	2,531.00	EA	\$4.60	\$11,642.60
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	33.33	NM	\$1,241.60	\$41,382.53
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	33.33	GM	\$493.61	\$16,452.02
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	16.66	GM	\$1,377.26	\$22,945.15
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	16.66	NM	\$3,920.06	\$65,308.20

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	21,996.00	LF	\$191.47	\$4,211,574.12
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$20,206.94	\$40,413.88
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	21,996.00	LF	\$12.35	\$271,650.60

**Roadway Component Total** \$17,500,728.94

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	30,135.18 SY	\$25.00	\$753,379.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D)(PG76-22)	3,226.15 TN	\$138.25	\$446,015.24
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	64.52 TN	\$139.60	\$9,006.99
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	4.17 PM	\$2,700.00	\$11,259.00
570-1-2	PERFORMANCE TURF, SOD	78,209.71 SY	\$3.36	\$262,784.63

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	6.67 AC	\$58.99	\$393.46
104-10-2	SYNTHETIC BALES	2,199.65 LF	\$14.18	\$31,191.04
104-11	TURBIDITY BARRIER FLOATING	520.75 LF	\$14.91	\$7,764.38
104-12	TURBIDITY BARRIER STAKED	520.75 LF	\$6.39	\$3,327.59
104-13-1	SILT FENCE STAKED (TYPE III)	21,996.48 LF	\$1.30	\$28,595.42
104-15	PREVENTION DEVICE SOIL TRACKING	3.00 EA	\$2,691.03	\$8,073.09
<b>Shoulder Component Total</b>				<b>\$1,561,790.35</b>

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	83,904.35 SY	\$25.00	\$2,097,608.75
334-1-24	SUPERPAVE ASPH CONC(TRAF D)(PG76-22)	9,140.76 TN	\$138.25	\$1,263,710.07
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	64.52 TN	\$139.60	\$9,006.99
521-1	BARRIER WALL CONCRETE	21,996.00 LF	\$119.74	\$2,633,801.04
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	4.00 PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	53,769.17 SY	\$3.36	\$180,664.41
<b>Median Component Total</b>				<b>\$6,195,591.26</b>



**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
575-1	SODDING	1,466.43	SY	\$1.92	\$2,815.55

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	33.00	EA	\$3,885.92	\$128,235.36
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	110.00	EA	\$5,074.47	\$558,191.70
425-1-891	INLETS (BARRIER WALL) (<10')	110.00	EA	\$5,587.78	\$614,655.80
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	38,768.00	LF	\$73.08	\$2,833,165.44
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	664.00	LF	\$150.02	\$99,613.28
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	4,400.00	LF	\$233.47	\$1,027,268.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	1,656.00	LF	\$105.56	\$174,807.36
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	504.00	LF	\$108.97	\$54,920.88

**Retention Basin 34**

Description	Value
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	\$25,000.00	\$62,500.00
120-1	EXCAVATION REGULAR	40,333.33	CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II (ENDWALLS)	18.00	CY	\$1,300.00	\$23,400.00
425-1-361	INLETS (CURB) (TYPE P-6) (<10')	1.00	EA	\$5,160.00	\$5,160.00
425-2-71	MANHOLES (J-7) (<10')	1.00	EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,335.00	LF	\$12.35	\$16,487.25
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00	EA	\$2,982.82	\$2,982.82
575-1	SODDING	12,100.00	SY	\$1.92	\$23,232.00

**Retention Basin 35**

Description	Value
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	EXCAVATION REGULAR	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II (ENDWALLS)	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00 EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,050.00 LF	\$12.35	\$25,317.50
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	14,520.00 SY	\$1.92	\$27,878.40

#### Retention Basin 36

<b>Description</b>	<b>Value</b>
Size	1 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	\$25,000.00	\$25,000.00
120-1	EXCAVATION REGULAR	16,133.33	CY	\$7.00	\$112,933.31
400-2-2	CONC CLASS II (ENDWALLS)	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00	EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	1.00	EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	840.00	LF	\$12.35	\$10,374.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00	EA	\$2,982.82	\$2,982.82
575-1	SODDING	4,840.00	SY	\$1.92	\$9,292.80

#### Retention Basin 37

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	2
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	\$25,000.00	\$75,000.00
120-1	EXCAVATION REGULAR	48,400.00	CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II (ENDWALLS)	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00	EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$150.02	\$16,802.24
430-171-104	PIPE CULV OPT MATL, ROUND,	400.00	LF	\$233.47	\$93,388.00



550-10-220	49-60", SS FENCING, TYPE B(5.1-6.0) STANDARD	2,050.00 LF	\$12.35	\$25,317.50
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	14,520.00 SY	\$1.92	\$27,878.40

#### Retention Basin 38

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	EXCAVATION REGULAR	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II (ENDWALLS)	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00	EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$150.02	\$15,602.08
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,780.00	LF	\$12.35	\$34,333.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00	EA	\$2,982.82	\$8,948.46
575-1	SODDING	48,400.00	SY	\$1.92	\$92,928.00

#### Retention Basin 39

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	EXCAVATION REGULAR	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II (ENDWALLS)	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	2.00	EA	\$4,057.00	\$8,114.00
425-2-71	MANHOLES (J-7) (<10')	2.00	EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$150.02	\$15,602.08
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	2,780.00	LF	\$12.35	\$34,333.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	3.00	EA	\$2,982.82	\$8,948.46
575-1	SODDING	48,400.00	SY	\$1.92	\$92,928.00

**Drainage Component Total**

**\$10,894,440.88**

**SIGNING COMPONENT**

<b>Pay Items</b>					
<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	5.00	AS	\$299.43	\$1,497.15
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	50.00	AS	\$639.57	\$31,978.50
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	5.00	AS	\$3,310.78	\$16,553.90
700-21-12	MULTI- POST SIGN, F&I, 51-100	13.00	AS	\$3,665.00	\$47,645.00
<b>Signing Component Total</b>					<b>\$97,674.55</b>

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Lump Sum	1,000,000.00
Cost %	0.00
Component Detail	N
<b>Landscaping Component Total</b>	<b>\$1,000,000.00</b>

**BRIDGES COMPONENT**

**Bridge NBHOV**

<b>Description</b>	<b>Value</b>
Length	110.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	220.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$165.83
Basic Bridge Cost	\$231,000.00
Description	NB HOV LANES OVER FROG CREEK

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	STRUCTURE REMOVAL OF EXISTING	220.00	SF	\$36.00	\$7,920.00
400-2-10	CONC CLASS II (APPROACH SLABS)	31.11	CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL (APPROACH SLABS)	5,444.25	LB	\$1.05	\$5,716.46
<b>Bridge NBHOV Total</b>					<b>\$263,302.46</b>

**Bridge NBMAIN**

<b>Description</b>	<b>Value</b>
Length	110.00



Width 60.00  
 Type Low Level  
 Substructure Type Pile Bents  
 Superstructure Type AASHTO Girder  
 Cost Factor 1.25  
 Removal of existing structures area 0.00  
 Default Cost per SF \$114.00  
 Factored Cost per SF \$142.50  
 Final Cost per SF \$158.33  
 Basic Bridge Cost \$940,500.00  
 Description NB MAINLINE OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	133.33	CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL (APPROACH SLABS)	23,332.75	LB	\$1.05	\$24,499.39
<b>Bridge NBMAIN Total</b>					<b>\$1,044,997.39</b>

**Bridge SBHOV**

**Description** **Value**  
 Length 110.00  
 Width 14.00  
 Type Low Level, Widen  
 Substructure Type Pile Bents  
 Superstructure Type AASHTO Girder  
 Cost Factor 1.25  
 Removal of existing structures area 220.00  
 Default Cost per SF \$120.00  
 Factored Cost per SF \$150.00  
 Final Cost per SF \$165.83  
 Basic Bridge Cost \$231,000.00  
 Description SB HOV LANES OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	220.00	SF	\$36.00	\$7,920.00
400-2-10	CONC CLASS II (APPROACH SLABS)	31.11	CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL (APPROACH SLABS)	5,444.25	LB	\$1.05	\$5,716.46
<b>Bridge SBHOV Total</b>					<b>\$263,302.46</b>

**Bridge SBMAIN**

**Description** **Value**  
 Length 110.00  
 Width 84.00  
 Type Low Level  
 Substructure Type Pile Bents  
 Superstructure Type AASHTO Girder  
 Cost Factor 1.25  
 Removal of existing structures area 0.00  
 Default Cost per SF \$114.00

Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$1,316,700.00
Description	SB MAINLINE OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II (APPROACH SLABS)	186.67 CY	\$600.00	\$112,002.00
415-1-9	REINF STEEL (APPROACH SLABS)	32,667.25 LB	\$1.05	\$34,300.61
<b>Bridge SBMAIN Total</b>				\$1,463,002.61
<b>Bridges Component Total</b>				\$3,034,604.92

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	10,998.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	175,968.00 SF	\$35.27	\$6,206,391.36
<b>Retaining Walls Component Total</b>				\$6,206,391.36

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**Sequence 39 Total** \$52,818,917.08

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**Sequence:** 41 NDR - New Construction, Divided, Rural

**Net Length:** 1.329 MI

**Description:** Moccasin Wallow Interchange (I-75 Segment 9)

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.319
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
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 %

Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.319
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	56.06 AC	\$25,000.00	\$1,401,500.00
120-6	EMBANKMENT	161,926.14 CY	\$16.29	\$2,637,776.82
<b>Earthwork Component Total</b>				<b>\$4,039,276.82</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	196,479.36 SY	\$6.00	\$1,178,876.16
285-712	BASE OPTIONAL (BASE GROUP 12)	75,878.46 SY	\$49.45	\$3,752,189.85
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	16,466.84 TN	\$138.25	\$2,276,540.63
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2,993.97 TN	\$139.60	\$417,958.21

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-6	GUTTER SHOULDER CONCRETE	4,000.00 LF	\$21.13	\$84,520.00



**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,615.00 EA	\$4.60	\$7,429.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	10.63 NM	\$1,241.60	\$13,198.21
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	21.26 GM	\$493.61	\$10,494.15
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	10.63 GM	\$1,377.26	\$14,640.27
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	5.32 NM	\$3,920.06	\$20,854.72

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	144.67 TN	\$350.00	\$50,634.50
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	7,000.00 LF	\$191.47	\$1,340,290.00
536-1-1	GUARDRAIL (ROADWAY)	4,300.00 LF	\$28.69	\$123,367.00
536-85-22	GUARDRAIL END ANCH ASSEM FLARED	4.00 EA	\$1,766.12	\$7,064.48
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	14,034.00 LF	\$12.35	\$173,319.90

**Roadway Component Total**

\$9,471,377.08

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	19,226.91 SY	\$25.00	\$480,672.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	2,058.36 TN	\$138.25	\$284,568.27
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	41.17 TN	\$139.60	\$5,747.33
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	2.66 PM	\$2,700.00	\$7,182.00
570-1-2	PERFORMANCE TURF, SOD	49,899.52 SY	\$3.36	\$167,662.39

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	30,000.00 SY	\$3.36	\$100,800.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.25 AC	\$58.99	\$250.71
104-10-2	SYNTHETIC BALES	1,403.42 LF	\$14.18	\$19,900.50
104-11	TURBIDITY BARRIER FLOATING	332.25 LF	\$14.91	\$4,953.85
104-12	TURBIDITY BARRIER STAKED	332.25 LF	\$6.39	\$2,123.08
104-13-1	SILT FENCE STAKED (TYPE III)	14,034.24 LF	\$1.30	\$18,244.51
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06

**Shoulder Component Total****\$1,097,487.44****MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	53,532.83 SY	\$25.00	\$1,338,320.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	5,832.01 TN	\$138.25	\$806,275.38
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	41.17 TN	\$139.60	\$5,747.33
521-1	BARRIER WALL CONCRETE	3,650.00 LF	\$119.74	\$437,051.00
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	3.00 PM	\$2,700.00	\$8,100.00



570-1-2	PERFORMANCE TURF, SOD	34,305.92 SY	\$3.36	\$115,267.89
<b>Median Component Total</b>				<b>\$2,710,762.35</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	935.62 SY	\$1.92	\$1,796.39

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	21.00 EA	\$3,885.92	\$81,604.32
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	70.00 EA	\$5,074.47	\$355,212.90
425-1-891	INLETS (BARRIER WALL) (<10')	70.00 EA	\$5,587.78	\$391,144.60
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	24,920.00 LF	\$73.08	\$1,821,153.60
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	424.00 LF	\$150.02	\$63,608.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,800.00 LF	\$233.47	\$653,716.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	352.00 LF	\$105.56	\$37,157.12

**Retention Basin 40**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

**Retention Basin 40**

Description	Value
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	\$25,000.00	\$62,500.00
120-1	EXCAVATION REGULAR	40,333.33	CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II (ENDWALLS)	18.00	CY	\$1,300.00	\$23,400.00
425-1-361	INLETS (CURB) (TYPE P-6) (<10')	1.00	EA	\$5,160.00	\$5,160.00
425-2-71	MANHOLES (J-7) (<10')	1.00	EA	\$5,141.67	\$5,141.67
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$233.47	\$46,694.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,335.00	LF	\$12.35	\$16,487.25
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	1.00	EA	\$2,982.82	\$2,982.82
575-1	SODDING	12,100.00	SY	\$1.92	\$23,232.00
<b>Drainage Component Total</b>					<b>\$4,801,922.37</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00	AS	\$299.43	\$898.29
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	32.00	AS	\$639.57	\$20,466.24
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00	AS	\$3,310.78	\$9,932.34
700-21-12	MULTI- POST SIGN, F&I, 51-100	8.00	AS	\$3,665.00	\$29,320.00

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	2.00	AS	\$225,000.00	\$450,000.00
<b>Signing Component Total</b>					<b>\$510,616.87</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total** **\$235,600.00**

**LANDSCAPING COMPONENT****User Input Data**

Description	Value
Component Detail	Y

**Pay Items**



Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>					<b>\$999,999.00</b>

### BRIDGES COMPONENT

#### Bridge 1

Description	Value
Length	300.00
Width	40.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	1,200.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.81
Basic Bridge Cost	\$1,920,000.00
Description	BRIDGE OVER MOCASSIN WALLOW ROAD SOUTHBOUND

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	1,200.00	SF	\$36.00	\$43,200.00
400-2-10	CONC CLASS II (APPROACH SLABS)	88.89	CY	\$600.00	\$53,334.00
415-1-9	REINF STEEL (APPROACH SLABS)	15,555.75	LB	\$1.05	\$16,333.54
<b>Bridge 1 Total</b>					<b>\$2,032,867.54</b>

#### Bridge 2

Description	Value
Length	300.00
Width	40.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	1,200.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.81
Basic Bridge Cost	\$1,920,000.00
Description	BRIDGE OVER MOCASSIN WALLOW NORTHBOUND

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	1,200.00	SF	\$36.00	\$43,200.00

400-2-10	CONC CLASS II (APPROACH SLABS)	88.89 CY	\$600.00	\$53,334.00
415-1-9	REINF STEEL (APPROACH SLABS)	15,555.75 LB	\$1.05	\$16,333.54
<b>Bridge 2 Total</b>				\$2,032,867.54
<b>Bridges Component Total</b>				\$4,065,735.08

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	3,500.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	56,000.00	SF	\$35.27	\$1,975,120.00
<b>Retaining Walls Component Total</b>					\$1,975,120.00

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**Sequence 41 Total** \$29,907,897.01

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Sequence: 42 NUR - New Construction, Undivided, Rural

Net Length: 0.341 MI

Description: Moccasin Wallow Ramp A - One lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,413.44	CY	\$16.29	\$169,634.94
<b>Earthwork Component Total</b>					<b>\$192,134.94</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	5,401.44	SY	\$6.00	\$32,408.64
285-709	BASE OPTIONAL (BASE GROUP 09)	3,132.84	SY	\$25.00	\$78,321.00
334-1-23	SUPERPAVE ASPH CONC(TRAF C) (PG76-22)	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,241.60	\$1,688.58
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.68	NM	\$3,920.06	\$2,665.64

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$200,291.77

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,332.36	SY	\$15.68	\$20,891.40
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	66.02	TN	\$138.25	\$9,127.26
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	1,200.32	SY	\$3.36	\$4,033.08

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$58.99	\$24.19
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	TURBIDITY BARRIER FLOATING	85.25	LF	\$14.91	\$1,271.08
104-12	TURBIDITY BARRIER STAKED	85.25	LF	\$6.39	\$544.75
104-13-1	SILT FENCE STAKED (TYPE III)	3,600.96	LF	\$1.30	\$4,681.25
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total**

\$49,990.77



**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	6.14 CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29 LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80 LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	14.00 EA	\$1,571.67	\$22,003.38
575-1	SODDING	240.06 SY	\$1.92	\$460.92

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
425-1-701	INLETS (GUTTER) (TYPE S) (<10')	4.00 EA	\$5,215.83	\$20,863.32

**Drainage Component Total** \$109,787.36

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-40-1	SIGN SINGLE POST (LESS THAN 12)	1.00 AS	\$300.79	\$300.79
700-40-2	SIGN SINGLE POST (12 - 25)	7.00 AS	\$996.00	\$6,972.00
700-41-10	SIGN MULTI POST (50 OR LESS)	1.00 AS	\$3,227.33	\$3,227.33

**Signing Component Total** \$10,500.12

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

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**Sequence 42 Total** \$618,504.96

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**Sequence:** 43 NUR - New Construction, Undivided, Rural

**Net Length:** 0.142 MI

**Description:** Moccasin Wallow Ramp A - Two lane off-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	5,919.77 CY	\$16.29	\$96,433.05
<b>Earthwork Component Total</b>				<b>\$96,433.05</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	4,665.17 SY	\$6.00	\$27,991.02
285-709	BASE OPTIONAL (BASE GROUP 09)	3,054.02 SY	\$25.00	\$76,350.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	494.84 TN	\$138.25	\$68,411.63
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	119.96 TN	\$139.60	\$16,746.42

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3



Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	77.00 EA	\$4.60	\$354.20
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.57 NM	\$1,241.60	\$707.71
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57 GM	\$493.61	\$281.36
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.28 GM	\$1,377.26	\$385.63
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.28 NM	\$3,920.06	\$1,097.62
<b>Roadway Component Total</b>				<b>\$192,326.09</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,221.28 SY	\$15.68	\$19,149.67
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	64.15 TN	\$138.25	\$8,868.74
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	4.40 TN	\$139.60	\$614.24
570-1-2	PERFORMANCE TURF, SOD	499.84 SY	\$3.36	\$1,679.46

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.17 AC	\$58.99	\$10.03
104-10-2	SYNTHETIC BALES	149.95 LF	\$14.18	\$2,126.29
104-11	TURBIDITY BARRIER FLOATING	35.50 LF	\$14.91	\$529.30
104-12	TURBIDITY BARRIER STAKED	35.50 LF	\$6.39	\$226.84
104-13-1	SILT FENCE STAKED (TYPE III)	1,499.52 LF	\$1.30	\$1,949.38
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$37,844.99</b>

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**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	2.56 CY	\$1,300.00	\$3,328.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$108.97	\$2,615.28
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	120.00 LF	\$68.70	\$8,244.00
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	6.00 EA	\$1,571.67	\$9,430.02
575-1	SODDING	99.97 SY	\$1.92	\$191.94
<b>Drainage Component Total</b>				<b>\$23,809.24</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$639.57	\$1,918.71
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>				<b>\$5,528.92</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

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**Sequence 43 Total** **\$368,342.29**

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Sequence: 44 NUR - New Construction, Undivided, Rural

Net Length: 0.341 MI

Description: Moccasin Wallow Ramp B - One lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,413.44	CY	\$16.29	\$169,634.94
<b>Earthwork Component Total</b>					<b>\$192,134.94</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	5,401.44	SY	\$6.00	\$32,408.64
285-709	BASE OPTIONAL (BASE GROUP 09)	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,241.60	\$1,688.58
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.68	NM	\$3,920.06	\$2,665.64

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	10.33	TN	\$350.00	\$3,615.50
536-1-1	GUARDRAIL (ROADWAY)	300.00	LF	\$28.69	\$8,607.00
536-85-22	GUARDRAIL END ANCH ASSEM FLARED	1.00	EA	\$1,766.12	\$1,766.12

**Roadway Component Total**

\$214,280.39

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,332.36	SY	\$15.68	\$20,891.40
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	66.02	TN	\$138.25	\$9,127.26
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	1,200.32	SY	\$3.36	\$4,033.08

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$58.99	\$24.19
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55



104-11	TURBIDITY BARRIER FLOATING	85.25 LF	\$14.91	\$1,271.08
104-12	TURBIDITY BARRIER STAKED	85.25 LF	\$6.39	\$544.75
104-13-1	SILT FENCE STAKED (TYPE III)	3,600.96 LF	\$1.30	\$4,681.25
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$49,990.77</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	6.14	CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29	LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80	LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	14.00	EA	\$1,571.67	\$22,003.38
575-1	SODDING	240.06	SY	\$1.92	\$460.92

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-701	INLETS (GUTTER) (TYPE S) (<10')	4.00	EA	\$5,215.83	\$20,863.32

**Drainage Component Total** \$109,787.36

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST (LESS THAN 12)	1.00	AS	\$300.79	\$300.79
700-40-2	SIGN SINGLE POST (12 - 25)	7.00	AS	\$996.00	\$6,972.00
700-41-10	SIGN MULTI POST (50 OR LESS)	1.00	AS	\$3,227.33	\$3,227.33

**Signing Component Total** \$10,500.12

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

**Sequence 44 Total** \$632,493.58

**Sequence:** 45 NUR - New Construction, Undivided, Rural

**Net Length:** 0.095 MI

**Description:** Moccasin Wallow Ramp B - Two lane off-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.095
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	3,509.53 CY	\$16.29	\$57,170.24
<b>Earthwork Component Total</b>				<b>\$57,170.24</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	2,452.27 SY	\$6.00	\$14,713.62
285-709	BASE OPTIONAL (BASE GROUP 09)	1,374.38 SY	\$25.00	\$34,359.50
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	220.70 TN	\$138.25	\$30,511.78
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	53.50 TN	\$139.60	\$7,468.60

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3



Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	13.00 EA	\$4.60	\$59.80
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 NM	\$1,241.60	\$471.81
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.19 GM	\$493.61	\$93.79
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.10 GM	\$1,377.26	\$137.73
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.19 NM	\$3,920.06	\$744.81
<b>Roadway Component Total</b>				<b>\$88,561.43</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	817.05 SY	\$15.68	\$12,811.34
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	42.91 TN	\$138.25	\$5,932.31
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2.94 TN	\$139.60	\$410.42
570-1-2	PERFORMANCE TURF, SOD	334.40 SY	\$3.36	\$1,123.58

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.11 AC	\$58.99	\$6.49
104-10-2	SYNTHETIC BALES	100.32 LF	\$14.18	\$1,422.54
104-11	TURBIDITY BARRIER FLOATING	23.75 LF	\$14.91	\$354.11
104-12	TURBIDITY BARRIER STAKED	23.75 LF	\$6.39	\$151.76
104-13-1	SILT FENCE STAKED (TYPE III)	1,003.20 LF	\$1.30	\$1,304.16
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$26,207.75</b>

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**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	1.71 CY	\$1,300.00	\$2,223.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$108.97	\$1,743.52
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	80.00 LF	\$68.70	\$5,496.00
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	4.00 EA	\$1,571.67	\$6,286.68
575-1	SODDING	66.88 SY	\$1.92	\$128.41
<b>Drainage Component Total</b>				<b>\$15,877.61</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$639.57	\$1,279.14
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>				<b>\$4,889.35</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

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**Sequence 45 Total** **\$205,106.38**

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**Sequence:** 47 NUR - New Construction, Undivided, Rural

**Net Length:** 0.284 MI

**Description:** Moccasin Wallow Ramp C - Two lane on-ramp  
**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	10,491.64	CY	\$16.29	\$170,908.82
<b>Earthwork Component Total</b>					<b>\$170,908.82</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	7,330.99	SY	\$6.00	\$43,985.94
285-709	BASE OPTIONAL (BASE GROUP 09)	4,108.68	SY	\$25.00	\$102,717.00
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	659.79	TN	\$138.25	\$91,215.97
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	159.95	TN	\$139.60	\$22,329.02

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	1
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	1

Top Layer Thermoplastic

N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	38.00 EA	\$4.60	\$174.80
710-21	TRAFFIC STRIPE SKIP (WHITE/BLACK)	0.28 GM	\$468.61	\$131.21
710-23-61	TRAFFIC STRIPE SOLID (WHITE/BLACK) ( 6")	0.57 NM	\$951.36	\$542.28
<b>Roadway Component Total</b>				<b>\$261,096.22</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	2,442.55 SY	\$15.68	\$38,299.18
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	128.29 TN	\$138.25	\$17,736.09
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	8.80 TN	\$139.60	\$1,228.48
570-1-2	PERFORMANCE TURF, SOD	999.68 SY	\$3.36	\$3,358.92

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.34 AC	\$58.99	\$20.06
104-10-2	SYNTHETIC BALES	299.90 LF	\$14.18	\$4,252.58
104-11	TURBIDITY BARRIER FLOATING	71.00 LF	\$14.91	\$1,058.61
104-12	TURBIDITY BARRIER STAKED	71.00 LF	\$6.39	\$453.69
104-13-1	SILT FENCE STAKED (TYPE III)	2,999.04 LF	\$1.30	\$3,898.75
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$72,997.40</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	5.11 CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00 LF	\$108.97	\$5,230.56
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	232.00 LF	\$68.70	\$15,938.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	12.00 EA	\$1,571.67	\$18,860.04
575-1	SODDING	199.94 SY	\$1.92	\$383.88
<b>Drainage Component Total</b>				<b>\$47,055.88</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00 AS	\$639.57	\$3,837.42
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>				<b>\$7,447.63</b>

#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**Sequence 47 Total** **\$571,905.95**



Sequence: 48 NUR - New Construction, Undivided, Rural

Net Length: 0.341 MI

Description: Moccasin Wallow Ramp D - One lane on-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,413.44	CY	\$16.29	\$169,634.94
<b>Earthwork Component Total</b>					<b>\$192,134.94</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	5,401.44	SY	\$6.00	\$32,408.64
285-709	BASE OPTIONAL (BASE GROUP 09)	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,241.60	\$1,688.58
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.68	NM	\$3,920.06	\$2,665.64

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$200,291.77

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,332.36	SY	\$15.68	\$20,891.40
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	66.02	TN	\$138.25	\$9,127.26
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	1,200.32	SY	\$3.36	\$4,033.08

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$58.99	\$24.19
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	TURBIDITY BARRIER FLOATING	85.25	LF	\$14.91	\$1,271.08
104-12	TURBIDITY BARRIER STAKED	85.25	LF	\$6.39	\$544.75
104-13-1	SILT FENCE STAKED (TYPE III)	3,600.96	LF	\$1.30	\$4,681.25
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total**

\$49,990.77

**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II (ENDWALLS)	6.14 CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29 LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80 LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	14.00 EA	\$1,571.67	\$22,003.38
575-1	SODDING	240.06 SY	\$1.92	\$460.92

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
425-1-701	INLETS (GUTTER) (TYPE S) (<10')	4.00 EA	\$5,215.83	\$20,863.32

**Drainage Component Total** \$109,787.36

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-40-1	SIGN SINGLE POST (LESS THAN 12)	1.00 AS	\$300.79	\$300.79
700-40-2	SIGN SINGLE POST (12 - 25)	7.00 AS	\$996.00	\$6,972.00
700-41-10	SIGN MULTI POST (50 OR LESS)	1.00 AS	\$3,227.33	\$3,227.33

**Signing Component Total** \$10,500.12

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

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**Sequence 48 Total** \$618,504.96

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**Sequence:** 49 NUR - New Construction, Undivided, Rural

**Net Length:** 0.066 MI

**Description:** Moccasin Wallow Ramp D - Two lane on-ramp

**Special Conditions:** Clearing & grubbing included in one lane sequence

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.066
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	2,438.20 CY	\$16.29	\$39,718.28
<b>Earthwork Component Total</b>				<b>\$39,718.28</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	1,703.68 SY	\$6.00	\$10,222.08
285-709	BASE OPTIONAL (BASE GROUP 09)	954.84 SY	\$25.00	\$23,871.00
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	153.33 TN	\$138.25	\$21,197.87
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	37.17 TN	\$139.60	\$5,188.93

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	1
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	1

Top Layer Thermoplastic

N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	9.00	EA	\$4.60	\$41.40
710-21	TRAFFIC STRIPE SKIP (WHITE/BLACK)	0.07	GM	\$468.61	\$32.80
710-23-61	TRAFFIC STRIPE SOLID (WHITE/BLACK) ( 6")	0.13	NM	\$951.36	\$123.68
<b>Roadway Component Total</b>					<b>\$60,677.76</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	567.64	SY	\$15.68	\$8,900.60
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	29.81	TN	\$138.25	\$4,121.23
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	2.04	TN	\$139.60	\$284.78
570-1-2	PERFORMANCE TURF, SOD	232.32	SY	\$3.36	\$780.60

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.08	AC	\$58.99	\$4.72
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	70.00	EA	\$14.55	\$1,018.50
104-11	TURBIDITY BARRIER FLOATING	16.50	LF	\$14.91	\$246.02
104-12	TURBIDITY BARRIER STAKED	16.50	LF	\$6.39	\$105.44
104-13-1	SILT FENCE STAKED (TYPE III)	696.96	LF	\$1.30	\$906.05
<b>Shoulder Component Total</b>					<b>\$16,367.93</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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			<b>Price</b>	
400-2-2	CONC CLASS II (ENDWALLS)	1.19 CY	\$1,300.00	\$1,547.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	11.09 LF	\$195.38	\$2,166.76
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	52.80 LF	\$173.33	\$9,151.82
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	3.00 EA	\$1,571.67	\$4,715.01
575-1	SODDING	46.46 SY	\$1.92	\$89.20

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
425-1-701	INLETS (GUTTER) (TYPE S) (<10')	2.00 EA	\$5,215.83	\$10,431.66
<b>Drainage Component Total</b>				<b>\$28,101.45</b>

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-40-1	SIGN SINGLE POST (LESS THAN 12)	1.00 AS	\$300.79	\$300.79
700-40-2	SIGN SINGLE POST (12 - 25)	2.00 AS	\$996.00	\$1,992.00
700-41-10	SIGN MULTI POST (50 OR LESS)	1.00 AS	\$3,227.33	\$3,227.33
<b>Signing Component Total</b>				<b>\$5,520.12</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**Sequence 49 Total** **\$162,785.54**



Sequence: 52 NUR - New Construction, Undivided, Rural

Net Length: 0.357 MI

Description: Linger Lodge Road (I-75 Segment 1)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.357
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	8.65	AC	\$25,000.00	\$216,250.00
120-6	EMBANKMENT	13,316.20	CY	\$16.29	\$216,920.90
<b>Earthwork Component Total</b>					<b>\$433,170.90</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	9,215.36	SY	\$6.00	\$55,292.16
285-709	BASE OPTIONAL (BASE GROUP 09)	5,164.79	SY	\$25.00	\$129,119.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	829.38	TN	\$138.25	\$114,661.78
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	201.06	TN	\$139.60	\$28,067.98

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	GUTTER SHOULDER CONCRETE	2,000.00	LF	\$21.13	\$42,260.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	N

Base Code N  
Friction Course Code Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	82.94	TN	\$138.25	\$11,466.46
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	20.11	TN	\$139.60	\$2,807.36

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	48.00	EA	\$4.60	\$220.80
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.43	NM	\$1,241.60	\$1,775.49
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.71	GM	\$493.61	\$350.46

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	68.00	TN	\$350.00	\$23,800.00
536-1-1	GUARDRAIL (ROADWAY)	2,000.00	LF	\$28.69	\$57,380.00
536-85-22	GUARDRAIL END ANCH ASSEMBLY FLARED	4.00	EA	\$1,766.12	\$7,064.48

**Roadway Component Total** \$474,266.71

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
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 No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	2,232.63 SY	\$15.68	\$35,007.64
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	115.19 TN	\$138.25	\$15,925.02
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	83.78 TN	\$139.60	\$11,695.69
570-1-2	PERFORMANCE TURF, SOD	2,094.40 SY	\$3.36	\$7,037.18
570-2	SEED & MULCH	32,672.64 SY	\$1.08	\$35,286.45
570-3	SEED GRASS (PERMANENT TYPE)	405.03 LB	\$13.45	\$5,447.65
570-4	MULCH MATERIAL	27.00 TN	\$605.50	\$16,348.50

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.43 AC	\$58.99	\$25.37
104-10-2	SYNTHETIC BALES	376.99 LF	\$14.18	\$5,345.72
104-11	TURBIDITY BARRIER FLOATING	89.25 LF	\$14.91	\$1,330.72
104-12	TURBIDITY BARRIER STAKED	89.25 LF	\$6.39	\$570.31
104-13-1	SILT FENCE STAKED (TYPE III)	3,769.92 LF	\$1.30	\$4,900.90
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$141,612.15</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	6.43 CY	\$1,300.00	\$8,359.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00 LF	\$108.97	\$6,974.08
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	288.00 LF	\$68.70	\$19,785.60
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	15.00 EA	\$1,571.67	\$23,575.05
575-1	SODDING	251.33 SY	\$1.92	\$482.55
<b>Drainage Component Total</b>				<b>\$59,176.28</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00 AS	\$639.57	\$5,116.56



700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>				<b>\$8,726.77</b>

**BRIDGES COMPONENT**

**Bridge 1**

Description	Value
Length	350.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	12,000.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$157.48
Basic Bridge Cost	\$2,348,500.00
Description	LINGER LODGE ROAD BRIDGE

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	12,000.00	SF	\$36.00	\$432,000.00
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge 1 Total</b>					<b>\$2,857,135.08</b>
<b>Bridges Component Total</b>					<b>\$2,857,135.08</b>

<b>Sequence 52 Total</b>	<b>\$3,974,087.89</b>
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Sequence: 54 WDU - Widen/Resurface, Divided, Urban

Net Length: 1.146 MI

Description: SR 70 (Mill, Resurface, Widen) (I-75 Segment 2)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	12.00 / 12.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.146
Top of Structural Course For Begin Section	103.00
Top of Structural Course For End Section	103.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
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	3.33	AC	\$25,000.00	\$83,250.00
120-1	EXCAVATION REGULAR	19,604.85	CY	\$7.00	\$137,233.95
120-2-2	EXCAVATION BORROW (TRUCK MEASURE)	11,752.15	CY	\$25.00	\$293,803.75
<b>Earthwork Component Total</b>					<b>\$514,287.70</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	40.00 / 40.00
Structural Spread Rate	165
Friction Course Spread Rate	160
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	12.00 / 12.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	39,209.70	SY	\$6.00	\$235,258.20
285-709	BASE OPTIONAL (BASE GROUP 09)	33,158.82	SY	\$25.00	\$828,970.50
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	53,785.60	SY	\$3.85	\$207,074.56
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	4,437.31	TN	\$138.25	\$613,458.11

334-1-24	SUPERPAVE ASPH CONC(TRAFFIC D)(PG76-22)	5,324.77 TN	\$138.25	\$736,149.45
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	4,302.85 TN	\$107.21	\$461,308.55
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	2,581.71 TN	\$107.21	\$276,785.13

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	30.00
Milling Code	N
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	11,762.91	SY	\$6.00	\$70,577.46
285-709	BASE OPTIONAL (BASE GROUP 09)	9,947.65	SY	\$25.00	\$248,691.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC D)(PG76-22)	1,331.19	TN	\$138.25	\$184,037.02
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	1,290.86	TN	\$107.21	\$138,393.10

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,392.00	EA	\$4.60	\$6,403.20
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	9.17	NM	\$1,241.60	\$11,385.47
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	18.34	GM	\$493.61	\$9,052.81

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$4,027,544.81

**SHOULDER COMPONENT**



**User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CURB & GUTTER CONC (TYPE F)	6,050.88	LF	\$15.42	\$93,304.57
520-1-10	CURB & GUTTER CONC (TYPE F)	6,050.88	LF	\$15.42	\$93,304.57
522-1	SIDEWALK CONCRETE (4" THICK)	6,723.20	SY	\$34.44	\$231,547.01
570-1-2	PERFORMANCE TURF, SOD	6,723.20	SY	\$3.36	\$22,589.95

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	2.18	AC	\$58.99	\$128.60
104-11	TURBIDITY BARRIER FLOATING	114.60	LF	\$14.91	\$1,708.69
104-12	TURBIDITY BARRIER STAKED	114.60	LF	\$6.39	\$732.29
104-13-1	SILT FENCE STAKED (TYPE III)	12,101.76	LF	\$1.30	\$15,732.29
104-15	PREVENTION DEVICE SOIL TRACKING	2.00	EA	\$2,691.03	\$5,382.06
104-16	ROCK BAGS	606.00	EA	\$9.43	\$5,714.58
<b>Shoulder Component Total</b>					<b>\$470,144.61</b>

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	30.00
Sod Width	5.34

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CURB & GUTTER CONC (TYPE F)	12,101.76	LF	\$15.42	\$186,609.14
520-5-11	TRAF SEP CONC (TYPE I) (4' WIDE)	500.00	LF	\$31.70	\$15,850.00
570-1-2	PERFORMANCE TURF, SOD	3,590.19	SY	\$3.36	\$12,063.04
<b>Median Component Total</b>					<b>\$214,522.18</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	20.63	CY	\$1,300.00	\$26,819.00
425-1-351	INLETS (CURB) (TYPE P-5) (<10')	42.00	EA	\$4,555.00	\$191,310.00
425-1-451	INLETS (CURB) (TYPE J-5) (<10')	12.00	EA	\$7,196.67	\$86,360.04
430-94-1	DESILTING PIPE, 0 - 24"	343.80	LF	\$9.09	\$3,125.14
430-94-2	DESILTING PIPE, 25 - 36"	3,094.20	LF	\$12.48	\$38,615.62

430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	632.00 LF	\$73.08	\$46,186.56
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	184.00 LF	\$108.97	\$20,050.48
575-1	SODDING	348.38 SY	\$1.92	\$668.89

**Box Culvert 1**

<b>Description</b>	<b>Value</b>
Size	6 x 4
Length	50.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV (CULVERTS)	44.90 CY	\$815.00	\$36,593.50
415-1-1	REINF STEEL (ROADWAY)	6,580.00 LB	\$1.00	\$6,580.00

**Drainage Component Total** \$456,309.23

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	26.00 AS	\$299.43	\$7,785.18
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$639.57	\$1,918.71
700-20-40	SINGLE POST SIGN, RELOCATE	3.00 AS	\$135.69	\$407.07
700-20-60	SINGLE POST SIGN, REMOVE	26.00 AS	\$37.50	\$975.00
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$3,310.78	\$9,932.34
700-21-60	MULTI- POST SIGN, REMOVE	3.00 AS	\$640.87	\$1,922.61

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-23-144	OHD TRUSS CANT SGN,F&I,T>50,S>300	2.00 AS	\$75,000.00	\$150,000.00
700-83	SIGN OVHD (BRIDGE MOUNTED)	4.00 AS	\$5,342.22	\$21,368.88

**Signing Component Total** \$194,309.79

**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-1-12	CONDUIT (F&I) (UNDERGROUND)	2,800.00 LF	\$7.96	\$22,288.00
630-1-14	CONDUIT (F&I) (UG - JACKED)	1,200.00 LF	\$19.54	\$23,448.00
632-7-1	CABLE (SIGNAL) (F&I)	4.00 PI	\$4,350.47	\$17,401.88
635-1-11	PULL & JUNC BOX (F&I) (PULL BOX)	88.00 EA	\$450.30	\$39,626.40

639-1-22	ELECTRIC POWER SVC (UNDERGROUND)	4.00 AS	\$1,278.33	\$5,113.32
639-2-1	ELECTRICAL SERVICE WIRE	240.00 LF	\$2.44	\$585.60
649-417-006	M/ARM(F&I/HL)(1ST(B7)2ND(0) POLE(Q6)	16.00 EA	\$27,500.00	\$440,000.00
650-51-311	SIGNAL TRAFFIC(F&I)(3 SECT 1 WAY)(STD)	64.00 AS	\$848.54	\$54,306.56
653-111	SIGNAL PEDESTRIAN (12" INCANDESCENT)	32.00 AS	\$400.00	\$12,800.00
659-101	SIGNAL HEAD AUX (BACK PLT 3 SECT)	40.00 EA	\$145.74	\$5,829.60
659-108	SIGNAL HEAD AUX (STEEL PEDESTAL)	16.00 EA	\$1,180.45	\$18,887.20
659-109	SGNL HEAD AUX (CONC PED TYPE II)	4.00 EA	\$914.98	\$3,659.92
660-1-102	LOOP DETECT INDUC (TYPE 2) (F&I)	80.00 EA	\$217.34	\$17,387.20
660-2-106	LOOP ASSEMBLY (F&I) (TYPE F)	80.00 AS	\$994.46	\$79,556.80
665-11	DET PED(F&I)(DET STA POLE OR CAB MTD)	32.00 EA	\$202.17	\$6,469.44
670-5-111	CNTL ASSEM ACT SS F&I NEMA PRE(ONE)	4.00 AS	\$22,279.50	\$89,118.00
700-48-19	SIGN PANEL (F & I) ( 16 - 100)	16.00 EA	\$1,588.84	\$25,421.44
<b>Signalizations Component Total</b>				<b>\$861,899.36</b>

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**Sequence 54 Total** **\$6,739,017.68**

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Sequence: 55 NDR - New Construction, Divided, Rural

Net Length: 0.976 MI

Description: I-75 Mainline Segment 3B (Section with Slip Ramps)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	200.00 / 200.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.976
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 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	47.32 AC	\$25,000.00	\$1,183,000.00
120-6	EMBANKMENT	191,698.20 CY	\$16.29	\$3,122,763.68
<b>Earthwork Component Total</b>				<b>\$4,305,763.68</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	171,776.00 SY	\$6.00	\$1,030,656.00
285-712	BASE OPTIONAL (BASE GROUP 12)	83,208.29 SY	\$49.45	\$4,114,649.94
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	18,139.55 TN	\$138.25	\$2,507,792.79
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	3,298.10 TN	\$139.60	\$460,414.76

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	4,000.00 SY	\$6.00	\$24,000.00
285-712	BASE OPTIONAL (BASE GROUP 12)	4,223.00 SY	\$49.45	\$208,827.35
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)	880.00 TN	\$138.25	\$121,660.00

337-7-22	D)(PG76-22) ASPH CONC FC(INC BIT)FC-5 (PG76-22)	160.00 TN	\$139.60	\$22,336.00
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**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,449.00 EA	\$4.60	\$6,665.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	15.62 NM	\$1,241.60	\$19,393.79
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	19.52 GM	\$493.61	\$9,635.27
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	9.76 GM	\$1,377.26	\$13,442.06
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	7.81 NM	\$3,920.06	\$30,615.67

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	10,306.00 LF	\$191.47	\$1,973,289.82
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$20,206.94	\$40,413.88
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	10,306.00 LF	\$12.35	\$127,279.10

**Roadway Component Total** \$10,711,071.83

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O

Rumble Strips No. of Sides 2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	14,119.99 SY	\$25.00	\$352,999.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,511.63 TN	\$138.25	\$208,982.85
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	1.95 PM	\$2,700.00	\$5,265.00
570-1-2	PERFORMANCE TURF, SOD	36,645.55 SY	\$3.36	\$123,129.05

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.12 AC	\$58.99	\$184.05
104-10-2	SYNTHETIC BALES	1,030.66 LF	\$14.18	\$14,614.76
104-11	TURBIDITY BARRIER FLOATING	244.00 LF	\$14.91	\$3,638.04
104-12	TURBIDITY BARRIER STAKED	244.00 LF	\$6.39	\$1,559.16
104-13-1	SILT FENCE STAKED (TYPE III)	10,306.56 LF	\$1.30	\$13,398.53
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$726,462.21</b>

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	39,313.80 SY	\$25.00	\$982,845.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	4,282.95 TN	\$138.25	\$592,117.84
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	30.23 TN	\$139.60	\$4,220.11
521-1	BARRIER WALL CONCRETE	10,306.00 LF	\$119.74	\$1,234,040.44
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	2.00 PM	\$2,700.00	\$5,400.00
570-1-2	PERFORMANCE TURF, SOD	25,193.81 SY	\$3.36	\$84,651.20

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-712	BASE OPTIONAL (BASE GROUP	11,440.00 SY	\$49.45	\$565,708.00



334-1-24	12) SUPERPAVE ASPH CONC(TRAFFIC) D)(PG76-22)	2,395.00 TN	\$138.25	\$331,108.75
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	436.00 TN	\$139.60	\$60,865.60

**Median Component Total** \$3,860,956.94

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	687.10 SY	\$1.92	\$1,319.23

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	50.00 EA	\$3,885.92	\$194,296.00
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	50.00 EA	\$5,074.47	\$253,723.50
425-1-891	INLETS (BARRIER WALL) (<10')	15.00 EA	\$5,587.78	\$83,816.70
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	17,624.00 LF	\$73.08	\$1,287,961.92
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	5,000.00 LF	\$150.02	\$750,100.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,000.00 LF	\$233.47	\$700,410.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	328.00 LF	\$108.97	\$35,742.16
430-175-104	PIPE CULV, OPT MATL, ROUND, 49-60"S/CD	325.00 LF	\$250.00	\$81,250.00

**Retention Basin 14**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00

**Retention Basin 15**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	EXCAVATION REGULAR	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II (ENDWALLS)	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	1.00 EA	\$4,057.00	\$4,057.00
425-2-71	MANHOLES (J-7) (<10')	2.00 EA	\$5,141.67	\$10,283.34
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$150.02	\$8,401.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$233.47	\$93,388.00
550-10-220	FENCING, TYPE B(5.1-6.0) STANDARD	1,860.00 LF	\$12.35	\$22,971.00
550-60-234	GATE (TYPE B)SLIDING/CANT (18.1-20' OPEN)	2.00 EA	\$2,982.82	\$5,965.64
575-1	SODDING	24,200.00 SY	\$1.92	\$46,464.00
<b>Drainage Component Total</b>				<b>\$5,229,013.09</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00 AS	\$299.43	\$598.86
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	24.00 AS	\$639.57	\$15,349.68
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$3,310.78	\$6,621.56
700-21-12	MULTI- POST SIGN, F&I, 51-100	6.00 AS	\$3,665.00	\$21,990.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00 AS	\$225,000.00	\$900,000.00
<b>Signing Component Total</b>				<b>\$944,560.10</b>

**LANDSCAPING COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$28,416.00	\$28,416.00
580-1-2	LANDSCAPE COMPLETE (LARGE	1.00 LS	\$28,416.00	\$28,416.00

590-70	PLANTS) IRRIGATION SYSTEM	1.00 LS	\$28,416.00	\$28,416.00
<b>Landscaping Component Total</b>				<b>\$85,248.00</b>

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	10,306.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	82,448.00 SF	\$35.27	\$2,907,940.96
<b>Retaining Walls Component Total</b>				<b>\$2,907,940.96</b>

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**Sequence 55 Total** **\$28,771,016.81**

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Sequence: 56 WDR - Widen/Resurface, Divided, Rural

Net Length: 1.174 MI

Description: US 301 (I-75 Segment 6) Mill, Resurface, Widen

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	24.00 / 24.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.174
Top of Structural Course For Begin Section	103.00
Top of Structural Course For End Section	103.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median 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	6.83	AC	\$25,000.00	\$170,750.00
120-2-2	EXCAVATION BORROW (TRUCK MEASURE)	7,057.36	CY	\$25.00	\$176,434.00
<b>Earthwork Component Total</b>					<b>\$347,184.00</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	8
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	41,324.80	SY	\$6.00	\$247,948.80
285-709	BASE OPTIONAL (BASE GROUP 09)	16,984.49	SY	\$25.00	\$424,612.25
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	49,589.76	SY	\$3.85	\$190,920.58
334-1-24	SUPERPAVE ASPH CONC(TRAF	5,454.87	TN	\$138.25	\$754,135.78

334-1-24	D)(PG76-22) SUPERPAVE ASPH CONC(TRAFFIC) D)(PG76-22)	2,727.44 TN	\$138.25	\$377,068.58
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	1,983.59 TN	\$139.60	\$276,909.16
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	661.20 TN	\$139.60	\$92,303.52

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	6
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,109.00	EA	\$4.60	\$5,101.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	9.39	NM	\$1,241.60	\$11,658.62
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	14.09	GM	\$493.61	\$6,954.96
<b>Roadway Component Total</b>					<b>\$2,387,613.66</b>

#### SHOULDER COMPONENT

##### User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	7,342.04	SY	\$15.68	\$115,123.19
327-70-1	MILLING EXIST ASPH PAVT (1" AVG DEPTH)	6,887.47	SY	\$2.87	\$19,767.04
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC) D)(PG76-22)	378.81	TN	\$138.25	\$52,370.48
337-7-5	ASPH CONC FC(INC BIT/RUBBER) (FC-5)	275.50	TN	\$148.00	\$40,774.00
570-1-2	PERFORMANCE TURF, SOD	3,677.91	SY	\$3.36	\$12,357.78
570-2	SEED & MULCH	22,494.47	SY	\$1.08	\$24,294.03
570-3	SEED GRASS (PERMANENT TYPE)	278.86	LB	\$13.45	\$3,750.67

570-4	MULCH MATERIAL	18.59 TN	\$605.50	\$11,256.24
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**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.99 AC	\$58.99	\$235.37
104-10-2	SYNTHETIC BALES	619.87 LF	\$14.18	\$8,789.76
104-11	TURBIDITY BARRIER FLOATING	117.40 LF	\$14.91	\$1,750.43
104-12	TURBIDITY BARRIER STAKED	117.40 LF	\$6.39	\$750.19
104-13-1	SILT FENCE STAKED (TYPE III)	12,397.44 LF	\$1.30	\$16,116.67
104-15	PREVENTION DEVICE SOIL TRACKING	2.00 EA	\$2,691.03	\$5,382.06

**Shoulder Component Total** \$312,717.91

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	40.00
Sod Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	3,677.91 SY	\$3.36	\$12,357.78
570-2	SEED & MULCH	7,342.04 SY	\$1.08	\$7,929.40
570-3	SEED GRASS (PERMANENT TYPE)	91.02 LB	\$13.45	\$1,224.22
570-4	MULCH MATERIAL	6.07 TN	\$605.50	\$3,675.38

**Median Component Total** \$25,186.78

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	21.13 CY	\$1,300.00	\$27,469.00
430-94-1	DESILTING PIPE, 0 - 24"	939.20 LF	\$9.09	\$8,537.33
430-94-2	DESILTING PIPE, 25 - 36"	347.50 LF	\$12.48	\$4,336.80
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	96.00 LF	\$108.97	\$10,461.12
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	944.00 LF	\$68.70	\$64,852.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	47.00 EA	\$1,571.67	\$73,868.49



575-1	SODDING	826.50 SY	\$1.92	\$1,586.88
<b>Drainage Component Total</b>				<b>\$191,112.42</b>

**SIGNING COMPONENT**

<b>Pay Items</b>				
<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$299.43	\$898.29
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00 AS	\$639.57	\$18,547.53
700-20-40	SINGLE POST SIGN, RELOCATE	3.00 AS	\$135.69	\$407.07
700-20-60	SINGLE POST SIGN, REMOVE	29.00 AS	\$37.50	\$1,087.50
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$3,310.78	\$9,932.34
700-21-60	MULTI- POST SIGN, REMOVE	3.00 AS	\$640.87	\$1,922.61
<b>Signing Component Total</b>				<b>\$32,795.34</b>

**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

<b>Pay Items</b>				
<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT (F&I) (UNDERGROUND)	700.00 LF	\$7.96	\$5,572.00
630-1-14	CONDUIT (F&I) (UG - JACKED)	300.00 LF	\$19.54	\$5,862.00
632-7-1	CABLE (SIGNAL) (F&I)	1.00 PI	\$4,350.47	\$4,350.47
635-1-11	PULL & JUNC BOX (F&I) (PULL BOX)	22.00 EA	\$450.30	\$9,906.60
639-1-22	ELECTRIC POWER SVC (UNDERGROUND)	1.00 AS	\$1,278.33	\$1,278.33
639-2-1	ELECTRICAL SERVICE WIRE	60.00 LF	\$2.44	\$146.40
649-417-006	M/ARM(F&I/HL)(1ST(B7)2ND(0) POLE(Q6)	4.00 EA	\$27,500.00	\$110,000.00
650-51-311	SIGNAL TRAFFIC(F&I)(3 SECT 1 WAY)(STD)	16.00 AS	\$848.54	\$13,576.64
653-111	SIGNAL PEDESTRIAN (12" INCANDESCENT)	8.00 AS	\$400.00	\$3,200.00
659-101	SIGNAL HEAD AUX (BACK PLT 3 SECT)	10.00 EA	\$145.74	\$1,457.40
659-108	SIGNAL HEAD AUX (STEEL PEDESTAL)	4.00 EA	\$1,180.45	\$4,721.80
659-109	SGNL HEAD AUX (CONC PED TYPE II)	1.00 EA	\$914.98	\$914.98
660-1-102	LOOP DETECT INDUC (TYPE 2) (F&I)	20.00 EA	\$217.34	\$4,346.80
660-2-106	LOOP ASSEMBLY (F&I) (TYPE F)	20.00 AS	\$994.46	\$19,889.20
665-11	DET PED(F&I)(DET STA POLE OR CAB MTD)	8.00 EA	\$202.17	\$1,617.36
670-5-111	CNTL ASSEM ACT SS F&I NEMA PRE(ONE)	1.00 AS	\$22,279.50	\$22,279.50

700-48-19	SIGN PANEL (F & I) ( 16 - 100)	4.00 EA	\$1,588.84	\$6,355.36
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**Signalization 2**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT (F&I) (UNDERGROUND)	700.00	LF	\$7.96	\$5,572.00
630-1-14	CONDUIT (F&I) (UG - JACKED)	300.00	LF	\$19.54	\$5,862.00
632-7-1	CABLE (SIGNAL) (F&I)	1.00	PI	\$4,350.47	\$4,350.47
635-1-11	PULL & JUNC BOX (F&I) (PULL BOX)	22.00	EA	\$450.30	\$9,906.60
639-1-22	ELECTRIC POWER SVC (UNDERGROUND)	1.00	AS	\$1,278.33	\$1,278.33
639-2-1	ELECTRICAL SERVICE WIRE	60.00	LF	\$2.44	\$146.40
649-417-006	M/ARM(F&I/HL)(1ST(B7)2ND(0) POLE(Q6)	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	SIGNAL TRAFFIC(F&I)(3 SECT 1 WAY)(STD)	16.00	AS	\$848.54	\$13,576.64
653-111	SIGNAL PEDESTRIAN (12" INCANDESCENT)	8.00	AS	\$400.00	\$3,200.00
659-101	SIGNAL HEAD AUX (BACK PLT 3 SECT)	10.00	EA	\$145.74	\$1,457.40
659-108	SIGNAL HEAD AUX (STEEL PEDESTAL)	4.00	EA	\$1,180.45	\$4,721.80
659-109	SGNL HEAD AUX (CONC PED TYPE II)	1.00	EA	\$914.98	\$914.98
660-1-102	LOOP DETECT INDUC (TYPE 2) (F&I)	20.00	EA	\$217.34	\$4,346.80
660-2-106	LOOP ASSEMBLY (F&I) (TYPE F)	20.00	AS	\$994.46	\$19,889.20
665-11	DET PED(F&I)(DET STA POLE OR CAB MTD)	8.00	EA	\$202.17	\$1,617.36
670-5-111	CNTL ASSEM ACT SS F&I NEMA PRE(ONE)	1.00	AS	\$22,279.50	\$22,279.50
700-48-19	SIGN PANEL (F & I) ( 16 - 100)	4.00	EA	\$1,588.84	\$6,355.36
<b>Signalizations Component Total</b>					<b>\$430,949.68</b>

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Cost %	5.00
Component Detail	N

<b>Landscaping Component Total</b>	<b>\$145,831.54</b>
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<b>Sequence 56 Total</b>	<b>\$3,873,391.33</b>
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Sequence: 57 WUU - Widen/Resurface, Undivided, Urban

Net Length: 0.189 MI

Description: 60th Avenue East off US 301 - Mill, Resurface, Widen (I-75 Segment 6)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	19.00 / 19.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.87	AC	\$25,000.00	\$21,750.00
120-2-2	EXCAVATION BORROW (TRUCK MEASURE)	890.74	CY	\$25.00	\$22,268.50
<b>Earthwork Component Total</b>					<b>\$44,018.50</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	30.00 / 30.00
Structural Spread Rate	0
Friction Course Spread Rate	160
Widened Outside Pavement Width L/R	6.00 / 6.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	1,902.70	SY	\$6.00	\$11,416.20
285-709	BASE OPTIONAL (BASE GROUP 09)	1,403.74	SY	\$25.00	\$35,093.50
327-70-6	MILL EXIST ASPH PAVT (1 1/2" AVG DEPTH)	6,652.80	SY	\$2.87	\$19,093.54
334-1-24	SUPERPAVE ASPH CONC(TRAF D) (PG76-22)	219.54	TN	\$138.25	\$30,351.40
337-7-6	ASPH CONC FC(INC BIT/RUB) FC12.5(FC-6)	106.44	TN	\$118.00	\$12,559.92
337-7-20	ASPH CONC FC(INC BIT)FC-12.5 (FC6)PG76-22	532.22	TN	\$134.20	\$71,423.92



**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Milling Code	N
Stabilization Code	N
Base Code	N
Friction Course Code	N

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	5
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	179.00	EA	\$4.60	\$823.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38	NM	\$1,241.60	\$471.81
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.94	GM	\$493.61	\$463.99
711-31	TRAFFIC STRIPE SKIP (THERMO) (WH)	0.94	GM	\$1,377.26	\$1,294.62
711-37-61	TRAF STRIPE SOLID (THERMO) (WH)( 6")	0.38	NM	\$3,920.06	\$1,489.62

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$184,481.93

**SHOULDER COMPONENT****User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CURB & GUTTER CONC (TYPE F)	997.92	LF	\$15.42	\$15,387.93
520-1-10	CURB & GUTTER CONC (TYPE F)	997.92	LF	\$15.42	\$15,387.93

522-1	SIDEWALK CONCRETE (4" THICK)	1,108.80 SY	\$34.44	\$38,187.07
570-1-2	PERFORMANCE TURF, SOD	1,108.80 SY	\$3.36	\$3,725.57

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.23 AC	\$58.99	\$13.57
104-11	TURBIDITY BARRIER FLOATING	18.90 LF	\$14.91	\$281.80
104-12	TURBIDITY BARRIER STAKED	18.90 LF	\$6.39	\$120.77
104-13-1	SILT FENCE STAKED (TYPE III)	1,995.84 LF	\$1.30	\$2,594.59
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
104-16	ROCK BAGS	100.00 EA	\$9.43	\$943.00
<b>Shoulder Component Total</b>				<b>\$79,333.25</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	5.00 CY	\$1,300.00	\$6,500.00
425-1-351	INLETS (CURB) (TYPE P-5) (<10')	7.00 EA	\$4,555.00	\$31,885.00
425-1-451	INLETS (CURB) (TYPE J-5) (<10')	2.00 EA	\$7,196.67	\$14,393.34
425-1-521	INLETS (DT BOT) (TYPE C) (<10')	1.00 EA	\$3,047.41	\$3,047.41
425-2-41	MANHOLES (P-7) (<10')	1.00 EA	\$4,283.00	\$4,283.00
430-94-1	DESILTING PIPE, 0 - 24"	66.15 LF	\$9.09	\$601.30
430-94-2	DESILTING PIPE, 25 - 36"	86.18 LF	\$12.48	\$1,075.53
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	368.00 LF	\$73.08	\$26,893.44
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	952.00 LF	\$150.02	\$142,819.04
<b>Drainage Component Total</b>				<b>\$231,498.06</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$299.43	\$1,197.72
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	1.00 AS	\$639.57	\$639.57
700-20-40	SINGLE POST SIGN, RELOCATE	1.00 AS	\$135.69	\$135.69
700-20-60	SINGLE POST SIGN, REMOVE	4.00 AS	\$37.50	\$150.00
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
700-21-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$640.87	\$640.87
<b>Signing Component Total</b>				<b>\$6,074.63</b>

**LIGHTING COMPONENT**

**Conventional Lighting Subcomponent**

Description	Value
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Spacing                      MAX

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
715-1-113	CONDUCTORS (F&I)(INSULATED) (NO 6)	3,384.42	LF	\$1.55	\$5,245.85
715-2-115	CONDUIT UNDERGROUND, SCH 40	997.92	LF	\$6.31	\$6,296.88
715-2-215	CONDUIT UNDERPAVEMENT SCH 40	130.22	LF	\$26.39	\$3,436.51
715-14-11	PULL BOX (F&I) (ROADSIDE)	4.00	EA	\$481.50	\$1,926.00
715-500-1	POLE CABLE DIST SYS (CONVENTIONAL)	4.00	EA	\$964.25	\$3,857.00
715-511-140	LIGHT POLE COMPLETE (40 FT)	4.00	EA	\$7,217.78	\$28,871.12
	<b>Lighting Component Total</b>				\$49,633.36
<hr/>					
<b>Sequence 57 Total</b>					\$595,039.73
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**Sequence:** 58 WDR - Widen/Resurface, Divided, Rural

**Net Length:** 0.473 MI

**Description:** Mocassin Wallow Road - Mill, Resurface, Widen - Four lane divided rural (I-75 Segment 9)

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	48.00 / 48.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.473
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
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median 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	5.50	AC	\$25,000.00	\$137,500.00
120-2-2	EXCAVATION BORROW (TRUCK MEASURE)	2,454.89	CY	\$25.00	\$61,372.25
<b>Earthwork Component Total</b>					<b>\$198,872.25</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	6.00 / 6.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	13,319.68	SY	\$6.00	\$79,918.08
285-709	BASE OPTIONAL (BASE GROUP 09)	3,513.07	SY	\$25.00	\$87,826.75
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	13,319.68	SY	\$3.85	\$51,280.77
334-1-24	SUPERPAVE ASPH CONC(TRAF	1,465.16	TN	\$138.25	\$202,558.37

334-1-24	D)(PG76-22) SUPERPAVE ASPH CONC(TRAFFIC) D)(PG76-22)	549.44 TN	\$138.25	\$75,960.08
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	532.79 TN	\$139.60	\$74,377.48
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	133.20 TN	\$139.60	\$18,594.72

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Milling Code	Y
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT (3" AVG DEPTH)	2,663.94	SY	\$3.85	\$10,256.17
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC) D)(PG76-22)	293.03	TN	\$138.25	\$40,511.40
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	106.56	TN	\$139.60	\$14,875.78

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	319.00	EA	\$4.60	\$1,467.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.78	NM	\$1,241.60	\$4,693.25
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.78	GM	\$493.61	\$1,865.85

**Peripherals Subcomponent**

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

**Roadway Component Total** \$664,186.08

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	2,958.08	SY	\$15.68	\$46,382.69
327-70-1	MILLING EXIST ASPH PAVT (1" AVG DEPTH)	2,774.93	SY	\$2.87	\$7,964.05
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	152.62	TN	\$138.25	\$21,099.72
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	14.65	TN	\$139.60	\$2,045.14
570-1-2	PERFORMANCE TURF, SOD	1,481.81	SY	\$3.36	\$4,978.88
570-2	SEED & MULCH	22,382.61	SY	\$1.08	\$24,173.22
570-3	SEED GRASS (PERMANENT TYPE)	277.47	LB	\$13.45	\$3,731.97
570-4	MULCH MATERIAL	18.50	TN	\$605.50	\$11,201.75

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	1.61	AC	\$58.99	\$94.97
104-10-2	SYNTHETIC BALES	249.74	LF	\$14.18	\$3,541.31
104-11	TURBIDITY BARRIER FLOATING	47.30	LF	\$14.91	\$705.24
104-12	TURBIDITY BARRIER STAKED	47.30	LF	\$6.39	\$302.25
104-13-1	SILT FENCE STAKED (TYPE III)	4,994.88	LF	\$1.30	\$6,493.34
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total****\$135,405.57****MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	40.00
Sod Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T



Rumble Strips No. of Sides

0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	1,481.81	SY	\$3.36	\$4,978.88
570-2	SEED & MULCH	2,958.08	SY	\$1.08	\$3,194.73
570-3	SEED GRASS (PERMANENT TYPE)	36.67	LB	\$13.45	\$493.21
570-4	MULCH MATERIAL	2.44	TN	\$605.50	\$1,477.42
<b>Median Component Total</b>					<b>\$10,144.24</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	8.51	CY	\$1,300.00	\$11,063.00
430-94-1	DESILTING PIPE, 0 - 24"	378.40	LF	\$9.09	\$3,439.66
430-94-2	DESILTING PIPE, 25 - 36"	140.01	LF	\$12.48	\$1,747.32
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00	LF	\$108.97	\$4,358.80
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	384.00	LF	\$68.70	\$26,380.80
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	19.00	EA	\$1,571.67	\$29,861.73
575-1	SODDING	332.99	SY	\$1.92	\$639.34
<b>Drainage Component Total</b>					<b>\$77,490.65</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	12.00	AS	\$639.57	\$7,674.84
700-20-40	SINGLE POST SIGN, RELOCATE	1.00	AS	\$135.69	\$135.69
700-20-60	SINGLE POST SIGN, REMOVE	12.00	AS	\$37.50	\$450.00
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
700-21-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$640.87	\$640.87
<b>Signing Component Total</b>					<b>\$12,511.61</b>

**LANDSCAPING COMPONENT**

**User Input Data**

Description	Value
Cost %	1.00
Component Detail	N

**Landscaping Component Total** **\$8,872.27**

**Sequence 58 Total**

**\$1,107,482.67**

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Sequence: 59 NUR - New Construction, Undivided, Rural

Net Length: 0.284 MI

Description: Crossroad Reconstruction at Erie Road Bridge - Two lane rural undivided 1500' either side of Mainline centerline (I-75 Segment 8)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.142
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	5.16	AC	\$25,000.00	\$129,000.00
120-6	EMBANKMENT	10,135.64	CY	\$16.29	\$165,109.58
<b>Earthwork Component Total</b>					<b>\$294,109.58</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	6,664.53	SY	\$6.00	\$39,987.18
285-709	BASE OPTIONAL (BASE GROUP 09)	4,108.68	SY	\$25.00	\$102,717.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	659.79	TN	\$138.25	\$91,215.97
337-7-22	ASPH CONC FC(INC BIT)FC-5	159.95	TN	\$139.60	\$22,329.02



(PG76-22)

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	GUTTER SHOULDER CONCRETE	2,000.00	LF	\$21.13	\$42,260.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	38.00	EA	\$4.60	\$174.80
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14	NM	\$1,241.60	\$1,415.42
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57	GM	\$493.61	\$281.36

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	68.00	TN	\$350.00	\$23,800.00
536-1-1	GUARDRAIL (ROADWAY)	2,000.00	LF	\$28.69	\$57,380.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,639.41	\$10,557.64

**Roadway Component Total** \$392,118.39

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00

Total Outside Shoulder Sod Width L/R	3.00 / 3.00
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 No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	1,776.10 SY	\$15.68	\$27,849.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	91.64 TN	\$138.25	\$12,669.23
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	66.65 TN	\$139.60	\$9,304.34
570-1-2	PERFORMANCE TURF, SOD	999.68 SY	\$3.36	\$3,358.92
570-2	SEED & MULCH	18,327.47 SY	\$1.08	\$19,793.67
570-3	SEED GRASS (PERMANENT TYPE)	227.20 LB	\$13.45	\$3,055.84
570-4	MULCH MATERIAL	15.15 TN	\$605.50	\$9,173.33

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.34 AC	\$58.99	\$20.06
104-10-2	SYNTHETIC BALES	299.90 LF	\$14.18	\$4,252.58
104-11	TURBIDITY BARRIER FLOATING	71.00 LF	\$14.91	\$1,058.61
104-12	TURBIDITY BARRIER STAKED	71.00 LF	\$6.39	\$453.69
104-13-1	SILT FENCE STAKED (TYPE III)	2,999.04 LF	\$1.30	\$3,898.75
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03

**Shoulder Component Total** \$97,579.30

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	5.11 CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00 LF	\$108.97	\$5,230.56
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	232.00 LF	\$68.70	\$15,938.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	12.00 EA	\$1,571.67	\$18,860.04
575-1	SODDING	199.94 SY	\$1.92	\$383.88

**Drainage Component Total** \$47,055.88

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00 AS	\$639.57	\$3,837.42
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>				<b>\$7,447.63</b>

**BRIDGES COMPONENT**

**Bridge ERIE**

Description	Value
Length	400.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	15,400.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$156.85
Basic Bridge Cost	\$2,684,000.00

Description 60TH STREET/ERIE ROAD BRIDGE REPLACEMENT

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	15,400.00	SF	\$36.00	\$554,400.00
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge ERIE Total</b>					<b>\$3,315,035.08</b>
<b>Bridges Component Total</b>					<b>\$3,315,035.08</b>

**Sequence 59 Total** **\$4,153,345.86**



**Sequence:** 60 NUR - New Construction, Undivided, Rural

**Net Length:** 0.359 MI

**Description:** Crossroad Reconstruction at Kay Road Bridge - Two lane undivided 950' either side of Mainline centerline (I-75 Segment 5)

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.180
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	6.53	AC	\$25,000.00	\$163,250.00
120-6	EMBANKMENT	13,428.10	CY	\$16.29	\$218,743.75
<b>Earthwork Component Total</b>					<b>\$381,993.75</b>

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**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	9,266.99	SY	\$6.00	\$55,601.94
285-709	BASE OPTIONAL (BASE GROUP 09)	5,193.72	SY	\$25.00	\$129,843.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	834.03	TN	\$138.25	\$115,304.65
337-7-22	ASPH CONC FC(INC BIT)FC-5	202.19	TN	\$139.60	\$28,225.72

(PG76-22)

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	GUTTER SHOULDER CONCRETE	1,000.00	LF	\$21.13	\$21,130.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	83.40	TN	\$138.25	\$11,530.05
337-7-22	ASPH CONC FC(INC BIT)(PG76-22)	20.22	TN	\$139.60	\$2,822.71

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	48.00	EA	\$4.60	\$220.80
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.44	NM	\$1,241.60	\$1,787.90
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.72	GM	\$493.61	\$355.40

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	51.33	TN	\$350.00	\$17,965.50
536-1-1	GUARDRAIL (ROADWAY)	1,500.00	LF	\$28.69	\$43,035.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,639.41	\$10,557.64
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	4.00	EA	\$20,206.94	\$80,827.76

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod 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	160
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	2,245.14	SY	\$15.68	\$35,203.80
334-1-23	SUPERPAVE ASPH CONC(TRAFFIC C)(PG76-22)	115.84	TN	\$138.25	\$16,014.88
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	168.49	TN	\$130.00	\$21,903.70
570-1-2	PERFORMANCE TURF, SOD	1,124.68	SY	\$3.36	\$3,778.92
570-2	SEED & MULCH	23,306.47	SY	\$1.08	\$25,170.99
570-3	SEED GRASS (PERMANENT TYPE)	288.92	LB	\$13.45	\$3,885.97
570-4	MULCH MATERIAL	19.26	TN	\$605.50	\$11,661.93

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.43	AC	\$58.99	\$25.37
104-10-2	SYNTHETIC BALES	379.10	LF	\$14.18	\$5,375.64
104-11	TURBIDITY BARRIER FLOATING	89.75	LF	\$14.91	\$1,338.17
104-12	TURBIDITY BARRIER STAKED	89.75	LF	\$6.39	\$573.50
104-13-1	SILT FENCE STAKED (TYPE III)	3,791.04	LF	\$1.30	\$4,928.35
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total**

\$132,552.25

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	6.46	CY	\$1,300.00	\$8,398.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$108.97	\$6,974.08
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	288.00	LF	\$68.70	\$19,785.60
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	15.00	EA	\$1,571.67	\$23,575.05
575-1	SODDING	252.74	SY	\$1.92	\$485.26



**Drainage Component Total**

**\$59,217.99**

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$639.57	\$5,116.56
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>					<b>\$8,726.77</b>

**BRIDGES COMPONENT**

**Bridge KAY**

<b>Description</b>	<b>Value</b>
Length	361.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	17,600.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$157.32
Basic Bridge Cost	\$2,422,310.00
Description	CROSSROAD RECONSTRUCTION AT KAY ROAD BRIDGE - TWO LANE UNDIVIDED 1900' EITHER SIDE OF MAINLINE CENTERLINE (I-75 SEGMENT 5)

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	STRUCTURE REMOVAL OF EXISTING	17,600.00	SF	\$36.00	\$633,600.00
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge KAY Total</b>					<b>\$3,132,545.08</b>
<b>Bridges Component Total</b>					<b>\$3,132,545.08</b>

**Sequence 60 Total**

**\$4,234,243.91**

**Sequence:** 61 NUR - New Construction, Undivided, Rural

**Net Length:** 0.438 MI

**Description:** Crossroad Reconstruction at Mendoza Road Bridge - Two lane undivided 1000' either side of Mainline centerline (I-75 Segment 7)

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.189
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	7.96	AC	\$25,000.00	\$199,000.00
120-6	EMBANKMENT	13,397.26	CY	\$16.29	\$218,241.37
<b>Earthwork Component Total</b>					<b>\$417,241.37</b>

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**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	10,278.40	SY	\$6.00	\$61,670.40
285-709	BASE OPTIONAL (BASE GROUP 09)	6,336.63	SY	\$25.00	\$158,415.75
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,017.56	TN	\$138.25	\$140,677.67
337-7-22	ASPH CONC FC(INC BIT)FC-5	246.68	TN	\$139.60	\$34,436.53

(PG76-22)

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	GUTTER SHOULDER CONCRETE	1,000.00	LF	\$21.13	\$21,130.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	59.00	EA	\$4.60	\$271.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.75	NM	\$1,241.60	\$2,172.80
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.88	GM	\$493.61	\$434.38

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	34.67	TN	\$350.00	\$12,134.50
521-72-3	BARRIER WALL CONC (RIGID-SHOULDER)	1,000.00	LF	\$191.47	\$191,470.00
536-1-1	GUARDRAIL (ROADWAY)	1,000.00	LF	\$28.69	\$28,690.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,639.41	\$10,557.64

**Roadway Component Total** \$662,061.07

**SHOULDER COMPONENT**

**User Input Data**



Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 3.00
Paved Outside Shoulder Width L/R	8.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	BASE OPTIONAL (BASE GROUP 04)	3,510.07	SY	\$15.68	\$55,037.90
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	183.73	TN	\$138.25	\$25,400.67
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	133.62	TN	\$139.60	\$18,653.35
570-1-2	PERFORMANCE TURF, SOD	770.88	SY	\$3.36	\$2,590.16
570-2	SEED & MULCH	28,265.60	SY	\$1.08	\$30,526.85
570-3	SEED GRASS (PERMANENT TYPE)	350.40	LB	\$13.45	\$4,712.88
570-4	MULCH MATERIAL	23.36	TN	\$605.50	\$14,144.48

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.53	AC	\$58.99	\$31.26
104-10-2	SYNTHETIC BALES	462.53	LF	\$14.18	\$6,558.68
104-11	TURBIDITY BARRIER FLOATING	109.50	LF	\$14.91	\$1,632.64
104-12	TURBIDITY BARRIER STAKED	109.50	LF	\$6.39	\$699.70
104-13-1	SILT FENCE STAKED (TYPE III)	4,625.28	LF	\$1.30	\$6,012.86
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total**

**\$168,692.47**

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	7.88	CY	\$1,300.00	\$10,244.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	80.00	LF	\$108.97	\$8,717.60
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	352.00	LF	\$68.70	\$24,182.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	18.00	EA	\$1,571.67	\$28,290.06
575-1	SODDING	308.35	SY	\$1.92	\$592.03

**Drainage Component Total**

**\$72,026.09**

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$299.43	\$299.43
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00 AS	\$639.57	\$5,756.13
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$3,310.78	\$3,310.78
<b>Signing Component Total</b>				<b>\$9,366.34</b>

**BRIDGES COMPONENT**

**Bridge MENDOZ**

Description	Value
Length	44.00
Width	310.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	11,000.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$192.08
Basic Bridge Cost	\$2,080,100.00
Description	CROSSROAD RECONSTRUCTION AT MENDOZA ROAD BRIDGE - TWO LANE UNDIVIDED 1000' EITHER SIDE OF MAINLINE CENTERLINE (I-75 SEGMENT 7)

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	11,000.00 SF	\$36.00	\$396,000.00
400-2-10	CONC CLASS II (APPROACH SLABS)	688.89 CY	\$600.00	\$413,334.00
415-1-9	REINF STEEL (APPROACH SLABS)	120,555.75 LB	\$1.05	\$126,583.54
<b>Bridge MENDOZ Total</b>				<b>\$3,016,017.54</b>
<b>Bridges Component Total</b>				<b>\$3,016,017.54</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	500.00
Begin height	4.00
End Height	24.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	14,000.00 SF	\$35.27	\$493,780.00
<b>Retaining Walls Component Total</b>				<b>\$493,780.00</b>

**Sequence 61 Total**

**\$4,839,184.88**

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**Sequence:** 62 NDR - New Construction, Divided, Rural

**Net Length:** 0.852 MI

**Description:** SR 64 Reconstruction - Four lane divided 1500' to East and 3000' to West side of Mainline centerline (I-75 Segment 4)

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.852
Top of Structural Course For Begin Section	103.50
Top of Structural Course For End Section	103.50
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	15.49	AC	\$25,000.00	\$387,250.00
120-6	EMBANKMENT	61,516.97	CY	\$16.29	\$1,002,111.44
<b>Earthwork Component Total</b>					<b>\$1,389,361.44</b>

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**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	330
Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	53,982.72	SY	\$6.00	\$323,896.32
285-709	BASE OPTIONAL (BASE GROUP 09)	36,648.27	SY	\$25.00	\$916,206.75
334-1-24	SUPERPAVE ASPH CONC(TRAF D)(PG76-22)	5,938.10	TN	\$138.25	\$820,942.32
337-7-20	ASPH CONC FC(INC BIT)FC-12.5 (FC6)PG76-22	2,879.08	TN	\$134.20	\$386,372.54

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Stabilization Code	Y
Base Code	Y

Friction Course Code Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	10,796.54 SY	\$6.00	\$64,779.24
285-709	BASE OPTIONAL (BASE GROUP 09)	7,329.65 SY	\$25.00	\$183,241.25
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,187.62 TN	\$138.25	\$164,188.46
337-7-20	ASPH CONC FC(INC BIT)FC-12.5 (FC6)PG76-22	575.82 TN	\$134.20	\$77,275.04

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	575.00 EA	\$4.60	\$2,645.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.82 NM	\$1,241.60	\$8,467.71
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.82 GM	\$493.61	\$3,366.42

**Peripherals Subcomponent**

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

**Roadway Component Total** \$2,951,381.06

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	160
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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285-704	BASE OPTIONAL (BASE GROUP 04)	5,328.29 SY	\$15.68	\$83,547.59
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	274.91 TN	\$138.25	\$38,006.31
337-7-20	ASPH CONC FC(INC BIT)FC-12.5 (FC6)PG76-22	399.87 TN	\$134.20	\$53,662.55
570-1-2	PERFORMANCE TURF, SOD	4,998.40 SY	\$3.36	\$16,794.62

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	2.73 AC	\$58.99	\$161.04
104-10-2	SYNTHETIC BALES	899.71 LF	\$14.18	\$12,757.89
104-11	TURBIDITY BARRIER FLOATING	213.00 LF	\$14.91	\$3,175.83
104-12	TURBIDITY BARRIER STAKED	213.00 LF	\$6.39	\$1,361.07
104-13-1	SILT FENCE STAKED (TYPE III)	8,997.12 LF	\$1.30	\$11,696.26
104-15	PREVENTION DEVICE SOIL TRACKING	1.00 EA	\$2,691.03	\$2,691.03
<b>Shoulder Component Total</b>				<b>\$223,854.19</b>

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	64.00
Sod Width	64.00
Total Median Shoulder Width L/R	8.00 / 8.00
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 No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	31,989.76 SY	\$3.36	\$107,485.59
<b>Median Component Total</b>				<b>\$107,485.59</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	15.34 CY	\$1,300.00	\$19,942.00
425-1-551	INLETS (DT BOT) (TYPE E) (<10')	6.00 EA	\$4,039.17	\$24,235.02
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	296.00 LF	\$105.56	\$31,245.76
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	256.00 LF	\$108.97	\$27,896.32
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	688.00 LF	\$68.70	\$47,265.60
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	35.00 EA	\$1,571.67	\$55,008.45



524-1-1	DITCH PAVT CONC (3")	1,704.00 SY	\$67.11	\$114,355.44
575-1	SODDING	599.81 SY	\$1.92	\$1,151.64
<b>Drainage Component Total</b>				<b>\$321,100.23</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00 AS	\$299.43	\$598.86
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	21.00 AS	\$639.57	\$13,430.97
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$3,310.78	\$6,621.56
700-21-12	MULTI- POST SIGN, F&I, 51-100	6.00 AS	\$3,665.00	\$21,990.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	2.00 AS	\$100,000.00	\$200,000.00

**Signing Component Total** \$242,641.39

**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-1-12	CONDUIT (F&I) (UNDERGROUND)	1,400.00 LF	\$7.96	\$11,144.00
630-1-14	CONDUIT (F&I) (UG - JACKED)	600.00 LF	\$19.54	\$11,724.00
632-7-1	CABLE (SIGNAL) (F&I)	2.00 PI	\$4,350.47	\$8,700.94
635-1-11	PULL & JUNC BOX (F&I) (PULL BOX)	44.00 EA	\$450.30	\$19,813.20
639-1-22	ELECTRIC POWER SVC (UNDERGROUND)	2.00 AS	\$1,278.33	\$2,556.66
639-2-1	ELECTRICAL SERVICE WIRE	120.00 LF	\$2.44	\$292.80
649-417-006	M/ARM(F&I/HL)(1ST(B7)2ND(0) POLE(Q6)	8.00 EA	\$27,500.00	\$220,000.00
650-51-311	SIGNAL TRAFFIC(F&I)(3 SECT 1 WAY)(STD)	32.00 AS	\$848.54	\$27,153.28
653-111	SIGNAL PEDESTRIAN (12" INCANDESCENT)	16.00 AS	\$400.00	\$6,400.00
659-101	SIGNAL HEAD AUX (BACK PLT 3 SECT)	20.00 EA	\$145.74	\$2,914.80
659-108	SIGNAL HEAD AUX (STEEL PEDESTAL)	8.00 EA	\$1,180.45	\$9,443.60
659-109	SGNL HEAD AUX (CONC PED TYPE II)	2.00 EA	\$914.98	\$1,829.96
660-1-102	LOOP DETECT INDUC (TYPE 2) (F&I)	40.00 EA	\$217.34	\$8,693.60
660-2-106	LOOP ASSEMBLY (F&I) (TYPE F)	40.00 AS	\$994.46	\$39,778.40

665-11	DET PED(F&I)(DET STA POLE OR CAB MTD)	16.00 EA	\$202.17	\$3,234.72
670-5-111	CNTL ASSEM ACT SS F&I NEMA PRE(ONE)	2.00 AS	\$22,279.50	\$44,559.00
700-48-19	SIGN PANEL ( F & I ) ( 16 - 100)	8.00 EA	\$1,588.84	\$12,710.72

**Signalization 2**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT (F&I) (UNDERGROUND)	1,400.00	LF	\$7.96	\$11,144.00
630-1-14	CONDUIT (F&I) (UG - JACKED)	600.00	LF	\$19.54	\$11,724.00
632-7-1	CABLE (SIGNAL) (F&I)	2.00	PI	\$4,350.47	\$8,700.94
635-1-11	PULL & JUNC BOX (F&I) (PULL BOX)	44.00	EA	\$450.30	\$19,813.20
639-1-22	ELECTRIC POWER SVC (UNDERGROUND)	2.00	AS	\$1,278.33	\$2,556.66
639-2-1	ELECTRICAL SERVICE WIRE	120.00	LF	\$2.44	\$292.80
649-417-006	M/ARM(F&I/HL)(1ST(B7)2ND(0) POLE(Q6)	8.00	EA	\$27,500.00	\$220,000.00
650-51-311	SIGNAL TRAFFIC(F&I)(3 SECT 1 WAY)(STD)	32.00	AS	\$848.54	\$27,153.28
653-111	SIGNAL PEDESTRIAN (12" INCANDESCENT)	16.00	AS	\$400.00	\$6,400.00
659-101	SIGNAL HEAD AUX (BACK PLT 3 SECT)	20.00	EA	\$145.74	\$2,914.80
659-108	SIGNAL HEAD AUX (STEEL PEDESTAL)	8.00	EA	\$1,180.45	\$9,443.60
659-109	SGNL HEAD AUX (CONC PED TYPE II)	2.00	EA	\$914.98	\$1,829.96
660-1-102	LOOP DETECT INDUC (TYPE 2) (F&I)	40.00	EA	\$217.34	\$8,693.60
660-2-106	LOOP ASSEMBLY (F&I) (TYPE F)	40.00	AS	\$994.46	\$39,778.40
665-11	DET PED(F&I)(DET STA POLE OR CAB MTD)	16.00	EA	\$202.17	\$3,234.72
670-5-111	CNTL ASSEM ACT SS F&I NEMA PRE(ONE)	2.00	AS	\$22,279.50	\$44,559.00
700-48-19	SIGN PANEL ( F & I ) ( 16 - 100)	8.00	EA	\$1,588.84	\$12,710.72
<b>Signalizations Component Total</b>					<b>\$861,899.36</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	8,500.00
Number of Poles	30

<b>Lighting Component Total</b>	<b>\$255,000.00</b>
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**Sequence 62 Total**

**\$6,352,723.26**

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**Sequence:** 63 NUR - New Construction, Undivided, Rural

**Net Length:** 1.402 MI

**Description:** I-75 NB to I-275 WB Roadway & Bridge Alternate 2 (I-75 Segment 8)

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	1.061
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.237
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	3
Distance	0.284
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	4
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	25.49	AC	\$25,000.00	\$637,250.00
120-6	EMBANKMENT	98,798.98	CY	\$16.29	\$1,609,435.38

**Earthwork Component Total** **\$2,246,685.38**

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	36,190.29 SY	\$6.00	\$217,141.74
285-712	BASE OPTIONAL (BASE GROUP 12)	20,283.01 SY	\$49.45	\$1,002,994.84
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	4,342.84 TN	\$138.25	\$600,397.63
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	789.61 TN	\$139.60	\$110,229.56

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	STABILIZATION TYPE B	6,133.00 SY	\$6.00	\$36,798.00
285-709	BASE OPTIONAL (BASE GROUP 09)	6,476.00 SY	\$25.00	\$161,900.00
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,349.00 TN	\$138.25	\$186,499.25
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	245.00 TN	\$139.60	\$34,202.00
520-6	GUTTER SHOULDER CONCRETE	5,500.00 LF	\$21.13	\$116,215.00

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	189.00 EA	\$4.60	\$869.40
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	5.61 NM	\$1,241.60	\$6,965.38
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.80 GM	\$493.61	\$1,382.11

**Peripherals Subcomponent**

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

Noise Barrier Wall End Height 0.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	184.67	TN	\$350.00	\$64,634.50
521-72-3	BARRIER WALL CONC (RIGID- SHOULDER)	2,700.00	LF	\$191.47	\$516,969.00
536-1-1	GUARDRAIL (ROADWAY)	5,500.00	LF	\$28.69	\$157,795.00
536-8-1	GUARDRAIL, BRIDGE ANCHORAGE ASSEMBLY, INS	4.00	EA	\$2,639.41	\$10,557.64
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$20,206.94	\$20,206.94
<b>Roadway Component Total</b>					<b>\$3,245,757.98</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	BASE OPTIONAL (BASE GROUP 12)	16,992.99	SY	\$49.45	\$840,303.36
334-1-24	SUPERPAVE ASPH CONC (TRAF D)(PG76-22)	1,809.51	TN	\$138.25	\$250,164.76
337-7-22	ASPH CONC FC (INC BIT) FC-5 (PG76-22)	43.43	TN	\$139.60	\$6,062.83
546-72-51	RUMBLE STRIP (GROUND-IN) (16" MIN. W)	2.80	PM	\$2,700.00	\$7,560.00
570-2	SEED & MULCH	87,185.71	SY	\$1.08	\$94,160.57
570-3	SEED GRASS (PERMANENT TYPE)	1,080.81	LB	\$13.45	\$14,536.89
570-4	MULCH MATERIAL	72.05	TN	\$605.50	\$43,626.28

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	1.68	AC	\$58.99	\$99.10
104-10-2	SYNTHETIC BALES	1,480.51	LF	\$14.18	\$20,993.63
104-11	TURBIDITY BARRIER FLOATING	350.50	LF	\$14.91	\$5,225.96
104-12	TURBIDITY BARRIER STAKED	350.50	LF	\$6.39	\$2,239.70
104-13-1	SILT FENCE STAKED (TYPE III)	14,805.12	LF	\$1.30	\$19,246.66
104-15	PREVENTION DEVICE SOIL TRACKING	2.00	EA	\$2,691.03	\$5,382.06



Shoulder Component Total

\$1,309,601.78

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	25.24	CY	\$1,300.00	\$32,812.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	240.00	LF	\$108.97	\$26,152.80
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	1,128.00	LF	\$68.70	\$77,493.60
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	57.00	EA	\$1,571.67	\$89,585.19
575-1	SODDING	987.01	SY	\$1.92	\$1,895.06

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-701	INLETS (GUTTER) (TYPE S) (<10')	15.00	EA	\$5,215.83	\$78,237.45
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	3,000.00	LF	\$73.08	\$219,240.00

**Drainage Component Total**

\$525,416.10

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00	AS	\$299.43	\$898.29
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00	AS	\$639.57	\$18,547.53
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00	AS	\$3,310.78	\$9,932.34

**Signing Component Total**

\$29,378.16

**BRIDGES COMPONENT**

**Bridge NBFROG**

Description	Value
Length	110.00
Width	44.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	4,840.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$689,700.00
Description	NB I-75 TO WB I-275 RAMP OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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110-3	STRUCTURE REMOVAL OF EXISTING	4,840.00 SF	\$36.00	\$174,240.00
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge NBFROG Total</b>				<b>\$940,575.08</b>

**Bridge NBRAMP**

<b>Description</b>	<b>Value</b>
Length	800.00
Width	44.00
Type	Medium Level
Substructure Type	Single Column
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	38,400.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$185.18
Basic Bridge Cost	\$6,441,600.00
Description	NB I-75 TO WB I-275

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	STRUCTURE REMOVAL OF EXISTING	38,400.00 SF	\$36.00	\$1,382,400.00
400-2-10	CONC CLASS II (APPROACH SLABS)	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL (APPROACH SLABS)	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge NBRAMP Total</b>				<b>\$7,900,635.08</b>
<b>Bridges Component Total</b>				<b>\$8,841,210.16</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	2,700.00
Begin height	8.00
End Height	25.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL (PERMANENT)	44,550.00 SF	\$35.27	\$1,571,278.50
<b>Retaining Walls Component Total</b>				<b>\$1,571,278.50</b>

**Sequence 63 Total** **\$17,769,328.06**

Sequence: 64 NUR - New Construction, Undivided, Rural

Net Length: 0.691 MI

Description: I-275 EB to I-75 NB Roadway & Bridge Alternate 2 (I-75 Segment 8)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.123
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	150.00
Horizontal Elevation For Begin Section	104.00
Horizontal Elevation For End Section	130.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.284
Top of Structural Course For Begin Section	150.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	130.00
Horizontal Elevation For End Section	104.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	3
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	12.56	AC	\$25,000.00	\$314,000.00
120-6	EMBANKMENT	134,567.49	CY	\$16.29	\$2,192,104.41
<b>Earthwork Component Total</b>					<b>\$2,506,104.41</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	440
Friction Course Spread Rate	80



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	12,566.99 SY	\$6.00	\$75,401.94
285-712	BASE OPTIONAL (BASE GROUP 12)	6,348.36 SY	\$49.45	\$313,926.40
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	1,337.78 TN	\$138.25	\$184,948.08
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	243.23 TN	\$139.60	\$33,954.91

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	STABILIZATION TYPE B	833.00 SY	\$6.00	\$4,998.00
285-712	BASE OPTIONAL (BASE GROUP 12)	871.00 SY	\$49.45	\$43,070.95
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	183.00 TN	\$138.25	\$25,299.75
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	36.00 TN	\$139.60	\$5,025.60
520-6	GUTTER SHOULDER CONCRETE	2,500.00 LF	\$21.13	\$52,825.00

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.76 NM	\$1,241.60	\$3,426.82

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	ASPHALT PAVEMENT MISCELLANEOUS	84.67 TN	\$350.00	\$29,634.50
536-1-1	GUARDRAIL (ROADWAY)	2,500.00 LF	\$28.69	\$71,725.00
536-85-22	GUARDRAIL END ANCH ASSEMBLY FLARED	4.00 EA	\$1,766.12	\$7,064.48
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$20,206.94	\$20,206.94

**Roadway Component Total**

\$871,508.37

## SHOULDER COMPONENT

### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	BASE OPTIONAL (BASE GROUP 06)	6,753.74	SY	\$25.00	\$168,843.50
334-1-24	SUPERPAVE ASPH CONC(TRAFFIC)(PG76-22)	713.48	TN	\$138.25	\$98,638.61
337-7-22	ASPH CONC FC(INC BIT)FC-5 (PG76-22)	21.40	TN	\$139.60	\$2,987.44
570-2	SEED & MULCH	48,241.01	SY	\$1.08	\$52,100.29
570-3	SEED GRASS (PERMANENT TYPE)	598.03	LB	\$13.45	\$8,043.50
570-4	MULCH MATERIAL	39.87	TN	\$605.50	\$24,141.28

### Erosion Control

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.83	AC	\$58.99	\$48.96
104-10-2	SYNTHETIC BALES	729.70	LF	\$14.18	\$10,347.15
104-11	TURBIDITY BARRIER FLOATING	172.75	LF	\$14.91	\$2,575.70
104-12	TURBIDITY BARRIER STAKED	172.75	LF	\$6.39	\$1,103.87
104-13-1	SILT FENCE STAKED (TYPE III)	7,296.96	LF	\$1.30	\$9,486.05
104-15	PREVENTION DEVICE SOIL TRACKING	1.00	EA	\$2,691.03	\$2,691.03

**Shoulder Component Total**

**\$381,007.38**

## DRAINAGE COMPONENT

### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II (ENDWALLS)	12.44	CY	\$1,300.00	\$16,172.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	120.00	LF	\$108.97	\$13,076.40
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	552.00	LF	\$68.70	\$37,922.40
430-984-129	MITERED END SECT (OPTIONAL RD) (24" SD)	28.00	EA	\$1,571.67	\$44,006.76
575-1	SODDING	486.46	SY	\$1.92	\$934.00

### X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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425-1-701	INLETS (GUTTER) (TYPE S) (<10')	15.00 EA	\$5,215.83	\$78,237.45
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	3,000.00 LF	\$73.08	\$219,240.00
<b>Drainage Component Total</b>				<b>\$409,589.01</b>

**SIGNING COMPONENT**

<b>Pay Items</b>				
<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00 AS	\$299.43	\$598.86
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	14.00 AS	\$639.57	\$8,953.98
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$3,310.78	\$6,621.56
<b>Signing Component Total</b>				<b>\$16,174.40</b>

**BRIDGES COMPONENT**

**Bridge FLYOVR**

<b>Description</b>	<b>Value</b>
Length	2,300.00
Width	31.00
Type	High Level
Substructure Type	Single Column
Superstructure Type	Steel Box
Cost Factor	1.90
Removal of existing structures area	77,000.00
Default Cost per SF	\$140.00
Factored Cost per SF	\$266.00
Final Cost per SF	\$266.76
Basic Bridge Cost	\$18,965,800.00
Description	EB I-275 TO NB I-75 FLYOVER

<b>Pay Items</b>				
<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	STRUCTURE REMOVAL OF EXISTING	77,000.00 SF	\$36.00	\$2,772,000.00
400-2-10	CONC CLASS II (APPROACH SLABS)	68.89 CY	\$600.00	\$41,334.00
415-1-9	REINF STEEL (APPROACH SLABS)	12,055.75 LB	\$1.05	\$12,658.54
<b>Bridge FLYOVR Total</b>				<b>\$21,791,792.54</b>
<b>Bridges Component Total</b>				<b>\$21,791,792.54</b>

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**Sequence 64 Total** **\$25,976,176.11**

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**FDOT Long Range Estimating System - Production  
R3: Project Details by Sequence Report**

**Project:** 201032-1-22-01

**Letting Date:** 01/2099

**Description:** I-75 FROM NORTH OF UNIVERSITY PARKWAY TO NORTH OF MOCCASIN WALLOW ROAD

**District:** 01                      **County:** 13 MANATEE                      **Market Area:** 10                      **Units:** English  
**Contract Class:** 4                      **Lump Sum Project:** N                      **Design/Build:** N                      **Project Length:** 15.469 MI

**Project Manager:** MGR-RLC-MJB

**Version 3 Project Grand Total** **\$1,106,481,217.46**

**Description:** I-75 FROM UNIVERSITY PARKWAY TO MOCCASIN WALLOW ROAD PREFERRED ALTERNATIVE

Segment 1	\$57,105,400.25
Segment 2	\$76,073,755.65
Segment 3	\$47,168,999.18
Segment 4	\$58,358,628.49
Segment 5	\$101,985,780.40
Segment 6	\$199,772,532.73
Segment 7	\$56,082,769.02
Segment 8	\$100,717,767.11
Segment 9	\$34,193,023.34

**Project Sequences Subtotal** **\$731,458,656.17**

102-1	Maintenance of Traffic	10.00%	\$73,145,865.62
102-2	Mobilization	10.00%	\$80,460,452.18

**Project Sequences Total** **\$885,064,973.97**

Project Unknowns 25.00% \$221,266,243.49

**Non-Bid Components:**

<b>Pay Item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
999-25	INITIAL CONTINGENCY (DO NOT BID)		LS	\$150,000.00	\$150,000.00

**Project Non-Bid Subtotal** \$150,000.00

**Version 1-P Project Grand Total** **\$1,106,481,217.46**

***APPENDIX B-2***

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**Public Hearing Long Range Estimate**

Date: 9/9/2008 12:33:10 PM

**FDOT Long Range Estimating System - Production  
R3: Project Details by Sequence Report**

Project: 201032-1-22-01

Letting Date: 01/2099

Description: I-75 FROM NORTH OF UNIVERSITY PARKWAY TO NORTH OF MOCASSIN WALLOW ROAD

District: 01 County: 13 MANATEE Market Area: 10 Units: English

Contract Class: 4 Lump Sum Project: N Design/Build: N Project Length: 15.469 MI

Project Manager: MGR-RLC-MJB

Preferred Alternative Project Grand Total

\$1,103,822,568.90

Description: Unit Cost Update from Versions 4 &amp; 5 - 9/9/08

Sequence: 1 NDR - New Construction, Divided, Rural

Net Length: 1.506 MI

Description: I-75 Mainline Segment 1

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	206.50 / 206.50
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.506
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	75.39	AC	\$25,000.00	\$1,884,750.00
120-6	EMBANKMENT	188,926.03	CY	\$16.29	\$3,077,605.03
<b>Earthwork Component Total</b>					<b>\$4,962,355.03</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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160-4	TYPE B STABILIZATION	243,851.52 SY	\$6.00	\$1,463,109.12
285-712	OPTIONAL BASE,BASE GROUP 12	107,188.65 SY	\$49.45	\$5,300,478.74
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	23,324.93 TN	\$138.25	\$3,224,671.57
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4,240.90 TN	\$139.60	\$592,029.64

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,333.00 SY	\$6.00	\$49,998.00
285-712	OPTIONAL BASE,BASE GROUP 12	8,742.00 SY	\$49.45	\$432,291.90
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	21,205.00 SY	\$3.85	\$81,639.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,332.00 TN	\$138.25	\$737,149.00
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	1,181.00 TN	\$139.60	\$164,867.60
536-8	GUARDRAIL- BRIDGE ANCHORAGE ASSEM	2.00 EA	\$2,086.12	\$4,172.24

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,830.00 EA	\$5.23	\$9,570.90
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	24.10 NM	\$1,270.87	\$30,627.97
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	24.10 GM	\$375.24	\$9,043.28
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	12.05 NM	\$3,843.11	\$46,309.48
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	12.05 GM	\$1,171.22	\$14,113.20

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67 TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL,	15,904.00 LF	\$152.70	\$2,428,540.80

	RIGID-SHLDR			
536-1-1	GUARDRAIL- ROADWAY	300.00 LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00 EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	16,000.00 LF	\$12.57	\$201,120.00
<b>Roadway Component Total</b>				<b>\$14,848,782.84</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	21,787.60 SY	\$25.00	\$544,690.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,332.49 TN	\$138.25	\$322,466.74
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	46.65 TN	\$139.60	\$6,512.34
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.01 PM	\$2,700.00	\$8,127.00
570-1-2	PERFORMANCE TURF, SOD	56,545.28 SY	\$2.61	\$147,583.18

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.82 AC	\$511.95	\$2,467.60
104-10-2	SYNTHETIC BALES	1,590.34 LF	\$14.99	\$23,839.20
104-11	FLOATING TURBIDITY BARRIER	376.50 LF	\$15.30	\$5,760.45
104-12	STAKED TURBIDITY BARRIER	376.50 LF	\$10.78	\$4,058.67
104-13-1	STAKED SILT FENCE, TYPE III	15,903.36 LF	\$1.43	\$22,741.80
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

**\$1,092,703.70**

### MEDIAN COMPONENT

#### User Input Data

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00

Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	60,662.48 SY	\$15.68	\$951,187.69
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	6,608.73 TN	\$138.25	\$913,656.92
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	46.65 TN	\$139.60	\$6,512.34
521-1	MEDIAN CONC BARRIER WALL	15,904.00 LF	\$127.73	\$2,031,417.92
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	38,874.88 SY	\$2.61	\$101,463.44
<b>Median Component Total</b>				<b>\$4,012,338.31</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,060.22 SY	\$1.96	\$2,078.03

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	24.00 EA	\$2,280.90	\$54,741.60
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	80.00 EA	\$4,965.50	\$397,240.00
425-1-891	INLETS, BARRIER WALL, <10'	80.00 EA	\$4,145.25	\$331,620.00
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	28,016.00 LF	\$109.50	\$3,067,752.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	480.00 LF	\$138.87	\$66,657.60
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,184.00 LF	\$186.58	\$594,070.72
430-172-103	PIPE CULV OPT MATL, ROUND, 37-48", CD	904.00 LF	\$179.39	\$162,168.56
430-172-104	PIPE CULV OPT MATL, ROUND, 49-60", CD	400.00 LF	\$305.36	\$122,144.00

**Retention Basin 1**

Description	Value
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00



425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Retention Basin 2**

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Retention Basin 3**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 4**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 5**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 6**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1

Depth 10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00
<b>Drainage Component Total</b>				<b>\$9,349,260.09</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	37.00 AS	\$887.55	\$32,839.35
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	10.00 AS	\$3,665.00	\$36,650.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151- 200',S >700	4.00 AS	\$228,623.73	\$914,494.92
<b>Signing Component Total</b>				<b>\$1,002,689.63</b>

**LANDSCAPING COMPONENT****User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$26,833.00	\$26,833.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$26,833.00	\$26,833.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$26,833.00	\$26,833.00
<b>Landscaping Component Total</b>				<b>\$80,499.00</b>



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**BRIDGES COMPONENT**
**Bridge A**

<b>Description</b>	<b>Value</b>
Length	600.00
Width	64.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	2,404.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$152.90
Basic Bridge Cost	\$5,760,000.00

Description BRADEN RIVER SOUTHBOUND BRIDGE WIDENING

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	REMOVAL OF EXISTING STRUCTURE	2,404.00 SF	\$36.00	\$86,544.00
400-2-10	CONC CLASS II, APPROACH SLABS	142.22 CY	\$600.00	\$85,332.00
415-1-9	REINF STEEL- APPROACH SLABS	24,888.50 LB	\$1.05	\$26,132.92
<b>Bridge A Total</b>				<b>\$5,958,008.93</b>

**Bridge B**

<b>Description</b>	<b>Value</b>
Length	549.00
Width	72.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$145.67
Basic Bridge Cost	\$5,632,740.00

Description BRADEN RIVER NEW NORTHBOUND BRIDGE

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-10	CONC CLASS II, APPROACH SLABS	160.00 CY	\$600.00	\$96,000.00
415-1-9	REINF STEEL- APPROACH SLABS	28,000.00 LB	\$1.05	\$29,400.00
<b>Bridge B Total</b>				<b>\$5,758,140.00</b>

**Bridge C**

<b>Description</b>	<b>Value</b>
Length	549.00
Width	14.00
Type	Low Level, Widen

Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	14,274.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$153.17
Basic Bridge Cost	\$1,152,900.00
Description	BRADEN RIVER NEW NORTHBOUND BRIDGE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	14,274.00 SF	\$36.00	\$513,864.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25 LB	\$1.05	\$5,716.46
<b>Bridge C Total</b>				\$1,691,146.46
<b>Bridges Component Total</b>				\$13,407,295.39

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	15,904.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	127,232.00 SF	\$32.88	\$4,183,388.16
<b>Retaining Walls Component Total</b>				\$4,183,388.16

<b>Sequence 1 Total</b>	\$52,939,312.15
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**Sequence:** 2 NDR - New Construction, Divided, Rural  
**Description:** I-75 Mainline Segment 2 (SR 70 Int.)

**Net Length:** 1.799 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	179.00 / 179.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.279
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	6.00 % / 6.00 %
Outside Shoulder Cross Slope L/R	5.00 % / 5.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %



Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.828
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	78.07 AC	\$25,000.00	\$1,951,750.00
120-6	EMBANKMENT	225,682.55 CY	\$16.29	\$3,676,368.74
<b>Earthwork Component Total</b>				<b>\$5,628,118.74</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	291,294.08 SY	\$6.00	\$1,747,764.48
285-712	OPTIONAL BASE,BASE GROUP 12	128,042.75 SY	\$49.45	\$6,331,713.99
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	27,862.91 TN	\$138.25	\$3,852,047.31
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	5,065.98 TN	\$139.60	\$707,210.81

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3

Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	2,186.00	EA	\$5.23	\$11,432.78
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	28.78	NM	\$1,270.87	\$36,575.64
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	28.78	GM	\$375.24	\$10,799.41
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	14.39	NM	\$3,843.11	\$55,302.35
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	14.39	GM	\$1,171.22	\$16,853.86

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67	TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	18,998.00	LF	\$152.70	\$2,900,994.60
536-1-1	GUARDRAIL- ROADWAY	300.00	LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00	EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	18,998.00	LF	\$12.57	\$238,804.86

**Roadway Component Total** \$15,968,550.24

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	26,026.49	SY	\$25.00	\$650,662.25

334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,786.29 TN	\$138.25	\$385,204.59
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	55.73 TN	\$139.60	\$7,779.91
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.60 PM	\$2,700.00	\$9,720.00
570-1-2	PERFORMANCE TURF, SOD	67,546.45 SY	\$2.61	\$176,296.23

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.76 AC	\$511.95	\$2,948.83
104-10-2	SYNTHETIC BALES	1,899.74 LF	\$14.99	\$28,477.10
104-11	FLOATING TURBIDITY BARRIER	449.75 LF	\$15.30	\$6,881.18
104-12	STAKED TURBIDITY BARRIER	449.75 LF	\$10.78	\$4,848.30
104-13-1	STAKED SILT FENCE, TYPE III	18,997.44 LF	\$1.43	\$27,166.34
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$1,304,441.46

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	72,464.68 SY	\$25.00	\$1,811,617.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	7,894.49 TN	\$138.25	\$1,091,413.24
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	55.73 TN	\$139.60	\$7,779.91
521-1	MEDIAN CONC BARRIER WALL	18,998.00 LF	\$127.73	\$2,426,614.54
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.00 PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	46,438.19 SY	\$2.61	\$121,203.68

**Median Component Total**

\$5,469,428.37

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,266.50 SY	\$1.96	\$2,482.34



**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	29.00 EA	\$2,280.90	\$66,146.10
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	95.00 EA	\$4,965.50	\$471,722.50
425-1-891	INLETS, BARRIER WALL, <10'	95.00 EA	\$4,145.25	\$393,798.75
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	33,480.00 LF	\$109.50	\$3,666,060.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	576.00 LF	\$138.87	\$79,989.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,800.00 LF	\$186.58	\$709,004.00

**Box Culvert 1**

Description	Value
Size	7 x 4
Length	425.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	291.25 CY	\$815.00	\$237,368.75
415-1-1	REINF STEEL- ROADWAY	36,839.00 LB	\$1.00	\$36,839.00

**Box Culvert 2**

Description	Value
Size	6 x 4
Length	400.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	251.40 CY	\$815.00	\$204,891.00
415-1-1	REINF STEEL- ROADWAY	42,490.00 LB	\$1.00	\$42,490.00

**Box Culvert 3**

Description	Value
Size	5 x 4
Length	325.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	173.45 CY	\$815.00	\$141,361.75
415-1-1	REINF STEEL- ROADWAY	20,828.50 LB	\$1.00	\$20,828.50

**Box Culvert 4**

Description	Value
Size	8 x 5
Length	325.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	548.60 CY	\$815.00	\$447,109.00
415-1-1	REINF STEEL- ROADWAY	69,477.00 LB	\$1.00	\$69,477.00

**Retention Basin 7**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 8**

Description	Value
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00 LF	\$12.57	\$25,768.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	14,520.00 SY	\$1.96	\$28,459.20

**Retention Basin 9**

Description	Value
Size	2 AC
Multiplier	3

Depth 10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	\$25,000.00	\$150,000.00
120-1	REGULAR EXCAVATION	96,800.01	CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II, ENDWALLS	54.00	CY	\$1,300.00	\$70,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	\$3,784.47	\$11,353.41
425-2-71	MANHOLES, J-7, <10'	3.00	EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00	LF	\$138.87	\$23,330.16
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00	LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,540.00	LF	\$12.57	\$44,497.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	\$4,205.91	\$12,617.73
575-1	SODDING	29,040.00	SY	\$1.96	\$56,918.40

**Retention Basin 10**

Description	Value
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00	LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00	SY	\$1.96	\$94,864.00

**Retention Basin 11**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67	CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00	CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47



425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 12**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50 AC	\$25,000.00	\$37,500.00
120-1	REGULAR EXCAVATION	24,200.00 CY	\$7.00	\$169,400.00
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,025.00 LF	\$12.57	\$12,884.25
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	7,260.00 SY	\$1.96	\$14,229.60

**Retention Basin 13**

<b>Description</b>	<b>Value</b>
Size	.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50 AC	\$25,000.00	\$12,500.00
120-1	REGULAR EXCAVATION	8,066.67 CY	\$7.00	\$56,466.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	600.00 LF	\$12.57	\$7,542.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91

575-1	SODDING	2,420.00 SY	\$1.96	\$4,743.20
<b>Drainage Component Total</b>				<b>\$12,355,622.28</b>

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**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	44.00 AS	\$887.55	\$39,052.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	11.00 AS	\$3,665.00	\$40,315.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	2.00 AS	\$228,623.73	\$457,247.46
<b>Signing Component Total</b>				<b>\$555,320.02</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total** **\$235,600.00**

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**LANDSCAPING COMPONENT**

**User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>				<b>\$999,999.00</b>

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**BRIDGES COMPONENT**

**Bridge NB**

Description	Value
Length	258.00
Width	126.00

Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	16,512.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$159.25
Basic Bridge Cost	\$4,957,470.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	16,512.00 SF	\$36.00	\$594,432.00
400-2-10	CONC CLASS II, APPROACH SLABS	280.00 CY	\$600.00	\$168,000.00
415-1-9	REINF STEEL- APPROACH SLABS	49,000.00 LB	\$1.05	\$51,450.00
<b>Bridge NB Total</b>				<b>\$5,771,352.00</b>

**Bridge SB**

<b>Description</b>	<b>Value</b>
Length	258.00
Width	126.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	16,512.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$159.25
Basic Bridge Cost	\$4,957,470.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	16,512.00 SF	\$36.00	\$594,432.00
400-2-10	CONC CLASS II, APPROACH SLABS	280.00 CY	\$600.00	\$168,000.00
415-1-9	REINF STEEL- APPROACH SLABS	49,000.00 LB	\$1.05	\$51,450.00
<b>Bridge SB Total</b>				<b>\$5,771,352.00</b>

**Bridges Component Total** **\$11,542,704.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,460.00
Begin height	32.70



End Height 12.70  
 Multiplier 4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	132,568.00 SF	\$32.88	\$4,358,835.84

**Retaining Wall 2**

Description	Value
Length	6,575.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	105,200.00 SF	\$32.88	\$3,458,976.00

**Retaining Walls Component Total** \$7,817,811.84

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**Sequence 2 Total** \$61,877,595.95

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**Sequence:** 3NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp A - One lane off-ramp

**Net Length:** 0.161 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.161
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	15,208.88	CY	\$16.29	\$247,752.66
<b>Earthwork Component Total</b>					<b>\$270,252.66</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,928.05	SY	\$6.00	\$17,568.30
285-709	OPTIONAL BASE,BASE GROUP 09	1,479.14	SY	\$25.00	\$36,978.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	233.77	TN	\$138.25	\$32,318.70
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	56.67	TN	\$139.60	\$7,911.13

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.64 NM	\$1,270.87	\$813.36
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.32 NM	\$3,843.11	\$1,229.80

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	850.00	LF	\$152.70	\$129,795.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14

**Roadway Component Total** \$270,032.93

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,573.59	SY	\$15.68	\$24,673.89
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	83.12	TN	\$138.25	\$11,491.34
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4.99	TN	\$139.60	\$696.60

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.19	AC	\$511.95	\$97.27
104-10-2	SYNTHETIC BALES	170.02	LF	\$14.99	\$2,548.60
104-11	FLOATING TURBIDITY BARRIER	40.25	LF	\$15.30	\$615.83
104-12	STAKED TURBIDITY BARRIER	40.25	LF	\$10.78	\$433.90
104-13-1	STAKED SILT FENCE, TYPE III	1,700.16	LF	\$1.43	\$2,431.23
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**Shoulder Component Total**

\$45,217.02

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.90	CY	\$1,300.00	\$3,770.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00	LF	\$98.56	\$3,153.92
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	128.00	LF	\$92.40	\$11,827.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	7.00	EA	\$1,394.31	\$9,760.17
575-1	SODDING	113.34	SY	\$1.96	\$222.15
<b>Drainage Component Total</b>					<b>\$28,733.44</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00	AS	\$887.55	\$3,550.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$8,226.54</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	850.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,800.00	SF	\$32.88	\$223,584.00

<b>Retaining Walls Component Total</b>	\$223,584.00
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<b>Sequence 3 Total</b>	\$901,846.59
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**Sequence:** 4 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp A - Two lane off-ramp  
**Special Conditions:** Clearing & grubbing included in one lane sequence

**Net Length:** 0.180 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,972.13	CY	\$16.29	\$146,156.00
<b>Earthwork Component Total</b>					<b>\$168,656.00</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	5
Roadway Pavement Width L/R	36.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,448.00	SY	\$6.00	\$50,688.00
285-709	OPTIONAL BASE,BASE GROUP 09	6,405.70	SY	\$25.00	\$160,142.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,045.44	TN	\$138.25	\$144,532.08
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	253.44	TN	\$139.60	\$35,380.22

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	146.00 EA	\$5.23	\$763.58
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.72 NM	\$1,270.87	\$915.03
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.44 GM	\$375.24	\$540.35
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.36 NM	\$3,843.11	\$1,383.52
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.72 GM	\$1,171.22	\$843.28

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	950.00 LF	\$152.70	\$145,065.00

**Roadway Component Total**

\$540,253.56

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,181.70 SY	\$15.68	\$34,209.06
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	116.16 TN	\$138.25	\$16,059.12
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	5.58 TN	\$139.60	\$778.97

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.22 AC	\$511.95	\$112.63
104-10-2	SYNTHETIC BALES	190.08 LF	\$14.99	\$2,849.30

104-11	FLOATING TURBIDITY BARRIER	45.00 LF	\$15.30	\$688.50
104-12	STAKED TURBIDITY BARRIER	45.00 LF	\$10.78	\$485.10
104-13-1	STAKED SILT FENCE, TYPE III	1,900.80 LF	\$1.43	\$2,718.14
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$60,129.18</b>

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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.24 CY	\$1,300.00	\$4,212.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00 LF	\$98.56	\$3,153.92
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	144.00 LF	\$92.40	\$13,305.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	8.00 EA	\$1,394.31	\$11,154.48
575-1	SODDING	126.72 SY	\$1.96	\$248.37
<b>Drainage Component Total</b>				<b>\$32,074.37</b>

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**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00 AS	\$887.55	\$3,550.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$108,226.54</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	950.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,750.00	SF	\$32.88	\$156,180.00

**Retaining Walls Component Total** \$156,180.00

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**Sequence 4 Total** \$1,077,919.65

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**Sequence:** 5NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp B - One lane off-ramp

**Net Length:** 0.142 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	13,414.04	CY	\$16.29	\$218,514.71
<b>Earthwork Component Total</b>					<b>\$241,014.71</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,582.51	SY	\$6.00	\$15,495.06
285-709	OPTIONAL BASE,BASE GROUP 09	1,304.58	SY	\$25.00	\$32,614.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	206.18	TN	\$138.25	\$28,504.38
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	49.98	TN	\$139.60	\$6,977.21

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.57 NM	\$1,270.87	\$724.40
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.28 NM	\$3,843.11	\$1,076.07

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	750.00	LF	\$152.70	\$114,525.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
<b>Roadway Component Total</b>					<b>\$243,334.77</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,387.89	SY	\$15.68	\$21,762.12
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	73.31	TN	\$138.25	\$10,135.11
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4.40	TN	\$139.60	\$614.24

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.17	AC	\$511.95	\$87.03
104-10-2	SYNTHETIC BALES	149.95	LF	\$14.99	\$2,247.75
104-11	FLOATING TURBIDITY BARRIER	35.50	LF	\$15.30	\$543.15
104-12	STAKED TURBIDITY BARRIER	35.50	LF	\$10.78	\$382.69
104-13-1	STAKED SILT FENCE, TYPE III	1,499.52	LF	\$1.43	\$2,144.31
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$40,144.76

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.56	CY	\$1,300.00	\$3,328.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	120.00	LF	\$92.40	\$11,088.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00	EA	\$1,394.31	\$8,365.86
575-1	SODDING	99.97	SY	\$1.96	\$195.94

**Drainage Component Total**

\$25,343.24

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$7,338.99

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	750.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,000.00	SF	\$32.88	\$197,280.00



<b>Retaining Walls Component Total</b>	\$197,280.00
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<b>Sequence 5 Total</b>	\$810,256.47
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**Sequence:** 6NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp B - Two lane off-ramp  
**Special Conditions:** Clearing & grubbing included in one lane sequence

**Net Length:** 0.170 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.170
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	7,007.93 CY	\$16.29	\$114,159.18
<b>Earthwork Component Total</b>				<b>\$136,659.18</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,585.07 SY	\$6.00	\$33,510.42
285-709	OPTIONAL BASE,BASE GROUP 09	3,656.22 SY	\$25.00	\$91,405.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	592.42 TN	\$138.25	\$81,902.06
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	143.62 TN	\$139.60	\$20,049.35

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3

Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	92.00	EA	\$5.23	\$481.16
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.68	NM	\$1,270.87	\$864.19
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.68	GM	\$375.24	\$255.16
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.34	NM	\$3,843.11	\$1,306.66
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.34	GM	\$1,171.22	\$398.21

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	898.00	LF	\$152.70	\$137,124.60
<b>Roadway Component Total</b>					<b>\$367,297.32</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,060.49	SY	\$15.68	\$32,308.48
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	109.71	TN	\$138.25	\$15,167.41
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	5.27	TN	\$139.60	\$735.69

**Erosion Control**



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.20	AC	\$511.95	\$102.39
104-10-2	SYNTHETIC BALES	179.52	LF	\$14.99	\$2,691.00
104-11	FLOATING TURBIDITY BARRIER	42.50	LF	\$15.30	\$650.25
104-12	STAKED TURBIDITY BARRIER	42.50	LF	\$10.78	\$458.15
104-13-1	STAKED SILT FENCE, TYPE III	1,795.20	LF	\$1.43	\$2,567.14
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>					<b>\$56,908.87</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.06	CY	\$1,300.00	\$3,978.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00	LF	\$98.56	\$3,153.92
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	136.00	LF	\$92.40	\$12,566.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	7.00	EA	\$1,394.31	\$9,760.17
575-1	SODDING	119.68	SY	\$1.96	\$234.57
<b>Drainage Component Total</b>					<b>\$29,693.06</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00	AS	\$887.55	\$3,550.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00	AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>					<b>\$108,226.54</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	898.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,490.00 SF	\$32.88	\$147,631.20

**Retaining Walls Component Total**

\$147,631.20

**Sequence 6 Total**

\$858,816.17

**Sequence:** 7NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp C - One lane on-ramp

**Net Length:** 0.379 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.379
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	11,573.89	CY	\$16.29	\$188,538.67
<b>Earthwork Component Total</b>					<b>\$211,038.67</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,003.36	SY	\$6.00	\$36,020.16
285-709	OPTIONAL BASE,BASE GROUP 09	3,481.95	SY	\$25.00	\$87,048.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	550.31	TN	\$138.25	\$76,080.36
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	133.41	TN	\$139.60	\$18,624.04

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.52 NM	\$1,270.87	\$1,931.72
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.76 NM	\$3,843.11	\$2,920.76

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	300.00	LF	\$152.70	\$45,810.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$21,709.07	\$21,709.07

**Roadway Component Total**

\$290,144.86

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,480.83	SY	\$15.68	\$23,219.41
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	73.37	TN	\$138.25	\$10,143.40
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	11.74	TN	\$139.60	\$1,638.90
570-1-2	PERFORMANCE TURF, SOD	1,334.08	SY	\$2.61	\$3,481.95

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.45	AC	\$511.95	\$230.38
104-10-2	SYNTHETIC BALES	400.22	LF	\$14.99	\$5,999.30
104-11	FLOATING TURBIDITY BARRIER	94.75	LF	\$15.30	\$1,449.68
104-12	STAKED TURBIDITY BARRIER	94.75	LF	\$10.78	\$1,021.40
104-13-1	STAKED SILT FENCE, TYPE III	4,002.24	LF	\$1.43	\$5,723.20
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$55,135.99

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.82	CY	\$1,300.00	\$8,866.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$98.56	\$6,307.84
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	304.00	LF	\$92.40	\$28,089.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	16.00	EA	\$1,394.31	\$22,308.96
575-1	SODDING	266.82	SY	\$1.96	\$522.97
<b>Drainage Component Total</b>					<b>\$66,095.37</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$887.55	\$7,100.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$11,776.74</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	300.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	2,400.00	SF	\$32.88	\$78,912.00

<b>Retaining Walls Component Total</b>	\$78,912.00
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<b>Sequence 7 Total</b>	\$768,903.63
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**Sequence:** 8 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp C - Two lane on-ramp  
**Special Conditions:** Clearing & grubbing included in one lane sequence

**Net Length:** 0.227 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.227
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	8,209.69	CY	\$16.29	\$133,735.85
<b>Earthwork Component Total</b>					<b>\$133,735.85</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,593.28	SY	\$6.00	\$33,559.68
285-709	OPTIONAL BASE,BASE GROUP 09	3,284.05	SY	\$25.00	\$82,101.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	527.37	TN	\$138.25	\$72,908.90
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	127.85	TN	\$139.60	\$17,847.86

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	31.00 EA	\$5.23	\$162.13
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.91 NM	\$1,270.87	\$1,156.49
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.45 GM	\$375.24	\$168.86
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.45 NM	\$3,843.11	\$1,729.40
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.23 GM	\$1,171.22	\$269.38

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,200.00 LF	\$152.70	\$183,240.00
<b>Roadway Component Total</b>				<b>\$393,143.95</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,952.32 SY	\$15.68	\$30,612.38
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	102.54 TN	\$138.25	\$14,176.16
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	7.03 TN	\$139.60	\$981.39
570-1-2	PERFORMANCE TURF, SOD	532.69 SY	\$2.61	\$1,390.32

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.27	AC	\$511.95	\$138.23
104-10-2	SYNTHETIC BALES	239.71	LF	\$14.99	\$3,593.25
104-11	FLOATING TURBIDITY BARRIER	56.75	LF	\$15.30	\$868.28
104-12	STAKED TURBIDITY BARRIER	56.75	LF	\$10.78	\$611.76
104-13-1	STAKED SILT FENCE, TYPE III	2,397.12	LF	\$1.43	\$3,427.88
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>					<b>\$58,028.02</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.09	CY	\$1,300.00	\$5,317.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00	LF	\$98.56	\$3,942.40
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	184.00	LF	\$92.40	\$17,001.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00	EA	\$1,394.31	\$13,943.10
575-1	SODDING	159.81	SY	\$1.96	\$313.23
<b>Drainage Component Total</b>					<b>\$40,517.33</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	5.00	AS	\$887.55	\$4,437.75
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$9,114.09</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**



**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,200.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,000.00	SF	\$32.88	\$197,280.00

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<b>Retaining Walls Component Total</b>					<b>\$197,280.00</b>
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<b>Sequence 8 Total</b>					<b>\$844,219.24</b>
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**Sequence:** 9NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp D - One lane on-ramp

**Net Length:** 0.095 MI

### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.407
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.58	AC	\$25,000.00	\$14,500.00
120-6	EMBANKMENT	12,362.09	CY	\$16.29	\$201,378.45
<b>Earthwork Component Total</b>					<b>\$215,878.45</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,504.80	SY	\$6.00	\$9,028.80
285-709	OPTIONAL BASE,BASE GROUP 09	872.78	SY	\$25.00	\$21,819.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	137.94	TN	\$138.25	\$19,070.21
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	33.44	TN	\$139.60	\$4,668.22

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 NM	\$1,270.87	\$482.93
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.19 NM	\$3,843.11	\$730.19

**Peripherals Subcomponent**

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

**Roadway Component Total** \$55,799.85

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**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	482.65	SY	\$15.68	\$7,567.95
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	24.52	TN	\$138.25	\$3,389.89
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	2.94	TN	\$139.60	\$410.42
570-1-2	PERFORMANCE TURF, SOD	222.93	SY	\$2.61	\$581.85

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.11	AC	\$511.95	\$56.31
104-10-2	SYNTHETIC BALES	100.32	LF	\$14.99	\$1,503.80
104-11	FLOATING TURBIDITY BARRIER	23.75	LF	\$15.30	\$363.38
104-12	STAKED TURBIDITY BARRIER	23.75	LF	\$10.78	\$256.02
104-13-1	STAKED SILT FENCE, TYPE III	1,003.20	LF	\$1.43	\$1,434.58
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** \$17,792.57

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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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400-2-2	CONC CLASS II, ENDWALLS	1.71 CY	\$1,300.00	\$2,223.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	80.00 LF	\$92.40	\$7,392.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	66.88 SY	\$1.96	\$131.08
<b>Drainage Component Total</b>				<b>\$16,900.28</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00	AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$6,451.44</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

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**Sequence 9 Total** **\$368,622.59**

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**Sequence:** 10 NUR - New Construction, Undivided, Rural**Net Length:** 0.417 MI**Description:** SR 70 Ramp D - Two lane on-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.470
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	19,593.61	CY	\$16.29	\$319,179.91
<b>Earthwork Component Total</b>					<b>\$341,679.91</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	13,699.84	SY	\$6.00	\$82,199.04
285-709	OPTIONAL BASE,BASE GROUP 09	8,968.50	SY	\$25.00	\$224,212.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,453.16	TN	\$138.25	\$200,899.37
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	352.28	TN	\$139.60	\$49,178.29

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	225.00	EA	\$5.23	\$1,176.75
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.67	NM	\$1,270.87	\$2,122.35
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.67	GM	\$375.24	\$626.65
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.83	NM	\$3,843.11	\$3,189.78
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.83	GM	\$1,171.22	\$972.11

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$21,709.07	\$21,709.07

**Roadway Component Total**

\$586,285.91

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	3,586.42	SY	\$15.68	\$56,235.07
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	188.37	TN	\$138.25	\$26,042.15
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	12.92	TN	\$139.60	\$1,803.63
570-1-2	PERFORMANCE TURF, SOD	1,467.84	SY	\$2.61	\$3,831.06

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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104-4	MOWING	0.50 AC	\$511.95	\$255.98
104-10-2	SYNTHETIC BALES	440.35 LF	\$14.99	\$6,600.85
104-11	FLOATING TURBIDITY BARRIER	104.25 LF	\$15.30	\$1,595.02
104-12	STAKED TURBIDITY BARRIER	104.25 LF	\$10.78	\$1,123.82
104-13-1	STAKED SILT FENCE, TYPE III	4,403.52 LF	\$1.43	\$6,297.03
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$106,012.98

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	7.51 CY	\$1,300.00	\$9,763.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	72.00 LF	\$98.56	\$7,096.32
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	336.00 LF	\$92.40	\$31,046.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00 EA	\$1,394.31	\$23,703.27
575-1	SODDING	293.57 SY	\$1.96	\$575.40

**Drainage Component Total**

\$72,184.39

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00 AS	\$887.55	\$7,987.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$12,664.29

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**Sequence 10 Total**

\$1,131,227.48

**Sequence:** 13 NDR - New Construction, Divided, Rural**Net Length:** 0.729 MI**Description:** I-75 Mainline Segment 3A (Outside of Slip Ramps)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	162.00 / 162.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.729
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	28.63	AC	\$25,000.00	\$715,750.00
120-6	EMBANKMENT	91,452.24	CY	\$16.29	\$1,489,756.99
<b>Earthwork Component Total</b>					<b>\$2,205,506.99</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	118,039.68	SY	\$6.00	\$708,238.08
285-712	OPTIONAL BASE,BASE GROUP 12	51,886.14	SY	\$49.45	\$2,565,769.62
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	11,290.75	TN	\$138.25	\$1,560,946.19
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	2,052.86	TN	\$139.60	\$286,579.26

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	10,264.00	SY	\$3.85	\$39,516.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,694.00	TN	\$138.25	\$234,195.50
337-7-22	ASPH CONC FC,INC BIT,FC-	411.00	TN	\$139.60	\$57,375.60

5,PG76-22

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	886.00	EA	\$5.23	\$4,633.78
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	11.66	NM	\$1,270.87	\$14,818.34
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	11.66	GM	\$375.24	\$4,375.30
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	5.83	NM	\$3,843.11	\$22,405.33
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	5.83	GM	\$1,171.22	\$6,828.21

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	7,698.00	LF	\$152.70	\$1,175,484.60
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	7,698.00	LF	\$12.57	\$96,763.86

**Roadway Component Total** \$6,777,930.07

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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285-706	OPTIONAL BASE,BASE GROUP 06	10,546.59 SY	\$25.00	\$263,664.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,129.08 TN	\$138.25	\$156,095.31
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	22.58 TN	\$139.60	\$3,152.17
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	1.46 PM	\$2,700.00	\$3,942.00
570-1-2	PERFORMANCE TURF, SOD	27,371.52 SY	\$2.61	\$71,439.67

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.46 AC	\$511.95	\$2,795.25
104-10-2	SYNTHETIC BALES	1,800.48 LF	\$14.99	\$26,989.20
104-11	FLOATING TURBIDITY BARRIER	426.25 LF	\$15.30	\$6,521.62
104-12	STAKED TURBIDITY BARRIER	426.25 LF	\$10.78	\$4,594.98
104-13-1	STAKED SILT FENCE, TYPE III	18,004.80 LF	\$1.43	\$25,746.86
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$569,398.54

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	29,364.51 SY	\$25.00	\$734,112.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,199.05 TN	\$138.25	\$442,268.66
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	22.58 TN	\$139.60	\$3,152.17
521-1	MEDIAN CONC BARRIER WALL	7,698.00 LF	\$127.73	\$983,265.54
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	1.00 PM	\$2,700.00	\$2,700.00
570-1-2	PERFORMANCE TURF, SOD	18,817.92 SY	\$2.61	\$49,114.77

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	11,440.00 SY	\$49.45	\$565,708.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,395.00 TN	\$138.25	\$331,108.75
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	436.00 TN	\$139.60	\$60,865.60

**Median Component Total**

\$3,172,296.24

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
575-1	SODDING	1,200.32	SY	\$1.96	\$2,352.63

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	12.00	EA	\$2,280.90	\$27,370.80
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	40.00	EA	\$4,965.50	\$198,620.00
425-1-891	INLETS, BARRIER WALL, <10'	40.00	EA	\$4,145.25	\$165,810.00
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	14,096.00	LF	\$109.50	\$1,543,512.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	4,000.00	LF	\$138.87	\$555,480.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	656.00	LF	\$98.56	\$64,655.36

**Retention Basin 16**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34	CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00	LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2.00	EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00	SY	\$1.96	\$37,945.60
<b>Drainage Component Total</b>					<b>\$3,414,741.97</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	41.00 AS	\$887.55	\$36,389.55
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	11.00 AS	\$3,665.00	\$40,315.00
<b>Signing Component Total</b>				<b>\$95,409.91</b>

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**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$28,416.00	\$28,416.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$28,416.00	\$28,416.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$28,416.00	\$28,416.00
<b>Landscaping Component Total</b>					<b>\$85,248.00</b>

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	7,698.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	61,584.00	SF	\$32.88	\$2,024,881.92
<b>Retaining Walls Component Total</b>					<b>\$2,024,881.92</b>

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**Sequence 13 Total** **\$18,345,413.64**

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**Sequence:** 14 NDR - New Construction, Divided, Rural**Net Length:** 1.193 MI**Description:** SR 64 Interchange (I-75 Segment 4)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	162.00 / 162.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.357
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	4 to 1 / 4 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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	4 to 1 / 4 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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %

Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	4 to 1 / 4 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 %

Alignment Number	6
Distance	0.144
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	46.85 AC	\$25,000.00	\$1,171,250.00
120-6	EMBANKMENT	149,637.38 CY	\$16.29	\$2,437,592.92
<b>Earthwork Component Total</b>				<b>\$3,608,842.92</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	193,170.56 SY	\$6.00	\$1,159,023.36
285-712	OPTIONAL BASE,BASE GROUP 12	84,911.06 SY	\$49.45	\$4,198,851.92
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	18,477.18 TN	\$138.25	\$2,554,470.13
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3,359.49 TN	\$139.60	\$468,984.80

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	16,797.00 SY	\$3.85	\$64,668.45
334-1-24	SUPERPAVE ASPH CONC, TRAF	3,695.00 TN	\$138.25	\$510,833.75

337-7-22	D, PG76-22 ASPH CONC FC,INC BIT,FC- 5,PG76-22	672.00 TN	\$139.60	\$93,811.20
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**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,449.00 EA	\$5.23	\$7,578.27
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	19.09 NM	\$1,270.87	\$24,260.91
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	19.09 GM	\$375.24	\$7,163.33
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	9.54 NM	\$3,843.11	\$36,663.27
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	9.54 GM	\$1,171.22	\$11,173.44

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-1	MEDIAN CONC BARRIER WALL	12,598.00 LF	\$127.73	\$1,609,142.54
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	12,598.00 LF	\$12.57	\$158,356.86

**Roadway Component Total**

\$10,948,400.38

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	17,259.37 SY	\$25.00	\$431,484.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,847.72 TN	\$138.25	\$255,447.29
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	36.95 TN	\$139.60	\$5,158.22
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.39 PM	\$2,700.00	\$6,453.00
570-1-2	PERFORMANCE TURF, SOD	44,793.17 SY	\$2.61	\$116,910.17

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	30,000.00 SY	\$2.61	\$78,300.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.82 AC	\$511.95	\$1,955.65
104-10-2	SYNTHETIC BALES	1,259.81 LF	\$14.99	\$18,884.55
104-11	FLOATING TURBIDITY BARRIER	298.25 LF	\$15.30	\$4,563.23
104-12	STAKED TURBIDITY BARRIER	298.25 LF	\$10.78	\$3,215.14
104-13-1	STAKED SILT FENCE, TYPE III	12,598.08 LF	\$1.43	\$18,015.25
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$944,843.47

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	48,054.68 SY	\$25.00	\$1,201,367.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,235.20 TN	\$138.25	\$723,766.40
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	36.95 TN	\$139.60	\$5,158.22
521-1	MEDIAN CONC BARRIER WALL	12,598.00 LF	\$127.73	\$1,609,142.54
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.00 PM	\$2,700.00	\$5,400.00
570-1-2	PERFORMANCE TURF, SOD	30,795.31 SY	\$2.61	\$80,375.76

**Median Component Total**

\$3,625,209.92

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	839.87 SY	\$1.96	\$1,646.15

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	19.00 EA	\$2,280.90	\$43,337.10
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	63.00 EA	\$4,965.50	\$312,826.50
425-1-891	INLETS, BARRIER WALL, <10'	63.00 EA	\$4,145.25	\$261,150.75
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	22,208.00 LF	\$109.50	\$2,431,776.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	3,000.00 LF	\$138.87	\$416,610.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,520.00 LF	\$186.58	\$470,181.60
430-172-105	PIPE CULV OPT MATL, ROUND, 61"OR >, CD	328.00 LF	\$1,554.20	\$509,777.60

**Box Culvert 1**

Description	Value
Size	8 x 8
Length	325.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	340.35 CY	\$815.00	\$277,385.25
415-1-1	REINF STEEL- ROADWAY	41,965.50 LB	\$1.00	\$41,965.50

**Retention Basin 17**

Description	Value
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00 LF	\$12.57	\$25,768.50
550-60-234	FENCE GATE,TYP	2.00 EA	\$4,205.91	\$8,411.82

575-1	B,SLIDE/CANT,18.1-20'OPEN SODDING	14,520.00 SY	\$1.96	\$28,459.20
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**Retention Basin 18**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	3
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00 AC	\$25,000.00	\$150,000.00
120-1	REGULAR EXCAVATION	96,800.01 CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$1,300.00	\$70,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00 EA	\$3,784.47	\$11,353.41
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00 LF	\$138.87	\$23,330.16
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,540.00 LF	\$12.57	\$44,497.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	29,040.00 SY	\$1.96	\$56,918.40

**Retention Basin 19**

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Retention Basin 20**

<b>Description</b>	<b>Value</b>
Size	15 AC
Multiplier	1
Depth	10.00



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	15.00 AC	\$25,000.00	\$375,000.00
120-1	REGULAR EXCAVATION	242,000.00 CY	\$7.00	\$1,694,000.00
400-2-2	CONC CLASS II, ENDWALLS	48.00 CY	\$1,300.00	\$62,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,600.00 LF	\$12.57	\$45,252.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	4.00 EA	\$4,205.91	\$16,823.64
575-1	SODDING	72,600.00 SY	\$1.96	\$142,296.00
<b>Drainage Component Total</b>				<b>\$9,523,070.57</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00 AS	\$887.55	\$25,738.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-12	MULTI- POST SIGN, F&I, 51-100	8.00 AS	\$3,665.00	\$29,320.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00 AS	\$228,623.73	\$914,494.92
<b>Signing Component Total</b>				<b>\$983,582.89</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total****\$235,600.00****LANDSCAPING COMPONENT****User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>					<b>\$999,999.00</b>

**BRIDGES COMPONENT****Bridge 1**

Description	Value
Length	310.00
Width	14.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	9,230.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.62
Basic Bridge Cost	\$694,400.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	9,230.00	SF	\$36.00	\$332,280.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11	CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25	LB	\$1.05	\$5,716.46
<b>Bridge 1 Total</b>					<b>\$1,051,062.46</b>

**Bridge 2**

Description	Value
Length	310.00
Width	14.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	9,230.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.62
Basic Bridge Cost	\$694,400.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	9,230.00	SF	\$36.00	\$332,280.00

400-2-10	CONC CLASS II, APPROACH SLABS	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25 LB	\$1.05	\$5,716.46
	<b>Bridge 2 Total</b>			\$1,051,062.46

**Bridge MAIN 1**

<b>Description</b>	<b>Value</b>
Length	310.00
Width	72.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$158.12
Basic Bridge Cost	\$3,403,800.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	160.00 CY	\$600.00	\$96,000.00
415-1-9	REINF STEEL- APPROACH SLABS	28,000.00 LB	\$1.05	\$29,400.00
	<b>Bridge MAIN 1 Total</b>			\$3,529,200.00

**Bridge MAIN 2**

<b>Description</b>	<b>Value</b>
Length	310.00
Width	72.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$158.12
Basic Bridge Cost	\$3,403,800.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	160.00 CY	\$600.00	\$96,000.00
415-1-9	REINF STEEL- APPROACH SLABS	28,000.00 LB	\$1.05	\$29,400.00
	<b>Bridge MAIN 2 Total</b>			\$3,529,200.00
	<b>Bridges Component Total</b>			\$9,160,524.92

**RETAINING WALLS COMPONENT**



**Retaining Wall 1**

Description	Value
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	132,568.00 SF	\$32.88	\$4,358,835.84

**Retaining Wall 2**

Description	Value
Length	3,379.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	54,064.00 SF	\$32.88	\$1,777,624.32

**Retaining Walls Component Total**

\$6,136,460.16

**Sequence 14 Total**

\$46,166,534.23

**Sequence:** 15 NUR - New Construction, Undivided, Rural**Net Length:** 0.322 MI**Description:** SR 64 Ramp A - One lane off-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.322
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	11,006.96	CY	\$16.29	\$179,303.38
<b>Earthwork Component Total</b>					<b>\$201,803.38</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	6,800.64	SY	\$6.00	\$40,803.84
285-709	OPTIONAL BASE,BASE GROUP 09	4,658.44	SY	\$25.00	\$116,461.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	748.07	TN	\$138.25	\$103,420.68
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	181.35	TN	\$139.60	\$25,316.46

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	43.00	EA	\$5.23	\$224.89
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.29	NM	\$1,270.87	\$1,639.42
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.64	GM	\$375.24	\$240.15
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.64	NM	\$3,843.11	\$2,459.59
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.32	GM	\$1,171.22	\$374.79

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	950.00	LF	\$152.70	\$145,065.00
<b>Roadway Component Total</b>					<b>\$436,005.82</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,635.93	SY	\$15.68	\$25,651.38
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	83.12	TN	\$138.25	\$11,491.34
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	9.97	TN	\$139.60	\$1,391.81
570-1-2	PERFORMANCE TURF, SOD	755.63	SY	\$2.61	\$1,972.19

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.39	AC	\$511.95	\$199.66
104-10-2	SYNTHETIC BALES	340.03	LF	\$14.99	\$5,097.05



104-11	FLOATING TURBIDITY BARRIER	80.50 LF	\$15.30	\$1,231.65
104-12	STAKED TURBIDITY BARRIER	80.50 LF	\$10.78	\$867.79
104-13-1	STAKED SILT FENCE, TYPE III	3,400.32 LF	\$1.43	\$4,862.46
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$54,993.69</b>

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#### DRAINAGE COMPONENT

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.80 CY	\$1,300.00	\$7,540.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	56.00 LF	\$98.56	\$5,519.36
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	264.00 LF	\$92.40	\$24,393.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	13.00 EA	\$1,394.31	\$18,126.03
575-1	SODDING	226.69 SY	\$1.96	\$444.31
<b>Drainage Component Total</b>				<b>\$56,023.30</b>

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#### SIGNING COMPONENT

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	7.00 AS	\$887.55	\$6,212.85
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$10,889.19</b>

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#### LIGHTING COMPONENT

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

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#### RETAINING WALLS COMPONENT

**Retaining Wall 1**

Description	Value
Length	850.00
Begin height	8.00
End Height	8.00
Multiplier	1

<b>Pay Items</b>					
<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,800.00	SF	\$32.88	\$223,584.00
<b>Retaining Walls Component Total</b>					\$223,584.00
<hr/>					
<b>Sequence 15 Total</b>					\$1,039,099.38
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**Sequence:** 16 NUR - New Construction, Undivided, Rural**Net Length:** 0.104 MI**Description:** SR 64 Ramp A - Two lane off-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.104
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	4,728.53 CY	\$16.29	\$77,027.75
<b>Earthwork Component Total</b>				<b>\$99,527.75</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,026.88 SY	\$6.00	\$24,161.28
285-709	OPTIONAL BASE,BASE GROUP 09	2,968.91 SY	\$25.00	\$74,222.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	483.23 TN	\$138.25	\$66,806.55
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	117.15 TN	\$139.60	\$16,354.14

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3



Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	14.00	EA	\$5.23	\$73.22
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.42	NM	\$1,270.87	\$533.77
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.21	GM	\$375.24	\$78.80
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.21	NM	\$3,843.11	\$807.05
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.10	GM	\$1,171.22	\$117.12

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	550.00	LF	\$152.70	\$83,985.00
<b>Roadway Component Total</b>					<b>\$267,139.68</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	894.46	SY	\$15.68	\$14,025.13
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	46.98	TN	\$138.25	\$6,494.98
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.22	TN	\$139.60	\$449.51
570-1-2	PERFORMANCE TURF, SOD	244.05	SY	\$2.61	\$636.97

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.12 AC	\$511.95	\$61.43
104-10-2	SYNTHETIC BALES	109.82 LF	\$14.99	\$1,646.20
104-11	FLOATING TURBIDITY BARRIER	26.00 LF	\$15.30	\$397.80
104-12	STAKED TURBIDITY BARRIER	26.00 LF	\$10.78	\$280.28
104-13-1	STAKED SILT FENCE, TYPE III	1,098.24 LF	\$1.43	\$1,570.48
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$27,791.15</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.87 CY	\$1,300.00	\$2,431.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	88.00 LF	\$92.40	\$8,131.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,394.31	\$6,971.55
575-1	SODDING	73.22 SY	\$1.96	\$143.51
<b>Drainage Component Total</b>				<b>\$20,042.70</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$107,338.99</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00

Number of Poles 2

**Lighting Component Total** \$12,400.00

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	549.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	2,745.00	SF	\$32.88	\$90,255.60

**Retaining Walls Component Total** \$90,255.60

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**Sequence 16 Total** \$624,495.87

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**Sequence:** 17 NUR - New Construction, Undivided, Rural**Net Length:** 0.256 MI**Description:** SR 64 Ramp B - One lane off-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.256
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	7,775.66	CY	\$16.29	\$126,665.50
<b>Earthwork Component Total</b>					<b>\$149,165.50</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	4,055.04	SY	\$6.00	\$24,330.24
285-709	OPTIONAL BASE,BASE GROUP 09	2,351.92	SY	\$25.00	\$58,798.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	371.71	TN	\$138.25	\$51,388.91
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	90.11	TN	\$139.60	\$12,579.36

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.02	NM	\$1,270.87	\$1,296.29
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.51	NM	\$3,843.11	\$1,959.99

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,350.00	LF	\$152.70	\$206,145.00

**Roadway Component Total**

\$356,497.79

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,300.62	SY	\$15.68	\$20,393.72
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	66.08	TN	\$138.25	\$9,135.56
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	7.93	TN	\$139.60	\$1,107.03
570-1-2	PERFORMANCE TURF, SOD	600.75	SY	\$2.61	\$1,567.96

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.31	AC	\$511.95	\$158.70
104-10-2	SYNTHETIC BALES	270.34	LF	\$14.99	\$4,052.40
104-11	FLOATING TURBIDITY BARRIER	64.00	LF	\$15.30	\$979.20
104-12	STAKED TURBIDITY BARRIER	64.00	LF	\$10.78	\$689.92
104-13-1	STAKED SILT FENCE, TYPE III	2,703.36	LF	\$1.43	\$3,865.80
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$44,178.65

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.61	CY	\$1,300.00	\$5,993.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	208.00	LF	\$92.40	\$19,219.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	11.00	EA	\$1,394.31	\$15,337.41
575-1	SODDING	180.22	SY	\$1.96	\$353.23

**Drainage Component Total**

\$45,633.72

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$10,001.64

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	1,200.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	9,600.00	SF	\$32.88	\$315,648.00



<b>Retaining Walls Component Total</b>	\$315,648.00
<hr/>	
<b>Sequence 17 Total</b>	\$976,925.30
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**Sequence:** 18 NUR - New Construction, Undivided, Rural**Net Length:** 0.114 MI**Description:** SR 64 Ramp B - Two lane off-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.114
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	5,183.20 CY	\$16.29	\$84,434.33
<b>Earthwork Component Total</b>				<b>\$106,934.33</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,414.08 SY	\$6.00	\$26,484.48
285-709	OPTIONAL BASE,BASE GROUP 09	3,254.38 SY	\$25.00	\$81,359.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	529.69 TN	\$138.25	\$73,229.64
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	128.41 TN	\$139.60	\$17,926.04

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3

Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	15.00	EA	\$5.23	\$78.45
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.46	NM	\$1,270.87	\$584.60
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.23	GM	\$375.24	\$86.31
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.23	NM	\$3,843.11	\$883.92
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.11	GM	\$1,171.22	\$128.83

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	600.00	LF	\$152.70	\$91,620.00
<b>Roadway Component Total</b>					<b>\$292,381.77</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	980.46	SY	\$15.68	\$15,373.61
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	51.50	TN	\$138.25	\$7,119.88
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.53	TN	\$139.60	\$492.79
575-1	SODDING	267.52	SY	\$1.96	\$524.34



**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.14 AC	\$511.95	\$71.67
104-10-2	SYNTHETIC BALES	120.38 LF	\$14.99	\$1,804.50
104-11	FLOATING TURBIDITY BARRIER	28.50 LF	\$15.30	\$436.05
104-12	STAKED TURBIDITY BARRIER	28.50 LF	\$10.78	\$307.23
104-13-1	STAKED SILT FENCE, TYPE III	1,203.84 LF	\$1.43	\$1,721.49
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$30,079.92</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.05 CY	\$1,300.00	\$2,665.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	96.00 LF	\$92.40	\$8,870.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,394.31	\$6,971.55
575-1	SODDING	80.26 SY	\$1.96	\$157.31
<b>Drainage Component Total</b>				<b>\$21,029.70</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$107,338.99</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00

Number of Poles                    2

**Lighting Component Total**                    \$12,400.00

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	600.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	3,000.00	SF	\$32.88	\$98,640.00

**Retaining Walls Component Total**                    \$98,640.00

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**Sequence 18 Total**                    \$668,804.71

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**Sequence:** 19NUR - New Construction, Undivided, Rural**Net Length:** 0.284 MI**Description:** SR 64 Ramp C - One lane on-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,626.13	CY	\$16.29	\$140,519.66
<b>Earthwork Component Total</b>					<b>\$163,019.66</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	4,498.56	SY	\$6.00	\$26,991.36
285-709	OPTIONAL BASE,BASE GROUP 09	2,609.16	SY	\$25.00	\$65,229.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	412.37	TN	\$138.25	\$57,010.15
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	99.97	TN	\$139.60	\$13,955.81

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**



Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14	NM	\$1,270.87	\$1,448.79
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.57	NM	\$3,843.11	\$2,190.57

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	700.00	LF	\$152.70	\$106,890.00

**Roadway Component Total**

\$273,715.68

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,442.87	SY	\$15.68	\$22,624.20
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	73.31	TN	\$138.25	\$10,135.11
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	8.80	TN	\$139.60	\$1,228.48
575-1	SODDING	666.45	SY	\$1.96	\$1,306.24

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.34	AC	\$511.95	\$174.06
104-10-2	SYNTHETIC BALES	299.90	LF	\$14.99	\$4,495.50
104-11	FLOATING TURBIDITY BARRIER	71.00	LF	\$15.30	\$1,086.30
104-12	STAKED TURBIDITY BARRIER	71.00	LF	\$10.78	\$765.38
104-13-1	STAKED SILT FENCE, TYPE III	2,999.04	LF	\$1.43	\$4,288.63
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$48,332.26

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.11	CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	232.00	LF	\$92.40	\$21,436.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00	EA	\$1,394.31	\$16,731.72
575-1	SODDING	199.94	SY	\$1.96	\$391.88

**Drainage Component Total**

\$49,934.28

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$10,001.64

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	600.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,800.00	SF	\$32.88	\$157,824.00

<b>Retaining Walls Component Total</b>	\$157,824.00
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<b>Sequence 19 Total</b>	\$758,627.52
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**Sequence:** 20 NUR - New Construction, Undivided, Rural**Net Length:** 0.133 MI**Description:** SR 64 Ramp C - Two lane on-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.133
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	4,810.08	CY	\$16.29	\$78,356.20
<b>Earthwork Component Total</b>					<b>\$100,856.20</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,277.12	SY	\$6.00	\$19,662.72
285-709	OPTIONAL BASE,BASE GROUP 09	1,924.14	SY	\$25.00	\$48,103.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	308.99	TN	\$138.25	\$42,717.87
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	74.91	TN	\$139.60	\$10,457.44

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	18.00	EA	\$5.23	\$94.14
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53	NM	\$1,270.87	\$673.56
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.27	GM	\$375.24	\$101.31
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.27	NM	\$3,843.11	\$1,037.64
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.13	GM	\$1,171.22	\$152.26

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	700.00	LF	\$152.70	\$106,890.00

**Roadway Component Total**

\$229,890.44

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,143.87	SY	\$15.68	\$17,935.88
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	60.08	TN	\$138.25	\$8,306.06
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.12	TN	\$139.60	\$575.15
570-1-2	PERFORMANCE TURF, SOD	312.11	SY	\$2.61	\$814.61

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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104-4	MOWING	0.16 AC	\$511.95	\$81.91
104-10-2	SYNTHETIC BALES	140.45 LF	\$14.99	\$2,105.35
104-11	FLOATING TURBIDITY BARRIER	33.25 LF	\$15.30	\$508.72
104-12	STAKED TURBIDITY BARRIER	33.25 LF	\$10.78	\$358.44
104-13-1	STAKED SILT FENCE, TYPE III	1,404.48 LF	\$1.43	\$2,008.41
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** \$34,922.90

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#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.39	CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24" SD	112.00	LF	\$92.40	\$10,348.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00	EA	\$1,394.31	\$8,365.86
575-1	SODDING	93.63	SY	\$1.96	\$183.51

**Drainage Component Total** \$24,370.61

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#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total** \$7,338.99

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#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** \$12,400.00

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#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
Length	700.00
Begin height	2.00



End Height                    8.00  
Multiplier                    1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	3,500.00	SF	\$32.88	\$115,080.00
<b>Retaining Walls Component Total</b>					<b>\$115,080.00</b>
<hr/>					
<b>Sequence 20 Total</b>					<b>\$524,859.14</b>
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**Sequence:** 21 NUR - New Construction, Undivided, Rural**Net Length:** 0.341 MI**Description:** SR 64 Ramp D - One lane on-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,357.43	CY	\$16.29	\$168,722.53
<b>Earthwork Component Total</b>					<b>\$191,222.53</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	5,401.44	SY	\$6.00	\$32,408.64
285-709	OPTIONAL BASE,BASE GROUP 09	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,270.87	\$1,728.38
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.68	NM	\$3,843.11	\$2,613.31

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	600.00	LF	\$152.70	\$91,620.00

**Roadway Component Total**

\$291,899.24

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,732.46	SY	\$15.68	\$27,164.97
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	88.02	TN	\$138.25	\$12,168.76
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	800.21	SY	\$2.61	\$2,088.55

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$511.95	\$209.90
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	FLOATING TURBIDITY BARRIER	85.25	LF	\$15.30	\$1,304.32
104-12	STAKED TURBIDITY BARRIER	85.25	LF	\$10.78	\$919.00
104-13-1	STAKED SILT FENCE, TYPE III	3,600.96	LF	\$1.43	\$5,149.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**Shoulder Component Total** \$57,959.98

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#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.14	CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29	LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80	LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00	EA	\$1,394.31	\$19,520.34
575-1	SODDING	240.06	SY	\$1.96	\$470.52

##### X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	4.00	EA	\$3,248.98	\$12,995.92

**Drainage Component Total** \$99,446.52

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#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00	AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	7.00	AS	\$942.68	\$6,598.76
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00	AS	\$3,518.45	\$3,518.45

**Signing Component Total** \$10,410.15

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#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

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#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
Length	600.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,800.00	SF	\$32.88	\$157,824.00

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<b>Retaining Walls Component Total</b>					\$157,824.00
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<b>Sequence 21 Total</b>					\$864,562.42
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**Sequence:** 22 NUR - New Construction, Undivided, Rural**Net Length:** 0.133 MI**Description:** SR 64 Ramp D - Two lane on-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.066
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
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	3,505.19	CY	\$16.29	\$57,099.55
<b>Earthwork Component Total</b>					<b>\$79,599.55</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,277.12	SY	\$6.00	\$19,662.72
285-709	OPTIONAL BASE,BASE GROUP 09	1,924.14	SY	\$25.00	\$48,103.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	308.99	TN	\$138.25	\$42,717.87
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	74.91	TN	\$139.60	\$10,457.44

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	18.00	EA	\$5.23	\$94.14
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53	NM	\$1,270.87	\$673.56
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.27	GM	\$375.24	\$101.31
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.27	NM	\$3,843.11	\$1,037.64
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.13	GM	\$1,171.22	\$152.26

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	700.00	LF	\$152.70	\$106,890.00

**Roadway Component Total**

\$229,890.44

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,143.87	SY	\$15.68	\$17,935.88
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	60.08	TN	\$138.25	\$8,306.06
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.12	TN	\$139.60	\$575.15
575-1	SODDING	312.11	SY	\$1.96	\$611.74

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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104-4	MOWING	0.16 AC	\$511.95	\$81.91
104-10-2	SYNTHETIC BALES	140.45 LF	\$14.99	\$2,105.35
104-11	FLOATING TURBIDITY BARRIER	33.25 LF	\$15.30	\$508.72
104-12	STAKED TURBIDITY BARRIER	33.25 LF	\$10.78	\$358.44
104-13-1	STAKED SILT FENCE, TYPE III	1,404.48 LF	\$1.43	\$2,008.41
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$34,720.03</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.39	CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	112.00	LF	\$92.40	\$10,348.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00	EA	\$1,394.31	\$8,365.86
575-1	SODDING	93.63	SY	\$1.96	\$183.51
<b>Drainage Component Total</b>					<b>\$24,370.61</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$7,338.99</b>

#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
Length	700.00
Begin height	2.00

End Height                    8.00  
 Multiplier                    1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	3,500.00	SF	\$32.88	\$115,080.00
<b>Retaining Walls Component Total</b>					<b>\$115,080.00</b>

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**Sequence 22 Total** **\$503,399.62**

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**Sequence:** 24 NDR - New Construction, Divided, Rural**Net Length:** 2.027 MI**Description:** I-75 Mainline (Segment 5)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.027
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	85.50	AC	\$25,000.00	\$2,137,500.00
120-6	EMBANKMENT	259,770.95	CY	\$16.29	\$4,231,668.78
<b>Earthwork Component Total</b>					<b>\$6,369,168.78</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	356,752.00	SY	\$6.00	\$2,140,512.00
285-712	OPTIONAL BASE,BASE GROUP 12	172,810.67	SY	\$49.45	\$8,545,487.63
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	37,673.01	TN	\$138.25	\$5,208,293.63
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	6,849.64	TN	\$139.60	\$956,209.74

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-8	GUARDRAIL- BRIDGE ANCHORAGE ASSEM	2.00	EA	\$2,086.12	\$4,172.24

**Pavement Marking Subcomponent**

Description	Value
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Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	3,010.00	EA	\$5.23	\$15,742.30
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	16.22	NM	\$1,270.87	\$20,613.51
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	40.54	GM	\$375.24	\$15,212.23
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	8.11	NM	\$3,843.11	\$31,167.62
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	20.27	GM	\$1,171.22	\$23,740.63

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67	TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	21,405.00	LF	\$152.70	\$3,268,543.50
536-1-1	GUARDRAIL- ROADWAY	300.00	LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00	EA	\$1,728.50	\$3,457.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	21,405.00	LF	\$12.57	\$269,060.85

**Roadway Component Total**

\$20,514,387.89

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	29,325.01 SY	\$25.00	\$733,125.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,139.42 TN	\$138.25	\$434,024.82
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	62.79 TN	\$139.60	\$8,765.48
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.05 PM	\$2,700.00	\$10,935.00
570-1-2	PERFORMANCE TURF, SOD	76,107.09 SY	\$2.61	\$198,639.50

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	6.49 AC	\$511.95	\$3,322.56
104-10-2	SYNTHETIC BALES	2,140.51 LF	\$14.99	\$32,086.24
104-11	FLOATING TURBIDITY BARRIER	506.75 LF	\$15.30	\$7,753.28
104-12	STAKED TURBIDITY BARRIER	506.75 LF	\$10.78	\$5,462.76
104-13-1	STAKED SILT FENCE, TYPE III	21,405.12 LF	\$1.43	\$30,609.32
104-15	SOIL TRACKING PREVENTION DEVICE	3.00 EA	\$2,228.36	\$6,685.08

**Shoulder Component Total**

\$1,471,409.30

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	81,648.64 SY	\$25.00	\$2,041,216.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	8,895.02 TN	\$138.25	\$1,229,736.51
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	62.79 TN	\$139.60	\$8,765.48
521-1	MEDIAN CONC BARRIER WALL	21,405.00 LF	\$127.73	\$2,734,060.65
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.00 PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	52,323.63 SY	\$2.61	\$136,564.67
<b>Median Component Total</b>				<b>\$6,161,143.32</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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575-1	SODDING	1,427.01 SY	\$1.96	\$2,796.94
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**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	32.00 EA	\$2,280.90	\$72,988.80
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	107.00 EA	\$4,965.50	\$531,308.50
425-1-891	INLETS, BARRIER WALL, <10'	107.00 EA	\$4,145.25	\$443,541.75
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	37,712.00 LF	\$109.50	\$4,129,464.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	648.00 LF	\$138.87	\$89,987.76
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	4,280.00 LF	\$186.58	\$798,562.40
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	1,104.00 LF	\$98.56	\$108,810.24
430-172-104	PIPE CULV OPT MATL, ROUND, 49-60", CD	328.00 LF	\$305.36	\$100,158.08
430-174-103	PIPE CULV, OPT MATL, ROUND,37-48"SD	400.00 LF	\$130.80	\$52,320.00

**Retention Basin 21**

Description	Value
Size	2 AC
Multiplier	3
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00 AC	\$25,000.00	\$150,000.00
120-1	REGULAR EXCAVATION	96,800.01 CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$1,300.00	\$70,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00 EA	\$3,784.47	\$11,353.41
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00 LF	\$138.87	\$23,330.16
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,540.00 LF	\$12.57	\$44,497.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	29,040.00 SY	\$1.96	\$56,918.40

**Retention Basin 22**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69

400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 23**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00 AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33 CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00 LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00 SY	\$1.96	\$94,864.00

**Retention Basin 23**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0,	1,180.00 LF	\$12.57	\$14,832.60

550-60-234	STANDARD FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00 SY	\$1.96	\$18,972.80
<b>Drainage Component Total</b>				\$10,473,841.39

### SIGNING COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	5.00 AS	\$322.32	\$1,611.60
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	49.00 AS	\$887.55	\$43,489.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	5.00 AS	\$4,354.02	\$21,770.10
700-21-12	MULTI- POST SIGN, F&I, 51-100	13.00 AS	\$3,665.00	\$47,645.00
<b>Signing Component Total</b>				\$114,516.65

### LANDSCAPING COMPONENT

#### User Input Data

Description	Value
Lump Sum	1,000,000.00
Cost %	0.00
Component Detail	N

**Landscaping Component Total** \$1,000,000.00

### BRIDGES COMPONENT

#### Bridge A

Description	Value
Length	1,600.00
Width	120.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	96,000.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$143.59
Basic Bridge Cost	\$27,360,000.00
Description	SALT MARSH BRIDGE NORTHBOUND

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	96,000.00 SF	\$36.00	\$3,456,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	266.67 CY	\$600.00	\$160,002.00
415-1-9	REINF STEEL- APPROACH SLABS	46,667.25 LB	\$1.05	\$49,000.61



**Bridge A Total**

\$31,025,002.61

**Bridge B**

Description	Value
Length	1,600.00
Width	60.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	6,400.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$151.09
Basic Bridge Cost	\$14,400,000.00
Description	SALT MARSH BRIDGE SOUTHBOUND

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	6,400.00	SF	\$36.00	\$230,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	133.33	CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75	LB	\$1.05	\$24,499.39
<b>Bridge B Total</b>					<b>\$14,734,897.39</b>

**Bridges Component Total**

\$45,759,900.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	21,405.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	171,240.00	SF	\$32.88	\$5,630,371.20

**Retaining Walls Component Total**

\$5,630,371.20

**Sequence 24 Total**

\$97,494,738.53

**Sequence:** 26 NDR - New Construction, Divided, Rural**Net Length:** 1.392 MI**Description:** US 301 Interchange (I-75 Segment 6)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	186.00 / 186.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %

Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.558
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	62.77 AC	\$25,000.00	\$1,569,250.00
120-6	EMBANKMENT	174,607.52 CY	\$16.29	\$2,844,356.50
<b>Earthwork Component Total</b>				<b>\$4,413,606.50</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	225,392.64 SY	\$6.00	\$1,352,355.84
285-712	OPTIONAL BASE,BASE GROUP 12	99,074.76 SY	\$49.45	\$4,899,246.88
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	21,559.30 TN	\$138.25	\$2,980,573.22
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	3,919.87 TN	\$139.60	\$547,213.85

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	19,600.00 SY	\$3.85	\$75,460.00



334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,312.00 TN	\$138.25	\$596,134.00
337-7-22	ASPH CONC FC, INC BIT, FC- 5, PG76-22	806.00 TN	\$139.60	\$112,517.60
536-8	GUARDRAIL- BRIDGE ANCHORAGE ASSEM	2.00 EA	\$2,086.12	\$4,172.24

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,691.00 EA	\$5.23	\$8,843.93
710-11-111	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	22.27 NM	\$1,270.87	\$28,302.27
710-11-131	PAINTED PAVT MARK, STD, WHITE, SKIP, 6"	22.27 GM	\$375.24	\$8,356.59
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	11.14 NM	\$3,843.11	\$42,812.25
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	11.14 GM	\$1,171.22	\$13,047.39

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67 TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	14,700.00 LF	\$152.70	\$2,244,690.00
536-1-1	GUARDRAIL- ROADWAY	300.00 LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00 EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$21,709.07	\$21,709.07
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	14,700.00 LF	\$12.57	\$184,779.00

**Roadway Component Total**

\$13,135,846.15

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	20,138.34 SY	\$25.00	\$503,458.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,155.93 TN	\$138.25	\$298,057.32
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	43.12 TN	\$139.60	\$6,019.55
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.78 PM	\$2,700.00	\$7,506.00
570-1-2	PERFORMANCE TURF, SOD	52,264.96 SY	\$2.61	\$136,411.55

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	30,000.00 SY	\$1.96	\$58,800.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.45 AC	\$511.95	\$2,278.18
104-10-2	SYNTHETIC BALES	1,469.95 LF	\$14.99	\$22,034.55
104-11	FLOATING TURBIDITY BARRIER	348.00 LF	\$15.30	\$5,324.40
104-12	STAKED TURBIDITY BARRIER	348.00 LF	\$10.78	\$3,751.44
104-13-1	STAKED SILT FENCE, TYPE III	14,699.52 LF	\$1.43	\$21,020.31
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$1,069,118.52

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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285-706	OPTIONAL BASE,BASE GROUP 06	56,070.50 SY	\$25.00	\$1,401,762.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	6,108.47 TN	\$138.25	\$844,495.98
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	43.12 TN	\$139.60	\$6,019.55
521-1	MEDIAN CONC BARRIER WALL	14,700.00 LF	\$127.73	\$1,877,631.00
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	35,932.16 SY	\$2.61	\$93,782.94
<b>Median Component Total</b>				<b>\$4,231,791.97</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	979.97 SY	\$1.96	\$1,920.74

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	22.00 EA	\$2,280.90	\$50,179.80
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	74.00 EA	\$4,965.50	\$367,447.00
425-1-891	INLETS, BARRIER WALL, <10'	74.00 EA	\$4,145.25	\$306,748.50
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	25,904.00 LF	\$109.50	\$2,836,488.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	440.00 LF	\$138.87	\$61,102.80
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,944.00 LF	\$186.58	\$549,291.52

**Box Culvert 1**

Description	Value
Size	10 x 5
Length	300.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	324.80 CY	\$815.00	\$264,712.00
415-1-1	REINF STEEL- ROADWAY	39,720.00 LB	\$1.00	\$39,720.00

**Retention Basin 24**

Description	Value
Size	2 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00



425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,180.00 LF	\$12.57	\$14,832.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00 SY	\$1.96	\$18,972.80

**Retention Basin 25**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00 AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33 CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00 LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00 SY	\$1.96	\$94,864.00

**Retention Basin 26**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 27**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,180.00 LF	\$12.57	\$14,832.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00 SY	\$1.96	\$18,972.80

**Retention Basin 28**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 28**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	1

Depth 10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,180.00 LF	\$12.57	\$14,832.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00 SY	\$1.96	\$18,972.80

**Retention Basin 29**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00 AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34 CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00 LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00 SY	\$1.96	\$37,945.60
<b>Drainage Component Total</b>				<b>\$9,916,750.57</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	34.00 AS	\$887.55	\$30,176.70
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-12	MULTI- POST SIGN, F&I, 51-100	9.00 AS	\$3,665.00	\$32,985.00



**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	2.00	AS	\$228,623.73	\$457,247.46
<b>Signing Component Total</b>					<b>\$534,438.18</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total** **\$235,600.00**

**LANDSCAPING COMPONENT****User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>					<b>\$999,999.00</b>

**BRIDGES COMPONENT****Bridge 1**

Description	Value
Length	3,845.00
Width	44.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$30,959,940.00
Description	MANATEE RIVER BRIDGE SOUTHBOUND RAMP

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH	97.78	CY	\$600.00	\$58,668.00

	SLABS			
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
	<b>Bridge 1 Total</b>			<b>\$31,036,575.08</b>

**Bridge 3**

Description	Value
Length	3,845.00
Width	44.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$30,959,940.00
Description	MANATEE RIVER BRIDGE NORTHBOUND RAMP

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
	<b>Bridge 3 Total</b>			<b>\$31,036,575.08</b>

**Bridge NMAIN**

Description	Value
Length	3,845.00
Width	60.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$42,218,100.00
Description	MANATEE RIVER BRIDGE NORTHBOUND MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
	<b>Bridge NMAIN Total</b>			<b>\$42,322,597.39</b>

**Bridge SMAIN**

Description	Value
Length	3,845.00
Width	60.00
Type	Medium Level
Substructure Type	Pile Bents

Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.45
Basic Bridge Cost	\$42,218,100.00
Description	MANATEE RIVER BRIDGE SOUTHBOUND MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge SMAIN Total</b>				\$42,322,597.39
<b>Bridges Component Total</b>				\$146,718,344.94

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	66,284.00 SF	\$32.88	\$2,179,417.92

**Retaining Wall 2**

Description	Value
Length	5,890.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	94,240.00 SF	\$32.88	\$3,098,611.20

**Retaining Walls Component Total** \$5,278,029.12

**Sequence 26 Total** \$186,533,524.95



**Sequence:** 28 NUR - New Construction, Undivided, Rural**Net Length:** 0.076 MI**Description:** US 301 Ramp A - Two lane off-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.076
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
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	5,168.78 CY	\$16.29	\$84,199.43
<b>Earthwork Component Total</b>				<b>\$106,699.43</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,121.07 SY	\$6.00	\$18,726.42
285-709	OPTIONAL BASE,BASE GROUP 09	2,169.59 SY	\$25.00	\$54,239.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	353.13 TN	\$138.25	\$48,820.22
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	85.61 TN	\$139.60	\$11,951.16

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	3
Skip Stripe No. of Applications	3

Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	51.00	EA	\$5.23	\$266.73
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.30	NM	\$1,270.87	\$381.26
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.46	GM	\$375.24	\$172.61
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.15	NM	\$3,843.11	\$576.47
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.23	GM	\$1,171.22	\$269.38

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	400.00	LF	\$152.70	\$61,080.00
<b>Roadway Component Total</b>					<b>\$196,484.00</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	12.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	921.16	SY	\$15.68	\$14,443.79
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	49.05	TN	\$138.25	\$6,781.16
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.35	TN	\$139.60	\$328.06
570-1-2	PERFORMANCE TURF, SOD	89.17	SY	\$2.61	\$232.73

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.09 AC	\$511.95	\$46.08
104-10-2	SYNTHETIC BALES	80.26 LF	\$14.99	\$1,203.10
104-11	FLOATING TURBIDITY BARRIER	19.00 LF	\$15.30	\$290.70
104-12	STAKED TURBIDITY BARRIER	19.00 LF	\$10.78	\$204.82
104-13-1	STAKED SILT FENCE, TYPE III	802.56 LF	\$1.43	\$1,147.66
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$26,906.46</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.37 CY	\$1,300.00	\$1,781.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	64.00 LF	\$92.40	\$5,913.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	53.50 SY	\$1.96	\$104.86
<b>Drainage Component Total</b>				<b>\$14,953.66</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$106,451.44</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00



Number of Poles                      2

**Lighting Component Total**                      \$12,400.00

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### RETAINING WALLS COMPONENT

**Retaining Wall 1**

Description	Value
Length	400.00
Begin height	8.00
End Height	2.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,000.00	SF	\$32.88	\$131,520.00

**Retaining Walls Component Total**                      \$131,520.00

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**Sequence 28 Total**                      \$595,414.99

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**Sequence:** 29 NUR - New Construction, Undivided, Rural**Net Length:** 0.133 MI**Description:** US 301 Ramp B - One lane off-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.133
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	4,039.70	CY	\$16.29	\$65,806.71
<b>Earthwork Component Total</b>					<b>\$88,306.71</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	2,106.72	SY	\$6.00	\$12,640.32
285-709	OPTIONAL BASE,BASE GROUP 09	1,221.90	SY	\$25.00	\$30,547.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	193.12	TN	\$138.25	\$26,698.84
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	46.82	TN	\$139.60	\$6,536.07

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53	NM	\$1,270.87	\$673.56
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.27	NM	\$3,843.11	\$1,037.64

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	500.00	LF	\$152.70	\$76,350.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$21,709.07	\$21,709.07

**Roadway Component Total**

\$176,193.00

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	675.71	SY	\$15.68	\$10,595.13
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	34.33	TN	\$138.25	\$4,746.12
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4.12	TN	\$139.60	\$575.15
570-1-2	PERFORMANCE TURF, SOD	312.11	SY	\$2.61	\$814.61

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.16	AC	\$511.95	\$81.91
104-10-2	SYNTHETIC BALES	140.45	LF	\$14.99	\$2,105.35
104-11	FLOATING TURBIDITY BARRIER	33.25	LF	\$15.30	\$508.72
104-12	STAKED TURBIDITY BARRIER	33.25	LF	\$10.78	\$358.44
104-13-1	STAKED SILT FENCE, TYPE III	1,404.48	LF	\$1.43	\$2,008.41
104-15	SOIL TRACKING PREVENTION	1.00	EA	\$2,228.36	\$2,228.36



DEVICE

**Shoulder Component Total**

\$24,022.21

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.39	CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	112.00	LF	\$92.40	\$10,348.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00	EA	\$1,394.31	\$8,365.86
575-1	SODDING	93.63	SY	\$1.96	\$183.51

**Drainage Component Total**

\$24,370.61

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$7,338.99

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	500.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM,	4,000.00	SF	\$32.88	\$131,520.00

EXC BAR.

**Retaining Walls Component Total** \$131,520.00

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**Sequence 29 Total** \$507,551.52

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**Sequence:** 30 NUR - New Construction, Undivided, Rural**Net Length:** 0.227 MI**Description:** US 301 Ramp B - Two lane off-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.227
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,209.69 CY	\$16.29	\$133,735.85
<b>Earthwork Component Total</b>				<b>\$156,235.85</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,593.28 SY	\$6.00	\$33,559.68
285-709	OPTIONAL BASE,BASE GROUP 09	3,284.05 SY	\$25.00	\$82,101.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	527.37 TN	\$138.25	\$72,908.90
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	127.85 TN	\$139.60	\$17,847.86

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3



Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	31.00 EA	\$5.23	\$162.13
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.91 NM	\$1,270.87	\$1,156.49
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.45 GM	\$375.24	\$168.86
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.45 NM	\$3,843.11	\$1,729.40
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.23 GM	\$1,171.22	\$269.38

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,200.00 LF	\$152.70	\$183,240.00
<b>Roadway Component Total</b>				<b>\$393,143.95</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,952.32 SY	\$15.68	\$30,612.38
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	102.54 TN	\$138.25	\$14,176.16
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	7.03 TN	\$139.60	\$981.39
570-1-2	PERFORMANCE TURF, SOD	532.69 SY	\$2.61	\$1,390.32

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.27 AC	\$511.95	\$138.23
104-10-2	SYNTHETIC BALES	239.71 LF	\$14.99	\$3,593.25
104-11	FLOATING TURBIDITY BARRIER	56.75 LF	\$15.30	\$868.28
104-12	STAKED TURBIDITY BARRIER	56.75 LF	\$10.78	\$611.76
104-13-1	STAKED SILT FENCE, TYPE III	2,397.12 LF	\$1.43	\$3,427.88
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$58,028.02</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.09 CY	\$1,300.00	\$5,317.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00 LF	\$98.56	\$3,942.40
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	184.00 LF	\$92.40	\$17,001.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00 EA	\$1,394.31	\$13,943.10
575-1	SODDING	159.81 SY	\$1.96	\$313.23
<b>Drainage Component Total</b>				<b>\$40,517.33</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	5.00 AS	\$887.55	\$4,437.75
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$109,114.09</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00

Number of Poles 2

**Lighting Component Total** \$12,400.00

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	1,200.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,000.00	SF	\$32.88	\$197,280.00

**Retaining Walls Component Total** \$197,280.00

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**Sequence 30 Total** \$966,719.24

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**Sequence:** 32 NUR - New Construction, Undivided, Rural**Net Length:** 0.076 MI**Description:** US 301 Ramp C - Two lane on-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.076
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	3,199.39 CY	\$16.29	\$52,118.06
<b>Earthwork Component Total</b>				<b>\$52,118.06</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	19.50 / 19.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,541.44 SY	\$6.00	\$15,248.64
285-709	OPTIONAL BASE,BASE GROUP 09	1,768.31 SY	\$25.00	\$44,207.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	286.92 TN	\$138.25	\$39,666.69
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	69.56 TN	\$139.60	\$9,710.58

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	41.00 EA	\$5.23	\$214.43
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.30 NM	\$1,270.87	\$381.26
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.30 GM	\$375.24	\$112.57
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.15 NM	\$3,843.11	\$576.47
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.15 GM	\$1,171.22	\$175.68

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	400.00 LF	\$152.70	\$61,080.00

**Roadway Component Total**

\$171,374.07

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	653.64 SY	\$15.68	\$10,249.08
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	34.33 TN	\$138.25	\$4,746.12
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.35 TN	\$139.60	\$328.06
570-1-2	PERFORMANCE TURF, SOD	178.35 SY	\$2.61	\$465.49

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.09 AC	\$511.95	\$46.08
104-10-2	SYNTHETIC BALES	80.26 LF	\$14.99	\$1,203.10
104-11	FLOATING TURBIDITY BARRIER	19.00 LF	\$15.30	\$290.70
104-12	STAKED TURBIDITY BARRIER	19.00 LF	\$10.78	\$204.82
104-13-1	STAKED SILT FENCE, TYPE III	802.56 LF	\$1.43	\$1,147.66
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$20,909.47</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.37 CY	\$1,300.00	\$1,781.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	64.00 LF	\$92.40	\$5,913.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	53.50 SY	\$1.96	\$104.86
<b>Drainage Component Total</b>				<b>\$14,953.66</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$106,451.44</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2



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**Lighting Component Total**

\$12,400.00

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**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	400.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	2,000.00	SF	\$32.88	\$65,760.00

**Retaining Walls Component Total**

\$65,760.00

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**Sequence 32 Total**

\$443,966.70

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**Sequence:** 33 NUR - New Construction, Undivided, Rural**Net Length:** 0.341 MI**Description:** US 301 Ramp D - One lane on-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,357.43	CY	\$16.29	\$168,722.53
<b>Earthwork Component Total</b>					<b>\$191,222.53</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	5,401.44	SY	\$6.00	\$32,408.64
285-709	OPTIONAL BASE,BASE GROUP 09	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,270.87	\$1,728.38
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.68	NM	\$3,843.11	\$2,613.31

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,000.00	LF	\$152.70	\$152,700.00

**Roadway Component Total**

\$352,979.24

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,732.46	SY	\$15.68	\$27,164.97
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	88.02	TN	\$138.25	\$12,168.76
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	800.21	SY	\$2.61	\$2,088.55

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$511.95	\$209.90
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	FLOATING TURBIDITY BARRIER	85.25	LF	\$15.30	\$1,304.32
104-12	STAKED TURBIDITY BARRIER	85.25	LF	\$10.78	\$919.00
104-13-1	STAKED SILT FENCE, TYPE III	3,600.96	LF	\$1.43	\$5,149.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**Shoulder Component Total** \$57,959.98

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#### DRAINAGE COMPONENT

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.14	CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	64.00	LF	\$195.38	\$12,504.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.00	LF	\$173.33	\$47,145.76
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00	EA	\$1,394.31	\$19,520.34
575-1	SODDING	240.06	SY	\$1.96	\$470.52
<b>Drainage Component Total</b>					<b>\$87,622.94</b>

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#### SIGNING COMPONENT

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00	AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	7.00	AS	\$942.68	\$6,598.76
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00	AS	\$3,518.45	\$3,518.45
<b>Signing Component Total</b>					<b>\$10,410.15</b>

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#### LIGHTING COMPONENT

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

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#### RETAINING WALLS COMPONENT

**Retaining Wall 1**

Description	Value
Length	1,000.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	8,000.00	SF	\$32.88	\$263,040.00

<b>Retaining Walls Component Total</b>	\$263,040.00
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<b>Sequence 33 Total</b>	\$1,019,034.84
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**Sequence:** 34 NUR - New Construction, Undivided, Rural**Net Length:** 0.066 MI**Description:** US 301 Ramp D - Two lane on-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.066
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	2,386.96	CY	\$16.29	\$38,883.58
<b>Earthwork Component Total</b>					<b>\$61,383.58</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,626.24	SY	\$6.00	\$9,757.44
285-709	OPTIONAL BASE,BASE GROUP 09	954.84	SY	\$25.00	\$23,871.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	153.33	TN	\$138.25	\$21,197.87
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	37.17	TN	\$139.60	\$5,188.93

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	9.00	EA	\$5.23	\$47.07
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.26	NM	\$1,270.87	\$330.43
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.13	GM	\$375.24	\$48.78
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.13	NM	\$3,843.11	\$499.60
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.07	GM	\$1,171.22	\$81.99

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	350.00	LF	\$152.70	\$53,445.00

**Roadway Component Total**

\$114,468.11

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	567.64	SY	\$15.68	\$8,900.60
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	29.81	TN	\$138.25	\$4,121.23
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.04	TN	\$139.60	\$284.78
570-1-2	PERFORMANCE TURF, SOD	154.88	SY	\$2.61	\$404.24

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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104-4	MOWING	0.08 AC	\$511.95	\$40.96
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	70.00 EA	\$14.55	\$1,018.50
104-11	FLOATING TURBIDITY BARRIER	16.50 LF	\$15.30	\$252.45
104-12	STAKED TURBIDITY BARRIER	16.50 LF	\$10.78	\$177.87
104-13-1	STAKED SILT FENCE, TYPE III	696.96 LF	\$1.43	\$996.65
<b>Shoulder Component Total</b>				<b>\$16,197.28</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.19 CY	\$1,300.00	\$1,547.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	16.00 LF	\$195.38	\$3,126.08
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	56.00 LF	\$173.33	\$9,706.48
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00 EA	\$1,394.31	\$4,182.93
575-1	SODDING	46.46 SY	\$1.96	\$91.06
<b>Drainage Component Total</b>				<b>\$18,653.55</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00 AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	2.00 AS	\$942.68	\$1,885.36
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00 AS	\$3,518.45	\$3,518.45
<b>Signing Component Total</b>				<b>\$5,696.75</b>

#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
Length	350.00
Begin height	2.00
End Height	8.00

Multiplier 1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	1,750.00	SF	\$32.88	\$57,540.00
<b>Retaining Walls Component Total</b>					\$57,540.00

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**Sequence 34 Total** \$286,339.27

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**Sequence:** 35 NDU - New Construction, Divided, Urban**Net Length:** 0.473 MI**Description:** US 301 Reconstruction - Six lane divided 2,500' total (I-75 Segment 6)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.473
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	11.47	AC	\$25,000.00	\$286,750.00
120-6	EMBANKMENT	44,069.64	CY	\$16.29	\$717,894.44
<b>Earthwork Component Total</b>					<b>\$1,004,644.44</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	6
Roadway Pavement Width L/R	40.00 / 40.00
Structural Spread Rate	330
Friction Course Spread Rate	160

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	25,063.20	SY	\$6.00	\$150,379.20
285-709	OPTIONAL BASE,BASE GROUP 09	22,199.47	SY	\$25.00	\$554,986.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,662.91	TN	\$138.25	\$506,397.31
337-7-20	ASPH CONC FC,INC BIT,FC- 12.5,FC6,PG76-22	1,775.96	TN	\$134.20	\$238,333.83

**Turnouts/Crossovers Subcomponent**

<b>Description</b>	<b>Value</b>
Asphalt Adjustment	20.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,012.64	SY	\$6.00	\$30,075.84
285-709	OPTIONAL BASE,BASE GROUP 09	4,439.89	SY	\$25.00	\$110,997.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	732.58	TN	\$138.25	\$101,279.18
337-7-20	ASPH CONC FC,INC BIT,FC- 12.5,FC6,PG76-22	355.19	TN	\$134.20	\$47,666.50

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	319.00	EA	\$5.23	\$1,668.37
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.78	NM	\$1,270.87	\$4,803.89
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.78	GM	\$375.24	\$1,418.41
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	1.89	NM	\$3,843.11	\$7,263.48
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	1.89	GM	\$1,171.22	\$2,213.61
<b>Roadway Component Total</b>					<b>\$1,757,483.63</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,497.44	LF	\$31.58	\$78,869.16
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,497.44	LF	\$31.58	\$78,869.16
522-1	SIDEWALK CONC, 4" THICK	2,774.93	SY	\$41.38	\$114,826.60
570-1-2	PERFORMANCE TURF, SOD	2,774.93	SY	\$2.61	\$7,242.57

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.90	AC	\$511.95	\$460.76
104-11	FLOATING TURBIDITY BARRIER	118.25	LF	\$15.30	\$1,809.22
104-12	STAKED TURBIDITY BARRIER	118.25	LF	\$10.78	\$1,274.73

104-13-1	STAKED SILT FENCE, TYPE III	4,994.88 LF	\$1.43	\$7,142.68
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
104-16	ROCK BAG	500.00 EA	\$10.18	\$5,090.00
<b>Shoulder Component Total</b>				<b>\$297,813.26</b>

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	22.00
Sod Width	17.50

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	4,994.88 LF	\$25.47	\$127,219.59
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	400.00 LF	\$35.38	\$14,152.00
570-1-2	PERFORMANCE TURF, SOD	4,856.13 SY	\$2.61	\$12,674.50
<b>Median Component Total</b>				<b>\$154,046.09</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	8.51 CY	\$1,300.00	\$11,063.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	18.00 EA	\$3,849.50	\$69,291.00
425-1-451	INLETS, CURB, TYPE J-5, <10'	5.00 EA	\$5,312.06	\$26,560.30
425-1-521	INLETS, DT BOT, TYPE C, <10'	3.00 EA	\$3,371.63	\$10,114.89
425-2-41	MANHOLES, P-7, <10'	3.00 EA	\$3,348.07	\$10,044.21
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	1,256.00 LF	\$109.50	\$137,532.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	2,368.00 LF	\$138.87	\$328,844.16
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	112.00 LF	\$98.56	\$11,038.72
575-1	SODDING	143.79 SY	\$1.96	\$281.83
<b>Drainage Component Total</b>				<b>\$604,770.11</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	12.00 AS	\$322.32	\$3,867.84
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	1.00 AS	\$887.55	\$887.55
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
700-21-12	MULTI- POST SIGN, F&I, 51-100	1.00 AS	\$3,665.00	\$3,665.00



**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-23-112	OHD TRUSS CANT SGN,F&I,T30 OR<,S101-200	2.00	AS	\$43,679.78	\$87,359.56
700-83	OVHD SIGN, BRIDGE MOUNTED	2.00	AS	\$5,583.69	\$11,167.38
<b>Signing Component Total</b>					<b>\$111,301.35</b>

**SIGNALIZATIONS COMPONENT****Signalization 1**

Description	Value
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00	AS	\$1,425.96	\$1,425.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00	LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND- 0,POLE-Q6	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00	AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00	AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00	EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00	EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00	EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00	EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00	EA	\$1,284.00	\$5,136.00

**Signalization 2**

Description	Value
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00	AS	\$1,425.96	\$1,425.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00	LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00	AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00	AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00	EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00	EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00	EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00	EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00	EA	\$1,284.00	\$5,136.00
<b>Signalizations Component Total</b>					<b>\$429,729.84</b>

**LIGHTING COMPONENT****Conventional Lighting Subcomponent**

Description	Value
Spacing	MIN

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	9,121.33	LF	\$1.69	\$15,415.05
715-2-11	LIGHTING-CONDUIT, F&I, UNDERGROUND	2,497.44	LF	\$6.04	\$15,084.54
715-2-12	LIGHTING-CONDUIT, F&I, UNDER EXIST PVMT	495.70	LF	\$15.74	\$7,802.32
715-14-11	LIGHTING - PULL BOX,F&I,ROADSIDE-MOULDED	17.00	EA	\$397.84	\$6,763.28
715-500-1	POLE CABLE DIST SYS,	17.00	EA	\$848.85	\$14,430.45

715-511-140	CONVENTIONAL LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	17.00 EA	\$2,744.12	\$46,650.04
<b>Lighting Component Total</b>				\$106,145.68
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<b>Sequence 35 Total</b>				\$4,465,934.40
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**Sequence:** 37 NDR - New Construction, Divided, Rural**Net Length:** 1.610 MI**Description:** I-75 Mainline (Segment 7)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.610
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 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	67.91 AC	\$25,000.00	\$1,697,750.00
120-6	EMBANKMENT	316,223.46 CY	\$16.29	\$5,151,280.16
<b>Earthwork Component Total</b>				<b>\$6,849,030.16</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	283,360.00 SY	\$6.00	\$1,700,160.00
285-712	OPTIONAL BASE,BASE GROUP 12	137,259.58 SY	\$49.45	\$6,787,486.23
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	29,922.82 TN	\$138.25	\$4,136,829.86
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	5,440.51 TN	\$139.60	\$759,495.20

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,333.00 SY	\$6.00	\$19,998.00
285-712	OPTIONAL BASE,BASE GROUP 12	3,482.00 SY	\$49.45	\$172,184.90
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,950.00 TN	\$138.25	\$684,337.50
337-7-22	ASPH CONC FC,INC BIT,FC-	1,200.00 TN	\$139.60	\$167,520.00

5,PG76-22

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	2,391.00	EA	\$5.23	\$12,504.93
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	12.88	NM	\$1,270.87	\$16,368.81
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	32.20	GM	\$375.24	\$12,082.73
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	6.44	NM	\$3,843.11	\$24,749.63
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	16.10	GM	\$1,171.22	\$18,856.64

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67	TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	17,002.00	LF	\$152.70	\$2,596,205.40
536-1-1	GUARDRAIL- ROADWAY	300.00	LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00	EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	17,002.00	LF	\$12.57	\$213,715.14

**Roadway Component Total**

\$17,381,545.13

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00

Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	23,292.19 SY	\$25.00	\$582,304.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,493.57 TN	\$138.25	\$344,736.05
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	49.87 TN	\$139.60	\$6,961.85
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.22 PM	\$2,700.00	\$8,694.00
575-1	SODDING	60,450.13 SY	\$1.96	\$118,482.25

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.15 AC	\$511.95	\$2,636.54
104-10-2	SYNTHETIC BALES	1,700.16 LF	\$14.99	\$25,485.40
104-11	FLOATING TURBIDITY BARRIER	402.50 LF	\$15.30	\$6,158.25
104-12	STAKED TURBIDITY BARRIER	402.50 LF	\$10.78	\$4,338.95
104-13-1	STAKED SILT FENCE, TYPE III	17,001.60 LF	\$1.43	\$24,312.29
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$1,128,567.05

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	64,851.66 SY	\$25.00	\$1,621,291.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	7,065.11 TN	\$138.25	\$976,751.46
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	49.87 TN	\$139.60	\$6,961.85
521-1	MEDIAN CONC BARRIER WALL	17,002.00 LF	\$127.73	\$2,171,665.46
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	41,559.47 SY	\$2.61	\$108,470.22



**Median Component Total**

\$4,893,240.49

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,133.44 SY	\$1.96	\$2,221.54

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	26.00 EA	\$2,280.90	\$59,303.40
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	85.00 EA	\$4,965.50	\$422,067.50
425-1-891	INLETS, BARRIER WALL, <10'	85.00 EA	\$4,145.25	\$352,346.25
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	29,960.00 LF	\$109.50	\$3,280,620.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	512.00 LF	\$138.87	\$71,101.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,400.00 LF	\$186.58	\$634,372.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	704.00 LF	\$105.56	\$74,314.24
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	1,056.00 LF	\$98.56	\$104,079.36
430-172-105	PIPE CULV OPT MATL, ROUND, 61"OR >, CD	352.00 LF	\$1,554.20	\$547,078.40

**Box Culvert 1**

Description	Value
Size	10 x 6
Length	350.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	395.50 CY	\$815.00	\$322,332.50
415-1-1	REINF STEEL- ROADWAY	48,909.00 LB	\$1.00	\$48,909.00

**Retention Basin 30**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00 AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34 CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND,	400.00 LF	\$186.58	\$74,632.00

550-10-220	49-60", SS FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00 LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00 SY	\$1.96	\$37,945.60

**Retention Basin 31**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00 AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34 CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00 LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00 SY	\$1.96	\$37,945.60

**Retention Basin 32**

<b>Description</b>	<b>Value</b>
Size	1 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00 AC	\$25,000.00	\$25,000.00
120-1	REGULAR EXCAVATION	16,133.33 CY	\$7.00	\$112,933.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	840.00 LF	\$12.57	\$10,558.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	4,840.00 SY	\$1.96	\$9,486.40

**Retention Basin 33**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	1.50 AC	\$25,000.00	\$37,500.00
120-1	REGULAR EXCAVATION	24,200.00 CY	\$7.00	\$169,400.00
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,025.00 LF	\$12.57	\$12,884.25
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	7,260.00 SY	\$1.96	\$14,229.60
<b>Drainage Component Total</b>				<b>\$8,038,321.35</b>

**SIGNING COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	39.00 AS	\$887.55	\$34,614.45
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	10.00 AS	\$3,665.00	\$36,650.00

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-22-144	OHD TRUSS SPAN SGN,F&I,T151- 200',S >700	4.00 AS	\$228,623.73	\$914,494.92

**Signing Component Total****\$1,004,464.73****LANDSCAPING COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Lump Sum	1,000,000.00
Cost %	0.00
Component Detail	N

**Landscaping Component Total****\$1,000,000.00****BRIDGES COMPONENT**



**Bridge NHOV**

Description	Value
Length	168.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,127,280.00
Description	FLORIDA POWER AND LIGHT NORTHBOUND RRXING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge NHOV Total</b>				<b>\$1,203,915.08</b>

**Bridge NMAIN**

Description	Value
Length	168.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	10,080.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,537,200.00
Description	FLORIDA POWER AND LIGHT NORTHBOUND RRXING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	10,080.00 SF	\$36.00	\$362,880.00
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge NMAIN Total</b>				<b>\$2,004,577.39</b>

**Bridge SHOV**

Description	Value
Length	179.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00

Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.23
Basic Bridge Cost	\$1,201,090.00
Description	FLORIDA POWER AND LIGHT SOUTHBOUND RRRXING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
	<b>Bridge SHOV Total</b>			\$1,277,725.08

**Bridge SMAIN**

Description	Value
Length	179.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	10,740.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.23
Basic Bridge Cost	\$1,637,850.00
Description	FLORIDA POWER AND LIGHT SOUTHBOUND RRRXING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	10,740.00 SF	\$36.00	\$386,640.00
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
	<b>Bridge SMAIN Total</b>			\$2,128,987.39
	<b>Bridges Component Total</b>			\$6,615,204.94

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	17,002.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	136,016.00 SF	\$32.88	\$4,472,206.08

<b>Retaining Walls Component Total</b>	\$4,472,206.08
<hr/>	
<b>Sequence 37 Total</b>	\$51,382,579.93
<hr/>	



**Sequence:** 39 NDR - New Construction, Divided, Rural**Net Length:** 2.083 MI**Description:** I-275 Interchange Alternate 2 (I-75 Segment 8)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.083
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	87.86	AC	\$25,000.00	\$2,196,500.00
120-6	EMBANKMENT	253,603.12	CY	\$16.29	\$4,131,194.82
<b>Earthwork Component Total</b>					<b>\$6,327,694.82</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	307,950.72	SY	\$6.00	\$1,847,704.32
285-712	OPTIONAL BASE,BASE GROUP 12	118,927.64	SY	\$49.45	\$5,880,971.80
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	25,809.20	TN	\$138.25	\$3,568,121.90
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4,692.58	TN	\$139.60	\$655,084.17

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	21,768.00	SY	\$3.85	\$83,806.80
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,789.00	TN	\$138.25	\$662,079.25
337-7-22	ASPH CONC FC,INC BIT,FC-	871.00	TN	\$139.60	\$121,591.60

5,PG76-22

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	2,531.00	EA	\$5.23	\$13,237.13
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	33.33	NM	\$1,270.87	\$42,358.10
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	33.33	GM	\$375.24	\$12,506.75
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	16.66	NM	\$3,843.11	\$64,026.21
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	16.66	GM	\$1,171.22	\$19,512.53

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	21,996.00	LF	\$152.70	\$3,358,789.20
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	21,996.00	LF	\$12.57	\$276,489.72

**Roadway Component Total**

\$16,649,697.62

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	30,135.18 SY	\$25.00	\$753,379.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,226.15 TN	\$138.25	\$446,015.24
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	64.52 TN	\$139.60	\$9,006.99
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.17 PM	\$2,700.00	\$11,259.00
570-1-2	PERFORMANCE TURF, SOD	78,209.71 SY	\$2.61	\$204,127.34

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	6.67 AC	\$511.95	\$3,414.71
104-10-2	SYNTHETIC BALES	2,199.65 LF	\$14.99	\$32,972.75
104-11	FLOATING TURBIDITY BARRIER	520.75 LF	\$15.30	\$7,967.48
104-12	STAKED TURBIDITY BARRIER	520.75 LF	\$10.78	\$5,613.68
104-13-1	STAKED SILT FENCE, TYPE III	21,996.48 LF	\$1.43	\$31,454.97
104-15	SOIL TRACKING PREVENTION DEVICE	3.00 EA	\$2,228.36	\$6,685.08
<b>Shoulder Component Total</b>				<b>\$1,511,896.75</b>

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	83,904.35 SY	\$25.00	\$2,097,608.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	9,140.76 TN	\$138.25	\$1,263,710.07
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	64.52 TN	\$139.60	\$9,006.99
521-1	MEDIAN CONC BARRIER WALL	21,996.00 LF	\$127.73	\$2,809,549.08
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.00 PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	53,769.17 SY	\$2.61	\$140,337.53
<b>Median Component Total</b>				<b>\$6,331,012.42</b>

**DRAINAGE COMPONENT****Pay Items**



Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,466.43 SY	\$1.96	\$2,874.20

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	33.00 EA	\$2,280.90	\$75,269.70
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	110.00 EA	\$4,965.50	\$546,205.00
425-1-891	INLETS, BARRIER WALL, <10'	110.00 EA	\$4,145.25	\$455,977.50
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	38,768.00 LF	\$109.50	\$4,245,096.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	664.00 LF	\$138.87	\$92,209.68
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	4,400.00 LF	\$186.58	\$820,952.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	1,656.00 LF	\$105.56	\$174,807.36
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	504.00 LF	\$98.56	\$49,674.24

**Retention Basin 34**

Description	Value
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Retention Basin 35**

Description	Value
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00

425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00 LF	\$12.57	\$25,768.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	14,520.00 SY	\$1.96	\$28,459.20

**Retention Basin 36**

<b>Description</b>	<b>Value</b>
Size	1 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	\$25,000.00	\$25,000.00
120-1	REGULAR EXCAVATION	16,133.33	CY	\$7.00	\$112,933.31
400-2-2	CONC CLASS II, ENDWALLS	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00	EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	840.00	LF	\$12.57	\$10,558.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	\$4,205.91	\$4,205.91
575-1	SODDING	4,840.00	SY	\$1.96	\$9,486.40

**Retention Basin 37**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00	LF	\$12.57	\$25,768.50

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	14,520.00 SY	\$1.96	\$28,459.20

**Retention Basin 38**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00	LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00	SY	\$1.96	\$94,864.00

**Retention Basin 39**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00	LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00	SY	\$1.96	\$94,864.00

**Drainage Component Total**

\$11,782,144.20

**SIGNING COMPONENT**



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	5.00	AS	\$322.32	\$1,611.60
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	50.00	AS	\$887.55	\$44,377.50
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	5.00	AS	\$4,354.02	\$21,770.10
700-21-12	MULTI- POST SIGN, F&I, 51-100	13.00	AS	\$3,665.00	\$47,645.00
<b>Signing Component Total</b>					<b>\$115,404.20</b>

**LANDSCAPING COMPONENT****User Input Data**

Description	Value	
Lump Sum	1,000,000.00	
Cost %	0.00	
Component Detail	N	
<b>Landscaping Component Total</b>		<b>\$1,000,000.00</b>

**BRIDGES COMPONENT****Bridge NBHOV**

Description	Value
Length	110.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	220.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$165.83
Basic Bridge Cost	\$231,000.00
Description	NB HOV LANES OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	220.00	SF	\$36.00	\$7,920.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11	CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25	LB	\$1.05	\$5,716.46
<b>Bridge NBHOV Total</b>					<b>\$263,302.46</b>

**Bridge NBMAIN**

Description	Value
Length	110.00
Width	60.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25

Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$940,500.00
Description	NB MAINLINE OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
	<b>Bridge NBMAIN Total</b>			<b>\$1,044,997.39</b>

**Bridge SBHOV**

Description	Value
Length	110.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	220.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$165.83
Basic Bridge Cost	\$231,000.00
Description	SB HOV LANES OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	220.00 SF	\$36.00	\$7,920.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25 LB	\$1.05	\$5,716.46
	<b>Bridge SBHOV Total</b>			<b>\$263,302.46</b>

**Bridge SBMAIN**

Description	Value
Length	110.00
Width	84.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$1,316,700.00
Description	SB MAINLINE OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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400-2-10	CONC CLASS II, APPROACH SLABS	186.67 CY	\$600.00	\$112,002.00
415-1-9	REINF STEEL- APPROACH SLABS	32,667.25 LB	\$1.05	\$34,300.61
	<b>Bridge SBMAIN Total</b>			\$1,463,002.61
	<b>Bridges Component Total</b>			\$3,034,604.92

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#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
Length	10,998.00
Begin height	8.00
End Height	8.00
Multiplier	2

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	175,968.00	SF	\$32.88	\$5,785,827.84

**Retaining Walls Component Total** \$5,785,827.84

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**Sequence 39 Total** \$52,538,282.77

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**Sequence:** 41 NDR - New Construction, Divided, Rural**Net Length:** 1.329 MI**Description:** Moccasin Wallow Interchange (I-75 Segment 9)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.319
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
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 %



Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.319
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	56.06 AC	\$25,000.00	\$1,401,500.00
120-6	EMBANKMENT	161,926.14 CY	\$16.29	\$2,637,776.82
<b>Earthwork Component Total</b>				<b>\$4,039,276.82</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	196,479.36 SY	\$6.00	\$1,178,876.16
285-712	OPTIONAL BASE,BASE GROUP 12	75,878.46 SY	\$49.45	\$3,752,189.85
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	16,466.84 TN	\$138.25	\$2,276,540.63
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	2,993.97 TN	\$139.60	\$417,958.21

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	4,000.00 LF	\$17.72	\$70,880.00

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,615.00	EA	\$5.23	\$8,446.45
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	10.63	NM	\$1,270.87	\$13,509.35
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	21.26	GM	\$375.24	\$7,977.60
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	5.32	NM	\$3,843.11	\$20,445.35
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	10.63	GM	\$1,171.22	\$12,450.07

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	144.67	TN	\$330.46	\$47,807.65
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	7,000.00	LF	\$152.70	\$1,068,900.00
536-1-1	GUARDRAIL- ROADWAY	4,300.00	LF	\$28.83	\$123,969.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	4.00	EA	\$1,728.50	\$6,914.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	14,034.00	LF	\$12.57	\$176,407.38

**Roadway Component Total**

\$9,183,271.70

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	19,226.91 SY	\$25.00	\$480,672.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,058.36 TN	\$138.25	\$284,568.27
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	41.17 TN	\$139.60	\$5,747.33
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.66 PM	\$2,700.00	\$7,182.00
570-1-2	PERFORMANCE TURF, SOD	49,899.52 SY	\$2.61	\$130,237.75

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	30,000.00 SY	\$2.61	\$78,300.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.25 AC	\$511.95	\$2,175.79
104-10-2	SYNTHETIC BALES	1,403.42 LF	\$14.99	\$21,037.27
104-11	FLOATING TURBIDITY BARRIER	332.25 LF	\$15.30	\$5,083.42
104-12	STAKED TURBIDITY BARRIER	332.25 LF	\$10.78	\$3,581.66
104-13-1	STAKED SILT FENCE, TYPE III	14,034.24 LF	\$1.43	\$20,068.96
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$1,043,111.93

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	53,532.83 SY	\$25.00	\$1,338,320.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,832.01 TN	\$138.25	\$806,275.38
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	41.17 TN	\$139.60	\$5,747.33
521-1	MEDIAN CONC BARRIER WALL	3,650.00 LF	\$127.73	\$466,214.50
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	34,305.92 SY	\$2.61	\$89,538.45

**Median Component Total**

\$2,714,196.41

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	935.62 SY	\$1.96	\$1,833.82

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	21.00 EA	\$2,280.90	\$47,898.90
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	70.00 EA	\$4,965.50	\$347,585.00
425-1-891	INLETS, BARRIER WALL, <10'	70.00 EA	\$4,145.25	\$290,167.50
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	24,920.00 LF	\$109.50	\$2,728,740.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	424.00 LF	\$138.87	\$58,880.88
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,800.00 LF	\$186.58	\$522,424.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	352.00 LF	\$105.56	\$37,157.12

**Retention Basin 40**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 40**

Description	Value
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00



120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00
<b>Drainage Component Total</b>				<b>\$5,405,998.31</b>

### SIGNING COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	32.00 AS	\$887.55	\$28,401.60
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-12	MULTI- POST SIGN, F&I, 51-100	8.00 AS	\$3,665.00	\$29,320.00

#### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151- 200',S >700	2.00 AS	\$228,623.73	\$457,247.46

**Signing Component Total** **\$528,998.08**

### LIGHTING COMPONENT

#### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total** **\$235,600.00**

### LANDSCAPING COMPONENT

#### User Input Data

Description	Value
Component Detail	Y

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE	1.00 LS	\$333,333.00	\$333,333.00

590-70	PLANTS) IRRIGATION SYSTEM	1.00 LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>				<b>\$999,999.00</b>

**BRIDGES COMPONENT**

**Bridge 1**

Description	Value
Length	300.00
Width	40.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	1,200.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.81
Basic Bridge Cost	\$1,920,000.00
Description	BRIDGE OVER MOCASSIN WALLOW ROAD SOUTHBOUND

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	1,200.00 SF	\$36.00	\$43,200.00
400-2-10	CONC CLASS II, APPROACH SLABS	88.89 CY	\$600.00	\$53,334.00
415-1-9	REINF STEEL- APPROACH SLABS	15,555.75 LB	\$1.05	\$16,333.54
<b>Bridge 1 Total</b>				<b>\$2,032,867.54</b>

**Bridge 2**

Description	Value
Length	300.00
Width	40.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	1,200.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.81
Basic Bridge Cost	\$1,920,000.00
Description	BRIDGE OVER MOCASSIN WALLOW NORTHBOUND

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	1,200.00 SF	\$36.00	\$43,200.00
400-2-10	CONC CLASS II, APPROACH SLABS	88.89 CY	\$600.00	\$53,334.00
415-1-9	REINF STEEL- APPROACH SLABS	15,555.75 LB	\$1.05	\$16,333.54
<b>Bridge 2 Total</b>				<b>\$2,032,867.54</b>

**Bridges Component Total**

\$4,065,735.08

**RETAINING WALLS COMPONENT****Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	3,500.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	56,000.00	SF	\$32.88	\$1,841,280.00

**Retaining Walls Component Total**

\$1,841,280.00

**Sequence 41 Total**

\$30,057,467.33

**Sequence:** 42NUR - New Construction, Undivided, Rural**Net Length:** 0.341 MI**Description:** Moccasin Wallow Ramp A - One lane off-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,413.44	CY	\$16.29	\$169,634.94
<b>Earthwork Component Total</b>					<b>\$192,134.94</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	5,401.44	SY	\$6.00	\$32,408.64
285-709	OPTIONAL BASE,BASE GROUP 09	3,132.84	SY	\$25.00	\$78,321.00
334-1-23	SUPERPAVE ASPH CONC, TRAF C, PG76-22	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**



Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,270.87	\$1,728.38
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.68	NM	\$3,843.11	\$2,613.31

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$200,279.24

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,332.36	SY	\$15.68	\$20,891.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	66.02	TN	\$138.25	\$9,127.26
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	1,200.32	SY	\$2.61	\$3,132.84

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$511.95	\$209.90
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	FLOATING TURBIDITY BARRIER	85.25	LF	\$15.30	\$1,304.32
104-12	STAKED TURBIDITY BARRIER	85.25	LF	\$10.78	\$919.00
104-13-1	STAKED SILT FENCE, TYPE III	3,600.96	LF	\$1.43	\$5,149.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$49,689.20

**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II, ENDWALLS	6.14 CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29 LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80 LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00 EA	\$1,394.31	\$19,520.34
575-1	SODDING	240.06 SY	\$1.96	\$470.52

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
425-1-701	INLETS, GUTTER, TYPE S, <10'	4.00 EA	\$3,248.98	\$12,995.92

**Drainage Component Total**

\$99,446.52

**SIGNING COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00 AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	7.00 AS	\$942.68	\$6,598.76
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00 AS	\$3,518.45	\$3,518.45

**Signing Component Total**

\$10,410.15

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**Sequence 42 Total**

\$607,760.05

**Sequence:** 43 NUR - New Construction, Undivided, Rural**Net Length:** 0.142 MI**Description:** Moccasin Wallow Ramp A - Two lane off-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	5,919.77 CY	\$16.29	\$96,433.05
<b>Earthwork Component Total</b>				<b>\$96,433.05</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,665.17 SY	\$6.00	\$27,991.02
285-709	OPTIONAL BASE,BASE GROUP 09	3,054.02 SY	\$25.00	\$76,350.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	494.84 TN	\$138.25	\$68,411.63
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	119.96 TN	\$139.60	\$16,746.42

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	77.00	EA	\$5.23	\$402.71
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.57	NM	\$1,270.87	\$724.40
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57	GM	\$375.24	\$213.89
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.28	NM	\$3,843.11	\$1,076.07
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.28	GM	\$1,171.22	\$327.94
<b>Roadway Component Total</b>					<b>\$192,244.58</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,221.28	SY	\$15.68	\$19,149.67
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	64.15	TN	\$138.25	\$8,868.74
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.40	TN	\$139.60	\$614.24
570-1-2	PERFORMANCE TURF, SOD	499.84	SY	\$2.61	\$1,304.58

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.17	AC	\$511.95	\$87.03
104-10-2	SYNTHETIC BALES	149.95	LF	\$14.99	\$2,247.75
104-11	FLOATING TURBIDITY BARRIER	35.50	LF	\$15.30	\$543.15
104-12	STAKED TURBIDITY BARRIER	35.50	LF	\$10.78	\$382.69
104-13-1	STAKED SILT FENCE, TYPE III	1,499.52	LF	\$1.43	\$2,144.31
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>					<b>\$37,570.52</b>



**DRAINAGE COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II, ENDWALLS	2.56 CY	\$1,300.00	\$3,328.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	120.00 LF	\$92.40	\$11,088.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00 EA	\$1,394.31	\$8,365.86
575-1	SODDING	99.97 SY	\$1.96	\$195.94
<b>Drainage Component Total</b>				<b>\$25,343.24</b>

**SIGNING COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$7,338.99</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**Sequence 43 Total** **\$371,330.38**

**Sequence:** 44 NUR - New Construction, Undivided, Rural**Net Length:** 0.341 MI**Description:** Moccasin Wallow Ramp B - One lane off-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,413.44	CY	\$16.29	\$169,634.94
<b>Earthwork Component Total</b>					<b>\$192,134.94</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	5,401.44	SY	\$6.00	\$32,408.64
285-709	OPTIONAL BASE,BASE GROUP 09	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,270.87	\$1,728.38
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.68	NM	\$3,843.11	\$2,613.31

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.33	TN	\$330.46	\$3,413.65
536-1-1	GUARDRAIL- ROADWAY	300.00	LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	1.00	EA	\$1,728.50	\$1,728.50

**Roadway Component Total**

\$214,070.39

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,332.36	SY	\$15.68	\$20,891.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	66.02	TN	\$138.25	\$9,127.26
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	1,200.32	SY	\$2.61	\$3,132.84

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$511.95	\$209.90
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	FLOATING TURBIDITY BARRIER	85.25	LF	\$15.30	\$1,304.32
104-12	STAKED TURBIDITY BARRIER	85.25	LF	\$10.78	\$919.00

104-13-1	STAKED SILT FENCE, TYPE III	3,600.96 LF	\$1.43	\$5,149.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$49,689.20</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.14 CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29 LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80 LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00 EA	\$1,394.31	\$19,520.34
575-1	SODDING	240.06 SY	\$1.96	\$470.52

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	4.00 EA	\$3,248.98	\$12,995.92
<b>Drainage Component Total</b>				<b>\$99,446.52</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00 AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	7.00 AS	\$942.68	\$6,598.76
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00 AS	\$3,518.45	\$3,518.45
<b>Signing Component Total</b>				<b>\$10,410.15</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

**Sequence 44 Total** **\$621,551.20**



**Sequence:** 45 NUR - New Construction, Undivided, Rural**Net Length:** 0.095 MI**Description:** Moccasin Wallow Ramp B - Two lane off-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.095
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	3,509.53 CY	\$16.29	\$57,170.24
<b>Earthwork Component Total</b>				<b>\$57,170.24</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,452.27 SY	\$6.00	\$14,713.62
285-709	OPTIONAL BASE,BASE GROUP 09	1,374.38 SY	\$25.00	\$34,359.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	220.70 TN	\$138.25	\$30,511.78
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	53.50 TN	\$139.60	\$7,468.60

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	13.00	EA	\$5.23	\$67.99
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38	NM	\$1,270.87	\$482.93
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.19	GM	\$375.24	\$71.30
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.19	NM	\$3,843.11	\$730.19
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.10	GM	\$1,171.22	\$117.12
<b>Roadway Component Total</b>					<b>\$88,523.03</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	817.05	SY	\$15.68	\$12,811.34
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	42.91	TN	\$138.25	\$5,932.31
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.94	TN	\$139.60	\$410.42
570-1-2	PERFORMANCE TURF, SOD	334.40	SY	\$2.61	\$872.78

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.11	AC	\$511.95	\$56.31
104-10-2	SYNTHETIC BALES	100.32	LF	\$14.99	\$1,503.80
104-11	FLOATING TURBIDITY BARRIER	23.75	LF	\$15.30	\$363.38
104-12	STAKED TURBIDITY BARRIER	23.75	LF	\$10.78	\$256.02
104-13-1	STAKED SILT FENCE, TYPE III	1,003.20	LF	\$1.43	\$1,434.58
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>					<b>\$25,869.31</b>

**DRAINAGE COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II, ENDWALLS	1.71 CY	\$1,300.00	\$2,223.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	80.00 LF	\$92.40	\$7,392.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	66.88 SY	\$1.96	\$131.08
<b>Drainage Component Total</b>				<b>\$16,900.28</b>

**SIGNING COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$6,451.44</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**Sequence 45 Total** **\$207,314.30**

**Sequence:** 47 NUR - New Construction, Undivided, Rural**Net Length:** 0.284 MI**Description:** Moccasin Wallow Ramp C - Two lane on-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	10,491.64 CY	\$16.29	\$170,908.82
<b>Earthwork Component Total</b>				<b>\$170,908.82</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	7,330.99 SY	\$6.00	\$43,985.94
285-709	OPTIONAL BASE,BASE GROUP 09	4,108.68 SY	\$25.00	\$102,717.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	659.79 TN	\$138.25	\$91,215.97
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	159.95 TN	\$139.60	\$22,329.02

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	1
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	1
Top Layer Thermoplastic	N



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	38.00 EA	\$5.23	\$198.74
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.57 NM	\$1,270.87	\$724.40
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.28 GM	\$375.24	\$105.07
<b>Roadway Component Total</b>				<b>\$261,276.14</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,442.55 SY	\$15.68	\$38,299.18
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	128.29 TN	\$138.25	\$17,736.09
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	8.80 TN	\$139.60	\$1,228.48
570-1-2	PERFORMANCE TURF, SOD	999.68 SY	\$2.61	\$2,609.16

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.34 AC	\$511.95	\$174.06
104-10-2	SYNTHETIC BALES	299.90 LF	\$14.99	\$4,495.50
104-11	FLOATING TURBIDITY BARRIER	71.00 LF	\$15.30	\$1,086.30
104-12	STAKED TURBIDITY BARRIER	71.00 LF	\$10.78	\$765.38
104-13-1	STAKED SILT FENCE, TYPE III	2,999.04 LF	\$1.43	\$4,288.63
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$72,911.14</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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400-2-2	CONC CLASS II, ENDWALLS	5.11 CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00 LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	232.00 LF	\$92.40	\$21,436.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00 EA	\$1,394.31	\$16,731.72
575-1	SODDING	199.94 SY	\$1.96	\$391.88
<b>Drainage Component Total</b>				<b>\$49,934.28</b>

**SIGNING COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00 AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$10,001.64</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**Sequence 47 Total** **\$577,432.02**

**Sequence:** 48 NUR - New Construction, Undivided, Rural**Net Length:** 0.341 MI**Description:** Moccasin Wallow Ramp D - One lane on-ramp**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,413.44	CY	\$16.29	\$169,634.94
<b>Earthwork Component Total</b>					<b>\$192,134.94</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	5,401.44	SY	\$6.00	\$32,408.64
285-709	OPTIONAL BASE,BASE GROUP 09	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,270.87	\$1,728.38
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.68	NM	\$3,843.11	\$2,613.31

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$200,279.24

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,332.36	SY	\$15.68	\$20,891.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	66.02	TN	\$138.25	\$9,127.26
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56	TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	1,200.32	SY	\$2.61	\$3,132.84

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.41	AC	\$511.95	\$209.90
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00	EA	\$14.55	\$5,252.55
104-11	FLOATING TURBIDITY BARRIER	85.25	LF	\$15.30	\$1,304.32
104-12	STAKED TURBIDITY BARRIER	85.25	LF	\$10.78	\$919.00
104-13-1	STAKED SILT FENCE, TYPE III	3,600.96	LF	\$1.43	\$5,149.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$49,689.20

**DRAINAGE COMPONENT**



**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II, ENDWALLS	6.14	CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29	LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80	LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00	EA	\$1,394.31	\$19,520.34
575-1	SODDING	240.06	SY	\$1.96	\$470.52

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
425-1-701	INLETS, GUTTER, TYPE S, <10'	4.00	EA	\$3,248.98	\$12,995.92

**Drainage Component Total**

\$99,446.52

**SIGNING COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00	AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	7.00	AS	\$942.68	\$6,598.76
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00	AS	\$3,518.45	\$3,518.45

**Signing Component Total**

\$10,410.15

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**Sequence 48 Total**

\$607,760.05

**Sequence:** 49 NUR - New Construction, Undivided, Rural**Net Length:** 0.066 MI**Description:** Moccasin Wallow Ramp D - Two lane on-ramp**Special Conditions:** Clearing & grubbing included in one lane sequence**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.066
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	2,438.20 CY	\$16.29	\$39,718.28
<b>Earthwork Component Total</b>				<b>\$39,718.28</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,703.68 SY	\$6.00	\$10,222.08
285-709	OPTIONAL BASE,BASE GROUP 09	954.84 SY	\$25.00	\$23,871.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	153.33 TN	\$138.25	\$21,197.87
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	37.17 TN	\$139.60	\$5,188.93

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	1
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	1
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	9.00 EA	\$5.23	\$47.07
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.13 NM	\$1,270.87	\$165.21
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.07 GM	\$375.24	\$26.27
<b>Roadway Component Total</b>				<b>\$60,718.43</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	567.64 SY	\$15.68	\$8,900.60
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	29.81 TN	\$138.25	\$4,121.23
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.04 TN	\$139.60	\$284.78
570-1-2	PERFORMANCE TURF, SOD	232.32 SY	\$2.61	\$606.36

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.08 AC	\$511.95	\$40.96
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	70.00 EA	\$14.55	\$1,018.50
104-11	FLOATING TURBIDITY BARRIER	16.50 LF	\$15.30	\$252.45
104-12	STAKED TURBIDITY BARRIER	16.50 LF	\$10.78	\$177.87
104-13-1	STAKED SILT FENCE, TYPE III	696.96 LF	\$1.43	\$996.65
<b>Shoulder Component Total</b>				<b>\$16,399.40</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.19 CY	\$1,300.00	\$1,547.00

430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	11.09 LF	\$195.38	\$2,166.76
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	52.80 LF	\$173.33	\$9,151.82
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00 EA	\$1,394.31	\$4,182.93
575-1	SODDING	46.46 SY	\$1.96	\$91.06

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	2.00 EA	\$3,248.98	\$6,497.96
<b>Drainage Component Total</b>				<b>\$23,637.53</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00 AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	2.00 AS	\$942.68	\$1,885.36
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00 AS	\$3,518.45	\$3,518.45
<b>Signing Component Total</b>				<b>\$5,696.75</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**Sequence 49 Total** **\$158,570.39**



**Sequence:** 52 NUR - New Construction, Undivided, Rural**Net Length:** 0.357 MI**Description:** Linger Lodge Road (I-75 Segment 1)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.357
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	8.65	AC	\$25,000.00	\$216,250.00
120-6	EMBANKMENT	13,316.20	CY	\$16.29	\$216,920.90
<b>Earthwork Component Total</b>					<b>\$433,170.90</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	9,215.36	SY	\$6.00	\$55,292.16
285-709	OPTIONAL BASE,BASE GROUP 09	5,164.79	SY	\$25.00	\$129,119.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	829.38	TN	\$138.25	\$114,661.78
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	201.06	TN	\$139.60	\$28,067.98

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	2,000.00	LF	\$17.72	\$35,440.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	N
Base Code	N

Friction Course Code Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	82.94	TN	\$138.25	\$11,466.46
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	20.11	TN	\$139.60	\$2,807.36

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	48.00	EA	\$5.23	\$251.04
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.43	NM	\$1,270.87	\$1,817.34
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.71	GM	\$375.24	\$266.42

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	68.00	TN	\$330.46	\$22,471.28
536-1-1	GUARDRAIL- ROADWAY	2,000.00	LF	\$28.83	\$57,660.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	4.00	EA	\$1,728.50	\$6,914.00

**Roadway Component Total**

\$466,235.58

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
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 No. of Sides 0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,232.63	SY	\$15.68	\$35,007.64
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	115.19	TN	\$138.25	\$15,925.02
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	83.78	TN	\$139.60	\$11,695.69
570-1-2	PERFORMANCE TURF, SOD	2,094.40	SY	\$2.61	\$5,466.38

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.43	AC	\$511.95	\$220.14
104-10-2	SYNTHETIC BALES	376.99	LF	\$14.99	\$5,651.08
104-11	FLOATING TURBIDITY BARRIER	89.25	LF	\$15.30	\$1,365.52
104-12	STAKED TURBIDITY BARRIER	89.25	LF	\$10.78	\$962.12
104-13-1	STAKED SILT FENCE, TYPE III	3,769.92	LF	\$1.43	\$5,390.99
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>					<b>\$83,912.95</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.43	CY	\$1,300.00	\$8,359.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$98.56	\$6,307.84
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	288.00	LF	\$92.40	\$26,611.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	15.00	EA	\$1,394.31	\$20,914.65
575-1	SODDING	251.33	SY	\$1.96	\$492.61
<b>Drainage Component Total</b>					<b>\$62,685.30</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$887.55	\$7,100.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$11,776.74</b>

**BRIDGES COMPONENT**

**Bridge 1**

<b>Description</b>	<b>Value</b>
Length	350.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	12,000.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$157.48
Basic Bridge Cost	\$2,348,500.00
Description	LINGER LODGE ROAD BRIDGE

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	REMOVAL OF EXISTING STRUCTURE	12,000.00	SF	\$36.00	\$432,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
	<b>Bridge 1 Total</b>				\$2,857,135.08
	<b>Bridges Component Total</b>				\$2,857,135.08

**Sequence 52 Total**

\$3,914,916.55



**Sequence:** 54 WDU - Widen/Resurface, Divided, Urban**Net Length:** 1.146 MI**Description:** SR 70 (Mill, Resurface, Widen) (I-75 Segment 2)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	12.00 / 12.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.146
Top of Structural Course For Begin Section	103.00
Top of Structural Course For End Section	103.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
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**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	3.33	AC	\$25,000.00	\$83,250.00
120-1	REGULAR EXCAVATION	19,604.85	CY	\$7.00	\$137,233.95
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	11,752.15	CY	\$25.00	\$293,803.75
<b>Earthwork Component Total</b>					<b>\$514,287.70</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	10
Existing Roadway Pavement Width L/R	40.00 / 40.00
Structural Spread Rate	165
Friction Course Spread Rate	160
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	12.00 / 12.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	160

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	39,209.70	SY	\$6.00	\$235,258.20
285-709	OPTIONAL BASE,BASE GROUP 09	33,158.82	SY	\$25.00	\$828,970.50
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	53,785.60	SY	\$3.85	\$207,074.56
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,437.31	TN	\$138.25	\$613,458.11
334-1-24	SUPERPAVE ASPH CONC, TRAF	5,324.77	TN	\$138.25	\$736,149.45

	D, PG76-22			
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	4,302.85 TN	\$134.20	\$577,442.47
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	2,581.71 TN	\$134.20	\$346,465.48

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	30.00
Milling Code	N
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	11,762.91 SY	\$6.00	\$70,577.46
285-709	OPTIONAL BASE,BASE GROUP 09	9,947.65 SY	\$25.00	\$248,691.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,331.19 TN	\$138.25	\$184,037.02
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	1,290.86 TN	\$134.20	\$173,233.41

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,392.00 EA	\$5.23	\$7,280.16
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	9.17 NM	\$1,270.87	\$11,653.88
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	18.34 GM	\$375.24	\$6,881.90

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$4,247,173.85

**SHOULDER COMPONENT****User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	6,050.88	LF	\$31.58	\$191,086.79
520-1-10	CONCRETE CURB & GUTTER, TYPE F	6,050.88	LF	\$31.58	\$191,086.79
522-1	SIDEWALK CONC, 4" THICK	6,723.20	SY	\$41.38	\$278,206.02
570-1-2	PERFORMANCE TURF, SOD	6,723.20	SY	\$2.61	\$17,547.55

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	2.18	AC	\$511.95	\$1,116.05
104-11	FLOATING TURBIDITY BARRIER	114.60	LF	\$15.30	\$1,753.38
104-12	STAKED TURBIDITY BARRIER	114.60	LF	\$10.78	\$1,235.39
104-13-1	STAKED SILT FENCE, TYPE III	12,101.76	LF	\$1.43	\$17,305.52
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	\$2,228.36	\$4,456.72
104-16	ROCK BAG	606.00	EA	\$10.18	\$6,169.08

**Shoulder Component Total**

\$709,963.29

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	30.00
Sod Width	5.34

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	12,101.76	LF	\$31.58	\$382,173.58
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	500.00	LF	\$35.38	\$17,690.00
570-1-2	PERFORMANCE TURF, SOD	3,590.19	SY	\$2.61	\$9,370.40

**Median Component Total**

\$409,233.98

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	20.63	CY	\$1,300.00	\$26,819.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	42.00	EA	\$3,849.50	\$161,679.00
425-1-451	INLETS, CURB, TYPE J-5, <10'	12.00	EA	\$5,312.06	\$63,744.72
430-94-1	DESILTING PIPE, 0 - 24"	343.80	LF	\$10.42	\$3,582.40
430-94-2	DESILTING PIPE, 25 - 36"	3,094.20	LF	\$13.82	\$42,761.84

430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	632.00 LF	\$109.50	\$69,204.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	184.00 LF	\$98.56	\$18,135.04
575-1	SODDING	348.38 SY	\$1.96	\$682.82

**Box Culvert 1**

<b>Description</b>	<b>Value</b>
Size	6 x 4
Length	50.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	44.90 CY	\$815.00	\$36,593.50
415-1-1	REINF STEEL- ROADWAY	6,580.00 LB	\$1.00	\$6,580.00

**Drainage Component Total**

\$429,782.32

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	26.00 AS	\$322.32	\$8,380.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-20-40	SINGLE POST SIGN, RELOCATE	3.00 AS	\$151.21	\$453.63
700-20-60	SINGLE POST SIGN, REMOVE	26.00 AS	\$35.90	\$933.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-60	MULTI- POST SIGN, REMOVE	3.00 AS	\$534.11	\$1,602.33

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-23-144	OHD TRUSS CANT SGN,F&I,T>50,S>300	2.00 AS	\$75,000.00	\$150,000.00
700-83	OVHD SIGN, BRIDGE MOUNTED	4.00 AS	\$5,583.69	\$22,334.76

**Signing Component Total**

\$199,429.15

**SIGNALIZATIONS COMPONENT****Signalization 1**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	2,800.00 LF	\$10.79	\$30,212.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	1,200.00 LF	\$17.22	\$20,664.00
632-7-1	CABLE, SIGNAL, FURNISH &	4.00 PI	\$5,197.47	\$20,789.88



	INSTALL			
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	88.00 EA	\$507.83	\$44,689.04
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	4.00 AS	\$1,425.96	\$5,703.84
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	240.00 LF	\$2.14	\$513.60
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND- 0,POLE-Q6	16.00 EA	\$27,500.00	\$440,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	64.00 AS	\$786.15	\$50,313.60
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	32.00 AS	\$400.00	\$12,800.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	40.00 EA	\$113.78	\$4,551.20
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	16.00 EA	\$1,138.90	\$18,222.40
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	4.00 EA	\$750.39	\$3,001.56
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	80.00 EA	\$192.90	\$15,432.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	80.00 AS	\$1,061.84	\$84,947.20
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	32.00 EA	\$186.74	\$5,975.68
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	4.00 AS	\$20,274.92	\$81,099.68
700-48-19	SIGN PANELS, F & I, 16 - 100	16.00 EA	\$1,284.00	\$20,544.00
	<b>Signalizations Component Total</b>			<b>\$859,459.68</b>
<hr/>				
	<b>Sequence 54 Total</b>			<b>\$7,369,329.97</b>
<hr/>				

**Sequence:** 55 NDR - New Construction, Divided, Rural**Net Length:** 0.976 MI**Description:** I-75 Mainline Segment 3B (Section with Slip Ramps)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	200.00 / 200.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.976
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 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	47.32 AC	\$25,000.00	\$1,183,000.00
120-6	EMBANKMENT	191,698.20 CY	\$16.29	\$3,122,763.68
<b>Earthwork Component Total</b>				<b>\$4,305,763.68</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	171,776.00 SY	\$6.00	\$1,030,656.00
285-712	OPTIONAL BASE,BASE GROUP 12	83,208.29 SY	\$49.45	\$4,114,649.94
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	18,139.55 TN	\$138.25	\$2,507,792.79
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3,298.10 TN	\$139.60	\$460,414.76

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,000.00 SY	\$6.00	\$24,000.00
285-712	OPTIONAL BASE,BASE GROUP 12	4,223.00 SY	\$49.45	\$208,827.35
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	880.00 TN	\$138.25	\$121,660.00
337-7-22	ASPH CONC FC,INC BIT,FC-	160.00 TN	\$139.60	\$22,336.00

5,PG76-22

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,449.00	EA	\$5.23	\$7,578.27
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	15.62	NM	\$1,270.87	\$19,850.99
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	19.52	GM	\$375.24	\$7,324.68
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	7.81	NM	\$3,843.11	\$30,014.69
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	9.76	GM	\$1,171.22	\$11,431.11

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	10,306.00	LF	\$152.70	\$1,573,726.20
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	10,306.00	LF	\$12.57	\$129,546.42

**Roadway Component Total**

\$10,313,227.34

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	14,119.99 SY	\$25.00	\$352,999.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,511.63 TN	\$138.25	\$208,982.85
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	1.95 PM	\$2,700.00	\$5,265.00
570-1-2	PERFORMANCE TURF, SOD	36,645.55 SY	\$2.61	\$95,644.89

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.12 AC	\$511.95	\$1,597.28
104-10-2	SYNTHETIC BALES	1,030.66 LF	\$14.99	\$15,449.59
104-11	FLOATING TURBIDITY BARRIER	244.00 LF	\$15.30	\$3,733.20
104-12	STAKED TURBIDITY BARRIER	244.00 LF	\$10.78	\$2,630.32
104-13-1	STAKED SILT FENCE, TYPE III	10,306.56 LF	\$1.43	\$14,738.38
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$703,269.62

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	39,313.80 SY	\$25.00	\$982,845.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,282.95 TN	\$138.25	\$592,117.84
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	30.23 TN	\$139.60	\$4,220.11
521-1	MEDIAN CONC BARRIER WALL	10,306.00 LF	\$127.73	\$1,316,385.38
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.00 PM	\$2,700.00	\$5,400.00
570-1-2	PERFORMANCE TURF, SOD	25,193.81 SY	\$2.61	\$65,755.84

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	11,440.00 SY	\$49.45	\$565,708.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,395.00 TN	\$138.25	\$331,108.75
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	436.00 TN	\$139.60	\$60,865.60



**Median Component Total**

\$3,924,406.52

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	687.10 SY	\$1.96	\$1,346.72

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	50.00 EA	\$2,280.90	\$114,045.00
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	50.00 EA	\$4,965.50	\$248,275.00
425-1-891	INLETS, BARRIER WALL, <10'	15.00 EA	\$4,145.25	\$62,178.75
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	17,624.00 LF	\$109.50	\$1,929,828.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	5,000.00 LF	\$138.87	\$694,350.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,000.00 LF	\$186.58	\$559,740.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	328.00 LF	\$98.56	\$32,327.68
430-175-104	PIPE CULV, OPT MATL, ROUND, 49-60"S/CD	325.00 LF	\$250.00	\$81,250.00

**Retention Basin 14**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 15**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00
<b>Drainage Component Total</b>				<b>\$5,531,506.55</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00 AS	\$322.32	\$644.64
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	24.00 AS	\$887.55	\$21,301.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$4,354.02	\$8,708.04
700-21-12	MULTI- POST SIGN, F&I, 51-100	6.00 AS	\$3,665.00	\$21,990.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00 AS	\$228,623.73	\$914,494.92
<b>Signing Component Total</b>				<b>\$967,138.80</b>

**LANDSCAPING COMPONENT****User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$28,416.00	\$28,416.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$28,416.00	\$28,416.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$28,416.00	\$28,416.00
<b>Landscaping Component Total</b>				<b>\$85,248.00</b>

**RETAINING WALLS COMPONENT****Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	10,306.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	82,448.00 SF	\$32.88	\$2,710,890.24

**Retaining Walls Component Total**

\$2,710,890.24

**Sequence 55 Total**

\$28,541,450.75

**Sequence:** 56 WDR - Widen/Resurface, Divided, Rural**Net Length:** 1.174 MI**Description:** US 301 (I-75 Segment 6) Mill, Resurface, Widen**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	24.00 / 24.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.174
Top of Structural Course For Begin Section	103.00
Top of Structural Course For End Section	103.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median 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**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	6.83	AC	\$25,000.00	\$170,750.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	7,057.36	CY	\$25.00	\$176,434.00
<b>Earthwork Component Total</b>					<b>\$347,184.00</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	8
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	41,324.80	SY	\$6.00	\$247,948.80
285-709	OPTIONAL BASE,BASE GROUP 09	16,984.49	SY	\$25.00	\$424,612.25
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	49,589.76	SY	\$3.85	\$190,920.58
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,454.87	TN	\$138.25	\$754,135.78



334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,727.44 TN	\$138.25	\$377,068.58
337-7-22	ASPH CONC FC, INC BIT, FC- 5, PG76-22	1,983.59 TN	\$139.60	\$276,909.16
337-7-22	ASPH CONC FC, INC BIT, FC- 5, PG76-22	661.20 TN	\$139.60	\$92,303.52

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	6
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,109.00	EA	\$5.23	\$5,800.07
710-11-111	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	9.39	NM	\$1,270.87	\$11,933.47
710-11-131	PAINTED PAVT MARK, STD, WHITE, SKIP, 6"	14.09	GM	\$375.24	\$5,287.13
<b>Roadway Component Total</b>					<b>\$2,386,919.34</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE, BASE GROUP 04	7,342.04	SY	\$15.68	\$115,123.19
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	6,887.47	SY	\$2.87	\$19,767.04
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	378.81	TN	\$138.25	\$52,370.48
337-7-5	ASPH CONC FC, INC BIT/RUBBER, FC-5	275.50	TN	\$148.00	\$40,774.00
570-1-2	PERFORMANCE TURF, SOD	3,677.91	SY	\$2.61	\$9,599.35

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	3.99	AC	\$511.95	\$2,042.68

104-10-2	SYNTHETIC BALES	619.87 LF	\$14.99	\$9,291.85
104-11	FLOATING TURBIDITY BARRIER	117.40 LF	\$15.30	\$1,796.22
104-12	STAKED TURBIDITY BARRIER	117.40 LF	\$10.78	\$1,265.57
104-13-1	STAKED SILT FENCE, TYPE III	12,397.44 LF	\$1.43	\$17,728.34
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$274,215.44

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	40.00
Sod Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	3,677.91 SY	\$2.61	\$9,599.35
<b>Median Component Total</b>				<b>\$9,599.35</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	21.13 CY	\$1,300.00	\$27,469.00
430-94-1	DESILTING PIPE, 0 - 24"	939.20 LF	\$10.42	\$9,786.46
430-94-2	DESILTING PIPE, 25 - 36"	347.50 LF	\$13.82	\$4,802.45
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	96.00 LF	\$98.56	\$9,461.76
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	944.00 LF	\$92.40	\$87,225.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	47.00 EA	\$1,394.31	\$65,532.57
575-1	SODDING	826.50 SY	\$1.96	\$1,619.94
<b>Drainage Component Total</b>				<b>\$205,897.78</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96

700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00 AS	\$887.55	\$25,738.95
700-20-40	SINGLE POST SIGN, RELOCATE	3.00 AS	\$151.21	\$453.63
700-20-60	SINGLE POST SIGN, REMOVE	29.00 AS	\$35.90	\$1,041.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-60	MULTI- POST SIGN, REMOVE	3.00 AS	\$534.11	\$1,602.33
<b>Signing Component Total</b>				<b>\$42,865.03</b>

### SIGNALIZATIONS COMPONENT

#### Signalization 1

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00	AS	\$1,425.96	\$1,425.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00	LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00	AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00	AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00	EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00	EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00	EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00	EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00	EA	\$1,284.00	\$5,136.00

#### Signalization 2

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00	AS	\$1,425.96	\$1,425.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00	LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND- 0,POLE-Q6	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00	AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00	AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00	EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00	EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00	EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00	EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00	EA	\$1,284.00	\$5,136.00
<b>Signalizations Component Total</b>					<b>\$429,729.84</b>

**LANDSCAPING COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Cost %	5.00
Component Detail	N

**Landscaping Component Total** **\$143,831.60**

**Sequence 56 Total** **\$3,840,242.38**



**Sequence:** 57 WUU - Widen/Resurface, Undivided, Urban**Net Length:** 0.189 MI**Description:** 60th Avenue East off US 301 - Mill, Resurface, Widen (I-75 Segment 6)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	19.00 / 19.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.87	AC	\$25,000.00	\$21,750.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	890.74	CY	\$25.00	\$22,268.50
<b>Earthwork Component Total</b>					<b>\$44,018.50</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	6
Existing Roadway Pavement Width L/R	30.00 / 30.00
Structural Spread Rate	0
Friction Course Spread Rate	160
Widened Outside Pavement Width L/R	6.00 / 6.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	160

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	1,902.70	SY	\$6.00	\$11,416.20
285-709	OPTIONAL BASE,BASE GROUP 09	1,403.74	SY	\$25.00	\$35,093.50
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	6,652.80	SY	\$2.87	\$19,093.54
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	219.54	TN	\$138.25	\$30,351.40
337-7-6	ASPH CONC FC, INC BIT/RUB, FC12.5, FC-6	106.44	TN	\$118.00	\$12,559.92
337-7-20	ASPH CONC FC,INC BIT,FC-12.5,FC6,PG76-22	532.22	TN	\$134.20	\$71,423.92

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Milling Code	N
Stabilization Code	N
Base Code	N
Friction Course Code	N

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	5
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	179.00	EA	\$5.23	\$936.17
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38	NM	\$1,270.87	\$482.93
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.94	GM	\$375.24	\$352.73
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.38	NM	\$3,843.11	\$1,460.38
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.94	GM	\$1,171.22	\$1,100.95

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$184,271.65

**SHOULDER COMPONENT****User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	997.92	LF	\$31.58	\$31,514.31
520-1-10	CONCRETE CURB & GUTTER, TYPE F	997.92	LF	\$31.58	\$31,514.31

522-1	SIDEWALK CONC, 4" THICK	1,108.80 SY	\$41.38	\$45,882.14
570-1-2	PERFORMANCE TURF, SOD	1,108.80 SY	\$2.61	\$2,893.97

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.23 AC	\$511.95	\$117.75
104-11	FLOATING TURBIDITY BARRIER	18.90 LF	\$15.30	\$289.17
104-12	STAKED TURBIDITY BARRIER	18.90 LF	\$10.78	\$203.74
104-13-1	STAKED SILT FENCE, TYPE III	1,995.84 LF	\$1.43	\$2,854.05
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
104-16	ROCK BAG	100.00 EA	\$10.18	\$1,018.00
<b>Shoulder Component Total</b>				<b>\$118,515.80</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.00 CY	\$1,300.00	\$6,500.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	7.00 EA	\$3,849.50	\$26,946.50
425-1-451	INLETS, CURB, TYPE J-5, <10'	2.00 EA	\$5,312.06	\$10,624.12
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00 EA	\$3,371.63	\$3,371.63
425-2-41	MANHOLES, P-7, <10'	1.00 EA	\$3,348.07	\$3,348.07
430-94-1	DESILTING PIPE, 0 - 24"	66.15 LF	\$10.42	\$689.28
430-94-2	DESILTING PIPE, 25 - 36"	86.18 LF	\$13.82	\$1,191.01
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	368.00 LF	\$109.50	\$40,296.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	952.00 LF	\$138.87	\$132,204.24
<b>Drainage Component Total</b>				<b>\$225,170.85</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	1.00 AS	\$887.55	\$887.55
700-20-40	SINGLE POST SIGN, RELOCATE	1.00 AS	\$151.21	\$151.21
700-20-60	SINGLE POST SIGN, REMOVE	4.00 AS	\$35.90	\$143.60
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
700-21-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$534.11	\$534.11
<b>Signing Component Total</b>				<b>\$7,359.77</b>

**LIGHTING COMPONENT****Conventional Lighting Subcomponent**

Description	Value
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Spacing                      MAX

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	3,384.42	LF	\$1.69	\$5,719.67
715-2-11	LIGHTING-CONDUIT, F&I, UNDERGROUND	997.92	LF	\$6.04	\$6,027.44
715-2-12	LIGHTING-CONDUIT, F&I, UNDER EXIST PVMT	130.22	LF	\$15.74	\$2,049.66
715-14-11	LIGHTING - PULL BOX,F&I,ROADSIDE-MOULDED	4.00	EA	\$397.84	\$1,591.36
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	4.00	EA	\$848.85	\$3,395.40
715-511-140	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	4.00	EA	\$2,744.12	\$10,976.48
<b>Lighting Component Total</b>					<b>\$29,760.01</b>

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<b>Sequence 57 Total</b>	<b>\$609,096.58</b>
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**Sequence:** 58 WDR - Widen/Resurface, Divided, Rural**Net Length:** 0.473 MI**Description:** Mocassin Wallow Road - Mill, Resurface, Widen - Four lane divided rural (I-75 Segment 9)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	48.00 / 48.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.473
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
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median 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**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	5.50	AC	\$25,000.00	\$137,500.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,454.89	CY	\$25.00	\$61,372.25
<b>Earthwork Component Total</b>					<b>\$198,872.25</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	6
Existing Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	6.00 / 6.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	13,319.68	SY	\$6.00	\$79,918.08
285-709	OPTIONAL BASE,BASE GROUP 09	3,513.07	SY	\$25.00	\$87,826.75
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	13,319.68	SY	\$3.85	\$51,280.77
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,465.16	TN	\$138.25	\$202,558.37

334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	549.44 TN	\$138.25	\$75,960.08
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	532.79 TN	\$139.60	\$74,377.48
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	133.20 TN	\$139.60	\$18,594.72

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Milling Code	Y
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	2,663.94	SY	\$3.85	\$10,256.17
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	293.03	TN	\$138.25	\$40,511.40
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	106.56	TN	\$139.60	\$14,875.78

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	319.00	EA	\$5.23	\$1,668.37
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.78	NM	\$1,270.87	\$4,803.89
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.78	GM	\$375.24	\$1,418.41

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$664,050.27

**SHOULDER COMPONENT****User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,958.08	SY	\$15.68	\$46,382.69
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	2,774.93	SY	\$2.87	\$7,964.05
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	152.62	TN	\$138.25	\$21,099.72
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	14.65	TN	\$139.60	\$2,045.14
570-1-2	PERFORMANCE TURF, SOD	1,481.81	SY	\$2.61	\$3,867.52

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	1.61	AC	\$511.95	\$824.24
104-10-2	SYNTHETIC BALES	249.74	LF	\$14.99	\$3,743.60
104-11	FLOATING TURBIDITY BARRIER	47.30	LF	\$15.30	\$723.69
104-12	STAKED TURBIDITY BARRIER	47.30	LF	\$10.78	\$509.89
104-13-1	STAKED SILT FENCE, TYPE III	4,994.88	LF	\$1.43	\$7,142.68
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$96,531.58

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	40.00
Sod Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	1,481.81	SY	\$2.61	\$3,867.52

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**Median Component Total** \$3,867.52

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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	8.51	CY	\$1,300.00	\$11,063.00
430-94-1	DESILTING PIPE, 0 - 24"	378.40	LF	\$10.42	\$3,942.93
430-94-2	DESILTING PIPE, 25 - 36"	140.01	LF	\$13.82	\$1,934.94
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00	LF	\$98.56	\$3,942.40
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	384.00	LF	\$92.40	\$35,481.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	19.00	EA	\$1,394.31	\$26,491.89
575-1	SODDING	332.99	SY	\$1.96	\$652.66
<b>Drainage Component Total</b>					<b>\$83,509.42</b>

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**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	12.00	AS	\$887.55	\$10,650.60
700-20-40	SINGLE POST SIGN, RELOCATE	1.00	AS	\$151.21	\$151.21
700-20-60	SINGLE POST SIGN, REMOVE	12.00	AS	\$35.90	\$430.80
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
700-21-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$534.11	\$534.11
<b>Signing Component Total</b>					<b>\$16,443.06</b>

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**LANDSCAPING COMPONENT**

**User Input Data**

Description	Value
Cost %	1.00
Component Detail	N

**Landscaping Component Total** \$8,479.59

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**Sequence 58 Total** \$1,071,753.69

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**Sequence:** 59 NUR - New Construction, Undivided, Rural**Net Length:** 0.284 MI**Description:** Crossroad Reconstruction at Erie Road Bridge - Two lane rural undivided 1500' either side of Mainline centerline (I-75 Segment 8)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.142
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	5.16	AC	\$25,000.00	\$129,000.00
120-6	EMBANKMENT	10,135.64	CY	\$16.29	\$165,109.58

<b>Earthwork Component Total</b>					<b>\$294,109.58</b>
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**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,664.53	SY	\$6.00	\$39,987.18
285-709	OPTIONAL BASE,BASE GROUP 09	4,108.68	SY	\$25.00	\$102,717.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	659.79	TN	\$138.25	\$91,215.97
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	159.95	TN	\$139.60	\$22,329.02

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	2,000.00	LF	\$17.72	\$35,440.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	38.00	EA	\$5.23	\$198.74
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14	NM	\$1,270.87	\$1,448.79
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57	GM	\$375.24	\$213.89

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	68.00	TN	\$330.46	\$22,471.28
536-1-1	GUARDRAIL- ROADWAY	2,000.00	LF	\$28.83	\$57,660.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,752.79	\$11,011.16

**Roadway Component Total**

\$384,693.03

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	3.00 / 3.00

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 No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,776.10	SY	\$15.68	\$27,849.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	91.64	TN	\$138.25	\$12,669.23
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	66.65	TN	\$139.60	\$9,304.34
570-1-2	PERFORMANCE TURF, SOD	999.68	SY	\$2.61	\$2,609.16

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.34	AC	\$511.95	\$174.06
104-10-2	SYNTHETIC BALES	299.90	LF	\$14.99	\$4,495.50
104-11	FLOATING TURBIDITY BARRIER	71.00	LF	\$15.30	\$1,086.30
104-12	STAKED TURBIDITY BARRIER	71.00	LF	\$10.78	\$765.38
104-13-1	STAKED SILT FENCE, TYPE III	2,999.04	LF	\$1.43	\$4,288.63
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$65,470.21

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.11	CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	232.00	LF	\$92.40	\$21,436.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00	EA	\$1,394.31	\$16,731.72
575-1	SODDING	199.94	SY	\$1.96	\$391.88

**Drainage Component Total**

\$49,934.28

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$10,001.64

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**BRIDGES COMPONENT**
**Bridge ERIE**

<b>Description</b>	<b>Value</b>
Length	400.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	15,400.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$156.85
Basic Bridge Cost	\$2,684,000.00
Description	60TH STREET/ERIE ROAD BRIDGE REPLACEMENT

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	REMOVAL OF EXISTING STRUCTURE	15,400.00	SF	\$36.00	\$554,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
	<b>Bridge ERIE Total</b>				\$3,315,035.08
	<b>Bridges Component Total</b>				\$3,315,035.08

**Sequence 59 Total**

\$4,119,243.82



**Sequence:** 60 NUR - New Construction, Undivided, Rural**Net Length:** 0.359 MI**Description:** Crossroad Reconstruction at Kay Road Bridge - Two lane undivided 950' either side of Mainline centerline (I-75 Segment 5)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.180
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	6.53	AC	\$25,000.00	\$163,250.00
120-6	EMBANKMENT	13,428.10	CY	\$16.29	\$218,743.75
<b>Earthwork Component Total</b>					<b>\$381,993.75</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	9,266.99	SY	\$6.00	\$55,601.94
285-709	OPTIONAL BASE,BASE GROUP 09	5,193.72	SY	\$25.00	\$129,843.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	834.03	TN	\$138.25	\$115,304.65
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	202.19	TN	\$139.60	\$28,225.72

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	1,000.00	LF	\$17.72	\$17,720.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	83.40	TN	\$138.25	\$11,530.05
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	20.22	TN	\$139.60	\$2,822.71

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	48.00	EA	\$5.23	\$251.04
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.44	NM	\$1,270.87	\$1,830.05
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.72	GM	\$375.24	\$270.17

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	51.33	TN	\$330.46	\$16,962.51
536-1-1	GUARDRAIL- ROADWAY	1,500.00	LF	\$28.83	\$43,245.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,752.79	\$11,011.16
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	4.00	EA	\$21,709.07	\$86,836.28

**Roadway Component Total**

\$521,454.28

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod 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	160
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,245.14	SY	\$15.68	\$35,203.80
334-1-23	SUPERPAVE ASPH CONC, TRAF C, PG76-22	115.84	TN	\$138.25	\$16,014.88
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	168.49	TN	\$124.00	\$20,892.76
570-1-2	PERFORMANCE TURF, SOD	1,124.68	SY	\$2.61	\$2,935.41

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.43	AC	\$511.95	\$220.14
104-10-2	SYNTHETIC BALES	379.10	LF	\$14.99	\$5,682.71
104-11	FLOATING TURBIDITY BARRIER	89.75	LF	\$15.30	\$1,373.18
104-12	STAKED TURBIDITY BARRIER	89.75	LF	\$10.78	\$967.50
104-13-1	STAKED SILT FENCE, TYPE III	3,791.04	LF	\$1.43	\$5,421.19
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$90,939.94

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.46	CY	\$1,300.00	\$8,398.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$98.56	\$6,307.84
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	288.00	LF	\$92.40	\$26,611.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	15.00	EA	\$1,394.31	\$20,914.65
575-1	SODDING	252.74	SY	\$1.96	\$495.37

**Drainage Component Total**

\$62,727.06

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$887.55	\$7,100.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$11,776.74

**BRIDGES COMPONENT****Bridge KAY**

Description	Value
Length	361.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	17,600.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$157.32
Basic Bridge Cost	\$2,422,310.00
Description	CROSSROAD RECONSTRUCTION AT KAY ROAD BRIDGE - TWO LANE UNDIVIDED 1900' EITHER SIDE OF MAINLINE CENTERLINE (I-75 SEGMENT 5)

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	17,600.00	SF	\$36.00	\$633,600.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08

**Bridge KAY Total**

\$3,132,545.08

**Bridges Component Total**

\$3,132,545.08

**Sequence 60 Total**

\$4,201,436.85



**Sequence:** 61 NUR - New Construction, Undivided, Rural**Net Length:** 0.438 MI**Description:** Crossroad Reconstruction at Mendoza Road Bridge - Two lane undivided 1000' either side of Mainline centerline (I-75 Segment 7)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.189
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	7.96	AC	\$25,000.00	\$199,000.00
120-6	EMBANKMENT	13,397.26	CY	\$16.29	\$218,241.37
<b>Earthwork Component Total</b>					<b>\$417,241.37</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,278.40	SY	\$6.00	\$61,670.40
285-709	OPTIONAL BASE,BASE GROUP 09	6,336.63	SY	\$25.00	\$158,415.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,017.56	TN	\$138.25	\$140,677.67
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	246.68	TN	\$139.60	\$34,436.53

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	1,000.00	LF	\$17.72	\$17,720.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	59.00	EA	\$5.23	\$308.57
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.75	NM	\$1,270.87	\$2,224.02
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.88	GM	\$375.24	\$330.21

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	34.67	TN	\$330.46	\$11,457.05
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,000.00	LF	\$152.70	\$152,700.00
536-1-1	GUARDRAIL- ROADWAY	1,000.00	LF	\$28.83	\$28,830.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,752.79	\$11,011.16

**Roadway Component Total**

\$619,781.36

**SHOULDER COMPONENT****User Input Data**

Description	Value
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Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 3.00
Paved Outside Shoulder Width L/R	8.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	3,510.07	SY	\$15.68	\$55,037.90
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	183.73	TN	\$138.25	\$25,400.67
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	133.62	TN	\$139.60	\$18,653.35
570-1-2	PERFORMANCE TURF, SOD	770.88	SY	\$2.61	\$2,012.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.53	AC	\$511.95	\$271.33
104-10-2	SYNTHETIC BALES	462.53	LF	\$14.99	\$6,933.32
104-11	FLOATING TURBIDITY BARRIER	109.50	LF	\$15.30	\$1,675.35
104-12	STAKED TURBIDITY BARRIER	109.50	LF	\$10.78	\$1,180.41
104-13-1	STAKED SILT FENCE, TYPE III	4,625.28	LF	\$1.43	\$6,614.15
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$120,006.84

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	7.88	CY	\$1,300.00	\$10,244.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	80.00	LF	\$98.56	\$7,884.80
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	352.00	LF	\$92.40	\$32,524.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	18.00	EA	\$1,394.31	\$25,097.58
575-1	SODDING	308.35	SY	\$1.96	\$604.37

**Drainage Component Total**

\$76,355.55

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00	AS	\$887.55	\$7,987.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$12,664.29

**BRIDGES COMPONENT****Bridge MENDOZ**

Description	Value
Length	44.00
Width	310.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	11,000.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$192.08
Basic Bridge Cost	\$2,080,100.00

Description

CROSSROAD RECONSTRUCTION AT MENDOZA ROAD  
BRIDGE - TWO LANE UNDIVIDED 1000' EITHER SIDE OF  
MAINLINE CENTERLINE (I-75 SEGMENT 7)

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	11,000.00	SF	\$36.00	\$396,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	688.89	CY	\$600.00	\$413,334.00
415-1-9	REINF STEEL- APPROACH SLABS	120,555.75	LB	\$1.05	\$126,583.54
<b>Bridge MENDOZ Total</b>					<b>\$3,016,017.54</b>
<b>Bridges Component Total</b>					<b>\$3,016,017.54</b>

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	500.00
Begin height	4.00
End Height	24.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM, PERM, EXC BAR.	14,000.00	SF	\$32.88	\$460,320.00
<b>Retaining Walls Component Total</b>					<b>\$460,320.00</b>

**Sequence 61 Total**

\$4,722,386.95



**Sequence:** 62 NDR - New Construction, Divided, Rural**Net Length:** 0.852 MI**Description:** SR 64 Reconstruction - Four lane divided 1500' to East and 3000' to West side of Mainline centerline (I-75 Segment 4)**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.852
Top of Structural Course For Begin Section	103.50
Top of Structural Course For End Section	103.50
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	15.49	AC	\$25,000.00	\$387,250.00
120-6	EMBANKMENT	61,516.97	CY	\$16.29	\$1,002,111.44
<b>Earthwork Component Total</b>					<b>\$1,389,361.44</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	330
Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	53,982.72	SY	\$6.00	\$323,896.32
285-709	OPTIONAL BASE,BASE GROUP 09	36,648.27	SY	\$25.00	\$916,206.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,938.10	TN	\$138.25	\$820,942.32
337-7-20	ASPH CONC FC,INC BIT,FC-12.5,FC6,PG76-22	2,879.08	TN	\$134.20	\$386,372.54

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,796.54 SY	\$6.00	\$64,779.24
285-709	OPTIONAL BASE,BASE GROUP 09	7,329.65 SY	\$25.00	\$183,241.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,187.62 TN	\$138.25	\$164,188.46
337-7-20	ASPH CONC FC,INC BIT,FC- 12.5,FC6,PG76-22	575.82 TN	\$134.20	\$77,275.04

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	575.00 EA	\$5.23	\$3,007.25
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.82 NM	\$1,270.87	\$8,667.33
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.82 GM	\$375.24	\$2,559.14

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$2,951,135.66

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	160
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	5,328.29 SY	\$15.68	\$83,547.59
334-1-24	SUPERPAVE ASPH CONC, TRAF	274.91 TN	\$138.25	\$38,006.31

	D, PG76-22			
337-7-20	ASPH CONC FC,INC BIT,FC-12.5,FC6,PG76-22	399.87 TN	\$134.20	\$53,662.55
570-1-2	PERFORMANCE TURF, SOD	4,998.40 SY	\$2.61	\$13,045.82

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	2.73 AC	\$511.95	\$1,397.62
104-10-2	SYNTHETIC BALES	899.71 LF	\$14.99	\$13,486.65
104-11	FLOATING TURBIDITY BARRIER	213.00 LF	\$15.30	\$3,258.90
104-12	STAKED TURBIDITY BARRIER	213.00 LF	\$10.78	\$2,296.14
104-13-1	STAKED SILT FENCE, TYPE III	8,997.12 LF	\$1.43	\$12,865.88
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$223,795.82</b>

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	64.00
Sod Width	64.00
Total Median Shoulder Width L/R	8.00 / 8.00
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 No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	31,989.76 SY	\$2.61	\$83,493.27
<b>Median Component Total</b>				<b>\$83,493.27</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	15.34 CY	\$1,300.00	\$19,942.00
425-1-551	INLETS, DT BOT, TYPE E, <10'	6.00 EA	\$3,217.97	\$19,307.82
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	296.00 LF	\$105.56	\$31,245.76
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	256.00 LF	\$98.56	\$25,231.36
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	688.00 LF	\$92.40	\$63,571.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	35.00 EA	\$1,394.31	\$48,800.85
524-1-1	CONCRETE DITCH PAVT, NR, 3"	1,704.00 SY	\$71.40	\$121,665.60
575-1	SODDING	599.81 SY	\$1.96	\$1,175.63

**Drainage Component Total**

\$330,940.22

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00	AS	\$322.32	\$644.64
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	21.00	AS	\$887.55	\$18,638.55
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00	AS	\$4,354.02	\$8,708.04
700-21-12	MULTI- POST SIGN, F&I, 51-100	6.00	AS	\$3,665.00	\$21,990.00

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	2.00	AS	\$100,000.00	\$200,000.00

**Signing Component Total**

\$249,981.23

**SIGNALIZATIONS COMPONENT****Signalization 1**

Description	Value
Type	6 Lane Mast Arm
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	1,400.00	LF	\$10.79	\$15,106.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	600.00	LF	\$17.22	\$10,332.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	2.00	PI	\$5,197.47	\$10,394.94
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	44.00	EA	\$507.83	\$22,344.52
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	2.00	AS	\$1,425.96	\$2,851.92
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	120.00	LF	\$2.14	\$256.80
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	8.00	EA	\$27,500.00	\$220,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	32.00	AS	\$786.15	\$25,156.80
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	16.00	AS	\$400.00	\$6,400.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	20.00	EA	\$113.78	\$2,275.60
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	8.00	EA	\$1,138.90	\$9,111.20
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	2.00	EA	\$750.39	\$1,500.78
660-1-102	LOOP DETECTOR INDUCTIVE,	40.00	EA	\$192.90	\$7,716.00



	F&I, TYPE 2			
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	40.00 AS	\$1,061.84	\$42,473.60
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	16.00 EA	\$186.74	\$2,987.84
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00 AS	\$20,274.92	\$40,549.84
700-48-19	SIGN PANELS, F & I, 16 - 100	8.00 EA	\$1,284.00	\$10,272.00

**Signalization 2**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	1,400.00	LF	\$10.79	\$15,106.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	600.00	LF	\$17.22	\$10,332.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	2.00	PI	\$5,197.47	\$10,394.94
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	44.00	EA	\$507.83	\$22,344.52
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	2.00	AS	\$1,425.96	\$2,851.92
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	120.00	LF	\$2.14	\$256.80
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	8.00	EA	\$27,500.00	\$220,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	32.00	AS	\$786.15	\$25,156.80
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	16.00	AS	\$400.00	\$6,400.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	20.00	EA	\$113.78	\$2,275.60
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	8.00	EA	\$1,138.90	\$9,111.20
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	2.00	EA	\$750.39	\$1,500.78
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	40.00	EA	\$192.90	\$7,716.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	40.00	AS	\$1,061.84	\$42,473.60
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	16.00	EA	\$186.74	\$2,987.84
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00	AS	\$20,274.92	\$40,549.84
700-48-19	SIGN PANELS, F & I, 16 - 100	8.00	EA	\$1,284.00	\$10,272.00
<b>Signalizations Component Total</b>					<b>\$859,459.68</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	8,500.00

Number of Poles                      30

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**Lighting Component Total**

\$255,000.00

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**Sequence 62 Total**

\$6,343,167.32

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**Sequence:** 63 NUR - New Construction, Undivided, Rural**Net Length:** 1.402 MI**Description:** I-75 NB to I-275 WB Roadway & Bridge Alternate 2 (I-75 Segment 8)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	1.061
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.237
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	3
Distance	0.284
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	4
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	25.49	AC	\$25,000.00	\$637,250.00
120-6	EMBANKMENT	98,798.98	CY	\$16.29	\$1,609,435.38

**Earthwork Component Total****\$2,246,685.38**

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**ROADWAY COMPONENT**
**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	36,190.29	SY	\$6.00	\$217,141.74
285-712	OPTIONAL BASE,BASE GROUP 12	20,283.01	SY	\$49.45	\$1,002,994.84
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,342.84	TN	\$138.25	\$600,397.63
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	789.61	TN	\$139.60	\$110,229.56

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,133.00	SY	\$6.00	\$36,798.00
285-709	OPTIONAL BASE,BASE GROUP 09	6,476.00	SY	\$25.00	\$161,900.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,349.00	TN	\$138.25	\$186,499.25
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	245.00	TN	\$139.60	\$34,202.00
520-6	SHOULDER GUTTER- CONCRETE	5,500.00	LF	\$17.72	\$97,460.00

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	189.00	EA	\$5.23	\$988.47
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	5.61	NM	\$1,270.87	\$7,129.58
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.80	GM	\$375.24	\$1,050.67

**Peripherals Subcomponent**

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



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	184.67	TN	\$330.46	\$61,026.05
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	2,700.00	LF	\$152.70	\$412,290.00
536-1-1	GUARDRAIL- ROADWAY	5,500.00	LF	\$28.83	\$158,565.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,752.79	\$11,011.16
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$21,709.07	\$21,709.07
<b>Roadway Component Total</b>					<b>\$3,121,393.02</b>

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	16,992.99	SY	\$49.45	\$840,303.36
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,809.51	TN	\$138.25	\$250,164.76
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	43.43	TN	\$139.60	\$6,062.83
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.80	PM	\$2,700.00	\$7,560.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	1.68	AC	\$511.95	\$860.08
104-10-2	SYNTHETIC BALES	1,480.51	LF	\$14.99	\$22,192.84
104-11	FLOATING TURBIDITY BARRIER	350.50	LF	\$15.30	\$5,362.65
104-12	STAKED TURBIDITY BARRIER	350.50	LF	\$10.78	\$3,778.39
104-13-1	STAKED SILT FENCE, TYPE III	14,805.12	LF	\$1.43	\$21,171.32
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	\$2,228.36	\$4,456.72

**Shoulder Component Total****\$1,161,912.95****DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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400-2-2	CONC CLASS II, ENDWALLS	25.24 CY	\$1,300.00	\$32,812.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	240.00 LF	\$98.56	\$23,654.40
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	1,128.00 LF	\$92.40	\$104,227.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	57.00 EA	\$1,394.31	\$79,475.67
575-1	SODDING	987.01 SY	\$1.96	\$1,934.54

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	15.00 EA	\$3,248.98	\$48,734.70
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	3,000.00 LF	\$109.50	\$328,500.00
<b>Drainage Component Total</b>				<b>\$619,338.51</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00 AS	\$887.55	\$25,738.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
<b>Signing Component Total</b>				<b>\$39,767.97</b>

**BRIDGES COMPONENT****Bridge NBFROG**

Description	Value
Length	110.00
Width	44.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	4,840.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$689,700.00
Description	NB I-75 TO WB I-275 RAMP OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	4,840.00 SF	\$36.00	\$174,240.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge NBFROG Total</b>				<b>\$940,575.08</b>

**Bridge NBRAMP**

Description	Value
Length	800.00
Width	44.00
Type	Medium Level
Substructure Type	Single Column
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	38,400.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$185.18
Basic Bridge Cost	\$6,441,600.00
Description	NB I-75 TO WB I-275

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	38,400.00	SF	\$36.00	\$1,382,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge NBRAMP Total</b>					\$7,900,635.08
<b>Bridges Component Total</b>					\$8,841,210.16

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	2,700.00
Begin height	8.00
End Height	25.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM, PERM, EXC BAR.	44,550.00	SF	\$32.88	\$1,464,804.00
<b>Retaining Walls Component Total</b>					\$1,464,804.00

**Sequence 63 Total**

\$17,495,111.99

**Sequence:** 64 NUR - New Construction, Undivided, Rural**Net Length:** 0.691 MI**Description:** I-275 EB to I-75 NB Roadway & Bridge Alternate 2 (I-75 Segment 8)**EARTHWORK COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.123
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	150.00
Horizontal Elevation For Begin Section	104.00
Horizontal Elevation For End Section	130.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	2
Distance	0.284
Top of Structural Course For Begin Section	150.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	130.00
Horizontal Elevation For End Section	104.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	3
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	12.56	AC	\$25,000.00	\$314,000.00
120-6	EMBANKMENT	134,567.49	CY	\$16.29	\$2,192,104.41
<b>Earthwork Component Total</b>					<b>\$2,506,104.41</b>

**ROADWAY COMPONENT****User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	440
Friction Course Spread Rate	80



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	12,566.99 SY	\$6.00	\$75,401.94
285-712	OPTIONAL BASE,BASE GROUP 12	6,348.36 SY	\$49.45	\$313,926.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,337.78 TN	\$138.25	\$184,948.08
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	243.23 TN	\$139.60	\$33,954.91

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	833.00 SY	\$6.00	\$4,998.00
285-712	OPTIONAL BASE,BASE GROUP 12	871.00 SY	\$49.45	\$43,070.95
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	183.00 TN	\$138.25	\$25,299.75
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	36.00 TN	\$139.60	\$5,025.60
520-6	SHOULDER GUTTER- CONCRETE	2,500.00 LF	\$17.72	\$44,300.00

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.76 NM	\$1,270.87	\$3,507.60

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	84.67 TN	\$330.46	\$27,980.05
536-1-1	GUARDRAIL- ROADWAY	2,500.00 LF	\$28.83	\$72,075.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	4.00 EA	\$1,728.50	\$6,914.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$21,709.07	\$21,709.07

**Roadway Component Total**

\$863,111.36

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	6,753.74 SY	\$25.00	\$168,843.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	713.48 TN	\$138.25	\$98,638.61
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	21.40 TN	\$139.60	\$2,987.44

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.83 AC	\$511.95	\$424.92
104-10-2	SYNTHETIC BALES	729.70 LF	\$14.99	\$10,938.20
104-11	FLOATING TURBIDITY BARRIER	172.75 LF	\$15.30	\$2,643.08
104-12	STAKED TURBIDITY BARRIER	172.75 LF	\$10.78	\$1,862.24
104-13-1	STAKED SILT FENCE, TYPE III	7,296.96 LF	\$1.43	\$10,434.65
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$299,001.01

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	12.44 CY	\$1,300.00	\$16,172.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	120.00 LF	\$98.56	\$11,827.20
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	552.00 LF	\$92.40	\$51,004.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	28.00 EA	\$1,394.31	\$39,040.68
575-1	SODDING	486.46 SY	\$1.96	\$953.46

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	15.00 EA	\$3,248.98	\$48,734.70
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	3,000.00 LF	\$109.50	\$328,500.00

**Drainage Component Total**

\$496,232.84

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00	AS	\$322.32	\$644.64
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	14.00	AS	\$887.55	\$12,425.70
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00	AS	\$4,354.02	\$8,708.04
<b>Signing Component Total</b>					<b>\$21,778.38</b>

**BRIDGES COMPONENT****Bridge FLYOVR**

Description	Value
Length	2,300.00
Width	31.00
Type	High Level
Substructure Type	Single Column
Superstructure Type	Steel Box
Cost Factor	1.90
Removal of existing structures area	77,000.00
Default Cost per SF	\$140.00
Factored Cost per SF	\$266.00
Final Cost per SF	\$266.76
Basic Bridge Cost	\$18,965,800.00
Description	EB I-275 TO NB I-75 FLYOVER

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	77,000.00	SF	\$36.00	\$2,772,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	68.89	CY	\$600.00	\$41,334.00
415-1-9	REINF STEEL- APPROACH SLABS	12,055.75	LB	\$1.05	\$12,658.54
<b>Bridge FLYOVR Total</b>					<b>\$21,791,792.54</b>
<b>Bridges Component Total</b>					<b>\$21,791,792.54</b>

**Sequence 64 Total****\$25,978,020.54**

**FDOT Long Range Estimating System - Production  
R3: Project Details by Sequence Report**

**Project:** 201032-1-22-01

**Letting Date:** 01/2099

**Description:** I-75 FROM NORTH OF UNIVERSITY PARKWAY TO NORTH OF MOCCASIN WALLOW ROAD

**District:** 01                      **County:** 13 MANATEE                      **Market Area:** 10                      **Units:** English  
**Contract Class:** 4                      **Lump Sum Project:** N                      **Design/Build:** N                      **Project Length:** 15.469 MI

**Project Manager:** MGR-RLC-MJB

**Preferred Alternative Project Grand Total** **\$1,103,822,568.90**

**Description:** I-75 FROM UNIVERSITY PARKWAY TO MOCCASIN WALLOW ROAD PREFERRED ALTERNATIVE

Segment 1	\$56,854,228.70
Segment 2	\$76,008,737.74
Segment 3	\$46,886,864.39
Segment 4	\$58,470,475.51
Segment 5	\$101,696,175.38
Segment 6	\$199,267,824.87
Segment 7	\$56,104,966.88
Segment 8	\$100,130,659.12
Segment 9	\$34,280,939.41

**Project Sequences Subtotal** **\$729,700,872.00**

102-1	Maintenance of Traffic	10.00%	\$72,970,087.20
102-2	Mobilization	10.00%	\$80,267,095.92

**Project Sequences Total** **\$882,938,055.12**

Project Unknowns 25.00% \$220,734,513.78

**Non-Bid Components:**

<b>Pay Item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
999-25	INITIAL CONTINGENCY (DO NOT BID)		LS	\$150,000.00	\$150,000.00

**Project Non-Bid Subtotal** \$150,000.00

**Preferred Alternative Project Grand Total** **\$1,103,822,568.90**



***APPENDIX B-3***

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**Post Public Hearing  
Preferred Alternative Long Range Estimate**

**FDOT Long Range Estimating System - Production  
R3: Project Details by Sequence Report**

**Project:** 201032-1-22-01

**Letting Date:** 01/2099

**Description:** I-75 FROM NORTH OF UNIVERSITY PARKWAY TO NORTH OF MOCCASIN WALLOW ROAD

**District:** 01                      **County:** 13 MANATEE                      **Market Area:** 10                      **Units:** English  
**Contract Class:** 4                      **Lump Sum Project:** N                      **Design/Build:** N                      **Project Length:** 15.469 MI

**Project Manager:** MGR-RLC-MJB

**Preferred Alternative Project Grand Total** **\$1,080,962,012.28**

**Description:** I-75 FROM UNIVERSITY PARKWAY TO MOCCASIN WALLOW ROAD PREFERRED ALTERNATIVE

Segment 1	\$56,853,013.46
Segment 2	\$75,671,552.22
Segment 3	\$46,886,864.39
Segment 4	\$56,841,177.79
Segment 5	\$97,736,175.38
Segment 6	\$194,995,069.98
Segment 7	\$52,011,619.87
Segment 8	\$98,559,955.25
Segment 9	\$35,031,026.06

**Project Sequences Subtotal** **\$714,586,454.40**

102-1	Maintenance of Traffic	10.00%	\$71,458,645.44
102-2	Mobilization	10.00%	\$78,604,509.98

**Project Sequences Total** **\$864,649,609.82**

Project Unknowns 25.00% \$216,162,402.46

**Non-Bid Components:**

Pay Item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY (DO NOT BID)	LS		\$150,000.00	\$150,000.00

**Project Non-Bid Subtotal** **\$150,000.00**

**Preferred Alternative Project Grand Total** **\$1,080,962,012.28**

# FDOT Long Range Estimating System - Production

## R3: Project Details by Sequence Report

**Project:** 201032-1-22-01 **Letting Date:** 01/2099  
**Description:** I-75 FROM NORTH OF UNIVERSITY PARKWAY TO NORTH OF MOCASSIN WALLOW ROAD  
**District:** 01      **County:** 13 MANATEE      **Market Area:** 10      **Units:** English  
**Contract Class:** 4      **Lump Sum Project:** N      **Design/Build:** N      **Project Length:** 15.469 MI  
**Project Manager:** MGR-RLC-MJB

**Version 6 Project Grand Total** **\$1,080,962,012.28**  
**Description:** Revisions to Version 5 for Preferred Alternative 12/17/08

**Sequence:** 1 NDR - New Construction, Divided, Rural **Net Length:** 1.506 MI  
**Description:** I-75 Mainline Segment 1

### EARTHWORK COMPONENT

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	206.50 / 206.50
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.506
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	75.39 AC	\$25,000.00	\$1,884,750.00
120-6	EMBANKMENT	188,926.03 CY	\$16.29	\$3,077,605.03
<b>Earthwork Component Total</b>				<b>\$4,962,355.03</b>

### ROADWAY COMPONENT

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	243,851.52 SY	\$6.00	\$1,463,109.12
285-712	OPTIONAL BASE,BASE GROUP 12	107,188.65 SY	\$49.45	\$5,300,478.74

334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	23,324.93 TN	\$138.25	\$3,224,671.57
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4,240.90 TN	\$139.60	\$592,029.64

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,333.00 SY	\$6.00	\$49,998.00
285-712	OPTIONAL BASE,BASE GROUP 12	8,742.00 SY	\$49.45	\$432,291.90
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	21,205.00 SY	\$3.85	\$81,639.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,332.00 TN	\$138.25	\$737,149.00
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	1,181.00 TN	\$139.60	\$164,867.60
536-8	GUARDRAIL- BRIDGE ANCHORAGE ASSEM	2.00 EA	\$2,086.12	\$4,172.24

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,830.00 EA	\$5.23	\$9,570.90
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	24.10 NM	\$1,270.87	\$30,627.97
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	24.10 GM	\$375.24	\$9,043.28
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	12.05 NM	\$3,843.11	\$46,309.48
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	12.05 GM	\$1,171.22	\$14,113.20

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67 TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	15,904.00 LF	\$152.70	\$2,428,540.80
536-1-1	GUARDRAIL- ROADWAY	300.00 LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00 EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$21,709.07	\$43,418.14



550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	16,000.00 LF	\$12.57	\$201,120.00
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**Roadway Component Total**

\$14,848,782.84

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	21,787.60	SY	\$25.00	\$544,690.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,332.49	TN	\$138.25	\$322,466.74
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	46.65	TN	\$139.60	\$6,512.34
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.01	PM	\$2,700.00	\$8,127.00
570-1-2	PERFORMANCE TURF, SOD	56,545.28	SY	\$2.61	\$147,583.18

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	4.82	AC	\$511.95	\$2,467.60
104-10-2	SYNTHETIC BALES	1,590.34	LF	\$14.99	\$23,839.20
104-11	FLOATING TURBIDITY BARRIER	376.50	LF	\$15.30	\$5,760.45
104-12	STAKED TURBIDITY BARRIER	376.50	LF	\$10.78	\$4,058.67
104-13-1	STAKED SILT FENCE, TYPE III	15,903.36	LF	\$1.43	\$22,741.80
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$1,092,703.70

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	60,662.48	SY	\$15.68	\$951,187.69

334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	6,608.73 TN	\$138.25	\$913,656.92
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	46.65 TN	\$139.60	\$6,512.34
521-1	MEDIAN CONC BARRIER WALL	15,904.00 LF	\$127.73	\$2,031,417.92
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	38,874.88 SY	\$2.61	\$101,463.44
<b>Median Component Total</b>				<b>\$4,012,338.31</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,060.22 SY	\$1.96	\$2,078.03

##### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	24.00 EA	\$2,280.90	\$54,741.60
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	80.00 EA	\$4,965.50	\$397,240.00
425-1-891	INLETS, BARRIER WALL, <10'	80.00 EA	\$4,145.25	\$331,620.00
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	28,016.00 LF	\$109.50	\$3,067,752.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	480.00 LF	\$138.87	\$66,657.60
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,184.00 LF	\$186.58	\$594,070.72
430-172-103	PIPE CULV OPT MATL, ROUND, 37-48", CD	904.00 LF	\$179.39	\$162,168.56
430-172-104	PIPE CULV OPT MATL, ROUND, 49-60", CD	400.00 LF	\$305.36	\$122,144.00

##### Retention Basin 1

Description	Value
Size	2.5 AC
Multiplier	1
Depth	10.00

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Retention Basin 2**

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Retention Basin 3**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 4**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00

425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

#### Retention Basin 5

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

#### Retention Basin 6

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00



Drainage Component Total

\$9,349,260.09

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	37.00 AS	\$887.55	\$32,839.35
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	10.00 AS	\$3,665.00	\$36,650.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00 AS	\$228,623.73	\$914,494.92

**Signing Component Total**

\$1,002,689.63

**LANDSCAPING COMPONENT**

**User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$26,833.00	\$26,833.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$26,833.00	\$26,833.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$26,833.00	\$26,833.00

**Landscaping Component Total**

\$80,499.00

**BRIDGES COMPONENT**

**Bridge A**

Description	Value
Length	600.00
Width	64.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	2,404.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$152.90
Basic Bridge Cost	\$5,760,000.00

Description BRADEN RIVER SOUTHBOUND BRIDGE WIDENING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING	2,404.00 SF	\$36.00	\$86,544.00

	STRUCTURE			
400-2-10	CONC CLASS II, APPROACH SLABS	142.22 CY	\$600.00	\$85,332.00
415-1-9	REINF STEEL- APPROACH SLABS	24,888.50 LB	\$1.05	\$26,132.92
	<b>Bridge A Total</b>			<b>\$5,958,008.93</b>

**Bridge B**

<b>Description</b>	<b>Value</b>
Length	549.00
Width	72.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$145.67
Basic Bridge Cost	\$5,632,740.00
Description	BRADEN RIVER NEW NORTHBOUND BRIDGE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	160.00 CY	\$600.00	\$96,000.00
415-1-9	REINF STEEL- APPROACH SLABS	28,000.00 LB	\$1.05	\$29,400.00
	<b>Bridge B Total</b>			<b>\$5,758,140.00</b>

**Bridge C**

<b>Description</b>	<b>Value</b>
Length	549.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	14,274.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$153.17
Basic Bridge Cost	\$1,152,900.00
Description	BRADEN RIVER NEW NORTHBOUND BRIDGE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	14,274.00 SF	\$36.00	\$513,864.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25 LB	\$1.05	\$5,716.46
	<b>Bridge C Total</b>			<b>\$1,691,146.46</b>
	<b>Bridges Component Total</b>			<b>\$13,407,295.39</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	15,904.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	127,232.00 SF	\$32.88	\$4,183,388.16
<b>Retaining Walls Component Total</b>				<b>\$4,183,388.16</b>

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**Sequence 1 Total** **\$52,939,312.15**

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**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	179.00 / 179.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.279
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	6.00 % / 6.00 %
Outside Shoulder Cross Slope L/R	5.00 % / 5.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	5
Distance	0.069
Top of Structural Course For Begin Section	110.00



Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.828
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	78.07 AC	\$25,000.00	\$1,951,750.00
120-6	EMBANKMENT	218,939.73 CY	\$16.29	\$3,566,528.20
<b>Earthwork Component Total</b>				<b>\$5,518,278.20</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	8
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	265,964.16 SY	\$6.00	\$1,595,784.96
285-712	OPTIONAL BASE,BASE GROUP 12	102,712.83 SY	\$49.45	\$5,079,149.44
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	22,290.33 TN	\$138.25	\$3,081,638.12
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	4,052.79 TN	\$139.60	\$565,769.48

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	25,333.00 SY	\$3.85	\$97,532.05
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,180.00 TN	\$138.25	\$577,885.00
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,013.00 TN	\$139.60	\$141,414.80
536-8	GUARDRAIL- BRIDGE ANCHORAGE ASSEM	2.00 EA	\$2,086.12	\$4,172.24

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	6
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,700.00 EA	\$5.23	\$8,891.00
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	28.78 NM	\$1,270.87	\$36,575.64
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	21.59 GM	\$375.24	\$8,101.43
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	14.39 NM	\$3,843.11	\$55,302.35
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	10.79 GM	\$1,171.22	\$12,637.46

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67 TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	18,998.00 LF	\$152.70	\$2,900,994.60
536-1-1	GUARDRAIL- ROADWAY	300.00 LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00 EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	18,998.00 LF	\$12.57	\$238,804.86

#### Roadway Component Total

\$14,463,703.58

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	26,026.49	SY	\$25.00	\$650,662.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,786.29	TN	\$138.25	\$385,204.59
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	55.73	TN	\$139.60	\$7,779.91
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.60	PM	\$2,700.00	\$9,720.00
570-1-2	PERFORMANCE TURF, SOD	67,546.45	SY	\$2.61	\$176,296.23

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	5.76	AC	\$511.95	\$2,948.83
104-10-2	SYNTHETIC BALES	1,899.74	LF	\$14.99	\$28,477.10
104-11	FLOATING TURBIDITY BARRIER	449.75	LF	\$15.30	\$6,881.18
104-12	STAKED TURBIDITY BARRIER	449.75	LF	\$10.78	\$4,848.30
104-13-1	STAKED SILT FENCE, TYPE III	18,997.44	LF	\$1.43	\$27,166.34
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

**\$1,304,441.46**

#### MEDIAN COMPONENT

##### User Input Data

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	72,464.68	SY	\$25.00	\$1,811,617.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	7,894.49	TN	\$138.25	\$1,091,413.24
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	55.73	TN	\$139.60	\$7,779.91
521-1	MEDIAN CONC BARRIER WALL	18,998.00	LF	\$127.73	\$2,426,614.54
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.00	PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	46,438.19	SY	\$2.61	\$121,203.68

**Median Component Total**

**\$5,469,428.37**

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
575-1	SODDING	1,266.50	SY	\$1.96	\$2,482.34

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	29.00 EA	\$2,280.90	\$66,146.10
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	95.00 EA	\$4,965.50	\$471,722.50
425-1-891	INLETS, BARRIER WALL, <10'	95.00 EA	\$4,145.25	\$393,798.75
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	33,480.00 LF	\$109.50	\$3,666,060.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	576.00 LF	\$138.87	\$79,989.12
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,800.00 LF	\$186.58	\$709,004.00

**Box Culvert 1**

Description	Value
Size	7 x 4
Length	425.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	291.25 CY	\$815.00	\$237,368.75
415-1-1	REINF STEEL- ROADWAY	36,839.00 LB	\$1.00	\$36,839.00

**Box Culvert 2**

Description	Value
Size	6 x 4
Length	400.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	251.40 CY	\$815.00	\$204,891.00
415-1-1	REINF STEEL- ROADWAY	42,490.00 LB	\$1.00	\$42,490.00

**Box Culvert 3**

Description	Value
Size	5 x 4
Length	325.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	173.45 CY	\$815.00	\$141,361.75
415-1-1	REINF STEEL- ROADWAY	20,828.50 LB	\$1.00	\$20,828.50

**Box Culvert 4**

Description	Value
Size	8 x 5
Length	325.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	548.60 CY	\$815.00	\$447,109.00
415-1-1	REINF STEEL- ROADWAY	69,477.00 LB	\$1.00	\$69,477.00



**Retention Basin 7**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 8**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00 LF	\$12.57	\$25,768.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	14,520.00 SY	\$1.96	\$28,459.20

**Retention Basin 9**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	3
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	6.00 AC	\$25,000.00	\$150,000.00
120-1	REGULAR EXCAVATION	96,800.01 CY	\$7.00	\$677,600.07

400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$1,300.00	\$70,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00 EA	\$3,784.47	\$11,353.41
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00 LF	\$138.87	\$23,330.16
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,540.00 LF	\$12.57	\$44,497.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	29,040.00 SY	\$1.96	\$56,918.40

#### Retention Basin 10

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00 AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33 CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00 LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00 SY	\$1.96	\$94,864.00

#### Retention Basin 11

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82

575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00
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**Retention Basin 12**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50 AC	\$25,000.00	\$37,500.00
120-1	REGULAR EXCAVATION	24,200.00 CY	\$7.00	\$169,400.00
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,025.00 LF	\$12.57	\$12,884.25
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	7,260.00 SY	\$1.96	\$14,229.60

**Retention Basin 13**

<b>Description</b>	<b>Value</b>
Size	.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50 AC	\$25,000.00	\$12,500.00
120-1	REGULAR EXCAVATION	8,066.67 CY	\$7.00	\$56,466.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	600.00 LF	\$12.57	\$7,542.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	2,420.00 SY	\$1.96	\$4,743.20
<b>Drainage Component Total</b>				<b>\$12,355,622.28</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	44.00 AS	\$887.55	\$39,052.20

700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	11.00 AS	\$3,665.00	\$40,315.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	2.00 AS	\$228,623.73	\$457,247.46
<b>Signing Component Total</b>				<b>\$555,320.02</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	38

<b>Lighting Component Total</b>	<b>\$235,600.00</b>
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**LANDSCAPING COMPONENT**

**User Input Data**

Description	Value
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>				<b>\$999,999.00</b>

**BRIDGES COMPONENT**

**Bridge NB**

Description	Value
Length	258.00
Width	114.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	16,512.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$159.25
Basic Bridge Cost	\$4,485,330.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING	16,512.00 SF	\$36.00	\$594,432.00



	STRUCTURE			
400-2-10	CONC CLASS II, APPROACH SLABS	253.33 CY	\$600.00	\$151,998.00
415-1-9	REINF STEEL- APPROACH SLABS	44,332.75 LB	\$1.05	\$46,549.39
	<b>Bridge NB Total</b>			<b>\$5,278,309.39</b>

**Bridge SB**

<b>Description</b>	<b>Value</b>
Length	258.00
Width	114.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	16,512.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$159.25
Basic Bridge Cost	\$4,485,330.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	16,512.00 SF	\$36.00	\$594,432.00
400-2-10	CONC CLASS II, APPROACH SLABS	253.33 CY	\$600.00	\$151,998.00
415-1-9	REINF STEEL- APPROACH SLABS	44,332.75 LB	\$1.05	\$46,549.39
	<b>Bridge SB Total</b>			<b>\$5,278,309.39</b>
	<b>Bridges Component Total</b>			<b>\$10,556,618.78</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	132,568.00 SF	\$32.88	\$4,358,835.84

**Retaining Wall 2**

<b>Description</b>	<b>Value</b>
Length	6,575.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	105,200.00 SF	\$32.88	\$3,458,976.00
<b>Retaining Walls Component Total</b>				<b>\$7,817,811.84</b>
<hr/>				
<b>Sequence 2 Total</b>				<b>\$59,276,823.53</b>
<hr/>				

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.161
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	16,562.71	CY	\$16.29	\$269,806.55
<b>Earthwork Component Total</b>					<b>\$292,306.55</b>

**ROADWAY COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
160-4	TYPE B STABILIZATION	3,778.13	SY	\$6.00	\$22,668.78
285-709	OPTIONAL BASE,BASE GROUP 09	2,329.22	SY	\$25.00	\$58,230.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	374.04	TN	\$138.25	\$51,711.03
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	90.68	TN	\$139.60	\$12,658.93

**Pavement Marking Subcomponent**

<b>Description</b>	<b>Value</b>
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	22.00	EA	\$5.23	\$115.06
710-11-111	PAINTED PAVT	0.64	NM	\$1,270.87	\$813.36

710-11-131	MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.32 GM	\$375.24	\$120.08
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.32 NM	\$3,843.11	\$1,229.80
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.16 GM	\$1,171.22	\$187.40

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	850.00 LF	\$152.70	\$129,795.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$21,709.07	\$43,418.14
<b>Roadway Component Total</b>				<b>\$320,948.08</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,573.59 SY	\$15.68	\$24,673.89
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	83.12 TN	\$138.25	\$11,491.34
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4.99 TN	\$139.60	\$696.60

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.19 AC	\$511.95	\$97.27
104-10-2	SYNTHETIC BALES	170.02 LF	\$14.99	\$2,548.60
104-11	FLOATING TURBIDITY BARRIER	40.25 LF	\$15.30	\$615.83
104-12	STAKED TURBIDITY BARRIER	40.25 LF	\$10.78	\$433.90
104-13-1	STAKED SILT FENCE, TYPE III	1,700.16 LF	\$1.43	\$2,431.23
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36



**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.90	CY	\$1,300.00	\$3,770.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00	LF	\$98.56	\$3,153.92
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	128.00	LF	\$92.40	\$11,827.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	7.00	EA	\$1,394.31	\$9,760.17
575-1	SODDING	113.34	SY	\$1.96	\$222.15
<b>Drainage Component Total</b>					<b>\$28,733.44</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00	AS	\$887.55	\$3,550.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$8,226.54</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	850.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,800.00	SF	\$32.88	\$223,584.00
<b>Retaining Walls Component Total</b>					<b>\$223,584.00</b>



Sequence: 4 NUR - New Construction, Undivided, Rural

Net Length: 0.180 MI

Description: SR 70 Ramp A - Five lane off-ramp

Special Clearing & grubbing included in two lane sequence

Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,972.13 CY	\$16.29	\$146,156.00
<b>Earthwork Component Total</b>				<b>\$168,656.00</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	5
Roadway Pavement Width L/R	36.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,448.00 SY	\$6.00	\$50,688.00
285-709	OPTIONAL BASE,BASE GROUP 09	6,405.70 SY	\$25.00	\$160,142.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,045.44 TN	\$138.25	\$144,532.08
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	253.44 TN	\$139.60	\$35,380.22

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT	146.00 EA	\$5.23	\$763.58

Item ID	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	MARKERS PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.72	NM	\$1,270.87	\$915.03
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.44	GM	\$375.24	\$540.35
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.36	NM	\$3,843.11	\$1,383.52
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.72	GM	\$1,171.22	\$843.28

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	950.00	LF	\$152.70	\$145,065.00
<b>Roadway Component Total</b>					<b>\$540,253.56</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,181.70	SY	\$15.68	\$34,209.06
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	116.16	TN	\$138.25	\$16,059.12
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	5.58	TN	\$139.60	\$778.97

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.22	AC	\$511.95	\$112.63
104-10-2	SYNTHETIC BALES	190.08	LF	\$14.99	\$2,849.30
104-11	FLOATING TURBIDITY BARRIER	45.00	LF	\$15.30	\$688.50
104-12	STAKED TURBIDITY BARRIER	45.00	LF	\$10.78	\$485.10
104-13-1	STAKED SILT FENCE, TYPE III	1,900.80	LF	\$1.43	\$2,718.14
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.24 CY	\$1,300.00	\$4,212.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00 LF	\$98.56	\$3,153.92
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	144.00 LF	\$92.40	\$13,305.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	8.00 EA	\$1,394.31	\$11,154.48
575-1	SODDING	126.72 SY	\$1.96	\$248.37
<b>Drainage Component Total</b>				<b>\$32,074.37</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00 AS	\$887.55	\$3,550.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$108,226.54</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	950.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM,	4,750.00 SF	\$32.88	\$156,180.00

EXC BAR.

**Retaining Walls Component Total**

\$156,180.00

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**Sequence 4 Total**

\$1,077,919.65

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	14,608.10	CY	\$16.29	\$237,965.95
<b>Earthwork Component Total</b>					<b>\$260,465.95</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,332.27	SY	\$6.00	\$19,993.62
285-709	OPTIONAL BASE,BASE GROUP 09	2,054.34	SY	\$25.00	\$51,358.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	329.89	TN	\$138.25	\$45,607.29
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	79.97	TN	\$139.60	\$11,163.81

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	19.00	EA	\$5.23	\$99.37
710-11-111	PAINTED PAVT	0.57	NM	\$1,270.87	\$724.40

710-11-131	MARK,STD,WHITE,SOLID,6" PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.28 GM	\$375.24	\$105.07
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.28 NM	\$3,843.11	\$1,076.07
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.14 GM	\$1,171.22	\$163.97

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	750.00	LF	\$152.70	\$114,525.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
<b>Roadway Component Total</b>					<b>\$288,235.24</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,387.89	SY	\$15.68	\$21,762.12
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	73.31	TN	\$138.25	\$10,135.11
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4.40	TN	\$139.60	\$614.24

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.17	AC	\$511.95	\$87.03
104-10-2	SYNTHETIC BALES	149.95	LF	\$14.99	\$2,247.75
104-11	FLOATING TURBIDITY BARRIER	35.50	LF	\$15.30	\$543.15
104-12	STAKED TURBIDITY BARRIER	35.50	LF	\$10.78	\$382.69
104-13-1	STAKED SILT FENCE, TYPE III	1,499.52	LF	\$1.43	\$2,144.31
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.56	CY	\$1,300.00	\$3,328.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	120.00	LF	\$92.40	\$11,088.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00	EA	\$1,394.31	\$8,365.86
575-1	SODDING	99.97	SY	\$1.96	\$195.94
<b>Drainage Component Total</b>					<b>\$25,343.24</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$7,338.99</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	750.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,000.00	SF	\$32.88	\$197,280.00
<b>Retaining Walls Component Total</b>					<b>\$197,280.00</b>



Sequence: 6 NUR - New Construction, Undivided, Rural

Net Length: 0.170 MI

Description: SR 70 Ramp B - Six lane off-ramp

Special Clearing & grubbing included in two lane sequence

Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.170
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	9,174.80 CY	\$16.29	\$149,457.49
<b>Earthwork Component Total</b>				<b>\$171,957.49</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	9,175.47 SY	\$6.00	\$55,052.82
285-709	OPTIONAL BASE,BASE GROUP 09	7,246.62 SY	\$25.00	\$181,165.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,184.83 TN	\$138.25	\$163,802.75
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	287.23 TN	\$139.60	\$40,097.31

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	5
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT	161.00 EA	\$5.23	\$842.03

MARKERS				
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.68 NM	\$1,270.87	\$864.19
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.70 GM	\$375.24	\$637.91
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.34 NM	\$3,843.11	\$1,306.66
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.85 GM	\$1,171.22	\$995.54

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	898.00 LF	\$152.70	\$137,124.60
<b>Roadway Component Total</b>				<b>\$581,889.31</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,060.49 SY	\$15.68	\$32,308.48
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	109.71 TN	\$138.25	\$15,167.41
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	5.27 TN	\$139.60	\$735.69

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.20 AC	\$511.95	\$102.39
104-10-2	SYNTHETIC BALES	179.52 LF	\$14.99	\$2,691.00
104-11	FLOATING TURBIDITY BARRIER	42.50 LF	\$15.30	\$650.25
104-12	STAKED TURBIDITY BARRIER	42.50 LF	\$10.78	\$458.15
104-13-1	STAKED SILT FENCE, TYPE III	1,795.20 LF	\$1.43	\$2,567.14
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36



**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.06 CY	\$1,300.00	\$3,978.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	32.00 LF	\$98.56	\$3,153.92
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	136.00 LF	\$92.40	\$12,566.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	7.00 EA	\$1,394.31	\$9,760.17
575-1	SODDING	119.68 SY	\$1.96	\$234.57
<b>Drainage Component Total</b>				<b>\$29,693.06</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	4.00 AS	\$887.55	\$3,550.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$108,226.54</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	898.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM,	4,490.00 SF	\$32.88	\$147,631.20

EXC BAR.

**Retaining Walls Component Total**

\$147,631.20

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**Sequence 6 Total**

\$1,108,706.47

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.379
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	11,573.89	CY	\$16.29	\$188,538.67
<b>Earthwork Component Total</b>					<b>\$211,038.67</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,003.36	SY	\$6.00	\$36,020.16
285-709	OPTIONAL BASE,BASE GROUP 09	3,481.95	SY	\$25.00	\$87,048.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	550.31	TN	\$138.25	\$76,080.36
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	133.41	TN	\$139.60	\$18,624.04

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.52	NM	\$1,270.87	\$1,931.72
711-11-111	THERMOPLASTIC, STD, WHITE,	0.76	NM	\$3,843.11	\$2,920.76

SOLID, 6"

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	300.00	LF	\$152.70	\$45,810.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$21,709.07	\$21,709.07

**Roadway Component Total** \$290,144.86

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,480.83	SY	\$15.68	\$23,219.41
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	73.37	TN	\$138.25	\$10,143.40
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	11.74	TN	\$139.60	\$1,638.90
570-1-2	PERFORMANCE TURF, SOD	1,334.08	SY	\$2.61	\$3,481.95

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.45	AC	\$511.95	\$230.38
104-10-2	SYNTHETIC BALES	400.22	LF	\$14.99	\$5,999.30
104-11	FLOATING TURBIDITY BARRIER	94.75	LF	\$15.30	\$1,449.68
104-12	STAKED TURBIDITY BARRIER	94.75	LF	\$10.78	\$1,021.40
104-13-1	STAKED SILT FENCE, TYPE III	4,002.24	LF	\$1.43	\$5,723.20
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** \$55,135.99

**DRAINAGE COMPONENT**



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.82	CY	\$1,300.00	\$8,866.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$98.56	\$6,307.84
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	304.00	LF	\$92.40	\$28,089.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	16.00	EA	\$1,394.31	\$22,308.96
575-1	SODDING	266.82	SY	\$1.96	\$522.97
<b>Drainage Component Total</b>					<b>\$66,095.37</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$887.55	\$7,100.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$11,776.74</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	300.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	2,400.00	SF	\$32.88	\$78,912.00
<b>Retaining Walls Component Total</b>					<b>\$78,912.00</b>

**Sequence 7 Total** **\$768,903.63**

**Sequence:** 8 NUR - New Construction, Undivided, Rural  
**Description:** SR 70 Ramp C - Two lane on-ramp  
**Special** Clearing & grubbing included in one lane sequence  
**Conditions:**

**Net Length:** 0.227 MI

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.227
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	8,209.69	CY	\$16.29	\$133,735.85
<b>Earthwork Component Total</b>					<b>\$133,735.85</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,593.28	SY	\$6.00	\$33,559.68
285-709	OPTIONAL BASE,BASE GROUP 09	3,284.05	SY	\$25.00	\$82,101.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	527.37	TN	\$138.25	\$72,908.90
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	127.85	TN	\$139.60	\$17,847.86

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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			<b>Price</b>	
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	31.00 EA	\$5.23	\$162.13
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.91 NM	\$1,270.87	\$1,156.49
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.45 GM	\$375.24	\$168.86
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.45 NM	\$3,843.11	\$1,729.40
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.23 GM	\$1,171.22	\$269.38

**Peripherals Subcomponent**

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

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,200.00 LF	\$152.70	\$183,240.00
<b>Roadway Component Total</b>				<b>\$393,143.95</b>

**SHOULDER COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
285-704	OPTIONAL BASE,BASE GROUP 04	1,952.32 SY	\$15.68	\$30,612.38
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	102.54 TN	\$138.25	\$14,176.16
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	7.03 TN	\$139.60	\$981.39
570-1-2	PERFORMANCE TURF, SOD	532.69 SY	\$2.61	\$1,390.32

**Erosion Control**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
104-4	MOWING	0.27 AC	\$511.95	\$138.23
104-10-2	SYNTHETIC BALES	239.71 LF	\$14.99	\$3,593.25
104-11	FLOATING TURBIDITY BARRIER	56.75 LF	\$15.30	\$868.28

104-12	STAKED TURBIDITY BARRIER	56.75 LF	\$10.78	\$611.76
104-13-1	STAKED SILT FENCE, TYPE III	2,397.12 LF	\$1.43	\$3,427.88
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$58,028.02</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.09 CY	\$1,300.00	\$5,317.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00 LF	\$98.56	\$3,942.40
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	184.00 LF	\$92.40	\$17,001.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00 EA	\$1,394.31	\$13,943.10
575-1	SODDING	159.81 SY	\$1.96	\$313.23
<b>Drainage Component Total</b>				<b>\$40,517.33</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	5.00 AS	\$887.55	\$4,437.75
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$9,114.09</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	1,200.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

**Unit**



<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,000.00 SF	\$32.88	\$197,280.00
<b>Retaining Walls Component Total</b>				\$197,280.00
<b>Sequence 8 Total</b>				\$844,219.24

Sequence: 9 NUR - New Construction, Undivided, Rural

Net Length: 0.095 MI

Description: SR 70 Ramp D - Four lane on-ramp

Special Clearing & grubbing included in two lane sequence

Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.407
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	17,771.10 CY	\$16.29	\$289,491.22
<b>Earthwork Component Total</b>				<b>\$289,491.22</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,344.00 SY	\$6.00	\$20,064.00
285-709	OPTIONAL BASE,BASE GROUP 09	2,711.98 SY	\$25.00	\$67,799.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	441.41 TN	\$138.25	\$61,024.93
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	107.01 TN	\$139.60	\$14,938.60

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	3
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit	Extended Amount
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			<b>Price</b>	
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	64.00 EA	\$5.23	\$334.72
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 NM	\$1,270.87	\$482.93
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57 GM	\$375.24	\$213.89
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.19 NM	\$3,843.11	\$730.19
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.29 GM	\$1,171.22	\$339.65

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$165,928.41

**SHOULDER COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
285-704	OPTIONAL BASE,BASE GROUP 04	482.65 SY	\$15.68	\$7,567.95
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	24.52 TN	\$138.25	\$3,389.89
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.94 TN	\$139.60	\$410.42
570-1-2	PERFORMANCE TURF, SOD	222.93 SY	\$2.61	\$581.85

**Erosion Control**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
104-4	MOWING	0.11 AC	\$511.95	\$56.31
104-10-2	SYNTHETIC BALES	100.32 LF	\$14.99	\$1,503.80
104-11	FLOATING TURBIDITY BARRIER	23.75 LF	\$15.30	\$363.38
104-12	STAKED TURBIDITY BARRIER	23.75 LF	\$10.78	\$256.02
104-13-1	STAKED SILT FENCE, TYPE III	1,003.20 LF	\$1.43	\$1,434.58
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$17,792.56

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**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II, ENDWALLS	1.71 CY	\$1,300.00	\$2,223.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	80.00 LF	\$92.40	\$7,392.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	66.88 SY	\$1.96	\$131.08
<b>Drainage Component Total</b>				<b>\$16,900.28</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$6,451.44</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

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**Sequence 9 Total** **\$552,363.91**

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.470
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	17,362.93 CY	\$16.29	\$282,842.13
<b>Earthwork Component Total</b>				<b>\$305,342.13</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,764.16 SY	\$6.00	\$64,584.96
285-709	OPTIONAL BASE,BASE GROUP 09	6,032.82 SY	\$25.00	\$150,820.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	968.77 TN	\$138.25	\$133,932.45
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	234.85 TN	\$139.60	\$32,785.06

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	56.00 EA	\$5.23	\$292.88

710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.67 NM	\$1,270.87	\$2,122.35
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.83 GM	\$375.24	\$311.45
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.83 NM	\$3,843.11	\$3,189.78
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.42 GM	\$1,171.22	\$491.91

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00	EA	\$21,709.07	\$21,709.07

#### Roadway Component Total

\$410,240.41

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	3,586.42	SY	\$15.68	\$56,235.07
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	188.37	TN	\$138.25	\$26,042.15
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	12.92	TN	\$139.60	\$1,803.63
570-1-2	PERFORMANCE TURF, SOD	1,467.84	SY	\$2.61	\$3,831.06

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.50	AC	\$511.95	\$255.98
104-10-2	SYNTHETIC BALES	440.35	LF	\$14.99	\$6,600.85
104-11	FLOATING TURBIDITY BARRIER	104.25	LF	\$15.30	\$1,595.02
104-12	STAKED TURBIDITY BARRIER	104.25	LF	\$10.78	\$1,123.82
104-13-1	STAKED SILT FENCE, TYPE III	4,403.52	LF	\$1.43	\$6,297.03
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**DRAINAGE COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II, ENDWALLS	7.51	CY	\$1,300.00	\$9,763.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	72.00	LF	\$98.56	\$7,096.32
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	336.00	LF	\$92.40	\$31,046.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00	EA	\$1,394.31	\$23,703.27
575-1	SODDING	293.57	SY	\$1.96	\$575.40
<b>Drainage Component Total</b>					<b>\$72,184.39</b>

**SIGNING COMPONENT****Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00	AS	\$887.55	\$7,987.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$12,664.29</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total**

\$12,400.00

**Sequence 10 Total**

\$918,844.20

Description: I-75 Mainline Segment 3A (Outside of Slip Ramps)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	162.00 / 162.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.729
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	28.63	AC	\$25,000.00	\$715,750.00
120-6	EMBANKMENT	91,452.24	CY	\$16.29	\$1,489,756.99
<b>Earthwork Component Total</b>					<b>\$2,205,506.99</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	118,039.68	SY	\$6.00	\$708,238.08
285-712	OPTIONAL BASE,BASE GROUP 12	51,886.14	SY	\$49.45	\$2,565,769.62
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	11,290.75	TN	\$138.25	\$1,560,946.19
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	2,052.86	TN	\$139.60	\$286,579.26

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	10,264.00	SY	\$3.85	\$39,516.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,694.00	TN	\$138.25	\$234,195.50
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	411.00	TN	\$139.60	\$57,375.60

**Pavement Marking Subcomponent**



Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	886.00	EA	\$5.23	\$4,633.78
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	11.66	NM	\$1,270.87	\$14,818.34
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	11.66	GM	\$375.24	\$4,375.30
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	5.83	NM	\$3,843.11	\$22,405.33
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	5.83	GM	\$1,171.22	\$6,828.21

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	7,698.00	LF	\$152.70	\$1,175,484.60
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	7,698.00	LF	\$12.57	\$96,763.86

#### Roadway Component Total

\$6,777,930.07

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	10,546.59	SY	\$25.00	\$263,664.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,129.08	TN	\$138.25	\$156,095.31
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	22.58	TN	\$139.60	\$3,152.17
546-72-51	RUMBLE STRIPS, GROUND-IN, 16"	1.46	PM	\$2,700.00	\$3,942.00

570-1-2	MIN. WIDTH PERFORMANCE TURF, SOD	27,371.52 SY	\$2.61	\$71,439.67
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**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.46 AC	\$511.95	\$2,795.25
104-10-2	SYNTHETIC BALES	1,800.48 LF	\$14.99	\$26,989.20
104-11	FLOATING TURBIDITY BARRIER	426.25 LF	\$15.30	\$6,521.62
104-12	STAKED TURBIDITY BARRIER	426.25 LF	\$10.78	\$4,594.98
104-13-1	STAKED SILT FENCE, TYPE III	18,004.80 LF	\$1.43	\$25,746.86
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$569,398.54

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	29,364.51 SY	\$25.00	\$734,112.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,199.05 TN	\$138.25	\$442,268.66
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	22.58 TN	\$139.60	\$3,152.17
521-1	MEDIAN CONC BARRIER WALL	7,698.00 LF	\$127.73	\$983,265.54
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	1.00 PM	\$2,700.00	\$2,700.00
570-1-2	PERFORMANCE TURF, SOD	18,817.92 SY	\$2.61	\$49,114.77

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	11,440.00 SY	\$49.45	\$565,708.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,395.00 TN	\$138.25	\$331,108.75
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	436.00 TN	\$139.60	\$60,865.60

**Median Component Total**

\$3,172,296.24

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,200.32 SY	\$1.96	\$2,352.63

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	12.00	EA	\$2,280.90	\$27,370.80
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	40.00	EA	\$4,965.50	\$198,620.00
425-1-891	INLETS, BARRIER WALL, <10'	40.00	EA	\$4,145.25	\$165,810.00
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	14,096.00	LF	\$109.50	\$1,543,512.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	4,000.00	LF	\$138.87	\$555,480.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	656.00	LF	\$98.56	\$64,655.36

**Retention Basin 16**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34	CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00	LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2.00	EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00	SY	\$1.96	\$37,945.60
<b>Drainage Component Total</b>					<b>\$3,414,741.97</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00	AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	41.00	AS	\$887.55	\$36,389.55
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00	AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	11.00	AS	\$3,665.00	\$40,315.00
<b>Signing Component Total</b>					<b>\$95,409.91</b>

**LANDSCAPING COMPONENT****User Input Data**

**Description**  
Component Detail

**Value**  
Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$28,416.00	\$28,416.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$28,416.00	\$28,416.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$28,416.00	\$28,416.00
<b>Landscaping Component Total</b>					<b>\$85,248.00</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	7,698.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	61,584.00	SF	\$32.88	\$2,024,881.92
<b>Retaining Walls Component Total</b>					<b>\$2,024,881.92</b>

**Sequence 13 Total** **\$18,345,413.64**



**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	162.00 / 162.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.357
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	4 to 1 / 4 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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	4 to 1 / 4 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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	5
Distance	0.069

Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	4 to 1 / 4 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 %

Alignment Number	6
Distance	0.144
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	46.85 AC	\$25,000.00	\$1,171,250.00
120-6	EMBANKMENT	145,111.53 CY	\$16.29	\$2,363,866.82
<b>Earthwork Component Total</b>				<b>\$3,535,116.82</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	8
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	176,373.12 SY	\$6.00	\$1,058,238.72
285-712	OPTIONAL BASE,BASE GROUP 12	68,113.62 SY	\$49.45	\$3,368,218.51
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	14,781.75 TN	\$138.25	\$2,043,576.94
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,687.59 TN	\$139.60	\$375,187.56

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	16,797.00 SY	\$3.85	\$64,668.45
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,695.00 TN	\$138.25	\$510,833.75
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	672.00 TN	\$139.60	\$93,811.20

**Pavement Marking Subcomponent**

Description	Value
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Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	6
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,127.00 EA	\$5.23	\$5,894.21
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	19.09 NM	\$1,270.87	\$24,260.91
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	14.32 GM	\$375.24	\$5,373.44
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	9.54 NM	\$3,843.11	\$36,663.27
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	7.16 GM	\$1,171.22	\$8,385.94

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-1	MEDIAN CONC BARRIER WALL	12,598.00 LF	\$127.73	\$1,609,142.54
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	12,598.00 LF	\$12.57	\$158,356.86
<b>Roadway Component Total</b>				<b>\$9,406,030.44</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	17,259.37 SY	\$25.00	\$431,484.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,847.72 TN	\$138.25	\$255,447.29
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	36.95 TN	\$139.60	\$5,158.22
546-72-51	RUMBLE STRIPS, GROUND-IN,	2.39 PM	\$2,700.00	\$6,453.00

570-1-2	16" MIN. WIDTH PERFORMANCE TURF, SOD	44,793.17 SY	\$2.61	\$116,910.17
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**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	30,000.00 SY	\$2.61	\$78,300.00

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.82 AC	\$511.95	\$1,955.65
104-10-2	SYNTHETIC BALES	1,259.81 LF	\$14.99	\$18,884.55
104-11	FLOATING TURBIDITY BARRIER	298.25 LF	\$15.30	\$4,563.23
104-12	STAKED TURBIDITY BARRIER	298.25 LF	\$10.78	\$3,215.14
104-13-1	STAKED SILT FENCE, TYPE III	12,598.08 LF	\$1.43	\$18,015.25
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

**\$944,843.47**

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	48,054.68 SY	\$25.00	\$1,201,367.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,235.20 TN	\$138.25	\$723,766.40
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	36.95 TN	\$139.60	\$5,158.22
521-1	MEDIAN CONC BARRIER WALL	12,598.00 LF	\$127.73	\$1,609,142.54
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.00 PM	\$2,700.00	\$5,400.00
570-1-2	PERFORMANCE TURF, SOD	30,795.31 SY	\$2.61	\$80,375.76

**Median Component Total**

**\$3,625,209.92**

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	839.87 SY	\$1.96	\$1,646.15

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	19.00 EA	\$2,280.90	\$43,337.10



425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	63.00 EA	\$4,965.50	\$312,826.50
425-1-891	INLETS, BARRIER WALL, <10'	63.00 EA	\$4,145.25	\$261,150.75
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	22,208.00 LF	\$109.50	\$2,431,776.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	3,000.00 LF	\$138.87	\$416,610.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,520.00 LF	\$186.58	\$470,181.60
430-172-105	PIPE CULV OPT MATL, ROUND, 61"OR >, CD	328.00 LF	\$1,554.20	\$509,777.60

**Box Culvert 1**

<b>Description</b>	<b>Value</b>
Size	8 x 8
Length	325.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	340.35 CY	\$815.00	\$277,385.25
415-1-1	REINF STEEL- ROADWAY	41,965.50 LB	\$1.00	\$41,965.50

**Retention Basin 17**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00 LF	\$12.57	\$25,768.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	14,520.00 SY	\$1.96	\$28,459.20

**Retention Basin 18**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	3
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00 AC	\$25,000.00	\$150,000.00
120-1	REGULAR EXCAVATION	96,800.01 CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II, ENDWALLS	54.00 CY	\$1,300.00	\$70,200.00

425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00 EA	\$3,784.47	\$11,353.41
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00 LF	\$138.87	\$23,330.16
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,540.00 LF	\$12.57	\$44,497.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	29,040.00 SY	\$1.96	\$56,918.40

**Retention Basin 19**

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Retention Basin 20**

<b>Description</b>	<b>Value</b>
Size	15 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	15.00 AC	\$25,000.00	\$375,000.00
120-1	REGULAR EXCAVATION	242,000.00 CY	\$7.00	\$1,694,000.00
400-2-2	CONC CLASS II, ENDWALLS	48.00 CY	\$1,300.00	\$62,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	3.00 EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00 LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,600.00 LF	\$12.57	\$45,252.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	4.00 EA	\$4,205.91	\$16,823.64
575-1	SODDING	72,600.00 SY	\$1.96	\$142,296.00

**Drainage Component Total**

**\$9,523,070.57**

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00 AS	\$887.55	\$25,738.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-12	MULTI- POST SIGN, F&I, 51-100	8.00 AS	\$3,665.00	\$29,320.00

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	4.00 AS	\$228,623.73	\$914,494.92

**Signing Component Total**

**\$983,582.89**

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total**

**\$235,600.00**

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Component Detail	Y

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$333,333.00	\$333,333.00

**Landscaping Component Total**

**\$999,999.00**

**BRIDGES COMPONENT**

**Bridge 1**

<b>Description</b>	<b>Value</b>
Length	310.00
Width	14.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25

Removal of existing structures area	9,230.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.62
Basic Bridge Cost	\$694,400.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	9,230.00 SF	\$36.00	\$332,280.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25 LB	\$1.05	\$5,716.46
<b>Bridge 1 Total</b>				<b>\$1,051,062.46</b>

**Bridge 2**

<b>Description</b>	<b>Value</b>
Length	310.00
Width	14.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	9,230.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.62
Basic Bridge Cost	\$694,400.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	9,230.00 SF	\$36.00	\$332,280.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11 CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25 LB	\$1.05	\$5,716.46
<b>Bridge 2 Total</b>				<b>\$1,051,062.46</b>

**Bridge MAIN 1**

<b>Description</b>	<b>Value</b>
Length	310.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$158.12
Basic Bridge Cost	\$2,836,500.00
Description	BRIDGE OVER CROSSROAD NORTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge MAIN 1 Total</b>				<b>\$2,940,997.39</b>

**Bridge MAIN 2**

<b>Description</b>	<b>Value</b>
Length	310.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$158.12
Basic Bridge Cost	\$2,836,500.00
Description	BRIDGE OVER CROSSROAD SOUTHBOUND NEW BRIDGE MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge MAIN 2 Total</b>				<b>\$2,940,997.39</b>
<b>Bridges Component Total</b>				<b>\$7,984,119.70</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

<b>Description</b>	<b>Value</b>
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	132,568.00 SF	\$32.88	\$4,358,835.84

**Retaining Wall 2**

<b>Description</b>	<b>Value</b>
Length	3,379.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	54,064.00 SF	\$32.88	\$1,777,624.32

**Retaining Walls Component Total**

\$6,136,460.16

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**Sequence 14 Total**

\$43,374,032.97

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.322
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	11,006.96	CY	\$16.29	\$179,303.38
<b>Earthwork Component Total</b>					<b>\$201,803.38</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,800.64	SY	\$6.00	\$40,803.84
285-709	OPTIONAL BASE,BASE GROUP 09	4,658.44	SY	\$25.00	\$116,461.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	748.07	TN	\$138.25	\$103,420.68
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	181.35	TN	\$139.60	\$25,316.46

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	43.00	EA	\$5.23	\$224.89

710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.29 NM	\$1,270.87	\$1,639.42
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.64 GM	\$375.24	\$240.15
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.64 NM	\$3,843.11	\$2,459.59
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.32 GM	\$1,171.22	\$374.79

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	950.00	LF	\$152.70	\$145,065.00

#### Roadway Component Total

\$436,005.82

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,635.93	SY	\$15.68	\$25,651.38
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	83.12	TN	\$138.25	\$11,491.34
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	9.97	TN	\$139.60	\$1,391.81
570-1-2	PERFORMANCE TURF, SOD	755.63	SY	\$2.61	\$1,972.19

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.39	AC	\$511.95	\$199.66
104-10-2	SYNTHETIC BALES	340.03	LF	\$14.99	\$5,097.05
104-11	FLOATING TURBIDITY BARRIER	80.50	LF	\$15.30	\$1,231.65
104-12	STAKED TURBIDITY BARRIER	80.50	LF	\$10.78	\$867.79
104-13-1	STAKED SILT FENCE, TYPE III	3,400.32	LF	\$1.43	\$4,862.46
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.80	CY	\$1,300.00	\$7,540.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	56.00	LF	\$98.56	\$5,519.36
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	264.00	LF	\$92.40	\$24,393.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	13.00	EA	\$1,394.31	\$18,126.03
575-1	SODDING	226.69	SY	\$1.96	\$444.31
<b>Drainage Component Total</b>					<b>\$56,023.30</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	7.00	AS	\$887.55	\$6,212.85
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$10,889.19</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	850.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,800.00	SF	\$32.88	\$223,584.00
<b>Retaining Walls Component Total</b>					<b>\$223,584.00</b>



Sequence: 16 NUR - New Construction, Undivided, Rural

Net Length: 0.104 MI

Description: SR 64 Ramp A - Four lane off-ramp  
Special Clearing & grubbing included in two lane sequence  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.104
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	4,728.53 CY	\$16.29	\$77,027.75
<b>Earthwork Component Total</b>				<b>\$77,027.75</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,026.88 SY	\$6.00	\$24,161.28
285-709	OPTIONAL BASE,BASE GROUP 09	2,968.91 SY	\$25.00	\$74,222.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	483.23 TN	\$138.25	\$66,806.55
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	117.15 TN	\$139.60	\$16,354.14

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	3
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	70.00 EA	\$5.23	\$366.10
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.42 NM	\$1,270.87	\$533.77
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.62 GM	\$375.24	\$232.65
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.21 NM	\$3,843.11	\$807.05
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.31 GM	\$1,171.22	\$363.08

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	550.00 LF	\$152.70	\$83,985.00

**Roadway Component Total**

\$267,832.37

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	894.46 SY	\$15.68	\$14,025.13
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	46.98 TN	\$138.25	\$6,494.98
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.22 TN	\$139.60	\$449.51
570-1-2	PERFORMANCE TURF, SOD	244.05 SY	\$2.61	\$636.97

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.12 AC	\$511.95	\$61.43
104-10-2	SYNTHETIC BALES	109.82 LF	\$14.99	\$1,646.20



104-11	FLOATING TURBIDITY BARRIER	26.00 LF	\$15.30	\$397.80
104-12	STAKED TURBIDITY BARRIER	26.00 LF	\$10.78	\$280.28
104-13-1	STAKED SILT FENCE, TYPE III	1,098.24 LF	\$1.43	\$1,570.48
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$27,791.15</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.87 CY	\$1,300.00	\$2,431.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	88.00 LF	\$92.40	\$8,131.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,394.31	\$6,971.55
575-1	SODDING	73.22 SY	\$1.96	\$143.51
<b>Drainage Component Total</b>				<b>\$20,042.70</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$107,338.99</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
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Length	549.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	2,745.00 SF	\$32.88	\$90,255.60
<b>Retaining Walls Component Total</b>				<b>\$90,255.60</b>

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<b>Sequence 16 Total</b>	<b>\$602,688.56</b>
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Description: SR 64 Ramp B - Two lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.256
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	8,750.88	CY	\$16.29	\$142,551.84
<b>Earthwork Component Total</b>					<b>\$165,051.84</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,406.72	SY	\$6.00	\$32,440.32
285-709	OPTIONAL BASE,BASE GROUP 09	3,703.60	SY	\$25.00	\$92,590.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	594.74	TN	\$138.25	\$82,222.80
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	144.18	TN	\$139.60	\$20,127.53

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	35.00	EA	\$5.23	\$183.05

710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.02 NM	\$1,270.87	\$1,296.29
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.51 GM	\$375.24	\$191.37
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.51 NM	\$3,843.11	\$1,959.99
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.26 GM	\$1,171.22	\$304.52

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,350.00	LF	\$152.70	\$206,145.00

#### Roadway Component Total

\$437,460.88

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,300.62	SY	\$15.68	\$20,393.72
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	66.08	TN	\$138.25	\$9,135.56
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	7.93	TN	\$139.60	\$1,107.03
570-1-2	PERFORMANCE TURF, SOD	600.75	SY	\$2.61	\$1,567.96

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.31	AC	\$511.95	\$158.70
104-10-2	SYNTHETIC BALES	270.34	LF	\$14.99	\$4,052.40
104-11	FLOATING TURBIDITY BARRIER	64.00	LF	\$15.30	\$979.20
104-12	STAKED TURBIDITY BARRIER	64.00	LF	\$10.78	\$689.92
104-13-1	STAKED SILT FENCE, TYPE III	2,703.36	LF	\$1.43	\$3,865.80
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.61	CY	\$1,300.00	\$5,993.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	208.00	LF	\$92.40	\$19,219.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	11.00	EA	\$1,394.31	\$15,337.41
575-1	SODDING	180.22	SY	\$1.96	\$353.23

**Drainage Component Total**

\$45,633.72

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$10,001.64

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	1,200.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	9,600.00	SF	\$32.88	\$315,648.00

**Retaining Walls Component Total**

\$315,648.00



Sequence: 18 NUR - New Construction, Undivided, Rural

Net Length: 0.114 MI

Description: SR 64 Ramp B - Four lane off-ramp  
Special Clearing & grubbing included in two lane sequence  
Conditions:

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### EARTHWORK COMPONENT

#### User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.114
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	5,183.20	CY	\$16.29	\$84,434.33
<b>Earthwork Component Total</b>					<b>\$84,434.33</b>

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### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,414.08	SY	\$6.00	\$26,484.48
285-709	OPTIONAL BASE,BASE GROUP 09	3,254.38	SY	\$25.00	\$81,359.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	529.69	TN	\$138.25	\$73,229.64
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	128.41	TN	\$139.60	\$17,926.04

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	3
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	77.00 EA	\$5.23	\$402.71
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.46 NM	\$1,270.87	\$584.60
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.68 GM	\$375.24	\$255.16
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.23 NM	\$3,843.11	\$883.92
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.34 GM	\$1,171.22	\$398.21

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	600.00 LF	\$152.70	\$91,620.00

**Roadway Component Total**

\$293,144.26

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	980.46 SY	\$15.68	\$15,373.61
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	51.50 TN	\$138.25	\$7,119.88
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.53 TN	\$139.60	\$492.79
575-1	SODDING	267.52 SY	\$1.96	\$524.34

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.14 AC	\$511.95	\$71.67
104-10-2	SYNTHETIC BALES	120.38 LF	\$14.99	\$1,804.50



104-11	FLOATING TURBIDITY BARRIER	28.50 LF	\$15.30	\$436.05
104-12	STAKED TURBIDITY BARRIER	28.50 LF	\$10.78	\$307.23
104-13-1	STAKED SILT FENCE, TYPE III	1,203.84 LF	\$1.43	\$1,721.49
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$30,079.92</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.05 CY	\$1,300.00	\$2,665.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	96.00 LF	\$92.40	\$8,870.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,394.31	\$6,971.55
575-1	SODDING	80.26 SY	\$1.96	\$157.31
<b>Drainage Component Total</b>				<b>\$21,029.70</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

##### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$107,338.99</b>

#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
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Length	600.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	3,000.00	SF	\$32.88	\$98,640.00
<b>Retaining Walls Component Total</b>					<b>\$98,640.00</b>

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**Sequence 18 Total** **\$647,067.20**

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Description: SR 64 Ramp C - Two lane on-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	9,708.00	CY	\$16.29	\$158,143.32
<b>Earthwork Component Total</b>					<b>\$180,643.32</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,998.08	SY	\$6.00	\$35,988.48
285-709	OPTIONAL BASE,BASE GROUP 09	4,108.68	SY	\$25.00	\$102,717.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	659.79	TN	\$138.25	\$91,215.97
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	159.95	TN	\$139.60	\$22,329.02

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	38.00	EA	\$5.23	\$198.74

710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14 NM	\$1,270.87	\$1,448.79
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57 GM	\$375.24	\$213.89
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.57 NM	\$3,843.11	\$2,190.57
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.28 GM	\$1,171.22	\$327.94

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	700.00	LF	\$152.70	\$106,890.00

#### Roadway Component Total

\$363,520.40

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,442.87	SY	\$15.68	\$22,624.20
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	73.31	TN	\$138.25	\$10,135.11
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	8.80	TN	\$139.60	\$1,228.48
575-1	SODDING	666.45	SY	\$1.96	\$1,306.24

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.34	AC	\$511.95	\$174.06
104-10-2	SYNTHETIC BALES	299.90	LF	\$14.99	\$4,495.50
104-11	FLOATING TURBIDITY BARRIER	71.00	LF	\$15.30	\$1,086.30
104-12	STAKED TURBIDITY BARRIER	71.00	LF	\$10.78	\$765.38
104-13-1	STAKED SILT FENCE, TYPE III	2,999.04	LF	\$1.43	\$4,288.63
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36



**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.11	CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	232.00	LF	\$92.40	\$21,436.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00	EA	\$1,394.31	\$16,731.72
575-1	SODDING	199.94	SY	\$1.96	\$391.88

**Drainage Component Total**

\$49,934.28

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

\$10,001.64

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total**

\$55,800.00

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	600.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,800.00	SF	\$32.88	\$157,824.00

**Retaining Walls Component Total**

\$157,824.00



Sequence: 20 NUR - New Construction, Undivided, Rural

Net Length: 0.133 MI

Description: SR 64 Ramp C - Three lane on-ramp  
Special Clearing & grubbing included in two lane sequence  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.133
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	5,445.22 CY	\$16.29	\$88,702.63
<b>Earthwork Component Total</b>				<b>\$88,702.63</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,213.44 SY	\$6.00	\$25,280.64
285-709	OPTIONAL BASE,BASE GROUP 09	2,860.46 SY	\$25.00	\$71,511.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	463.48 TN	\$138.25	\$64,076.11
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	112.36 TN	\$139.60	\$15,685.46

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	72.00 EA	\$5.23	\$376.56
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53 NM	\$1,270.87	\$673.56
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.53 GM	\$375.24	\$198.88
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.27 NM	\$3,843.11	\$1,037.64
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.27 GM	\$1,171.22	\$316.23

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	700.00 LF	\$152.70	\$106,890.00

**Roadway Component Total** \$286,046.58

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,143.87 SY	\$15.68	\$17,935.88
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	60.08 TN	\$138.25	\$8,306.06
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.12 TN	\$139.60	\$575.15
570-1-2	PERFORMANCE TURF, SOD	312.11 SY	\$2.61	\$814.61

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.16 AC	\$511.95	\$81.91
104-10-2	SYNTHETIC BALES	140.45 LF	\$14.99	\$2,105.35



104-11	FLOATING TURBIDITY BARRIER	33.25 LF	\$15.30	\$508.72
104-12	STAKED TURBIDITY BARRIER	33.25 LF	\$10.78	\$358.44
104-13-1	STAKED SILT FENCE, TYPE III	1,404.48 LF	\$1.43	\$2,008.41
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$34,922.90</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.39 CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	112.00 LF	\$92.40	\$10,348.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00 EA	\$1,394.31	\$8,365.86
575-1	SODDING	93.63 SY	\$1.96	\$183.51
<b>Drainage Component Total</b>				<b>\$24,370.61</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$7,338.99</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	700.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	3,500.00 SF	\$32.88	\$115,080.00
<b>Retaining Walls Component Total</b>				\$115,080.00
<hr/>				
<b>Sequence 20 Total</b>				\$568,861.71
<hr/>				

Description: SR 64 Ramp D - One lane on-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,357.43	CY	\$16.29	\$168,722.53
<b>Earthwork Component Total</b>					<b>\$191,222.53</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,401.44	SY	\$6.00	\$32,408.64
285-709	OPTIONAL BASE,BASE GROUP 09	3,132.84	SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	495.13	TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	120.03	TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36	NM	\$1,270.87	\$1,728.38

711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.68 NM	\$3,843.11	\$2,613.31
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**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	600.00 LF	\$152.70	\$91,620.00

**Roadway Component Total** \$291,899.24

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**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,732.46 SY	\$15.68	\$27,164.97
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	88.02 TN	\$138.25	\$12,168.76
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56 TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	800.21 SY	\$2.61	\$2,088.55

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.41 AC	\$511.95	\$209.90
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00 EA	\$14.55	\$5,252.55
104-11	FLOATING TURBIDITY BARRIER	85.25 LF	\$15.30	\$1,304.32
104-12	STAKED TURBIDITY BARRIER	85.25 LF	\$10.78	\$919.00
104-13-1	STAKED SILT FENCE, TYPE III	3,600.96 LF	\$1.43	\$5,149.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** \$57,959.98

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**DRAINAGE COMPONENT**

**Pay Items**



Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.14	CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29	LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80	LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00	EA	\$1,394.31	\$19,520.34
575-1	SODDING	240.06	SY	\$1.96	\$470.52

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	4.00	EA	\$3,248.98	\$12,995.92

**Drainage Component Total** \$99,446.52

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00	AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	7.00	AS	\$942.68	\$6,598.76
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00	AS	\$3,518.45	\$3,518.45

**Signing Component Total** \$10,410.15

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	600.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,800.00	SF	\$32.88	\$157,824.00

**Retaining Walls Component Total** \$157,824.00

**Sequence 21 Total** \$864,562.42



Sequence: 22 NUR - New Construction, Undivided, Rural

Net Length: 0.133 MI

Description: SR 64 Ramp D - Four lane on-ramp  
Special Clearing & grubbing included in two lane sequence  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.066
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
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
120-6	EMBANKMENT	3,505.19 CY	\$16.29	\$57,099.55
<b>Earthwork Component Total</b>				<b>\$57,099.55</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,277.12 SY	\$6.00	\$19,662.72
285-709	OPTIONAL BASE,BASE GROUP 09	1,924.14 SY	\$25.00	\$48,103.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	308.99 TN	\$138.25	\$42,717.87
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	74.91 TN	\$139.60	\$10,457.44

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	18.00 EA	\$5.23	\$94.14
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53 NM	\$1,270.87	\$673.56
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.27 GM	\$375.24	\$101.31
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.27 NM	\$3,843.11	\$1,037.64
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.13 GM	\$1,171.22	\$152.26

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	700.00 LF	\$152.70	\$106,890.00

**Roadway Component Total** \$229,890.44

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,143.87 SY	\$15.68	\$17,935.88
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	60.08 TN	\$138.25	\$8,306.06
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.12 TN	\$139.60	\$575.15
575-1	SODDING	312.11 SY	\$1.96	\$611.74

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.16 AC	\$511.95	\$81.91
104-10-2	SYNTHETIC BALES	140.45 LF	\$14.99	\$2,105.35



104-11	FLOATING TURBIDITY BARRIER	33.25 LF	\$15.30	\$508.72
104-12	STAKED TURBIDITY BARRIER	33.25 LF	\$10.78	\$358.44
104-13-1	STAKED SILT FENCE, TYPE III	1,404.48 LF	\$1.43	\$2,008.41
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$34,720.03</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.39 CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	112.00 LF	\$92.40	\$10,348.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00 EA	\$1,394.31	\$8,365.86
575-1	SODDING	93.63 SY	\$1.96	\$183.51
<b>Drainage Component Total</b>				<b>\$24,370.61</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$7,338.99</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	700.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	3,500.00 SF	\$32.88	\$115,080.00
<b>Retaining Walls Component Total</b>				\$115,080.00
<b>Sequence 22 Total</b>				\$480,899.62

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.027
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	85.50	AC	\$25,000.00	\$2,137,500.00
120-6	EMBANKMENT	259,770.95	CY	\$16.29	\$4,231,668.78
<b>Earthwork Component Total</b>					<b>\$6,369,168.78</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	356,752.00	SY	\$6.00	\$2,140,512.00
285-712	OPTIONAL BASE,BASE GROUP 12	172,810.67	SY	\$49.45	\$8,545,487.63
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	37,673.01	TN	\$138.25	\$5,208,293.63
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	6,849.64	TN	\$139.60	\$956,209.74

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-8	GUARDRAIL- BRIDGE ANCHORAGE ASSEM	2.00	EA	\$2,086.12	\$4,172.24

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10

Skip Stripe No. of Applications 3  
 Top Layer Thermoplastic Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	3,010.00	EA	\$5.23	\$15,742.30
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	16.22	NM	\$1,270.87	\$20,613.51
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	40.54	GM	\$375.24	\$15,212.23
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	8.11	NM	\$3,843.11	\$31,167.62
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	20.27	GM	\$1,171.22	\$23,740.63

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67	TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	21,405.00	LF	\$152.70	\$3,268,543.50
536-1-1	GUARDRAIL- ROADWAY	300.00	LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00	EA	\$1,728.50	\$3,457.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	21,405.00	LF	\$12.57	\$269,060.85
<b>Roadway Component Total</b>					<b>\$20,514,387.89</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	29,325.01	SY	\$25.00	\$733,125.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,139.42	TN	\$138.25	\$434,024.82
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	62.79	TN	\$139.60	\$8,765.48



546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.05 PM	\$2,700.00	\$10,935.00
570-1-2	PERFORMANCE TURF, SOD	76,107.09 SY	\$2.61	\$198,639.50

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	6.49 AC	\$511.95	\$3,322.56
104-10-2	SYNTHETIC BALES	2,140.51 LF	\$14.99	\$32,086.24
104-11	FLOATING TURBIDITY BARRIER	506.75 LF	\$15.30	\$7,753.28
104-12	STAKED TURBIDITY BARRIER	506.75 LF	\$10.78	\$5,462.76
104-13-1	STAKED SILT FENCE, TYPE III	21,405.12 LF	\$1.43	\$30,609.32
104-15	SOIL TRACKING PREVENTION DEVICE	3.00 EA	\$2,228.36	\$6,685.08

#### Shoulder Component Total

\$1,471,409.30

### MEDIAN COMPONENT

#### User Input Data

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	81,648.64 SY	\$25.00	\$2,041,216.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	8,895.02 TN	\$138.25	\$1,229,736.51
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	62.79 TN	\$139.60	\$8,765.48
521-1	MEDIAN CONC BARRIER WALL	21,405.00 LF	\$127.73	\$2,734,060.65
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.00 PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	52,323.63 SY	\$2.61	\$136,564.67

#### Median Component Total

\$6,161,143.32

### DRAINAGE COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,427.01 SY	\$1.96	\$2,796.94

#### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	32.00 EA	\$2,280.90	\$72,988.80
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	107.00 EA	\$4,965.50	\$531,308.50
425-1-891	INLETS, BARRIER WALL, <10'	107.00 EA	\$4,145.25	\$443,541.75

430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	37,712.00 LF	\$109.50	\$4,129,464.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	648.00 LF	\$138.87	\$89,987.76
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	4,280.00 LF	\$186.58	\$798,562.40
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	1,104.00 LF	\$98.56	\$108,810.24
430-172-104	PIPE CULV OPT MATL, ROUND, 49-60", CD	328.00 LF	\$305.36	\$100,158.08
430-174-103	PIPE CULV, OPT MATL, ROUND,37-48"SD	400.00 LF	\$130.80	\$52,320.00

#### Retention Basin 21

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	3
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	\$25,000.00	\$150,000.00
120-1	REGULAR EXCAVATION	96,800.01	CY	\$7.00	\$677,600.07
400-2-2	CONC CLASS II, ENDWALLS	54.00	CY	\$1,300.00	\$70,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	\$3,784.47	\$11,353.41
425-2-71	MANHOLES, J-7, <10'	3.00	EA	\$4,999.40	\$14,998.20
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	168.00	LF	\$138.87	\$23,330.16
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	600.00	LF	\$186.58	\$111,948.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	3,540.00	LF	\$12.57	\$44,497.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	\$4,205.91	\$12,617.73
575-1	SODDING	29,040.00	SY	\$1.96	\$56,918.40

#### Retention Basin 22

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67	CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00	CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00	LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00	SY	\$1.96	\$47,432.00

**Retention Basin 23**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00	LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	3.00	EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00	SY	\$1.96	\$94,864.00

**Retention Basin 23**

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67	CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00	EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,180.00	LF	\$12.57	\$14,832.60
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00	SY	\$1.96	\$18,972.80
<b>Drainage Component Total</b>					<b>\$10,473,841.39</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	5.00	AS	\$322.32	\$1,611.60
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	49.00	AS	\$887.55	\$43,489.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	5.00	AS	\$4,354.02	\$21,770.10

700-21-12 MULTI- POST SIGN, F&I, 51-100 13.00 AS \$3,665.00 \$47,645.00

**Signing Component Total** \$114,516.65

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Lump Sum	1,000,000.00
Cost %	0.00
Component Detail	N

**Landscaping Component Total** \$1,000,000.00

**BRIDGES COMPONENT**

**Bridge A**

<b>Description</b>	<b>Value</b>
Length	1,600.00
Width	120.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	96,000.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$143.59
Basic Bridge Cost	\$27,360,000.00
Description	SALT MARSH BRIDGE NORTHBOUND

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	REMOVAL OF EXISTING STRUCTURE	96,000.00	SF	\$36.00	\$3,456,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	266.67	CY	\$600.00	\$160,002.00
415-1-9	REINF STEEL- APPROACH SLABS	46,667.25	LB	\$1.05	\$49,000.61
<b>Bridge A Total</b>					<b>\$31,025,002.61</b>

**Bridge B**

<b>Description</b>	<b>Value</b>
Length	1,160.00
Width	60.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	6,400.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$151.50
Basic Bridge Cost	\$10,440,000.00
Description	SALT MARSH BRIDGE SOUTHBOUND

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
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110-3	REMOVAL OF EXISTING STRUCTURE	6,400.00 SF	\$36.00	\$230,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
	<b>Bridge B Total</b>			\$10,774,897.39
	<b>Bridges Component Total</b>			\$41,799,900.00

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#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
Length	21,405.00
Begin height	8.00
End Height	8.00
Multiplier	1

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	171,240.00	SF	\$32.88	\$5,630,371.20

**Retaining Walls Component Total** \$5,630,371.20

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**Sequence 24 Total** \$93,534,738.53

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	186.00 / 186.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 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 %
Alignment Number	5
Distance	0.069

Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.558
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	62.77 AC	\$25,000.00	\$1,569,250.00
120-6	EMBANKMENT	174,607.52 CY	\$16.29	\$2,844,356.50
<b>Earthwork Component Total</b>				<b>\$4,413,606.50</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	225,392.64 SY	\$6.00	\$1,352,355.84
285-712	OPTIONAL BASE,BASE GROUP 12	99,074.76 SY	\$49.45	\$4,899,246.88
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	21,559.30 TN	\$138.25	\$2,980,573.22
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3,919.87 TN	\$139.60	\$547,213.85

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	19,600.00 SY	\$3.85	\$75,460.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,312.00 TN	\$138.25	\$596,134.00
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	806.00 TN	\$139.60	\$112,517.60
536-8	GUARDRAIL- BRIDGE ANCHORAGE ASSEM	2.00 EA	\$2,086.12	\$4,172.24

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,691.00 EA	\$5.23	\$8,843.93
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	22.27 NM	\$1,270.87	\$28,302.27
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	22.27 GM	\$375.24	\$8,356.59
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	11.14 NM	\$3,843.11	\$42,812.25
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	11.14 GM	\$1,171.22	\$13,047.39

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67 TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	14,700.00 LF	\$152.70	\$2,244,690.00
536-1-1	GUARDRAIL- ROADWAY	300.00 LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00 EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$21,709.07	\$21,709.07
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	14,700.00 LF	\$12.57	\$184,779.00

**Roadway Component Total**

\$13,135,846.15

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	20,138.34 SY	\$25.00	\$503,458.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,155.93 TN	\$138.25	\$298,057.32
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	43.12 TN	\$139.60	\$6,019.55
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.78 PM	\$2,700.00	\$7,506.00
570-1-2	PERFORMANCE TURF, SOD	52,264.96 SY	\$2.61	\$136,411.55

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	30,000.00 SY	\$1.96	\$58,800.00

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.45 AC	\$511.95	\$2,278.18
104-10-2	SYNTHETIC BALES	1,469.95 LF	\$14.99	\$22,034.55
104-11	FLOATING TURBIDITY BARRIER	348.00 LF	\$15.30	\$5,324.40
104-12	STAKED TURBIDITY BARRIER	348.00 LF	\$10.78	\$3,751.44
104-13-1	STAKED SILT FENCE, TYPE III	14,699.52 LF	\$1.43	\$21,020.31
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$1,069,118.52

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	56,070.50 SY	\$25.00	\$1,401,762.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	6,108.47 TN	\$138.25	\$844,495.98
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	43.12 TN	\$139.60	\$6,019.55
521-1	MEDIAN CONC BARRIER WALL	14,700.00 LF	\$127.73	\$1,877,631.00
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	35,932.16 SY	\$2.61	\$93,782.94

**Median Component Total**

\$4,231,791.97

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	979.97 SY	\$1.96	\$1,920.74

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	22.00 EA	\$2,280.90	\$50,179.80
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	74.00 EA	\$4,965.50	\$367,447.00
425-1-891	INLETS, BARRIER WALL, <10'	74.00 EA	\$4,145.25	\$306,748.50
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	25,904.00 LF	\$109.50	\$2,836,488.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	440.00 LF	\$138.87	\$61,102.80
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,944.00 LF	\$186.58	\$549,291.52

**Box Culvert 1**

Description	Value
Size	10 x 5
Length	300.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	324.80 CY	\$815.00	\$264,712.00
415-1-1	REINF STEEL- ROADWAY	39,720.00 LB	\$1.00	\$39,720.00

**Retention Basin 24**

Description	Value
Size	2 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,180.00 LF	\$12.57	\$14,832.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00 SY	\$1.96	\$18,972.80

**Retention Basin 25**

Description	Value
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Size 10 AC  
Multiplier 1  
Depth 10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00 AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33 CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00 LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00 SY	\$1.96	\$94,864.00

**Retention Basin 26**

**Description** Value  
Size 5 AC  
Multiplier 1  
Depth 10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 27**

**Description** Value  
Size 2 AC  
Multiplier 1  
Depth 10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40

430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,180.00 LF	\$12.57	\$14,832.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00 SY	\$1.96	\$18,972.80

#### Retention Basin 28

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

#### Retention Basin 28

<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00 AC	\$25,000.00	\$50,000.00
120-1	REGULAR EXCAVATION	32,266.67 CY	\$7.00	\$225,866.69
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,180.00 LF	\$12.57	\$14,832.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	9,680.00 SY	\$1.96	\$18,972.80

#### Retention Basin 29



<b>Description</b>	<b>Value</b>
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00 AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34 CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00 LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00 SY	\$1.96	\$37,945.60
<b>Drainage Component Total</b>				<b>\$9,916,750.57</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	34.00 AS	\$887.55	\$30,176.70
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-12	MULTI- POST SIGN, F&I, 51-100	9.00 AS	\$3,665.00	\$32,985.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	2.00 AS	\$228,623.73	\$457,247.46
<b>Signing Component Total</b>				<b>\$534,438.18</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	38

<b>Lighting Component Total</b>	<b>\$235,600.00</b>
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**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Component Detail	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$333,333.00	\$333,333.00
<b>Landscaping Component Total</b>					<b>\$999,999.00</b>

**BRIDGES COMPONENT****Bridge NBRMP**

Description	Value
Length	3,380.00
Width	44.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.52
Basic Bridge Cost	\$27,215,760.00
Description	MANATEE RIVER BRIDGE NORTHBOUND RAMP

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge NBRMP Total</b>					<b>\$27,292,395.08</b>

**Bridge NMAIN**

Description	Value
Length	3,980.00
Width	60.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.44
Basic Bridge Cost	\$43,700,400.00
Description	MANATEE RIVER BRIDGE NORTHBOUND MAINLINE

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	133.33	CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75	LB	\$1.05	\$24,499.39
<b>Bridge NMAIN Total</b>					<b>\$43,804,897.39</b>

**Bridge SBRMP**

Description	Value
Length	3,380.00
Width	44.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.52
Basic Bridge Cost	\$27,215,760.00
Description	MANATEE RIVER BRIDGE SOUTHBOUND RAMP

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge SBRMP Total</b>				<b>\$27,292,395.08</b>

**Bridge SMAIN**

Description	Value
Length	3,980.00
Width	60.00
Type	Medium Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$183.44
Basic Bridge Cost	\$43,700,400.00
Description	MANATEE RIVER BRIDGE SOUTHBOUND MAINLINE

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
<b>Bridge SMAIN Total</b>				<b>\$43,804,897.39</b>
<b>Bridges Component Total</b>				<b>\$142,194,584.94</b>

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	1,460.00
Begin height	32.70
End Height	12.70
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	66,284.00	SF	\$32.88	\$2,179,417.92

**Retaining Wall 2**

Description	Value
Length	5,890.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	94,240.00	SF	\$32.88	\$3,098,611.20

**Retaining Walls Component Total** \$5,278,029.12

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**Sequence 26 Total** \$182,009,764.95

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.076
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
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	5,646.31	CY	\$16.29	\$91,978.39
<b>Earthwork Component Total</b>					<b>\$114,478.39</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	5
Roadway Pavement Width L/R	30.00 / 30.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,656.11	SY	\$6.00	\$21,936.66
285-709	OPTIONAL BASE,BASE GROUP 09	2,704.63	SY	\$25.00	\$67,615.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	441.41	TN	\$138.25	\$61,024.93
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	107.01	TN	\$139.60	\$14,938.60

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended
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				<b>Amount</b>
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	62.00 EA	\$5.23	\$324.26
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.30 NM	\$1,270.87	\$381.26
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.61 GM	\$375.24	\$228.90
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.15 NM	\$3,843.11	\$576.47
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.30 GM	\$1,171.22	\$351.37

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	400.00 LF	\$152.70	\$61,080.00
<b>Roadway Component Total</b>				<b>\$228,458.20</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	12.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.00 / 0.00
Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	921.16 SY	\$15.68	\$14,443.79
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	49.05 TN	\$138.25	\$6,781.16
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.35 TN	\$139.60	\$328.06
570-1-2	PERFORMANCE TURF, SOD	89.17 SY	\$2.61	\$232.73

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.09 AC	\$511.95	\$46.08
104-10-2	SYNTHETIC BALES	80.26 LF	\$14.99	\$1,203.10
104-11	FLOATING TURBIDITY BARRIER	19.00 LF	\$15.30	\$290.70

104-12	STAKED TURBIDITY BARRIER	19.00 LF	\$10.78	\$204.82
104-13-1	STAKED SILT FENCE, TYPE III	802.56 LF	\$1.43	\$1,147.66
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$26,906.46</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.37 CY	\$1,300.00	\$1,781.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	64.00 LF	\$92.40	\$5,913.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	53.50 SY	\$1.96	\$104.86
<b>Drainage Component Total</b>				<b>\$14,953.66</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

##### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$106,451.44</b>

#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

Description	Value
Length	400.00

Begin height 8.00  
End Height 2.00  
Multiplier 2

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,000.00	SF	\$32.88	\$131,520.00
<b>Retaining Walls Component Total</b>					<b>\$131,520.00</b>

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**Sequence 28 Total** **\$635,168.15**

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Description: US 301 Ramp B - One lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.133
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	4,039.70 CY	\$16.29	\$65,806.71
<b>Earthwork Component Total</b>				<b>\$88,306.71</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,106.72 SY	\$6.00	\$12,640.32
285-709	OPTIONAL BASE,BASE GROUP 09	1,221.90 SY	\$25.00	\$30,547.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	193.12 TN	\$138.25	\$26,698.84
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	46.82 TN	\$139.60	\$6,536.07

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.53 NM	\$1,270.87	\$673.56

711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.27 NM	\$3,843.11	\$1,037.64
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**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	500.00 LF	\$152.70	\$76,350.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$21,709.07	\$21,709.07

<b>Roadway Component Total</b>	<b>\$176,193.00</b>
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**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	675.71 SY	\$15.68	\$10,595.13
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	34.33 TN	\$138.25	\$4,746.12
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4.12 TN	\$139.60	\$575.15
570-1-2	PERFORMANCE TURF, SOD	312.11 SY	\$2.61	\$814.61

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.16 AC	\$511.95	\$81.91
104-10-2	SYNTHETIC BALES	140.45 LF	\$14.99	\$2,105.35
104-11	FLOATING TURBIDITY BARRIER	33.25 LF	\$15.30	\$508.72
104-12	STAKED TURBIDITY BARRIER	33.25 LF	\$10.78	\$358.44
104-13-1	STAKED SILT FENCE, TYPE III	1,404.48 LF	\$1.43	\$2,008.41
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

<b>Shoulder Component Total</b>	<b>\$24,022.21</b>
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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.39	CY	\$1,300.00	\$3,107.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00	LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	112.00	LF	\$92.40	\$10,348.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00	EA	\$1,394.31	\$8,365.86
575-1	SODDING	93.63	SY	\$1.96	\$183.51
<b>Drainage Component Total</b>					<b>\$24,370.61</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00	AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$7,338.99</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

**RETAINING WALLS COMPONENT****Retaining Wall 1**

Description	Value
Length	500.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	4,000.00	SF	\$32.88	\$131,520.00
<b>Retaining Walls Component Total</b>					<b>\$131,520.00</b>

**Sequence 29 Total** **\$507,551.52**

Sequence: 30 NUR - New Construction, Undivided, Rural

Net Length: 0.227 MI

Description: US 301 Ramp B - Two lane off-ramp  
Special Clearing & grubbing included in one lane sequence  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.227
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	8,209.69 CY	\$16.29	\$133,735.85
<b>Earthwork Component Total</b>				<b>\$133,735.85</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,593.28 SY	\$6.00	\$33,559.68
285-709	OPTIONAL BASE,BASE GROUP 09	3,284.05 SY	\$25.00	\$82,101.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	527.37 TN	\$138.25	\$72,908.90
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	127.85 TN	\$139.60	\$17,847.86

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**



Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	31.00 EA	\$5.23	\$162.13
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.91 NM	\$1,270.87	\$1,156.49
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.45 GM	\$375.24	\$168.86
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.45 NM	\$3,843.11	\$1,729.40
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.23 GM	\$1,171.22	\$269.38

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,200.00 LF	\$152.70	\$183,240.00

**Roadway Component Total**

\$393,143.95

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,952.32 SY	\$15.68	\$30,612.38
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	102.54 TN	\$138.25	\$14,176.16
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	7.03 TN	\$139.60	\$981.39
570-1-2	PERFORMANCE TURF, SOD	532.69 SY	\$2.61	\$1,390.32

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.27 AC	\$511.95	\$138.23
104-10-2	SYNTHETIC BALES	239.71 LF	\$14.99	\$3,593.25

104-11	FLOATING TURBIDITY BARRIER	56.75 LF	\$15.30	\$868.28
104-12	STAKED TURBIDITY BARRIER	56.75 LF	\$10.78	\$611.76
104-13-1	STAKED SILT FENCE, TYPE III	2,397.12 LF	\$1.43	\$3,427.88
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$58,028.02</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.09 CY	\$1,300.00	\$5,317.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00 LF	\$98.56	\$3,942.40
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	184.00 LF	\$92.40	\$17,001.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00 EA	\$1,394.31	\$13,943.10
575-1	SODDING	159.81 SY	\$1.96	\$313.23
<b>Drainage Component Total</b>				<b>\$40,517.33</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	5.00 AS	\$887.55	\$4,437.75
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$109,114.09</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
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Length	1,200.00
Begin height	8.00
End Height	2.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	6,000.00 SF	\$32.88	\$197,280.00
<b>Retaining Walls Component Total</b>				<b>\$197,280.00</b>

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<b>Sequence 30 Total</b>	<b>\$944,219.24</b>
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Sequence: 32 NUR - New Construction, Undivided, Rural

Net Length: 0.076 MI

Description: US 301 Ramp C - Three lane on-ramp  
Special Width adjusted to include curved ramp area.  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.076
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	3,620.44 CY	\$16.29	\$58,976.97
<b>Earthwork Component Total</b>				<b>\$81,476.97</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	27.00 / 27.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,210.24 SY	\$6.00	\$19,261.44
285-709	OPTIONAL BASE,BASE GROUP 09	2,437.11 SY	\$25.00	\$60,927.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	397.27 TN	\$138.25	\$54,922.58
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	96.31 TN	\$139.60	\$13,444.88

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y



**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	41.00 EA	\$5.23	\$214.43
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.30 NM	\$1,270.87	\$381.26
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.30 GM	\$375.24	\$112.57
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.15 NM	\$3,843.11	\$576.47
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.15 GM	\$1,171.22	\$175.68

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	400.00 LF	\$152.70	\$61,080.00

**Roadway Component Total**

\$211,097.06

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	653.64 SY	\$15.68	\$10,249.08
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	34.33 TN	\$138.25	\$4,746.12
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.35 TN	\$139.60	\$328.06
570-1-2	PERFORMANCE TURF, SOD	178.35 SY	\$2.61	\$465.49

**Erosion Control****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.09 AC	\$511.95	\$46.08

104-10-2	SYNTHETIC BALES	80.26 LF	\$14.99	\$1,203.10
104-11	FLOATING TURBIDITY BARRIER	19.00 LF	\$15.30	\$290.70
104-12	STAKED TURBIDITY BARRIER	19.00 LF	\$10.78	\$204.82
104-13-1	STAKED SILT FENCE, TYPE III	802.56 LF	\$1.43	\$1,147.66
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$20,909.47</b>

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.37 CY	\$1,300.00	\$1,781.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	64.00 LF	\$92.40	\$5,913.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	53.50 SY	\$1.96	\$104.86
<b>Drainage Component Total</b>				<b>\$14,953.66</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02

##### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	1.00 AS	\$100,000.00	\$100,000.00
<b>Signing Component Total</b>				<b>\$106,451.44</b>

#### LIGHTING COMPONENT

##### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

#### RETAINING WALLS COMPONENT

##### Retaining Wall 1

<b>Description</b>	<b>Value</b>
Length	400.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	2,000.00 SF	\$32.88	\$65,760.00
<b>Retaining Walls Component Total</b>				<b>\$65,760.00</b>

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**Sequence 32 Total** **\$513,048.60**

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Description: US 301 Ramp D - One lane on-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.417
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	12,665.83	CY	\$16.29	\$206,326.37
<b>Earthwork Component Total</b>					<b>\$228,826.37</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,605.28	SY	\$6.00	\$39,631.68
285-709	OPTIONAL BASE,BASE GROUP 09	3,831.06	SY	\$25.00	\$95,776.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	605.48	TN	\$138.25	\$83,707.61
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	146.78	TN	\$139.60	\$20,490.49

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.67	NM	\$1,270.87	\$2,122.35



711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.83 NM	\$3,843.11	\$3,189.78
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**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,000.00 LF	\$152.70	\$152,700.00

**Roadway Component Total** \$397,618.41

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	2.00 / 6.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,118.58 SY	\$15.68	\$33,219.33
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	107.64 TN	\$138.25	\$14,881.23
570-1-2	PERFORMANCE TURF, SOD	978.56 SY	\$2.61	\$2,554.04

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.50 AC	\$511.95	\$255.98
104-10-2	SYNTHETIC BALES	1,321.06 LF	\$14.99	\$19,802.69
104-11	FLOATING TURBIDITY BARRIER	104.25 LF	\$15.30	\$1,595.02
104-12	STAKED TURBIDITY BARRIER	104.25 LF	\$10.78	\$1,123.82
104-13-1	STAKED SILT FENCE, TYPE III	4,403.52 LF	\$1.43	\$6,297.03
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** \$81,957.51

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	7.51 CY	\$1,300.00	\$9,763.00

430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	72.00 LF	\$98.56	\$7,096.32
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	336.00 LF	\$92.40	\$31,046.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00 EA	\$1,394.31	\$23,703.27
570-1-2	PERFORMANCE TURF, SOD	293.57 SY	\$2.61	\$766.22
<b>Drainage Component Total</b>				<b>\$72,375.21</b>

### SIGNING COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00 AS	\$887.55	\$7,987.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$12,664.29</b>

### LIGHTING COMPONENT

#### Rural Lighting Subcomponent

Description	Value
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** **\$55,800.00**

### RETAINING WALLS COMPONENT

#### Retaining Wall 1

Description	Value
Length	1,000.00
Begin height	8.00
End Height	8.00
Multiplier	1

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	8,000.00 SF	\$32.88	\$263,040.00
<b>Retaining Walls Component Total</b>				<b>\$263,040.00</b>

**Sequence 33 Total** **\$1,112,281.79**

Sequence: 34 NUR - New Construction, Undivided, Rural

Net Length: 0.114 MI

Description: US 301 Ramp D - Two lane on-ramp  
Special Clearing & grubbing included in one lane sequence  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.114
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	4,122.93 CY	\$16.29	\$67,162.53
<b>Earthwork Component Total</b>				<b>\$67,162.53</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,808.96 SY	\$6.00	\$16,853.76
285-709	OPTIONAL BASE,BASE GROUP 09	1,649.26 SY	\$25.00	\$41,231.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	264.84 TN	\$138.25	\$36,614.13
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	64.20 TN	\$139.60	\$8,962.32

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	15.00 EA	\$5.23	\$78.45
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.46 NM	\$1,270.87	\$584.60
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.23 GM	\$375.24	\$86.31
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.23 NM	\$3,843.11	\$883.92
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.11 GM	\$1,171.22	\$128.83

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	350.00 LF	\$152.70	\$53,445.00

**Roadway Component Total** \$158,868.82

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 10.00
Total Outside Shoulder Sod Width L/R	4.00 / 0.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	980.46 SY	\$15.68	\$15,373.61
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	51.50 TN	\$138.25	\$7,119.88
570-1-2	PERFORMANCE TURF, SOD	267.52 SY	\$2.61	\$698.23

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.14 AC	\$511.95	\$71.67
104-10-2	SYNTHETIC BALES	361.15 LF	\$14.99	\$5,413.64
104-11	FLOATING TURBIDITY BARRIER	28.50 LF	\$15.30	\$436.05
104-12	STAKED TURBIDITY BARRIER	28.50 LF	\$10.78	\$307.23



104-13-1	STAKED SILT FENCE, TYPE III	1,203.84 LF	\$1.43	\$1,721.49
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$33,370.16</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.05 CY	\$1,300.00	\$2,665.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	96.00 LF	\$92.40	\$8,870.40
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,394.31	\$6,971.55
570-1-2	PERFORMANCE TURF, SOD	80.26 SY	\$2.61	\$209.48
<b>Drainage Component Total</b>				<b>\$21,081.87</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$7,338.99</b>

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	350.00
Begin height	2.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	1,750.00 SF	\$32.88	\$57,540.00
<b>Retaining Walls Component Total</b>				<b>\$57,540.00</b>
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<b>Sequence 34 Total</b>				<b>\$357,762.37</b>
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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.473
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	11.47	AC	\$25,000.00	\$286,750.00
120-6	EMBANKMENT	44,069.64	CY	\$16.29	\$717,894.44
<b>Earthwork Component Total</b>					<b>\$1,004,644.44</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	40.00 / 40.00
Structural Spread Rate	330
Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	25,063.20	SY	\$6.00	\$150,379.20
285-709	OPTIONAL BASE,BASE GROUP 09	22,199.47	SY	\$25.00	\$554,986.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,662.91	TN	\$138.25	\$506,397.31
337-7-20	ASPH CONC FC,INC BIT,FC-12.5,FC6,PG76-22	1,775.96	TN	\$134.20	\$238,333.83

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,012.64	SY	\$6.00	\$30,075.84
285-709	OPTIONAL BASE,BASE GROUP 09	4,439.89	SY	\$25.00	\$110,997.25

334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	732.58 TN	\$138.25	\$101,279.18
337-7-20	ASPH CONC FC,INC BIT,FC- 12.5,FC6,PG76-22	355.19 TN	\$134.20	\$47,666.50

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	319.00 EA	\$5.23	\$1,668.37
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.78 NM	\$1,270.87	\$4,803.89
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.78 GM	\$375.24	\$1,418.41
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	1.89 NM	\$3,843.11	\$7,263.48
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	1.89 GM	\$1,171.22	\$2,213.61

**Roadway Component Total** \$1,757,483.63

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,497.44 LF	\$31.58	\$78,869.16
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,497.44 LF	\$31.58	\$78,869.16
522-1	SIDEWALK CONC, 4" THICK	2,774.93 SY	\$41.38	\$114,826.60
570-1-2	PERFORMANCE TURF, SOD	2,774.93 SY	\$2.61	\$7,242.57

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.90 AC	\$511.95	\$460.76
104-11	FLOATING TURBIDITY BARRIER	118.25 LF	\$15.30	\$1,809.22
104-12	STAKED TURBIDITY BARRIER	118.25 LF	\$10.78	\$1,274.73
104-13-1	STAKED SILT FENCE, TYPE III	4,994.88 LF	\$1.43	\$7,142.68
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
104-16	ROCK BAG	500.00 EA	\$10.18	\$5,090.00

**Shoulder Component Total** \$297,813.26



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**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	22.00
Sod Width	17.50

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	4,994.88 LF	\$25.47	\$127,219.59
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	400.00 LF	\$35.38	\$14,152.00
570-1-2	PERFORMANCE TURF, SOD	4,856.13 SY	\$2.61	\$12,674.50
<b>Median Component Total</b>				<b>\$154,046.09</b>

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**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	8.51 CY	\$1,300.00	\$11,063.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	18.00 EA	\$3,849.50	\$69,291.00
425-1-451	INLETS, CURB, TYPE J-5, <10'	5.00 EA	\$5,312.06	\$26,560.30
425-1-521	INLETS, DT BOT, TYPE C, <10'	3.00 EA	\$3,371.63	\$10,114.89
425-2-41	MANHOLES, P-7, <10'	3.00 EA	\$3,348.07	\$10,044.21
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	1,256.00 LF	\$109.50	\$137,532.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	2,368.00 LF	\$138.87	\$328,844.16
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	112.00 LF	\$98.56	\$11,038.72
575-1	SODDING	143.79 SY	\$1.96	\$281.83
<b>Drainage Component Total</b>				<b>\$604,770.11</b>

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**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	12.00 AS	\$322.32	\$3,867.84
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	1.00 AS	\$887.55	\$887.55
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
700-21-12	MULTI- POST SIGN, F&I, 51-100	1.00 AS	\$3,665.00	\$3,665.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-23-112	OHD TRUSS CANT SGN,F&I,T30 OR<,S101-200	2.00 AS	\$43,679.78	\$87,359.56
700-83	OVHD SIGN, BRIDGE MOUNTED	2.00 AS	\$5,583.69	\$11,167.38
<b>Signing Component Total</b>				<b>\$111,301.35</b>

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**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00	AS	\$1,425.96	\$1,425.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00	LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00	AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00	AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00	EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00	EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00	EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00	EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00	EA	\$1,284.00	\$5,136.00

**Signalization 2**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00	AS	\$1,425.96	\$1,425.96

639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00 LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	4.00 EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00 AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00 AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00 EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00 EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00 EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00 EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00 AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00 EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00 EA	\$1,284.00	\$5,136.00
<b>Signalizations Component Total</b>				<b>\$429,729.84</b>

#### LIGHTING COMPONENT

##### Conventional Lighting Subcomponent

Description	Value				
Spacing	MIN				
<b>Pay Items</b>					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	9,121.33	LF	\$1.69	\$15,415.05
715-2-11	LIGHTING-CONDUIT, F&I, UNDERGROUND	2,497.44	LF	\$6.04	\$15,084.54
715-2-12	LIGHTING-CONDUIT, F&I, UNDER EXIST PVMT	495.70	LF	\$15.74	\$7,802.32
715-14-11	LIGHTING - PULL BOX,F&I,ROADSIDE-MOULDED	17.00	EA	\$397.84	\$6,763.28
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	17.00	EA	\$848.85	\$14,430.45
715-511-140	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	17.00	EA	\$2,744.12	\$46,650.04
<b>Lighting Component Total</b>					<b>\$106,145.68</b>
<b>Sequence 35 Total</b>					<b>\$4,465,934.40</b>

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.610
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	67.91	AC	\$25,000.00	\$1,697,750.00
120-6	EMBANKMENT	201,972.71	CY	\$16.29	\$3,290,135.45
<b>Earthwork Component Total</b>					<b>\$4,987,885.45</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	60.00 / 60.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	260,691.20	SY	\$6.00	\$1,564,147.20
285-712	OPTIONAL BASE,BASE GROUP 12	114,590.78	SY	\$49.45	\$5,666,514.07
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	24,935.68	TN	\$138.25	\$3,447,357.76
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4,533.76	TN	\$139.60	\$632,912.90

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,333.00	SY	\$6.00	\$19,998.00
285-712	OPTIONAL BASE,BASE GROUP 12	3,482.00	SY	\$49.45	\$172,184.90
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,950.00	TN	\$138.25	\$684,337.50
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	1,200.00	TN	\$139.60	\$167,520.00

**Pavement Marking Subcomponent**



Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,956.00	EA	\$5.23	\$10,229.88
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	12.88	NM	\$1,270.87	\$16,368.81
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	25.76	GM	\$375.24	\$9,666.18
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	6.44	NM	\$3,843.11	\$24,749.63
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	12.88	GM	\$1,171.22	\$15,085.31

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.67	TN	\$330.46	\$3,526.01
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	17,002.00	LF	\$152.70	\$2,596,205.40
536-1-1	GUARDRAIL- ROADWAY	300.00	LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	2.00	EA	\$1,728.50	\$3,457.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	17,002.00	LF	\$12.57	\$213,715.14

#### Roadway Component Total

\$15,300,042.83

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	23,292.19 SY	\$25.00	\$582,304.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,493.57 TN	\$138.25	\$344,736.05
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	49.87 TN	\$139.60	\$6,961.85
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.22 PM	\$2,700.00	\$8,694.00
575-1	SODDING	60,450.13 SY	\$1.96	\$118,482.25

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.15 AC	\$511.95	\$2,636.54
104-10-2	SYNTHETIC BALES	1,700.16 LF	\$14.99	\$25,485.40
104-11	FLOATING TURBIDITY BARRIER	402.50 LF	\$15.30	\$6,158.25
104-12	STAKED TURBIDITY BARRIER	402.50 LF	\$10.78	\$4,338.95
104-13-1	STAKED SILT FENCE, TYPE III	17,001.60 LF	\$1.43	\$24,312.29
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

**\$1,128,567.05**

#### MEDIAN COMPONENT

##### User Input Data

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	64,851.66 SY	\$25.00	\$1,621,291.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	7,065.11 TN	\$138.25	\$976,751.46
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	49.87 TN	\$139.60	\$6,961.85
521-1	MEDIAN CONC BARRIER WALL	17,002.00 LF	\$127.73	\$2,171,665.46
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	41,559.47 SY	\$2.61	\$108,470.22

**Median Component Total**

**\$4,893,240.49**

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,133.44 SY	\$1.96	\$2,221.54

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	26.00	EA	\$2,280.90	\$59,303.40
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	85.00	EA	\$4,965.50	\$422,067.50
425-1-891	INLETS, BARRIER WALL, <10'	85.00	EA	\$4,145.25	\$352,346.25
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	29,960.00	LF	\$109.50	\$3,280,620.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	512.00	LF	\$138.87	\$71,101.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,400.00	LF	\$186.58	\$634,372.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	704.00	LF	\$105.56	\$74,314.24
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	1,056.00	LF	\$98.56	\$104,079.36
430-172-105	PIPE CULV OPT MATL, ROUND, 61"OR >, CD	352.00	LF	\$1,554.20	\$547,078.40

**Box Culvert 1**

Description	Value
Size	10 x 6
Length	350.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	395.50	CY	\$815.00	\$322,332.50
415-1-1	REINF STEEL- ROADWAY	48,909.00	LB	\$1.00	\$48,909.00

**Retention Basin 30**

Description	Value
Size	2 AC
Multiplier	2
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34	CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00	LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2.00	EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00	SY	\$1.96	\$37,945.60

**Retention Basin 31**

Description	Value
Size	2 AC
Multiplier	2

Depth 10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	\$25,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	64,533.34	CY	\$7.00	\$451,733.38
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,360.00	LF	\$12.57	\$29,665.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	\$4,205.91	\$8,411.82
575-1	SODDING	19,360.00	SY	\$1.96	\$37,945.60

**Retention Basin 32**

Description	Value
Size	1 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	\$25,000.00	\$25,000.00
120-1	REGULAR EXCAVATION	16,133.33	CY	\$7.00	\$112,933.31
400-2-2	CONC CLASS II, ENDWALLS	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00	EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	840.00	LF	\$12.57	\$10,558.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	\$4,205.91	\$4,205.91
575-1	SODDING	4,840.00	SY	\$1.96	\$9,486.40

**Retention Basin 33**

Description	Value
Size	1.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	\$25,000.00	\$37,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	\$7.00	\$169,400.00
400-2-2	CONC CLASS II, ENDWALLS	18.00	CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00	EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72



430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,025.00 LF	\$12.57	\$12,884.25
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	7,260.00 SY	\$1.96	\$14,229.60
<b>Drainage Component Total</b>				<b>\$8,038,321.35</b>

### SIGNING COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00 AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	39.00 AS	\$887.55	\$34,614.45
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	4.00 AS	\$4,354.02	\$17,416.08
700-21-12	MULTI- POST SIGN, F&I, 51-100	10.00 AS	\$3,665.00	\$36,650.00

#### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151- 200',S >700	4.00 AS	\$228,623.73	\$914,494.92

**Signing Component Total** **\$1,004,464.73**

### LANDSCAPING COMPONENT

#### User Input Data

Description	Value
Lump Sum	1,000,000.00
Cost %	0.00
Component Detail	N

**Landscaping Component Total** **\$1,000,000.00**

### BRIDGES COMPONENT

#### Bridge NHOV

Description	Value
Length	168.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,127,280.00
Description	FLORIDA POWER AND LIGHT NORTHBOUND RRXING

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
	<b>Bridge NHOV Total</b>			<b>\$1,203,915.08</b>

#### Bridge NMAIN

<b>Description</b>	<b>Value</b>
Length	168.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	10,740.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,537,200.00
Description	FLORIDA POWER AND LIGHT NORTHBOUND RRXING

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	10,740.00 SF	\$36.00	\$386,640.00
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
	<b>Bridge NMAIN Total</b>			<b>\$2,028,337.39</b>

#### Bridge SHOV

<b>Description</b>	<b>Value</b>
Length	168.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,127,280.00
Description	FLORIDA POWER AND LIGHT SOUTHBOUND RRXING

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
	<b>Bridge SHOV Total</b>			<b>\$1,203,915.08</b>

#### Bridge SMAIN

<b>Description</b>	<b>Value</b>
Length	168.00
Width	60.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder

Cost Factor	1.25
Removal of existing structures area	10,740.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$162.87
Basic Bridge Cost	\$1,537,200.00
Description	FLORIDA POWER AND LIGHT SOUTHBOUND RRXING

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	10,740.00 SF	\$36.00	\$386,640.00
400-2-10	CONC CLASS II, APPROACH SLABS	133.33 CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75 LB	\$1.05	\$24,499.39
	<b>Bridge SMAIN Total</b>			\$2,028,337.39
	<b>Bridges Component Total</b>			\$6,464,504.94

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	17,002.00
Begin height	8.00
End Height	8.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	136,016.00 SF	\$32.88	\$4,472,206.08
	<b>Retaining Walls Component Total</b>			\$4,472,206.08

**Sequence 37 Total** \$47,289,232.92

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.083
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	87.86	AC	\$25,000.00	\$2,196,500.00
120-6	EMBANKMENT	253,603.12	CY	\$16.29	\$4,131,194.82
<b>Earthwork Component Total</b>					<b>\$6,327,694.82</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	307,950.72	SY	\$6.00	\$1,847,704.32
285-712	OPTIONAL BASE,BASE GROUP 12	118,927.64	SY	\$49.45	\$5,880,971.80
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	25,809.20	TN	\$138.25	\$3,568,121.90
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	4,692.58	TN	\$139.60	\$655,084.17

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	21,768.00	SY	\$3.85	\$83,806.80
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,789.00	TN	\$138.25	\$662,079.25
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	871.00	TN	\$139.60	\$121,591.60

**Pavement Marking Subcomponent**



Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	2,531.00	EA	\$5.23	\$13,237.13
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	33.33	NM	\$1,270.87	\$42,358.10
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	33.33	GM	\$375.24	\$12,506.75
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	16.66	NM	\$3,843.11	\$64,026.21
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	16.66	GM	\$1,171.22	\$19,512.53

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	21,996.00	LF	\$152.70	\$3,358,789.20
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00	EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	21,996.00	LF	\$12.57	\$276,489.72
<b>Roadway Component Total</b>					<b>\$16,649,697.62</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	30,135.18	SY	\$25.00	\$753,379.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,226.15	TN	\$138.25	\$446,015.24
337-7-22	ASPH CONC FC,INC BIT,FC-	64.52	TN	\$139.60	\$9,006.99

	5,PG76-22			
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.17 PM	\$2,700.00	\$11,259.00
570-1-2	PERFORMANCE TURF, SOD	78,209.71 SY	\$2.61	\$204,127.34

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	6.67 AC	\$511.95	\$3,414.71
104-10-2	SYNTHETIC BALES	2,199.65 LF	\$14.99	\$32,972.75
104-11	FLOATING TURBIDITY BARRIER	520.75 LF	\$15.30	\$7,967.48
104-12	STAKED TURBIDITY BARRIER	520.75 LF	\$10.78	\$5,613.68
104-13-1	STAKED SILT FENCE, TYPE III	21,996.48 LF	\$1.43	\$31,454.97
104-15	SOIL TRACKING PREVENTION DEVICE	3.00 EA	\$2,228.36	\$6,685.08

**Shoulder Component Total**

\$1,511,896.75

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	83,904.35 SY	\$25.00	\$2,097,608.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	9,140.76 TN	\$138.25	\$1,263,710.07
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	64.52 TN	\$139.60	\$9,006.99
521-1	MEDIAN CONC BARRIER WALL	21,996.00 LF	\$127.73	\$2,809,549.08
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	4.00 PM	\$2,700.00	\$10,800.00
570-1-2	PERFORMANCE TURF, SOD	53,769.17 SY	\$2.61	\$140,337.53

**Median Component Total**

\$6,331,012.42

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	1,466.43 SY	\$1.96	\$2,874.20

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	33.00 EA	\$2,280.90	\$75,269.70
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	110.00 EA	\$4,965.50	\$546,205.00

425-1-891	INLETS, BARRIER WALL, <10'	110.00 EA	\$4,145.25	\$455,977.50
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	38,768.00 LF	\$109.50	\$4,245,096.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	664.00 LF	\$138.87	\$92,209.68
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	4,400.00 LF	\$186.58	\$820,952.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	1,656.00 LF	\$105.56	\$174,807.36
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	504.00 LF	\$98.56	\$49,674.24

#### Retention Basin 34

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33	CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00	CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00	EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00	EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00	LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00	LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00	SY	\$1.96	\$23,716.00

#### Retention Basin 35

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	2
Depth	10.00

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00	LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00	LF	\$12.57	\$25,768.50
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2.00	EA	\$4,205.91	\$8,411.82
575-1	SODDING	14,520.00	SY	\$1.96	\$28,459.20

**Retention Basin 36**

<b>Description</b>	<b>Value</b>
Size	1 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	1.00 AC	\$25,000.00	\$25,000.00
120-1	REGULAR EXCAVATION	16,133.33 CY	\$7.00	\$112,933.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	840.00 LF	\$12.57	\$10,558.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	4,840.00 SY	\$1.96	\$9,486.40

**Retention Basin 37**

<b>Description</b>	<b>Value</b>
Size	1.5 AC
Multiplier	2
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	3.00 AC	\$25,000.00	\$75,000.00
120-1	REGULAR EXCAVATION	48,400.00 CY	\$7.00	\$338,800.00
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	112.00 LF	\$138.87	\$15,553.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,050.00 LF	\$12.57	\$25,768.50
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	14,520.00 SY	\$1.96	\$28,459.20

**Retention Basin 38**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-1-1	CLEARING & GRUBBING	10.00 AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33 CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00 CY	\$1,300.00	\$46,800.00



425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00 LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00 LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00 EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00 SY	\$1.96	\$94,864.00

**Retention Basin 39**

<b>Description</b>	<b>Value</b>
Size	10 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	10.00	AC	\$25,000.00	\$250,000.00
120-1	REGULAR EXCAVATION	161,333.33	CY	\$7.00	\$1,129,333.31
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	\$1,300.00	\$46,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	\$3,784.47	\$7,568.94
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	104.00	LF	\$138.87	\$14,442.48
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,780.00	LF	\$12.57	\$34,944.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	\$4,205.91	\$12,617.73
575-1	SODDING	48,400.00	SY	\$1.96	\$94,864.00
<b>Drainage Component Total</b>					<b>\$11,782,144.20</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	5.00	AS	\$322.32	\$1,611.60
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	50.00	AS	\$887.55	\$44,377.50
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	5.00	AS	\$4,354.02	\$21,770.10
700-21-12	MULTI- POST SIGN, F&I, 51-100	13.00	AS	\$3,665.00	\$47,645.00
<b>Signing Component Total</b>					<b>\$115,404.20</b>

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Lump Sum	1,000,000.00
Cost %	0.00
Component Detail	N

**BRIDGES COMPONENT**

**Bridge NBHOV**

Description	Value
Length	110.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	220.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$165.83
Basic Bridge Cost	\$231,000.00
Description	NB HOV LANES OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	220.00	SF	\$36.00	\$7,920.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11	CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25	LB	\$1.05	\$5,716.46
<b>Bridge NBHOV Total</b>					<b>\$263,302.46</b>

**Bridge NBMAIN**

Description	Value
Length	110.00
Width	60.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$940,500.00
Description	NB MAINLINE OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	133.33	CY	\$600.00	\$79,998.00
415-1-9	REINF STEEL- APPROACH SLABS	23,332.75	LB	\$1.05	\$24,499.39
<b>Bridge NBMAIN Total</b>					<b>\$1,044,997.39</b>

**Bridge SBHOV**

Description	Value
Length	110.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents

Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	220.00
Default Cost per SF	\$120.00
Factored Cost per SF	\$150.00
Final Cost per SF	\$165.83
Basic Bridge Cost	\$231,000.00
Description	SB HOV LANES OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	220.00	SF	\$36.00	\$7,920.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11	CY	\$600.00	\$18,666.00
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25	LB	\$1.05	\$5,716.46
<b>Bridge SBHOV Total</b>					<b>\$263,302.46</b>

**Bridge SBMAIN**

Description	Value
Length	110.00
Width	84.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$1,316,700.00
Description	SB MAINLINE OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	186.67	CY	\$600.00	\$112,002.00
415-1-9	REINF STEEL- APPROACH SLABS	32,667.25	LB	\$1.05	\$34,300.61
<b>Bridge SBMAIN Total</b>					<b>\$1,463,002.61</b>
<b>Bridges Component Total</b>					<b>\$3,034,604.92</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	10,998.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM, PERM, EXC BAR.	175,968.00	SF	\$32.88	\$5,785,827.84

**Retaining Walls Component Total**

\$5,785,827.84

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**Sequence 39 Total**

\$52,538,282.77

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	174.00 / 174.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.319
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	3
Distance	0.277
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	126.00
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 %
Alignment Number	4
Distance	0.277
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	126.00
Horizontal Elevation For End Section	106.00
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 %
Alignment Number	5
Distance	0.069

Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
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 %

Alignment Number	6
Distance	0.319
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
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	56.06 AC	\$25,000.00	\$1,401,500.00
120-6	EMBANKMENT	161,926.14 CY	\$16.29	\$2,637,776.82
<b>Earthwork Component Total</b>				<b>\$4,039,276.82</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	196,479.36 SY	\$6.00	\$1,178,876.16
285-712	OPTIONAL BASE,BASE GROUP 12	75,878.46 SY	\$49.45	\$3,752,189.85
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	16,466.84 TN	\$138.25	\$2,276,540.63
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,993.97 TN	\$139.60	\$417,958.21

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	4,000.00 LF	\$17.72	\$70,880.00

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	3

Top Layer Thermoplastic

Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,615.00 EA	\$5.23	\$8,446.45
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	10.63 NM	\$1,270.87	\$13,509.35
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	21.26 GM	\$375.24	\$7,977.60
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	5.32 NM	\$3,843.11	\$20,445.35
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	10.63 GM	\$1,171.22	\$12,450.07

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	144.67 TN	\$330.46	\$47,807.65
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	7,000.00 LF	\$152.70	\$1,068,900.00
536-1-1	GUARDRAIL- ROADWAY	4,300.00 LF	\$28.83	\$123,969.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	4.00 EA	\$1,728.50	\$6,914.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	14,034.00 LF	\$12.57	\$176,407.38
<b>Roadway Component Total</b>				<b>\$9,183,271.70</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	19,226.91 SY	\$25.00	\$480,672.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,058.36 TN	\$138.25	\$284,568.27
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	41.17 TN	\$139.60	\$5,747.33
546-72-51	RUMBLE STRIPS, GROUND-IN,	2.66 PM	\$2,700.00	\$7,182.00

570-1-2	16" MIN. WIDTH PERFORMANCE TURF, SOD	49,899.52 SY	\$2.61	\$130,237.75
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**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	30,000.00 SY	\$2.61	\$78,300.00

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	4.25 AC	\$511.95	\$2,175.79
104-10-2	SYNTHETIC BALES	1,403.42 LF	\$14.99	\$21,037.27
104-11	FLOATING TURBIDITY BARRIER	332.25 LF	\$15.30	\$5,083.42
104-12	STAKED TURBIDITY BARRIER	332.25 LF	\$10.78	\$3,581.66
104-13-1	STAKED SILT FENCE, TYPE III	14,034.24 LF	\$1.43	\$20,068.96
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72

**Shoulder Component Total**

\$1,043,111.93

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	53,532.83 SY	\$25.00	\$1,338,320.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,832.01 TN	\$138.25	\$806,275.38
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	41.17 TN	\$139.60	\$5,747.33
521-1	MEDIAN CONC BARRIER WALL	3,650.00 LF	\$127.73	\$466,214.50
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	3.00 PM	\$2,700.00	\$8,100.00
570-1-2	PERFORMANCE TURF, SOD	34,305.92 SY	\$2.61	\$89,538.45

**Median Component Total**

\$2,714,196.41

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	935.62 SY	\$1.96	\$1,833.82

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	21.00 EA	\$2,280.90	\$47,898.90



425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	70.00 EA	\$4,965.50	\$347,585.00
425-1-891	INLETS, BARRIER WALL, <10'	70.00 EA	\$4,145.25	\$290,167.50
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	24,920.00 LF	\$109.50	\$2,728,740.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	424.00 LF	\$138.87	\$58,880.88
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	2,800.00 LF	\$186.58	\$522,424.00
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	352.00 LF	\$105.56	\$37,157.12

**Retention Basin 40**

<b>Description</b>	<b>Value</b>
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00 AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67 CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00 CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00

**Retention Basin 40**

<b>Description</b>	<b>Value</b>
Size	2.5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50 AC	\$25,000.00	\$62,500.00
120-1	REGULAR EXCAVATION	40,333.33 CY	\$7.00	\$282,333.31
400-2-2	CONC CLASS II, ENDWALLS	18.00 CY	\$1,300.00	\$23,400.00
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00 EA	\$4,200.10	\$4,200.10
425-2-71	MANHOLES, J-7, <10'	1.00 EA	\$4,999.40	\$4,999.40
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00 LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	200.00 LF	\$186.58	\$37,316.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,335.00 LF	\$12.57	\$16,780.95
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	\$4,205.91	\$4,205.91
575-1	SODDING	12,100.00 SY	\$1.96	\$23,716.00

**Drainage Component Total**

**\$5,405,998.31**

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00	AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	32.00	AS	\$887.55	\$28,401.60
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00	AS	\$4,354.02	\$13,062.06
700-21-12	MULTI- POST SIGN, F&I, 51-100	8.00	AS	\$3,665.00	\$29,320.00

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-22-144	OHD TRUSS SPAN SGN,F&I,T151-200',S >700	2.00	AS	\$228,623.73	\$457,247.46

**Signing Component Total**

**\$528,998.08**

**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	38

**Lighting Component Total**

**\$235,600.00**

**LANDSCAPING COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Component Detail	Y

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00	LS	\$333,333.00	\$333,333.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$333,333.00	\$333,333.00

**Landscaping Component Total**

**\$999,999.00**

**BRIDGES COMPONENT**

**Bridge 1**

<b>Description</b>	<b>Value</b>
Length	300.00
Width	40.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	1,200.00

Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.81
Basic Bridge Cost	\$1,920,000.00
Description	BRIDGE OVER MOCASSIN WALLOW ROAD SOUTHBOUND

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	1,200.00 SF	\$36.00	\$43,200.00
400-2-10	CONC CLASS II, APPROACH SLABS	88.89 CY	\$600.00	\$53,334.00
415-1-9	REINF STEEL- APPROACH SLABS	15,555.75 LB	\$1.05	\$16,333.54
<b>Bridge 1 Total</b>				<b>\$2,032,867.54</b>

**Bridge 2**

Description	Value
Length	300.00
Width	40.00
Type	Overpass Widening
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	1,200.00
Default Cost per SF	\$128.00
Factored Cost per SF	\$160.00
Final Cost per SF	\$165.81
Basic Bridge Cost	\$1,920,000.00
Description	BRIDGE OVER MOCASSIN WALLOW NORTHBOUND

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	1,200.00 SF	\$36.00	\$43,200.00
400-2-10	CONC CLASS II, APPROACH SLABS	88.89 CY	\$600.00	\$53,334.00
415-1-9	REINF STEEL- APPROACH SLABS	15,555.75 LB	\$1.05	\$16,333.54
<b>Bridge 2 Total</b>				<b>\$2,032,867.54</b>
<b>Bridges Component Total</b>				<b>\$4,065,735.08</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	3,500.00
Begin height	8.00
End Height	8.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	56,000.00 SF	\$32.88	\$1,841,280.00
<b>Retaining Walls Component Total</b>				<b>\$1,841,280.00</b>

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**Sequence 41 Total**

**\$30,057,467.33**

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.474
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	14,474.99	CY	\$16.29	\$235,797.59
<b>Earthwork Component Total</b>					<b>\$258,297.59</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	7,508.16	SY	\$6.00	\$45,048.96
285-709	OPTIONAL BASE,BASE GROUP 09	4,354.73	SY	\$25.00	\$108,868.25
334-1-23	SUPERPAVE ASPH CONC, TRAF C, PG76-22	688.25	TN	\$138.25	\$95,150.56
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	166.85	TN	\$139.60	\$23,292.26

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.90	NM	\$1,270.87	\$2,414.65

711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.95 NM	\$3,843.11	\$3,650.95
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**Peripherals Subcomponent**

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

<b>Roadway Component Total</b>	<b>\$278,425.63</b>
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**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,852.01	SY	\$15.68	\$29,039.52
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	91.77	TN	\$138.25	\$12,687.20
570-1-2	PERFORMANCE TURF, SOD	1,668.48	SY	\$2.61	\$4,354.73

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.57	AC	\$511.95	\$291.81
104-10-2	SYNTHETIC BALES	1,501.63	LF	\$14.99	\$22,509.43
104-11	FLOATING TURBIDITY BARRIER	118.50	LF	\$15.30	\$1,813.05
104-12	STAKED TURBIDITY BARRIER	118.50	LF	\$10.78	\$1,277.43
104-13-1	STAKED SILT FENCE, TYPE III	5,005.44	LF	\$1.43	\$7,157.78
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

<b>Shoulder Component Total</b>	<b>\$81,359.31</b>
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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	8.53	CY	\$1,300.00	\$11,089.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	80.00	LF	\$98.56	\$7,884.80
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	384.00	LF	\$92.40	\$35,481.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	19.00	EA	\$1,394.31	\$26,491.89

570-1-2	PERFORMANCE TURF, SOD	333.70 SY	\$2.61	\$870.96
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<b>Drainage Component Total</b>				<b>\$81,818.25</b>
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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	10.00	AS	\$887.55	\$8,875.50
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

<b>Signing Component Total</b>				<b>\$13,551.84</b>
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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

<b>Lighting Component Total</b>				<b>\$55,800.00</b>
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<b>Sequence 42 Total</b>				<b>\$769,252.62</b>
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Sequence: 43 NUR - New Construction, Undivided, Rural

Net Length: 0.142 MI

Description: Moccasin Wallow Ramp A - Three lane off-ramp  
Special Clearing & grubbing included in one lane sequence  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	5,919.77 CY	\$16.29	\$96,433.05
<b>Earthwork Component Total</b>				<b>\$96,433.05</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	3
Roadway Pavement Width L/R	18.00 / 18.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,665.17 SY	\$6.00	\$27,991.02
285-709	OPTIONAL BASE,BASE GROUP 09	3,054.02 SY	\$25.00	\$76,350.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	494.84 TN	\$138.25	\$68,411.63
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	119.96 TN	\$139.60	\$16,746.42

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	2
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**



Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	77.00 EA	\$5.23	\$402.71
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.57 NM	\$1,270.87	\$724.40
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57 GM	\$375.24	\$213.89
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.28 NM	\$3,843.11	\$1,076.07
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.28 GM	\$1,171.22	\$327.94
<b>Roadway Component Total</b>				<b>\$192,244.58</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,221.28 SY	\$15.68	\$19,149.67
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	64.15 TN	\$138.25	\$8,868.74
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.40 TN	\$139.60	\$614.24
570-1-2	PERFORMANCE TURF, SOD	499.84 SY	\$2.61	\$1,304.58

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.17 AC	\$511.95	\$87.03
104-10-2	SYNTHETIC BALES	149.95 LF	\$14.99	\$2,247.75
104-11	FLOATING TURBIDITY BARRIER	35.50 LF	\$15.30	\$543.15
104-12	STAKED TURBIDITY BARRIER	35.50 LF	\$10.78	\$382.69
104-13-1	STAKED SILT FENCE, TYPE III	1,499.52 LF	\$1.43	\$2,144.31
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$37,570.52</b>

### DRAINAGE COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.56 CY	\$1,300.00	\$3,328.00

430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	120.00 LF	\$92.40	\$11,088.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	6.00 EA	\$1,394.31	\$8,365.86
575-1	SODDING	99.97 SY	\$1.96	\$195.94
<b>Drainage Component Total</b>				<b>\$25,343.24</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$7,338.99</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

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**Sequence 43 Total** **\$371,330.38**

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Description: Moccasin Wallow Ramp B - One lane off-ramp

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.341
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90 AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	10,413.44 CY	\$16.29	\$169,634.94
<b>Earthwork Component Total</b>				<b>\$192,134.94</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,401.44 SY	\$6.00	\$32,408.64
285-709	OPTIONAL BASE,BASE GROUP 09	3,132.84 SY	\$25.00	\$78,321.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	495.13 TN	\$138.25	\$68,451.72
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	120.03 TN	\$139.60	\$16,756.19

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.36 NM	\$1,270.87	\$1,728.38

711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.68 NM	\$3,843.11	\$2,613.31
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**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	10.33 TN	\$330.46	\$3,413.65
536-1-1	GUARDRAIL- ROADWAY	300.00 LF	\$28.83	\$8,649.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	1.00 EA	\$1,728.50	\$1,728.50
<b>Roadway Component Total</b>				<b>\$214,070.39</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,332.36 SY	\$15.68	\$20,891.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	66.02 TN	\$138.25	\$9,127.26
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	10.56 TN	\$139.60	\$1,474.18
570-1-2	PERFORMANCE TURF, SOD	1,200.32 SY	\$2.61	\$3,132.84

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.41 AC	\$511.95	\$209.90
104-10-1	HAY OR STRAW BALE (18" X 18" X 36")	361.00 EA	\$14.55	\$5,252.55
104-11	FLOATING TURBIDITY BARRIER	85.25 LF	\$15.30	\$1,304.32
104-12	STAKED TURBIDITY BARRIER	85.25 LF	\$10.78	\$919.00
104-13-1	STAKED SILT FENCE, TYPE III	3,600.96 LF	\$1.43	\$5,149.37
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** **\$49,689.20**



**DRAINAGE COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
400-2-2	CONC CLASS II, ENDWALLS	6.14 CY	\$1,300.00	\$7,982.00
430-172-138	PIPE CULV(OPT MATL)(ROUND) ( 36"CD)	57.29 LF	\$195.38	\$11,193.32
430-174-129	PIPE CULV(OPT MATL)(ROUND) ( 24"SD)	272.80 LF	\$173.33	\$47,284.42
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00 EA	\$1,394.31	\$19,520.34
575-1	SODDING	240.06 SY	\$1.96	\$470.52

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
425-1-701	INLETS, GUTTER, TYPE S, <10'	4.00 EA	\$3,248.98	\$12,995.92

**Drainage Component Total** \$99,446.52

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-40-1	SIGN SINGLE POST- LESS THAN 12	1.00 AS	\$292.94	\$292.94
700-40-2	SIGN SINGLE POST- 12 TO 25	7.00 AS	\$942.68	\$6,598.76
700-41-10	SIGN MULTI POST, 50 OR LESS	1.00 AS	\$3,518.45	\$3,518.45

**Signing Component Total** \$10,410.15

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

**Lighting Component Total** \$55,800.00

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**Sequence 44 Total** \$621,551.20

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Sequence: 45 NUR - New Construction, Undivided, Rural

Net Length: 0.095 MI

Description: Moccasin Wallow Ramp B - Two lane off-ramp  
Special Clearing & grubbing included in one lane sequence  
Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.095
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	3,509.53 CY	\$16.29	\$57,170.24
<b>Earthwork Component Total</b>				<b>\$57,170.24</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,452.27 SY	\$6.00	\$14,713.62
285-709	OPTIONAL BASE,BASE GROUP 09	1,374.38 SY	\$25.00	\$34,359.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	220.70 TN	\$138.25	\$30,511.78
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	53.50 TN	\$139.60	\$7,468.60

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	13.00 EA	\$5.23	\$67.99
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 NM	\$1,270.87	\$482.93
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.19 GM	\$375.24	\$71.30
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.19 NM	\$3,843.11	\$730.19
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.10 GM	\$1,171.22	\$117.12
<b>Roadway Component Total</b>				<b>\$88,523.03</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	817.05 SY	\$15.68	\$12,811.34
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	42.91 TN	\$138.25	\$5,932.31
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	2.94 TN	\$139.60	\$410.42
570-1-2	PERFORMANCE TURF, SOD	334.40 SY	\$2.61	\$872.78

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.11 AC	\$511.95	\$56.31
104-10-2	SYNTHETIC BALES	100.32 LF	\$14.99	\$1,503.80
104-11	FLOATING TURBIDITY BARRIER	23.75 LF	\$15.30	\$363.38
104-12	STAKED TURBIDITY BARRIER	23.75 LF	\$10.78	\$256.02
104-13-1	STAKED SILT FENCE, TYPE III	1,003.20 LF	\$1.43	\$1,434.58
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$25,869.31</b>

### DRAINAGE COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.71 CY	\$1,300.00	\$2,223.00

430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	16.00 LF	\$98.56	\$1,576.96
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	80.00 LF	\$92.40	\$7,392.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	4.00 EA	\$1,394.31	\$5,577.24
575-1	SODDING	66.88 SY	\$1.96	\$131.08
<b>Drainage Component Total</b>				<b>\$16,900.28</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$887.55	\$1,775.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$6,451.44</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

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**Sequence 45 Total** **\$207,314.30**

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Sequence: 47 NUR - New Construction, Undivided, Rural

Net Length: 0.379 MI

Description: Moccasin Wallow Ramp C - One lane on-ramp

Special See sequence 67 for two lane section.

Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.379
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	12,592.23	CY	\$16.29	\$205,127.43
<b>Earthwork Component Total</b>					<b>\$227,627.43</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	7,782.13	SY	\$6.00	\$46,692.78
285-709	OPTIONAL BASE,BASE GROUP 09	3,481.95	SY	\$25.00	\$87,048.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	550.31	TN	\$138.25	\$76,080.36
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	133.41	TN	\$139.60	\$18,624.04

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	1
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	1
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.76 NM	\$1,270.87	\$965.86
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<b>Roadway Component Total</b>				<b>\$229,411.79</b>
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**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	3,259.60	SY	\$15.68	\$51,110.53
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	171.21	TN	\$138.25	\$23,669.78
570-1-2	PERFORMANCE TURF, SOD	1,334.08	SY	\$2.61	\$3,481.95

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.34	AC	\$511.95	\$174.06
104-10-2	SYNTHETIC BALES	299.90	LF	\$14.99	\$4,495.50
104-11	FLOATING TURBIDITY BARRIER	71.00	LF	\$15.30	\$1,086.30
104-12	STAKED TURBIDITY BARRIER	71.00	LF	\$10.78	\$765.38
104-13-1	STAKED SILT FENCE, TYPE III	2,999.04	LF	\$1.43	\$4,288.63
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

<b>Shoulder Component Total</b>				<b>\$91,300.49</b>
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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.11	CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	232.00	LF	\$92.40	\$21,436.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00	EA	\$1,394.31	\$16,731.72
575-1	SODDING	199.94	SY	\$1.96	\$391.88

<b>Drainage Component Total</b>				<b>\$49,934.28</b>
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**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00 AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$10,001.64</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

Description	Value
Cost per Pole	6,200.00
Number of Poles	2

**Lighting Component Total** **\$12,400.00**

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**Sequence 47 Total** **\$620,675.63**

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.90
Alignment Number	1
Distance	0.691
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	0.90	AC	\$25,000.00	\$22,500.00
120-6	EMBANKMENT	21,101.73	CY	\$16.29	\$343,747.18
<b>Earthwork Component Total</b>					<b>\$366,247.18</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,945.44	SY	\$6.00	\$65,672.64
285-709	OPTIONAL BASE,BASE GROUP 09	6,348.36	SY	\$25.00	\$158,709.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,003.33	TN	\$138.25	\$138,710.37
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	243.23	TN	\$139.60	\$33,954.91

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.76	NM	\$1,270.87	\$3,507.60



711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	1.38 NM	\$3,843.11	\$5,303.49
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**Peripherals Subcomponent**

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

<b>Roadway Component Total</b>	<b>\$405,858.01</b>
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**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Sod Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,699.88	SY	\$15.68	\$42,334.12
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	133.78	TN	\$138.25	\$18,495.08
570-1-2	PERFORMANCE TURF, SOD	2,432.32	SY	\$2.61	\$6,348.36

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.83	AC	\$511.95	\$424.92
104-10-2	SYNTHETIC BALES	2,189.09	LF	\$14.99	\$32,814.46
104-11	FLOATING TURBIDITY BARRIER	172.75	LF	\$15.30	\$2,643.08
104-12	STAKED TURBIDITY BARRIER	172.75	LF	\$10.78	\$1,862.24
104-13-1	STAKED SILT FENCE, TYPE III	7,296.96	LF	\$1.43	\$10,434.65
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

<b>Shoulder Component Total</b>	<b>\$117,585.29</b>
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**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	12.44	CY	\$1,300.00	\$16,172.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	120.00	LF	\$98.56	\$11,827.20
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	552.00	LF	\$92.40	\$51,004.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	28.00	EA	\$1,394.31	\$39,040.68

570-1-2	PERFORMANCE TURF, SOD	486.46 SY	\$2.61	\$1,269.66
<b>Drainage Component Total</b>				<b>\$119,314.34</b>

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**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00	AS	\$322.32	\$644.64
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	14.00	AS	\$887.55	\$12,425.70
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00	AS	\$4,354.02	\$8,708.04
<b>Signing Component Total</b>					<b>\$21,778.38</b>

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**LIGHTING COMPONENT**

**Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	6,200.00
Number of Poles	9

<b>Lighting Component Total</b>	<b>\$55,800.00</b>
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<b>Sequence 48 Total</b>	<b>\$1,086,583.20</b>
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Description: Linger Lodge Road (I-75 Segment 1)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.178
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	2
Distance	0.177
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	8.65	AC	\$25,000.00	\$216,250.00
120-6	EMBANKMENT	13,241.60	CY	\$16.29	\$215,705.66
<b>Earthwork Component Total</b>					<b>\$431,955.66</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	9,215.36	SY	\$6.00	\$55,292.16
285-709	OPTIONAL BASE,BASE GROUP 09	5,164.79	SY	\$25.00	\$129,119.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	829.38	TN	\$138.25	\$114,661.78
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	201.06	TN	\$139.60	\$28,067.98

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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520-6                      SHOULDER GUTTER- CONCRETE                      2,000.00 LF                      \$17.72                      \$35,440.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	82.94	TN	\$138.25	\$11,466.46
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	20.11	TN	\$139.60	\$2,807.36

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	48.00	EA	\$5.23	\$251.04
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.43	NM	\$1,270.87	\$1,817.34
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.71	GM	\$375.24	\$266.42

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	68.00	TN	\$330.46	\$22,471.28
536-1-1	GUARDRAIL- ROADWAY	2,000.00	LF	\$28.83	\$57,660.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	4.00	EA	\$1,728.50	\$6,914.00

**Roadway Component Total**                      \$466,235.58

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00



Total Outside Shoulder Sod Width L/R	5.00 / 5.00
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 No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,232.63	SY	\$15.68	\$35,007.64
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	115.19	TN	\$138.25	\$15,925.02
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	83.78	TN	\$139.60	\$11,695.69
570-1-2	PERFORMANCE TURF, SOD	2,094.40	SY	\$2.61	\$5,466.38

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.43	AC	\$511.95	\$220.14
104-10-2	SYNTHETIC BALES	376.99	LF	\$14.99	\$5,651.08
104-11	FLOATING TURBIDITY BARRIER	89.25	LF	\$15.30	\$1,365.52
104-12	STAKED TURBIDITY BARRIER	89.25	LF	\$10.78	\$962.12
104-13-1	STAKED SILT FENCE, TYPE III	3,769.92	LF	\$1.43	\$5,390.99
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

#### Shoulder Component Total

\$83,912.95

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.43	CY	\$1,300.00	\$8,359.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$98.56	\$6,307.84
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	288.00	LF	\$92.40	\$26,611.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	15.00	EA	\$1,394.31	\$20,914.65
575-1	SODDING	251.33	SY	\$1.96	\$492.61

#### Drainage Component Total

\$62,685.30

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$887.55	\$7,100.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

#### Signing Component Total

\$11,776.74

**BRIDGES COMPONENT**

**Bridge 1**

<b>Description</b>	<b>Value</b>
Length	350.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	12,000.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$157.48
Basic Bridge Cost	\$2,348,500.00
Description	LINGER LODGE ROAD BRIDGE

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	REMOVAL OF EXISTING STRUCTURE	12,000.00	SF	\$36.00	\$432,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
	<b>Bridge 1 Total</b>				<b>\$2,857,135.08</b>
	<b>Bridges Component Total</b>				<b>\$2,857,135.08</b>
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	<b>Sequence 52 Total</b>				<b>\$3,913,701.31</b>
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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	12.00 / 12.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.146
Top of Structural Course For Begin Section	103.00
Top of Structural Course For End Section	103.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
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	3.33	AC	\$25,000.00	\$83,250.00
120-1	REGULAR EXCAVATION	19,604.85	CY	\$7.00	\$137,233.95
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	11,752.15	CY	\$25.00	\$293,803.75
<b>Earthwork Component Total</b>					<b>\$514,287.70</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	40.00 / 40.00
Structural Spread Rate	165
Friction Course Spread Rate	160
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	12.00 / 12.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	39,209.70	SY	\$6.00	\$235,258.20
285-709	OPTIONAL BASE,BASE GROUP 09	33,158.82	SY	\$25.00	\$828,970.50
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	53,785.60	SY	\$3.85	\$207,074.56
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,437.31	TN	\$138.25	\$613,458.11
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,324.77	TN	\$138.25	\$736,149.45
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	4,302.85	TN	\$134.20	\$577,442.47

337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	2,581.71 TN	\$134.20	\$346,465.48
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**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	30.00
Milling Code	N
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	11,762.91	SY	\$6.00	\$70,577.46
285-709	OPTIONAL BASE,BASE GROUP 09	9,947.65	SY	\$25.00	\$248,691.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,331.19	TN	\$138.25	\$184,037.02
337-7-45	ASPH CONC FC,TRAFFIC D,FC-12.5,PG 76-22	1,290.86	TN	\$134.20	\$173,233.41

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	8
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,392.00	EA	\$5.23	\$7,280.16
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	9.17	NM	\$1,270.87	\$11,653.88
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	18.34	GM	\$375.24	\$6,881.90

**Peripherals Subcomponent**

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

**Roadway Component Total** \$4,247,173.85

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00



**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	6,050.88	LF	\$31.58	\$191,086.79
520-1-10	CONCRETE CURB & GUTTER, TYPE F	6,050.88	LF	\$31.58	\$191,086.79
522-1	SIDEWALK CONC, 4" THICK	6,723.20	SY	\$41.38	\$278,206.02
570-1-2	PERFORMANCE TURF, SOD	6,723.20	SY	\$2.61	\$17,547.55

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	2.18	AC	\$511.95	\$1,116.05
104-11	FLOATING TURBIDITY BARRIER	114.60	LF	\$15.30	\$1,753.38
104-12	STAKED TURBIDITY BARRIER	114.60	LF	\$10.78	\$1,235.39
104-13-1	STAKED SILT FENCE, TYPE III	12,101.76	LF	\$1.43	\$17,305.52
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	\$2,228.36	\$4,456.72
104-16	ROCK BAG	606.00	EA	\$10.18	\$6,169.08
<b>Shoulder Component Total</b>					<b>\$709,963.29</b>

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	30.00
Sod Width	5.34

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	12,101.76	LF	\$31.58	\$382,173.58
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	500.00	LF	\$35.38	\$17,690.00
570-1-2	PERFORMANCE TURF, SOD	3,590.19	SY	\$2.61	\$9,370.40
<b>Median Component Total</b>					<b>\$409,233.98</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	20.63	CY	\$1,300.00	\$26,819.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	42.00	EA	\$3,849.50	\$161,679.00
425-1-451	INLETS, CURB, TYPE J-5, <10'	12.00	EA	\$5,312.06	\$63,744.72
430-94-1	DESILTING PIPE, 0 - 24"	343.80	LF	\$10.42	\$3,582.40
430-94-2	DESILTING PIPE, 25 - 36"	3,094.20	LF	\$13.82	\$42,761.84
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	632.00	LF	\$109.50	\$69,204.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	184.00	LF	\$98.56	\$18,135.04
575-1	SODDING	348.38	SY	\$1.96	\$682.82

**Box Culvert 1**

Description	Value
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Size 6 x 4  
 Length 50.00  
 Multiplier 1

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	44.90 CY	\$815.00	\$36,593.50
415-1-1	REINF STEEL- ROADWAY	6,580.00 LB	\$1.00	\$6,580.00
<b>Drainage Component Total</b>				<b>\$429,782.32</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	26.00 AS	\$322.32	\$8,380.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-20-40	SINGLE POST SIGN, RELOCATE	3.00 AS	\$151.21	\$453.63
700-20-60	SINGLE POST SIGN, REMOVE	26.00 AS	\$35.90	\$933.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
700-21-60	MULTI- POST SIGN, REMOVE	3.00 AS	\$534.11	\$1,602.33

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-23-144	OHD TRUSS CANT SGN,F&I,T>50,S>300	2.00 AS	\$75,000.00	\$150,000.00
700-83	OVHD SIGN, BRIDGE MOUNTED	4.00 AS	\$5,583.69	\$22,334.76
<b>Signing Component Total</b>				<b>\$199,429.15</b>

**SIGNALIZATIONS COMPONENT**

**Signalization 1**

Description	Value
Type	6 Lane Mast Arm
Multiplier	4

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	2,800.00 LF	\$10.79	\$30,212.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	1,200.00 LF	\$17.22	\$20,664.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	4.00 PI	\$5,197.47	\$20,789.88
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	88.00 EA	\$507.83	\$44,689.04
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	4.00 AS	\$1,425.96	\$5,703.84
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	240.00 LF	\$2.14	\$513.60
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	16.00 EA	\$27,500.00	\$440,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	64.00 AS	\$786.15	\$50,313.60

653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	32.00 AS	\$400.00	\$12,800.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	40.00 EA	\$113.78	\$4,551.20
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	16.00 EA	\$1,138.90	\$18,222.40
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	4.00 EA	\$750.39	\$3,001.56
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	80.00 EA	\$192.90	\$15,432.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	80.00 AS	\$1,061.84	\$84,947.20
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	32.00 EA	\$186.74	\$5,975.68
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	4.00 AS	\$20,274.92	\$81,099.68
700-48-19	SIGN PANELS, F & I, 16 - 100	16.00 EA	\$1,284.00	\$20,544.00
<b>Signalizations Component Total</b>				<b>\$859,459.68</b>
<hr/>				
<b>Sequence 54 Total</b>				<b>\$7,369,329.97</b>
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Description: I-75 Mainline Segment 3B (Section with Slip Ramps)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	200.00 / 200.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.976
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 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	47.32	AC	\$25,000.00	\$1,183,000.00
120-6	EMBANKMENT	191,698.20	CY	\$16.29	\$3,122,763.68
<b>Earthwork Component Total</b>					<b>\$4,305,763.68</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	12
Roadway Pavement Width L/R	72.00 / 72.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	171,776.00	SY	\$6.00	\$1,030,656.00
285-712	OPTIONAL BASE,BASE GROUP 12	83,208.29	SY	\$49.45	\$4,114,649.94
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	18,139.55	TN	\$138.25	\$2,507,792.79
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	3,298.10	TN	\$139.60	\$460,414.76

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,000.00	SY	\$6.00	\$24,000.00
285-712	OPTIONAL BASE,BASE GROUP 12	4,223.00	SY	\$49.45	\$208,827.35
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	880.00	TN	\$138.25	\$121,660.00
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	160.00	TN	\$139.60	\$22,336.00

**Pavement Marking Subcomponent**



Description	Value
Solid Stripe No. of Stripes	8
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	10
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,449.00 EA	\$5.23	\$7,578.27
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	15.62 NM	\$1,270.87	\$19,850.99
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	19.52 GM	\$375.24	\$7,324.68
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	7.81 NM	\$3,843.11	\$30,014.69
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	9.76 GM	\$1,171.22	\$11,431.11

#### Peripherals Subcomponent

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

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	10,306.00 LF	\$152.70	\$1,573,726.20
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	2.00 EA	\$21,709.07	\$43,418.14
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	10,306.00 LF	\$12.57	\$129,546.42

#### Roadway Component Total

\$10,313,227.34

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	44.00 / 44.00
Total Outside Shoulder Sod Width L/R	32.00 / 32.00
Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	14,119.99 SY	\$25.00	\$352,999.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,511.63 TN	\$138.25	\$208,982.85
546-72-51	RUMBLE STRIPS, GROUND-IN,	1.95 PM	\$2,700.00	\$5,265.00

570-1-2	16" MIN. WIDTH PERFORMANCE TURF, SOD	36,645.55 SY	\$2.61	\$95,644.89
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**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.12 AC	\$511.95	\$1,597.28
104-10-2	SYNTHETIC BALES	1,030.66 LF	\$14.99	\$15,449.59
104-11	FLOATING TURBIDITY BARRIER	244.00 LF	\$15.30	\$3,733.20
104-12	STAKED TURBIDITY BARRIER	244.00 LF	\$10.78	\$2,630.32
104-13-1	STAKED SILT FENCE, TYPE III	10,306.56 LF	\$1.43	\$14,738.38
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$703,269.62

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	112.00
Sod Width	44.00
Total Median Shoulder Width L/R	34.00 / 34.00
Paved Median Shoulder Width L/R	34.00 / 34.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	39,313.80 SY	\$25.00	\$982,845.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,282.95 TN	\$138.25	\$592,117.84
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	30.23 TN	\$139.60	\$4,220.11
521-1	MEDIAN CONC BARRIER WALL	10,306.00 LF	\$127.73	\$1,316,385.38
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.00 PM	\$2,700.00	\$5,400.00
570-1-2	PERFORMANCE TURF, SOD	25,193.81 SY	\$2.61	\$65,755.84

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	11,440.00 SY	\$49.45	\$565,708.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,395.00 TN	\$138.25	\$331,108.75
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	436.00 TN	\$139.60	\$60,865.60

**Median Component Total**

\$3,924,406.52

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
575-1	SODDING	687.10 SY	\$1.96	\$1,346.72

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-501	INLETS, DT BOT, TYPE A, <10'	50.00	EA	\$2,280.90	\$114,045.00
425-1-841	INLETS, MED BARRIER, TYPE 3, <10'	50.00	EA	\$4,965.50	\$248,275.00
425-1-891	INLETS, BARRIER WALL, <10'	15.00	EA	\$4,145.25	\$62,178.75
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	17,624.00	LF	\$109.50	\$1,929,828.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	5,000.00	LF	\$138.87	\$694,350.00
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	3,000.00	LF	\$186.58	\$559,740.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	328.00	LF	\$98.56	\$32,327.68
430-175-104	PIPE CULV, OPT MATL, ROUND, 49-60"S/CD	325.00	LF	\$250.00	\$81,250.00

**Retention Basin 14**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67	CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00	CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	\$186.58	\$74,632.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00	LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00	SY	\$1.96	\$47,432.00

**Retention Basin 15**

Description	Value
Size	5 AC
Multiplier	1
Depth	10.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	\$25,000.00	\$125,000.00
120-1	REGULAR EXCAVATION	80,666.67	CY	\$7.00	\$564,666.69
400-2-2	CONC CLASS II, ENDWALLS	30.00	CY	\$1,300.00	\$39,000.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	\$3,784.47	\$3,784.47
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$4,999.40	\$9,998.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	\$138.87	\$7,776.72
430-171-104	PIPE CULV OPT MATL, ROUND,	400.00	LF	\$186.58	\$74,632.00

550-10-220	49-60", SS FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00 LF	\$12.57	\$23,380.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$4,205.91	\$8,411.82
575-1	SODDING	24,200.00 SY	\$1.96	\$47,432.00
<b>Drainage Component Total</b>				<b>\$5,531,506.55</b>

### SIGNING COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00 AS	\$322.32	\$644.64
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	24.00 AS	\$887.55	\$21,301.20
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$4,354.02	\$8,708.04
700-21-12	MULTI- POST SIGN, F&I, 51-100	6.00 AS	\$3,665.00	\$21,990.00

#### X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-144	OHD TRUSS SPAN SGN,F&I,T151- 200',S >700	4.00 AS	\$228,623.73	\$914,494.92

**Signing Component Total** **\$967,138.80**

### LANDSCAPING COMPONENT

#### User Input Data

Description	Value
Component Detail	Y

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
580-1-1	LANDSCAPE COMPLETE (SMALL PLANTS)	1.00 LS	\$28,416.00	\$28,416.00
580-1-2	LANDSCAPE COMPLETE (LARGE PLANTS)	1.00 LS	\$28,416.00	\$28,416.00
590-70	IRRIGATION SYSTEM	1.00 LS	\$28,416.00	\$28,416.00

**Landscaping Component Total** **\$85,248.00**

### RETAINING WALLS COMPONENT

#### Retaining Wall 1

Description	Value
Length	10,306.00
Begin height	8.00
End Height	8.00
Multiplier	1

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	82,448.00 SF	\$32.88	\$2,710,890.24



**Retaining Walls Component Total**

\$2,710,890.24

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**Sequence 55 Total**

\$28,541,450.75

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**EARTHWORK COMPONENT****User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	24.00 / 24.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.174
Top of Structural Course For Begin Section	103.00
Top of Structural Course For End Section	103.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median 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	6.83	AC	\$25,000.00	\$170,750.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	7,057.36	CY	\$25.00	\$176,434.00
<b>Earthwork Component Total</b>					<b>\$347,184.00</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	8
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	41,324.80	SY	\$6.00	\$247,948.80
285-709	OPTIONAL BASE,BASE GROUP 09	16,984.49	SY	\$25.00	\$424,612.25
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	49,589.76	SY	\$3.85	\$190,920.58
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,454.87	TN	\$138.25	\$754,135.78
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	2,727.44	TN	\$138.25	\$377,068.58
337-7-22	ASPH CONC FC,INC BIT,FC-	1,983.59	TN	\$139.60	\$276,909.16

337-7-22	5,PG76-22 ASPH CONC FC,INC BIT,FC-5,PG76-22	661.20 TN	\$139.60	\$92,303.52
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**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	6
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,109.00 EA	\$5.23	\$5,800.07
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	9.39 NM	\$1,270.87	\$11,933.47
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	14.09 GM	\$375.24	\$5,287.13
<b>Roadway Component Total</b>				<b>\$2,386,919.34</b>

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	7,342.04 SY	\$15.68	\$115,123.19
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	6,887.47 SY	\$2.87	\$19,767.04
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	378.81 TN	\$138.25	\$52,370.48
337-7-5	ASPH CONC FC, INC BIT/RUBBER, FC-5	275.50 TN	\$148.00	\$40,774.00
570-1-2	PERFORMANCE TURF, SOD	3,677.91 SY	\$2.61	\$9,599.35

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	3.99 AC	\$511.95	\$2,042.68
104-10-2	SYNTHETIC BALES	619.87 LF	\$14.99	\$9,291.85
104-11	FLOATING TURBIDITY BARRIER	117.40 LF	\$15.30	\$1,796.22
104-12	STAKED TURBIDITY BARRIER	117.40 LF	\$10.78	\$1,265.57
104-13-1	STAKED SILT FENCE, TYPE III	12,397.44 LF	\$1.43	\$17,728.34
104-15	SOIL TRACKING PREVENTION	2.00 EA	\$2,228.36	\$4,456.72

DEVICE

**Shoulder Component Total**

\$274,215.44

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	40.00
Sod Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	3,677.91	SY	\$2.61	\$9,599.35
<b>Median Component Total</b>					<b>\$9,599.35</b>

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	21.13	CY	\$1,300.00	\$27,469.00
430-94-1	DESILTING PIPE, 0 - 24"	939.20	LF	\$10.42	\$9,786.46
430-94-2	DESILTING PIPE, 25 - 36"	347.50	LF	\$13.82	\$4,802.45
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	96.00	LF	\$98.56	\$9,461.76
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	944.00	LF	\$92.40	\$87,225.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	47.00	EA	\$1,394.31	\$65,532.57
575-1	SODDING	826.50	SY	\$1.96	\$1,619.94
<b>Drainage Component Total</b>					<b>\$205,897.78</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00	AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00	AS	\$887.55	\$25,738.95
700-20-40	SINGLE POST SIGN, RELOCATE	3.00	AS	\$151.21	\$453.63
700-20-60	SINGLE POST SIGN, REMOVE	29.00	AS	\$35.90	\$1,041.10
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00	AS	\$4,354.02	\$13,062.06
700-21-60	MULTI- POST SIGN, REMOVE	3.00	AS	\$534.11	\$1,602.33
<b>Signing Component Total</b>					<b>\$42,865.03</b>



**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00	AS	\$1,425.96	\$1,425.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00	LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	4.00	EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00	AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00	AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00	EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00	EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00	EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00	EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00	EA	\$1,284.00	\$5,136.00

**Signalization 2**

<b>Description</b>	<b>Value</b>
Type	6 Lane Mast Arm
Multiplier	1

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	700.00	LF	\$10.79	\$7,553.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	300.00	LF	\$17.22	\$5,166.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	1.00	PI	\$5,197.47	\$5,197.47
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	22.00	EA	\$507.83	\$11,172.26

639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	1.00 AS	\$1,425.96	\$1,425.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	60.00 LF	\$2.14	\$128.40
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND- 0,POLE-Q6	4.00 EA	\$27,500.00	\$110,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	16.00 AS	\$786.15	\$12,578.40
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	8.00 AS	\$400.00	\$3,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	10.00 EA	\$113.78	\$1,137.80
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	4.00 EA	\$1,138.90	\$4,555.60
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	1.00 EA	\$750.39	\$750.39
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00 EA	\$192.90	\$3,858.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00 AS	\$1,061.84	\$21,236.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	8.00 EA	\$186.74	\$1,493.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	\$20,274.92	\$20,274.92
700-48-19	SIGN PANELS, F & I, 16 - 100	4.00 EA	\$1,284.00	\$5,136.00
<b>Signalizations Component Total</b>				<b>\$429,729.84</b>

#### LANDSCAPING COMPONENT

##### User Input Data

Description	Value
Cost %	5.00
Component Detail	N

**Landscaping Component Total** **\$143,831.60**

**Sequence 56 Total** **\$3,840,242.38**

Sequence: 57 WUU - Widen/Resurface, Undivided, Urban

Net Length: 0.189 MI

Description: 60th Avenue East off US 301 - Mill, Resurface, Widen (I-75 Segment 6)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	19.00 / 19.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.87	AC	\$25,000.00	\$21,750.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	890.74	CY	\$25.00	\$22,268.50
<b>Earthwork Component Total</b>					<b>\$44,018.50</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	30.00 / 30.00
Structural Spread Rate	0
Friction Course Spread Rate	160
Widened Outside Pavement Width L/R	6.00 / 6.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,902.70	SY	\$6.00	\$11,416.20
285-709	OPTIONAL BASE,BASE GROUP 09	1,403.74	SY	\$25.00	\$35,093.50
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	6,652.80	SY	\$2.87	\$19,093.54
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	219.54	TN	\$138.25	\$30,351.40
337-7-6	ASPH CONC FC, INC BIT/RUB, FC12.5, FC-6	106.44	TN	\$118.00	\$12,559.92
337-7-20	ASPH CONC FC,INC BIT,FC-12.5,FC6,PG76-22	532.22	TN	\$134.20	\$71,423.92

**Turnouts/Crossovers Subcomponent**

Description	Value
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Asphalt Adjustment	20.00
Milling Code	N
Stabilization Code	N
Base Code	N
Friction Course Code	N

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	5
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	179.00	EA	\$5.23	\$936.17
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38	NM	\$1,270.87	\$482.93
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.94	GM	\$375.24	\$352.73
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.38	NM	\$3,843.11	\$1,460.38
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	0.94	GM	\$1,171.22	\$1,100.95

**Peripherals Subcomponent**

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

**Roadway Component Total** \$184,271.65

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	997.92	LF	\$31.58	\$31,514.31
520-1-10	CONCRETE CURB & GUTTER, TYPE F	997.92	LF	\$31.58	\$31,514.31
522-1	SIDEWALK CONC, 4" THICK	1,108.80	SY	\$41.38	\$45,882.14
570-1-2	PERFORMANCE TURF, SOD	1,108.80	SY	\$2.61	\$2,893.97

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.23	AC	\$511.95	\$117.75
104-11	FLOATING TURBIDITY BARRIER	18.90	LF	\$15.30	\$289.17
104-12	STAKED TURBIDITY BARRIER	18.90	LF	\$10.78	\$203.74
104-13-1	STAKED SILT FENCE, TYPE III	1,995.84	LF	\$1.43	\$2,854.05
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36
104-16	ROCK BAG	100.00	EA	\$10.18	\$1,018.00
<b>Shoulder Component Total</b>					<b>\$118,515.80</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.00	CY	\$1,300.00	\$6,500.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	7.00	EA	\$3,849.50	\$26,946.50
425-1-451	INLETS, CURB, TYPE J-5, <10'	2.00	EA	\$5,312.06	\$10,624.12
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00	EA	\$3,371.63	\$3,371.63
425-2-41	MANHOLES, P-7, <10'	1.00	EA	\$3,348.07	\$3,348.07
430-94-1	DESILTING PIPE, 0 - 24"	66.15	LF	\$10.42	\$689.28
430-94-2	DESILTING PIPE, 25 - 36"	86.18	LF	\$13.82	\$1,191.01
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	368.00	LF	\$109.50	\$40,296.00
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	952.00	LF	\$138.87	\$132,204.24
<b>Drainage Component Total</b>					<b>\$225,170.85</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	4.00	AS	\$322.32	\$1,289.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	1.00	AS	\$887.55	\$887.55
700-20-40	SINGLE POST SIGN, RELOCATE	1.00	AS	\$151.21	\$151.21
700-20-60	SINGLE POST SIGN, REMOVE	4.00	AS	\$35.90	\$143.60
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
700-21-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$534.11	\$534.11
<b>Signing Component Total</b>					<b>\$7,359.77</b>

**LIGHTING COMPONENT****Conventional Lighting Subcomponent**

Description	Value
Spacing	MAX

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	3,384.42	LF	\$1.69	\$5,719.67
715-2-11	LIGHTING-CONDUIT, F&I,	997.92	LF	\$6.04	\$6,027.44



	UNDERGROUND			
715-2-12	LIGHTING-CONDUIT, F&I, UNDER EXIST PVMT	130.22 LF	\$15.74	\$2,049.66
715-14-11	LIGHTING - PULL BOX,F&I,ROADSIDE-MOULDED	4.00 EA	\$397.84	\$1,591.36
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	4.00 EA	\$848.85	\$3,395.40
715-511-140	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	4.00 EA	\$2,744.12	\$10,976.48
	<b>Lighting Component Total</b>			\$29,760.01
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	<b>Sequence 57 Total</b>			\$609,096.58
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Sequence: 58 WDR - Widen/Resurface, Divided, Rural

Net Length: 0.473 MI

Description: Moccasin Wallow Road - Mill, Resurface, Widen - Four lane divided rural (I-75 Segment 9)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	48.00 / 48.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.473
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
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median 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	5.50	AC	\$25,000.00	\$137,500.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,454.89	CY	\$25.00	\$61,372.25
<b>Earthwork Component Total</b>					<b>\$198,872.25</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	6.00 / 6.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	13,319.68	SY	\$6.00	\$79,918.08
285-709	OPTIONAL BASE,BASE GROUP 09	3,513.07	SY	\$25.00	\$87,826.75
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	13,319.68	SY	\$3.85	\$51,280.77
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,465.16	TN	\$138.25	\$202,558.37
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	549.44	TN	\$138.25	\$75,960.08
337-7-22	ASPH CONC FC,INC BIT,FC-	532.79	TN	\$139.60	\$74,377.48

337-7-22	5,PG76-22 ASPH CONC FC,INC BIT,FC- 5,PG76-22	133.20 TN	\$139.60	\$18,594.72
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**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Milling Code	Y
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	2,663.94	SY	\$3.85	\$10,256.17
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	293.03	TN	\$138.25	\$40,511.40
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	106.56	TN	\$139.60	\$14,875.78

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	319.00	EA	\$5.23	\$1,668.37
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.78	NM	\$1,270.87	\$4,803.89
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.78	GM	\$375.24	\$1,418.41

**Peripherals Subcomponent**

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

**Roadway Component Total** \$664,050.27

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,958.08	SY	\$15.68	\$46,382.69
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	2,774.93	SY	\$2.87	\$7,964.05
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	152.62	TN	\$138.25	\$21,099.72
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	14.65	TN	\$139.60	\$2,045.14
570-1-2	PERFORMANCE TURF, SOD	1,481.81	SY	\$2.61	\$3,867.52

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	1.61	AC	\$511.95	\$824.24
104-10-2	SYNTHETIC BALES	249.74	LF	\$14.99	\$3,743.60
104-11	FLOATING TURBIDITY BARRIER	47.30	LF	\$15.30	\$723.69
104-12	STAKED TURBIDITY BARRIER	47.30	LF	\$10.78	\$509.89
104-13-1	STAKED SILT FENCE, TYPE III	4,994.88	LF	\$1.43	\$7,142.68
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** \$96,531.58

**MEDIAN COMPONENT**

**User Input Data**

Description	Value
Total Median Width	40.00
Sod Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	1,481.81	SY	\$2.61	\$3,867.52

**Median Component Total** \$3,867.52

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	8.51	CY	\$1,300.00	\$11,063.00

430-94-1	DESILTING PIPE, 0 - 24"	378.40 LF	\$10.42	\$3,942.93
430-94-2	DESILTING PIPE, 25 - 36"	140.01 LF	\$13.82	\$1,934.94
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	40.00 LF	\$98.56	\$3,942.40
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	384.00 LF	\$92.40	\$35,481.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	19.00 EA	\$1,394.31	\$26,491.89
575-1	SODDING	332.99 SY	\$1.96	\$652.66
<b>Drainage Component Total</b>				<b>\$83,509.42</b>

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	12.00 AS	\$887.55	\$10,650.60
700-20-40	SINGLE POST SIGN, RELOCATE	1.00 AS	\$151.21	\$151.21
700-20-60	SINGLE POST SIGN, REMOVE	12.00 AS	\$35.90	\$430.80
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
700-21-60	MULTI- POST SIGN, REMOVE	1.00 AS	\$534.11	\$534.11
<b>Signing Component Total</b>				<b>\$16,443.06</b>

#### LANDSCAPING COMPONENT

##### User Input Data

Description	Value
Cost %	1.00
Component Detail	N

**Landscaping Component Total** **\$8,479.59**

**Sequence 58 Total** **\$1,071,753.69**



Sequence: 59 NUR - New Construction, Undivided, Rural

Net Length: 0.284 MI

Description: Crossroad Reconstruction at Erie Road Bridge - Two lane rural undivided 1500' either side of Mainline centerline (I-75 Segment 8)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.142
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.142
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	5.16	AC	\$25,000.00	\$129,000.00
120-6	EMBANKMENT	10,135.64	CY	\$16.29	\$165,109.58
<b>Earthwork Component Total</b>					<b>\$294,109.58</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,664.53	SY	\$6.00	\$39,987.18
285-709	OPTIONAL BASE,BASE GROUP 09	4,108.68	SY	\$25.00	\$102,717.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	659.79	TN	\$138.25	\$91,215.97
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	159.95	TN	\$139.60	\$22,329.02

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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520-6                      SHOULDER GUTTER- CONCRETE                      2,000.00 LF                      \$17.72                      \$35,440.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	38.00	EA	\$5.23	\$198.74
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.14	NM	\$1,270.87	\$1,448.79
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.57	GM	\$375.24	\$213.89

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	68.00	TN	\$330.46	\$22,471.28
536-1-1	GUARDRAIL- ROADWAY	2,000.00	LF	\$28.83	\$57,660.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,752.79	\$11,011.16

**Roadway Component Total**                      \$384,693.03

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	3.00 / 3.00
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 No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,776.10	SY	\$15.68	\$27,849.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	91.64	TN	\$138.25	\$12,669.23
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	66.65	TN	\$139.60	\$9,304.34
570-1-2	PERFORMANCE TURF, SOD	999.68	SY	\$2.61	\$2,609.16

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.34	AC	\$511.95	\$174.06
104-10-2	SYNTHETIC BALES	299.90	LF	\$14.99	\$4,495.50
104-11	FLOATING TURBIDITY BARRIER	71.00	LF	\$15.30	\$1,086.30
104-12	STAKED TURBIDITY BARRIER	71.00	LF	\$10.78	\$765.38
104-13-1	STAKED SILT FENCE, TYPE III	2,999.04	LF	\$1.43	\$4,288.63
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>					<b>\$65,470.21</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.11	CY	\$1,300.00	\$6,643.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	48.00	LF	\$98.56	\$4,730.88
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	232.00	LF	\$92.40	\$21,436.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00	EA	\$1,394.31	\$16,731.72
575-1	SODDING	199.94	SY	\$1.96	\$391.88
<b>Drainage Component Total</b>					<b>\$49,934.28</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	6.00	AS	\$887.55	\$5,325.30
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>					<b>\$10,001.64</b>

**BRIDGES COMPONENT****Bridge ERIE**

Description	Value
Length	440.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents

Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	15,400.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$156.46
Basic Bridge Cost	\$2,952,400.00
Description	60TH STREET/ERIE ROAD BRIDGE REPLACEMENT

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	15,400.00	SF	\$36.00	\$554,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
	<b>Bridge ERIE Total</b>				<b>\$3,583,435.08</b>
	<b>Bridges Component Total</b>				<b>\$3,583,435.08</b>

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<b>Sequence 59 Total</b>					<b>\$4,387,643.82</b>
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Sequence: 60 NUR - New Construction, Undivided, Rural

Net Length: 0.359 MI

Description: Crossroad Reconstruction at Kay Road Bridge - Two lane undivided 950' either side of Mainline centerline (I-75 Segment 5)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.180
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	6.53	AC	\$25,000.00	\$163,250.00
120-6	EMBANKMENT	13,428.10	CY	\$16.29	\$218,743.75
<b>Earthwork Component Total</b>					<b>\$381,993.75</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	9,266.99	SY	\$6.00	\$55,601.94
285-709	OPTIONAL BASE,BASE GROUP 09	5,193.72	SY	\$25.00	\$129,843.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	834.03	TN	\$138.25	\$115,304.65
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	202.19	TN	\$139.60	\$28,225.72

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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520-6                      SHOULDER GUTTER- CONCRETE                      1,000.00 LF                      \$17.72                      \$17,720.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	83.40	TN	\$138.25	\$11,530.05
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	20.22	TN	\$139.60	\$2,822.71

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	48.00	EA	\$5.23	\$251.04
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.44	NM	\$1,270.87	\$1,830.05
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.72	GM	\$375.24	\$270.17

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	51.33	TN	\$330.46	\$16,962.51
536-1-1	GUARDRAIL- ROADWAY	1,500.00	LF	\$28.83	\$43,245.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,752.79	\$11,011.16
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	4.00	EA	\$21,709.07	\$86,836.28

**Roadway Component Total**                      \$521,454.28

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod 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	160
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,245.14	SY	\$15.68	\$35,203.80
334-1-23	SUPERPAVE ASPH CONC, TRAF C, PG76-22	115.84	TN	\$138.25	\$16,014.88
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	168.49	TN	\$124.00	\$20,892.76
570-1-2	PERFORMANCE TURF, SOD	1,124.68	SY	\$2.61	\$2,935.41

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.43	AC	\$511.95	\$220.14
104-10-2	SYNTHETIC BALES	379.10	LF	\$14.99	\$5,682.71
104-11	FLOATING TURBIDITY BARRIER	89.75	LF	\$15.30	\$1,373.18
104-12	STAKED TURBIDITY BARRIER	89.75	LF	\$10.78	\$967.50
104-13-1	STAKED SILT FENCE, TYPE III	3,791.04	LF	\$1.43	\$5,421.19
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

**\$90,939.94**

#### DRAINAGE COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	6.46	CY	\$1,300.00	\$8,398.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	64.00	LF	\$98.56	\$6,307.84
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	288.00	LF	\$92.40	\$26,611.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	15.00	EA	\$1,394.31	\$20,914.65
575-1	SODDING	252.74	SY	\$1.96	\$495.37

**Drainage Component Total**

**\$62,727.06**

#### SIGNING COMPONENT

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	8.00	AS	\$887.55	\$7,100.40
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total**

**\$11,776.74**

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**BRIDGES COMPONENT**

**Bridge KAY**

Description	Value
Length	361.00
Width	44.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	17,600.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$157.32
Basic Bridge Cost	\$2,422,310.00
Description	CROSSROAD RECONSTRUCTION AT KAY ROAD BRIDGE - TWO LANE UNDIVIDED 1900' EITHER SIDE OF MAINLINE CENTERLINE (I-75 SEGMENT 5)

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	17,600.00	SF	\$36.00	\$633,600.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge KAY Total</b>					<b>\$3,132,545.08</b>
<b>Bridges Component Total</b>					<b>\$3,132,545.08</b>

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<b>Sequence 60 Total</b>	<b>\$4,201,436.85</b>
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Sequence: 61 NUR - New Construction, Undivided, Rural

Net Length: 0.438 MI

Description: Crossroad Reconstruction at Mendoza Road Bridge - Two lane undivided 1000' either side of Mainline centerline (I-75 Segment 7)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	124.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.189
Top of Structural Course For Begin Section	124.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	7.96	AC	\$25,000.00	\$199,000.00
120-6	EMBANKMENT	13,397.26	CY	\$16.29	\$218,241.37
<b>Earthwork Component Total</b>					<b>\$417,241.37</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,278.40	SY	\$6.00	\$61,670.40
285-709	OPTIONAL BASE,BASE GROUP 09	6,336.63	SY	\$25.00	\$158,415.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,017.56	TN	\$138.25	\$140,677.67
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	246.68	TN	\$139.60	\$34,436.53

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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520-6                      SHOULDER GUTTER- CONCRETE                      1,000.00 LF                      \$17.72                      \$17,720.00

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	0.00
Stabilization Code	N
Base Code	N
Friction Course Code	Y

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	59.00	EA	\$5.23	\$308.57
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.75	NM	\$1,270.87	\$2,224.02
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.88	GM	\$375.24	\$330.21

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	34.67	TN	\$330.46	\$11,457.05
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	1,000.00	LF	\$152.70	\$152,700.00
536-1-1	GUARDRAIL- ROADWAY	1,000.00	LF	\$28.83	\$28,830.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00	EA	\$2,752.79	\$11,011.16

**Roadway Component Total**                      \$619,781.36

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 3.00
Paved Outside Shoulder Width L/R	8.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T



Rumble Strips No. of Sides 0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	3,510.07	SY	\$15.68	\$55,037.90
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	183.73	TN	\$138.25	\$25,400.67
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	133.62	TN	\$139.60	\$18,653.35
570-1-2	PERFORMANCE TURF, SOD	770.88	SY	\$2.61	\$2,012.00

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.53	AC	\$511.95	\$271.33
104-10-2	SYNTHETIC BALES	462.53	LF	\$14.99	\$6,933.32
104-11	FLOATING TURBIDITY BARRIER	109.50	LF	\$15.30	\$1,675.35
104-12	STAKED TURBIDITY BARRIER	109.50	LF	\$10.78	\$1,180.41
104-13-1	STAKED SILT FENCE, TYPE III	4,625.28	LF	\$1.43	\$6,614.15
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total** \$120,006.84

**DRAINAGE COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	7.88	CY	\$1,300.00	\$10,244.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	80.00	LF	\$98.56	\$7,884.80
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	352.00	LF	\$92.40	\$32,524.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	18.00	EA	\$1,394.31	\$25,097.58
575-1	SODDING	308.35	SY	\$1.96	\$604.37

**Drainage Component Total** \$76,355.55

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00	AS	\$887.55	\$7,987.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	\$4,354.02	\$4,354.02

**Signing Component Total** \$12,664.29

**BRIDGES COMPONENT**

**Bridge MENDOZ**

Description	Value
Length	44.00

Width	310.00
Type	Overpass Bridge
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	11,000.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$152.50
Final Cost per SF	\$192.08
Basic Bridge Cost	\$2,080,100.00
Description	CROSSROAD RECONSTRUCTION AT MENDOZA ROAD BRIDGE - TWO LANE UNDIVIDED 1000' EITHER SIDE OF MAINLINE CENTERLINE (I-75 SEGMENT 7)

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	11,000.00	SF	\$36.00	\$396,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	688.89	CY	\$600.00	\$413,334.00
415-1-9	REINF STEEL- APPROACH SLABS	120,555.75	LB	\$1.05	\$126,583.54
	<b>Bridge MENDOZ Total</b>				\$3,016,017.54
	<b>Bridges Component Total</b>				\$3,016,017.54

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	500.00
Begin height	4.00
End Height	24.00
Multiplier	2

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	14,000.00	SF	\$32.88	\$460,320.00
	<b>Retaining Walls Component Total</b>				\$460,320.00

**Sequence 61 Total** \$4,722,386.95

Sequence: 62 NDR - New Construction, Divided, Rural

Net Length: 0.852 MI

Description: SR 64 Reconstruction - Four lane divided 1500' to East and 3000' to West side of Mainline centerline (I-75 Segment 4)

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.852
Top of Structural Course For Begin Section	103.50
Top of Structural Course For End Section	103.50
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	15.49	AC	\$25,000.00	\$387,250.00
120-6	EMBANKMENT	61,516.97	CY	\$16.29	\$1,002,111.44
<b>Earthwork Component Total</b>					<b>\$1,389,361.44</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	330
Friction Course Spread Rate	160

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	53,982.72	SY	\$6.00	\$323,896.32
285-709	OPTIONAL BASE,BASE GROUP 09	36,648.27	SY	\$25.00	\$916,206.75
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,938.10	TN	\$138.25	\$820,942.32
337-7-20	ASPH CONC FC,INC BIT,FC-12.5,FC6,PG76-22	2,879.08	TN	\$134.20	\$386,372.54

**Turnouts/Crossovers Subcomponent**

Description	Value
Asphalt Adjustment	20.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	Y

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
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160-4	TYPE B STABILIZATION	10,796.54 SY	\$6.00	\$64,779.24
285-709	OPTIONAL BASE,BASE GROUP 09	7,329.65 SY	\$25.00	\$183,241.25
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,187.62 TN	\$138.25	\$164,188.46
337-7-20	ASPH CONC FC,INC BIT,FC- 12.5,FC6,PG76-22	575.82 TN	\$134.20	\$77,275.04

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	575.00 EA	\$5.23	\$3,007.25
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.82 NM	\$1,270.87	\$8,667.33
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.82 GM	\$375.24	\$2,559.14

**Peripherals Subcomponent**

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

**Roadway Component Total**

\$2,951,135.66

**SHOULDER COMPONENT**

**User Input Data**

Description	Value
Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	160
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	5,328.29 SY	\$15.68	\$83,547.59
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	274.91 TN	\$138.25	\$38,006.31
337-7-20	ASPH CONC FC,INC BIT,FC- 12.5,FC6,PG76-22	399.87 TN	\$134.20	\$53,662.55
570-1-2	PERFORMANCE TURF, SOD	4,998.40 SY	\$2.61	\$13,045.82

**Erosion Control**

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	2.73	AC	\$511.95	\$1,397.62
104-10-2	SYNTHETIC BALES	899.71	LF	\$14.99	\$13,486.65
104-11	FLOATING TURBIDITY BARRIER	213.00	LF	\$15.30	\$3,258.90
104-12	STAKED TURBIDITY BARRIER	213.00	LF	\$10.78	\$2,296.14
104-13-1	STAKED SILT FENCE, TYPE III	8,997.12	LF	\$1.43	\$12,865.88
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$223,795.82

**MEDIAN COMPONENT****User Input Data**

Description	Value
Total Median Width	64.00
Sod Width	64.00
Total Median Shoulder Width L/R	8.00 / 8.00
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 No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	31,989.76	SY	\$2.61	\$83,493.27
<b>Median Component Total</b>					<b>\$83,493.27</b>

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	15.34	CY	\$1,300.00	\$19,942.00
425-1-551	INLETS, DT BOT, TYPE E, <10'	6.00	EA	\$3,217.97	\$19,307.82
430-172-101	PIPE CULV OPT MATL, ROUND, 0-24", CD	296.00	LF	\$105.56	\$31,245.76
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	256.00	LF	\$98.56	\$25,231.36
430-174-101	PIPE CULV, OPT MATL, ROUND, 0-24"SD	688.00	LF	\$92.40	\$63,571.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	35.00	EA	\$1,394.31	\$48,800.85
524-1-1	CONCRETE DITCH PAVT, NR, 3"	1,704.00	SY	\$71.40	\$121,665.60
575-1	SODDING	599.81	SY	\$1.96	\$1,175.63
<b>Drainage Component Total</b>					<b>\$330,940.22</b>

**SIGNING COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00	AS	\$322.32	\$644.64



700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	21.00 AS	\$887.55	\$18,638.55
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$4,354.02	\$8,708.04
700-21-12	MULTI- POST SIGN, F&I, 51-100	6.00 AS	\$3,665.00	\$21,990.00

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-22-153	OHD TRUSS SPAN SGN,F&I,T>200,S501-700	2.00 AS	\$100,000.00	\$200,000.00

**Signing Component Total** \$249,981.23

**SIGNALIZATIONS COMPONENT**

**Signalization 1**

Description	Value
Type	6 Lane Mast Arm
Multiplier	2

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	1,400.00 LF	\$10.79	\$15,106.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	600.00 LF	\$17.22	\$10,332.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	2.00 PI	\$5,197.47	\$10,394.94
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	44.00 EA	\$507.83	\$22,344.52
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	2.00 AS	\$1,425.96	\$2,851.92
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	120.00 LF	\$2.14	\$256.80
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND- 0,POLE-Q6	8.00 EA	\$27,500.00	\$220,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	32.00 AS	\$786.15	\$25,156.80
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	16.00 AS	\$400.00	\$6,400.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	20.00 EA	\$113.78	\$2,275.60
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	8.00 EA	\$1,138.90	\$9,111.20
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	2.00 EA	\$750.39	\$1,500.78
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	40.00 EA	\$192.90	\$7,716.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	40.00 AS	\$1,061.84	\$42,473.60
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	16.00 EA	\$186.74	\$2,987.84
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00 AS	\$20,274.92	\$40,549.84
700-48-19	SIGN PANELS, F & I, 16 - 100	8.00 EA	\$1,284.00	\$10,272.00

**Signalization 2**

Description	Value
Type	6 Lane Mast Arm
Multiplier	2

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	1,400.00	LF	\$10.79	\$15,106.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	600.00	LF	\$17.22	\$10,332.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	2.00	PI	\$5,197.47	\$10,394.94
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	44.00	EA	\$507.83	\$22,344.52
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	2.00	AS	\$1,425.96	\$2,851.92
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	120.00	LF	\$2.14	\$256.80
649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	8.00	EA	\$27,500.00	\$220,000.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	32.00	AS	\$786.15	\$25,156.80
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	16.00	AS	\$400.00	\$6,400.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	20.00	EA	\$113.78	\$2,275.60
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	8.00	EA	\$1,138.90	\$9,111.20
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	2.00	EA	\$750.39	\$1,500.78
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	40.00	EA	\$192.90	\$7,716.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	40.00	AS	\$1,061.84	\$42,473.60
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	16.00	EA	\$186.74	\$2,987.84
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00	AS	\$20,274.92	\$40,549.84
700-48-19	SIGN PANELS, F & I, 16 - 100	8.00	EA	\$1,284.00	\$10,272.00
<b>Signalizations Component Total</b>					<b>\$859,459.68</b>

**LIGHTING COMPONENT****Rural Lighting Subcomponent**

<b>Description</b>	<b>Value</b>
Cost per Pole	8,500.00
Number of Poles	30

**Lighting Component Total**

\$255,000.00

**Sequence 62 Total**

\$6,343,167.32

**EARTHWORK COMPONENT**

**User Input Data**

<b>Description</b>	<b>Value</b>
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.853
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	2
Distance	0.161
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	130.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	120.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	3
Distance	0.152
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	104.00
Horizontal Elevation For End Section	104.00
Front Slope L/R	0 to 1 / 0 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	4
Distance	0.180
Top of Structural Course For Begin Section	130.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	120.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %
Alignment Number	5
Distance	0.180
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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	25.49	AC	\$25,000.00	\$637,250.00
120-6	EMBANKMENT	72,527.41	CY	\$16.29	\$1,181,471.51
<b>Earthwork Component Total</b>					<b>\$1,818,721.51</b>

**ROADWAY COMPONENT****User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	36,190.29	SY	\$6.00	\$217,141.74
285-712	OPTIONAL BASE,BASE GROUP 12	20,283.01	SY	\$49.45	\$1,002,994.84
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,342.84	TN	\$138.25	\$600,397.63
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	789.61	TN	\$139.60	\$110,229.56

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,133.00	SY	\$6.00	\$36,798.00
285-709	OPTIONAL BASE,BASE GROUP 09	6,476.00	SY	\$25.00	\$161,900.00
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,349.00	TN	\$138.25	\$186,499.25
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	245.00	TN	\$139.60	\$34,202.00
520-6	SHOULDER GUTTER- CONCRETE	5,500.00	LF	\$17.72	\$97,460.00

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	189.00	EA	\$5.23	\$988.47
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	5.61	NM	\$1,270.87	\$7,129.58
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.80	GM	\$375.24	\$1,050.67

**Peripherals Subcomponent**

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 0.00
Bike Path Structural Spread Rate	0

Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	184.67 TN	\$330.46	\$61,026.05
521-72-3	SHLDR CONC BARRIER WALL, RIGID-SHLDR	2,700.00 LF	\$152.70	\$412,290.00
536-1-1	GUARDRAIL- ROADWAY	5,500.00 LF	\$28.83	\$158,565.00
536-8-1	GUARDRAIL,BRIDGE ANCHORAGE ASSEMBLY,INS	4.00 EA	\$2,752.79	\$11,011.16
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$21,709.07	\$21,709.07
<b>Roadway Component Total</b>				<b>\$3,121,393.02</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	2

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	16,992.99 SY	\$49.45	\$840,303.36
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,809.51 TN	\$138.25	\$250,164.76
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	43.43 TN	\$139.60	\$6,062.83
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.80 PM	\$2,700.00	\$7,560.00

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	1.68 AC	\$511.95	\$860.08
104-10-2	SYNTHETIC BALES	1,480.51 LF	\$14.99	\$22,192.84
104-11	FLOATING TURBIDITY BARRIER	350.50 LF	\$15.30	\$5,362.65
104-12	STAKED TURBIDITY BARRIER	350.50 LF	\$10.78	\$3,778.39
104-13-1	STAKED SILT FENCE, TYPE III	14,805.12 LF	\$1.43	\$21,171.32
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,228.36	\$4,456.72
<b>Shoulder Component Total</b>				<b>\$1,161,912.95</b>

### DRAINAGE COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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400-2-2	CONC CLASS II, ENDWALLS	25.24 CY	\$1,300.00	\$32,812.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	240.00 LF	\$98.56	\$23,654.40
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	1,128.00 LF	\$92.40	\$104,227.20
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	57.00 EA	\$1,394.31	\$79,475.67
575-1	SODDING	987.01 SY	\$1.96	\$1,934.54

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	15.00 EA	\$3,248.98	\$48,734.70
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	3,000.00 LF	\$109.50	\$328,500.00
<b>Drainage Component Total</b>				<b>\$619,338.51</b>

**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00 AS	\$322.32	\$966.96
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	29.00 AS	\$887.55	\$25,738.95
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00 AS	\$4,354.02	\$13,062.06
<b>Signing Component Total</b>				<b>\$39,767.97</b>

**BRIDGES COMPONENT**

**Bridge NBFROG**

Description	Value
Length	110.00
Width	44.00
Type	Low Level
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.25
Removal of existing structures area	0.00
Default Cost per SF	\$114.00
Factored Cost per SF	\$142.50
Final Cost per SF	\$158.33
Basic Bridge Cost	\$689,700.00
Description	NB I-75 TO WB I-275 RAMP OVER FROG CREEK

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	97.78 CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50 LB	\$1.05	\$17,967.08
<b>Bridge NBFROG Total</b>				<b>\$766,335.08</b>

**Bridge NBRAMP**

Description	Value
Length	800.00
Width	44.00

Type	Medium Level
Substructure Type	Single Column
Superstructure Type	Steel Box AASHTO Girder
Cost Factor	1.50
Removal of existing structures area	38,400.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$185.18
Basic Bridge Cost	\$6,441,600.00
Description	NB I-75 TO WB I-275

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	38,400.00	SF	\$36.00	\$1,382,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	97.78	CY	\$600.00	\$58,668.00
415-1-9	REINF STEEL- APPROACH SLABS	17,111.50	LB	\$1.05	\$17,967.08
<b>Bridge NBRAMP Total</b>					<b>\$7,900,635.08</b>
<b>Bridges Component Total</b>					<b>\$8,666,970.16</b>

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

Description	Value
Length	2,700.00
Begin height	8.00
End Height	25.00
Multiplier	1

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RETAINING WALL SYSTEM,PERM, EXC BAR.	44,550.00	SF	\$32.88	\$1,464,804.00
<b>Retaining Walls Component Total</b>					<b>\$1,464,804.00</b>

**Sequence 63 Total** **\$16,892,908.12**

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	75.00 / 75.00
Incidental Clearing and Grubbing Area	0.00

Alignment Number	1
Distance	0.123
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	150.00
Horizontal Elevation For Begin Section	104.00
Horizontal Elevation For End Section	130.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	2
Distance	0.407
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	104.00
Horizontal Elevation For End Section	104.00
Front Slope L/R	0 to 1 / 0 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	3
Distance	0.284
Top of Structural Course For Begin Section	150.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	130.00
Horizontal Elevation For End Section	104.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Alignment Number	4
Distance	0.284
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	12.56	AC	\$25,000.00	\$314,000.00
120-6	EMBANKMENT	134,567.49	CY	\$16.29	\$2,192,104.41
<b>Earthwork Component Total</b>					<b>\$2,506,104.41</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	7.50 / 7.50
Structural Spread Rate	440
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	12,566.99 SY	\$6.00	\$75,401.94
285-712	OPTIONAL BASE,BASE GROUP 12	6,348.36 SY	\$49.45	\$313,926.40
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,337.78 TN	\$138.25	\$184,948.08
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	243.23 TN	\$139.60	\$33,954.91

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	833.00 SY	\$6.00	\$4,998.00
285-712	OPTIONAL BASE,BASE GROUP 12	871.00 SY	\$49.45	\$43,070.95
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	183.00 TN	\$138.25	\$25,299.75
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	36.00 TN	\$139.60	\$5,025.60
520-6	SHOULDER GUTTER- CONCRETE	2,500.00 LF	\$17.72	\$44,300.00

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.76 NM	\$1,270.87	\$3,507.60

**Peripherals Subcomponent**

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

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	84.67 TN	\$330.46	\$27,980.05
536-1-1	GUARDRAIL- ROADWAY	2,500.00 LF	\$28.83	\$72,075.00
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY- FLARED	4.00 EA	\$1,728.50	\$6,914.00
544-75-40	CRASH CUSHION - VEH IMPACT ATTEN, OPT	1.00 EA	\$21,709.07	\$21,709.07

**SHOULDER COMPONENT****User Input Data**

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	8.00 / 8.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	0
Rumble Strips No. of Sides	0

**Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	6,753.74	SY	\$25.00	\$168,843.50
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	713.48	TN	\$138.25	\$98,638.61
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	21.40	TN	\$139.60	\$2,987.44

**Erosion Control****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-4	MOWING	0.83	AC	\$511.95	\$424.92
104-10-2	SYNTHETIC BALES	729.70	LF	\$14.99	\$10,938.20
104-11	FLOATING TURBIDITY BARRIER	172.75	LF	\$15.30	\$2,643.08
104-12	STAKED TURBIDITY BARRIER	172.75	LF	\$10.78	\$1,862.24
104-13-1	STAKED SILT FENCE, TYPE III	7,296.96	LF	\$1.43	\$10,434.65
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$2,228.36	\$2,228.36

**Shoulder Component Total**

\$299,001.01

**DRAINAGE COMPONENT****Pay Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	12.44	CY	\$1,300.00	\$16,172.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	120.00	LF	\$98.56	\$11,827.20
430-174-101	PIPE CULV, OPT MATL, ROUND,0- 24"SD	552.00	LF	\$92.40	\$51,004.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	28.00	EA	\$1,394.31	\$39,040.68
575-1	SODDING	486.46	SY	\$1.96	\$953.46

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	15.00	EA	\$3,248.98	\$48,734.70
430-171-101	PIPE CULV OPT MATL, ROUND, 0- 24", SS	3,000.00	LF	\$109.50	\$328,500.00

**Drainage Component Total**

\$496,232.84



---

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	2.00	AS	\$322.32	\$644.64
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	14.00	AS	\$887.55	\$12,425.70
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00	AS	\$4,354.02	\$8,708.04
<b>Signing Component Total</b>					<b>\$21,778.38</b>

---

**BRIDGES COMPONENT**

**Bridge FLYOVR**

<b>Description</b>	<b>Value</b>
Length	2,150.00
Width	31.00
Type	High Level
Substructure Type	Single Column
Superstructure Type	Steel Box
Cost Factor	1.90
Removal of existing structures area	77,000.00
Default Cost per SF	\$140.00
Factored Cost per SF	\$266.00
Final Cost per SF	\$266.81
Basic Bridge Cost	\$17,728,900.00
Description	EB I-275 TO NB I-75 FLYOVER

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
110-3	REMOVAL OF EXISTING STRUCTURE	77,000.00	SF	\$36.00	\$2,772,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	68.89	CY	\$600.00	\$41,334.00
415-1-9	REINF STEEL- APPROACH SLABS	12,055.75	LB	\$1.05	\$12,658.54
<b>Bridge FLYOVR Total</b>					<b>\$20,554,892.54</b>
<b>Bridges Component Total</b>					<b>\$20,554,892.54</b>

---

**Sequence 64 Total** **\$24,741,120.54**

---

Description: I-75 Mainline Segment 2. Adding two lanes in the at-grade area due to lane drop through interchange.

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.279
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 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 %
Alignment Number	3
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.828
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 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
120-6	EMBANKMENT	15,163.10 CY	\$16.29	\$247,006.90
<b>Earthwork Component Total</b>				<b>\$247,006.90</b>

#### ROADWAY COMPONENT

##### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	440
Friction Course Spread Rate	80

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	17,529.60 SY	\$6.00	\$105,177.60
285-712	OPTIONAL BASE,BASE GROUP 12	18,493.73 SY	\$49.45	\$914,514.95
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,856.51 TN	\$138.25	\$533,162.51
337-7-22	ASPH CONC FC,INC BIT,FC- 5,PG76-22	701.18 TN	\$139.60	\$97,884.73

##### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	1
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	Y

##### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	168.00 EA	\$5.23	\$878.64
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.25 NM	\$1,270.87	\$1,588.59
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	1.25 NM	\$3,843.11	\$4,803.89
<b>Roadway Component Total</b>				<b>\$1,658,010.91</b>

---

**Sequence 65 Total** **\$1,905,017.81**

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**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.357
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 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 %
Alignment Number	2
Distance	0.069
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	106.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 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 %
Alignment Number	3
Distance	0.069
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	106.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 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 %
Alignment Number	4
Distance	0.144
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

**Pay Items**

Unit

Pay item	Description	Quantity Unit	Price	Extended Amount
120-6	EMBANKMENT	7,782.49 CY	\$16.29	\$126,776.76
<b>Earthwork Component Total</b>				<b>\$126,776.76</b>

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	440
Friction Course Spread Rate	80

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,997.12 SY	\$6.00	\$53,982.72
285-712	OPTIONAL BASE,BASE GROUP 12	9,491.96 SY	\$49.45	\$469,377.42
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	1,979.37 TN	\$138.25	\$273,647.90
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	359.88 TN	\$139.60	\$50,239.25

#### Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	86.00 EA	\$5.23	\$449.78
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	5.11 NM	\$1,270.87	\$6,494.15
<b>Roadway Component Total</b>				<b>\$854,191.22</b>

<b>Sequence 66 Total</b>				<b>\$980,967.98</b>
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Sequence: 67 NUR - New Construction, Undivided, Rural

Net Length: 0.114 MI

Description: Moccasin Wallow Ramp C -Two lane on-ramp

Special Clearing & grubbing included in one lane sequence. See sequence 47.

Conditions:

**EARTHWORK COMPONENT**

**User Input Data**

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 0.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.114
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
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
120-6	EMBANKMENT	4,286.34 CY	\$16.29	\$69,824.48
<b>Earthwork Component Total</b>				<b>\$69,824.48</b>

**ROADWAY COMPONENT**

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	330
Friction Course Spread Rate	80

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,942.72 SY	\$6.00	\$17,656.32
285-709	OPTIONAL BASE,BASE GROUP 09	1,649.26 SY	\$25.00	\$41,231.50
334-1-23	SUPERPAVE ASPH CONC, TRAF C, PG76-22	264.84 TN	\$138.25	\$36,614.13
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	64.20 TN	\$139.60	\$8,962.32

**Pavement Marking Subcomponent**

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	1
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	N

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	15.00 EA	\$5.23	\$78.45
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.46 NM	\$1,270.87	\$584.60
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.23 GM	\$375.24	\$86.31
<b>Roadway Component Total</b>				<b>\$105,213.63</b>

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Sod Width L/R	2.67 / 2.67
Paved Outside Shoulder Width L/R	4.00 / 2.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips No. of Sides	0

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	445.42 SY	\$15.68	\$6,984.19
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	22.07 TN	\$138.25	\$3,051.18
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.53 TN	\$139.60	\$492.79
570-1-2	PERFORMANCE TURF, SOD	357.14 SY	\$2.61	\$932.14

#### Erosion Control

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	0.14 AC	\$511.95	\$71.67
104-10-2	SYNTHETIC BALES	361.15 LF	\$14.99	\$5,413.64
104-11	FLOATING TURBIDITY BARRIER	28.50 LF	\$15.30	\$436.05
104-12	STAKED TURBIDITY BARRIER	28.50 LF	\$10.78	\$307.23
104-13-1	STAKED SILT FENCE, TYPE III	1,203.84 LF	\$1.43	\$1,721.49
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,228.36	\$2,228.36
<b>Shoulder Component Total</b>				<b>\$21,638.74</b>

### DRAINAGE COMPONENT

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.05 CY	\$1,300.00	\$2,665.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	24.00 LF	\$98.56	\$2,365.44
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	96.00 LF	\$92.40	\$8,870.40

430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	\$1,394.31	\$6,971.55
570-1-2	PERFORMANCE TURF, SOD	80.26 SY	\$2.61	\$209.48
<b>Drainage Component Total</b>				<b>\$21,081.87</b>

---

**SIGNING COMPONENT**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00 AS	\$322.32	\$322.32
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	3.00 AS	\$887.55	\$2,662.65
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00 AS	\$4,354.02	\$4,354.02
<b>Signing Component Total</b>				<b>\$7,338.99</b>

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<b>Sequence 67 Total</b>	<b>\$225,097.71</b>
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## FDOT Long Range Estimating System - Production

### R3: Project Details by Sequence Report

**Project:** 201032-1-22-01

**Letting Date:** 01/2099

**Description:** I-75 FROM NORTH OF UNIVERSITY PARKWAY TO NORTH OF MOCASSIN WALLOW ROAD

**District:** 01      **County:** 13 MANATEE

**Market Area:** 10      **Units:** English

**Contract Class:** 4      **Lump Sum Project:** N

**Design/Build:** N      **Project Length:** 15.469 MI

**Project Manager:** MGR-RLC-MJB

**Version 6 Project Grand Total**

**\$1,080,962,012.28**

**Description:** Revisions to Version 5 for Preferred Alternative 12/17/08

**Project Sequences Subtotal** **\$714,586,454.40**

102-1	Maintenance of Traffic	10.00 %	\$71,458,645.44
101-1	Mobilization	10.00 %	\$78,604,509.98

**Project Sequences Total** **\$864,649,609.82**

Project Unknowns	25.00 %	\$216,162,402.46
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**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 6 Project Grand Total** **\$1,080,962,012.28**

***APPENDIX C***

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**ETDM Programming Summary Report**



# ETDM Summary Report

Project #4792 - I-75 Add Lanes (Manatee County)

Programming Screen - Published on 08/31/2005

Printed on: 6/25/2008

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## Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

4792 - I-75 Add Lanes (Manatee County)			
District	District 1	Phase	Programming Screen
County	Manatee County	From	North of University Pkwy
Planning Organization	FDOT District 1	To	Moccasin Wallow Rd
Plan ID		Financial Management No.	
Federal Involvement	No federal involvement has been identified.		
Contact Name / Phone	Chris Piazza (863) 519-2293	Contact Email	chris.piazza@dot.state.fl.us
Programming Screen Summary Report Published on 08/31/2005			

Overview																				
Evaluation of Direct Effects																				
Legend																				
N/A	N/A / No Involvement																			
1	Enhanced																			
2	Minimal to None (before 12/5/2005)																			
3	Moderate																			
4	Substantial																			
5	Dispute Resolution (Programming)																			
ETAT Review Period From 2/14/2005 To 3/31/2005																				
Alternative #1 From North of University Pkwy To Moccasin Wallow Rd - Reviewed from 2/14/2005 to 3/31/2005 - Published: 8/31/2005																				
Natural		Cultural				Community														
Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
2	3	2	2	3	3	2	2	3	3	3	3	3	3	2	1	2	1	2	2	2

**Project Description Data**

**Description Statement**

This project proposes to add 1 lane in each direction to I-75 between north of University Parkway and Moccasin Wallow Road. This section of I-75 is currently six lanes. The project also includes potential interchange improvements.

**Summary of Public Comments**

Summary of public comments not available.

**Consistency**

- Consistent with Air Quality Conformity.
- Consistency information for Coastal Zone Management Program is not available.
- Consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

**Lead Agency**

Federal Highway Administration

**Exempted Agencies**

No exemptions have been assigned for this project.

**Community Desired Features**

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

**Purpose and Need**

**Purpose and Need Statement**

**Executive Summary**  
This widening to 8 lanes is a capacity improvement project. The improvement will enhance system mobility and accommodate travel demand generated by approved development in the project area.

**Future Population Growth**  
Traffic in the corridor is expected to increase given the population growth projected to occur within the county and the region. As displayed in the table below, Manatee County population is expected to increase by 181,552 persons by 2030. Over the same period, the 5-county Southwest Florida region is expected to grow by 1,206,303 persons. The proposed capacity improvement will relieve stress on the facility by accommodating the expected traffic growth.

**2000 2030 Growth**  
County Population 264,002 445,554 181,552  
Regional Population 1,423,851 2,630,154 1,206,303

**Future Traffic**  
Level of service (LOS) is based on the Generalized Annual Average Daily Volumes for Florida's Urbanized Areas table from the Florida Department of Transportation's 2002 Quality/Level of Service Handbook. As shown in the table below, truck counts on this corridor are as high as 20%. Without the proposed capacity improvement on I-75 between north of University Parkway and Moccasin Wallow Road operating conditions along the corridor will



deteriorate to an unacceptable LOS F.

2003 2025  
 AADT 92,000 140,000  
 Truck % 20 20  
 LOS D F

**Freight Mobility**

This facility provides access to such regional industrial and transportation facilities as Tampa Bay International Airport, Sarasota-Bradenton Airport, Port Manatee, and CSX rail facilities. According to the Freight Movement Study conducted in 2000, approximately 37 percent of the Sarasota-Manatee truck trips transporting freight are through trips along I-75.

**Safety/Crash Rates**

The actual crash rates per million vehicle miles for this project from the Florida Department of Transportation Safety Office are shown for 2000-2002 together with the statewide average for similar facility types.

**Year Actual Statewide Average**

2000 0.189 0.292  
 2001 0.225 0.322  
 2002 0.213 0.320

**Transportation System Linkage or Connectivity**

I-75 is a major north-south interstate highway that serves regional travel and connects residential centers in the Sarasota and Palmetto areas with employment and industrial centers in Bradenton. It provides regional connectivity with US 301 and US 41. The planned widening between north of University Parkway and Moccasin Wallow Road is part of an overall plan to improve corridor access and relieve traffic congestion on such parallel facilities as US 41 and US 301. Safety, emergency access, and truck access will all be enhanced through this corridor improvement.

**Emergency Evacuation**

I-75 is a critical evacuation route for residents in Southwest Florida - s low-lying Gulf Coast communities. It is shown on the Florida Division of Emergency Management's evacuation route network.

**Purpose and Need Reviews**

US Coast Guard Comments		
Agency	Acknowledgment	Review Date
US Coast Guard	Accepted	3/8/2005
Comments		
No purpose and need comments were found.		

US Army Corps of Engineers Comments		
Agency	Acknowledgment	Review Date
US Army Corps of Engineers	Understood	3/23/2005
Comments		
For Department of Army DA review under Section 404 of the Clean Water Act the project purpose would be described as follows:		

Basic Project Purpose  
To widen an existing highway

Overall Project Purpose - To widen a major north-south arterial highway in Manatee County.

#### US Fish and Wildlife Service Comments

Agency	Acknowledgment	Review Date
US Fish and Wildlife Service	Understood	3/25/2005

#### Comments

No purpose and need comments were found.

#### National Marine Fisheries Service Comments

Agency	Acknowledgment	Review Date
National Marine Fisheries Service	Understood	3/29/2005

#### Comments

No purpose and need comments were found.

#### FL Department of Environmental Protection Comments

Agency	Acknowledgment	Review Date
FL Department of Environmental Protection	Understood	3/30/2005

#### Comments

No purpose and need comments were found.

#### Southwest Florida Water Management District Comments

Agency	Acknowledgment	Review Date
Southwest Florida Water Management District	Understood	3/30/2005

#### Comments

No purpose and need comments were found.

#### Federal Highway Administration Comments

Agency	Acknowledgment	Review Date
Federal Highway Administration	Accepted	3/31/2005

#### Comments

Please indicate consistency with the LRTP. Please check the percentage of truck traffic in 2025. It appears that the LOS for the rural segments was estimated using the state urbanized area table should the rural LOS table be used instead?

**Alternative #1**

**Alternative Description**

<b>From</b>	North of University Pkwy
<b>To</b>	Moccasin Wallow Rd
<b>Type</b>	Widening
<b>Status</b>	ETAT Review Complete
<b>Total Length</b>	16.159 mi.
<b>Cost</b>	\$49,259,116.00
<b>Modes</b>	Roadway

**Segment Description(s)**

Location and Length							
Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Segment #1	I-75	North of University Pkwy	SR 70	3.71	13075000		

Jurisdiction and Class			
Segment No.	Jurisdiction	Urban Service Area	Functional Class
Segment #1	FDOT	In/Out	RURAL: Principal Arterial - Interstate

Base Conditions				
Segment No.	Year	AADT	Lanes	Config
Segment #1	2003	92000	6	Lanes Freeway

Interim Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1				

Needs Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1	2025	140000	8	Lanes Freeway

Cost Feasible Plan				
Segment No.	Year	AADT	Lanes	Config
Segment #1	2025	140000	6	Lanes Freeway

Funding Sources
No funding sources found.

**Project Effects Overview**

Issue	Degree of Effect	Organization	Date Reviewed

<b>Natural</b>				
Air Quality	2	Minimal to None	US Environmental Protection Agency	3/30/2005
Air Quality	2	Minimal to None	Southwest Florida Water Management District	3/30/2005
Coastal and Marine	4	Substantial	Southwest Florida Water Management District	3/30/2005
Coastal and Marine	4	Substantial	National Marine Fisheries Service	3/29/2005
Contaminated Sites	2	Minimal to None	Federal Highway Administration	3/31/2005
Contaminated Sites	3	Moderate	Southwest Florida Water Management District	3/30/2005
Contaminated Sites	2	Minimal to None	US Environmental Protection Agency	3/30/2005
Floodplains	3	Moderate	Federal Highway Administration	3/31/2005
Floodplains	4	Substantial	Southwest Florida Water Management District	3/30/2005
Infrastructure	2	Minimal to None	Federal Highway Administration	3/31/2005
Navigation	2	Minimal to None	US Coast Guard	3/08/2005
Special Designations	3	Moderate	Southwest Florida Water Management District	3/30/2005
Water Quality and Quantity	3	Moderate	US Environmental Protection Agency	3/31/2005
Water Quality and Quantity	4	Substantial	Southwest Florida Water Management District	3/30/2005
Water Quality and Quantity	2	Minimal to None	FL Department of Environmental Protection	3/30/2005
Wetlands	3	Moderate	Federal Highway Administration	3/31/2005
Wetlands	3	Moderate	US Environmental Protection Agency	3/31/2005
Wetlands	4	Substantial	Southwest Florida Water Management District	3/30/2005
Wetlands	3	Moderate	FL Department of Environmental Protection	3/30/2005
Wetlands	4	Substantial	National Marine Fisheries Service	3/29/2005
Wetlands	3	Moderate	US Fish and Wildlife Service	3/25/2005
Wetlands	3	Moderate	US Army Corps of Engineers	3/23/2005
Wildlife and Habitat	3	Moderate	Federal Highway Administration	3/31/2005
Wildlife and Habitat	4	Substantial	Southwest Florida Water Management District	3/30/2005
Wildlife and Habitat	3	Moderate	US Fish and Wildlife Service	3/25/2005
<b>Cultural</b>				
Historic and Archaeological Sites	2	Minimal to None	Federal Highway Administration	3/31/2005



Historic and Archaeological Sites	2	Minimal to None	FL Department of State	3/31/2005
Recreation Areas	3	Moderate	Southwest Florida Water Management District	3/30/2005
Section 4(f) Potential	2	Minimal to None	Federal Highway Administration	3/31/2005
Section 4(f) Potential	2	Minimal to None	FL Department of Environmental Protection	3/30/2005
<b>Community</b>				
Aesthetics	2	Minimal to None	FDOT District 1	3/31/2005
Economic	1	Enhanced	FDOT District 1	3/31/2005
Land Use	2	Minimal to None	FDOT District 1	3/31/2005
Land Use	2	Minimal to None	FL Department of Community Affairs	3/11/2005
Mobility	1	Enhanced	FDOT District 1	3/31/2005
Relocation	2	Minimal to None	FDOT District 1	3/31/2005
Social	2	Minimal to None	FDOT District 1	3/31/2005
<b>Secondary and Cumulative</b>				
Secondary and Cumulative Effects	3	Moderate	US Environmental Protection Agency	3/30/2005

### ETAT Reviews: Natural

#### Air Quality

##### Coordinator Summary

##### 2 Summary Degree of Effect

*Air Quality Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

SWFWMD noted that Manatee County is not in an air quality non-attainment or maintenance area for any of the four pollutants nitrogen oxides, ozone, carbon monoxide, and small particulate matter specified by the USEPA in National Ambient Air Quality Standards and indicated no further action is necessary. USEPA also noted that the project would not introduce a significant air quality impact. As Manatee County is currently in conformity with EPA air quality standards for CO, O3, and PM10, this project will not require any further air quality monitoring and/or modeling. We recommend a DOE of minimal to none.

##### ETAT Reviews for Air Quality

##### 2 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/30/2005)

*Air Quality Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:**N/A

**Identified Resources and Level of Importance:**

Air

**Comments on Effects to Resources:**

Based on available data, this project does not introduce significant air quality impact.

**Coordinator Feedback:**None

**2** ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Air Quality Effect: Minimal to None*

**Coordination Document:***The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:**N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Additional Comments (optional):**

One County Ambient Air Monitoring site within one mile of the project. No industrial areas in proximity to the project. Manatee County is NOT in a non-attainment or maintenance area for any of the four pollutants (nitrogen oxides, ozone, carbon monoxide, and small particulate matter) specified by the EPA in National Ambient Air Quality Standards.

**Coordinator Feedback:**None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Coastal and Marine

Coordinator Summary

**3** Summary Degree of Effect

*Coastal and Marine Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

The SWFWMD stated there is approximately 1,000 feet of Environmentally Sensitive Shoreline within the project area and recommended coordination with the FFWCC, USFWS, and NMFS. The NMFS identified the Manatee River, which the proposed project crosses, as designated EFH for postlarvae/juvenile, sub-adult and adult, red drum and gray snapper, and juvenile gag and Spanish mackerel. Specific categories of EFH that could be affected by the proposed project include mangrove wetlands, estuarine water column, and non-vegetated bottoms. The proposed project will be along an existing alignment not within an Outstanding Florida Water, however, since the project will require an EFH consultation with the NMFS we would recommend a coastal and marine DOE of moderate for this project.

ETAT Reviews for Coastal and Marine

4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Coastal and Marine Effect: Substantial*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Approximately 1000 feet of Environmentally Sensitive Shoreline are within the project area. No Aquatic Preserves within one mile of the project.

**Comments on Effects to Resources:**

The EST showed no evidence of the presence of important marine wildlife in the project area; however, given the nature of the project area, this information should be confirmed.

**Additional Comments (optional):**

An Environmental Resource Permit will be required for this project. Coordination with FFWCC, USFWS, and NMFS could be required for marine-dependent listed species.

**FDOT District 1 Feedback to Southwest Florida Water Management District's Review**

*Comments:* This project will require an Essential Fish Habitat Consultation with NMFS.

*Date Feedback Submitted:* 6/30/2005

4 ETAT Review by David A. Rydene, National Marine Fisheries Service (03/29/2005)

*Coastal and Marine Effect: Substantial*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Estuarine wetlands utilized as fish habitat by managed fish species and their prey.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service NMFS has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 4792. The Florida Department of Transportation proposes widening I-75 from north of University Parkway to Mocassin Wallow Road in Manatee County Florida. The project would widen I-75 from the existing six lanes to eight lanes.

NMFS staff conducted site inspections of the project area on February 28 2005 and March 24 2005 to assess potential concerns to living marine resources within the Manatee River and Tampa Bay. Certain estuarine habitats within the project area are designated as Essential Fish Habitat EFH as identified in the 1998 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act Magnuson-Stevens Act. The Manatee River which exists in the project area has been identified as EFH for postlarvae/juvenile subadult and adult red drum and gray snapper. and juvenile gag and Spanish mackerel by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangrove wetlands estuarine water column and non-vegetated bottoms are specific categories of EFH that may be impacted by the project. It is apparent that any widening of the I-75 bridge spanning the Manatee River will result in the loss of some mangrove wetlands. Federal agencies which permit fund or undertake activities which may adversely impact EFH are required to consult with NMFS and as a part of the consultation process an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:

1. A description of the proposed action.
2. an analysis of the effects including cumulative effects of the proposed action on EFH the managed fish species and major prey species.
3. the Federal agency's views regarding the effects of the action on EFH. and
4. proposed mitigation if applicable.

Provisions of the EFH regulations 50 CFR 600.920 allow consultation responsibility to be formally delegated from federal to state agencies including FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or FDOT it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project.

**FDOT District 1 Feedback to National Marine Fisheries Service's Review**

*Comments:*This project will require an Essential Fish Habitat Consultation with NMFS.

*Date Feedback Submitted:*6/30/2005

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration

Contaminated Sites

Coordinator Summary

**2** Summary Degree of Effect

*Contaminated Sites Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

The SWFWMD noted that three reported hazardous waste sites are located within the projects 500-foot buffer and that proposed stormwater pond sites should be located outside these areas. The FHWA and USEPA noted that no reported potential contamination sites are located within 200 feet of the proposed project. We would concur with the FHWA's and USEPA's recommended contaminated sites DOE of minimal to none. A Level 1 Contamination Screening Evaluation Report must be completed for the project.

ETAT Reviews for Contaminated Sites

**2** ETAT Review by Manu Chacko, Federal Highway Administration (03/31/2005)

*Contaminated Sites Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None noted within 200 feet of the existing roadway.

**Comments on Effects to Resources:**

None found.

**FDOT District 1 Feedback to Federal Highway Administration's Review**

*Comments:* A Level 1 Contamination Screening Evaluation Report will be completed for the project.

*Date Feedback Submitted:* 7/1/2005

**3** ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Contaminated Sites Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Three known hazardous waste sites within 500 feet of alignment Terra International Felton C. Walker Jr. Farms K Mart Store 4893. 12 sites within one mile.

**Comments on Effects to Resources:**

While roadway footprint may not directly impact these sites, pond sites should be located outside of these areas as well.

**Additional Comments (optional):**



Coordination required with FDEP and EPA. It will also be necessary to check for existing wells and sources of contamination within the path of construction, or in proximity of the proposed surface water management systems.

**FDOT District 1 Feedback to Southwest Florida Water Management District's Review**

*Comments:*A Level 1 Contamination Screening Evaluation Report will be completed for the project.

*Date Feedback Submitted:*7/1/2005

**2** ETAT Review by Maher Budeir, US Environmental Protection Agency (03/30/2005)

*Contaminated Sites Effect: Minimal to None*

**Coordination Document:***The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:**N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

Based on available data, impact on contaminated sites could be avoided. EPA recommends a field survey prior to design to confirm the impact on federal and state cleanup of contaminated sites and petroleum tanks.

**FDOT District 1 Feedback to US Environmental Protection Agency's Review**

*Comments:*A Level 1 Contamination Screening Evaluation Report will be completed for the project.

*Date Feedback Submitted:*7/1/2005

- No review submitted from the FL Department of Environmental Protection

**Farmlands**

**Coordinator Summary**

**2** Summary Degree of Effect

*Farmlands Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

GIS analysis from the Environmental Screening Tool shows 2.8 acres of cropland and pastureland and 0.6 acres of tree crops within the 100-foot project buffer. Because the widening would occur within existing right-of-way, this project will not affect any land that falls under the provisions of the Farmland Protection Act. We recommend a DOE of minimal to none.

## ETAT Reviews for Farmlands

No reviews found for the Farmlands Issue.

- No review submitted from the Federal Highway Administration
- No review submitted from the Natural Resources Conservation Service

## Floodplains

### Coordinator Summary

#### 3 Summary Degree of Effect

*Floodplains Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

The SWFWMD stated that they are involved in a cooperative program with Manatee County to update floodplain studies for Buffalo Canal/Frog Creek and Braden River watersheds, both of which are within the project area. These studies could represent new information on floodplain hydrology and hydraulics that SWFWMD would consider during permit application review. Additionally, the SWFWMD listed several studies that may be helpful in establishing the 25-year tailwater elevation and 100-year floodplain elevations. The FHWA noted that the project would impact floodplain areas, environmentally sensitive shorelines, FEMA flood zones, and special flood hazard areas. The ETDM EST reports 65.5 acres of FEMA FIRM (1996) flood zones A/AE within the projects 100-foot buffer. Due to the potential floodplain impacts, we would recommend a floodplains DOE of moderate for this project.

## ETAT Reviews for Floodplains

#### 3 ETAT Review by Manu Chacko, Federal Highway Administration (03/31/2005)

*Floodplains Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The project would impact floodplain areas, including coastal floodplains, environmentally sensitive shorelines, FEMA flood zones and special flood hazard areas. The project should be coordinated with the appropriate agencies to avoid or minimize these impacts.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:** None

*Floodplains Effect: Substantial*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

There appears to be a freshwater floodplain associated with the several conveyance systems. These include Buffalo Creek, Cabbage Slough, Cypress Creek, the Manatee River, the Braden River, and the west branch of Forked Creek.

**Comments on Effects to Resources:**

The District will require floodplain compensation for fill placed in the freshwater floodplain up to the 100-year event.

**Additional Comments (optional):**

An Environmental Resource Permit will be required for this project.

The SWFWMD recommends that the FDOT quantify and verify floodplain impacts resulting from the project. No Rise Certification, Physical Map revision, Letter of Map Revision, Conditional Letter of Map Revision, Conditional Letter of Map Revision Based on Fill, or Letter of Map Amendment may be necessary. Compensation for lost floodplain storage must be provided. Mitigation for any subsequent loss of historic basin storage should be considered.

The SWFWMD is involved in a cooperative program with Manatee County to update the floodplain studies for Buffalo Canal/Frog Creek and Braden River Watersheds. These studies may be finalized by the anticipated time of issuance for the SWFWMD Environmental Resource Permit (ERP) permit and could represent new information on floodplain hydrology and hydraulics that would be considered during a permit application review.

The FDOT typically completes a bridge hydraulics report for major bridge-culverts and bridges as a standard design task. It is recommended that the FDOT utilize data on flows from existing, and soon to be completed, flood studies in preference to generalized data on flows and stages and provide the bridge hydraulic reports in support of the SWFWMD ERP application.

In addition to the FIRM Maps the following studies may be helpful in establishing the 25 year tailwater elevation and 100 year floodplain elevations.

- (a) Buffalo Creek and Cabbage Slough- Keith and Schnarrs (funded by District and in progress)
- (b) Manatee River- Reynolds, Smith and Hill 1979
- (c) Braden River- J.A.E. (funded by District and in progress)
- (d) Cypress Strand- Camp Dresser and Mckee 1990
- (e) West branch of Cooper Creek- Ardaman study 2000

A conveyance analysis will be required if floodplain encroachment is proposed at these crossings.

**Coordinator Feedback:** None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the US Environmental Protection Agency

## Infrastructure

### Coordinator Summary

#### 3 Summary Degree of Effect

*Infrastructure Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

FHWA noted that safe access should be ensured to the boat ramps, the AMTRAK bus transfer station and several fire stations shown in the GIS analysis along the corridor. Also, the CSX Railroad crosses the I-75 corridor north of Mendoza Road near Parrish. The resources noted by FHWA are outside the 200-project buffer, and would not be directly affected by the widening. However, due to potential impacts to the CSX Railroad, we recommend a moderate Degree of Effect.

### ETAT Reviews for Infrastructure

#### 2 ETAT Review by Manu Chacko, Federal Highway Administration (03/31/2005)

*Infrastructure Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The EST indicates boat ramps, an AMTRAK station and several fire stations along the existing corridor. Project phases should note these facilities and ensure safe access is maintained at these locations.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:** None

## Navigation

### Coordinator Summary

#### 2 Summary Degree of Effect

*Navigation Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

The USCG stated that a bridge permit amendment will be required for the proposed project where it crosses the Manatee River. Since the proposed project will most likely be built with the same vertical and horizontal clearances as the existing bridge, we would recommend a navigation DOE of minimal to none for this project.

ETAT Reviews for Navigation

**2** ETAT Review by Randy Overton, US Coast Guard (03/08/2005)

*Navigation Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

maritime navigation of the Mantee River -- low to medium

**Comments on Effects to Resources:**

A CG bridge permit amendment will required for the proposed widen of the I-75 twin bridges across the Manatee River. The CG Bridge permit application guide can be found at <http://www.uscg.mil/hq/g-o/g-opt/g-opt.htm> Call Mr Randall Overton with questions or concerns 305-415-6749

**Coordinator Feedback:** None

- No review submitted from the US Army Corps of Engineers
- No review submitted from the Federal Highway Administration

Special Designations

Coordinator Summary

**2** Summary Degree of Effect

*Special Designations Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

The SWFWMD stated that there are no OFWs in the immediate vicinity of the project, the project and that a Sovereign Submerged Lands permit (i.e., easement) will be required. The ETDM GIS analysis report identified Special Flood Hazard Area (65 acres of FIRM Flood Zones A/AE) as the only special designations element within the projects 100-foot buffer. For this reason, we would recommend a special designations DOE of minimal to none for this project.



## ETAT Reviews for Special Designations

### 3 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Special Designations Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

There are several crossings that will require research to determine if appropriate easements or agreements exist: South Creek (two crossings) and Phillippi Creek. While there are no Florida Wild & Scenic Rivers, OFWs, or State Aquatic Preserves in the immediate vicinity of the project crossings, the Sarasota Bay Estuarine System Aquatic preserve is the final outfall for two streams, South Creek and Phillipe Creek that are crossed by the project

**Comments on Effects to Resources:**

None found.

**Additional Comments (optional):**

A Sovereign and Submerged Lands permit will be required for this project.

**Coordinator Feedback:** None

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the US Environmental Protection Agency
- No review submitted from the Federal Highway Administration

## Water Quality and Quantity

### Coordinator Summary

#### 3 Summary Degree of Effect

*Water Quality and Quantity Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

Both the SWFWMD and USEPA noted that the proposed project crosses many tributaries and drainage basins, some of which connect to an Outstanding Florida Water (Terra Ceia Aquatic Preserve) or are Sovereign Submerged Lands (Manatee River, Braden River, Cooper Creek, and Buffalo Creek). The proposed project is located within the Evers Reservoir Watershed Protection Overlay District and the Manatee County Special Treatment Overlay District, both of which may require stricter permitting criteria. Evers Reservoir serves the City of Bradenton as a public water supply. Because a portion of the proposed project is upstream of Evers Reservoir, treatment criteria in the Evers watershed will need to be increased by 50 percent of the treatment volume typically required by SWFWMD regulations. Depending on final design configurations, other stricter water quality criteria may be required for specific portions of the proposed project. Depending upon the time of ERP issuance, the proposed project may also have to include TMDL remediation measures. Due to these factors, we would recommend a water quality and quantity DOE of moderate for this project. Additionally,

FDEP indicated no further action.

#### ETAT Reviews for Water Quality and Quantity

##### 3 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/31/2005)

*Water Quality and Quantity Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Many streams and rivers that intersect this Highway

**Comments on Effects to Resources:**

It is unclear how many bridge improvements / widenings are needed. The project will extend over many drainage basins. Impact on water quality and water flow is greatly uncertain.

**Coordinator Feedback:** None

##### 4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Water Quality and Quantity Effect: Substantial*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

There are several tributary crossings on this project that are directly connected to Outstanding Florida Waters (Terra Ceia Aquatic Preserve) or that cross Sovereign Submerged Lands (Manatee River, Braden River, Cooper Creek, and Buffalo Creek). It is recommended that the FDOT consider the additional requirements placed on surface water management systems that are placed in such areas.

**Comments on Effects to Resources:**

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the District's ERP Basis of Review (BOR). This includes the following issues:

- (a) Pre- and post-development peak discharge rate match for each sub-basin along the I-75 corridor at each location runoff discharges from the right-of-way. Hydraulic routing through surface water storage areas and using appropriate tailwater information, will also be necessary. Manatee County has imposed up to a 50% reduction in discharge rates for projects in area of known flooding. These include the all of the Braden River watershed which has a 25% reduction in discharge rates and the Buffalo Creek Watershed which has the full 50% reduction in discharge rates.
- (b) Making provisions to allow runoff from up-gradient areas to be conveyed to down-gradient areas

without adversely affecting the stage point or manner of discharge and without degrading water quality. Refer to Section 4.8 of the ERP BOR.

Several of the existing bridges on this project currently discharge untreated stormwater runoff directly to receiving waters by deck scuppers.

**Additional Comments (optional):**

An Environmental Resource Permit will be required for this project.

There are several SWFWMD Environmental Resource Permit ERP permits that have been issued for individual components of this project and for projects that appear to overlap this project such as intersection improvements. However there does not appear to be a single master permit for the entire project. It is recommended that the FDOT consider incorporating previous permits by reference into a new permit application for this project to simplify the application and review process.

There are several SWFWMD ERP permits that have been issued for adjacent developments on the east and west sides of this project. It is likely that those developments rely on the current hydraulic performance of the cross drain culverts bridge-culverts and bridges. It is recommended that the FDOT provide a hydraulic analysis of the cross drain structures for the existing and proposed conditions to demonstrate no-adverse impact to adjacent permitted systems. A bridge hydraulics report is recommended for any bridge modifications as part of the ERP permitting process.

The names and addresses of individuals or entities whose property will be taken for the roadway improvements will need to be submitted. Since the FDOT has powers of eminent domain this information will be needed to facilitate noticing such individuals pursuant to Rule 40D-1.607 7 F.A.C.

In-stream water quality protection and treatment of stormwater discharge will be needed for the project in accordance with Chapters 3 and 5 of the ERP Basis of Review. Treatment of stormwater runoff will be required as additional traffic lanes are proposed. Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes for both bridges and roadways plus the runoff from all other directly connected impervious areas contributing to the treatment systems both on and off-site.

Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes plus the runoff from all other directly connected impervious areas contributing to the treatment system facilities both on and off-site.

It should be noted that the project in the vicinity of the Braden River traverses the Evers Reservoir Watershed Protection Overlay District and the Manatee Co. Special Treatment Overlay District both of which may require stricter permitting criteria. Evers Reservoir serves the city of Bradenton as a public water supply making it a Class I surface water. The project should be designed constructed and operated to not impair the City's existing legal use of that facility either from water quantity or quality standpoints. Because the project is upstream of Evers Reservoir treatment criteria in the Evers watershed will need to be increased by 50%. Depending on final design configurations other stricter water quality criteria may be required for specific portions of the project.

There are three watersheds in the vicinity of the project which either have TMDL parameters set or are expected to be set by 2008. The FDOT depending upon the anticipated time of issuance for the SWFWMD ERP permit may want to consider these TMDLs when designing their water quality management components of the surface water management system. The FDOT must be prepared to implement appropriate TMDL remediation measures.

Water quality data available from FDEP Manatee County EPA from the Manatee and Braden Rivers should be compiled and analyzed. A report should be prepared demonstrating that the project both during

and after construction will not degrade the water quality of 1 the Manatee River and all other streams except the Braden River below their Class III designated use classifications or 2 the Braden River below its Class I designation.

The ERP BOR document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management system will meet the conditions for issuance. Parameters that are frequently over- or under-estimated include: seasonal high water seasonal high groundwater table historic basin storage floodplain storage floodway hydraulic capacity peak discharge rates and timing total discharged volume and off-site hydrograph timing impacts. Site-specific design data is preferable to book values. It is recommended that the FDOT consider providing a pond siting report that addresses these design approaches and criteria.

Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes for both bridges and roadways plus the runoff from all other directly connected impervious areas contributing to the treatment systems both on and off-site. If equivalent treatment is to be considered the applicant must reasonably demonstrate that the alternate contributing areas are equivalent to the new and existing directly connected impervious areas that contribute to the treatment systems the pollution abatement is equivalent and the treatment benefits occur in the same receiving waters and in the same locality as the existing points of discharge from the new project area. It is recommended that the FDOT carefully consider stormwater quality treatment together with water quality impacts to wetlands and other surface waters when designing the water management bridge and roadway widening components of this project.

Several of the existing SWFWMD ERP permits on this project are for scour protection projects. It is recommended that the FDOT include a scour study for each bridge-culvert or bridge cross drain along this project in the ERP application.

The following projects adjacent to I-75 have been permitted by the District and the file of record may contain helpful information for the design of the I-75 improvements:

Tuscany Lakes ERP 43023652.000  
JP Igloo Hockey Complex ERP 43017551.000  
Mangrove Pointe ERP 43028370.000  
River Place ERP 43023478.000  
Crystal Lakes ERP 43046772.000  
Ceekwood East Corporate Park ERP 43005641.020

SWFWMD's Minimum Flows and Levels Program is scheduled to adopt minimum flows on the freshwater reach of the Braden River in 2006. The Manatee River and the Braden River estuary are scheduled for similar action in 2007. This work will result in a HEC-RAS model of the Braden River upstream of the reservoir for which stage versus discharge information will be generated. In the Manatee River and the Braden River downstream of the reservoir a hydrodynamic model will be produced. These data will be available to FDOT for use in the project design/development phases.

SWFWMD's Manatee River Comprehensive Watershed Management CWM project goals are to preserve and improve water quality and natural systems in the basin. CWM provides a mechanism for SWFWMD coordination with local and state agencies on projects that have potential impacts on water resources. It is recommended that FDOT consider these and other CWM goals in project design and construction.

SWFWMD's agency mission and its SWUCA program goals include maintaining the hydrologic and environmental integrity of groundwater and surface water resources. These goals will be attained by the implementation of SWFWMD's permitting program and the acquisition of lands in the Lower Manatee River Floodway Acquisition Project which this project traverses. It is recommended that the FDOT maintain close coordination with the District's land acquisition program particularly because the existing roadway crosses portions of SWFWMD's proposed Lower Manatee River Floodway Acquisition Project.

The District has assigned pre-application file number PA3303 for the purpose of tracking their participation

in the ETDM review of this project. File PA3303 is maintained at the Sarasota Service Office of the SWFWMD. Please refer to PA3303 whenever contacting District regulatory staff regarding this project.

**Coordinator Feedback:**None

**2** ETAT Review by Lindy McDowell, FL Department of Environmental Protection (03/30/2005)

*Water Quality and Quantity Effect: Minimal to None*

**Coordination Document:***The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:**N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:**None

- No review submitted from the Federal Highway Administration

## Wetlands

### Coordinator Summary

**3** Summary Degree of Effect

*Wetlands Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (7/01/2005)

**Comments:**

Wetlands DOE Guidelines

The ETDM EST allows a quantitative approach to evaluating DOEs for potential wetland impacts. Two of these datasets, the National Wetlands Inventory shape file and the 1995 Wetlands shape file, were used to develop the following guidelines for assigning DOEs:

Largest Acreage

Reported by NWI Shape Recommended  
file or 1995 Wetlands file Degree of Effect  
within 100-foot buffer

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0 - 10 Minimal to None  
10 - 50 Moderate  
>50 Substantial

The 100-foot buffer (200-foot project corridor) was selected since the majority of project impacts would occur within this area. The recommended DOE was based on the premise that most projects will affect only a portion of the wetlands reported within the 100-foot buffer (i.e, the constructed project will not occupy the full 100-foot buffer). It is important to note that this methodology is only a guideline and the FDOT recommended DOE may differ based on other information within the screening tool or provided by an agency.

**Agency Comments**

All of the reviewing agencies noted that the proposed project crosses numerous wetland areas and that wetland impacts should be avoided or minimized. The NMFS identified the Manatee River, which the proposed project crosses, as designated EFH for postlarvae/juvenile, sub-adult and adult, red drum and gray snapper, and juvenile gag and Spanish mackerel. Specific categories of EFH that could be affected by the proposed project include mangrove wetlands, estuarine water column, and non-vegetated bottoms. The ETDM EST identified 23.1 acres of estuarine wetlands and 9.2 acres of palustrine wetlands within the projects 100-foot buffer. For these reasons, we would recommend a wetlands DOE of moderate for this project.

ETAT Reviews for Wetlands

**3** ETAT Review by Manu Chacko, Federal Highway Administration (03/31/2005)

*Wetlands Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Agency concerns need to be addressed.

**Comments on Effects to Resources:**

None found.

**FDOT District 1 Feedback to Federal Highway Administration's Review**

*Comments:* FDOT will complete a Wetlands Evaluation Report.

*Date Feedback Submitted:* 7/1/2005

**3** ETAT Review by Maher Budeir, US Environmental Protection Agency (03/31/2005)

*Wetlands Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Wetlands

**Comments on Effects to Resources:**

The extent of wetlands impacted is wide. Mitigation is needed along with analysis on the impact of lost wetland resources on the hydrology.

**FDOT District 1 Feedback to US Environmental Protection Agency's Review**

*Comments:* FDOT will complete a Wetlands Evaluation Report.

*Date Feedback Submitted:* 7/1/2005

**4** ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Wetlands Effect:* Substantial

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Approximately 82 acres of wetlands within a 200-foot buffer of the proposed alignment (~ 10% of project corridor). Approximately 40 acres of FFWCC Priority Wetlands (1-6 focal species) within a 200-foot buffer of the proposed alignment. Approx. one acre of mangroves within a 200-foot buffer of the proposed alignment. Terra Ceia State Buffer Preserve within a one mile buffer of the proposed alignment. Coordination with FFWCC and USFWS will be required for wetland-dependent listed species. Project traverses eight named streams and several unnamed streams. The majority of the freshwater wetlands in the project area are forested systems, while herbaceous systems and mangroves occupy the channels of the Manatee River. In the upper reaches of the Braden River, wetlands also are chiefly forested systems.

**Comments on Effects to Resources:**

The decision to widen the roadway to the inside or to the outside of existing lanes will affect the degree of wetland and surface water impacts, hence mitigation requirements, associated with the project. Wetland impact elimination, both along existing lanes and at interchanges, may be possible by electing to widen to the inside of the existing roadway wherever feasible. The overall wetland and wildlife impacts of the project can be reduced by means of appropriate precautions during construction combined with adequate and appropriate wetland mitigation within the Manatee River Watershed.

**Additional Comments (optional):**

An Environmental Resource Permit will be required for this project.

Since this project is proposed as a capacity improvement along an existing roadway alignment, depending on the final design selection, there could be significant impacts to native habitats including wetlands and surface waters. It is recommended that the FDOT prepare a specific land cover map of the project corridor. For planning purposes, general wetland and surface water delineations should be conducted on aerial maps; depicting the location and potential impacts (e.g. acreage, habitat types, quality) of the wetlands and surface waters; and a summary of the impact type (e.g. filling, dredging, shading, permanent, temporary). As the roadway design proceeds and wetland and surface water impact conditions are further qualified and quantified, an assessment of the anticipated wetland habitat impacts should be conducted utilizing the state's Uniform Mitigation Assessment Method (UMAM).

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Mitigation Program (Chapter 373.4137, F.S.)

requires the FDOT to submit anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude an FDOT project in whole or in part if the District is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted by FDOT. The SWFWMD is currently evaluating habitat restoration opportunities in the Manatee River basin. The ability to appropriately mitigate all or a portion of the anticipated I-75 wetland and surface water impacts through the program will depend on the impact (quality, quantity, habitat types) and FDOT providing sufficient notification with accurate impact information. The SWFWMD has noted that land costs in Manatee County are increasing and available sites for mitigation are becoming difficult to locate. Available mitigation credits are getting committed at Hidden Harbour and a proposed mitigation bank may not be implemented (as of this writing).

Since this project is proposed as a capacity improvement along an existing roadway alignment, there may be the potential of significant wildlife habitat impacts. Wildlife habitat along much of the length of the existing roadway has been recognized as important for sustaining populations of both listed and non-listed species. The project site traverses wetlands and uplands along much of its length that support 1-6 focal species. Specific surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the need for wildlife accommodations at particularly important locations along the project. The FWCC data on the site should be updated to the present time and applied to this project.

The District has assigned pre-application file number PA3304 for the purpose of tracking their participation in the ETDM review of this project. File PA3304 is maintained at the Sarasota Service Office of the SWFWMD. Please refer to PA3304 whenever contacting District regulatory staff regarding this project.

#### **FDOT District 1 Feedback to Southwest Florida Water Management District's Review**

*Comments:* FDOT will complete a Wetlands Evaluation Report.

*Date Feedback Submitted:* 7/1/2005

3

ETAT Review by Lindy McDowell, FL Department of Environmental Protection (03/30/2005)

*Wetlands Effect:* Moderate

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

#### **Identified Resources and Level of Importance:**

The National Wetland Index GIS report indicates that there are 81.8 acres of wetlands within 200 feet of the project area (46 acres of estuarine and acres 35.8 of palustrine). The Wetlands 2000 GIS report lists cypress, emergent aquatic vegetation, freshwater marshes, mangrove, swamps, saltwater marshes, stream and lake swamps (bottomland), wet prairies, and wetland forested mixed as wetland habitats found within the 200 foot project buffer.

#### **Comments on Effects to Resources:**

The environmental resource permit applicant will be required to eliminate or reduce proposed wetland

resource impacts of the I-75 widening to the greatest extent practicable. Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits. Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative. After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values.

**FDOT District 1 Feedback to FL Department of Environmental Protection's Review**

*Comments:* FDOT will complete a Wetlands Evaluation Report.

*Date Feedback Submitted:* 7/1/2005

**4** ETAT Review by David A. Rydene, National Marine Fisheries Service (03/29/2005)

*Wetlands Effect: Substantial*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Estuarine wetlands utilized as fish habitat by managed fish species and their prey.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service NMFS has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 4792. The Florida Department of Transportation proposes widening I-75 from north of University Parkway to Mocassin Wallow Road in Manatee County Florida. The project would widen I-75 from the existing six lanes to eight lanes.

NMFS staff conducted site inspections of the project area on February 28 2005 and March 24 2005 to assess potential concerns to living marine resources within the Manatee River and Tampa Bay. Certain estuarine habitats within the project area are designated as Essential Fish Habitat EFH as identified in the 1998 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act Magnuson-Stevens Act. The Manatee River which exists in the project area has been identified as EFH for postlarvae/juvenile subadult and adult red drum and gray snapper. and juvenile gag and Spanish mackerel by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangrove wetlands estuarine water column and non-vegetated bottoms are specific categories of EFH that may be impacted by the project. It is apparent that any widening of the I-75 bridge spanning the Manatee River will result in the loss of some mangrove wetlands. Federal agencies which permit fund or undertake activities which may adversely impact EFH are required to consult with NMFS and as a part of the consultation process an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:

1. A description of the proposed action.
2. an analysis of the effects including cumulative effects of the proposed action on EFH the managed fish species and major prey species.
3. the Federal agency's views regarding the effects of the action on EFH. and
4. proposed mitigation if applicable.

Provisions of the EFH regulations 5B50 CFR 600.920 c5D allow consultation responsibility to be formally delegated from federal to state agencies including FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or FDOT it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project.

**FDOT District 1 Feedback to National Marine Fisheries Service's Review**

*Comments:* FDOT will complete a Wetlands Evaluation Report.

*Date Feedback Submitted:* 7/1/2005

**3** ETAT Review by CalLee Davenport, US Fish and Wildlife Service (03/25/2005)

*Wetlands Effect:* Moderate

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Federally listed plant and animal species, migratory birds, and habitats that support them. Wetlands. High level of importance.

**Comments on Effects to Resources:**

The Environmental Screening Tool's database indicates that the site may contain wetlands and other lands that provide habitat for fish and wildlife. Therefore we recommend that the project be designed to reduce impacts to these resources to the greatest extent practicable. If impacts to wetlands occur we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources. Where necessary the FDOT should also investigate the need for the installation of wildlife under passes large box culverts or other such structures along the corridor to maintain or improve wildlife movement and hydrological flow in the area.

**Additional Comments (optional):**

In the 200 foot buffer distance (788.5 acres) GIS analysis, approximately 46 acres of wetlands are classified as estuarine wetlands, including 11 acres of saltwater marshes and approximately 1 acre of mangrove swamps. Approximately 36 acres have been classified as palustrine wetlands, including 10.5 acres of streams/lake swamps (bottomland type), 7.9 acres of freshwater marshes, 1.5 acres of cypress wetlands, and 6.5 acres of wetland forested mixed wetlands.

**FDOT District 1 Feedback to US Fish and Wildlife Service's Review**

*Comments:* FDOT will complete a Wetlands Evaluation Report.

*Date Feedback Submitted:* 7/1/2005

ETAT Review by Harry Bergmann, US Army Corps of Engineers (03/23/2005)



3

*Wetlands Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The proposed project would likely impact wetlands and other waters of the United States (U.S.). A delineation of the proposed project site should be conducted to determine the amount and type of water of the U.S. that would be impacted. The proposed corridor would likely impact tributaries to navigable waters, navigable waters, and wetlands adjacent to waters of the United States.

**Comments on Effects to Resources:**

The proposed corridor would cross the Manatee River, a tidal navigable water. Impacts to tidal wetland systems should be avoided. Direct effects from the placement of fill and secondary effects the project may have on adjacent wetlands should be considered. Hydrologic connectivity of the wetlands on and near the project site may be limited if design measures do not take into account current flow patterns.

**Additional Comments (optional):**

Adhere to the Section 404 (b) 1 Guidelines (40 CFR Part 230) and the public interest review (33 CFR Part 320.4). A compensatory mitigation plan must be developed to replace any lost functions associated with unavoidable impacts to waters of the United States that may occur as a result of the proposed project. The bridge portion of the project would be reviewed by the USCG, the Corps would review any fill in waters of the U.S. associated with the approaches to the bridge.

**FDOT District 1 Feedback to US Army Corps of Engineers's Review**

*Comments:* FDOT will complete a Wetlands Evaluation Report.

*Date Feedback Submitted:* 7/1/2005

Wildlife and Habitat

Coordinator Summary

3

Summary Degree of Effect

*Wildlife and Habitat Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (7/01/2005)

**Comments:**

The SWFWMD stated that habitats adjacent to the proposed project have been recognized as important for sustaining populations of both listed and non-listed species and recommends updated wildlife surveys. The FHWA used the ETDM EST to identify wildlife and habitat resources within 100 feet of the proposed project including environmentally sensitive shorelines; several creeks, streams, and sloughs; and biodiversity hotspots. The USFWS used their GIS database to identify an active wood stork nesting colony approximately 1.7 miles west-southwest of the project corridor and a bald eagle nest (FFWCC No. MN-007) near the project site. A subsequent search of the FFWCC Eagle Nest Locator website indicates this nest site is within 1,500 feet of the proposed project. The USFWS recommends that any lost foraging habitat for the woodstork (i.e., wetlands) be

replaced within the CFA of the affected colony or that wetland credits be purchased from a Service Approved mitigation bank outside of the CFA provided the impacted wetlands are within the banks permitted service area. Currently, the proposed project is not within the service area of any Service Approved wetlands mitigation bank. The USFWS also believes that the West Indian manatee, Florida scrub jay, and eastern indigo snake have the potential to occur near the proposed project. Accordingly, the USFWS recommends a Biological Assessment be prepared for the project during the Project Development and Environment Process. Because of the presence of the active wood stork nesting colony and potential presence of the bald eagle and other listed species, we concur with the USFWSs and FHWAs wildlife and habitat DOE of moderate for this project.

#### ETAT Reviews for Wildlife and Habitat

##### 3 ETAT Review by Manu Chacko, Federal Highway Administration (03/31/2005)

*Wildlife and Habitat Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The EST indicates the following resources within 100 feet of the existing roadway which should be coordinated with the appropriate agencies to avoid or minimize impacts:

- Greater Tampa Bay EMA
- Environmentally Sensitive Shorelines
- A number of creeks streams and sloughs
- Biodiversity Hotspots

**Comments on Effects to Resources:**

None found.

**FDOT District 1 Feedback to Federal Highway Administration's Review**

*Comments:* An Endangered Species Technical Memorandum will be prepared for the project during the Project Development and Environment Process.

*Date Feedback Submitted:* 7/1/2005

##### 4 ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Wildlife and Habitat Effect: Substantial*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Wildlife habitat along much of the length of the existing roadway has been recognized as important for sustaining populations of both listed and non-listed species. The project site traverses wetlands and uplands along much of its length that support 1-6 focal species.

**Comments on Effects to Resources:**

None found.

**Additional Comments (optional):**

Specific surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the need for wildlife accommodations at particularly important locations along the project. The FWCC data on the site should be updated to the present time and applied to this project.

**FDOT District 1 Feedback to Southwest Florida Water Management District's Review**

*Comments:*An Endangered Species Technical Memorandum will be prepared for the project during the Project Development and Environment Process.

*Date Feedback Submitted:*7/1/2005

**3** ETAT Review by CalLee Davenport, US Fish and Wildlife Service (03/25/2005)

*Wildlife and Habitat Effect: Moderate*

**Coordination Document:***The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:**N/A

**Identified Resources and Level of Importance:**

Federally listed plant and animal species, migratory birds, and habitats that support them. Wetlands. High level of importance.

**Comments on Effects to Resources:**

The Service has reviewed our Geographic Information Systems GIS database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service's GIS database is a compilation of data received from several sources.

An active nesting colony of the endangered wood stork *Mycteria americana* are located approximately 1.7 miles west/southwest of the project corridor. The Service believes that the loss of wetlands due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork we recommend that any lost foraging habitat resulting from the project be replaced near the affected nesting colony. Moreover wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action.

A bald eagle *Haliaeetus leucocephalus* nest Fish and Wildlife Conservation Commission numbers MN-007 is located near the project site. If the project corridor occurs within 1 500 feet of a bald eagle nest than the FDOT should follow our Bald Eagle Habitat Management Guidelines listed at [http://northflorida.fws.gov/BaldEagles /Documents/eagle-habitat.pdf](http://northflorida.fws.gov/BaldEagles/Documents/eagle-habitat.pdf).

The proposed project crosses the Manatee River which is inhabited by the West Indian manatee *Trichechus manatus latirostris*. The Service recommends that FDOT follow the Service's Standard Manatee Construction Condition regarding any construction near waters that are occupied by the manatee to minimize the possibility of take. If explosives are to be used during construction FDOT will need to coordinate with the Service well in advance of their planned use.

The Service believes that these additional federally listed species also have the potential to occur near the project site: Florida scrub-jay *Aphelocoma coerulescens* and Eastern indigo snake *Drymarchon corais couperi*. Accordingly the Service recommends that the Florida Department of Transportation FDOT

prepare a Biological Assessment for the project as required by 50 CFR 402.12 during the FDOT's Project Development and Environment process.

The Service has not conducted a site inspection to verify species occurrence or validate the GIS results. However we assume that listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of listed species.

**FDOT District 1 Feedback to US Fish and Wildlife Service's Review**

*Comments:*An Endangered Species Technical Memorandum will be prepared for the project during the Project Development and Environment Process.

*Date Feedback Submitted:*7/1/2005

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the FL Fish and Wildlife Conservation Commission
- No review submitted from the US Forest Service

**ETAT Reviews: Cultural**

**Historic and Archaeological Sites**

**Coordinator Summary**

**3** Summary Degree of Effect

*Historic and Archaeological Sites Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (7/01/2005)

**Comments:**

FDOS Summary Comment: Of particular concern are potential interchange improvements.

Federal Highway Administration Summary Comment: There appears to be a cemetery along the proposed project, this could not be verified and needs to be.

Response: The GIS Analysis Report identified six archaeological sites within 5,280 feet (one mile) of the project area, one within 500 feet, and one within 100 feet of the project area. One previously recorded historic cemetery and five historic resources were identified within 5,280 feet (one mile) of the project area. The GIS Analysis Report also revealed that no previously recorded bridges, resource groups or NRHP-listed resources exist in the project area. Thirty-three surveys have been conducted within one mile of the project area.

Information obtained by Janus Research in addition to information provided by the GIS Analysis, found that there are 13 high and eight moderate probability zones in the project area as well as eight previously recorded archaeological sites (listed in the table below).

FMSF # Site Name TRS Description Surveyor's SHPO

Buffer Significance Evaluation

Distance

(Feet) Evaluation

8MA11 Rocky Bluff T28S/R26E Pre-Columbian Not Not  
700 S25 lithic scatter Evaluated Evaluated

8MA34 Musgrave T35S/R18 Pre-Columbian NRHP- Potentially  
5,200 Mound S10&11 burial mound & Eligible NRHP-Eligible  
First Spanish  
Period  
(AD1513-1763)  
site

8MA38 No Name T34S/R18E Glades period Not Not  
Within S16 (1000 BC-AD1700) Evaluated Evaluated Project campsite Area

8MA44 No Name T33S/R18E Pre-Columbian Not Not  
2,000 S29 burial mound Evaluated Evaluated

8MA45 No Name T33S/R18E Pre-Columbian Not Not  
2,000 S29 mound Evaluated Evaluated

8MA47 No Name T34S/R18E Pre-Columbian Not Not  
Within S9&16 mound Evaluated Evaluated Project  
Area

8MA132 Eagle Nest T34S/R18E Glades period Not Not  
1,800 S22 (1000 BC-AD1700) Evaluated Evaluated  
special use site

8MA1291 Frog Creek T33S/R18E Pre-Columbian Not Not  
2,100 Camp S29 special use Evaluated Evaluated  
site

For the review purposes, a buffer of 500 feet was determined to be more than adequate to identify previously recorded historic resources. Therefore, the results would only include resources that are in close proximity to the project area that may be affected by improvements. Research revealed that no previously recorded historic resources (including cemeteries, bridges, and resource groups) are located within 500 feet of the project area. The resources identified in the GIS Analysis Report were too far from the project area to be affected. No previously recorded historic resources were identified by Janus Research within the 500 foot buffer.

Thirty-three surveys have been conducted within one mile of the project area. However, more specifically, the following 17 surveys cover the project area, intersect with the project area, or are within 500 feet of the project area.

Survey Title Author Pub. Coverage  
# Date in Relation  
to Project Area

=====



133 An Archaeological and Historical Survey of ACI 1979 Survey Area Covers the Proposed Tara Development Property a Portion of Current in Manatee Co.,FL Project Area

1005 An Archaeological and Historical Survey of Piper 1984 Survey Area Covers the Cooper Creek Property in Manatee Co., FL Arch. a Portion of Current Research Project Area

2069 CRAS of the Creekwood Development, Janus 1988 Survey Area Covers Manatee Co., FL Research a Portion of Current Project Area

2214 The Proposed Multi-Laning of SR 70 (Oneco Road), Browning, 1986 Survey Area Intersects from SR 683 (Old US 301) to Lorraine Road, William D. with Current Manatee Co., FL Project Area

2443 CRAS of the Proposed Gateway North DRI Layman, 1990 Survey Area Intersects Development Site, Manatee Co., FL Sylvia M. with the North End of Current Project Area

2620 Cultural Resources Survey, 8.3 Miles of U.S. ACI 1990 Within 100 Feet of 301 in Manatee Co.,FL Current Proejct Area

2779 CRAS of the Proposed University Lakes DRI Janus 1991 Survey Area Covers Development Property, Manatee Co., FL Research a Portion of Current Project Area

5540 CRAS for the Heritage Sound DRI/ADA Project Janus 1998 Survey Area Covers Site, Manatee Co., FL Research a Portion of Current Project Area

5710 CRAS for the State Road (SR) Improvements S.E.I.R. Janus 1999 Survey Area Covers from Interstate 75 to East of the Haile Middle Research a Portion of Current School Entrance in Manatee Co., FL Project Area

5769 CRAS, Colonial Village at Braden River, ACI 1999 Survey Area Covers Archaeological Consultants, I1999 Manatee Co.,FL a Portion of Current Project Area

6066 CRAS for the State Road (SR) 70 PD&E Study from Janus 2000 Within 100 Feet of West of Interstate 75 to Lorraine Road Research Current Proejct Area in Manatee Co., FL

6079 CRAS S.R. 64 from East of I-75 to Lorraine Road, ACI 2000 Within 100 Feet of

Manatee Co., FL Current Project Area

6341 An Archaeological and Historic Survey of the Pan 2001 Survey Area Covers River Place Project Area in Manatee Co., FL American a Portion of Current Project Area

7115 A Reconnaissance Survey and CRAS of the Proposed Richards, 2002 Survey Area Covers Applebee's and Future Restaurant Development Storm, L. a Portion of Current Site, Manatee Co., FL Project Area

7628 An Archaeological and Historical Survey of the Batatgas, 2001 Survey Area Covers Proposed Williams Creek Tower Location in Juliet T. a Portion of Current Manatee Co., FL Project Area\*

9144 Cultural Resource Reconnaissance Survey/ Section ACI 2003 Survey Area Covers 106 Review Proposed Lena Road Communication Tower a Portion of Current Site 3331 Manatee Co., FL Project Area\*

8890 CRAS State Road 70 from West of I-75 to Lakewood ACI 2002 Within 500 Feet of Ranch Boulevard, Manatee Co., FL Current Project Area

\*Cell Tower Surveys do not conform to the standard Section 106 process. Therefore, all historic resources within the cell tower survey area were not identified as part of the project.

In addition to the information found in the GIS Analysis Report, Janus Research consulted the following sources of information not available on the EST: the Manatee County Property Appraiser, the Rubonia Terra Ceia Cemetery Association, and USGS Quadrangle maps. The General Land Office township survey maps, surveyors fieldnotes, and pertinent environmental data, such as soil character and drainage, topography, and proximity to water were also analyzed to provide preliminary data about archaeological probability within the project area. This analysis identified the potential for unrecorded resources in close proximity to the project area. The information below details the methods and results obtained by Janus Research for previously and unrecorded archaeological sites, historic resources, resource groups, historic districts, NRHP-eligible resources, and prior surveys.

The entire project area was subject to a random online property search, using interactive maps through the Manatee County Property Appraiser. The search resulted in the identification of one pre-1957 property adjacent to the corridor, 7616 41st Avenue East; Year Built: circa 1910; Effective Year Built: (alteration date) 1960. Through USGS Quadrangle Map analysis approximately 10 historic buildings were identified. A cemetery was also identified on the USGS Quadrangle Map. Limited research, including an internet search and telephone correspondence revealed that the unrecorded historic Rubonia Terra Ceia Cemetery, an African-American cemetery, which could contain unmarked burials, is located within 150 feet of the project area. This is likely the cemetery noted by the Federal Highway Administration in their comments. A railroad crosses the project corridor, and historic resources associated with the railroad may be present.

Summary Comments: Based on our background research, there is the potential for over 10 unrecorded historic resources, and one historic cemetery within the project area. It is recommended that prior to any ground disturbing activity, a systematic cultural resource assessment survey should be conducted in the project corridor.

Based on the likelihood of unrecorded resources, this project may have a Moderate Degree of Effect on cultural resources.

#### ETAT Reviews for Historic and Archaeological Sites

##### **2** ETAT Review by Manu Chacko, Federal Highway Administration (03/31/2005)

*Historic and Archaeological Sites Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

There appears to be a cemetery along the proposed project, this could not be verified and needs to be.

**Comments on Effects to Resources:**

None found.

**FDOT District 1 Feedback to Federal Highway Administration's Review**

*Comments:* FDOT will complete a Cultural Resource Assessment Survey.

*Date Feedback Submitted:* 7/11/2005

##### **2** ETAT Review by Brian Yates, FL Department of State (03/31/2005)

*Historic and Archaeological Sites Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Florida Site File Cemeteries

Buffer distance: 5280 ft. (22744.84 acres).

Site ID Cemetery Name  
MA00708 GILLETTE CEMETERY, INCORPORATED

Florida Site File Historic Standing Structures

Buffer distance: 5280 ft. (22744.84 acres).  
Site ID Structure Name  
MA00707 OLD GILLETTE SCHOOL HOUSE  
MA01026 HARLLEE FARMS BUILDING #1  
MA01027 HARLLEE FARMS BUILDING #2  
MA01028 HARLLEE FARMS BUILDING #3  
MA01038 8500-8507 SR 64

Florida Site File Archaeological or Historic Sites

Buffer distance: 100 ft. (393.55 acres).  
Site ID Site Culture Site Type Site Evaluation Survey Evaluation Site Name  
MA00038 ARTIFACT SCATTER-LOW DENSITY (< 2 PER SQ METER) NOT EVALUATED BY SHPO  
NOT EVALUATED BY RECORDER NN

Buffer distance: 200 ft. (788.53 acres).  
Site ID Site Culture Site Type Site Evaluation Survey Evaluation Site Name  
MA00038 ARTIFACT SCATTER-LOW DENSITY (< 2 PER SQ METER) NOT EVALUATED BY SHPO  
NOT EVALUATED BY RECORDER NN  
MA00047 PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO NOT EVALUATED BY RECORDER  
NN

Buffer distance: 500 ft. (1982.14 acres).  
Site ID Site Culture Site Type Site Evaluation Survey Evaluation Site Name  
MA00038 ARTIFACT SCATTER-LOW DENSITY (< 2 PER SQ METER) NOT EVALUATED BY SHPO  
NOT EVALUATED BY RECORDER NN  
MA00047 PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO NOT EVALUATED BY RECORDER  
NN

Buffer distance: 5280 ft. (22744.84 acres).  
Site ID Site Culture Site Type Site Evaluation Survey Evaluation Site Name  
MA00011 PREHISTORIC SHELL MIDDEN NOT EVALUATED BY SHPO NOT EVALUATED BY  
RECORDER ROCKY BLUFF  
MA00034 OTHER LAND-TERRESTRIAL NOT EVALUATED BY SHPO ELIGIBLE FOR NRHP NN  
MA00038 ARTIFACT SCATTER-LOW DENSITY (< 2 PER SQ METER) NOT EVALUATED BY SHPO  
NOT EVALUATED BY RECORDER NN  
MA00044 PREHISTORIC BURIAL MOUND(S) NOT EVALUATED BY SHPO NOT EVALUATED BY  
RECORDER NN  
MA00045 PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO NOT EVALUATED BY RECORDER  
NN  
MA00047 PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO NOT EVALUATED BY RECORDER  
NN  
MA00132 GLADES, 1000 B.C.-A.D. 1700 PREHISTORIC MOUND(S) NOT EVALUATED BY SHPO NOT  
EVALUATED BY RECORDER EAGLE NEST  
MA01291 PREHISTORIC WITH POTTERY CAMPSITE (PREHISTORIC) INELIGIBLE FOR NRHP  
INELIGIBLE FOR NRHP FROG CREEK CAMP

**Comments on Effects to Resources:**

Of particular concern are potential interchange improvements.

**FDOT District 1 Feedback to FL Department of State's Review**

*Comments:* FDOT will complete a Cultural Resource Assessment Survey.

*Date Feedback Submitted:* 7/1/2005

- No review submitted from the Seminole Tribe
- No review submitted from the Miccosukee Tribe

Recreation Areas

Coordinator Summary

**3** Summary Degree of Effect

*Recreation Areas Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (7/01/2005)

**Comments:**

The SWFWMD noted that the project would impact both the Manatee River Trail and the FDEP Office of Greenways and Trails Vision Biking and Equestrian Trail within a 200-foot buffer of the proposed alignment. SWFWMD stated that it is required to consider impacts to recreation areas as part of the public interest test during Environmental Resource Permitting. Due to the proximity of the recreation area to the proposed improvements, FDOT will develop a Determination of Applicability (DOA) for FHWA's review and determination related to Section 4(f). FDOT concurs with the moderate Degree of Effect because of the uncertainty of impacts to the resources.

ETAT Reviews for Recreation Areas

**3** ETAT Review by C. Lynn Miller, Southwest Florida Water Management District (03/30/2005)

*Recreation Areas Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Approximately 125 linear feet of impact is anticipated to the Manatee River Trail within a 200-foot of the proposed alignment. Approximately 500 linear feet of impacts are anticipated to the FDEP Office of Greenways and Trails - Vision Biking and Equestrian Trail within a 200 foot buffer of the proposed alignment.

**Comments on Effects to Resources:**



The SWFWMD is required to consider impacts to recreation areas as part of the public interest test during ERP permitting.

**Additional Comments (optional):**

An Environmental Resource Permit will be required for this project.

**FDOT District 1 Feedback to Southwest Florida Water Management District's Review**

*Comments:* FDOT will develop a Determination of Applicability (DOA) for FHWA's review and determination related to Section 4(f).

*Date Feedback Submitted:* 7/1/2005

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the US Environmental Protection Agency
- No review submitted from the Federal Highway Administration
- No review submitted from the National Park Service

Section 4(f) Potential

Coordinator Summary

**3** Summary Degree of Effect

*Section 4(f) Potential Summary Degree of Effect: Moderate*

**Reviewed By:**

FDOT District 1 (7/01/2005)

**Comments:**

FDEP and FHWA assigned a minimal to none Degree of Effect for Section 4(f) Potential, but neither provided any supporting commentary. FDEP indicated no further action is necessary. At this time no NRHP-listed or eligible resources have been identified within the 500 foot buffer area, so there does not appear the potential for Section 4(f) impacts to cultural resources at this level of analysis. Due to the proximity of recreation areas to the proposed widening, FDOT will develop a Determination of Applicability (DOA) for FHWA's review and determination related to Section 4(f). The uncertainty of impacts to the recreation areas, lead us to recommend a moderate Degree of Effect.

ETAT Reviews for Section 4(f) Potential

**2** ETAT Review by Manu Chacko, Federal Highway Administration (03/31/2005)

*Section 4(f) Potential Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**FDOT District 1 Feedback to Federal Highway Administration's Review**

*Comments:* FDOT will develop a Determination of Applicability (DOA) for FHWA's review and determination related to Section 4(f).

*Date Feedback Submitted:* 7/1/2005

**2** ETAT Review by Lindy McDowell, FL Department of Environmental Protection (03/30/2005)

*Section 4(f) Potential Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:** None

**ETAT Reviews: Community**

**Aesthetics**

**Coordinator Summary**

**2** Summary Degree of Effect

*Aesthetics Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

As no adverse aesthetic impacts are expected due to this proposed widening project, we recommend a minimal to none Degree of Effect.

## ETAT Reviews for Aesthetics

### 2 ETAT Review by Michael Gorton, FDOT District 1 (03/31/2005)

*Aesthetics Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

The project is not anticipated to create additional visual impacts to residential development located within the corridor. In 2000, approximately 16% of land within the one-mile project buffer was residential. It is probable that this percentage has significantly increased in the five-year period since the data was collected due to extreme development pressure. When I-75 was constructed, the project area was predominantly rural. Overtime, the land use character has changed to one that is more suburban and new development has been designed to mitigate proximity effects from this major transportation facility. For example, conservation and open space areas are typically located between the roadway and residential lots to buffer noise and visual impacts.

Since the 100- and 200-foot project buffers frequently fall within the existing I-75 right-of-way, the 500 foot project buffer has been utilized for analysis of aesthetic impacts to residential areas. Given the distance of residential and nonresidential development from the existing right-of-way, relocations should be minimal. The following provides an estimate of the residential lots that fall within or proximate to the 500 foot project buffer yet are outside the 200 foot project buffer.

SR 70 to 53rd Ave: 30 residential parcels

53rd Ave to SR 64: 60 residential parcels

SR 64 to US 301: 30 residential parcels and a multi-family development (south side of the Manatee River)

US 301 to Mocassin Wallow Rd: 130 single family parcels and a high density residential development (north of the Manatee River)

Relative to vibration effects, the only eye clinic in the project area is located approximately 0.65 miles from the project near US 301. There are no community facilities within 500 feet of the project.

**CLC Commitments and Recommendations:**

None.

**Coordinator Feedback:** None

- No review submitted from the Sarasota/Manatee MPO
- No review submitted from the Federal Highway Administration

## Economic

Coordinator Summary

**1** Summary Degree of Effect

*Economic Summary Degree of Effect: Enhanced*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

Enhanced accessibility to regional commercial and employment centers should stimulate economic activity and improve residential property values in the area. We recommend an enhanced Degree of Effect.

ETAT Reviews for Economic

**1** ETAT Review by Michael Gorton, FDOT District 1 (03/31/2005)

*Economic Effect: Enhanced*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

The project should benefit local businesses as a result of the increased capacity. The facility carries regional traffic that creates a market for businesses located near the corridor. Increase business activity could translate to higher property values and taxes revenues. Regional employment opportunities could be enhanced by increased connectivity to commercial and employment centers along Florida's gulf coast.

**CLC Commitments and Recommendations:**

The design of project interchanges should consider the accessibility needs of local businesses along commercial corridors such as SR 70, SR 64, and US 301. It is recommended that public outreach activities include members of the business community, as well as the general public, to obtain feedback on the potential for project-related economic effects.

**Coordinator Feedback:** None

- No review submitted from the Sarasota/Manatee MPO
- No review submitted from the Federal Highway Administration

Land Use

Coordinator Summary

**2** Summary Degree of Effect

*Land Use Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

DCA assigned a minimal to none Degree of Effect but did not provide any additional comment. The widening is consistent with Manatee County Comprehensive Plan, and would not appreciably change the character of the existing landscape. We recommend a minimal to none Degree of Effect.

ETAT Reviews for Land Use

**2** ETAT Review by Michael Gorton, FDOT District 1 (03/31/2005)

*Land Use Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Transitioning Rural Development Pattern  
2020 Manatee County Comprehensive Plan  
North Central Overlay District

**Comments on Effects to Resources:**

The greatest number of acres within the one-mile project buffer is devoted to undeveloped lands - both uplands and wetlands - 47% followed by agricultural lands 23.8% residential lands 16% and transportation/utilities 8%. Commercial lands represents only 1.5% 347 acres of the one mile buffer area. In the following existing land uses are described by segment:

SR 70 to 53rd Ave: Existing land uses within this segment consist of open space/conservation areas and residential associated with planned unit developments. Commercial development is predominantly located in along SR 70 and 53rd Avenue. A utility corridor traverses the I-75 corridor in this segment. Approximately 30 residential parcels are within or immediately outside the 500-foot project buffer.

53rd Ave to SR 64: Existing land uses within this segment consist of open space/conservation areas and residential associated with planned unit and large lot developments. Commercial development is predominantly located in along 53rd Avenue and SR 64. Approximately 60 residential parcels are within or immediately outside the 500-foot project buffer.

SR 64 to US 301: Existing land uses within this segment consist of open space/conservation areas low- and high-density residential development. Commercial development is predominantly along SR 64. Approximately 30 residential parcels and a multi-family development south side of the Manatee River are within or immediately outside the 500-foot project buffer.

US 301 to Mocassin Wallow Rd: Existing land uses within this segment consist of open space/conservation/recreation areas low- and high-density residential development. Commercial development is predominantly along SR 64. Approximately 130 single-family parcels and a high-density residential development north of the Manatee River are within or immediately outside the 500-foot project buffer.

The generalized future land use information within the one mile project buffer shows the following allocation of future land uses: single family 49% multi-family 41% estate residential 3% commercial 2% and industrial 1%. The study area is a transitioning rural area experiencing tremendous development pressure. A significant amount of residential development has been approved east of I-75.



The 2020 Manatee County Comprehensive Plan controls growth in the urban and rural areas of the county. The plan's Future Transportation Map series shows I-75 as a 10-lane facility. Urban land uses are restricted to the County's Urban Service Area and rural land uses are likewise controlled by policies in the plan. The project as proposed is consistent with both the transportation and future land use elements of the plan. The North Central Overlay District regulations convey the community's design preferences including standards for a nonmotorized transportation system e.g. sidewalks and trails.

The widening of I-75 an existing limited access expressway facility would not appreciably change the character or aesthetics of the existing landscape. Reductions in recreation and open space are also not anticipated as a result of right-of-way acquisition for the project. A portion of the Terra Ceia State Buffer Preserve exists near the north end of the project. however the majority of the preserve exists outside the one-mile project buffer.

**CLC Commitments and Recommendations:**

None. The project appears to be consistent with existing land uses as well as the County's future land use and transportation policies.

**Coordinator Feedback:**None

**2** ETAT Review by Gary Donaldson, FL Department of Community Affairs (03/11/2005)

*Land Use Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:**N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:**None

- No review submitted from the Sarasota/Manatee MPO
- No review submitted from the Federal Highway Administration

**Mobility**

**Coordinator Summary**

**1** Summary Degree of Effect

*Mobility Summary Degree of Effect: Enhanced*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

There are existing and proposed recreational facilities near the project that will require consideration, however, the project is expected to benefit automobile and freight mobility in the region. We recommend an enhanced Degree of Effect.

ETAT Reviews for Mobility

**1** ETAT Review by Michael Gorton, FDOT District 1 (03/31/2005)

*Mobility Effect: Enhanced*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

100' Buffer:

Willow-Ellenton Greenway  
Manatee River Blueway Trail  
Braden River Canoe Trail  
Bus Route 1  
CSX Railroad

500' Buffer:

Amtrak Station Bus Transfer

One-Mile Buffer:

Bus Routes 15 and 3  
Blackburn Elementary School  
Christian School of Fine Arts

**Comments on Effects to Resources:**

The purpose of the project is to enhance system mobility and accommodate travel demand generated by approved development in the project area. Although much of the land east of the facility is rural today, a significant amount of new development has been approved and is coming online rapidly. As a result, the area is becoming more suburban and will require infrastructure such as sidewalks, trails, and transit service that fits the suburban condition.

An Amtrak station (bus transfer) is located at SR 64 and I-75. There is one bus route that traverses the project corridor at US 301. This route serves the Ellenton Mall and other commercial development in the area. Two other bus routes serve the SR 64 corridor west of I-75. No park and ride facilities were evident along the corridor. The project is not anticipated to directly increase or decrease transit use in the area. Population growth along the I-75 corridor could generate enough demand in the future for a bus route on I-75. Transit service currently runs east west in relation to I-75, a north-south facility.

The only railroad within the project area is a CSX railroad that crosses the I-75 corridor north of Mendoza Road near the community of Parrish. Existing trail facilities in the project study area include the Willow-Ellenton greenway that crosses the I-75 corridor south of Moccasin Wallow Road, and blueways (paddle) trails on the Manatee and Braden rivers. Proposed trail facilities include an off-road biking trail which would

cross I-75 south of Mendoza Road and a north-south equestrian trail located approximately 0.6 miles west of I-75 and crossing the facility north of US 301. Additionally, a majority of the proposed project area is designated as multi-use trail priorities or paddling trail priorities.

Aside from trail use and short distance travel within residential developments, there is not a great deal of pedestrian activity in this rural/suburban environment. As development continues and infill occurs in the I-75 corridor, there will be more destinations close enough for people to access by foot or bicycle. The project is not anticipated to disproportionately affect the transportation disadvantaged population in the area. The schools located in the project area (west of I-75) are within the one-mile project buffer and are not likely to be affected by the project.

**CLC Commitments and Recommendations:**

The addition of two lanes to the existing interstate highway is anticipated to enhance automobile and freight mobility in the project area and regionally. The project's effect on other modes of transportation including pedestrian bicycle and transit will be dependent on the design of project interchanges where the only facility crossings can occur. Interchanges with crossroads should accommodate the needs of nonmotorized traffic so as not to deter pedestrian bicycle and transit use. Treatments such as sidewalk continuity and pedestrian crossings would also benefit the transportation disadvantaged population in the project area. Additionally there are existing and proposed recreational facilities e.g. multi-use and equestrian trails proximate to the project that will require consideration during project design.

**Coordinator Feedback:**None

- No review submitted from the Sarasota/Manatee MPO
- No review submitted from the Federal Highway Administration
- No review submitted from the Federal Transit Administration

Relocation

Coordinator Summary

**2** Summary Degree of Effect

*Relocation Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

As the additional lanes would be likely built within existing right-of-way, there is low potential for relocation. However, as right-of-way needs are determined, a detailed assessment of relocation effects should be conducted. We recommend a minimal to none Degree of Effect.

ETAT Reviews for Relocation

**2** ETAT Review by Michael Gorton, FDOT District 1 (03/31/2005)

*Relocation Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

Of the 1,982 acres within this buffer, residential uses comprise approximately 101 acres and commercial uses comprise approximately 33 acres of the 1,982 acres. Given the distance of residential and nonresidential development from the existing right-of-way, relocations should be minimal. There are no community facilities proximate to the project.

**CLC Commitments and Recommendations:**

The Department will conduct a more detailed assessment of relocation effects when project right-of-way needs are determined.

**Coordinator Feedback:** None

- No review submitted from the Sarasota/Manatee MPO
- No review submitted from the Federal Highway Administration

Social

Coordinator Summary

**2** Summary Degree of Effect

*Social Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

With one community focal point within the 500-foot project buffer, this widening project should not create any isolated areas. As well, emergency response and evacuation response times should be enhanced by the project. We recommend a minimal to none Degree of Effect.

ETAT Reviews for Social

**2** ETAT Review by Michael Gorton, FDOT District 1 (03/31/2005)

*Social Effect: Minimal to None*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

100' Buffer:

Greater Tampa Bay Ecosystem Management Area

One-Mile Buffer:

Tara Elementary

Blackburn Elementary

Christian School of Fine Arts

Braden River Fire Department

Manatee County Sheriff Mounted Police

Boat Ramp

Gamble Plantation

Ken W. Foster Recreation Center

Boat Ramp Poley Creek

Terra Ceia State Buffer Preserve

River Oaks Park

Sarasota Bay Ecosystem Management Area

Gillette Cemetery

Old Gillette School House

Harlee Farms Buildings 3

Golf Courses 6

Religious Facilities 10

**Comments on Effects to Resources:**

Within the one-mile project buffer the population has a lower percentage of minority residents Hispanic 3.7% Black

2% than Manatee County as a whole Hispanic

9.3% Black

8.2%. Conversely the percentage of the study area population 65 years of age or older represents approximately 35% of the population while the same statistic for the County is 24.9%. Displacement of these segments of the population or the population in general are not anticipated as a result of the project since residential areas are setback a considerable distance from the roadway.

Land use within the one-mile project buffer is primarily rural in character with residential uses accounting for approximately 16% of the overall land use. The 2000 land use data shows a number of small residential developments at points along the I-75 corridor. However conservation lands typically buffer these areas from the roadway. Residential areas appear to have developed independently on either side of I-75 so the project will not result in any segregation of neighborhoods. The area was predominantly rural when the interstate facility was initially constructed so neighborhoods on opposing sides of the roadway were developed independently. As such the additional of two lanes to the existing facility is not expected to create barriers between neighborhoods or affect community cohesion.

One community focal point is located within 500 feet of the project see listing above and several are located in the one-mile project buffer area. The unincorporated communities of Ellenton and Parrish are located north of US 301. The only major activity centers proximate to I-75 in the study area is the Ellenton Outlet Mall which attracts shoppers locally and regionally and commercial developments on SR 64 and SR 70.

The project is not anticipated to result in the creation of isolated areas that affect the ability of emergency services or law enforcement to provide service. Capacity improvement should have improved conditions for emergency service and evacuation response times.

**CLC Commitments and Recommendations:**

It is recommended that interchanges with crossroads should accommodate the needs of nonmotorized traffic so as not to deter pedestrian, bicycle, and transit use. Treatments such as sidewalk continuity and pedestrian crossings would also benefit the transportation disadvantaged population in the project area.



Additionally, the existing and proposed recreational facilities (e.g., multi-use and equestrian trails) proximate to the project that will require consideration during project design.

**Coordinator Feedback:**None

- No review submitted from the Sarasota/Manatee MPO
- No review submitted from the FL Department of Community Affairs
- No review submitted from the FL Department of Environmental Protection
- No review submitted from the US Environmental Protection Agency
- No review submitted from the Federal Highway Administration

## ETAT Reviews: Secondary and Cumulative

### Secondary and Cumulative Effects

#### Coordinator Summary

#### 2 Summary Degree of Effect

*Secondary and Cumulative Effects Summary Degree of Effect: Minimal to None*

**Reviewed By:**

FDOT District 1 (6/29/2005)

**Comments:**

The USEPA states that the proposed project covers a very wide area and there is a need to analyze the cumulative impact of all the wetlands loss/mitigation. The proposed project has been identified as having a potential DOE of moderate on coastal and marine resources, water quality and quantity, wetlands, and wildlife and habitat due to the numerous creek and river crossings and associated wetlands adjacent to the project. However, the proposed project is a level of service improvement of an existing roadway. The purpose of the project is not to provide access to existing undeveloped areas but to improve traffic flow. All wetland impacts and mitigation associated with construction of the project will meet state and federal permitting requirements. For these reasons, we would recommend a secondary and cumulative effects DOE of minimal to none for this project.

#### ETAT Reviews for Secondary and Cumulative Effects

#### 3 ETAT Review by Maher Budeir, US Environmental Protection Agency (03/30/2005)

*Secondary and Cumulative Effects Effect: Moderate*

**Coordination Document:** *The "Coordination Document" option was not available at the time of the review.*

**Dispute Information:**N/A

**At-Risk Resource:**Wetlands

**Comments on Effects:**

The project covers a very wide area. There is a need to analyse the cumulative impact of all the wetlands loss/mitigation.

**Recommended Avoidance, Minimization, and Mitigation Measures:**

None found.

**Recommended Actions to Improve At-Risk Resources:**

None found.

---

**At-Risk Resource:**Air Emissions

**Comments on Effects:**

None found.

**Recommended Avoidance, Minimization, and Mitigation Measures:**

None found.

**Recommended Actions to Improve At-Risk Resources:**

None found.

**Coordinator Feedback:**None

**Eliminated Alternatives**

No eliminated alternatives present.

## Project Scope

### General Project Commitments

No General Project Commitments Found

### Required Permits

No Permits Found.

### Required Technical Studies

No Technical Studies Found.

### Class of Action

#### Class of Action Determination

Class of Action	Other Actions
Categorical Exclusion	None
Lead Agency	Cooperating Agency/Agencies
Federal Highway Administration	None

#### Class of Action Signatures

##### FDOT District 1

**Name:** Gwen G. Pipkin

**Review Status:** ACCEPTED

**Date:** 8/23/2005

**ETDM Role:** FDOT ETDM Coordinator

**Comments:** Project%20specific%20environmental%20issues%20include%20potential%20effects%20on%20waters%20designated%20as%20Outstanding%20Florida%20Waters%20C%20impacts%20to%20tidal%20wetlands%20located%20within%20the%20area%20of%20the%20Manatee%20River%20C%20and%20potential%20effects%20on%20Federal%20and/or%20state%20listed%20species.%20%20While%20these%20issues%20will%20need%20to%20be%20addressed%20during%20the%20Project%20Development%20phase%20C%20they%20are%20not%20unique%20to%20this%20project%20nor%20are%20they%20uncommon.

##### Federal Highway Administration

**Name:** Manu Chacko

**Review Status:** ACCEPTED

**Date:** 8/30/2005

**ETDM Role:** Lead Agency ETAT Member

**Comments:** Please%20assure%20consistency%20with%20LRTP.%20FDOT%20will%20be%20submitting%20a%204%2028f%29%20DOA%20as%20the%20project%20moves%20forward.%20

<b>Dispute Resolution Activity Log</b>
--

No Dispute Actions Found.
---------------------------



**Alternative #1: Hardcopy Maps**

No Hardcopy Maps Available for This Alternative.

## Appendices

Degree of Effect Legend			
Legend			
Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

### GIS Analyses

Since there are so many GIS Analyses available for Project #4792 - I-75 Add Lanes (Manatee County), they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the

Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fla-etat.org/est/index.jsp?tplID=4792&startPageName=GIS%20Analysis%20Results>

**Special Note:** Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Published on 08/31/2005 Milestone** is selected. GIS Analyses snapshots have been taken for Project #4792 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

***APPENDIX D***

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**Advance Notification Package and Responses**



## Florida Department of Transportation

JEB BUSH  
GOVERNOR

February 14, 2006

DENVER J. STUTLER, JR.  
SECRETARY

Ms. Lauren Milligan, State Clearinghouse Coordinator  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard, Mail Station 47  
Tallahassee, Florida 32399-3000

**SUBJECT: Advance Notification**  
**Financial Management Number: 201032-1**  
**Federal Aid Project Number: Pending**  
**Interstate 75 From North of University Parkway to**  
**Moccasin Wallow Road**  
**Manatee County, Florida**

Dear Ms. Milligan:

The attached Advance Notification Package and ten (10) copies are forwarded to your office for processing through appropriate State agencies in accordance with Executive Order 95-359. Distribution to local and federal agencies is being made as noted.

Although more specific comments will be solicited during the permit coordination process, we request that permitting and permit reviewing agencies review the attached information and furnish us with whatever general comments they consider pertinent at this time.

This is a Federal-aid action and the Florida Department of Transportation, in consultation with the Federal Highway Administration, will determine what degree of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this improvement's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government jurisdiction(s) pursuant to Chapter 163, Florida Statutes.

District One Planning and Environmental Management  
801 North Broadway \* Post Office Box 1249 \* Bartow, FL 33831-1249  
(863) 519-2300 \* (863) 534-7039 (Fax) \* MS 1-40

[www.dot.state.fl.us](http://www.dot.state.fl.us)





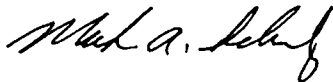
We are looking forward to receiving your comments on the project within 60 days. Should additional review time be required, a written request for an extension of time must be submitted to our office within the 60 day comment period.

Your comments should be addressed to:

Mr. Mark A. Schulz  
Environmental Administrator  
Florida Department of Transportation  
Post Office Box 1249  
Bartow, Florida 33830-1249

Your expeditious handling of this notice will be appreciated.

Sincerely,



Mark A. Schulz  
Environmental Administrator

#### Attachments

Advance Notification Fact Sheet  
Advance Notification Mailing List  
Application for Federal Assistance  
Project Location Map

## MAILING LIST

Florida State Clearinghouse, Department of Environmental Protection  
Federal Highway Administration, Division Administrator  
Federal Emergency Management Agency – Mitigation Division, Chief  
Federal Railroad Administration  
Federal Aviation Administration – Airports District Office  
US Department of the Interior - Bureau of Land Management, Eastern States Office  
US Department of Housing and Urban Development - Regional Environmental Officer  
US Department of Interior - US Geological Survey Chief  
US Environmental Protection Agency - Region IV, Regional Administrator  
US Department of the Interior - US Fish and Wildlife Service  
US Army Corps of Engineers – Regulatory Branch, District Engineer  
US Department of Commerce - National Marine Fisheries Service – Habitat Conservation Division  
US Department of Agriculture - Southern Region, Regional Forester  
US Department of the Interior - National Park Service – Southeast Regional Office  
US Department of Commerce - National Oceanic and Atmospheric Administration  
US Department of Health and Human Services – National Center for Environmental Health  
US Department of Interior - Bureau of Indian Affairs  
US Coast Guard – Commander (oan) – Seventh District  
Miccosukee Tribe of Indians of Florida  
Muscogee (Creek) Nation of Oklahoma  
Poarch Band of Creek Indians of Alabama  
Seminole Nation of Oklahoma  
Seminole Tribe of Florida  
US Senator Mel Martinez  
US Senator Bill Nelson  
US Congresswoman Katherine Harris  
Florida State Senator Michael S. Bennett  
Florida State Representative Ron Reagan  
Florida Department of Agriculture and Consumer Services - Division of Plant Industry  
Florida Department of Environmental Protection - Division of State Lands, Bureau of Submerged Lands and Preserves  
Florida Department of Environmental Protection - Southwest District  
Florida Department of State - Division of Historical Resources  
Florida Department of Transportation - Federal Aid Programs Coordinator  
Florida Department of Transportation - Environmental Management Office  
Florida Game and Fresh Water Fish Commission - Office of Environmental Services  
Manatee County Administrator  
Manatee County Board of Commissioners  
Manatee County Environmental Management Department  
Manatee County Planning Department  
Manatee County Transportation Department  
Southwest Florida Water Management District  
Tampa Bay Regional Planning Council

State Of Florida  
Department Of Transportation  
**Advance Notification Fact Sheet**

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**1. NEED FOR PROJECT**

I-75 is a six lane major north-south interstate highway providing travel from Hillsborough county to the north and Sarasota county to the south, as well as regional travel within Manatee county. This project will enhance system mobility and accommodate travel demand generated by approved development in the area.

This project will add one lane in each direction to improve roadway capacity.

This project is consistent with the requirements of F.S. 339.135(4)(f), the Sarasota-Manatee Metropolitan Planning Organization's 2025 Long Range Transportation Plan (LRTP), and the Transportation Improvement Plan (TIP).

**2. DESCRIPTION OF THE PROJECT**

This project involves the addition of one lane in each direction of I-75 between north of University Parkway and Moccasin Wallow Road. This project also includes potential interchange improvements.

**3. ENVIRONMENTAL INFORMATION**

a. LAND USE

The land uses in the project corridor consist of natural areas, agricultural, commercial, recreational and multi-family residential.

b. WETLANDS

There are approximately 82 acres of wetlands within the project's 200 foot buffer. A comprehensive wetlands evaluation, including coordination with all jurisdictional regulatory agencies, will be conducted for this project. Jurisdiction over affected wetlands will be shared by the U.S. Army Corp of Engineers and the Southwest Florida Water Management District.

In accordance with 50 CFR 600.905-930, an assessment of potential impacts to Essential Fish Habitat is required. This analysis will be included in the Wetlands Evaluation report, and will be coordinated with the National Marine Fisheries Service.

c. FLOODPLAIN

The FHWA noted that the project would impact floodplain areas, environmentally sensitive shorelines, FEMA flood zones and special flood hazard areas. The ETDM EST reports 65.5

State Of Florida  
Department Of Transportation  
**Advance Notification Fact Sheet**

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acres of FEMA FIRM (1996) flood zones A/AE within the project's 100 foot buffer.

d. WILDLIFE AND HABITAT

There is an active nesting colony of the endangered wood stork located approximately 1.7 miles from the project corridor and a bald eagle nest within 1,500 feet. The West Indian manatee, Florida scrub jay and eastern indigo snake may occur near this project. A complete Biological Assessment Report, including agency coordination, will be made for this Project Development and Environment Study.

e. OUTSTANDING FLORIDA WATERS

This project is not located within any Outstanding Florida Waters.

f. AQUATIC PRESERVES

There are no Aquatic Preserves within the project corridor.

g. COASTAL ZONE CONSISTENCY DETERMINATION     Yes     No

Currently, all counties in Florida are subject to Coastal Zone Consistency. This project is located within a coastal area.

h. CULTURAL RESOURCES

There are no known sites listed or eligible for listing on The National Register of Historic Places. A GIS Analysis Report revealed one archaeological site within 100 feet of the project area and one within 500 feet. The Manatee River Trail and the FDEP Office of Greenways and Trails – Vision Biking and Equestrian Trail are within a 200 foot buffer of the proposed alignment. A comprehensive Cultural Resource Survey, including coordination with the State Historic Preservation Officer, will be completed for this Project Development and Environment Study.

i. COASTAL BARRIER RESOURCES    N/A

This project does not have any involvement with Coastal Barrier Resources, as defined in the Federal Coastal Barrier Act (CBRA) and Governor's Executive Order 81-405.

j. CONTAMINATION

There are no reported potential contamination sites within 200 feet of the proposed project. A comprehensive contamination screening will be conducted for this project.

State Of Florida  
Department Of Transportation  
**Advance Notification Fact Sheet**

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k. SOLE SOURCE AQUIFER

The project is located outside of the boundaries of any designated sole source aquifer, including the streamflow and recharge source zones.

l. NOISE

In accordance with Chapter 23, CFR, Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise", and the Federal Highway Administration's "Highway Traffic Noise Analysis and Abatement, Policy and Guidance", dated June, 1995, this project is not expected to have significant noise impacts. If warranted, a detailed noise study will be performed for the project.

m. ESSENTIAL FISH HABITAT

The Manatee River has been identified as Essential Fish Habitat for postlarvae/juvenile, subadult and adult red drum and gray snapper and juvenile gag and Spanish mackerel.

n. OTHER TOPICS OR COMMENTS    N/A

- Air Quality: The project is in an area which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990.
- Water Quality: Historical water quality data will be collected and analyzed, and current water quality data will be gathered throughout the life of the project.

4. **NAVIGABLE WATERWAYS:**     Yes     No

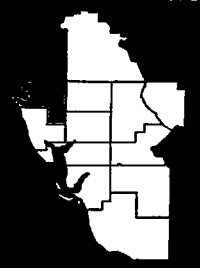
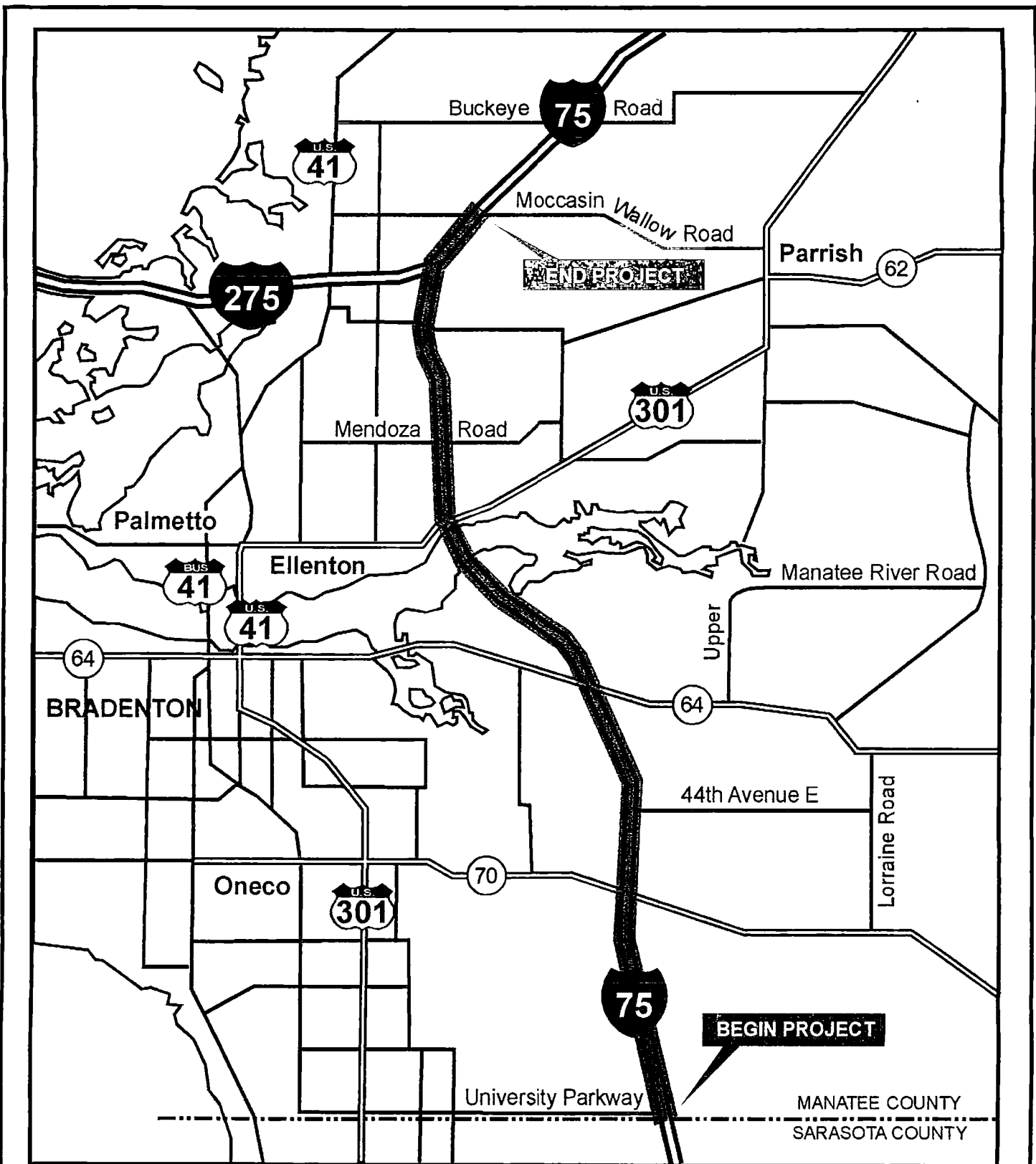
This project involves a bridge crossing of the Manatee River. A determination will be made later in the project study under *23 CFR 650, Subpart H, Section 650.805*, regarding whether or not a U.S. Coast Guard permit is required.

5. **PERMITS AND EASEMENTS REQUIRED:**

The list of potential agencies requiring permits includes, but may not be limited to the following:

- a. U.S. Army Corps of Engineers
- b. U.S. Coast Guard
- c. U.S. Environmental Protection Agency
- d. Department of Environmental Protection
- e. Southwest Florida Water Management





FLORIDA  
DEPARTMENT  
OF  
TRANSPORTATION

DISTRICT 1

**Interstate 75**

From University Parkway to Moccasin Wallow Road  
Manatee County, Florida

Financial Project ID No. 201032 1 22 01  
Federal Project ID No. TBD

PROJECT  
LOCATION  
MAP

# APPLICATION FOR FEDERAL ASSISTANCE

<b>1. TYPE OF SUBMISSION:</b> <i>Application</i> <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction  <i>Preapplication</i> <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	<b>2. DATE SUBMITTED</b> February 14, 2006	<b>Applicant Identifier</b> FPID Number: 201032-1-22-01
	<b>3. DATE RECEIVED BY STATE</b> _____	<b>State Application Identifier</b> _____
	<b>4. DATE RECEIVED BY FEDERAL AGENCY</b> _____	<b>Federal Identifier</b> _____

**5. APPLICANT INFORMATION**

<b>Legal Name:</b> Florida Department of Transportation	<b>Organizational Unit:</b> Environmental Management Office
<b>Address (give city, county, state, and zip code):</b>  605 Suwannee Street Leon County Tallahassee, Florida 32399-0450	<b>Name and telephone number of the person to be contacted on matters involving this application (give area code):</b>  Mark A. Schulz phone: (863) 519-2357 fax: (863) 534-7039 email: mark.schulz@dot.state.fl.us

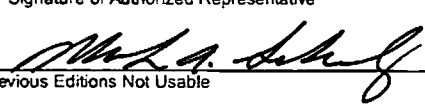
<b>6. EMPLOYER IDENTIFICATION NUMBER (EIN):</b> 5 9 - 6 0 0 1 8 7 4	<b>7. TYPE OF APPLICANT: (enter appropriate letter in box)</b> <input checked="" type="checkbox"/> A A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District H. Independent School Dist. I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify): _____
<b>8. TYPE OF APPLICATION:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es): A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration Other (specify): _____	<b>9. NAME OF FEDERAL AGENCY:</b> U.S. Department of Transportation

<b>10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:</b> 2 0 . 2 0 5 <b>TITLE:</b> Highway Planning & Construction	<b>11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:</b>  Project Development Environment (PD&E) Study of I-75 from north of University Parkway to north of Moccasin Wallow Road
<b>12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.):</b>  Manatee County, Florida	

<b>13. PROPOSED PROJECT:</b> Start Date: 12/06 Ending Date: 12/08	<b>14. CONGRESSIONAL DISTRICTS OF:</b> a. Applicant: 12 b. Project: 13
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<b>15. ESTIMATED FUNDING:</b> <table border="1"> <tr><td>a. Federal</td><td>\$</td><td>_____</td><td>.00</td></tr> <tr><td>b. Applicant</td><td>\$</td><td>TBD</td><td>.00</td></tr> <tr><td>c. State</td><td>\$</td><td>TBD</td><td>.00</td></tr> <tr><td>d. Local</td><td>\$</td><td>_____</td><td>.00</td></tr> <tr><td>e. Other</td><td>\$</td><td>TBD</td><td>.00</td></tr> <tr><td>f. Program Income</td><td>\$</td><td>TBD</td><td>.00</td></tr> <tr><td>g. TOTAL</td><td>\$</td><td>_____</td><td>.00</td></tr> </table>	a. Federal	\$	_____	.00	b. Applicant	\$	TBD	.00	c. State	\$	TBD	.00	d. Local	\$	_____	.00	e. Other	\$	TBD	.00	f. Program Income	\$	TBD	.00	g. TOTAL	\$	_____	.00	<b>16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?</b> a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE: February 14, 2006 b. NO. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
a. Federal	\$	_____	.00																										
b. Applicant	\$	TBD	.00																										
c. State	\$	TBD	.00																										
d. Local	\$	_____	.00																										
e. Other	\$	TBD	.00																										
f. Program Income	\$	TBD	.00																										
g. TOTAL	\$	_____	.00																										
	<b>17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?</b> <input type="checkbox"/> Yes If "Yes," attach an explanation. <input checked="" type="checkbox"/> No																												

**18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED**

<b>a. Typed Name of Authorized Representative</b> Mark A. Schulz	<b>b. Title</b> Environmental Administrator	<b>c. Telephone number</b> 863-519-2357
<b>d. Signature of Authorized Representative</b> 		<b>e. Date Signed</b> 2/14/06

# **RESPONSES**



Scott McCall/D1/FDOT  
04/25/2006 08:55 AM

To Chris Piazza/D1/FDOT@FDOT, Keith Slater/D1/FDOT@FDOT, Jeffrey W James/D1/FDOT@FDOT  
cc Marlon Bizerra/D1/FDOT@FDOT, Mark Schulz/D1/FDOT@FDOT  
bcc  
Subject Fw: FDOT D-1 - Interstate-75 Wetland Impacts & Mitigation Options

fyi.....

There is discussion on your I-75 projects at the bottom.

Scott McCall  
Project Manager  
Environmental Management Office  
Florida Department of Transportation  
801 N. Broadway Ave.  
Bartow, Florida 33830  
Phone: (863) 519-2990  
Fax: (863) 519-5147  
Cell: (863) 944-1208  
email: scott.mccall@dot.state.fl.us

----- Forwarded by Scott McCall/D1/FDOT on 04/25/2006 08:54 AM -----



Gwen G Pipkin/D1/FDOT  
04/25/2006 08:32 AM

To Scott McCall/D1/FDOT@FDOT  
cc  
Subject Fw: FDOT D-1 - Interstate-75 Wetland Impacts & Mitigation Options

Happy reading!

Thanks!

Gwen G. Pipkin  
District One ETDM Coordinator  
(office) 863-519-2375  
(cell) 863-640-9546

----- Forwarded by Gwen G Pipkin/D1/FDOT on 04/25/2006 08:32 AM -----



Mark.Brown@swfwmd.state.fl.us  
04/22/2006 10:17 PM

To charles.bleam@dot.state.fl.us, lizzie.wilson@dot.state.fl.us, mark.schulz@dot.state.fl.us, gwen.pipkin@dot.state.fl.us, JRWilt@pbsj.com, macalvo@pbsj.com  
cc joshua.boan@dot.state.fl.us, Edward.Craig@SWFWMD.STATE.FL.US, Clark.Hull@swfwmd.state.fl.us  
Subject FDOT D-1 - Interstate-75 Wetland Impacts & Mitigation Options

Dear D-1 Staff -

As you know, the proposed widening of Interstate- 75 segments through D-1 and D-7 are in various project development and design stages. Since most of the segments are now proposed to go straight to an 8-lane construction versus intermediate 6-lane, the quantity of proposed wetland impacts for the majority of the segments have substantially increased over the previous design estimates. In fact, most segments propose more wetland impacts than any of the approximately couple hundred individual roadway segments previously submitted for the FDOT mit. program in this region. Two segments in Sarasota and Charlotte Counties both propose three times more wetland impacts than any roadway segment submitted for the program.

Unfortunately, these anticipated impacts are proposed within predominantly urban basins that have substantial land acquisition costs. The WMD nominates the most cost-effective mitigation options for FDOT by primarily pursuing habitat enhancement opportunities on existing public lands. Since this WMD primarily owns property in the rural basins where FDOT wetland impacts are minimal, we depend on the collaboration and willingness of other local and state resource agencies to allow us to nominate and conduct habitat improvements on their property. Those opportunities are dwindling and very competitive, so early collaboration is the best method to reserve credits for FDOT. This early collaboration results from having as many of the proposed roadway projects with wetland impacts submitted early to the mit. program impact inventory. Just receiving preliminary wetland impact information and the proposed permit application dates is very helpful for multi-agency planning purposes. With roadway projects that have more wetland impacts like those anticipated for I-75, the more forewarning is respectfully requested and appreciated so the WMD will know how much time is available and necessary to hopefully designate and tie-down the mitigation options before they are designated to other entities.

If not already being conducted, it is also recommended that D-1 evaluate the potential wetland impacts associated with the ultimate 10 lane facility. The preliminary evaluations of the ultimate 10-laning of I-75 segments in D-7 indicate there is minimal difference in wetland impacts between the 8 and 10 lanes, so planning and designing for stormwater, floodplain comp, and mitigation for the ultimate build-out may be a economically prudent decision since available land for these necessary facilities will only dwindle and require substantially more expensive acquisition in the future. With these substantial wetland impacts, it's going to be particularly easier and less expensive to go ahead and mitigate for the ultimate design.

Based on PD&E information submitted by D-1 DEMO, the following



information

summarizes the anticipated wetland impacts and possible mitigation options

to date for the five proposed I-75 segments from Charlotte County north to

Manatee County. For reference, attached is a watershed basin map that depicts I-75.

FM 4130411 - I-75, SR 78 to Kings Hwy. (Lee & Charlotte) - this segment has

anticipated impacts to 80-95 acres of wetlands and 50 acres of surface waters. The majority of this segment and associated wetland impacts primarily cross the Charlotte Harbor Drainage Basin. The available mitigation bank in the basin (Little Pine Island) and DEP property (Charlotte Harbor Buffer Preserve) have a dominance of saltwater wetland habitat enhancement opportunities compared to the freshwater wetland impacts proposed for this segment. For the past year, I have maintained discussions with FWC about possibly allowing the nomination of wetland hydrologic enhancement opportunities at Babcock- Webb Wildlife Management

Area (WMA). The WMA borders both sides of this I-75 segment for a few miles, so this option could be as close as possible to on-site mitigation.

The anticipated high-profile state acquisition of the majority of the adjacent Babcock Ranch is within a different watershed, which may provide

mitigation options for the I-75 wetland impacts in Lee County.

FM 4130431 - I-75, Kings Hwy. to N. River Road (Charlotte & Sarasota) - this segment has anticipated impacts to 70 acres of wetlands and 29 acres

of surface waters. The majority of this segment crosses the Myakka River basin. There is a permitted mit. bank (Myakka Mit. Bank) and public lands

in the basin. Most of the public lands have good habitat conditions with

minimal mitigation opportunities, but Sarasota County and the WMD are currently evaluating joint acquisitions that appear promising. You may know

I recently proposed to conduct wetland creation mitigation for I-75 wetland

impacts within a 60-70 acre floodplain comp area proposed on County/WMD lands (Deer Prairie Creek); a comp area desired by D-1 for the floodplain

impacts associated Englewood Interstate Connector (EIC). The anticipated comp area would be close to this I-75 segment, but the County rejected the

floodplain and mitigation option due to an ordinance restricting various uses of property purchased with their environmental lands program. This is

an issue that not only effects the EIC, but hopefully can be resolved to avoid potential conflicts on pond siting and possible mitigation options for this I-75 segment. I haven't talked with County staff in a couple months so I don't know if the EIC issue has been resolved yet.

FM 4063143 - I-75, N. River Road to CR 681 (Sarasota) - this is the only I-75 segment currently on D-1's inventory, and the proposed 18.2 impact acres are in the Lower Coastal basin. Sarasota County's Fox Creek Regional

Mitigation Area (ROMA) was adopted and designated as the mitigation in last

year's plan.

I-75, CR 681 to University Blvd. (Sarasota)

I-75, University Blvd. to Moccasin Blvd. (Manatee)

Both these segments are in project development (attached recent ETDM reviews) and propose widening from 6 to 8 lanes. As far as I know, anticipated wetland impacts have not been estimated yet (?) but hopefully

they won't be substantial. The impacts could be minimized if the widening

is conducted in the median which appears to be the preferred alternative.

The majority of the Sarasota segment is within the Lower Coastal basin so

if the County is willing, Fox Creek would probably be the most logical nomination. The Manatee segment will be a bit more problematic with several

creek and two river crossings, as well as freshwater and saltwater wetland

impacts. A mitigation bank (Braden River Mit. Bank) has received ERP approval but is just commencing review again with the ACOE. Due to their successful design and permitting of Fox Creek, I encouraged Manatee County

to contact PBS&J about possibly preparing a ROMA project for their Duette

Park tract. PBS&J has commenced the associated site evaluation and the County has preliminarily agreed that we can nominate the project for the FDOT program. We may be able to mitigate the saltwater wetland impacts at

DEP's Terra Ceia tract or some upcoming County options.

Summary - more than any previous roadway segments submitted to the mit. program by D-1, it is important that these I-75 segments be included for the next annual inventory update due July 1. As noted, the estimated impacts are not particularly critical right now since we know they will be

substantial, but the anticipated permitting and construction dates are very

important to help clarify when and where we need to pursue and nominate mitigation options. As always, thanks again for all your assistance and we

look forward to coordinating with D-1 staff toward successfully pursuing and selecting appropriate mitigation options for these impacts. If you have

any questions, comments or recommendations, or I can provide additional assistance, please don't hesitate to contact me. Take care... mark

(See attached file: SWFWMD Watersheds.pdf) (See attached file:  
AN\_2010321\_I-75\_Sarasota-FINAL.pdf) (See attached file:  
AN\_2010321\_I-75\_Manatee-FINAL.pdf)

-----  
Mark M. Brown, PWS, CPSS  
Senior Environmental Scientist  
FDOT Mitigation Program Manager  
Resource Regulation - Technical Services  
Southwest Florida Water Management District  
2379 Broad Street  
Brooksville, FL 34604-6899  
1-800-423-1476, (352) 796-7211 ext. 4488, SC 628-4488  
mailto:Mark.Brown@swfwmd.state.fl.us  
http://www.swfwmd.state.fl.us

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IMPORTANT NOTICE: All E-mail sent to this address are public record and archived. The Southwest Florida Water Management District does not allow use of District equipment and E-mail facilities for non-District business purposes.



SWFWMD Watersheds.pdf AN\_2010321\_I-75\_Sarasota-FINAL.pdf AN\_2010321\_I-75\_Manatee-FINAL.pdf



Jeb Bush  
Governor

# Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

RECEIVED

APR 26 2006

ENVIRONMENTAL  
MANAGEMENT OFFICE  
Colleen M. Castille  
Secretary

April 21, 2006

Mr. Mark A. Schulz  
Environmental Administrator  
Florida Dept. of Transportation, District One  
Post Office Box 1249  
Bartow, FL 33831-1249

RE: Department of Transportation – Advance Notification – I-75 PD&E Study,  
From University Parkway to Moccasin Wallow Road, Financial Management  
No. 201032-1 – Manatee County, Florida.  
SAI # FL200602201929C

Dear Mr. Schulz:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced advance notification.

The Southwest Florida Water Management District (SWFWMD) indicates that this project will require an Environmental Resource Permit and may require a Water Use Permit if certain construction dewatering activities are proposed. The SWFWMD has provided a number of comments regarding the need to: apply for an Environmental Resource Permit from the SWFWMD; prepare a Contamination Screening Evaluation report for the DEP; provide compensation for fill placed in freshwater floodplain areas; minimize impacts to wetlands and submerged lands within the Manatee River, Braden River, and other waterways, several of which are connected to Outstanding Florida Waters; etc. Please see the enclosed letter and comments from the SWFWMD for further details.

The Tampa Bay Regional Planning Council (TBRPC) welcomes the opportunity to review the more detail-oriented plans that will be made available during the permit coordination process. TBRPC staff notes interest in the protection of Natural Resources of Regional Significance. Please see the Strategic Regional Policy Plan map provided with their enclosed letter. In addition, the Manatee County Planning Department advises that the I-75 project is located within the watershed of the Evers Reservoir – the primary drinking water source for the City of Bradenton. Please refer to the enclosed letter from Manatee County.

*"More Protection, Less Process"*

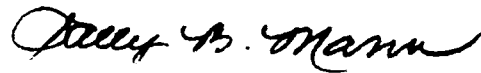
*Printed on recycled paper.*

Mr. Mark A. Schulz  
April 21, 2006  
Page 2 of 2

Based on the information contained in the advance notification and the enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by the reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Mr. Christopher Stahl at (850) 245-2169.

Sincerely,

A handwritten signature in cursive script that reads "Sally B. Mann".

Sally B. Mann, Director  
Office of Intergovernmental Programs

SBM/cjs  
Enclosures

cc: Rand Frahm, SWFWMD  
John Meyer, TBRPC

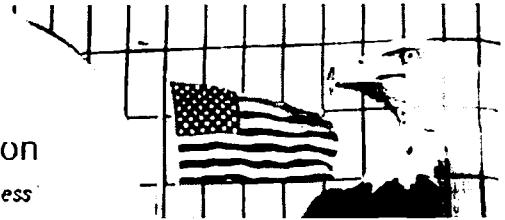




# Florida

Department of Environmental Protection

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Project Information	
<b>Project:</b>	FL200602201929C
<b>Comments Due:</b>	03/22/2006
<b>Letter Due:</b>	04/21/2006
<b>Description:</b>	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - I-75 PD&E STUDY, FROM UNIVERSITY PARKWAY TO MOCCASIN WALLOW ROAD. FINANCIAL MANAGEMENT NO. 201032-1 - MANATEE COUNTY, FLORIDA.
<b>Keywords:</b>	DOT - I-75 FROM UNIVERSITY PARKWAY TO MOCCASIN WALLOW ROAD - MANATEE CO.
<b>CFDA #:</b>	20.205
<b>Agency Comments:</b>	
TAMPA BAY RPC - TAMPA BAY REGIONAL PLANNING COUNCIL	
TBRPC staff welcomes the opportunity to review the more detail-oriented plans that will be made available during the permit coordination process. The TBRPC notes interest in the protection of Natural Resources of Regional Significance - please see the Strategic Regional Policy Plan map provided.	
MANATEE - MANATEE COUNTY	
The Manatee County Planning Department notes that the I-75 project is located within the watershed of the Evers Reservoir - the primary drinking water source for the City of Bradenton.	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
No Comments Received	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
No Comment by C. Stahl	
SOUTHWEST FLORIDA WMD - SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
The Southwest Florida Water Management District (SWFWMD) has provided a number of comments regarding the need to: apply for an Environmental Resource Permit from the SWFWMD; prepare a Contamination Screening Evaluation report for the DEP; provide compensation for fill placed in freshwater floodplain areas; minimize impacts to wetlands and submerged lands within the Manatee River, Braden River, and other waterways, several of which are connected to Outstanding Florida Waters; etc. Please see the enclosed letter and comments from the SWFWMD for further details.	

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47  
 TALLAHASSEE, FLORIDA 32399-3000  
 TELEPHONE: (850) 245-2161  
 FAX: (850) 245-2190

Visit the Clearinghouse Home Page to query other projects.

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# Southwest Florida Water Management District

**Bartow Service Office**  
170 Century Boulevard  
Bartow, Florida 33830-7700  
(863) 534-1448 or  
1-800-492-7862 (FL only)  
SUNCOM 572-6200

**Lecanto Service Office**  
Suite 226  
3600 West Sovereign Path  
Lecanto, Florida 34461-8070  
(352) 527-8131  
SUNCOM 667-3271

2379 Broad Street, Brooksville, Florida 34604-6899  
(352) 796-7211 or 1-800-423-1476 (FL only)  
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)  
On the Internet at: WaterMatters.org

**Sarasota Service Office**  
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SUNCOM 531-6900

**Tampa Service Office**  
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Tampa, Florida 33637-6759  
(813) 985-7481 or  
1-800-836-0797 (FL only)  
SUNCOM 578-2070

April 12, 2006

- Heidi B. McCree**  
Chair, Hillsborough
- Talmadge G. "Jerry" Rice**  
Vice Chair, Pasco
- Patsy C. Symons**  
Secretary, DeSoto
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Treasurer, Hernando
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- Sally Parks**  
Pinellas
- Todd Pressman**  
Pinellas
- Maritza Rovira-Forlino**  
Hillsborough

Mr. Mark A. Schulz  
Environmental Administrator  
Florida Department of Transportation  
Post Office Box 1249  
Bartow, Florida 33830-1249

Subject: Advance Notification  
Financial Management Number: 201032-1  
Federal Aid Project Number: Pending  
Interstate 75 from North of University Parkway to  
Moccasin Wallow Road  
Manatee County, Florida  
Agency Comments

RECEIVED  
APR 17 2006  
OIP / OLGA

- David L. Moore**  
Executive Director
- Gene A. Heath**  
Assistant Executive Director
- William S. Bilenky**  
General Counsel

Dear Mr. Schulz:

As mentioned in our reply to the Florida State Clearinghouse, we have completed our review of the subject advance notification. Our comments are enclosed with this letter. In effect, we have reviewed this project in a manner similar to how we review projects reviewed under the Environmental Screening Tool of the FDOT's Efficient Transportation Decision Making program.

If you have any questions about our comments, please get in touch with me.

Sincerely,

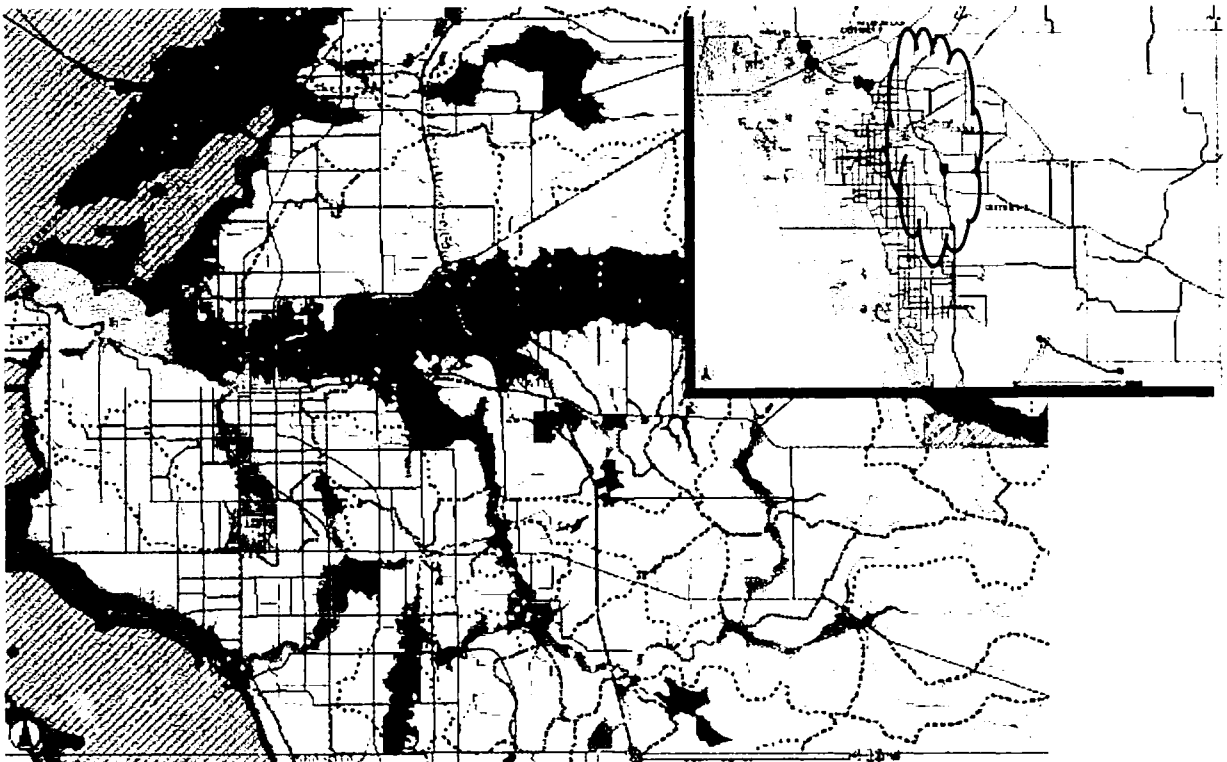
Paul W. O'Neil, Jr., P.E.  
Director of Performance Management Department  
Resource Regulation Division

Enclosure: ETDM Advance Notification Comments, I-75 from University Blvd.  
Moccasin Wallow Rd. (EST #4792)

cc: Ms. Lauren Milligan, State Clearinghouse Coordinator  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard, Mail Station 47  
Tallahassee, Florida 32399-3000



**Location Map**



**Summary**

Project Name / Number	ETDM Review Screen
I-75 Add Lanes (Manatee County) / 4792	Planning
<b>Location</b>	Programming
North of University Parkway (Sarasota County Line) to Moccasin Wallow Road	X Project Development
<b>County</b>	<b>Review Period</b>
Manatee	2/20/2006 to 4/13/2006

**Description:** This project proposes to add 1 lane in each direction to I-75 between north of University Parkway and Moccasin Wallow Road. This section of I-75 is currently six lanes. The project also includes potential interchange improvements.

**Purpose and Need**

I-75 is a major north-south interstate highway that serves regional travel and connects residential centers in the Sarasota and Palmetto areas with employment and industrial centers in Bradenton. It provides regional connectivity with US 301 and US 41.



This widening from 6 lanes (existing) to 8 lanes (proposed) is a capacity improvement project. The improvement will enhance system mobility and accommodate travel demand generated by approved development in the project area. Traffic in the corridor is expected to increase given the population growth projected to occur within the county and the region. The proposed capacity improvement will relieve stress on the facility by accommodating the expected traffic growth.

Without the proposed capacity improvement on I-75 between north of University Parkway and Moccasin Wallow Road operating conditions along the corridor will deteriorate to an unacceptable (transportation) Level Of Service "F" (poorest quality).

The planned widening between north of University Parkway and Moccasin Wallow Road is part of an overall plan to improve corridor access and relieve traffic congestion on such parallel facilities as US 41 and US 301. Safety, emergency access, and truck access will all be enhanced through this corridor improvement.

I-75 is a critical evacuation route for residents in Southwest Florida's low-lying Gulf Coast communities. It is shown on the Florida Division of Emergency Management's evacuation route network.

**Alternatives Under Consideration**

Only one alternative is presented. The total project length is 16.159 miles. The total construction would consist of five segments along the project length.

**Summary of Public Comments**

No previous public or agency comments are available. There was no Planning Screen for this project as it is along an existing facility and corridor.

**Consistency**

The proposed project is consistent with the Local Government Comp Plan, MPO Goals and Objectives, and Air Quality Conformity.

**Required District Responses Under ETDM**

**Purpose and Need Statement**

Understood (without comments)

**Coastal and Marine**

Degree of Effect:                      Enhanced                      Minimal to None                      Moderate                      **X** Substantial

Agency Involvement:              **X** Continue                      No Further Action

**Identify Resources and level of importance:**

Approximately 1025 linear feet of Environmentally Sensitive Shoreline (ESS) (estuarine, lacustrine, and riverine) occurs within 100 feet of the project area. Approximately 7,040 linear feet of ESS (estuarine, lacustrine, and riverine) occurs within 500 feet of the project area. Approximately 629,526 linear feet of Environmentally Sensitive Shoreline (ESS) (estuarine, lacustrine, and riverine) occurs within one mile of the project area. No Aquatic Preserves are located within one mile of the project.

**Comment on effects to resources:**

The project shall not restrict existing drainage flow to the Gulf of Mexico through the stream tributary crossing the project alignment. The project should be designed to eliminate impact to Listed Species.



**Additional Comments:**

The degree of effect is judged as "Substantial" due to: (1) the absence of design details at this point, (2) the strong possibility of the presence of Listed Species in the area, and (3) the presence of high quality wetlands within the project's potential impact zone.

The EST showed no evidence of the presence of important marine wildlife in the project area; however, given that some of the data is several years old and verification of wildlife presence is necessary and the presence of suitable habitat in the project area, this information should be confirmed. Coordination with FFWCC, USFWS, and NMFS could be required for marine-dependent listed species.

**Contaminated Sites**

Degree of Effect:	Enhanced	Minimal to None	<b>X</b> Moderate	Substantial
Agency Involvement:	<b>X</b> Continue	No Further Action		

**Identify Resources and level of importance:**

There are no brownfield locations within one mile of the project corridor. At least two petroleum tank stations are located within 500 feet of the project limits. Twelve hazardous waste sites are located within a one-mile radius of the project limits. There are three known hazardous waste sites within 500 feet of alignment (Terra International, Felton C. Walker Jr. Farms, K Mart – Store 4893).

**Comment on effects to resources:**

While roadway footprint may not directly impact these sites, pond sites should be located outside of these areas as well. It will also be necessary to check for existing wells and sources of contamination within the path of construction, or in proximity of the proposed surface water management systems.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D-40.302(6)); particularly if the project is a "design-build" or "fast-tracked" project.

The SWFWMD recommends coordination with FDEP and EPA and preparing a Contamination Screening Environmental Report.

FDOT must provide reasonable assurance that project activities will not adversely affect the quality of receiving waters such that State water quality standards, including any anti-degradation provisions and any special standards for Outstanding Florida Waters and Outstanding National Resource Waters, will be violated [40D-4.301(1)(e), F.A.C.]. If discovered during any project phase, existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly [40D-4.301(1)(i), F.A.C.].

**Floodplains**

Degree of Effect:	Enhanced	Minimal to None	Moderate	<b>X</b> Substantial
Agency Involvement:	<b>X</b> Continue	No Further Action		

**Identify Resources and level of importance:**

The SWFWMD recommends that the FDOT use the most recent mapping information to quantify and verify floodplain impacts resulting from the project. According to the floodplain mapping (1990





mapping, automated 1996, FGDL version 2003), 19% of the 200 foot buffer and 23% of the 500 foot buffer are in FEMA Zones A or AE. No Rise Certification, Physical Map revision, Letter of Map Revision, Conditional Letter of Map Revision, Conditional Letter of Map Revision Based on Fill, or Letter of Map Amendment may be necessary.

**Comment on effects to resources:**

The District will require floodplain compensation for fill placed in the freshwater floodplain up to the 100-year event. There appears to be a freshwater floodplain associated with the several conveyance systems. These include Buffalo Creek, Cabbage Slough, Cypress Creek, the Manatee River, the Braden River, and the west branch of Forked Creek. Compensation for lost floodplain storage must be provided. Mitigation for any subsequent loss of historic basin storage should be considered.

**Additional Comments:**

The SWFWMD is involved in a cooperative program with Manatee County to update the floodplain studies for Buffalo Canal/Frog Creek and Braden River Watersheds. These studies may be finalized by the anticipated time of issuance for the SWFWMD Environmental Resource Permit (ERP) permit and could represent new information on floodplain hydrology and hydraulics that would be considered during a permit application review.

The FDOT typically completes a bridge hydraulics report for major bridge-culverts and bridges as a standard design task. It is recommended that the FDOT utilize data on flows from existing, and soon to be completed, flood studies in preference to generalized data on flows and stages and provide the bridge hydraulic reports in support of the SWFWMD ERP application.

Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

The SWFWMD will require flood plain compensation for fill placed in the freshwater flood plain up to the 100-year event. No net encroachment into the flood plain, up to that encompassed by the 100-year event, which will adversely affect either conveyance, storage, or adjacent lands will be allowed. It should be noted that there exists the potential for there to be other portions of the project that may be located within flood plains not identified on any FEMA flood plain map. Any compensating storage for encroachment above the seasonal high water level (SHWL) shall be equivalently provided between the SHWL and the 100-year flood level to allow storage function during all lesser flood events. Compensating storage for encroachment below SHWL shall also be equivalently provided.

The SWFWMD recommends that the FDOT quantify and verify flood plain and floodway impacts resulting from the project based on existing or special basin hydrologic studies as needed. The FDOT may want to consider refining a flood plain or floodway designation by submitting one of the following documents to FEMA or the local flood plain manager: No Rise Certification, Physical Map revision, Letter of Map Revision, Conditional Letter of Map Revision, Conditional Letter of Map Revision Based on Fill, or Letter of Map Amendment may be necessary.

In addition to the FIRM Maps the following studies may be helpful in establishing the 25 year tailwater elevation and 100 year floodplain elevations:

- (a) Buffalo Canal/Frog Creek Watershed Management Plan (L007) - Funded by the District and Manatee County: in progress; District contact is S. Dunham)
- (b) Manatee River- Reynolds, Smith and Hills 1979
- (c) Braden River Watershed Management Plan (B074) - Funded by the District, Manatee County, Sarasota County, and City of Bradenton: in progress; District contact is S. Dunham)
- (d) Cypress Strand- Camp Dresser and Mckee 1990
- (e) West branch of Cooper Creek- Ardaman study 2000

A conveyance analysis will be required if floodplain encroachment is proposed at these crossings.



**Recreation Areas**

Degree of Effect:           Enhanced           Minimal to None           Moderate           X Substantial

Agency Involvement:   X Continue           No Further Action

**Identify Resources and level of importance:**

Approximately 125 linear feet of the Manatee River Canoe Trail, which is officially designated as part of Florida's statewide system of Greenways and Trails, is within 200 feet of the proposed alignment. Impacts are anticipated to this trail and need to be coordinated with the FDEP Office of Greenways and Trails. Terra Ceia State Park lies within one mile of proposed project.

Approximately 500 linear feet of the FDEP Office of Greenways and Trails - Vision Biking and Equestrian Trail are within a 200 foot buffer of the proposed alignment.

**Comment on effects to resources:**

Design accommodations should be included to reduce potential impacts to recreational areas. Determination of Applicability should be conducted to assess potential 4(f) impacts.

**Additional Comments:**

For a project to meet permit criteria, it must be "not contrary to the public interest." Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed "contrary to the public interest."

**Secondary and Cumulative Effects**

Degree of Effect:           Enhanced           Minimal to None           X Moderate           Substantial

Agency Involvement:   X Continue           No Further Action

**Identify Resources and level of importance:**

This project crosses two waterbodies, the Manatee River and the Braden River, as well as several unnamed small streams. In 2005, approximately 789 acres of wetlands were reported to occur within 200 feet of the project corridor, and 1,982 acres of wetlands were estimated to occur within a 500-foot buffer. Approximately 24 acres of FFWCC Priority Wetlands (4-6 focal species) lie within a 200-foot buffer of the proposed alignment. During recent field visits, biologists observed that some of these 789 acres of wetlands and surface waters reported to exist in the 200 foot buffer of the project limits have been lost to recent development.

High quality wetland and upland habitat is located within the project area. There are over 27 acres of Biodiversity Hotspots supporting seven or more Focal Species within 500 feet of the project limits. Within the 200' buffer, there are approximately 24 acres of FFWCC Biodiversity Hotspots for five to six focal species.

In the northern segment, there was 1 bald eagle (T) nest sighting within 1.0 mile (approximately 650 feet) of the project. It has also been determined that this project lies within the Core Foraging Area of the endangered wood stork. An active wood stork nesting colony is documented to occur approximately 1.7 miles from the project corridor. Additionally, the Sherman's fox squirrel (SSC), West Indian manatee (E), and American alligator (T) have been documented to occur within a one-mile radius of the project limits. Within the project's regional area, it is anticipated that habitat for the Florida scrub jay (T), eastern indigo snake (T), and gopher tortoise (SSC) has been known to occur.



**Comment on effects to resources:**

Wetland edges will be lost or disturbed as a result of the increased paved cross section and associated surface water management system facilities. The actual acreage of this type of wetland loss and disturbance cannot be calculated at this time. It is likely that the total acreage is a small number project-wide, but such disturbance is very important on a wetland-by-wetland basis. Such physical disturbance results in wetland edges that become invaded by undesirable plant species that can negatively alter the species composition of a wetland, reducing its habitat value for wildlife.

Special attention should be directed to erosion control measures for wetland systems surrounding the Manatee River and Braden River, and any other small creeks, lakes, or waterways that may lie within the project area, as pollutants have the potential to travel up and downstream to offsite wetland systems.

The proposed project may cause additional isolation of animal populations on either side of the roadway, as the roadway widening will lower the ability of wildlife to successfully migrate to the remaining habitats on either side of the highway. This project is a widening of an existing roadway that has already generated impacts to wildlife resources in the past; therefore, this project will increase the potential for such impacts. Species diversity and abundance, including that of Listed Species, will be adversely affected as a result of the pressure brought about by the elimination of habitat and the increased traffic.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities (ISA) Permit (Rule 40D-40.302(6), F.A.C.) if the project is a "design-build" or "fast-tracked" project.

FDOT must discuss the relationship, both geographical and temporal, of the I-75 widening project with the Florida Intercity Passenger Rail Service Vision Plan, Phase 3: Tampa to Naples project. An assessment of the cumulative effects of the I-75 project in conjunction with the rail project should be performed because the rail system parallels or is co-located with the I-75 corridor and could involve a duplication of the impacts associated with the I-75 widening. In addition, construction of stations at the locations proposed would magnify wetlands impacts and stormwater treatment volumes.

**Special Designations**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	<b>X</b> Moderate	Substantial
<b>Agency Involvement:</b>	<b>X</b> Continue	No Further Action		

**Identify Resources and level of importance:**

There are several crossings that will require research to determine if appropriate easements or agreements exist: Cabbage Slough, Frog Creek, Manatee River, Cypress Strand, Williams Creek, Braden River, and Cooper Creek.

**Comment on effects to resources:**

Adverse effects are possible but not quantifiable at this time.

**Additional Comments:**

The FDOT should research the possibility of special designations within the project area.

**Water Quality and Quantity**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	Moderate	<b>X</b> Substantial
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Agency Involvement:    X Continue            No Further Action

**Identify Resources and level of importance:**

There are several tributary crossings on this project that are directly connected to Outstanding Florida Waters (Terra Ceia Aquatic Preserve) or that cross Sovereign Submerged Lands (Manatee River, Braden River, Cooper Creek, and Buffalo Creek). It is recommended that the FDOT consider the additional requirements placed on surface water management systems that are placed in such areas.

There are several SWFWMD ERP permits that have been issued for adjacent developments on the east and west sides of this project. It is likely that those developments rely on the current hydraulic performance of the cross drain culverts, bridge-culverts, and bridges. It is recommended that the FDOT provide a hydraulic analysis of the cross drain structures for the existing and proposed conditions, to demonstrate no-adverse impact to adjacent, permitted systems. A bridge hydraulics report is recommended for any bridge modifications, as part of the ERP permitting process.

There are three watersheds in the vicinity of the project, which either have TMDL parameters set or are expected to be set by 2008; however, two watersheds are proposed for delisting for some parameters (FDEP May, 18, 2004 Delist List) as shown, below.

Braden River above Ward L (WBID 1914)

Parameters:DO, turbidity, TSS, total and fecal coliform, fluoride, unionized ammonia, nutrients (chla);  
TMDL submittal date: 2008;

Proposed delisting for: nutrients (chla) and turbidity.

Unnamed Stream (WBID 1913)

Parameters:TSS, fecal coliform, TSS, unionized ammonia, nutrients (chla);  
TMDL submittal date: 2008;

Proposed delisting for: turbidity.

Williams Creek (WBID 1901)

Parameters:total and fecal coliform;  
TMDL submittal date: 2003.

DRASTIC analysis assigns Vulnerability Indices to the surficial aquifer in the project area ranging between 173 and 186 on a relative scale; Vulnerability Indices assigned to the intermediate aquifer in the area ranged from 46 to 51 on a relative scale.

**Comment on effects to resources:**

Several of the existing bridges on this project currently discharge untreated stormwater runoff directly to receiving waters by deck scuppers. Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes for both bridges and roadways, plus the runoff from all other directly connected impervious areas contributing to the treatment systems, both on and off-site.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities (ISA) Permit (Rule 40D-40.302(6), F.A.C.) if the project is a "design-build" or "fast-tracked" project. An ISA permits "jump-starting," on a limited basis, the initial construction activities of a larger project for which an individual ERP application has already been submitted and recommended by staff for approval.

Water quality data (available from FDEP, Manatee County, EPA) from the Manatee and Braden Rivers should be compiled and analyzed. A report should be prepared demonstrating that the project, both during and after construction, will not degrade the water quality of (1) the Manatee River and all



other streams (except the Braden River) below their Class III designated use classifications or (2) the Braden River below its Class I designation.

The ERP BOR document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management system will meet the conditions for issuance. Parameters that are frequently over- or under-estimated include: seasonal high water, seasonal high groundwater table, historic basin storage, floodplain storage, floodway hydraulic capacity, peak discharge rates and timing, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to "book values." It is recommended that the FDOT consider providing a pond siting report that addresses these design approaches and criteria.

Several of the existing SWFWMD ERP permits on this project are for scour protection projects. It is recommended that the FDOT include a scour study for each bridge-culvert or bridge cross drain along this project, in the ERP application.

The following projects adjacent to I-75 have been permitted by the District and the file of record may contain helpful information for the design of the I-75 improvements:

Tuscany Lakes	ERP 43023652.000
JP Igloo Hockey Complex	ERP 43017551.000
Mangrove Pointe	ERP 43028370.000
River Place	ERP 43023478.000
Crystal Lakes	ERP 43046772.000
Ceekwood East Corporate Park	ERP 43005641.020

SWFWMD's Minimum Flows and Levels Program is scheduled to adopt minimum flows on the freshwater reach of the Braden River in 2006 (Project 082). The Manatee River and the Braden River estuary (Project B204) are scheduled for similar action in 2007. This work will result in a HEC-RAS model of the Braden River upstream of the reservoir for which stage versus discharge information will be generated. In the Manatee River and the Braden River downstream of the reservoir, a hydrodynamic model will be produced. These data will be available to FDOT for use in the project design/development phases. In the Manatee River freshwater segment, technical work is being done by the District in connection with the eventual MFL development (Project B205).

SWFWMD's Manatee River Comprehensive Watershed Management (CWM) project goals are to preserve and improve water quality and natural systems in the basin. CWM provides a mechanism for SWFWMD coordination with local and state agencies on projects that have potential impacts on water resources. It is recommended that FDOT consider these, and other, CWM goals in project design and construction.

SWFWMD's agency mission and its SWUCA program goals include maintaining the hydrologic and environmental integrity of groundwater and surface water resources. These goals will be attained by the implementation of SWFWMD's permitting program and the acquisition of lands in the Lower Manatee River Floodway Acquisition Project, which this project traverses. It is recommended that the FDOT maintain close coordination with the District's land acquisition program, particularly because the existing roadway crosses portions of SWFWMD's proposed Lower Manatee River Floodway Acquisition Project.

There are several SWFWMD Environmental Resource Permit (ERP) permits that have been issued for individual components of this project and for projects that appear to overlap this project (such as intersection improvements); however, there does not appear to be a single, master permit for the entire project. It is recommended that the FDOT consider incorporating previous permits by reference into a new permit application for this project to simplify the application and review process.

The FDOT, depending upon the anticipated time of issuance for the SWFWMD ERP permit, may want to consider TMDLs when designing their water quality management components of the surface





water management system. The FDOT must be prepared to implement appropriate TMDL remediation measures.

In-stream water quality protection and treatment of stormwater discharge will be needed for the project in accordance with Chapters 3 and 5 of the ERP Basis of Review. Treatment of stormwater runoff will be required, as additional traffic lanes are proposed. Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes for both bridges and roadways, plus the runoff from all other directly connected impervious areas contributing to the treatment systems, both on and off-site.

Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes, plus the runoff from all other directly connected impervious areas contributing to the treatment system facilities, both on and off-site. It should be noted that the project in the vicinity of the Braden River traverses the Evers Reservoir Watershed Protection Overlay District and the Manatee Co. Special Treatment Overlay District, both of which may require stricter permitting criteria. Evers Reservoir serves the city of Bradenton as a public water supply (making it a Class I surface water). The project must be designed, constructed and operated to not impair the City's existing legal use of that facility, either from water quantity or quality standpoints. Because the project is upstream of Evers Reservoir, treatment criteria in the Evers watershed will need to be increased by 50%. Depending on final design configurations, other stricter water quality criteria may be required for specific portions of the project.

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:

1. Alternate, contributing areas need to be hydrologically equivalent to the new and existing, watershed areas that would otherwise contribute to the treatment system and existing point of discharge;
2. Alternate pollution sources and loading characteristics need to be equivalent to those being substituted; and
3. Treatment benefits being substituted need to occur in the same receiving waters and in the same locality as the existing point of discharge from the new project area.

Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

Existing stormwater treatment capacity that is being displaced by any roadway project will require additional compensating treatment volume for replacement. For example, existing treatment capacity in roadside linear ponds/swales that is displaced by road widening will need to be replaced in a pond with suitable treatment volume from the existing contributing area and the road widening. Equivalent stormwater quality treatment, as described previously, should be avoided if possible.

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the District's ERP Basis of Review (BOR). This includes the following issues:

(a) The pre- and post-development peak discharge rate must match for each sub-basin along the I-75 corridor at each location runoff discharges from the right-of-way. Hydraulic routing through surface water storage areas and using appropriate tailwater information will also be necessary. Manatee County has imposed up to a 50% reduction in discharge rates for projects in area of known flooding. These include all of the Braden River watershed, which has a 25% reduction in discharge rates, and the Buffalo Creek Watershed, which has the full 50% reduction in discharge rates.

(b) Provisions must be made to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality. Refer to Section 4.8 of the ERP BOR.



The names and addresses of individuals or entities, whose property will be acquired for the roadway improvements, will need to be submitted with the ERP permit application. Since the FDOT has powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C.

The District has assigned pre-application file number PA3303 for the purpose of tracking their participation in the ETDM review of this project. File PA3303 is maintained at the Sarasota Service Office of the SWFWMD. Please refer to PA3303 whenever contacting District regulatory staff regarding this project.

**Wetlands**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	Moderate	<b>X</b> Substantial
<b>Agency Involvement:</b>	<b>X</b> Continue	No Further Action		

**Identify Resources and level of importance:**

This project crosses two waterbodies, the Manatee River and the Braden River, as well as several unnamed small streams. In 2005, approximately 789 acres of wetlands were reported to occur within 200 feet of the project corridor, and 1,982 acres of wetlands were estimated to occur within a 500-foot buffer. Approximately 24 acres of FFWCC Priority Wetlands (4-6 focal species) lie within a 200-foot buffer of the proposed alignment. During recent field visits, biologists observed that some of these 789 acres of wetlands and surface waters reported to exist in the 200 foot buffer of the project limits have been lost to recent development. The major wetland systems remain fragmented. Invasion of exotic species, principally by Brazilian pepper, has likely increased within remaining wetland systems. Nevertheless, high quality wetland habitat exists within the project right-of-way and within 200 feet of the project boundaries.

The project traverses numerous, non-contiguous wetlands and areas of hydric soils. Wetlands consist chiefly of forested systems, and they are more prevalent in the central and southern segments of the project. The northern segment of the project has fewer wetlands as that area is dominated by urban/suburban development.

The wetlands within the study area are found in the swales of the median and the east and west shoulders of the roadway. Most of these wetlands are hydrologically contiguous with drainage canals and other waterways that pass beneath the roadway. Some of these drainage swales appear to be part of natural wetland areas, many of which are depressional wetlands.

During field visits during the review in March 2006, undisturbed forested wetland systems consisted primarily of red maple, cabbage palm, cypress, laurel oak, swamp bay, pop ash, and slash pine. Wax myrtle was observed as the dominant mid-canopy species. White breakrush, blue-joint panicum, and broomsedge were representative of the ground cover. The wetland species listed in the March 2005 field report continue to comprise the dominant canopy, subcanopy and ground cover vegetation in the wetland areas. One species, Carolina willow, should be added to the list of typical species. It was abundant in portions of the roadside and median swales and along the edges of some of the drainage canals.

Mangrove species found in the ROW of the Manatee River include red, white, and black mangroves. Ground cover species present consist of leather fern, fringerush, black needle-rush, and saltwort.

Approximately 82 acres of wetlands occur within a 200-foot buffer of the proposed alignment (~ 10% of project corridor). Approximately 40 acres of FFWCC Priority Wetlands (1-6 focal species) occur within a 200-foot buffer of the proposed alignment. Approximately one acre of mangroves occurs within a 200-foot buffer of the proposed alignment. Terra Ceia State Buffer Preserve within a one-



mile buffer of the proposed alignment. Coordination with FFWCC and USFWS will be required for wetland-dependent listed species. Project traverses eight named streams and several unnamed streams. The majority of the freshwater wetlands in the project area are forested systems, while herbaceous systems and mangroves occupy the channels of the Manatee River. In the upper reaches of the Braden River, wetlands also are chiefly forested systems. Wetland development is extensive within the right-of-way at some locations. The most common wetland type within the right-of-way is willow with associated red maple and some Brazilian pepper except at the crossing of Salt Creek where black needle rush and mangroves dominate. Many of the wetlands in those locations are of good quality and support wetland-dependent wildlife. Some of the wetlands at stream crossings have been degraded. For example, at Frog Creek, bank re-shaping and vegetation removal are being done, while at the Manatee River crossing, new land clearing activities that extend on both sides of the roadway and to the top of bank have been done.

**Comment on effects to resources:**

The decision to widen the roadway to the inside or to the outside of existing lanes will affect the degree of wetland impact and the mitigation requirements associated with the project. Wetland impact avoidance, both along existing lanes and at interchanges, may be possible by electing to widen to the inside of the existing roadway wherever feasible. Data from the technical studies on habitat, wildlife, and wetlands should be input to the selection of the final alignment of the project. The regional wetland and wildlife impacts of the project can be reduced further by means of appropriate precautions during construction combined with adequate and appropriate mitigation within the watershed on a like-for-like basis.

Since this project is proposed as a capacity improvement along an existing roadway alignment, depending on the final design selection, there could be significant impacts to native habitats including wetlands and surface waters. It is recommended that the FDOT prepare a specific land cover map of the project corridor. For planning purposes, general wetland and surface water delineations should be conducted on aerial maps; depicting the location and potential impacts (e.g. acreage, habitat types, quality) of the wetlands and surface waters; and a summary of the impact type (e.g. filling, dredging, shading, permanent, temporary). As the roadway design proceeds and wetland and surface water impact conditions are further qualified and quantified, an assessment of the anticipated wetland habitat impacts should be conducted utilizing the state's Uniform Mitigation Assessment Method (UMAM).

Additionally, in accordance with 50 CFR 600.905-930, and assessment of potential impacts to Essential Fish Habitat is required. This analysis will be included in the Wetlands Evaluation Report, and will be coordinated with the National Marine Fisheries Service.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities (ISA) Permit (Rule 40D-40.302(6), F.A.C.) if the project is a "design-build" or "fast-tracked" project. An ISA permits "jump-starting," on a limited basis, the initial construction activities of a larger project for which an individual ERP application has already been submitted and recommended by staff for approval.

FDOT must provide reasonable assurance that the project's design will not adversely impact the value of functions provided to fish, wildlife, and listed species, including aquatic and wetland-dependent species, by wetlands and other surface waters. Wetlands within and adjacent to the ROW do not provide high quality habitat, and there is evidence of use by species listed as Listed Species. A formal wetland delineation and Unified Mitigation Assessment Methodology (UMAM) analysis will be required for the lands involved in the roadway work and surface water management facilities.

For ERP purposes of mitigating any adverse wetland impacts within the same drainage basin (Basis of Review (BOR), par. 3.1.1(g) and subsection 3.2.8), the southern portion of the project in the



Braden River watershed and the northern project segment in the Manatee River watershed will be considered by SWFWMD as being in the Manatee River drainage basin (BOR, Appendix 6).

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Mitigation Program (Chapter 373.4137, F.S.) requires the FDOT to submit anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude an FDOT project in whole or in part if the District is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted by FDOT. The SWFWMD is currently evaluating habitat restoration opportunities in the Manatee River watershed, the basin where the majority of the anticipated wetland impacts will occur. The ability to appropriately mitigate all or a portion of the anticipated I-75 wetland and surface water impacts through the program will depend on the impact (quality, quantity, habitat types) and FDOT providing sufficient notification with accurate impact information. To assist with evaluating potential mitigation alternatives, the SWFWMD requests that FDOT provide preliminary wetland impact estimates within the annual wetland impact inventory submittal in July 2006.

The District has assigned pre-application file number PA3304 for the purpose of tracking their participation in the ETDM review of this project. File PA3304 is maintained at the Sarasota Service Office of the SWFWMD. Please refer to PA3304 whenever contacting District regulatory staff regarding this project.

**Historic and Archaeological Sites**

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Degree of Effect:                    Enhanced      X Minimal to None                    Moderate                    Substantial

Agency Involvement:            Continue        X No Further Action

Identify Resources and level of importance:

Comment on effects to resources:

Additional Comments:

**Infrastructure**

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Degree of Effect:                    Enhanced      X Minimal to None                    Moderate                    Substantial

Agency Involvement:            Continue        X No Further Action

Identify Resources and level of importance:

Comment on effects to resources:

Additional Comments:



**Navigation**

Degree of Effect:           Enhanced     X Minimal to None           Moderate           Substantial

Agency Involvement:     Continue     X No Further Action

Identify Resources and level of importance:

Comment on effects to resources:

Additional Comments:

**Section 4(f) Potential**

Degree of Effect:           Enhanced     X Minimal to None           Moderate           Substantial

Agency Involvement:     Continue     X No Further Action

Identify Resources and level of importance:

Comment on effects to resources:

Additional Comments:

**Wildlife and Habitat**

Degree of Effect:           Enhanced           Minimal to None     X Moderate           Substantial

Agency Involvement:     X Continue           No Further Action

Identify Resources and level of importance:

High quality wetland and upland habitat is located within the project area. Within the 200' buffer, there are approximately 43 acres of FFWCC Biodiversity Hotspots for five to six focal species.

Surveys for state and federally protected species were performed in March 2006. No listed species were observed, however foraging habitat does exist for the endangered wood stork other state-listed wading bird species in the wetlands of the roadway ROW. It has also been determined that this project lies within the Core Foraging Area of the endangered wood stork. There is an active wood stork nesting colony located approximately 1.7 miles from the project corridor. Within the project's regional area, it is anticipated that habitat for the Florida scrub jay (T) and eastern indigo snake (T) occurs within the project's regional area. In the northern segment, there was 1 bald eagle (T) nest sighting within 0.12 miles from the project. Additionally, the Sherman's fox squirrel (SSC), American alligator (T), and West Indian Manatee (E) have been documented to occur within a one-mile radius of the project limits and suitable habitat exists within one mile of the project.





The entire project occupies the Tampa Bay Ecosystem Management Area. Wildlife habitat along much of the length of the existing roadway has been recognized as important for sustaining populations of both listed and non-listed species. Nine eagles' nests are located within 5 miles, one of which occurs within 1 mile of the project. FWCC Biodiversity Hotspots supporting 5-6 focal species and Species Occurrences occur throughout the project area. Biological Assessment Report should be prepared.

**Comment on effects to resources:**

The project may result in adverse impacts to wildlife and habitat. Impacts include additional disturbance to already-degraded aquatic habitat, loss of upland habitat that is potentially utilized by listed species, and water quality impacts to aquatic habitat. While the highly urbanized areas surrounding the project corridor provide low levels of high quality native habitats, the proposed project may cause additional isolation of floral and faunal species populations on either side of the roadway. The roadway widening will lower the ability of wildlife to successfully migrate to the remaining habitats on either side of the highway.

**Additional Comments:**

The project site traverses numerous forested wetlands, pine flatwoods, and upland hardwood forests along much of its length that support native wildlife species. A land cover map and a habitat quality assessment should be generated by means of an on-site survey. That information will assist in project design.

Wildlife habitat along much of the length of the existing roadway has been recognized as important for sustaining populations of both listed and non-listed species. Hot spots were located throughout the project area, indicating the need for specific wildlife surveys on the project.

For a project to meet permit criteria, it must be "not contrary to the public interest." Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed "contrary to the public interest."

Specific surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the need for wildlife accommodations at particularly important locations along the project. Species of particular interest include the wood stork, Southern bald eagle, eastern indigo snake, Florida scrub jay, gopher tortoise, and Sherman's fox squirrel. The FFWCC data on the site should be updated to the present time and applied to this project. The information generated during this work should be used in project design to reduce wildlife impacts.

FDOT must provide reasonable assurance that the design, construction and operation of the project will not impact the values of wetland, other surface waters and other water-related resources of the District so as to cause adverse impacts to the (a) abundance of fish, wildlife, and listed species and (b) habitat of fish, wildlife, and listed species (ERP Basis of Review 3.2.2).

The project has the potential for both temporary and permanent impacts to wetland-dependent wildlife and habitat. Temporary impacts during construction include: noise, dust, habitat damage outside of ROW, and turbidity in the ditches crossing the project area. Turbidity will be addressed in the ERP and can be eliminated by the use and maintenance of effective control measures that are appropriate to the terrain involved.

The additional lanes increase the likelihood of animal fatalities on the roadway, particularly in the segment traversing the wetlands. A survey to determine the actual amount of animal traffic across the roadway itself and through the cross culverts should be conducted. The data collected should be analyzed for the purpose of determining the value of wildlife crossings. Coordination with FFWCC, USFWS and Bureau of Imperiled Species Management will be required for wetland-dependent listed



**ETDM Advance Notification Comments  
I-75 from University Blvd. Moccasin Wallow Rd. (EST #4792)**

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species. It is recommended that the FDOT prepare a Wetland Evaluation Report (WER) and an Endangered Species Biological Assessment (ESBA) for further analysis.



# the Watershed

AWRA Florida Section Meeting  
March 17, 2006

**Challenger Learning Center, Tallahassee**

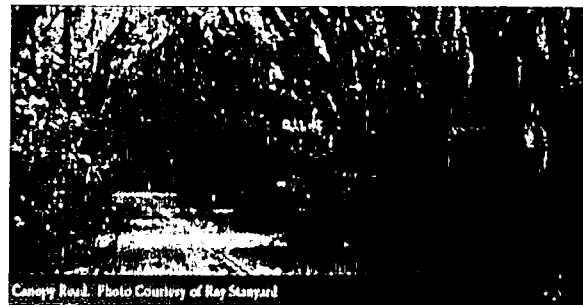
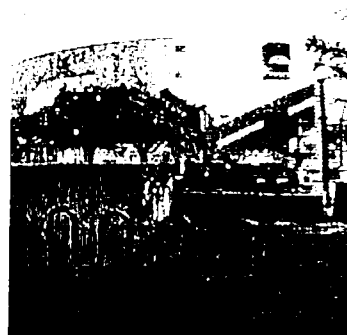
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**Technical Program:** The Florida Section of the American Water Resources Association will hold its March meeting in downtown Tallahassee, Florida at the Challenger Learning Center (CLC). The technical session will be held inside the CLC planetarium, which provides an unobstructed view of all presentations and speakers. Technical Sessions are scheduled on Friday from 1:00 pm. through 5:00 pm and consist of a variety of topics.

Speakers from FDEP will begin by demonstrating tools developed to help the public as well as staff to more easily find water-related data and information relevant to them. Professors and students from Florida State University will present talks on hydrological modeling in Karst terrain, dune recovery on St. George Island, and velocity asymmetry in salt marsh channels. Black and Veatch will present Integration of Membrane Filtration into Water Treatment Systems. The final talk will summarize hot water topics in this year's legislative session. The dinner speaker is to be announced at a later date.

**Location & Accommodations:** The location was changed from Wakulla Springs as originally advertised, due to a surge of early bookings last year by wedding parties trying to avoid another disruptive hurricane season. The new location will be the Challenger Learning Center (CLC) in downtown Tallahassee (see location map on page 7). This is an opportunity to experience a revitalizing downtown center that includes a variety of quality restaurants and entertainment – Tallahassee style. The CLC is located at 200 South Duval Street. There is some available parking on the surrounding streets, but you might prefer the underground parking beneath the Kleman Plaza in the same block. The East entrance (from Duval Street) is your best bet, since the West entrance (from S. Bronough St.) may be blocked by construction. Dinner will be catered by Harry's Seafood Bar and Grill. Lodging information is on page 8 – Deadline **February 20** for social rate.



2006 Meetings: January 13 Jacksonville; March 17 Tallahassee; May 19 Tarpon Springs;  
July 13-15 Key West; September 15 Jupiter; November 17 Fort Myers



# American Water Resources Association

Florida Section Meeting  
Friday, March 17, 2006

*Downtown Tallahassee at the Challenger Learning Center*

11 am – 1:30 pm      AWRA Florida Section – Board of Directors Meeting (Classroom B)  
*Lunch is "Dutch Treat" from the Paradigm Restaurant – Section Members Welcome!*

1 pm – 2 pm      Registration (Exhibit Hall)

**TECHNICAL PROGRAM – TENTATIVE AGENDA**  
(Planetarium)

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*Program Chairs: Candace Beauvais, Allan Biddlecomb and Don McEwen*

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- 2:00 pm      Welcome, Section & Chapter Business, Introduction of Technical Program
- 2:15 pm      "Water Data, Coming Soon to a PC Near You" - Latest Website in Development from the Florida DEP; *Don McEwen and Richard Butgereit, Division of Water Resource Management, FDEP*
- 3:00 pm      Hydrogeological Modeling in Karst Terrain  
*Dr. Bill Hu, Department of Geology, Florida State University*
- 3:30 pm      Dr. Sergio Fagherazzi and Students, Dept. of Geology, Florida State University
- *Anthony Priestas "Morphological recovery of Dune Fields in Barrier Islands after Hurricanes, St. George Island Florida"*
  - *Muriel Hannion "Velocity Asymmetry in Salt Marsh Channels"*
- 4:00 pm      Integration of Membrane Filtration into Water Treatment Systems; *Johnathan Pressdee, Black & Veatch*
- 4:30 pm      2006 Legislative Update – Hot Water Topics  
*David Still, Suwannee River Water Management District*
- 5:00 pm      Social and Networking Hour
- 6:00 pm      Dinner – Catered by Harry's Seafood Bar & Grill

Thank you to our meeting sponsors!

Biological Research Associates  
Lewis, Longman & Walker, P.A.  
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**AWRA NATIONAL NEWS**

*Upcoming conferences hosted by AWRA*

- ◆ GIS and Water Resources IV, May 8-10, Houston, TX
- ◆ Adaptive Management of Water Resources, June 26-28, Missoula, MT
- ◆ Wetlands Restoration Dialogue, September 18-20, Ft. Lauderdale
- ◆ Annual Water Resources Conference, November 6-9, Baltimore, MD

**Board of Directors** (for terms beginning January 1, 2007) Are you, or someone you know, willing to serve in a leadership position? Are you a hard working, strategic thinker who is committed to providing a balanced, professional approach to solving water resources challenges in a friendly and comfortable atmosphere? Consider nominating yourself or a colleague for service to AWRA. **Deadline for Nominations: April 7.**

**Annual Awards**

Recognition for outstanding service is important to all of us. Is there someone you know in our profession who deserves such recognition? Our AWRA Annual Awards Call for Nominations includes

descriptions and eligibility requirements for 8 different categories. **Deadline for Nominations: May 5.**

**Richard A. Herbert Scholarships**

If you are a current AWRA Student Member, you might be eligible to apply for the **Richard A. Herbert Scholarship Program**. These awards are given annually to an undergraduate and graduate student in a water resources program. Are you, or do you know, a deserving undergrad or grad student with an excellent GPA? **Deadline: April 24.**

For more information and to become a member of the National AWRA, go to [www.awra.org](http://www.awra.org), or contact David Watt at 386-329-4355 or [dwatt@sjrwmd.com](mailto:d watt@sjrwmd.com).

**AWRA FLORIDA NEWS**

- > Florida Section Directory Updates
- > Board of Directors Summary
- > Education Committee Update
- > Technical Program Summary
- > Student Chapter News
- > Announcements

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**Board of Directors Summary**  
- by Cathy Vogel

The first Board of Directors meeting of 2006 was held on January 13 at the University of North Florida in Jacksonville. Newly installed President, Bob Higgins, presided over a good turnout of Board members, member guests and a contingent of Student Chapter members from the University of Florida.

It was reported that the election of Board members for 2006 was completed with all ballots counted. The proposed slate of candidates was unanimously adopted by the Section, and three new members have joined the ranks of the Board of Directors: Kristin Bennett and Garrett Wallace - both of West Palm Beach, and Gordon Brown, a student member from the UF Student Chapter. Congratulations! In addition, at the Board meeting the following officers were unanimously elected to serve during 2006: Bob Higgins - Section President; Patrick Victor - Vice President; Jay Yingling - Treasurer; and Cathy Vogel - Secretary.

Also, after eight years of service as the Section's Membership Committee Chairman, Dave Watt gladly relinquished the reins of the Committee to Annette Carter who, in her first membership report, indicated that 50 members - including 5 new members - have already submitted their 2006 dues.

In his last Treasurer's Report, Patrick Victor, who has served in that capacity for the past two years, reviewed financial information from 2005. The Section bank account at year's end had a balance of \$20,534. And, during 2005, the Section distributed education grants and awards totaling \$16,000. In addition, the Sanford N. Young Scholarship Fund has a year-end balance of \$23,000. The Board voted to invest this fund in a higher interest-bearing money market account.

It appears that our new President, Professor Higgins (as he has now been dubbed), is hitting the ground running. With drafting assistance from Kristin Bennett, he presented a new membership policy that the Board will vote on at its March meeting. The policy would create special categories of membership in the Section, including a Fellow



Member and a Life Member. In addition, Bob announced plans to form a Board committee to develop a strategic plan for the Florida Section, AWRA. Looks like the New Year is off to a grand start!

Speaking of the Sandy Young Scholarship...the Board is in the process of reviewing and adopting a scholarship profile that will explain the genesis of the scholarship and criteria and eligibility for award of funds under this newest of the Section's educational programs.

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### Education Committee Updates

- by Rosanne Clementi

The William Storch Award deadline this year is March 31, 2006. The JB Butler Science Grant deadline is June 1, 2006. The Board has not approved the criteria with which we will award scholarships from the Sanford Young Scholarship Fund. However, they did vote to put the money donated to date in an interest generating/baring account. We look forward to any suggestions regarding the criteria for this scholarship. We would like it to be different than the Storch Award.

The Silent Auction is coming up soon. July is not as far off as you think and planning for the auction does take time. We definitely will have more wine from our dear friend Ed Finch; a condo at a ski resort for a week; time on Gasparilla Island at the Wehle's hacienda; and possibly a wine tasting cruise on Saturday. So if you are interested in donating money or items, please contact me soon at [rclementi@sesi.cc](mailto:rclementi@sesi.cc).

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### Technical Program Summary – January 2006

- by Doug Durbin

#### **Beach Renourishment – Overview and Case Study, Dr. Kevin Bodge, Ph.D., P.E., Olsen Associates**

Dr. Bodge discussed coastal erosion and sediment transport. These are natural processes, but human activities can alter or exacerbate the process. On Florida East Coast beaches, inlets and jetties cause more than 80 percent of beach erosion and another large factor is improper coastal development. Dr. Bodge presented a number of striking photos showing coastal erosion, as well as the effects of beach renourishment projects in Florida and elsewhere along the Atlantic coast. He discussed the proficiency of coastal engineers at predicting erosion and sediment transport, thus enabling reliable project designs. A continuous challenge for beach renourishment projects is locating a source of suitable sand close enough to use (a project in Miami brought in sand from the Bahamas). As a case study, Dr. Bodge outlined a 30-year beach nourishment program used to maintain Jacksonville Beach.

**Beach Renourishment – Economic Impacts, Dr. William Stronge, Department of Economics, Florida Atlantic University** – Dr. Stronge has been studying the economics of beaches and beach erosion for about 20 years, as one of the only economists in the world who specializes in this subject area. Most "small scale" solutions to beach erosion (seawalls, revetments) have undesirable effects; therefore, most beach erosion problems must be addressed on a larger scale. Economic impact studies focused on beach nourishment appear to have little effect at the Federal level (apart from influencing members of Congress), but state-level decisions are often influenced by economic impact studies, as are local decisions. The economic impact associated most closely with beaches is tourism expenditures, including "direct" spending by tourists, as well as "indirect" spending by businesses serving tourists, and "induced" spending by owners and employees of those businesses. Surveys show that some 30-40 percent of Florida's out-of-state tourists visit Florida beaches. On an average day, there are more non-residents than residents on the beaches of the state. Peak use of beaches in Northeast Florida and the Panhandle is during summer months, while peak use in much of the Peninsula (Volusia County southward) is during the winter months. A higher proportion of tourists visit beaches in the northern parts of the state than do those in southern parts. Beach nourishment obviously sustains an area's ability to attract tourists, and also maintains or increases the high value of coastline property, generating higher property tax revenues.

#### **Michael Barnett, Bureau Chief, FDEP Bureau of Beaches and Shores**

DEP considers resident and tourist use of beaches, but also uses potential turtle and bird nesting as another primary factor in approving or funding nourishment projects. The Florida Fish and Wildlife Conservation Commission plays a major role in such decisions. Project designs must account for the footprint of sand placed during nourishment, as well as the potential areas where such sand may move as it equilibrates via wave action, and placed material must match as closely as possible the particle-size distribution of the beach being nourished. Prior to approval, a series of surveys must be conducted to identify natural and cultural resources in a project area, and monitoring is also required during and after a project to minimize the risk of impacts. Some projects require

mitigation for unavoidable habitat impacts. Mr. Barnett discussed a number of projects and the constraints that needed to be overcome to allow beach nourishment to proceed. While nourishment projects have some environmental risks, they also can have clear environmental impacts, such as increased turtle nesting, shorebird nesting and beach dune restoration.

#### **Inshore Dredging – Overview and Case Study, John Adams, Taylor Engineering**

Dredging technology has been developing since the early days of human civilization. In the United States, dredging is done to support commerce, national security and recreation, and the U.S. Army Corps of Engineers is the largest dredger in the nation. A variety of equipment types can be used based on a series of factors and restrictions. A primary consideration for a dredging project is the spoil disposal site and significant restrictions may exist (e.g., open water disposal is usually not an option). Mr. Adams presented a series of factors that affect the feasibility of a dredging project (cost/benefit relationship, environmental issues, type of material to be dredged). Dredging projects generally require significant data collection, planning, design, permitting, monitoring and, often, environmental mitigation.

#### **Inshore Dredging – Economic Impacts, David Roach, Florida Inland Navigation District**

Mr. Roach provided a description of the Florida Inland Navigation District, which partners with the U.S. Army Corps of Engineers to maintain the Intracoastal Waterway along Florida's 12 Atlantic coastal counties. The District also provides funding for a variety of other projects associated with waterway maintenance and improvement as well as aquatic resource protection. The Intracoastal Waterway in Florida was originally constructed around the end of the 19<sup>th</sup> Century by a private company as a toll canal; Florida took over management of the canal system in 1927, and the canal system, as it exists today, was completed in 1965. The cost for maintaining the system during the next several years includes some \$140 million in spoil disposal area acquisition and preparation, and over \$10 million per year in maintenance dredging costs. Waterway usage provides a substantial economic impact: \$7.3 billion in spending associated with waterways and \$38.4 billion in waterfront property values. A survey conducted by the District suggested that cessation of maintenance of the canal system would result in several billion dollars in lost revenue and decreased property values.

#### **Inshore Dredging – Environmental Impacts, Donald Deis, PBS&J**

Mr. Deis discussed two basic types of dredging impacts: Direct (removal of aquatic resources) and Indirect (turbidity or coverage of aquatic resources). Turbidity is often seen as the primary risk for environmental impact. He noted that efforts are always underway to find beneficial uses of dredged material (e.g., beach nourishment, filling of historic dredge holes, and use as upland construction fill). Mr. Deis discussed several projects where dredge spoil was used to create new aquatic habitats in the form of seagrass beds, including one project on Smather's Beach in Key West very near the location of the AWRA Florida Section's July meeting.

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#### **Time to Renew Your Membership for 2006**

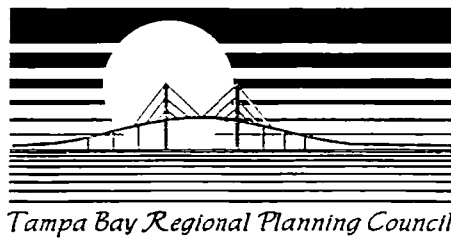
We are in the process of preparing the new membership directory. Members whose dues are not paid through at least 2005 will be dropped from active status and from the directory. A good way to prevent this and assure we have your most current contact information is to take a minute to complete the application in this newsletter, or the one on our web page at [www.awraflorida.org](http://www.awraflorida.org). We don't want you to miss out on all the great benefits of belonging to one of the best professional organizations in the State!

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#### **Florida Section Meeting Notice**

Mark your calendars for the May 9, 2006 Florida Section meeting in Tarpon Springs. The April 2006 issue of The Watershed will provide details of this meeting.

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Chair  
Robert A. "Bob" Kersteen

Vice-Chair  
Jill Collins

Secretary/Treasurer  
Commissioner Scott Black

Executive Director  
Manny Pumariega

February 28, 2006

RECEIVED

MAR 01 2006

OIP / OLGA

Mark Schulz  
Environmental Administrator  
Florida Department of Transportation  
P.O. Box 1249  
Bartow, FL 33830-1249

**Subject: IC&R #064-06 -I-75 PD&E Study From University Parkway to Moccasin Wallow Road, FSC SAI# FL200602201929C & FDOT FM #201032-1, Manatee County**

Dear Mr. Schulz:

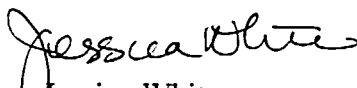
The Tampa Bay Regional Planning Council has received the above-referenced application for processing under the Intergovernmental Coordination and Review Program.

As explained in the Advance Notification document, more specific comments will be solicited by FDOT during the permit coordination process. We welcome the opportunity to review the more detail-oriented plans that will be made available to TBRPC through this process.

The Tampa Bay Regional Planning Council will be especially interested in the protection of *Natural Resources of Regional Significance*. These resources are depicted on the map series of the Council's governing document - *Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region*, a copy of which is attached.

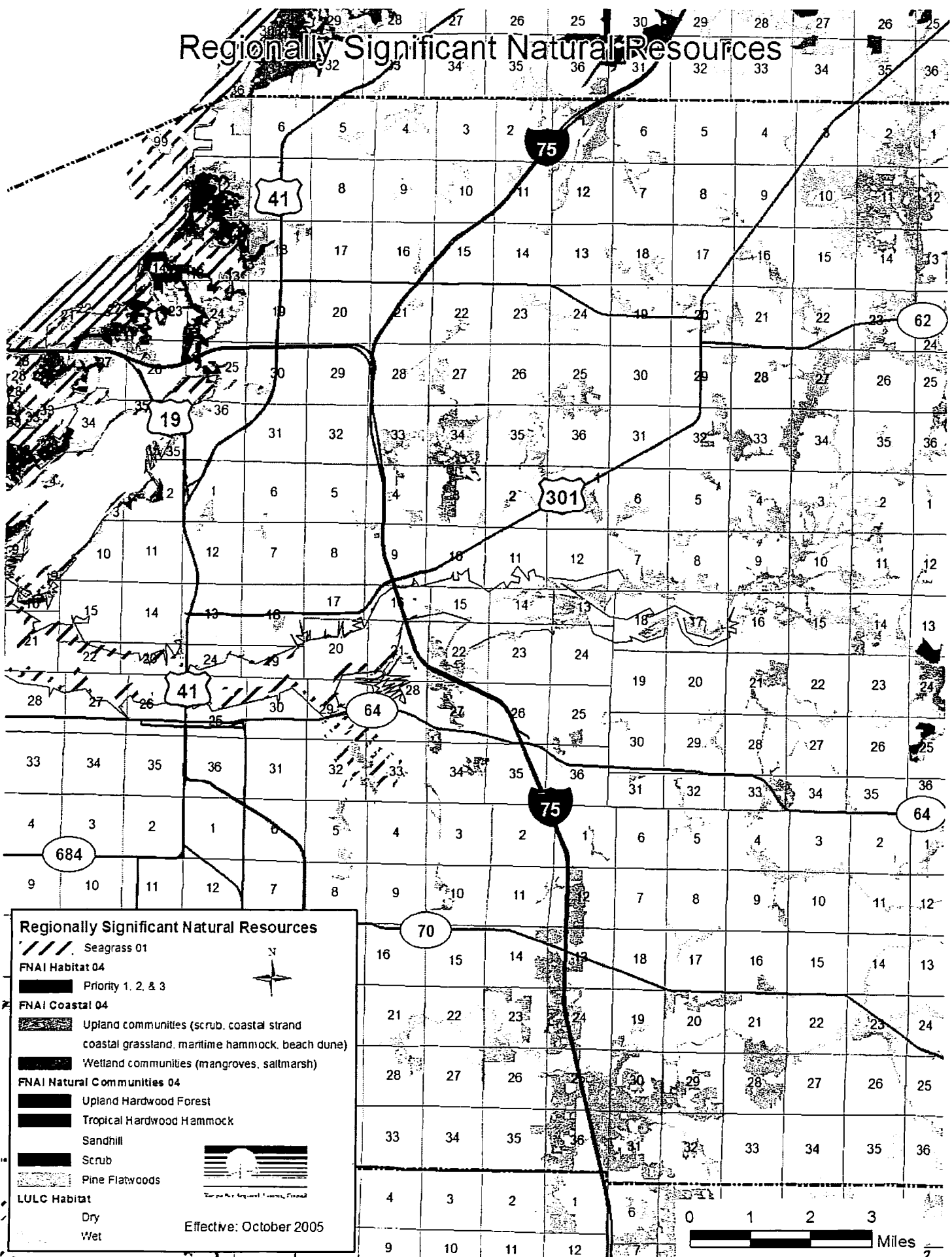
Please feel free to contact me at ext. 38 should you have any questions.

Sincerely,

  
Jessica White  
IC&R Coordinator

cc: Lauren Milligan, FSC

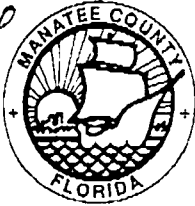
# Regionally Significant Natural Resources



850/245-2190  
All Mar. 2, 2006 3:19PM  
Attn: Michael Wood

TAMPA BAY REGIONAL PLANNING

No. 0939 P. 1



# MANATEE COUNTY GOVERNMENT

PLANNING DEPARTMENT  
"TO SERVE WITH EXCELLENCE"

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February 28, 2006

Mr. John M. Meyer  
Tampa Bay Regional Planning Council  
4000 Gateway Centre Blvd, Suite 100  
Pinellas Park, Florida 33782

RE: SAI#: FL200602201929C

Dear Mr. Meyer:

In response to your routing on the above referenced Department of Transportation – Advance Notification – I-75 PD&E Study, please be informed that this project is located within the watershed of the Evers Reservoir, which is the primary drinking water source for the City of Bradenton.

Thank you for including Manatee County in your review process.

If you have any further questions, please call me at (941) 749-3070, or e-mail me at [michael.wood@co.manatee.fl.us](mailto:michael.wood@co.manatee.fl.us).

Sincerely,

Michael R. Wood, AICP  
Comprehensive Planning Administrator

cc: Carol B. Clarke, Planning Director



2006-01512

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COUNTY: MANATEE

DATE: 2/20/2006

COMMENTS DUE DATE: 3/22/2006

CLEARANCE DUE DATE: 4/21/2006

SAI#: FL200602201929C

REFER TO: FL200602201930C

MESSAGE:

NORTH OF SAI # FL200602201930C

<b>STATE AGENCIES</b>	<b>WATER MNGMNT. DISTRICTS</b>	<b>OPB POLICY UNIT</b>	<b>RPCS &amp; LOC GOVS</b>
COMMUNITY AFFAIRS	SOUTHWEST FLORIDA WMD		
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF TRANSPORTATION -  
 ADVANCE NOTIFICATION - I-75 PD&E STUDY,  
 FROM UNIVERSITY PARKWAY TO MOCCASIN  
 WALLOW ROAD. FINANCIAL MANAGEMENT  
 NO. 201032-1 - MANATEE COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)  
 3900 COMMONWEALTH BOULEVARD MS-47  
 TALLAHASSEE, FLORIDA 32399-3000  
 TELEPHONE: (850) 245-2161  
 FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- No Comment
- Comment Attached
- Not Applicable
- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: HISTORICAL RESOURCES | HISTORIC PRESERVATION

Reviewer: DUANE DENFELD *Laura K. Kammmer, Deputy SHPO*

Date: 02/24/2006 2.27.2006

RECEIVED

FEB 28 2006

OIP / OLGA



An Equal Opportunity Employer

# Southwest Florida Water Management District



2379 Broad Street, Brooksville, Florida 34604-6899  
(352) 796-7211 or 1-800-423-1476 (FL only)  
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)  
On the Internet at: WaterMatters.org

**Bartow Service Office**  
170 Century Boulevard  
Bartow, Florida 33830-7700  
(863) 534-1448 or  
1-800-492-7862 (FL only)  
SUNCOM 572-6200

**Lecanto Service Office**  
Suite 226  
3600 West Sovereign Path  
Lecanto, Florida 34461-8070  
(352) 527-8131  
SUNCOM 667-3271

**Sarasota Service Office**  
6750 Fruitville Road  
Sarasota, Florida 34240-9711  
(941) 377-3722 or  
1-800-320-3503 (FL only)  
SUNCOM 531-6900

**Tampa Service Office**  
7601 Highway 301 North  
Tampa, Florida 33637-6759  
(813) 985-7481 or  
1-800-836-0797 (FL only)  
SUNCOM 578-2070

April 12, 2006

- Heidi B. McCree**  
Chair, Hillsborough
- Talmadge G. "Jerry" Rice**  
Vice Chair, Pasco
- Patsy C. Symons**  
Secretary, DeSoto
- Judith C. Whitehead**  
Treasurer, Hernando
- Edward W. Chance**  
Manatee
- Jennifer E. Closshey**  
Hillsborough
- Neil Combee**  
Polk
- Thomas G. Dabney**  
Sarasota
- Sallie Parks**  
Pinellas
- Todd Pressman**  
Pinellas
- Maritza Rovira-Forino**  
Hillsborough

Mr. Mark A. Schulz  
Environmental Administrator  
Florida Department of Transportation  
Post Office Box 1249  
Bartow, Florida 33830-1249

Subject: Advance Notification  
Financial Management Number: 201032-1  
Federal Aid Project Number: Pending  
Interstate 75 from North of University Parkway to  
Moccasin Wallow Road  
Manatee County, Florida  
Agency Comments

Dear Mr. Schulz:

As mentioned in our reply to the Florida State Clearinghouse, we have completed our review of the subject advance notification. Our comments are enclosed with this letter. In effect, we have reviewed this project in a manner similar to how we review projects reviewed under the Environmental Screening Tool of the FDOT's Efficient Transportation Decision Making program.

If you have any questions about our comments, please get in touch with me.

Sincerely,

Paul W. O'Neil, Jr., P.E.  
Director of Performance Management Department  
Resource Regulation Division

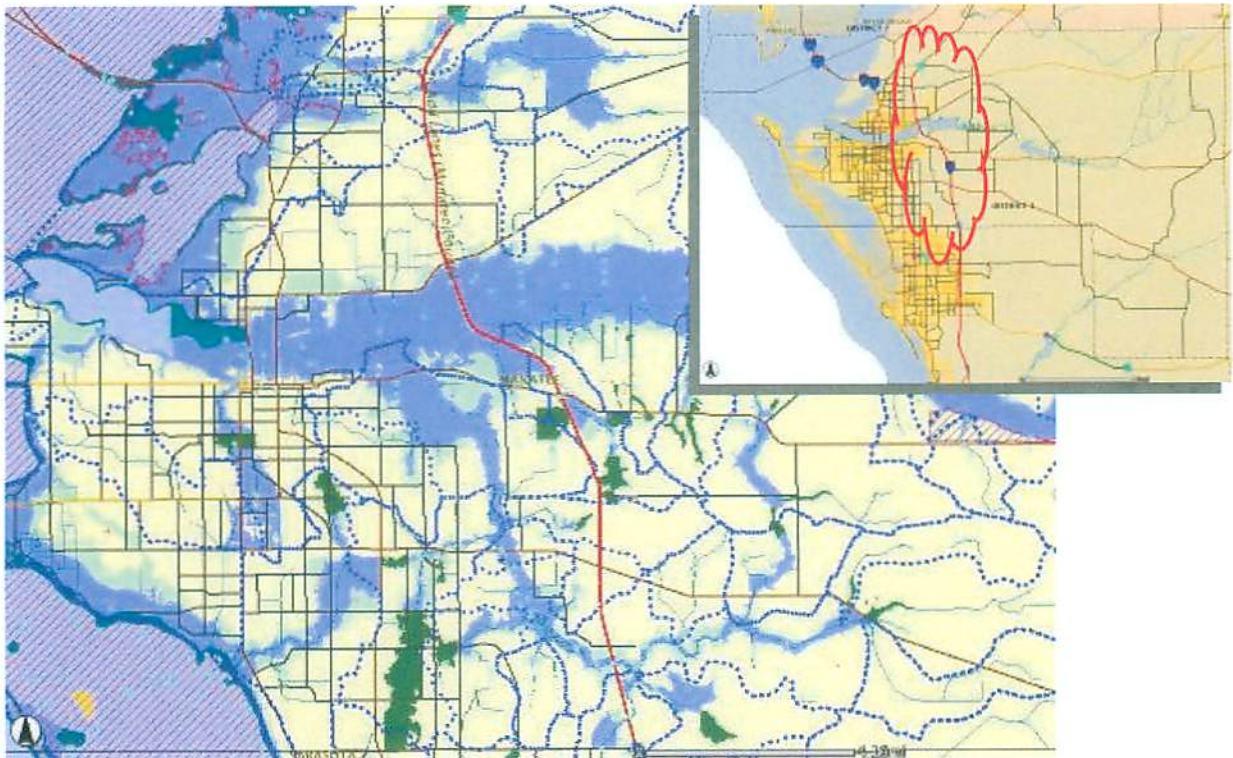
Enclosure: ETDM Advance Notification Comments, I-75 from University Blvd.  
Moccasin Wallow Rd. (EST #4792)

cc: Ms. Lauren Milligan, State Clearinghouse Coordinator  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard, Mail Station 47  
Tallahassee, Florida 32399-3000

- David L. Moore**  
Executive Director
- Gene A. Heath**  
Assistant Executive Director
- William S. Bilenky**  
General Counsel



**Location Map**



**Summary**

Project Name / Number	ETDM Review Screen
I-75 Add Lanes (Manatee County) / 4792	Planning
<b>Location</b>	Programming
North of University Parkway (Sarasota County Line) to Moccasin Wallow Road	<b>X</b> Project Development
<b>County</b>	<b>Review Period</b>
Manatee	2/20/2006 to 4/13/2006

**Description:** This project proposes to add 1 lane in each direction to I-75 between north of University Parkway and Moccasin Wallow Road. This section of I-75 is currently six lanes. The project also includes potential interchange improvements.

**Purpose and Need**

I-75 is a major north-south interstate highway that serves regional travel and connects residential centers in the Sarasota and Palmetto areas with employment and industrial centers in Bradenton. It provides regional connectivity with US 301 and US 41.





This widening from 6 lanes (existing) to 8 lanes (proposed) is a capacity improvement project. The improvement will enhance system mobility and accommodate travel demand generated by approved development in the project area. Traffic in the corridor is expected to increase given the population growth projected to occur within the county and the region. The proposed capacity improvement will relieve stress on the facility by accommodating the expected traffic growth.

Without the proposed capacity improvement on I-75 between north of University Parkway and Moccasin Wallow Road operating conditions along the corridor will deteriorate to an unacceptable (transportation) Level Of Service "F" (poorest quality).

The planned widening between north of University Parkway and Moccasin Wallow Road is part of an overall plan to improve corridor access and relieve traffic congestion on such parallel facilities as US 41 and US 301. Safety, emergency access, and truck access will all be enhanced through this corridor improvement.

I-75 is a critical evacuation route for residents in Southwest Florida's low-lying Gulf Coast communities. It is shown on the Florida Division of Emergency Management's evacuation route network.

**Alternatives Under Consideration**

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Only one alternative is presented. The total project length is 16.159 miles. The total construction would consist of five segments along the project length.

**Summary of Public Comments**

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No previous public or agency comments are available. There was no Planning Screen for this project as it is along an existing facility and corridor.

**Consistency**

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The proposed project is consistent with the Local Government Comp Plan, MPO Goals and Objectives, and Air Quality Conformity.

**Required District Responses Under ETDM**

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**Purpose and Need Statement**

Understood (without comments)

**Coastal and Marine**

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Degree of Effect:                      Enhanced                      Minimal to None                      Moderate                      X Substantial

Agency Involvement:            X Continue                      No Further Action

**Identify Resources and level of importance:**

Approximately 1025 linear feet of Environmentally Sensitive Shoreline (ESS) (estuarine, lacustrine, and riverine) occurs within 100 feet of the project area. Approximately 7,040 linear feet of ESS (estuarine, lacustrine, and riverine) occurs within 500 feet of the project area. Approximately 629,526 linear feet of Environmentally Sensitive Shoreline (ESS) (estuarine, lacustrine, and riverine) occurs within one mile of the project area. No Aquatic Preserves are located within one mile of the project.

**Comment on effects to resources:**

The project shall not restrict existing drainage flow to the Gulf of Mexico through the stream tributary crossing the project alignment. The project should be designed to eliminate impact to Listed Species.



**Additional Comments:**

The degree of effect is judged as "Substantial" due to: (1) the absence of design details at this point, (2) the strong possibility of the presence of Listed Species in the area, and (3) the presence of high quality wetlands within the project's potential impact zone.

The EST showed no evidence of the presence of important marine wildlife in the project area; however, given that some of the data is several years old and verification of wildlife presence is necessary and the presence of suitable habitat in the project area, this information should be confirmed. Coordination with FFWCC, USFWS, and NMFS could be required for marine-dependent listed species.

**Contaminated Sites**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	<b>X</b> Moderate	Substantial
<b>Agency Involvement:</b>	<b>X</b> Continue	No Further Action		

**Identify Resources and level of importance:**

There are no brownfield locations within one mile of the project corridor. At least two petroleum tank stations are located within 500 feet of the project limits. Twelve hazardous waste sites are located within a one-mile radius of the project limits. There are three known hazardous waste sites within 500 feet of alignment (Terra International, Felton C. Walker Jr. Farms, K Mart – Store 4893).

**Comment on effects to resources:**

While roadway footprint may not directly impact these sites, pond sites should be located outside of these areas as well. It will also be necessary to check for existing wells and sources of contamination within the path of construction, or in proximity of the proposed surface water management systems.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities Permit (F.A.C. 40D-40.302(6)); particularly if the project is a "design-build" or "fast-tracked" project.

The SWFWMD recommends coordination with FDEP and EPA and preparing a Contamination Screening Environmental Report.

FDOT must provide reasonable assurance that project activities will not adversely affect the quality of receiving waters such that State water quality standards, including any anti-degradation provisions and any special standards for Outstanding Florida Waters and Outstanding National Resource Waters, will be violated [40D-4.301(1)(e), F.A.C.]. If discovered during any project phase, existing fuel storage tanks, fuel pumps, and septic tanks shall be removed or abandoned properly [40D-4.301(1)(i), F.A.C.].

**Floodplains**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	Moderate	<b>X</b> Substantial
<b>Agency Involvement:</b>	<b>X</b> Continue	No Further Action		

**Identify Resources and level of importance:**

The SWFWMD recommends that the FDOT use the most recent mapping information to quantify and verify floodplain impacts resulting from the project. According to the floodplain mapping (1990





mapping, automated 1996, FGDL version 2003), 19% of the 200 foot buffer and 23% of the 500 foot buffer are in FEMA Zones A or AE. No Rise Certification, Physical Map revision, Letter of Map Revision, Conditional Letter of Map Revision, Conditional Letter of Map Revision Based on Fill, or Letter of Map Amendment may be necessary.

**Comment on effects to resources:**

The District will require floodplain compensation for fill placed in the freshwater floodplain up to the 100-year event. There appears to be a freshwater floodplain associated with the several conveyance systems. These include Buffalo Creek, Cabbage Slough, Cypress Creek, the Manatee River, the Braden River, and the west branch of Forked Creek. Compensation for lost floodplain storage must be provided. Mitigation for any subsequent loss of historic basin storage should be considered.

**Additional Comments:**

The SWFWMD is involved in a cooperative program with Manatee County to update the floodplain studies for Buffalo Canal/Frog Creek and Braden River Watersheds. These studies may be finalized by the anticipated time of issuance for the SWFWMD Environmental Resource Permit (ERP) permit and could represent new information on floodplain hydrology and hydraulics that would be considered during a permit application review.

The FDOT typically completes a bridge hydraulics report for major bridge-culverts and bridges as a standard design task. It is recommended that the FDOT utilize data on flows from existing, and soon to be completed, flood studies in preference to generalized data on flows and stages and provide the bridge hydraulic reports in support of the SWFWMD ERP application.

Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

The SWFWMD will require flood plain compensation for fill placed in the freshwater flood plain up to the 100-year event. No net encroachment into the flood plain, up to that encompassed by the 100-year event, which will adversely affect either conveyance, storage, or adjacent lands will be allowed. It should be noted that there exists the potential for there to be other portions of the project that may be located within flood plains not identified on any FEMA flood plain map. Any compensating storage for encroachment above the seasonal high water level (SHWL) shall be equivalently provided between the SHWL and the 100-year flood level to allow storage function during all lesser flood events. Compensating storage for encroachment below SHWL shall also be equivalently provided.

The SWFWMD recommends that the FDOT quantify and verify flood plain and floodway impacts resulting from the project based on existing or special basin hydrologic studies as needed. The FDOT may want to consider refining a flood plain or floodway designation by submitting one of the following documents to FEMA or the local flood plain manager: No Rise Certification, Physical Map revision, Letter of Map Revision, Conditional Letter of Map Revision, Conditional Letter of Map Revision Based on Fill, or Letter of Map Amendment may be necessary.

In addition to the FIRM Maps the following studies may be helpful in establishing the 25 year tailwater elevation and 100 year floodplain elevations:

- (a) Buffalo Canal/Frog Creek Watershed Management Plan (L007) - Funded by the District and Manatee County: in progress; District contact is S. Dunham)
- (b) Manatee River- Reynolds, Smith and Hills 1979
- (c) Braden River Watershed Management Plan (B074) - Funded by the District, Manatee County, Sarasota County, and City of Bradenton: in progress; District contact is S. Dunham)
- (d) Cypress Strand- Camp Dresser and Mckee 1990
- (e) West branch of Cooper Creek- Ardaman study 2000

A conveyance analysis will be required if floodplain encroachment is proposed at these crossings.



**Recreation Areas**

**Degree of Effect:**                    Enhanced                    Minimal to None                    Moderate                    **X** Substantial

**Agency Involvement:**    **X** Continue                    No Further Action

**Identify Resources and level of importance:**

Approximately 125 linear feet of the Manatee River Canoe Trail, which is officially designated as part of Florida's statewide system of Greenways and Trails, is within 200 feet of the proposed alignment. Impacts are anticipated to this trail and need to be coordinated with the FDEP Office of Greenways and Trails. Terra Ceia State Park lies within one mile of proposed project.

Approximately 500 linear feet of the FDEP Office of Greenways and Trails - Vision Biking and Equestrian Trail are within a 200 foot buffer of the proposed alignment.

**Comment on effects to resources:**

Design accommodations should be included to reduce potential impacts to recreational areas. Determination of Applicability should be conducted to assess potential 4(f) impacts.

**Additional Comments:**

For a project to meet permit criteria, it must be "not contrary to the public interest." Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed "contrary to the public interest."

**Secondary and Cumulative Effects**

**Degree of Effect:**                    Enhanced                    Minimal to None                    **X** Moderate                    Substantial

**Agency Involvement:**    **X** Continue                    No Further Action

**Identify Resources and level of importance:**

This project crosses two waterbodies, the Manatee River and the Braden River, as well as several unnamed small streams. In 2005, approximately 789 acres of wetlands were reported to occur within 200 feet of the project corridor, and 1,982 acres of wetlands were estimated to occur within a 500-foot buffer. Approximately 24 acres of FFWCC Priority Wetlands (4-6 focal species) lie within a 200-foot buffer of the proposed alignment. During recent field visits, biologists observed that some of these 789 acres of wetlands and surface waters reported to exist in the 200 foot buffer of the project limits have been lost to recent development.

High quality wetland and upland habitat is located within the project area. There are over 27 acres of Biodiversity Hotspots supporting seven or more Focal Species within 500 feet of the project limits. Within the 200' buffer, there are approximately 24 acres of FFWCC Biodiversity Hotspots for five to six focal species.

In the northern segment, there was 1 bald eagle (T) nest sighting within 1.0 mile (approximately 650 feet) of the project. It has also been determined that this project lies within the Core Foraging Area of the endangered wood stork. An active wood stork nesting colony is documented to occur approximately 1.7 miles from the project corridor. Additionally, the Sherman's fox squirrel (SSC), West Indian manatee (E), and American alligator (T) have been documented to occur within a one-mile radius of the project limits. Within the project's regional area, it is anticipated that habitat for the Florida scrub jay (T), eastern indigo snake (T), and gopher tortoise (SSC) has been known to occur.



**Comment on effects to resources:**

Wetland edges will be lost or disturbed as a result of the increased paved cross section and associated surface water management system facilities. The actual acreage of this type of wetland loss and disturbance cannot be calculated at this time. It is likely that the total acreage is a small number project-wide, but such disturbance is very important on a wetland-by-wetland basis. Such physical disturbance results in wetland edges that become invaded by undesirable plant species that can negatively alter the species composition of a wetland, reducing its habitat value for wildlife.

Special attention should be directed to erosion control measures for wetland systems surrounding the Manatee River and Braden River, and any other small creeks, lakes, or waterways that may lie within the project area, as pollutants have the potential to travel up and downstream to offsite wetland systems.

The proposed project may cause additional isolation of animal populations on either side of the roadway, as the roadway widening will lower the ability of wildlife to successfully migrate to the remaining habitats on either side of the highway. This project is a widening of an existing roadway that has already generated impacts to wildlife resources in the past; therefore, this project will increase the potential for such impacts. Species diversity and abundance, including that of Listed Species, will be adversely affected as a result of the pressure brought about by the elimination of habitat and the increased traffic.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities (ISA) Permit (Rule 40D-40.302(6), F.A.C.) if the project is a "design-build" or "fast-tracked" project.

FDOT must discuss the relationship, both geographical and temporal, of the I-75 widening project with the Florida Intercity Passenger Rail Service Vision Plan, Phase 3: Tampa to Naples project. An assessment of the cumulative effects of the I-75 project in conjunction with the rail project should be performed because the rail system parallels or is co-located with the I-75 corridor and could involve a duplication of the impacts associated with the I-75 widening. In addition, construction of stations at the locations proposed would magnify wetlands impacts and stormwater treatment volumes.

**Special Designations**

**Degree of Effect:**                      Enhanced                      Minimal to None                      **X** Moderate                      Substantial

**Agency Involvement:**            **X** Continue                      No Further Action

**Identify Resources and level of importance:**

There are several crossings that will require research to determine if appropriate easements or agreements exist: Cabbage Slough, Frog Creek, Manatee River, Cypress Strand, Williams Creek, Braden River, and Cooper Creek.

**Comment on effects to resources:**

Adverse effects are possible but not quantifiable at this time.

**Additional Comments:**

The FDOT should research the possibility of special designations within the project area.

**Water Quality and Quantity**

**Degree of Effect:**                      Enhanced                      Minimal to None                      Moderate                      **X** Substantial



Agency Involvement:    X Continue            No Further Action

**Identify Resources and level of importance:**

There are several tributary crossings on this project that are directly connected to Outstanding Florida Waters (Terra Ceia Aquatic Preserve) or that cross Sovereign Submerged Lands (Manatee River, Braden River, Cooper Creek, and Buffalo Creek). It is recommended that the FDOT consider the additional requirements placed on surface water management systems that are placed in such areas.

There are several SWFWMD ERP permits that have been issued for adjacent developments on the east and west sides of this project. It is likely that those developments rely on the current hydraulic performance of the cross drain culverts, bridge-culverts, and bridges. It is recommended that the FDOT provide a hydraulic analysis of the cross drain structures for the existing and proposed conditions, to demonstrate no-adverse impact to adjacent, permitted systems. A bridge hydraulics report is recommended for any bridge modifications, as part of the ERP permitting process.

There are three watersheds in the vicinity of the project, which either have TMDL parameters set or are expected to be set by 2008; however, two watersheds are proposed for delisting for some parameters (FDEP May, 18, 2004 Delist List) as shown, below.

Braden River above Ward L (WBID 1914)

Parameters:DO, turbidity, TSS, total and fecal coliform, fluoride, unionized ammonia, nutrients (chla);  
TMDL submittal date: 2008;

Proposed delisting for: nutrients (chla) and turbidity.

Unnamed Stream (WBID 1913)

Parameters:TSS, fecal coliform, TSS, unionized ammonia, nutrients (chla);  
TMDL submittal date: 2008;

Proposed delisting for: turbidity.

Williams Creek (WBID 1901)

Parameters:total and fecal coliform;  
TMDL submittal date: 2003.

DRASTIC analysis assigns Vulnerability Indices to the surficial aquifer in the project area ranging between 173 and 186 on a relative scale; Vulnerability Indices assigned to the intermediate aquifer in the area ranged from 46 to 51 on a relative scale.

**Comment on effects to resources:**

Several of the existing bridges on this project currently discharge untreated stormwater runoff directly to receiving waters by deck scuppers. Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes for both bridges and roadways, plus the runoff from all other directly connected impervious areas contributing to the treatment systems, both on and off-site.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities (ISA) Permit (Rule 40D-40.302(6), F.A.C.) if the project is a "design-build" or "fast-tracked" project. An ISA permits "jump-starting," on a limited basis, the initial construction activities of a larger project for which an individual ERP application has already been submitted and recommended by staff for approval.

Water quality data (available from FDEP, Manatee County, EPA) from the Manatee and Braden Rivers should be compiled and analyzed. A report should be prepared demonstrating that the project, both during and after construction, will not degrade the water quality of (1) the Manatee River and all



other streams (except the Braden River) below their Class III designated use classifications or (2) the Braden River below its Class I designation.

The ERP BOR document describes design approaches and criteria that will provide reasonable assurances that the proposed surface water management system will meet the conditions for issuance. Parameters that are frequently over- or under-estimated include: seasonal high water, seasonal high groundwater table, historic basin storage, floodplain storage, floodway hydraulic capacity, peak discharge rates and timing, total discharged volume, and off-site hydrograph timing impacts. Site-specific design data is preferable to "book values." It is recommended that the FDOT consider providing a pond siting report that addresses these design approaches and criteria.

Several of the existing SWFWMD ERP permits on this project are for scour protection projects. It is recommended that the FDOT include a scour study for each bridge-culvert or bridge cross drain along this project, in the ERP application.

The following projects adjacent to I-75 have been permitted by the District and the file of record may contain helpful information for the design of the I-75 improvements:

Tuscany Lakes	ERP 43023652.000
JP Igloo Hockey Complex	ERP 43017551.000
Mangrove Pointe	ERP 43028370.000
River Place	ERP 43023478.000
Crystal Lakes	ERP 43046772.000
Ceekwood East Corporate Park	ERP 43005641.020

SWFWMD's Minimum Flows and Levels Program is scheduled to adopt minimum flows on the freshwater reach of the Braden River in 2006 (Project 082). The Manatee River and the Braden River estuary (Project B204) are scheduled for similar action in 2007. This work will result in a HEC-RAS model of the Braden River upstream of the reservoir for which stage versus discharge information will be generated. In the Manatee River and the Braden River downstream of the reservoir, a hydrodynamic model will be produced. These data will be available to FDOT for use in the project design/development phases. In the Manatee River freshwater segment, technical work is being done by the District in connection with the eventual MFL development (Project B205).

SWFWMD's Manatee River Comprehensive Watershed Management (CWM) project goals are to preserve and improve water quality and natural systems in the basin. CWM provides a mechanism for SWFWMD coordination with local and state agencies on projects that have potential impacts on water resources. It is recommended that FDOT consider these, and other, CWM goals in project design and construction.

SWFWMD's agency mission and its SWUCA program goals include maintaining the hydrologic and environmental integrity of groundwater and surface water resources. These goals will be attained by the implementation of SWFWMD's permitting program and the acquisition of lands in the Lower Manatee River Floodway Acquisition Project, which this project traverses. It is recommended that the FDOT maintain close coordination with the District's land acquisition program, particularly because the existing roadway crosses portions of SWFWMD's proposed Lower Manatee River Floodway Acquisition Project.

There are several SWFWMD Environmental Resource Permit (ERP) permits that have been issued for individual components of this project and for projects that appear to overlap this project (such as intersection improvements); however, there does not appear to be a single, master permit for the entire project. It is recommended that the FDOT consider incorporating previous permits by reference into a new permit application for this project to simplify the application and review process.

The FDOT, depending upon the anticipated time of issuance for the SWFWMD ERP permit, may want to consider TMDLs when designing their water quality management components of the surface





water management system. The FDOT must be prepared to implement appropriate TMDL remediation measures.

In-stream water quality protection and treatment of stormwater discharge will be needed for the project in accordance with Chapters 3 and 5 of the ERP Basis of Review. Treatment of stormwater runoff will be required, as additional traffic lanes are proposed. Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes for both bridges and roadways, plus the runoff from all other directly connected impervious areas contributing to the treatment systems, both on and off-site.

Stormwater quality treatment will be required for runoff from the new pavement proposed to facilitate the additional traffic lanes, plus the runoff from all other directly connected impervious areas contributing to the treatment system facilities, both on and off-site. It should be noted that the project in the vicinity of the Braden River traverses the Evers Reservoir Watershed Protection Overlay District and the Manatee Co. Special Treatment Overlay District, both of which may require stricter permitting criteria. Evers Reservoir serves the city of Bradenton as a public water supply (making it a Class I surface water). The project must be designed, constructed and operated to not impair the City's existing legal use of that facility, either from water quantity or quality standpoints. Because the project is upstream of Evers Reservoir, treatment criteria in the Evers watershed will need to be increased by 50%. Depending on final design configurations, other stricter water quality criteria may be required for specific portions of the project.

If equivalent stormwater quality treatment is to be considered, the FDOT must reasonably demonstrate the following:

1. Alternate, contributing areas need to be hydrologically equivalent to the new and existing, watershed areas that would otherwise contribute to the treatment system and existing point of discharge;
2. Alternate pollution sources and loading characteristics need to be equivalent to those being substituted; and
3. Treatment benefits being substituted need to occur in the same receiving waters and in the same locality as the existing point of discharge from the new project area.

Provision must be made to replace or otherwise mitigate the loss of historic basin storage provided by the project site.

Existing stormwater treatment capacity that is being displaced by any roadway project will require additional compensating treatment volume for replacement. For example, existing treatment capacity in roadside linear ponds/swales that is displaced by road widening will need to be replaced in a pond with suitable treatment volume from the existing contributing area and the road widening. Equivalent stormwater quality treatment, as described previously, should be avoided if possible.

Water quantity concerns must be addressed for the project in accordance with Chapter 4 of the District's ERP Basis of Review (BOR). This includes the following issues:

(a) The pre- and post-development peak discharge rate must match for each sub-basin along the I-75 corridor at each location runoff discharges from the right-of-way. Hydraulic routing through surface water storage areas and using appropriate tailwater information will also be necessary. Manatee County has imposed up to a 50% reduction in discharge rates for projects in area of known flooding. These include all of the Braden River watershed, which has a 25% reduction in discharge rates, and the Buffalo Creek Watershed, which has the full 50% reduction in discharge rates.

(b) Provisions must be made to allow runoff from up-gradient areas to be conveyed to down-gradient areas without adversely affecting the stage point or manner of discharge and without degrading water quality. Refer to Section 4.8 of the ERP BOR.



The names and addresses of individuals or entities, whose property will be acquired for the roadway improvements, will need to be submitted with the ERP permit application. Since the FDOT has powers of eminent domain, this information will be needed to facilitate noticing such individuals, pursuant to Rule 40D-1.607(7), F.A.C.

The District has assigned pre-application file number PA3303 for the purpose of tracking their participation in the ETDM review of this project. File PA3303 is maintained at the Sarasota Service Office of the SWFWMD. Please refer to PA3303 whenever contacting District regulatory staff regarding this project.

**Wetlands**

<b>Degree of Effect:</b>	Enhanced	Minimal to None	Moderate	X Substantial
<b>Agency Involvement:</b>	X Continue	No Further Action		

**Identify Resources and level of importance:**

This project crosses two waterbodies, the Manatee River and the Braden River, as well as several unnamed small streams. In 2005, approximately 789 acres of wetlands were reported to occur within 200 feet of the project corridor, and 1,982 acres of wetlands were estimated to occur within a 500-foot buffer. Approximately 24 acres of FFWCC Priority Wetlands (4-6 focal species) lie within a 200-foot buffer of the proposed alignment. During recent field visits, biologists observed that some of these 789 acres of wetlands and surface waters reported to exist in the 200 foot buffer of the project limits have been lost to recent development. The major wetland systems remain fragmented. Invasion of exotic species, principally by Brazilian pepper, has likely increased within remaining wetland systems. Nevertheless, high quality wetland habitat exists within the project right-of-way and within 200 feet of the project boundaries.

The project traverses numerous, non-contiguous wetlands and areas of hydric soils. Wetlands consist chiefly of forested systems, and they are more prevalent in the central and southern segments of the project. The northern segment of the project has fewer wetlands as that area is dominated by urban/suburban development.

The wetlands within the study area are found in the swales of the median and the east and west shoulders of the roadway. Most of these wetlands are hydrologically contiguous with drainage canals and other waterways that pass beneath the roadway. Some of these drainage swales appear to be part of natural wetland areas, many of which are depressional wetlands.

During field visits during the review in March 2006, undisturbed forested wetland systems consisted primarily of red maple, cabbage palm, cypress, laurel oak, swamp bay, pop ash, and slash pine. Wax myrtle was observed as the dominant mid-canopy species. White breakrush, blue-joint panicum, and broomsedge were representative of the ground cover. The wetland species listed in the March 2005 field report continue to comprise the dominant canopy, subcanopy and ground cover vegetation in the wetland areas. One species, Carolina willow, should be added to the list of typical species. It was abundant in portions of the roadside and median swales and along the edges of some of the drainage canals.

Mangrove species found in the ROW of the Manatee River include red, white, and black mangroves. Ground cover species present consist of leather fern, fringerush, black needle-rush, and saltwort.

Approximately 82 acres of wetlands occur within a 200-foot buffer of the proposed alignment (~ 10% of project corridor). Approximately 40 acres of FFWCC Priority Wetlands (1-6 focal species) occur within a 200-foot buffer of the proposed alignment. Approximately one acre of mangroves occurs within a 200-foot buffer of the proposed alignment. Terra Ceia State Buffer Preserve within a one-



mile buffer of the proposed alignment. Coordination with FFWCC and USFWS will be required for wetland-dependent listed species. Project traverses eight named streams and several unnamed streams. The majority of the freshwater wetlands in the project area are forested systems, while herbaceous systems and mangroves occupy the channels of the Manatee River. In the upper reaches of the Braden River, wetlands also are chiefly forested systems. Wetland development is extensive within the right-of-way at some locations. The most common wetland type within the right-of-way is willow with associated red maple and some Brazilian pepper except at the crossing of Salt Creek where black needle rush and mangroves dominate. Many of the wetlands in those locations are of good quality and support wetland-dependent wildlife. Some of the wetlands at stream crossings have been degraded. For example, at Frog Creek, bank re-shaping and vegetation removal are being done, while at the Manatee River crossing, new land clearing activities that extend on both sides of the roadway and to the top of bank have been done.

**Comment on effects to resources:**

The decision to widen the roadway to the inside or to the outside of existing lanes will affect the degree of wetland impact and the mitigation requirements associated with the project. Wetland impact avoidance, both along existing lanes and at interchanges, may be possible by electing to widen to the inside of the existing roadway wherever feasible. Data from the technical studies on habitat, wildlife, and wetlands should be input to the selection of the final alignment of the project. The regional wetland and wildlife impacts of the project can be reduced further by means of appropriate precautions during construction combined with adequate and appropriate mitigation within the watershed on a like-for-like basis.

Since this project is proposed as a capacity improvement along an existing roadway alignment, depending on the final design selection, there could be significant impacts to native habitats including wetlands and surface waters. It is recommended that the FDOT prepare a specific land cover map of the project corridor. For planning purposes, general wetland and surface water delineations should be conducted on aerial maps; depicting the location and potential impacts (e.g. acreage, habitat types, quality) of the wetlands and surface waters; and a summary of the impact type (e.g. filling, dredging, shading, permanent, temporary). As the roadway design proceeds and wetland and surface water impact conditions are further qualified and quantified, an assessment of the anticipated wetland habitat impacts should be conducted utilizing the state's Uniform Mitigation Assessment Method (UMAM).

Additionally, in accordance with 50 CFR 600.905-930, and assessment of potential impacts to Essential Fish Habitat is required. This analysis will be included in the Wetlands Evaluation Report, and will be coordinated with the National Marine Fisheries Service.

**Additional Comments:**

An Environmental Resource Permit will be required for this project. However, the final determination of the type of permit will depend upon the final design configuration. The FDOT may want to consider applying for an Incidental Site Activities (ISA) Permit (Rule 40D-40.302(6), F.A.C.) if the project is a "design-build" or "fast-tracked" project. An ISA permits "jump-starting," on a limited basis, the initial construction activities of a larger project for which an individual ERP application has already been submitted and recommended by staff for approval.

FDOT must provide reasonable assurance that the project's design will not adversely impact the value of functions provided to fish, wildlife, and listed species, including aquatic and wetland-dependent species, by wetlands and other surface waters. Wetlands within and adjacent to the ROW do not provide high quality habitat, and there is evidence of use by species listed as Listed Species. A formal wetland delineation and Unified Mitigation Assessment Methodology (UMAM) analysis will be required for the lands involved in the roadway work and surface water management facilities.

For ERP purposes of mitigating any adverse wetland impacts within the same drainage basin (Basis of Review (BOR), par. 3.1.1(g) and subsection 3.2.8), the southern portion of the project in the



Braden River watershed and the northern project segment in the Manatee River watershed will be considered by SWFWMD as being in the Manatee River drainage basin (BOR, Appendix 6).

Adequate and appropriate wetland mitigation activities may be required for unavoidable wetland and surface water impacts associated with the project. The FDOT Mitigation Program (Chapter 373.4137, F.S.) requires the FDOT to submit anticipated wetland and surface water impact information to the SWFWMD. This information is utilized to evaluate mitigation options, followed by nomination and multi-agency approval of the preferred options. These mitigation options typically include enhancement of wetland and upland habitats within existing public lands, public land acquisition followed by habitat improvements, and the purchase of private mitigation bank credits. The SWFWMD may choose to exclude an FDOT project in whole or in part if the District is unable to identify mitigation that would offset wetland and surface water impacts of the project. Under this scenario, the SWFWMD will coordinate with FDOT on which impacts can be appropriately mitigated through the program as opposed to separate mitigation conducted by FDOT. The SWFWMD is currently evaluating habitat restoration opportunities in the Manatee River watershed, the basin where the majority of the anticipated wetland impacts will occur. The ability to appropriately mitigate all or a portion of the anticipated I-75 wetland and surface water impacts through the program will depend on the impact (quality, quantity, habitat types) and FDOT providing sufficient notification with accurate impact information. To assist with evaluating potential mitigation alternatives, the SWFWMD requests that FDOT provide preliminary wetland impact estimates within the annual wetland impact inventory submittal in July 2006.

The District has assigned pre-application file number PA3304 for the purpose of tracking their participation in the ETDM review of this project. File PA3304 is maintained at the Sarasota Service Office of the SWFWMD. Please refer to PA3304 whenever contacting District regulatory staff regarding this project.

**Historic and Archaeological Sites**

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**Degree of Effect:**                      Enhanced       Minimal to None                      Moderate                      Substantial

**Agency Involvement:**              Continue               No Further Action

**Identify Resources and level of importance:**

**Comment on effects to resources:**

**Additional Comments:**

**Infrastructure**

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**Degree of Effect:**                      Enhanced       Minimal to None                      Moderate                      Substantial

**Agency Involvement:**              Continue               No Further Action

**Identify Resources and level of importance:**

**Comment on effects to resources:**

**Additional Comments:**



**Navigation**

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Degree of Effect:           Enhanced       X Minimal to None           Moderate           Substantial

Agency Involvement:       Continue       X No Further Action

Identify Resources and level of importance:

Comment on effects to resources:

Additional Comments:

**Section 4(f) Potential**

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Degree of Effect:           Enhanced       X Minimal to None           Moderate           Substantial

Agency Involvement:       Continue       X No Further Action

Identify Resources and level of importance:

Comment on effects to resources:

Additional Comments:

**Wildlife and Habitat**

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Degree of Effect:           Enhanced           Minimal to None       X Moderate           Substantial

Agency Involvement:   X Continue           No Further Action

Identify Resources and level of importance:

High quality wetland and upland habitat is located within the project area. Within the 200' buffer, there are approximately 43 acres of FFWCC Biodiversity Hotspots for five to six focal species.

Surveys for state and federally protected species were performed in March 2006. No listed species were observed, however foraging habitat does exist for the endangered wood stork other state-listed wading bird species in the wetlands of the roadway ROW. It has also been determined that this project lies within the Core Foraging Area of the endangered wood stork. There is an active wood stork nesting colony located approximately 1.7 miles from the project corridor. Within the project's regional area, it is anticipated that habitat for the Florida scrub jay (T) and eastern indigo snake (T) occurs within the project's regional area. In the northern segment, there was 1 bald eagle (T) nest sighting within 0.12 miles from the project. Additionally, the Sherman's fox squirrel (SSC), American alligator (T), and West Indian Manatee (E) have been documented to occur within a one-mile radius of the project limits and suitable habitat exists within one mile of the project.





The entire project occupies the Tampa Bay Ecosystem Management Area. Wildlife habitat along much of the length of the existing roadway has been recognized as important for sustaining populations of both listed and non-listed species. Nine eagles' nests are located within 5 miles, one of which occurs within 1 mile of the project. FWCC Biodiversity Hotspots supporting 5-6 focal species and Species Occurrences occur throughout the project area. Biological Assessment Report should be prepared.

**Comment on effects to resources:**

The project may result in adverse impacts to wildlife and habitat. Impacts include additional disturbance to already-degraded aquatic habitat, loss of upland habitat that is potentially utilized by listed species, and water quality impacts to aquatic habitat. While the highly urbanized areas surrounding the project corridor provide low levels of high quality native habitats, the proposed project may cause additional isolation of floral and faunal species populations on either side of the roadway. The roadway widening will lower the ability of wildlife to successfully migrate to the remaining habitats on either side of the highway.

**Additional Comments:**

The project site traverses numerous forested wetlands, pine flatwoods, and upland hardwood forests along much of its length that support native wildlife species. A land cover map and a habitat quality assessment should be generated by means of an on-site survey. That information will assist in project design.

Wildlife habitat along much of the length of the existing roadway has been recognized as important for sustaining populations of both listed and non-listed species. Hot spots were located throughout the project area, indicating the need for specific wildlife surveys on the project.

For a project to meet permit criteria, it must be "not contrary to the public interest." Chapter 3.2.3 of the SWFWMD Basis of Review describes the items to be reviewed when determining what is and is not contrary to public interest, and 3.2.3 specifically details impact to the conservation of fish and wildlife habitat, including endangered or threatened species, or their habitats, as well as impacts to public recreation. Such impacts could potentially be deemed "contrary to the public interest."

Specific surveys should be conducted to detect the occurrence and abundance of wildlife, both listed and non-listed, in order to assess the impact of the project on animals and plants and to determine the need for wildlife accommodations at particularly important locations along the project. Species of particular interest include the wood stork, Southern bald eagle, eastern indigo snake, Florida scrub jay, gopher tortoise, and Sherman's fox squirrel. The FFWCC data on the site should be updated to the present time and applied to this project. The information generated during this work should be used in project design to reduce wildlife impacts.

FDOT must provide reasonable assurance that the design, construction and operation of the project will not impact the values of wetland, other surface waters and other water-related resources of the District so as to cause adverse impacts to the (a) abundance of fish, wildlife, and listed species and (b) habitat of fish, wildlife, and listed species (ERP Basis of Review 3.2.2).

The project has the potential for both temporary and permanent impacts to wetland-dependent wildlife and habitat. Temporary impacts during construction include: noise, dust, habitat damage outside of ROW, and turbidity in the ditches crossing the project area. Turbidity will be addressed in the ERP and can be eliminated by the use and maintenance of effective control measures that are appropriate to the terrain involved.

The additional lanes increase the likelihood of animal fatalities on the roadway, particularly in the segment traversing the wetlands. A survey to determine the actual amount of animal traffic across the roadway itself and through the cross culverts should be conducted. The data collected should be analyzed for the purpose of determining the value of wildlife crossings. Coordination with FFWCC, USFWS and Bureau of Imperiled Species Management will be required for wetland-dependent listed



**ETDM Advance Notification Comments  
I-75 from University Blvd. Moccasin Wallow Rd. (EST #4792)**

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species. It is recommended that the FDOT prepare a Wetland Evaluation Report (WER) and an Endangered Species Biological Assessment (ESBA) for further analysis.



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**

NATIONAL MARINE FISHERIES SERVICE  
Southeast Regional Office  
263 13<sup>th</sup> Avenue South  
St. Petersburg, Florida 33701  
(727) 824-5317; FAX 824-5300  
<http://sero.nmfs.noaa.gov>

April 10, 2006 F/SER46:DR/mt

Mr. Mark A. Schulz  
Environmental Administrator  
Florida Department of Transportation, District One  
Post Office Box 1249  
Bartow, Florida 33830-1249

SUBJECT: Advance Notification  
Financial Management Number: 201032-1  
Federal Aid Project Number: Pending  
Interstate 75 Project (North of University Parkway to Moccasin Wallow Road)  
Manatee County, Florida

Dear Mr. Schulz:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the above referenced Advance Notification, dated February 14, 2006. The Florida Department of Transportation proposes widening I-75 from north of University Parkway to Moccasin Wallow Road in Manatee County, Florida. The project would widen I-75 from the existing six lanes to eight lanes. This project was commented on previously (3/29/2005) by NMFS as ETDM Project #4792.

NMFS staff conducted a site inspection of the project area on March 14, 2006, to assess potential concerns regarding living marine resources within the Manatee River, the Braden River, and Tampa Bay. Certain estuarine habitats within the project area are designated as essential fish habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). The Manatee River, which exists in the project area, has been identified as EFH for postlarvae/juvenile, subadult and adult, red drum and gray snapper; and juvenile gag and Spanish mackerel by the Gulf of Mexico Fishery Management Council under provisions of the Magnuson-Stevens Act. Mangrove wetlands, salt marsh, estuarine water column, and non-vegetated bottoms are specific categories of EFH that may be impacted by the project. It is apparent that any widening of the I-75 bridge spanning the Manatee River will result in the loss of some mangrove wetlands. In addition to the Manatee River habitat, the highway crosses through an area containing mangroves and salt marsh approximately 2.0 miles south of Exit 244. These habitats are adjacent to I-75 on both sides of the highway at this location.



Federal agencies which permit, fund, or undertake activities which may adversely impact EFH are required to consult with NMFS and, as a part of the consultation process, an EFH assessment must be prepared to accompany the consultation request. Regulations require that EFH assessments include:


1. A description of the proposed action;
2. an analysis of the effects (including cumulative effects) of the proposed action on EFH, the managed fish species, and major prey species;
3. the Federal agency's views regarding the effects of the action on EFH; and,
4. proposed mitigation, if applicable.

Provisions of the EFH regulations [50 CFR 600.920(c)] allow consultation responsibility to be formally delegated from federal to state agencies, including FDOT. Whether EFH consultation is undertaken by the Federal Highway Administration or FDOT, it should be initiated as soon as specific project design and construction impact information are available. EFH consultation can be initiated independent of other project review tasks or can be incorporated in environmental planning documents. Upon review of the EFH Assessment, NMFS will determine if it is necessary to provide EFH Conservation Recommendations on the project. The Advance Notification Fact Sheet for this project states that an EFH Assessment is already planned as part of the Wetlands Evaluation report.

The location where the highway crosses the Braden River is freshwater habitat, and NMFS trust resources will not be directly impacted. However, the river does drain to estuarine habitats in the Manatee River and Tampa Bay. Increased traffic on the highway will result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from entering estuarine habitats within the Tampa Bay system. In addition, best management practices should be employed during road construction to prevent siltation of the Braden River and downstream aquatic resources.

If you have questions regarding our views on this project, please contact Dr. Dave Rydene in our St. Petersburg, Florida office. Dr. Rydene may be reached at the letterhead address or by calling (727) 824-5379.

Sincerely,

  
for Miles M. Croom  
Assistant Regional Administrator  
Habitat Conservation Division

cc:

F/SER4

F/SER46 - Rydene

cc: email

EPA (Victoria Foster)

FL DEP (Lauren Milligan)

FL FWCC (Jim Beever)

FWS (Ann Marie Maharaj)

SWFWMD (Ed Craig)



Mark Schulz/D1/FDOT  
04/11/2006 09:16 AM

To Jeffrey W James/D1/FDOT@FDOT  
cc  
bcc  
Subject Fw: Manatee County, Florida.

I believe this is an AN response on I-75, Manatee County.

Thanks

Mark A. Schulz  
Environmental Administrator  
Planning and Environmental Management Office  
FDOT District 1  
801 N. Broadway  
P.O. Box 1249  
Bartow, FL 33831-1249  
Phone (863) 519-2357  
Suncom 557-2357

----- Forwarded by Mark Schulz/D1/FDOT on 04/11/2006 09:15 AM -----



Pare Bowlegs  
<hpo@seminolenation.com>

04/09/2006 02:23 PM

Please respond to  
hpo@seminolenation.com

To <mark.schulz@dot.state.fl.us>  
cc  
Subject Manatee County, Florida.

Mr. Schulz,

Sorry for the delayed reply. I have been busy trying to complete interviews, fieldwork, etc. alone.

This is a response to the project on Interstate 75 from North of University Parkway to Moccasin Wallow Rd. Feel free to proceed with construction. However, if any human remains, sites or artifacts are discovered during this time, please contact me so that I may determine if the item(s) are Seminole related.

Thank you.

Pare Bowlegs

Historic Preservation Officer  
Seminole Nation of Oklahoma  
Wewoka, Ok. 74884  
1-405-257-7292  
[www.seminolenation.com](http://www.seminolenation.com)



Centers for Disease Control  
and Prevention (CDC)  
Atlanta GA 30333

April 3, 2006

Mr. Mark A. Schulz  
Environmental Administrator  
Florida Department of Transportation , District 1  
PO Box 1249  
Bartow, Florida 33830-1249

RECEIVED

APR 06 2006

ENVIRONMENTAL  
MANAGEMENT OFFICE

Dear Mr. Schulz:

This is in response to your Advance Notification-1 request for I-75 from North of University Parkway to Moccasin Wallow Road, Manatee County, Florida (Financial Management Number:201032-01). We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

While we have no project specific comments to offer at this time, we do recommend that the topics listed below be considered during the NEPA process along with other necessary topics, and addressed if appropriate. Mitigation plans which are protective of the environment and public health should be described in the DEIS wherever warranted.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality

- dust control measures during project construction, and potential releases of air toxins
- potential process air emissions after project completion
- compliance with air quality standards

II. Water Quality/Quantity

- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control)
- body contact recreation

III. Wetlands and Flood Plains

- potential contamination of underlying aquifers
- construction within flood plains which may endanger human health
- contamination of the food chain

IV. Hazardous Materials/Wastes

- identification and characterization of hazardous/contaminated sites
- safety plans/procedures, including use of pesticides/herbicides; worker training
- spill prevention, containment, and countermeasures plan

V. Non-Hazardous Solid Waste/Other Materials

- any unusual effects associated with solid waste disposal should be considered

VI. Noise

- identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction

VII. Occupational Health and Safety

- compliance with appropriate criteria and guidelines to ensure worker safety and health

VIII. Land Use and Housing

- special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
- demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
- consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
- potential impacts upon vector control should be considered

IX. Environmental Justice

- federal requirements emphasize the issue of environmental justice to ensure equitable environmental protection regardless of race, ethnicity, economic status or community, so that no segment of the population bears a disproportionate share of the consequences of environmental pollution attributable to a proposed project. (Executive Order 12898)

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to this project. Any health related topic which may be associated with the proposed project should receive consideration when developing the draft and final EISs. Please furnish us with one copy of the draft document when it becomes available for review.

Sincerely yours,



Paul Joe, DO, MPH  
Medical Officer  
National Center for Environmental Health (F16)  
Centers for Disease Control & Prevention



# Florida Department of Transportation

JEB BUSH  
GOVERNOR

DENVER J. STUTLER, JR.  
SECRETARY

March 17, 2006

Mr. Joe McClash, Chairman  
Manatee County Board of County Commissioners  
Post Office box 1000  
Bradenton, Florida 34206

RE: FDOT Financial Management No. 201227-1  
Project Development and Environment Study  
I-75, from SR 681 to North of University Parkway

RECEIVED

MAR 22 2006

ENVIRONMENTAL  
MANAGEMENT OFFICE

Dear Chairman McClash:

Thank you for your recent letter responding to the Advance Notification package for the referenced project.

The Project Traffic Report to be prepared as a part of this Project Development & Environment (PD&E) Study will analyze a full range of lane addition scenarios. Included will be the addition of one and two lanes (testing adequacy of the facility capacity ultimately with 8 lanes and/or 10 lanes). We are aware that the current adopted Sarasota-Manatee MPO Long Range Transportation Plan (LRTP) shows ten lanes in this area. However, when we prepared the Advance Notification Package for distribution we inadvertently included the laneage information from the 2025 adopted LRTP which showed the facility as eight lanes.

Please be assured that our staff will work closely with Michael Howe and other MPO staff through the life of this study. Should the Project Traffic Report indicate a projected number of lanes different than that shown in the adopted LRTP, we would still ask the MPO to approve a "Plan Amendment".

As always, we look forward to working with the Sarasota-Manatee MPO, its staff and committees on this important transportation improvement project.

Sincerely,

Michael G. Rippe  
Director of Transportation Development

MGR/lss

cc: Stan Cann, District Secretary, FDOT  
Dick Combs, Deputy Director of Transportation Development, FDOT  
Larry R. Mau, P.E., Manatee County Transportation Director  
Michael Howe, Executive Director, Sarasota-Manatee MPO  
Ben Walker, Intermodal Systems Manager, FDOT  
Mark Schulz, Environmental Administrator, FDOT  
Chris Piazza, Project Manager, FDOT  
Keith Slater, Project Manager, FDOT  
Cindy Clemmons-Adente, Public Information Director, FDOT  
Frank Meares, Community Liaison Administrator, FDOT

District One Office  
Post Office Box 1249 • Bartow, FL 33831-1249  
(863) 519-2300 • (863) 534-7265 (Fax) • MS 1-1

[www.dot.state.fl.us](http://www.dot.state.fl.us)







**MANATEE COUNTY**  
**BOARD OF COUNTY COMMISSIONERS**

RECEIVED

MAR 02 2006

ENVIRONMENTAL  
MANAGEMENT OFFICE

Mark A. Schulz, Environmental Administrator  
Florida Department of Transportation  
P. O. Box 1249  
Bartow, FL 33830-1249

Dear Mr. Schulz:

RE: Advance Notification Financial Management Number: 201277-1  
Federal Aid Project Number: Pending I-75 from SR 681 to North  
Or University Parkway Sarasota County, FL

Thank you for sending the Advance Notification Package. I do have some comments and a question about the project. In my opinion, the project is limited by adding only one additional lane. As a member of the Sarasota-Manatee Metropolitan Planning Organization, the one lane addition that you reference should be the consideration of two lanes in each direction. Long Range Transportation Plans call for ten lanes not eight. Building one lane now and one lane in the future is a waste of time and money.

*Randy  
Chicken this  
? }*

I'm very interested in knowing "why" you are limiting the study to just one additional lane.

Your response to my question is appreciated.

Sincerely,

JOE McCLASH  
Chairman

bt

Cc: Stan Cann, Secretary FDOT  
Larry Mau, Director, Transportation Department  
Michael Howe, Executive Director S-M MPO



U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Seventh Coast Guard District

909 SE 1<sup>st</sup> Ave. Ste 432  
Miami, FL 33131-3050  
Staff Symbol: (dpg)  
Phone: (305) 415-6747  
Fax: (305) 415-6763  
Email: wtate@d7.uscg.mil

16591  
2 March 2006

RECEIVED

MAR 06 2006

ENVIRONMENTAL  
MANAGEMENT OFFICE

Mr. Mark A. Schulz  
Environmental Administrator  
Florida Department of Transportation  
PO Box 1249  
Bartow, FL 33830-1249

Dear Mr. Schulz:

I am responding to your Advance Notification, Financial management Number: 201032-1, Federal Aid Project Number: Pending, Interstate 75 from North of University Parkway to Moccasin Wallow Road, Manatee County, Florida dated February 14, 2006.

My examination indicates that there is sufficient factual support for concluding that the Manatee River, the site of your highway widening project, is navigable waters of the United States for the purposes of Coast Guard bridge permit requirements. Normally, a formal Coast Guard permit will be required for the proposed project. However, if this project is federally funded, the Federal Highway Administration (FHA), as outlined in 23 CFR 650.805, has the responsibility to determine if a USCG permit is required.

If federal funds are not utilized in this project, then a Coast Guard bridge permit is required for the project. The Coast Guard Bridge Permit Application Guide is available at <http://www.uscg.mil/hq/g-o/g-opt/g-opt.htm>. Please submit permit application as outlined in enclosure (1) with original 8 1/2" X 11" permit plans showing the project vicinity, and existing and proposed bridge structures, in plan, elevation and section views.

If you have any questions regarding this matter, please call Mr. Gwin Tate at (305) 415-6747.

Regards,

A handwritten signature in blue ink that reads "W. Gwin Tate III".

W. GWIN TATE III  
Associate Bridge Management Specialist  
U.S. Coast Guard  
By direction

*SAI# FL200602201929C*

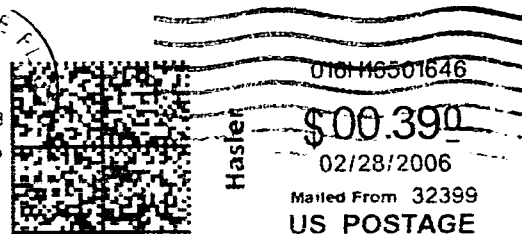
Department of Transportation - Advance Notification - I-75 PD&E  
Study, From University Parkway to Moccasin Wallow Road,  
Financial Management No. 201032-1 - Manatee County, Florida.

*SAI# FL200602201930C*

Department of Transportation - Advance Notification - I-75 PD&E  
Study, From SR 681 to University Parkway, Financial  
Management No. 201277-1 - Sarasota County, Florida.

The above-referenced project was received by the Florida State Clearinghouse on 2/20/06, and has been forwarded to the appropriate reviewing agencies. The clearance letter and agency comments will be forwarded to you no later than 4/21/06, unless you are otherwise notified. Please refer to the State Application Identifier (SAI) number in all written correspondence with the Florida State Clearinghouse regarding this project. If you have any questions, please contact the Clearinghouse staff at (850) 245-2161.

---



MS # 47 MC Acct. # 0153

Florida State Clearinghouse  
Department of Environmental Protection  
3900 Commonwealth Blvd, Mail Station 47  
Tallahassee, Florida 32399-3000

FLORIDA DEPARTMENT OF TRANSPORTATION  
MR. MARK A. SCHULZ  
ENVIRONMENTAL ADMINISTRATOR  
POST OFFICE BOX 1249  
BARTOW FL 33831-1249

33831+1249 



REC'D

MAR 03 2006

ENVIRONMENTAL  
MANAGEMENT OFFICE

Chair  
Robert A. "Bob" Kersteen

Vice-Chair  
Jill Collins

Secretary/Treasurer  
Commissioner Scott Black

Executive Director  
Manny Pumariega

February 28, 2006

Mark Schulz  
Environmental Administrator  
Florida Department of Transportation  
P.O. Box 1249  
Bartow, FL 33830-1249

**Subject: IC&R #064-06 -I-75 PD&E Study From University Parkway to Moccasin Wallow Road, FSC SAI# FL200602201929C & FDOT FM #201032-1, Manatee County**

Dear Mr. Schulz:

The Tampa Bay Regional Planning Council has received the above-referenced application for processing under the Intergovernmental Coordination and Review Program.

As explained in the Advance Notification document, more specific comments will be solicited by FDOT during the permit coordination process. We welcome the opportunity to review the more detail-oriented plans that will be made available to TBRPC through this process.

The Tampa Bay Regional Planning Council will be especially interested in the protection of *Natural Resources of Regional Significance*. These resources are depicted on the map series of the Council's governing document - *Future of the Region, A Strategic Regional Policy Plan for the Tampa Bay Region*, a copy of which is attached.

Please feel free to contact me at ext. 38 should you have any questions.

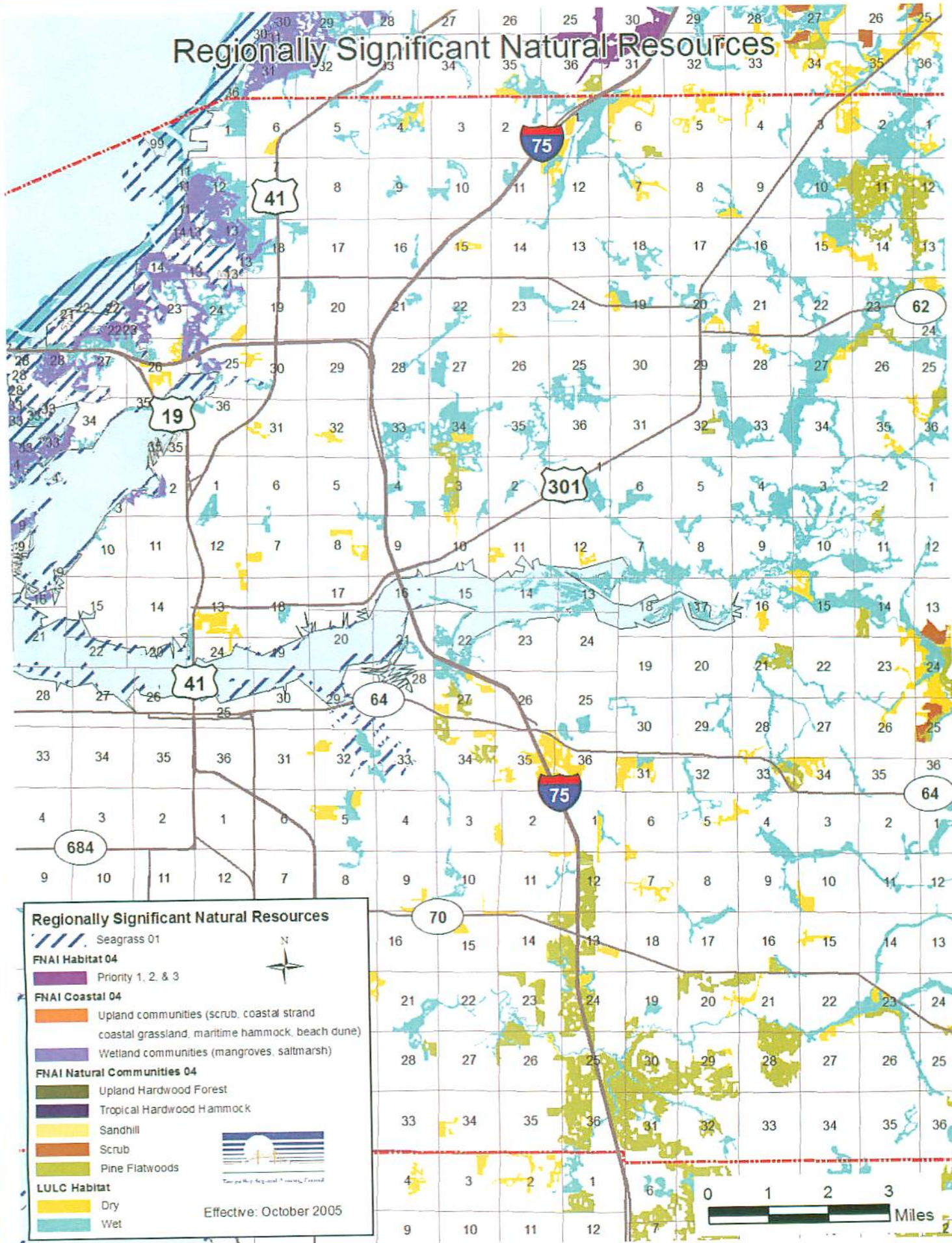
Sincerely,

Jessica White  
IC&R Coordinator

cc: Lauren Milligan, FSC



# Regionally Significant Natural Resources



## Regionally Significant Natural Resources

- Seagrass 01
- FNAI Habitat 04**
- Priority 1, 2, & 3
- FNAI Coastal 04**
- Upland communities (scrub, coastal strand, coastal grassland, maritime hammock, beach dune)
- Wetland communities (mangroves, saltmarsh)
- FNAI Natural Communities 04**
- Upland Hardwood Forest
- Tropical Hardwood Hammock
- Sandhill
- Scrub
- Pine Flatwoods
- LULC Habitat**
- Dry
- Wet



Effective: October 2005





***APPENDIX E***

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**Design Variations**

## **Border Width**

To: Mr. Bernie Masing, P.E., District Design Engineer

Date: May 18, 2009

Financial Project ID: 201032 1 22 01 New Construction ( X ) RRR ( )  
 Federal Aid Number: TBD  
 Project Name: Interstate 75 from North of University Parkway to North of Moccasin Wallow Road  
 State Road No.: SR 93 Co./Sec./Sub. 13075  
 Begin Project MP: 1.481 End Project MP: 16.938  
 Full Federal Oversight: Yes ( X ) No ( )  
 Request for Design Exception ( ), Design Variation ( X )

(For Design Exception or Variations Requiring Central Office Approval)  
 Re-submittal: Yes ( ) No ( X ) Original Ref # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Requested for the following element(s):

- ( ) Design Speed      ( ) Lane Widths      ( ) Shoulder Widths      ( ) Bridge Widths  
 ( ) Structural Capacity      ( ) Vertical Clearance      ( ) Grades      ( ) Cross Slope  
 ( ) Superelevation      ( ) Horizontal Alignment      ( ) Vertical Alignment      ( ) Stopping Sight Distance  
 ( ) Horizontal Clearance      (X) Other – Border Width

This design variation for Border Width is being requested as part of the Project Development and Environment (PD&E) Study for widening I-75 in Manatee County from north of University Parkway to north of Moccasin Wallow Road. The preferred alternative is a 10-lane four-roadway facility that consists of two express lanes and three general use lanes in each direction with a design speed of 70 mph.

This variation request reduces the PPM criteria of 94 feet for border width. This will allow the majority of the project to be constructed within the existing right-of-way of approximately 348 feet. The requested variation provides a remaining border width of 44 feet from north of University Parkway to US 301 and 56 feet from US 301 to north of Moccasin Wallow Road on I-75 in Manatee County. Please see the attached documentation which justifies the requested design variation.

Recommended by:

Paul A. Schmid Date 5/18/09  
 Paul A. Schmid, PE #50091  
 URS Corporation

Approvals:

*nm  
6/8/09*

B.A. Masing Date 6-17-09 N/A Date \_\_\_\_\_  
 B. A. Masing, PE, District Design Engineer      District Structures Engineer

N/A Date \_\_\_\_\_ N/A Date \_\_\_\_\_  
 State Roadway Design Engineer      State Structures Design Engineer

N/A Date \_\_\_\_\_ N/A Date \_\_\_\_\_  
 State Chief Engineer      FHWA Division Administrator

## INTRODUCTION

This design variation for Border Width is being requested as part of the Project Development and Environment (PD&E) Study for widening I-75 in Manatee County from north of University Parkway to north of Moccasin Wallow Road. I-75 currently is a 6-lane divided limited access facility. The existing facility is classified as an Urban Principal Arterial - Interstate. The existing posted speed limit on the facility is 70 mph. The existing and proposed design speed is 70 mph.

Improvements in the preferred alternate include a 10-lane four-roadway typical section that will consist of two express lanes and three general-use lanes in each direction, with the express lanes separated from the general use lanes by use of a concrete barrier wall. From north of University Parkway to US 301, a single auxiliary lane will be required on the outside of both the northbound and southbound general use lanes.

## DESIGN CRITERIA

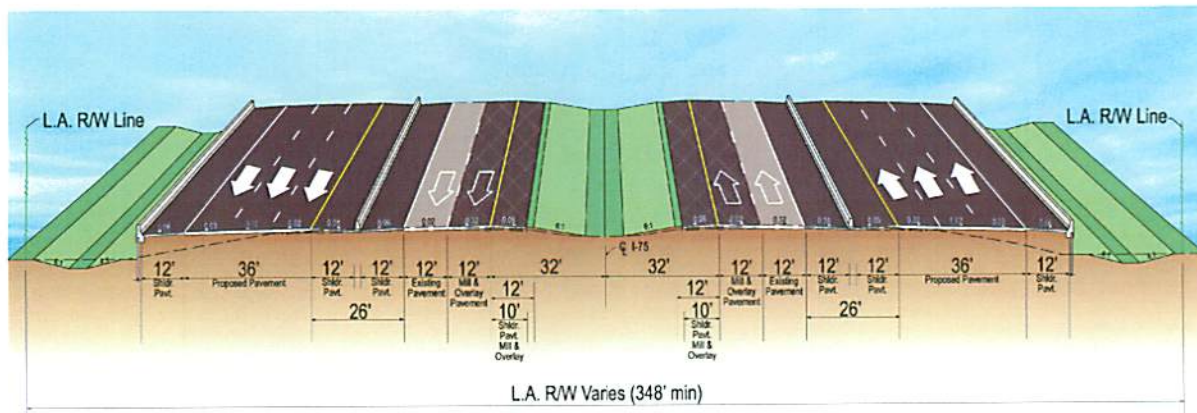
The Plans Preparation Manual (PPM), Volume I – English (01/01/09), Table 2.5.3 – Limited Access Facilities indicates that the required border width for freeways is 94 feet, measured from the edge of travel lane to the right of way line.

AASHTO - A Policy on Geometric Design of Highways and Streets 2004, (page 508) - states that borders should be as wide as can be attained economically to provide a buffer between the freeway and its adjacent area. This area should extend beyond the construction limits, where practical, to facilitate maintenance operations and safety. The typical range of widths for border on interstates is 80 feet to 150 feet, with much narrower widths allowed in urban areas when retaining walls are used.

## PROPOSED CRITERIA

This variation request reduces the PPM criteria of 94 feet for border width. This will allow the majority of the project to be constructed within the existing right-of-way of approximately 348 feet. The requested variation provides a border width of 44 feet from north of University Parkway to US 301 and 56 feet from US 301 to north of Moccasin Wallow Road on I-75 in Manatee County. The proposed border is the width that remains within the existing right of way after construction of the roadway improvements.

10-Lane Typical Section



## JUSTIFICATION

The PPM requires a minimum border width of 94 feet. This width is intended to provide space for design features such as signing, drainage, guardrail, fencing and clear zone (36 feet for speeds greater than 55 mph). The preferred typical section for the corridor shows that adjacent to the general-use lanes the facility will



provide a 12-foot paved shoulder, retaining wall with traffic barrier and additional space for drainage within the right of way. Proposed border widths of 44 feet and 56 feet will be adequate to provide for design features such as signing, drainage, barriers and fencing. The 12-foot paved shoulder will provide adequate area to accommodate disabled vehicles, emergency vehicles and maintenance vehicles. Width for clear zone is not necessary with the use of a traffic barrier.

The existing land use assemblage contained within the I-75 project area consists of residential, commercial, industrial, recreational, agricultural, and institutional use. Residential land use accounts for approximately 93% of the use present within the one-mile project buffer with a high concentration of commercial businesses at the interchanges.


Below is a discussion of the costs associated with providing a full 94-foot border in comparison to a reduced border of 44 feet or 56 feet. In order to provide the full 94-foot border width along the mainline and ramps, approximately 113.25 acres of additional right-of-way will be needed with an additional 24 residential and business relocations. The estimated right-of-way cost for providing this border width would be \$35.03 million. In addition, there would be extensive relocation of utilities currently residing within the existing right of way that would not be otherwise impacted with the reduced border width. Since this is an interstate project and federally funded, Florida Statute requires that utility owners receive reimbursement for qualified relocation/adjustment. The following table summarizes the additional right-of way acreage, cost and relocations along the facility needed to provide a 94-foot border in comparison to the cost of the proposed 44-foot and 56-foot borders.

Segment	Station Limits	Description	Additional Right of way		Additional Relocations	
			Cost (millions)	Acreage (acres)	Cost (millions)	Number
1	300+00 to 385+00	Mainline	\$3.03	8.32	\$0.62	1
2	385+00 to 480+00	SR 70 Interchange	\$8.07	15.17	-	-
3	480+00 to 570+00	Mainline	\$4.52	21.21	-	-
4	570+00 to 633+00	SR 64 Interchange	\$1.15	8.10	\$0.63	3
5	633+00 to 740+00	Mainline	\$2.60	12.00	\$2.32	9
6	740+00 to 35+00	US 301 Interchange	\$3.32	8.86	-	-
7	35+00 to 120+00	Mainline	\$2.71	18.76	-	-
8	120+00 to 130+00	I-275 Interchange	\$3.11	13.83	\$1.90	11
9	130+00 to 75+00	Moccasin Wallow Road Interchange	\$0.82	7.00	-	-
<b>Total</b>			<b>\$29.29</b>	<b>113.25</b>	<b>\$5.74</b>	<b>24</b>

The proposed 44-foot and 56-foot borders can be achieved at a savings of \$35.03 million, as compared to a 94-foot border, with no degradation to safety and function. Therefore, approval of this design variation is recommended.

Recommended by: Paul A. Schmid  
 Paul A. Schmid, PE #50091  
 URS Corporation

Date: 5/18/09





## **Vertical Clearance**

To: Mr. Bernie Masing, P.E., District Design Engineer

Date: June 23, 2009

Financial Project ID: 201032 1 22 01 New Construction ( X ) RRR ( )  
 Federal Aid Number: TBD  
 Project Name: Interstate 75 from North of University Parkway to North of Moccasin Wallow Road  
 State Road No.: SR 93 Co./Sec./Sub. 13075  
 Begin Project MP: 1.481 End Project MP: 16.938  
 Full Federal Oversight: Yes ( X ) No ( )  
 Request for Design Exception ( ), Design Variation ( X )

(For Design Exception or Variations Requiring Central Office Approval)  
 Re-submittal: Yes ( ) No ( X ) Original Ref # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Requested for the following element(s):

- ( ) Design Speed      ( ) Lane Widths      ( ) Shoulder Widths      ( ) Bridge Widths  
 ( ) Structural Capacity      (X) Vertical Clearance      ( ) Grades      ( ) Cross Slope  
 ( ) Superelevation      ( ) Horizontal Alignment      ( ) Vertical Alignment      ( ) Stopping Sight Distance  
 ( ) Horizontal Clearance      ( ) \_\_\_\_\_

The requested design variation is for vertical clearances less than the PPM requirement of 16.50 feet for the existing I-75 bridges over US 301 and Moccasin Wallow Road. The proposed vertical clearances will, however, be greater than the AASHTO requirement of 16.00 feet.

Recommended by:

Paul A. Schmid Date 6-23-09  
 Paul A. Schmid, PE #50091  
 URS Corporation

Approvals:

B.A. Masing Date 6-30-09 N/A Date \_\_\_\_\_  
 B. A. Masing, PE, District Design Engineer      District Structures Engineer  
N/A Date \_\_\_\_\_ N/A Date \_\_\_\_\_  
 State Roadway Design Engineer      State Structures Design Engineer  
N/A Date \_\_\_\_\_ N/A Date \_\_\_\_\_  
 State Chief Engineer      FHWA Division Administrator

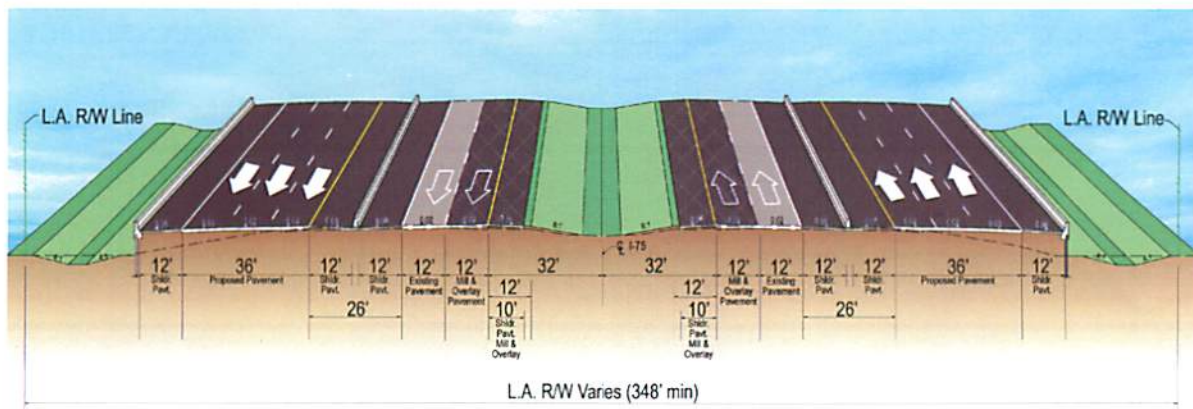
AM  
6/29/09

## INTRODUCTION

This design variation for Vertical Clearance is being requested as part of the Project Development and Environment (PD&E) Study for widening I-75 in Manatee County from north of University Parkway to north of Moccasin Wallow Road. I-75 currently is a 6-lane divided limited access facility. The existing facility is classified as an Urban Principal Arterial - Interstate. The existing posted speed limit on the facility is 70 mph. The existing and proposed design speed is 70 mph.

Improvements in the preferred alternate include a 10-lane four-roadway typical section that will consist of two express lanes and three general-use lanes in each direction, with the express lanes separated from the general use lanes by use of a concrete barrier wall. From north of University Parkway to US 301, a single auxiliary lane will be required on the outside of both the northbound and southbound general use lanes.

### 10-Lane Typical Section



## DESIGN CRITERIA

The Plans Preparation Manual (PPM), Volume I (01/01/09), Table 2.10.1 and Figure 2.10.1 depict vertical clearances required for Rural and Urban Interstates, Arterials and Collectors with a projected 20-year ADT of 1500 or greater. The required vertical clearance for roadway bridges over a roadway is 16.50 feet above the roadway (traffic lanes and shoulders). This includes a 0.5 foot allowance for the resurfacing of the lower roadway.

AASHTO - A Policy on Geometric Design of Highways and Streets 2004, (page 447) states that new or reconstructed structures over rural or urban arterials should provide a clearance of 16.00 feet over the entire roadway width, plus an unspecified allowance for future resurfacing of the lower roadway. Existing structures that provide a clearance of 14.00 feet, if allowed by local statutes, may remain.

AASHTO - A Policy on Geometric Design of Highways and Streets 2004, (page 506) states that new or reconstructed structures over freeways should provide a clearance of at least 16.00 feet over the entire roadway width including auxiliary lanes and usable shoulder widths, plus an unspecified allowance for future resurfacing of the lower roadway. In highly urban areas, where attainment of the 16.00 feet clearance would be unreasonably costly, a minimum clearance of 14.00 feet may be used if there is an alternate freeway facility with the minimum 16.00 feet clearance.

## PROPOSED CRITERIA

This design variation request is to allow vertical clearances for cross streets under four existing I-75 bridges, that will not be reconstructed, to be less than 16.50 feet but greater than the AASHTO requirement of 16.00 feet. The existing bridges carrying I-75 over US 301/Manatee River and Moccasin Wallow Road will remain and not be reconstructed. Widening of the bridges will only be on the high side (median) of the cross slope. The existing and proposed clearances are summarized in the table below.



**Vertical Clearance Summary**

Bridge No.	Structure Location (I-75 Milepost)	Existing Measured Minimum Vertical Clearance (feet)	Required Vertical Clearance (AASHTO) (feet)	Estimated Proposed Vertical Clearance (feet)
103 & 104	I-75 Over Manatee River & US 301 (MP 10.293 to 11.021)	16.37	16.00	<b>16.13</b>
078	SB I-75 Over Moccasin Wallow Road (MP 16.123 to 16.180)	16.51	16.00	<b>16.27</b>
079	NB I-75 Over Moccasin Wallow Road (MP 16.145 to 16.200)	16.31	16.00	<b>16.07</b>

Note: Bold text indicates deficiency in criteria.

Three of the existing bridges currently have deficient vertical clearances. It is estimated that when the cross streets are widened in the median for additional through lanes or turn lanes, the bridge vertical clearances may be reduced by 0.24 feet (12 feet x 0.02 foot/foot) which will result in vertical clearances less than 16.50 feet but greater than the 16.00 feet recommended by AASHTO.

**JUSTIFICATION**

The PPM criteria requiring 16.50 feet of vertical clearance is based upon a clearance of 16.00 feet plus a 0.50-foot allowance to accommodate future resurfacing of the lower roadway. It is anticipated that the vertical clearances under I-75 in the two locations addressed in this design variation (US 301/Manatee River Crossing and Moccasin Wallow Road) will be between 16.00 feet and 16.50 feet, which is similar to the existing condition. To achieve 16.50 feet of vertical clearance at these bridges would require extensive measures, such as bridge-jacking and reconstructing the interstate approaches to a higher grade or reconstruction of the bridges and interstate approaches.

At the US 301/Manatee River Crossing, the estimated construction cost necessary to achieve 16.50 feet of vertical clearance is \$87.2 million. This cost is based upon the difference between two PD&E Study alternatives that considered: 1) utilization of the existing bridge for the express lanes at a cost of \$302.2 million, and 2) reconstruction of the existing bridge with a greater vertical clearance at a cost of \$389.4 million.

At the Moccasin Wallow Road Interchange, the estimated construction cost necessary to achieve 16.50 feet of vertical clearance is \$23.1 million. This cost is based upon the difference between two PD&E Study Long Range Estimates that considered 1) modification of a diamond interchange with widening of the existing bridges at a cost of \$51.9 million, and 2) reconstruction of a diamond interchange with new bridges at greater vertical clearances at a cost of \$75.0 million.

A visual inspection of the bridge beams revealed only one location where a beam had apparently been impacted by a vehicle and subsequently repaired. This occurred at the eastern beam of the I-75 northbound bridge over the US 301 southbound outside lane.

The proposed vertical clearance deficiencies at these two locations will not degrade safety and significant cost savings will be realized by utilizing and widening the existing bridges. Therefore, approval of the design variation is recommended.

Recommended by:

*Paul A. Schmid*

Paul A. Schmid, PE #50091  
 URS Corporation

Date:

*6-23-09*



***APPENDIX F***

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**Public Hearing Transcript and Comments**



**FLORIDA DEPARTMENT OF TRANSPORTATION**

**PUBLIC HEARING  
FOR THE I-75 PD&E STUDY**

**November 18, 2008**

**Woodland-The Community Church  
9607 East State Road 70  
Bradenton, Florida**

Reporting:

Patricia K. Gough, CVR, CP  
Certified Verbatim Reporter  
State of Florida  
Notary Public

**ARGUS REPORTING  
4010 West State Street  
Tampa, Florida 33609  
(813) 490-0003**

**P R O C E E D I N G S**

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MR. PIAZZA: Ladies and gentlemen, can I have your attention, please. We're going to go ahead and get the formal portion of the public hearing started. If you'll take a seat at this time, please. We'll go ahead and get started.

Good evening, ladies and gentlemen. Welcome to the public hearing concerning the proposed improvement of Interstate 75 in Manatee County. My name is Chris Piazza. I am the project manager for the I-75 Project Development and Environment, or PD&E, Study.

The Florida Department of Transportation's first district covers 12 counties, from Collier to Polk. The Department's hearings are divided into three parts. During the first portion, there will be a video presentation concerning the project and the proposed improvement. Following the presentation, I'll introduce you to those people who developed the proposal and I'll explain how you can register to give testimony for the record.

Secondly, we will have an intermission, during which you will have another opportunity to look at the displays and have your questions answered by the people I will introduce.

The third part of the hearing, the public testimony portion, is the time you can offer comments or

1 exhibits for the record concerning the proposed  
2 improvements. These comments should be for or against the  
3 proposals. An important part of this testimony is the  
4 reason you are for or against the proposals.

5           This public hearing is being conducted by the  
6 Florida Department of Transportation. It is being held at  
7 Woodland - The Community Church, at 7 p.m. on November 18,  
8 2008, and concerns the following project: Financial Project  
9 ID Number 201032-1-22-01.

10           The project is described as the proposed  
11 improvement of I-75 from north of University Parkway to  
12 north of Moccasin Wallow Road in Manatee County. We are  
13 here tonight to present to you and explain the engineering  
14 and environmental studies accomplished so far. Also, we are  
15 here to give you an opportunity to publicly and officially  
16 comment on the project.

17           We bring the proposal to a public hearing to ask  
18 for your views and comments and to solicit local knowledge  
19 of values and concerns as they relate to the proposed  
20 improvement.

21           The reason for doing this is to give interested  
22 persons like you an opportunity to become fully aware of the  
23 proposal. You may express your views at this stage when the  
24 flexibility exists to incorporate those views into the  
25 documentation from which final decisions will be made.

1           When you arrived this evening, you were offered a  
2 handout containing information concerning the project and  
3 the proposed improvement. It also contains a brief  
4 discussion of "what happens next." If you did not receive a  
5 handout, please see the staff at the registration table.  
6 Inside the handout is a comment sheet that you may fill out  
7 for the record and drop in the comment box.

8           This hearing will remain open until December 1,  
9 2008. Anyone wishing to make comments to become a part of  
10 the official transcript of the hearing has ten days to send  
11 comments to the Department. Those comments will be the same  
12 as if you walked up to the microphone this evening and gave  
13 your comments. Also, you may submit comments for the record  
14 on the project Web site at [www.I-75PDE.com](http://www.I-75PDE.com) by December 1,  
15 2008. The Web site address is in your handout as well.

16           After tonight's public hearing, the Department  
17 will take your comments and, together with the engineering  
18 and environmental work that has been accomplished, make a  
19 final assessment.

20           At this time, if there are any elected officials  
21 that are here, if you could please stand up and be  
22 recognized. Which we did not have any sign in, but just  
23 making sure.

24           Also, if there are any public officials that are  
25 here as well that may not have signed in or just came in,

1 please make yourselves known. Very good.

2 Okay. At this time, we will now begin the audio  
3 visual presentation.

4 "Interstate 75 supports the movement of goods and  
5 people along the west coast of Florida. With an abundance  
6 of new development, buildable land, and proximity to major  
7 employment centers such as St. Petersburg, Tampa, Bradenton  
8 and Sarasota, Manatee County is one of the fastest growing  
9 areas in Florida. Within Manatee County, I-75 has evolved  
10 to become a vital transportation artery for residents and  
11 businesses on a local and regional level.

12 "The Florida Department of Transportation welcomes  
13 you to the public hearing for the proposed improvement of I-  
14 75 in Manatee County from north of University Parkway to  
15 north of Moccasin Wallow Road, a distance of 15.5 miles.

16 "This hearing is being held during the Project  
17 Development and Environment, or PD and E, Study of the  
18 project. The purpose of the study is to develop and analyze  
19 alternatives for the improvement of this portion of I-75.  
20 This evening, the Department presents the preferred Build  
21 alternative and the No Build alternative for your comment.

22 "The No Build Alternative has been considered a  
23 viable alternative throughout the PD and E Study. The No  
24 Build Alternative consists of canceling the project,  
25 postponing improvements to I-75 beyond the design year of



1 2035, and limiting work in the project area to routine  
2 maintenance.

3 "Certain advantages are associated with the No  
4 Build Alternative, including: No new construction, design  
5 and right-of-way costs; no disruption to existing land uses  
6 due to construction activities; no disruption to traffic due  
7 to construction activities; no right-of-way acquisitions or  
8 relocations; and no disturbance to the natural environment.

9 "The disadvantages of the No Build Alternative  
10 include: Increased roadway maintenance costs; increased  
11 roadway congestion; inconsistency with the local  
12 transportation plan and the local comprehensive plan; and  
13 postponement of the project may jeopardize its future  
14 economic feasibility due to the future escalation of  
15 construction and right-of-way costs.

16 "Various alternatives were developed during the  
17 early phases of the PD and E Study. These alternatives were  
18 presented at a Public Information Workshop held at the  
19 Woodland Baptist Church in Bradenton on February 26, 2008.  
20 Based on public comments received and additional analyses,  
21 the Department selected a preferred Build Alternative that  
22 is being presented this evening.

23 "Within the limits of the study, I-75 is an urban  
24 principal arterial interstate, and is a six-lane facility  
25 with an open drainage system.

1           “The proposed multi-lane improvements along this  
2 15.5 mile segment of Interstate 75 are consistent with the  
3 Manatee County Comprehensive Plan and the Sarasota Manatee  
4 County Metropolitan Planning Organization 2030 Long Range  
5 Transportation Plan.

6           “In 2006, the average traffic volumes traveling  
7 this portion of Interstate 75 ranged from 61,700 to 112,500  
8 vehicles per day. In 2035, traffic projections indicate  
9 that from 102,100 to 195,300 vehicles will travel the  
10 roadway each day.

11           “For study purposes, concepts were developed for  
12 the mainline and for each of the five interchanges within  
13 the project limits. To the extent possible, the preferred  
14 alternative uses the existing pavement and bridges to reduce  
15 overall cost of the project.

16           “Now, let’s take a look at the preferred Build  
17 Alternative for each: The ultimate roadway alternative  
18 selected for the mainline will provide for a ten-lane  
19 facility. This alternative utilizes a four-roadway system  
20 that contains both express lanes and general use lanes.  
21 Express lanes are primarily for long distance travelers and  
22 are separated from the general use lanes by a concrete  
23 barrier. Access to and from the express lanes is controlled  
24 by infrequent openings called slip ramps that allow vehicles  
25 to enter and exit the express lanes. The general use lanes

1 are primarily for daily commuters and local travelers and  
2 will maintain the same entrance and exit ramps that exist  
3 today.

4           “The ultimate improvements selected for the I-75  
5 mainline will provide a 64-foot median which may be utilized  
6 as a future multi-modal envelope, two 12-foot express lanes  
7 with inside and outside paved shoulders, and a concrete  
8 barrier that will separate the express lanes from the  
9 general use lanes. Adjacent to the express lanes are the  
10 general use lanes which consist of three 12-foot travel  
11 lanes, an inside paved shoulder, and an outside paved  
12 shoulder with a retaining wall. These improvements will  
13 require additional right-of-way, primarily at the  
14 interchanges and slip ramps and for stormwater treatment  
15 facilities.

16           “Currently, the State Road 70 interchange is a  
17 partial cloverleaf with loop ramps in the northeast and  
18 northwest quadrants.

19           “The build alternative selected will replace the  
20 existing interchange with a diamond configuration. This  
21 configuration will require an at-grade triple left-turn  
22 movement from State Road 70 eastbound to I-75 northbound.  
23 This alternative will require replacement of the I-75  
24 bridges over State Road 70 to accommodate the need for  
25 triple left-turn lanes.

1           "Currently, the State Road 64 interchange is a  
2 partial cloverleaf with loop ramps in the northeast and  
3 northwest quadrants.

4           "The build alternative selected will replace the  
5 existing interchange with a diamond configuration. This  
6 configuration will require at-grade dual left-turn movements  
7 from State Road 64 heading northbound and southbound on I-  
8 75.

9           "Currently, the U.S. 301 interchange is a partial  
10 cloverleaf interchange with all movements limited to the  
11 north side of the interchange. The alternative selected  
12 will replace the existing interchange with a diamond  
13 configuration and will maintain the existing bridges over  
14 the Manatee River and U.S. 301. However, the existing  
15 bridges will become the express lanes and the new parallel  
16 structures will be added for the general use lanes. This  
17 alternative will require the addition of ramps on the south  
18 side of the interchange, which currently do not exist. This  
19 alternative minimizes right-of-way impacts.

20           "The existing I-75/I-275 interchange is a  
21 directional interchange in which all of the movements are  
22 grade separated so no movement from one facility to another  
23 requires the driver to stop. The build alternative selected  
24 for I-275 provides for a ten-lane four-roadway system on the  
25 existing alignment. This alternative requires replacing the

1 existing flyover ramps. This alternative does not impact  
2 the adjacent Buffalo Road, but will potentially require a  
3 barrier separation to reduce right-of-way impacts. The  
4 existing interchange at Moccasin Wallow Road is a typical  
5 diamond interchange.

6 "The Build Alternative will modify the existing  
7 diamond interchange to accommodate a four-roadway system and  
8 traffic storage required at the ends of the ramps.

9 "The estimated costs for improvements to I-75,  
10 from north of University Parkway to north of Moccasin Wallow  
11 Road in Manatee County, are \$165.6 million for design; \$67  
12 million for right-of-way acquisition; \$9.3 million for  
13 wetland mitigation; \$1.1 billion for construction; and  
14 \$165.6 million for construction and engineering inspection,  
15 for a total estimated cost of \$1.5 billion.

16 "It is estimated that there would be three  
17 residential relocations and two business relocations as a  
18 result of the preferred Build Alternative. The potential  
19 relocations are shown on the aerial maps on display this  
20 evening.

21 "The Preferred Build Alternative has been analyzed  
22 to determine the type and extent of impacts to the social,  
23 natural and physical environments that are a part of the  
24 project. The Environmental impacts associated with  
25 wetlands, flood plans, threatened and endangered species,



1 water quality, hazardous materials, traffic noise,  
2 recreational sites, historic structures and archaeological  
3 sites have been evaluated.

4 "The following is a discussion of the  
5 environmental effects related to construction of the  
6 proposed project. The environmental effects are summarized  
7 in the matrix provided in the project handout and on display  
8 here this evening.

9 "Much of the project corridor is located in a  
10 rapidly developing area of Manatee County where land uses  
11 include office, mixed use, residential, industrial, and  
12 conservation. The majority of land within the study  
13 corridor is classified as residential.

14 "The proposed future land use plan calls for a  
15 continuation of the existing land use patterns. Since I-75  
16 is an existing corridor and will continue to function as an  
17 interstate highway, the proposed improvements are not  
18 expected to disrupt existing land use patterns or cause  
19 secondary development.

20 "In accordance with Executive Order 11988,  
21 Floodplain Management, the project has been studied to  
22 identify potential floodplain and floodway impacts. The  
23 proposed improvements will encroach into areas classified as  
24 Federal Emergency Management Agency flood zones within the  
25 median in four locations. However, there will be no

1 significant change in flood risk, and there will not be a  
2 significant change in the potential for interruption or  
3 termination of emergency service or emergency evacuation  
4 routes. Therefore, it has been determined that these  
5 encroachments are not significant.

6 "It has been determined that there are regulatory  
7 floodways within the study limits; however, they will not be  
8 impacted. The project will not cause base floodplain  
9 development that is incompatible with existing floodplain  
10 management programs.

11 "In accordance with Executive Order 11990,  
12 Protection of Wetlands, the project was evaluated for  
13 potential wetland impacts. The preferred Build Alternative  
14 would impact approximately 89.5 acres of wetlands and 27  
15 acres of other surface waters.

16 "Wetland impacts resulting from construction of  
17 this project will be mitigated according to Florida  
18 Statutes. There is no practicable alternative to the  
19 proposed construction in wetlands, and the proposed project  
20 includes all practicable measures to minimize harm to  
21 wetlands.

22 "Threatened and endangered species are afforded  
23 special protection under the Endangered Species Act of 1973,  
24 as amended, and Florida Statutes. The U.S. Fish and  
25 Wildlife Service has concurred with the Department's

1 determination that the proposed I-75 project is not likely  
2 to adversely affect federal listed species that may occur  
3 within the project study area.

4            "In accordance with the National Historic  
5 Preservation Act of 1966, as amended, and Florida Statutes,  
6 a Cultural Resource Assessment Survey was conducted to  
7 assess the potential for impacts to any historical or  
8 archaeological resources within the project study area. The  
9 Cultural Resource Assessment Survey resulted in the  
10 identification of two archaeological sites, four  
11 archaeological occurrences, two previously recorded historic  
12 resources, and two newly recorded historic resources. The  
13 identified resources are considered ineligible for listing  
14 on the National Register of Historic Places. The proposed  
15 improvements to I-75 will not affect the identified  
16 historical and unarchaeological resources.

17            "A study was performed to evaluate the affects of  
18 traffic noise associated with the proposed improvement. For  
19 the Build Alternative and year 2035 traffic conditions, 562  
20 residential sites may experience noise levels that approach  
21 or exceed the noise abatement criteria established by the  
22 Federal Highway Administration.

23            "Abatement measures to reduce traffic noise at the  
24 affected residences were evaluated for feasibility and cost  
25 reasonableness. To be considered feasible, an abatement

1 measure must provide at least a 5-decibel reduction to the  
2 affected noise-sensitive site. The evaluation of cost  
3 reasonableness is guided by the Department's responsibility  
4 to use prudent judgment when considering the expenditure of  
5 public funds.

6 "The results of the noise analysis indicate that  
7 barriers may be a feasible and reasonable noise abatement  
8 measure for 412 impacted residences within River Place, Tara  
9 Preserve, Westbrook, Manatee Palms, Winter Quarters Manatee  
10 RV Resort, and Tuscany Lakes.

11 "The Department is committed to further evaluate  
12 noise barriers for these communities during the design  
13 phase. In addition, Foster's Creek will also be evaluated  
14 further during the design phase when more detailed elevation  
15 data is available. Department representatives are available  
16 at the Noise Information table.

17 "An assessment of air quality resulting from the  
18 proposed project was conducted. This project is located in  
19 an area that has been designated as an attainment area for  
20 the air quality standards provided in the Clean Air Act  
21 Amendments of 1990. This project is in conformance with the  
22 State Implementation Plan because it will not cause  
23 violations of the National Ambient Air Quality Standards.

24 "Construction activities will cause minor short-  
25 term air quality impacts in the form of dust from earthwork

1 and unpaved roads and smoke from open burning. These  
2 impacts will be minimized by adherence to all state and  
3 local regulations and to the FDOT Standard Specifications  
4 for Road and Bridge Construction.

5 "A hazardous materials and petroleum contamination  
6 survey was conducted, which identified 62 potential  
7 contamination sites. One site has been identified as having  
8 a high probability of contamination involvement; 10 were  
9 identified as having a medium probability; 38 were  
10 identified as having a low probability; and 13 were  
11 identified as having a "none" ranking.

12 "It is recommended that a review of the high-rated  
13 sites be conducted during the design phase.

14 "Copies of the draft engineering and environmental  
15 reports prepared for the subjects just discussed are on  
16 display this evening. In addition, Department engineers and  
17 environmental specialists are present to answer any  
18 questions you may have and to address your personal  
19 concerns.

20 "The Florida Department of Transportation will  
21 carry out a right-of-way acquisition and relocation program  
22 in accordance with Section 339.09, Florida Statute, and the  
23 Uniform Relocation Assistance and Real Property Acquisition  
24 Act of 1970. Brochures are available which describe in  
25 detail the Department's right-of-way acquisition and



1 relocation programs and provide you with the address and  
2 phone number of the District Right-of-Way Office. Also, a  
3 Department representative is present to assist you.

4           "The Florida Department of Transportation would  
5 like your comments concerning the preferred Build  
6 Alternative. Your project handout contains a comment sheet  
7 that you may complete and leave with us, or you may take it  
8 home, complete it, and mail it to the Department to be  
9 postmarked by December 1, 2008. Please mail your comments  
10 to Chris Piazza at the address shown on the screen, on the  
11 display boards, and on the comment sheet.

12           "Comments will be evaluated and, where feasible,  
13 may be incorporated into the conceptual design. The  
14 Department's findings will be submitted to the Federal  
15 Highway Administration for location and design concept  
16 acceptance, which is expected in spring 2009.

17           "Design, right-of-way, and construction phases for  
18 capacity improvements to I-75 are not funded in the  
19 Department's adopted 5-Year-Work Program.

20           "This public hearing is being held in accordance  
21 with the Federal Highway Act of 1968, as amended; 23 United  
22 States Code 128; 40 Code of Federal Regulations 1500-1508;  
23 23 Code of Federal Regulations 771; and Section 339.155,  
24 Florida Statutes.

25           "The hearing was advertised consistent with

1 federal and state requirements and is being conducted  
2 consistent with the Americans with Disabilities Act of 1990.  
3 It will also fulfill the requirements of Executive Orders  
4 11990 pertaining to "Protection of Wetlands," and 11988,  
5 "Floodplain Management," whereas the opportunity for early  
6 public review and comment is offered for projects proposed  
7 to be located in wetlands and floodplains. There are  
8 minimal wetland impacts and floodplain involvement on this  
9 project.

10 "This Project Development and Environment Study  
11 has been developed in accordance with the Civil Rights Act  
12 of 1964 and Related Statutes. Anyone who feels that they  
13 have been discriminated against because of race, color,  
14 national origin, age, sex, religion, disability or family  
15 status may complete one of the complaint forms available at  
16 this public hearing. Then, mail it to the address listed on  
17 the poster board.

18 "Ladies and gentlemen, the Florida Department of  
19 Transportation appreciates your interest in the proposed  
20 improvement of Interstate 75, from north of University  
21 Parkway to north of Moccasin Wallow Road, in Manatee County.  
22 Thank you for attending this public hearing."

23 (End of video presentation.)

24 MR. PIAZZA: We will have the intermission in a minute,  
25 but before we do I want to introduce you to the people who

1 can assist you with your review of the maps on display.

2 From the Florida Department of Transportation:  
3 Marlon Bizerra, Jeff James, and Ray Fauble.

4 From the consultant team who assisted the  
5 Department with the PD and E Study, we have representatives  
6 from URS Corporation: Ron Gregory, consultant project  
7 manager; Faller Davis: Ken Muzyk; and KB Environmental:  
8 Carrol Bryant.

9 Now I would like to describe how you can sign up  
10 to give your testimony. Trish Torres is holding comment  
11 cards. If you wish to speak this evening, please complete  
12 the information on the card by printing neatly, as best as  
13 possible, please. Then return the card to Trish. The order  
14 that the cards are returned will be the order that I call  
15 you to speak.

16 We will now take a 15-minute intermission to give  
17 you an opportunity to review the displays before the  
18 testimony period. The time is 7:30. We will reconvene the  
19 hearing at 7:45.

20 (There was a short intermission.)

21 MR. PIAZZA: We will now begin the public testimony.  
22 May I please ask you to take your seats if you'd like to  
23 stay. We will now begin the public testimony portion of our  
24 hearing.

25 Now, for the public testimony, the first card I

1 have is Ed Parker. Please state and spell your name, and  
2 give your address for the record.

3 MR. PARKER: My name is Ed Parker. It's P-A-R-K-E-R.  
4 It's 105 67th Street Northeast in Bradenton. Okay. I'm  
5 here to represent my subdivision. I don't know if there's  
6 anybody here today from there, but it's Manatee Palms.  
7 Anybody raise their hand? Okay. Glad to see you guys.

8 I was concerned. The only way that -- can you  
9 speak opposition or for or against?

10 MR. PIAZZA: However you feel towards the project.

11 MR. PARKER: Okay. The reason I'm here is because of  
12 the exit ramp on 64 off of Interstate southbound. And they  
13 built it, and it's like a roller coaster exiting. If it's  
14 approved, it will be changed in the future, I know. But the  
15 area -- the subdivision we live in is sometimes accompanied  
16 by a lot of flooding during heavy rains. I know that the --  
17 I think it was late eighties, '88 or somewhere in there, we  
18 got like 18 inches in one week, and we suffered a lot of  
19 flooding.

20 And part of it was because Moccasin Wallow wasn't  
21 there. And then, when Moccasin Wallow was constructed, the  
22 county dug a ditch parallel to the interstate which drained  
23 the water from our neighborhood out. And they done an  
24 excellent job. And it's not being maintained. I tried to  
25 get a hold of the county guy, and he's like, "Well, that's a

1 federal job or the highway department," whatever. Anyhow,  
2 if they could keep the drainage area and that section there  
3 east of Cracker Barrel -- it's so terrible. They've got  
4 wild palm trees that's all grewed up and it's not maintained  
5 at all.

6 But if we could get the drainage cleared up where  
7 the water drains out, and the ditch that the county dug to  
8 drain the water that they don't maintain anymore -- I'm  
9 pretty they say part of it might be to Heritage Harbor and  
10 part of it might be, you know, the federal highway problem.  
11 But whatever, that needs to be addressed.

12 The only way I would approve of the ten-lane  
13 process would be if they put up a sound barrier. We need a  
14 sound barrier bad in that neighborhood. It should have been  
15 there from the beginning, but it wasn't. And we need a  
16 sound barrier real bad. And also, the only way I'd like to  
17 see the ten lanes, if that was done and also the noise.

18 Also, I talked to one of the ladies and I know  
19 there's a problem versus the Department of Transportation  
20 and the trucking industry about jake brake zones. I know in  
21 some areas they have them and they work, in some areas they  
22 can't do them because of certain laws. But that would be a  
23 good idea, too.

24 Our problem is drainage because they don't clean  
25 the right-of-ways and the sewer pipes under the interstate



1 and it's not properly drained right. The right-of-ways are  
2 grewed up. And that was one of the issues. I know if they  
3 approve it, it will be diamond shaped and it will be  
4 removed, so that won't be any problem. But right now it's  
5 got a dip in it. Like when you're coming off of -- they've  
6 got to put a little pond there, I guess, for runoff. It's  
7 not much of a pond. It don't drain anything.

8 I'm just speaking from my neighborhood, and I know  
9 we've got a problem with drainage and noise. That's the  
10 biggest two things we have. And I'd like to thank you for  
11 your time.

12 MR. PIAZZA: Thank you, Mr. Parker, for your comments.  
13 The next card is Belisa Oliveira. Please state and spell  
14 your name, and give your address for the record.

15 MS. OLIVEIRA: My name is Belisa Oliveira, and it's  
16 B-E-L-I-S-A, O-L-I-V-E-I-R-A. And I live at 6162 9th Avenue  
17 Circle Northeast in Bradenton. And that subdivision is  
18 Cypress Creek Estates. And we do have some folks here from  
19 our subdivision.

20 The reason that I'm speaking here tonight is in  
21 opposition, from what I've seen so far. I am a land use  
22 attorney locally here in the area. I work for a local  
23 developer. And I am very concerned, in reviewing the noise  
24 impact studies that I've seen here this evening.

25 And the reason that I say that is we are going

1 from a six-lane interstate to a ten-lane interstate. So, I  
2 find it very hard to believe tonight, after speaking with  
3 you, Chris, that we're not talking about at least a five-  
4 decibel increase in noise.

5 I have lived in the Cypress Creek subdivision now  
6 for six years, and we do experience, as a general community  
7 some very high road noise as it is. Now, just imagine going  
8 from six to ten lanes with the increase in traffic, that is  
9 going to be an incredible increase in noise.

10 I want to talk about not only Cypress Creek  
11 Estates, since I know that we were very much left off.  
12 There is nothing that is going to be built that will assist  
13 Cypress Creek Estates with noise abatement. But I also want  
14 to talk about our sister communities -- Tidal Water  
15 Preserve. For those of you that may not know, that is a new  
16 WCI development. It is, basically, right across the road  
17 from Cypress Creek Estates, the Inlets, which most of you  
18 are familiar with -- and I don't know if there's anybody  
19 here that represents that subdivision.

20 And I also want to talk about Heritage Harbor,  
21 also a very new, large subdivision. These are all  
22 subdivisions that have high-end homes. This has the  
23 potential to affect thousands of residents. Particularly  
24 Tidal Water Preserve concerns me because that is a new  
25 subdivision. It's not taken off yet. There's a lot of

1 homes that are being built, but no residents to be able to  
2 seek an opposition to this.

3 I will be contacting the folks at the Inlets and  
4 Tidal Water Preserve, the owners and the developers, to let  
5 them know if they don't already know about the impacts of  
6 this potential increase in the lanes on I-75.

7 Like I said, we're very happy to have the  
8 opportunity to speak here tonight, but we're very concerned  
9 about the fact that all of these subdivisions -- Manatee  
10 Palms, Tidal Water Preserve, Cypress Creek Estates, The  
11 Inlets, Heritage Harbor -- have been completely left off for  
12 noise abatement. There will be no walls put up for those  
13 subdivisions, with a huge potential negative impact.

14 And remember, folks, the sound impact will be the  
15 last nail in the coffin for property values. So, that is a  
16 very, very important thing here this evening. Thank you  
17 very much.

18 MR. PIAZZA: Thank you for your comments. I hope I  
19 don't butcher this too much, but Warren Sponable?

20 MR. SPONABLE: Sponable.

21 MR. PIAZZA: Sponable. I'm sorry.

22 MR. SPONABLE: Close enough. My name is Warren  
23 Sponable, S-P-O-N-A-B-L-E. I live at 6520 4th Avenue,  
24 Northeast, Bradenton. We're in the noise impact area, so if  
25 this project goes through, I definitely want to see at least

1 a 20 foot if not a 30 foot wall. Because as it stands now,  
2 between the jake brakes, as one person mentioned, the jake  
3 brakes and those rocket motorcycles, it's horrendous,  
4 especially when the wind is coming out of the east. It's  
5 almost unlivable. In fact, I've already put \$10,000 into my  
6 house to get new windows so I don't have to hear it out  
7 there.

8 I think you're going to adversely affect our  
9 property values. I know this whole plan is probably  
10 concocted before we had this global energy crisis that's  
11 going on in this country right now. So, I think this plan  
12 is probably dead in its tracks as we sit. I really think  
13 the State should go back and revisit the whole concept of  
14 are we going to encourage more automobiles in our state?  
15 Are we going to do something about, you know, lightning  
16 rails, moving people around, doing it environmentally, you  
17 know, that will help our environment? Cars just do nothing  
18 but add to the global warming problem that is persistent.  
19 Look, California is burning down at this point. When is  
20 that going to come to us, you know?

21 So, really, I stand in opposition as I view the  
22 plans and see what you're proposing at this point. But if  
23 you do, Manatee Palms, at least, is going to need that  
24 retaining wall. And when I spoke with one of your  
25 representatives, he wasn't sure if you were actually going

1 to build it. So, that's all I would like to say at this  
2 point. But that's an absolute must, please. Thank you.

3 MR. PIAZZA: Thank you for your comments. Lastly here,  
4 I have Paul Reynolds.

5 MR. REYNOLDS: Hello. I'm Paul Reynolds,  
6 R-E-Y-N-O-L-D-S. I live at 319 67th Street, Northeast. And  
7 I had some, I guess, cost-effective questions. I spoke with  
8 one of the engineers. And I was looking at in my experience  
9 in Miami, they had delineators or plastic poles down the  
10 middle of the road of the highway to divide the five lanes  
11 that we had down there. And I want to know how much it  
12 would cost to put those as opposed to 12 feet on each side  
13 of a concrete wall of pavement and concrete to put the  
14 express lane.

15 I also want to ask -- because I did speak with one  
16 of the representatives about the sound wall, we were told  
17 that it may be put there. And my backyard is on the  
18 highway, and right now it's hard to talk out back. And with  
19 five lanes on each side, you won't be able to talk in the  
20 front yard. And so, we need to have something there. I've  
21 been there for four years now and the traffic seems like it  
22 gets more every day. And, again, with those semi-trucks, I  
23 call it engine braking, but I guess it's jake braking. But  
24 that's a loud noise that goes through there. And we're  
25 trying to raise children in our neighborhood.



1           And I have a two-year-old son, and we can't call  
2 to him out back because of the highway right now, and I  
3 can't imagine trying to call to him or my future children or  
4 his friends with ten lanes there. So, I just wanted to make  
5 sure that there will be a sound barrier that's thick enough  
6 and tall enough to block off the sound.

7           And something to do with the increase of  
8 pollution. Because you can smell the diesel from the  
9 engines driving down the highway, at least in my yard. And  
10 that's something that can be mitigated with a chemical  
11 process that are currently available.

12           And I also want to know how long would this take,  
13 who would pay for it, and who would ultimately own it?  
14 Because my concern is that private companies or hedge funds  
15 will eventually own the express lane and use that as a toll  
16 road. And if it's going to be a toll road, I'd rather it be  
17 public use and not private use. Thank you.

18           MR. PIAZZA: Thank you for your comments. Is there  
19 anyone who has not spoke who would like to speak at this  
20 time? Please state and spell your name, and give your  
21 address for the record.

22           MR. GUSHWA: My name is Steve Gushwa, G-U-S-H-W-A. I  
23 live on 9th Avenue Circle, Northeast, which is Cypress Creek  
24 Estates. And I wanted a clarification, Chris. When you  
25 talked about the median listed as being a multi-modal future

1 use, is that a euphemism term meaning a light rail corridor?

2 MR. PIAZZA: Yes. That could mean multiple types of  
3 uses within that corridor -- light rail, potentially bus  
4 rapid transit, even high speed rail through there. It's a  
5 reservation that we require on all of our what's called FIHS  
6 or SIS facilities to accommodate any of that future type of  
7 transit option or multi-modal option.

8 MR. GUSHWA: And if it was not required the course of  
9 the entire envelope, the impact would be reduced.

10 MR. PIAZZA: Potentially. We still have some criteria,  
11 design offsets that would still require a median out there  
12 for the area.

13 MR. GUSHWA: Thank you.

14 MR. PIAZZA: Once again, go ahead and state your name,  
15 please.

16 MR. REYNOLDS: Paul Reynolds, Manatee Palms. The  
17 median acts as an environmental barrier? Am I correct in  
18 that? That's part of the watershed? I mean, that's for the  
19 ground?

20 MR. PIAZZA: No.

21 MR. REYNOLDS: No?

22 MR. PIAZZA: That area is conserved for the multi-modal  
23 envelope. We have what's called off-site ponds to  
24 accommodate drainage for the project.

25 MR. REYNOLDS: Oh, okay. I was concerned that that

1 currently would be used for drainage, then if we put a light  
2 rail, then we'd have to expand --

3 MR. PIAZZA: No.

4 MR. REYNOLDS: Okay. Thank you.

5 MR. PIAZZA: You're welcome. Anyone else? Again,  
6 please state your name, spell your name, and give your  
7 address for the record.

8 MR. WITTEVEEN: Hi. My name is Matt Witteveen. I live  
9 in River Place. The address is 6964 74th Street Circle,  
10 East. Chris, my question is in regards to --

11 COURT REPORTER: Spell your name, please.

12 MR. PIAZZA: Spell your name.

13 MR. WITTEVEEN: Matt. Last name is Witteveen,  
14 W-I-T-T-E, V, as in Victor, E-E-N.

15 My question is in regards to River Place  
16 Community. As it was built, they had a pepper issue to where  
17 they removed pepper plants along the fencing there. Once  
18 they removed that, the sound increased quite a bit. You  
19 could insulatee it. Whether trees help diffuse that or not.  
20 From my point of view, living along the highway, it does  
21 diffuse the sound.

22 Then they created the beautification of I-75 by  
23 planting palm trees and pine trees, which are very sparse  
24 and didn't quite diffuse the sound. With this particular  
25 22-foot barrier that's proposed, my concern is that the

1 grade of the highway to the Florida property line is lower  
2 down, that that 22 foot will not be sufficient in regards to  
3 covering the view and the sound for the homes that are so  
4 close.

5 Right now it's a safety issue with River Place  
6 being so close to the highway that we truly wouldn't have  
7 the Florida barrier, which is the wire fencing, and then  
8 just a six-foot plastic fence. It is quite loud when the  
9 wind is blowing from -- I believe from the east to the west.  
10 It's much more noticeable in a sound way.

11 But, you know, safety concern with the young  
12 children and also noise is my big concern. So, a  
13 clarification of the 22 foot is where my concern lies.

14 MR. PIAZZA: What I'll ask you to do, if you could,  
15 please, when we're done with the formal public hearing  
16 process, is speak with Jeff James. He can help you better  
17 understand that process.

18 MR. WITTEVEEN: Thank you.

19 MR. PIAZZA: Okay. Once again, I'm going to ask if  
20 there's anyone who has not spoken and would like to speak.  
21 Now is your opportunity. Please state your name, spell your  
22 name, and give your address for the record.

23 MR. RAMSAY: My name is Ronald Ramsay, R-A-M-S-A-Y.  
24 Address is 5618 Cortina Lane, Palmetto 34221.

25 I represent the Spanish Point subdivision where

1 the Imperial Lakes area off of Moccasin Wallow the terminus  
2 of the project. We are a couple, three hundred yards,  
3 probably, from the roadway now. The road noise is  
4 significant, particularly, in our case, being east of the  
5 interstate, when there's a northwest wind blowing, like  
6 there is tonight, you would hear a lot of road noise.

7           As I said, it's currently significant, and we're  
8 concerned about bringing the roadway another 20 or 30 feet  
9 closer to us with no apparent abatement projects planned for  
10 this area. The road noise is just going to be unbearable  
11 and it's going to adversely affect our property values.  
12 Therefore, we are -- I am currently opposed to the project  
13 as now proposed. Thank you.

14           MR. PIAZZA: Thank you for your comments. Before I  
15 close the hearing , is there anyone else that would like to  
16 speak, this is the last opportunity. Okay.

17           The transcript of the oral proceedings of this  
18 hearing and copies of, or references to, written statements  
19 or exhibits, together with copies of, or references to,  
20 materials made available before the hearing will be made  
21 available for public inspection and copying at the Florida  
22 Department of Transportation, District One Environmental  
23 Management Office at 801 North Broadway in Bartow.

24           If anyone wishes to submit written statements or  
25 other exhibits in place of or in addition to oral



1 statements, they may do so. Written statements and exhibits  
2 will be accepted and recorded as part of the hearing if  
3 received at district headquarters in Bartow by December 1,  
4 2008.

5 Mail these statements to myself, Chris Piazza,  
6 Project Manager, Florida Department of Transportation, Post  
7 Office Box 1249, Bartow, Florida 33831. This is the same  
8 address that appears on the comment sheet in the brochure.

9 There being no one else wishing to ask a question  
10 or make a statement, I hereby close this hearing. Thank you  
11 and good night.

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CERTIFICATE OF NOTARY PUBLIC

STATE OF FLORIDA

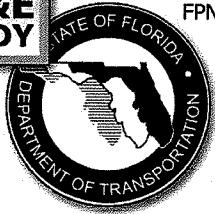
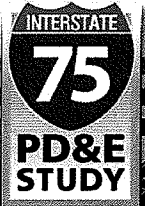
COUNTY OF HILLSBOROUGH

I, Patricia K. Gough, a Notary Public in and for the State of Florida at Large, do hereby certify that the foregoing proceedings were taken before me in the cause, at the time and place, and in the presence of counsel as set out in the caption hereto, at Page 1 hereof; and that the foregoing typewritten transcript consisting of pages contained herein, inclusive, is a true record of the proceedings had at said session.

I FURTHER CERTIFY that I am neither an attorney or counsel of any of the parties in this cause, nor a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested in the event of said cause.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my seal this 1st day of December, 2008.

\_\_\_\_\_  
NOTARY PUBLIC, STATE OF FLORIDA AT LARGE  
My commission expires May 21, 2011



FPN: 201032 1 22 01

# Public Hearing

November 18, 2008

## Comment Form

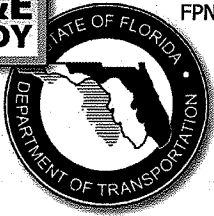
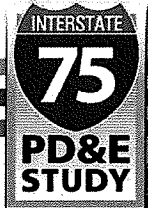
We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Please put up 22' wall  
for TAM Preserve  
ASAP.

Attach additional sheets if needed

Name: C. Primus  
Address: 7046 owls nest LN  
City, State, Zip: Burlington, FL 34203

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



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# Public Hearing

November 18, 2008

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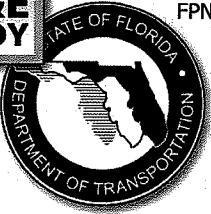
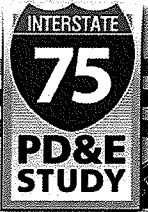
We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

WE REALLY NEED A NOISE WALL  
BESIDE CREEKWOOD - WESTBROOK II AND  
LAKESIDE II.

Attach additional sheets if needed

Name: JIM LYNN  
Address: 4914 79<sup>TH</sup> STREET EAST  
City, State, Zip: BRADENTON, FLORIDA 34203

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FPN: 201032 1 22 01

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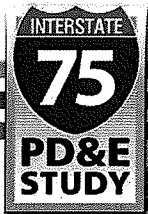
After living in my house for 3 years, I am still kept awake many nights by the traffic that whizzes by all night long. I have tried and tried all sorts of dampening tricks. Nothing works. Noise is seriously impacting my ~~quality~~ quality of life. My stress level is elevated, and my health is deteriorating. Because I live on Birds Eye Terrace, there are not enough of us there to make the "reasonable / feasible" factor be clear regarding the noise barrier. But we matter. We are Florida residents, and we pay our taxes like everyone else. I beg you to extend the noise barrier on the interchange to protect those of us on Birds Eye Terrace.

Attach additional sheets if needed

Name: Tammy Cambria  
 Address: 7602 Birds Eye Terrace  
 City, State, Zip: Bradenton FL 34203

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.





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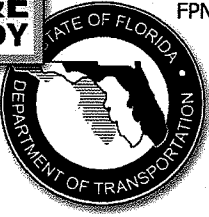
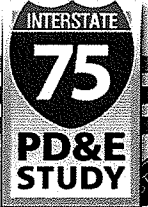
I am John W. Lane, Jr. a Member of the Board of the Tara Master Psmn. (2,000+ households). I serve as the Community Liaison. Our Community is now severely impacted by the noise level generated by traffic flow that increases each year. We do not object to the proposed additional lanes, North and South but are deeply concerned that your proposed improvement does NOT contain any noise remediation. We urge that noise remediation be included in the design and construction of this improvement. Failure to provide a sound barrier will seriously impair the enjoyment of our property and, of course, its value.

I note that your presentation touches on barrier fencing for Tara and other nearby communities. Please include appropriate barriers in the Design Phase.

Attach additional sheets if needed

Name: John W. Lane, Jr  
 Address: 6304 Turner's Top Road  
 City, State, Zip: Bradenton, FL 34203-8011  
 (Tara Golf & Country Club)

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



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# Public Hearing

November 18, 2008

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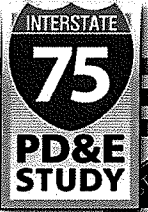
We live in Bever Place just south of Lenger Lodge. With the increased traffic over the last several years we can't hold a conversation in our front yard. We need a wall to help bring down the noise level. We also request to have it 22 feet and built before any other work is done on that part of the expressway.

Thank you.

Attach additional sheets if needed

Name: John + Lauren Vail  
 Address: 6960 74<sup>th</sup> Street Circle EAST  
 City, State, Zip: Bradenton, FL 34203

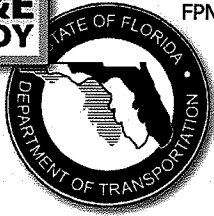
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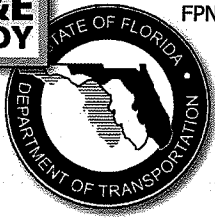
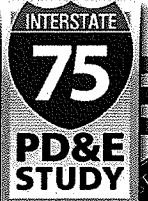
I AM A HOMEOWNER/PROPERTY OWNER RIGHT ON THE I-75 @ S.R. 64 INTERCHANGE WHOSE PROPERTY COULD BE AFFECTED BY THE PROPOSED I-75 WIDENING. AS THE FATHER OF 2 BOYS, NOW AGED 7 AND 5 YRS OLD. I AM EXTREMELY CONCERNED ABOUT THE NOISE AND AIR POLLUTION THAT WILL ACCOMPANY THE INCREASE IN TRAFFIC. ENVIRONMENTAL CONCERNS ARE ALSO PARAMOUNT SINCE MY HOUSE IS NEAR A CREEK THAT FLOWS THROUGH MY PROPERTY & UNDER THE HIGHWAY. AN INCREASE IN POLLUTION RUNOFF COULD DETRIMENTALLY AFFECT MY FAMILIES HEALTH.

I WOULD LIKE TO REQUEST A SOUND BARRIER/<sup>NOISE</sup>RETAINING WALL BE BUILT IF THIS PROJECT PROCEEDS AS PLANNED.

Attach additional sheets if needed

Name: CHRISTIAN T. CAMPHIRE  
 Address: 1421 70TH ST CT E  
 City, State, Zip: BRADENTON, FL 34208

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



# Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Consideration for a barrier wall  
to ease noise on the east side of Manatee Palms  
Subdivision side of I-75 + SR 64.

Attach additional sheets if needed

Name: Edward J. Parker  
Address: 105 67<sup>th</sup> St. N.E.  
City, State, Zip: Bradenton, FL 34208

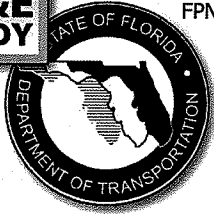
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## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

I would like FDOT to plan ahead move in interstate and major highway interchange design. I believe that given a high traffic flow - a full cloverleaf is better than, say, a diamond with its required lights & traffic stoppage. For example, the lights on <sup>the</sup> I 75 + University & I-75 & 40 interchanges are very frustrating. There are delay costs for the drivers & commerce, increased vehicle operating costs, & - I believe - increased accident costs, including backups onto I 75.

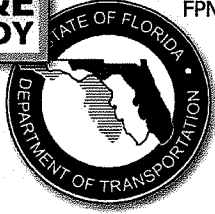
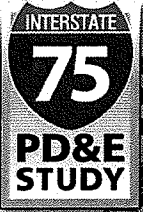
Yes, full cloverleafs generally require more land. But if FDOT's plans are extrapolated more into the future, those increased projected traffic flows should show the benefits of full cloverleafs, so that ~~the~~ more land around interchanges (including those projected) should be acquired. And if the required cloverleaf land is acquired early, it will be affordable.

Attach additional sheets if needed

Name: Roger Grossel  
 Address: 13312 Matanzas Place  
 City, State, Zip: Lakewood Ranch, FL 34202

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# Comment Form

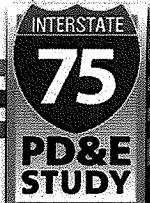
We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

I live in River Place in Manatee County. The noise from Route 75 is very very loud. I'm glad that we have qualified for a wall. I sincerely hope that the wall will be a 122ft High wall.

Attach additional sheets if needed

Name: RAY Notaro  
 Address: 16921 74th ST, Circle EAST  
 City, State, Zip: Bradenton, FL 34203

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# Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

I reside in River Place, immediately adjacent to and facing I-75.

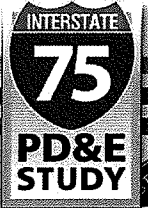
Now, currently, when I walk my dogs down the street, neither I, nor my dogs, can hear a vehicle approaching from behind. While I realize that I-75 was there before the River Place subdivision, and that the proposed preferred build is "estimated" to have a barely perceptible (to quote the DOT rep) increase in volume (from 69.5 to 72), any increase will require noise abatement.

Additionally, I would tend to disagree with the "barely perceptible" statement, as not only is traffic volume expected to almost double, but it will be significantly closer to my residence as well.

Attach additional sheets if needed

Name: TIMOTHY HUNT  
Address: 6950 74th Street Cir E, Bradenton, FL 34203  
City, State, Zip: \_\_\_\_\_

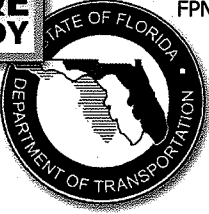
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# Public Hearing

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## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

No-Build AIT!

I think the population growth in Manatee County needs to be evaluated

Also, the finances in the county at this time are depleted.

The bridges + Roadway should just be maintained.

IF the roadway is approved -

I am interested in the noise barriers that will be erected.

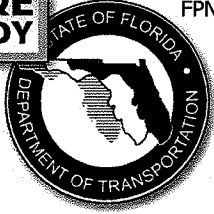
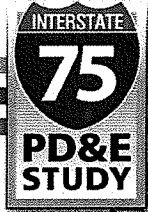
I live in Creekwood + hear the highway as it is all day + night.

Thank you.

Attach additional sheets if needed

Name: Sue Striber  
Address: 4915 78th St E  
City, State, Zip: Bradenton FL 34203

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# Public Hearing

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## Comment Form

*We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.*

- WOULD LIKE A MAP OR PDF FILE OF  
SEGMENT 6 US 301 INTERCHANGE

Attach additional sheets if needed

Name: FRANK WOODARD II  
Address: 600 17TH STREET WEST  
City, State, Zip: PALMETTO, FLORIDA 34221

*Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.*

# CJC MANAGEMENT SERVICES

POST OFFICE BOX 859  
PARRISH, FL 34219

PHONE: (941) 951-8849

FAX: (941) 776-2229

email: chambers.connor@verizon.net

CONNOR CHAMBERS

November 18, 2008

Mr. Chris Piazza, P.E.  
Project Manager  
Florida Department of Transportation  
Post Office Box 1249  
Bartow, Florida 33831

RE: I-75 PD&E STUDY - PRELIMINARY POND SITES

Dear Mr. Piazza:

In response to your office's invitation for public comment on the above PD&E Study, I specifically question the choice of what is designated as possible "Pond A" in the "Draft Preliminary Pond Siting Report" prepared by URS.

URS would in effect carve this "Pond A" out of the Riva Trace community, an approved development which is out for development contractor bids. Riva Trace would be severely damaged were such a "Pond A" to be carved out of its southeastern neighborhood.

Moreover, since Riva Trace will be completed long before this (not very financially feasible at this time) I-75 widening, any such "Pond A" would also eliminate the Noise Barrier Wall approved and required to be constructed in this location.

I am heartened by the designation, "Preliminary - Subject to Change" on this suggested "Pond A" and the other possible pond sites. Without making any comments on the alternate pond sites in that area and subbasin, "Pond A" would be a destructive prospect for the Riva Trace community generally, both for its internal site plan and for protection from the noise to be increased by any such highway widening.

I hope your office and URS can suggest some other pond location instead of the "Pond A" site to handle and treat drainage in this area.

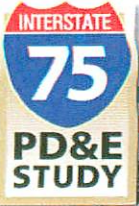
Sincerely,



Connor Chambers  
CJC MANAGEMENT SERVICES

cc: John Cavoli, PE, Cavoli Engineering, Inc.





FPN: 201032 1 22 01

November 18, 2008

# Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Cindy,

Can you email Segment 1-9 <sup>→ Tony</sup>  
plus university 3 alternatives to  
Davegustafson@Benderson.com

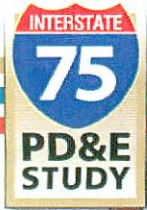
Thanks  
Dave Gustafson

email Piazza

Attach additional sheets if needed

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City, State, Zip: \_\_\_\_\_

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



FPN: 201032 1 22 01

November 18, 2008

# Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Segment 1-9 - Can We Get a Copy (File format OK)  
~~PD&E Presentation - Could we get a Copy (CD/DVD)~~

Please Send to

EAST MANATEE Fire Rescue  
8800 SR 70 EAST  
Bradenton, FL 34202  
ATTN: Chief Byron Teates

Attach additional sheets if needed

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City, State, Zip: \_\_\_\_\_

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.

Sheets, Lisa

---

From: dawn.gallon@dot.state.fl.us on behalf of FDOTTracker\_Application@dot.state.fl.us  
Sent: Monday, November 17, 2008 2:34 PM  
To: Bizerra, Marlon  
Cc: Sheets, Lisa  
Subject: FDOTTracker Issue 08-47250 has been assigned to you by Dawn M Gallon

**FDOTTracker Issue**

**Status: Delegated**

Issue Number: 08-47250

Issue Opened: 11/14/2008 3:24:00 PM

Issue Assistant: CN=Vicki Scheffer/OU=CO/O=FDOT

Issue Due Date: 11/28/2008

Current Assignee: CN=Marlon Bizerra/OU=D1/O=FDOT

**Issue Information:**

District: D1 Department: District Secretary - Dist One  
Issue Type: Email Correspondence Type: E  
Complaint: Yes Category: Construction

Issue Details: Email From:"Scheffer, Vicki" [vicki.scheffer@dot.state.fl.us](mailto:vicki.scheffer@dot.state.fl.us) Subject: FW: Upgrade of I-75 in Manatee County Date Received: 11/14/2008 Message: ? ? From:Governor Charlie Crist [<mailto:Charlie.Crist@eog.myflorida.com>] Sent: Friday, November 14, 2008 1:34 PM To: FDOT Mail Subject: FW: Upgrade of I-75 in Manatee County Importance: High ? ? -----Original Message----- From: harold crapo [<mailto:hbcejc@tampabay.rr.com>] Sent: Friday, November 14, 2008 9:27 AM To: Governor Charlie Crist Subject: Upgrade of I-75 in Manatee County Importance: High TO:??? The Honorable Charlie Crist ??? ????? Governor, State of Florida ? FROM:??? Harold Crapo, Jr. ?????????????? 4933 79th Street East ??? ??? ??? Bradenton, Florida 34203-7988 ? Dear Governor Crist; ? Attached is a copy of a Staff Study Report that I prepared concerning the upgrade of I-75 in Manatee County.? My biggest concern is that THE FDOT PLAN has not taken into consideration THE PEOPLE and THE WILDLIFE but rather focused on pieces of iron and plastic that are being run up and down the highway for various and sundry reasons. ? I believe that in this Great State of Florida, People and Quality of Life come first and everything else is secondary.? Am I in error?? If not, request you review the attached document at the earliest possible time. ? I have included two emails, below,?from the Presidents of the Homeowners Association. ? Thank you for your valuable time and kind attention. ? Respectfully submitted ? HAROLD B. CRAPO, JR. 941-756-7272  
\*\*\*\*\*  
\*\*\*\*\* Harold, I agree with Dave wholeheartedly. ?You have indeed done your homework and I can only offer editorial comments. Jerry? NOTE: Jerry Hunt is the President of the Homeowners Association in Creekwood, Westbrook II.  
\*\*\*\*\*  
\*\*\*\*\* From:DAVID & MELVA BARTUSH [<mailto:d.bartush@verizon.net>] Sent: Saturday, November 08, 2008 3:48 AM To: harold crapo; HOA-JERRY Subject: Re: I-75 Construction Plan Harold, Your letter is very well thought out and comprehensive in nature. You speak for all of us here in Creekwood. Well done. I think you have been working on this a while. ?Dave B.? NOTE: David Bartush is the President of the Creekwood Homeowners Association with more than 625 Homes. ----- Original Message ----- From:harold crapo To:HOA-JERRY; HOA-David Bartush Sent:Friday, November 07, 2008 10:10 PM Subject:I-75 Construction Plan Gentlemen; ?Attached please find a copy of my Draft Staff Study Report relevant to the upcoming construction of I-75 in our backyards. ?I need to know what you two think before I do anything more. ?I believe I have done my homework but I need some unbiased input in order to do this right. ?Thank you ?Harold - FDOT Staff Study Nov 08.doc W

FDOTracker Issue: 08-47250 has been assigned to you. The assigned due date is 11/28/2008.

[Click here](#) to access the Issue

Dawn Gallon  
District Secretary Office  
863-519-2204/863-519-1905 Fax  
[dawn.gallon@dot.state.fl.us](mailto:dawn.gallon@dot.state.fl.us)

---

If you cannot log into FDOTracker contact the FDOT Service Desk at (866) 955-4357.

Is this the first time you have been assigned a FDOTracker Issue or do you need a quick review? If so, click the hyperlink below for a quick review of how to process an FDOTracker Issue.

[http://lnapp01.dot.state.fl.us/FDOTracker/Tracker.nsf/helplist/80-3?openDocument &login=1](http://lnapp01.dot.state.fl.us/FDOTracker/Tracker.nsf/helplist/80-3?openDocument&login=1) You will be prompted to login. Use your mainframe/RACF userid and your Lotus Notes password. If you experience login problems contact your Local Help Desk and ask for assistance with setting your Lotus Notes browser password.

**Department of Transportation  
FDOTTracker Correspondence Tracking System**

For questions on using FDOTTracker please contact your District Functional Application Coordinators  
Report Technical Problems to the FDOT Service Desk at (866) 955-4357 or E-mail: FDOT Service Desk

**Issue Entry Screen**

Status: Delegated

Issue Number: 08-47250	Current User: Lisa Sheets
Issue Opened: Friday, November 14, 2008 3:24:00 PM	Issue Assistant: Vicki Scheffer/CO/FDOT
Issue Due Date: 11/28/2008	Current Assignee: Marlon Bizerra

**Issue Information:**

District: D1	Department: District Secretary - Dist One
Issue Received Via: Email	Correspondence Type: Citizen
Complaint: Yes	Category: Construction

**Customer Information:** The Customer has not been acknowledged.

Customer:

Harold Crapo  
941-756-7272 4933 79th Street East Bradenton, FL  
hbcejc@tampabay.rr.com

**Issue Details:**

Email From: "Scheffer, Vicki" <vicki.scheffer@dot.state.fl.us> vicki.scheffer@dot.state.fl.us

Subject: FW: Upgrade of I-75 in Manatee County

Date Received: 11/14/2008

Message:

From: Governor Charlie Crist [mailto:Charlie.Crist@eog.myflorida.com]

Sent: Friday, November 14, 2008 1:34 PM

To: FDOT Mail

Subject: FW: Upgrade of I-75 in Manatee County

Importance: High

-----Original Message-----

From: harold crapo [mailto:hbcejc@tampabay.rr.com]

Sent: Friday, November 14, 2008 9:27 AM

To: Governor Charlie Crist

Subject: Upgrade of I-75 in Manatee County

Importance: High

TO: The Honorable Charlie Crist

Governor, State of Florida

FROM: Harold Crapo, Jr.

4933 79th Street East

Bradenton, Florida 34203-7988

Dear Governor Crist;



Attached is a copy of a Staff Study Report that I prepared concerning the upgrade of I-75 in Manatee County. My biggest concern is that THE FDOT PLAN has not taken into consideration THE PEOPLE and THE WILDLIFE but rather focused on pieces of iron and plastic that are being run up and down the highway for various and sundry reasons.

I believe that in this Great State of Florida, People and Quality of Life come first and everything else is secondary. Am I in error? If not, request you review the attached document at the earliest possible time.

I have included two emails, below, from the Presidents of the Homeowners Association.

Thank you for your valuable time and kind attention.

Respectfully submitted

HAROLD B. CRAPO, JR.

941-756-7272

\*\*\*\*\*

Harold,

I agree with Dave wholeheartedly. You have indeed done your homework and I can only offer editorial comments.

Jerry

NOTE: Jerry Hunt is the President of the Homeowners Association in Creekwood, Westbrook II.

\*\*\*\*\*

From:DAVID & MELVA BARTUSH [mailto:d.bartush@verizon.net]  
Sent: Saturday, November 08, 2008 3:48 AM  
To: harold crapo; HOA-JERRY  
Subject: Re: I-75 Construction Plan

Harold, Your letter is very well thought out and comprehensive in nature. You speak for all of us here in Creekwood. Well done. I think you have been working on this a while.

Dave B.

NOTE: David Bartush is the President of the Creekwood Homeowners Association with more than 625 Homes.

----- Original Message -----

From:harold crapo  
To:HOA-JERRY; HOA-David Bartush  
Sent:Friday, November 07, 2008 10:10 PM  
Subject:I-75 Construction Plan

Gentlemen;

Attached please find a copy of my Draft Staff Study Report relevant to the upcoming construction of I-75 in our backyards.

I need to know what you two think before I do anything more.

I believe I have done my homework but I need some unbiased input in order to do this right.

Thank you

Harold

- FDOT Staff Study Nov 08.doc

W

**Roadway Characteristics Inventory:**

District:

County:

Route Type:

Route ID:

[Choose a RouteID](#)

Roadway ID:

[Choose a RoadwayID GIS Map](#)

Local Name:

**Assignment Information:**

Current Assignee: Marlon Bizerra

Assignment Level: 2

Who can resolve Issue:

Current Assignee or Issue Assistant

**Assignment Levels**

**Delegated Assignee**

**Due Date**

**Comments**

Level 1 Assignment

District Secretary - Dist One  
Dawn M Gallon

11/28/2008

Please have staff respond.

Level 2 Assignment

Environmental Management Office  
Marlon Bizerra

11/28/2008

Please draft a response for Stan. Dick to approve prior. Route through Jerri. cc: Vicki Scheffer.

Issue Resolution Information: (Enter a brief description of the actions taken to Resolve this Customer Issue)

**Attachments:**

Current Attachments:(1 File Attachments - total size 60 KB)

[FDOT Staff Study Nov 08.doc](#)

(File of size 60 KBytes)

**Document History:**

2008/11/17 PM 02:33:50 - Dawn M Gallon - [Email Link Contents](#)

2008/11/17 PM 02:33:51 - Dawn M Gallon/D1/FDOT - Issue Assigned. Notification sent to Marlon Bizerra/D1/FDOT

2008/11/17 PM 02:33:51 - Dawn M Gallon/D1/FDOT - The Issue has been assigned to Marlon Bizerra/D1/FDOT

2008/11/17 PM 02:34:48 - Dawn M Gallon - Email Link sent to Jerri McCants/D1/FDOT, Dick L Combs/D1/FDOT

2008/11/17 PM 02:34:48 - LN Database Administrator - [Email Link Contents](#)

2008/11/17 PM 12:11:51 - Vicki Scheffer - Issue Number Assigned 08-47250

2008/11/17 PM 12:11:51 - Vicki Scheffer - [Email Link Contents](#)

2008/11/17 PM 12:11:51 - Vicki Scheffer/CO/FDOT - Issue Assigned. Notification sent to Dawn M Gallon/D1/FDOT

2008/11/17 PM 12:11:51 - Vicki Scheffer/CO/FDOT - The Issue has been assigned to Dawn M Gallon/D1/FDOT

# **STAFF STUDY REPORT**

## **UPGRADING OF INTERSTATE HIGHWAY 75**

**FROM**

**UNIVERSITY PARKWAY (SOUTH)**

**TO**

**MOCCASIN WALLOW ROAD (NORTH)**

## **PROJECT PLAN**

**Prepared by:  
Harold B. Crapo, Jr.  
14 November 2008**

## FOREWORD

The purpose of this Staff Study Report is to point perceived discrepancies found in the FDOT Plan to widen Florida Interstate Highway from University Parkway south to Moccasin Wallow Road north. The author realizes that with a project of this magnitude and the constant lack of funding for large projects, it is most difficult to be all inclusive in any plan. However, the author believes that whenever the citizenry has the potential to be or is impacted in any way, then the foremost and first priority must be given to the residents and Home Owners. For without the residents, renters and Home Owners, there is no requirement to do anything. Further, we cannot forget other living elements to include our wildlife population for it is the people that encroach upon their territory. The author has the premise that whatever is good for the human being should not have an adverse impact upon the wildlife population.

This report is prepared with the greatest of respect for those who worked on the I-75 Plan. Nevertheless, it is very obvious that there is more work to be done in the areas of providing baselines and metrics to define generalities that have been glossed over. Let us forget the political correctness if the author does not use acceptable wording, because there is no intended malicious intent in describing what the author sees as major deficiencies that can easily be corrected.

Distribution of this document is being given the widest dissemination, with the capabilities at hand, because the time element from the last Public Hearing in November 2008 to finalization of the Plan is very short and resolution of the issues requires immediate attention. The distribution list is as follows.

- All Manatee County Commissioners
- The President of Creekwood Homeowners Association
- The Federation Manatee County Community Associations
- The Florida FDOT
- The Honorable Charlie Crist
- The Honorable Mike Bennett
- The Honorable Ron Galvano
- The Honorable Ron Reagan

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Harold & Elaine Crapo, Jr.  
4933 79<sup>th</sup> Street East (Lot 117)  
Bradenton, Florida 34203-7988

File:C/FDOT Staff Study Survey Nov 08

**TO: Open**

14 November 2008

**SUBJECT: Staff Study Report - Widening of I-75 in Manatee County**

**PROBLEM**

1. The FDOT needs to respect and help ensure the Quality of Life for Florida residents when highways encroach upon residential homes.

**FACTORS BEARING ON THE PROBLEM**

**2. Facts:**

a. The State of Florida has prepared and submitted a voluminous document outlining the plans for widening of I-75 from University Parkway (Exit 213) to Moccasin Wallow Road (North).

b. The FDOT Plans have been made available in the Public Libraries, in sufficient copies for the citizenry to review and comment.

c. The FDOT Plans contain a synopsis of the comments made by the citizenry during public Hearings, one of them being in February.

d. The comments provided by the citizenry are synopsized in such a manner that the public reviewer can not appreciate what the comments really meant.

e. The responses to the comments, in the revised Plans are incomplete and worded in generalities using phrases like, "noise from heavy equipment will be minimal (compared to what), the dust will be minimal (compared to what) and in compliance with strict rules of Manatee County (what rules) and in full compliance with FDOT rules and standards." There is no baseline or metrics to describe the generalized descriptive words such as, "minimal or strict."

f. The I-75 highway is being expanded from 6 lanes (3 north bound and 3 southbound) to 10 lanes (5 lanes each way) Re: pg 2-29.

g. An average of 109,700 vehicles traveled I-75 daily as of 2006.

h. The roadway is being expanded to accommodate traffic needs up through the year 2035 based on figures from the year 2006.

i. The increased roadway will handle 182,830 vehicles. on average, per day based on the 2006 traffic counts..

j. The Highway Right-of-way is being moved both east and west of the current right-of-ways based on the complete set of drawings.

k. "Analysis indicates that existing (2006) traffic noise levels are predicted to have ranged from 48.1 to 74.4 decibels." Re: pg 4-23 para. 4.5.1 Noise.

l. "In the future (2035) with proposed improvements, traffic noise levels are predicted to range from 50.3 to 77.1 decibels...with levels predicted to approach, meet or exceed the NAC at 562 of the evaluated sites. The results of the analysis indicate that when compared to existing conditions, traffic noise levels would not increase more than 8.9 decibels with the proposed improvements. As such, none of the sites are predicted to have a substantial increase (15 decibels or more) in traffic noise as a result of the proposed improvements."

m. Decibel ratings are logarithmic and an increase of 3 decibels equates to a doubling of the noise level. However, it will take less than 3 additional decibels to exceed the maximum standard for humans. Harmonics are not included.

n. The graph at para 4.5.1 Noise, shows starting degree of effect as, "minimal" and the Final degree of effect as, "minimal." Again, there is no metric baseline to describe, "minimal."

o. "Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, noise, water quality, traffic flow and visual impacts for those residents and travelers within the immediate vicinity of the project." Again, there is no metric baseline to describe, "minimal" or, "temporary."

p. "Air quality impacts will be minor and short-term in the form of dust from earthworks and unpaved roads. The impacts will be minimized or controlled by adherence to all State and local regulations." There are no metric baselines to describe, "minor, short-term, minimized or all State and local regulations." What are the regulations?

q. "Noise and vibration impacts will be from heavy equipment movement and construction activities."

r. "All mitigation is covered by FDOT Standard Specifications."

s. "The EPA noted that the project would not introduce a significant air quality impact." "...this project will not require any further air quality monitoring and/or modeling." There is no metric baseline to describe, "significant."

t. Current noise from the Interstate highway I-75 prohibits Home Owners from listening to their own television or radio on their lanai.

u. Current noise from the Interstate highway I-75 prohibits Home Owners from entertaining guests on their lanai or in their back yard.

v. Dust and dirt from the existing paved Interstate highway prohibit Home Owners from the use of backyards and screened lanais for an eating area.

### 3. Assumptions

a The estimated average vehicles daily of 109,700 for the year 2006 is projected to be 120,950 average cars daily as of December 2008. This estimate is considered low based on population growth figures in Florida.

- b. The estimated average vehicles daily of 201,580 by the year 2035, are projected based on population growth over past years in Florida. This may be proven by selecting multiple periods of growth by year and then determine the average growth per year projected into the future. The revised results are very conservative.
- c. The revised projected growth based on the metrics for the year 2008, will require 12 lanes of traffic in the year 2035 versus the planned 10 lanes.
- d. The State and FDOT have underestimated traffic volume by 17% based on their estimate for the year 2006.
- e. Proof of the revised estimates can be provided by traffic counters placed in the same areas and during the same period of times as they were to obtain the 2006 estimates.
- f. Noise abatement structures *are not* included in the Plan to protect existing Home Owners.
- g. The State of Florida, in concert with the County and legally established Home Owners Associations, have and share a fiduciary responsibility towards Home Owners.
- h. It is impossible to record all of the public comments from a Public Hearing onto one page without losing pertinent vital information.
- i. Generalities were used in the plan to respond to Public Hearing Comments, such as, “minimal, temporary, unavoidable, minor, short-term and significant.” Not one metric or baseline was used to define the generalities.
- j. The statement in the Plan, “All mitigation is covered by FDOT Standard Specifications” can not be true because mitigation activities and/or structures are not contained in the Plan nor are there any metric baselines to evaluate the effect of any mitigation(s).
- k. The EPA has removed themselves from the project because as is stated in the Plan. “The EPA noted that the project would not introduce a significant air quality impact...this project will not require any further air quality monitoring and/or modeling.”
- l. The EPA does not have the foggiest notion of the current dust and dirt that is raised from the existing highway and settles on back yards, lanais and inside the Homes when doors and windows are left open.

#### 4. Criteria

- a. Home Owners have a definitive right to protect their property from encroachment of any type to include:
- Noise
  - Visual distractions and interruptions
  - Poor air quality
  - Dirt
  - Loss of value to include

- Perceived value
- Real value
- Misrepresentation of values to include predictions based on one “analysis” as opposed to multiple “analyses” from which metrics and baselines can be determined, proven and used.
- The basic lack of metrics and baselines on which to start mitigation processes.

## 5. Discussion

a. Dirt: We were required to clean our screened lanai rails, chairs and table twice weekly because of the dirt and dust that is raised from the current highway of 6 lanes. One could not sit in a chair with light clothes at any time without first wiping the chair with a damp cloth.

b. Noise: Trucks are constantly using their Jake brake prior to Exit 217 southbound: the noise which is near deafening.

c. Trucks that do not secure their tailgates are constantly traversing the southbound highway while the tailgate bangs loudly.

d. Trucks unloading their units as far away as Creekside, East of I-75. can be clearly heard in Westbrook II and Lakeside II when their tailgate closes and locks.

e. Trucks that blow tires in proximity to Southbound Exit 217 sound like they are in the backyard of Westbrook II and Lakeside II.

f. A six-foot noise abatement wall exists on the West side of I-75 between the roadway and Lakeside II and Westbrook II. By the way, Lakeside II is mislabeled on all of the plans as, “Westbrook II.”

g. The top running lights on the tractor-trailers can be seen from my living room at night. This is a clear indication of the proximity of the current roadway to Home Owners properties in Lakeside II and Westbrook II. and now the FDOT plans to extend their right-of-way even closer to the residential Homes. Further, the visibility of lights indicates, from the angle of incidence, that the basic highway surface is above the level on the bottom of the current noise mitigation wall.

h. It is difficult to understand how the noise decibel rating between 48.1 and 74.4 will only increase to 50.3 to 77.1 which is .96% for both figures (coincidence) while the traffic increases by 84% and the roadway is moved closer to the Home Owners. This is a **discrepancy of 83%**. I recall that the more vehicles on a race track, the more noise that was generated.

i. . Further, the increase in decibel rating does not take into account the harmonics that are generated during the creation of noise which adds to the detrimental affect on Home Owners while the drivers on the road are insulated from the effects of noise. An example of harmonic build-up is when over-sized speakers are placed in vehicles and then the vehicles are driven by the house with maximum volume that rattles the windows, moves dishes in the cupboards and many times causes the residents to get

nauseous because of the effect of vibration on their internal organs. This is harmonics while some people just lump it all into one category and call it noise.

j. Current noise levels deny homeowners the opportunity to effectively use their screened-in lanais and back yards under any current circumstances.

k. The paramount absence of metrics and baselines portrays a perceived lack of intelligence upon the citizenry with the implied connotation of, "Trust me."

## **CONCLUSION**

a. The I-75 Highway plan does not adequately serve the best interests of the Home Owners, which should be the first priority. Transient people and vehicles should be a secondary priority. Without people and their homes, motor vehicles and highways are not needed. The Plan does not adequately consider the devastating affects the dust, noise and air quality have upon people who are fairly healthy only to have their health deteriorate because someone did not insist upon using metrics to measure affects upon the citizenry. Nor does the Plan have any consideration for those who suffer from respiratory diseases and reside within communities in proximity to Interstate Highways.

b. The Creekwood Community of over 600 Homes deserves the same considerations for noise, dust and air quality abatements as does Route 4 and State Road 70 adjacent to Lakewood Ranch and many other places located within Florida.

c. The FDOT has constructed very high walls adjacent to Homes to mitigate all of the problems itemized above. Nothing is being done to mitigate the pertinent health and quality of life issues in the Plan. Yet, the State of Florida consistently and aggressively publicizes and advertises all over the United States, "Quality of Life in Florida." Yet, when retirees and other Home Owners invest their savings to purchase their property in areas with a "Quality of Life," should they then sit still while their "Quality of Life" is taken away from them because "Transportation" becomes the priority over people?

d. This Home Owner has taken action to substantially reduce the traffic noise and pollution from I-75 by installing sliding windows on the Lanai. However, the windows will not be sufficient to maintain a reasonable noise level in the enclosed Home when four more lanes of traffic are installed. Nor will the windows be sufficient to maintain the limited dust and dirt that will be in the air for nearly 4 years.

e. There is absolutely nothing the Home Owner can do to maintain the fiduciary value of his/her property during and after construction of the upgraded highway.

f. The highway upgrade is definitely needed and the calculations for usage, noise, and all other pollutions have definitely been minimized to low ball the costs for completion, only to cost much more to upgrade again before 2035 instead of doing the job right the first time.

g. It is a known fact that once the initial contract has been accepted, Engineering Change Proposals (ECP's) are where the real money resides. That is one of the major reasons why road projects take so long, end up over budget and are completed



late, thereby creating and prolonging adverse affects upon the entire environment in which not only people suffer but so does all things living, including animals.

h. The animals also seem to be forgotten in this Plan and yet. the animal population nearly equals or exceeds the human population. Instead, the emphasis is placed on a piece of plastic and iron that rolls down the road from point A to point B and beyond.

i. A wise man once said, "Never fall in love with a piece of iron because it can not love you back." There are other more reasonable solutions to transportation than the currently revered piece of iron and plastic that is not only used as a necessity but inconsequently used as a toy: a toy that has no love for or care about people.

#### **ACTION RECOMMENDED**

a. Conduct new traffic count studies and analyses (plural) in proximity to Homes using the same months of the year as used in 2006, *IF* there are any doubts about the revised estimates calculated by the author of this document.

b. Conduct the same type of real tests, during the daytime to evaluate the noise decibel ratings. Then run a comparative test, during the daytime on another highway with 10 lanes of traffic, compare the two data points and create more realistic findings if there is any doubt about the revised estimates calculated by the author of this document.

c. Determine how high the Noise, Dust and Dirt abatement wall must be to protect the Home Owners, their health and investments.

d. Build the Noise, Dust and Dirt abatement wall no less than 10 feet high between Exits 220 and 213 Southbound, prior to starting any construction on the highway.

Respectfully submitted

*Harold B. Crapo, Jr. ®*

**HAROLD B. CRAPO, JR. Retired**  
Project Manager for Communications,  
Ground and Air Transportation Systems



## *Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

801 North Broadway Ave.  
Bartow, Florida 33830

STEPHANIE C. KOPELOUSOS  
SECRETARY

November 24, 2008

Mr. Harold Crapo, Jr.  
4933 79<sup>th</sup> Street East  
Bradenton, FL 34203-7988

**RE: I-75 from North of University Parkway to North of Moccasin Wallow Road, Manatee County**  
**Financial Project Number: 201032 1 22 01**  
**FDOT Tracking #08-47250**  
**Citizen Comment: Staff Study Report- Upgrading of Interstate 75 Project Plan**

Dear Mr. Crapo:

We have reviewed your Staff Study Report regarding the proposed improvements to I-75 in Manatee County, and we appreciate your interest in this very important project. Specific issues that you documented in your report including noise, air, traffic, and natural systems are addressed in this letter.

### Noise

Traffic noise levels for this project were predicted using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) as adopted by the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual Part 2, Chapter 17. The noted increase of 3 dBA does not equate to a doubling of a sound level. Generally, increases of 3 dBA are not discernable to the human ear, increases of 5 dBA are considered to be readily detectable, and increases of 10 dBA or more are considered to be twice as loud.

Harmonics refers to sound that consists of frequencies that are integer multiples of a fundamental frequency (e.g., 200 Hz, 400 Hz, 600 Hz, etc.). The combination of the fundamental frequency and its harmonic frequencies is what produces a characteristic sound. The resulting harmonic waveform is periodic or uniform in frequency. However, this does not describe traffic noise. Traffic noise consists of frequencies that lack uniformity and includes low frequencies from engine exhaust to higher frequencies from tire/pavement interaction. Additionally, traffic noise is not periodic but stochastic (random) in nature. Sound levels constantly fluctuate as vehicles traveling on a roadway are randomly varying in quantity, vehicle mix (e.g., car, heavy truck, etc.), and traveling speeds. When adding the sound levels of two sources (e.g. adding additional traffic on to an existing roadway), the levels must be added logarithmically. For example, when adding the sound levels of two sources both emitting 60 dBA, the resultant sound level would be 63 dBA, not 120 dBA.

### Air Quality

Notably, noise barriers may help to reduce air pollutants but are not specifically designed to be air pollutant control measures. Although there will be increased emissions, air quality impacts will be minimized to the extent practical and possible by adherence to the FDOT Standard Specifications for Road and Bridge Construction (FDOT, 2007). The I-75 project is located in Manatee County, which is

Page 2  
Mr. Crapo  
November 24, 2008

designated by the EPA to be "attainment" for all of the criteria air pollutants (ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and particulate matter). Areas that are designated as "attainment" have ambient (outdoor) air pollutant levels that are below the EPA's "significance" criteria--in this case, the National Ambient Air Quality Standards.

#### Construction Related Impacts

State rules and standards for noise, dust and vibration control during construction are contained within the Florida Department of Transportation, Standard Specifications for Road and Bridge Construction, current edition. This publication will be included in the contract documents when the FDOT acquires a contractor to construct the project. Metrics for evaluating these issues are contained within this publication. These issues will be addressed by regulating the contractor's activities, as opposed to defining the end product.

#### Traffic

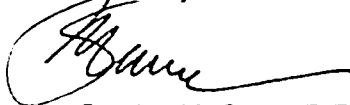
Your study report expresses some level of concern with the method used to develop I-75 travel demand forecasts. The method used in this study conforms to the generally accepted methodology approved by the FDOT, FHWA, and the Metropolitan Planning Organizations (MPOs) statewide. Traffic needs are based upon traffic projections for the year 2035 that are derived from the approved travel demand model utilized by the Sarasota-Manatee MPO in the development of their 2030 Long Range Transportation Plan (LRTP). Traffic counts taken in 2007 indicate a moderate decline when compared to 2006. Generating and assigning traffic to existing and funded roadway improvements from the MPO Cost Feasible Plan using the travel demand model is a more sophisticated and accepted method of forecasting traffic than extrapolation of historic growth rates.

#### Natural Systems

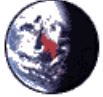
As required by the National Environmental Policy Act (NEPA), FDOT evaluated the I-75 project corridor for potential impacts to the natural environment. The United States Fish and Wildlife Service (USFWS) is the authority as a federal agency to protect from destruction or adverse modification of the biological or physical environment essential to the conservation of the listed species within critical habitat. The I-75 evaluations included coordination with the appropriate federal commenting agencies, literature searches, and field reviews of the habitats within the project study area. All of the evaluation findings are documented in the project reports. The USFWS has concurred with the FDOT's determination that the proposed I-75 project is "not likely to adversely affect" federal listed species that may occur within the project study area. However, continued coordination with the appropriate federal and state review agencies during the design and permitting phase of this project will either (1) provide mitigation actions that satisfy the mitigation requirements of Part IV, Chapter 373, F.S., 33 United States Code (USC) 1344, and the Magnuson-Stevens Fisheries Conservation and Management Act (MSFCMA); or (2) render the impacts as insignificant resulting in no adverse impact.

I hope this addresses your concerns regarding the I-75 PD&E study in Manatee County. Please feel free to contact me or the FDOT project manager, Chris Piazza, at 863-519-2293 if you have additional questions or comments.

Sincerely,



Stanley M. Cann, P.E.  
District Secretary



"Piazza, Chris"  
<Chris.Piazza@dot.state.fl.us>  
12/01/2008 11:02 AM

To "Vickie\_Scott@URSCorp.com"  
<Vickie\_Scott@URSCorp.com>  
cc "Ron\_Gregory@URSCorp.com"  
<Ron\_Gregory@URSCorp.com>  
bcc  
Subject FW: Noise wall and widening of I -75

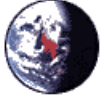
Vickie,

FYI, comments from the hearing. Thanks.

Chris Piazza, P.E.  
Project Development Engineer  
Florida Department of Transportation, District 1  
District Environmental Management Office  
Tel: (863) 519-2293  
chris.piazza@dot.state.fl.us

**From:** JAWeishar@aol.com [mailto:JAWeishar@aol.com]  
**Sent:** Saturday, November 22, 2008 11:44 AM  
**To:** Piazza, Chris  
**Cc:** JAWeishar@aol.com  
**Subject:** Noise wall and widening of I -75

My name is John Weishar. I live at 7685 Sweetbay Circle. Magnolia Crossing. We back onto I-75. My wife Anne and I attended the meeting on November 28. Like most of the people in attendance, our major concern is the noise level now with 6 lanes of traffic. If and when I-75 is expanded to 10 lanes the noise level will be unbearable without a noise barrier, and have a considerable effect on our property value. After listening to your presentation I understood that while it is not yet approved, a sound barrier is being considered along the highway behind us from SR 70 to Linger Lodge road. My next concern is the height and location of the wall. Since at present the highway is approximately at the same level as the top of the existing berm, to be effective the wall would have to be located on the top of the berm. If not, the traffic noise would continue over the wall. Someone mentioned the wall would be 20 ft high and made of concrete. While I am not familiar with the effectiveness of this kind of barrier, I would think it would be quite effective in reducing a great deal of the traffic noise with the present six lanes as long as the wall is high enough above the highway. My next question, when would construction of the wall begin? Is it expected to start before the highway. From my point of view, the earlier the better. John and Anne Weishar



"Piazza, Chris"  
<Chris.Piazza@dot.state.fl.us>  
12/03/2008 03:12 PM

To "Ron\_Gregory@URSCorp.com"  
<Ron\_Gregory@URSCorp.com>  
cc "Vickie\_Scott@URSCorp.com"  
<Vickie\_Scott@URSCorp.com>  
bcc  
Subject FW: Brazilian Pepper Trees

Ron & Vickie,

FYI. Thanks.

Chris Piazza, P.E.  
Project Development Engineer  
Florida Department of Transportation, District 1  
District Environmental Management Office  
Tel: (863) 519-2293  
chris.piazza@dot.state.fl.us

**From:** Piazza, Chris  
**Sent:** Wednesday, December 03, 2008 1:26 PM  
**To:** 'JAMES MORSE'  
**Cc:** James, Jeffrey W  
**Subject:** RE: Brazilian Pepper Trees

Mr. Morse,

The ongoing removal of Brazilian Peppers along I-75 is a Florida Department of Transportation (FDOT) initiative to remove and prevent the spread of these non-native, invasive species. As part of this statewide initiative, FDOT District One (of which Manatee County is a part) is removing them within the right of way of I-75 throughout the district. This vegetation is not, nor was it ever, intended to be a noise barrier. In order to ensure the effectiveness of our eradication efforts, we will continue removal of Brazilian Peppers.

The presence of such vegetation along the right of way is often thought to offer greater noise reduction value than it actually does provide. According to data from the Federal Highway Administration, a strip approximately 100 feet wide of dense vegetation is required to achieve a noticeable noise reduction. The width of vegetation being removed is less than 100 feet.

The FDOT only evaluates noise abatement along existing roadways as a part of a capacity improvement project. Noise barriers are not provided by FDOT to residences constructed along existing roadways. Our Project Development and Environment Study (PD&E) of the future expansion of I-75 to ten lanes determined a noise barrier is a potential reasonable and feasible noise abatement measure for the Tara Preserve community, but only with the roadway widening. If you would like to further discuss specifics of our noise study, please contact our District Noise Specialist, Jeffrey James at (863) 519-2625.

If I can be of further assistance, please feel free to contact me.

Chris Piazza, P.E.  
Project Development Engineer



Florida Department of Transportation, District 1  
District Environmental Management Office  
Tel: (863) 519-2293  
chris.piazza@dot.state.fl.us

**From:** JAMES MORSE [mailto:jwmfl@comcast.net]  
**Sent:** Tuesday, December 02, 2008 10:49 AM  
**To:** Piazza, Chris  
**Cc:** jim  
**Subject:** Brazilian Pepper Trees

Please stop the removal of the Brazilian Pepper Trees along the west side of I-75 from University Parkway to I-70 interchange. We have been told by FDOT that the current noise levels exceed the standard accepted levels. Therefore the noise is unhealthy and disturbing and of course effecting our property values. The amount of trees that will be removed will increase the noise way beyond the current unacceptable levels. This does not make sense to me.

Our Tara Preserve community group has taken readings and their readings are much worse then your readings because they have been able to take it when the conditions are at the worst not like your group that just took one hour readings. FDOT's model does not take into account many factors like wind and the absence of trees. When the trees are gone please take some more readings I am sure we will. Were there sound studies taken on any of the other tree removal areas and did they fail too. I don't think so. This is a different situation so please be sensible and think about our community. Please stop the removal of the Brazilian Pepper Trees along the west side of I-75 from University Parkway to I-70 interchange.

Thanks

James W. Morse  
6635 Tailfeather Way  
Bradenton, FL 34203  
(941)758-1650

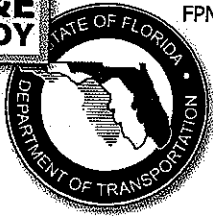
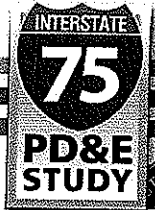
When we heard about the 10 lanes expansion Tara Preserver Community formed a committee that I joined. My interest was the cost of the sound barrier wall so we would know how to get money for it. We found out the cost would be around a few million dollars for the full length of Tara Preserve golf course with a berm. When the state said they would do a sound study there was a chance they would build the wall. The results clearly showed noise exceeded all standards and it was affecting our health currently.

FDOT are telling us the wall would be 22 feet high for the full length of Tara Preserve.

Is this enough? The funds for the Design stage is required to finalize the sound barrier request. The state must approve the whole project that covers Manatee and Sarasota counties, down to Fort Myers. At Osprey, exit 200, the plan is to go from 10 lanes to 8 lanes all the way to Fort Myers. The funds approval will be for that full amount but allocation will be gradual. What is the full cost? This leads us to think if the state is looking for the future, would 10 lanes all the way down be the way to go, but of course this looks suspicious because then the project would cost more. This expansion will definitely eliminate any new housing development but the ones here now their property values have dropped. Our developers told us a wall would be constructed so they could sell houses. FDOT have told us we knew about the noise when we bought, yea sure. How would we know in 2001 same noise as now, or this expansion, or knew anything like this since we been living here. That is how you really know how loud it is when you live here. Currently FDOT's sound study shows we exceed the standards and the expansion with walls would only bring the sound level back to where it is now. Is this planning for the future! What noise levels would it be if their concept of a center high speed rail system is built. Now what do you do? You know they left space for this don't you. Where does this leave us with, a higher wall, give me a break. There were many other communities who attended this meeting that did not have a sound study. They all complained about the noise so what do you do build a wall the full length of the 10 lane highway. When I talk to FDOT all they say is this is the policy and regulations. Seems to me the public is being snowed since it is so easy we are old folks here. Let's restudy the regulations, things have changed. When the state wants to make the changes, they for instance at River Club they put up new trees to reduce sound and we were told it was an experiment. Give me a break, am I stupid. The public has a better understanding of highway noise they have to live with it the policy writers do not. The 300 foot rule is a joke because there are many factors that the FDOT's model does not include. You want me to list them I will. Let's look for solutions rather just complain. Their proposing a center express lane that may be a toll road and of course helping to pay for this. I wonder if the truckers want the center lane. Let's just build a center lane without the land expansion. Or just put the truckers in the center land and the cars on the outside. Many advantages ha.

FDOT came to our Cypress Strand community center on November 12 and Jeffery James just announced the sound study results which was that we need a wall. The Design stage would finalize the wall, so the wall is not guaranteed. When the discussion got to how long or when the road would be completed the audience laughed. Most of them feel this is to far out in the future for their concerns and they will not be around. I feel the lack of the turn out is because of this. FDOT is not getting the community's true feeling. They will lose property value of course. The interchange at 70 and 75 is affecting Birdseye street with the noise. The road will be much higher and needs a barrier wall along the ramp also. The officials indicated the bridge there would not support a wall but I showed them a picture I took in Miami showing a wall on a bridge on 75. I was told that a different group did that construction. I thought FDOT is all one, so you see this is how rules and regulations change when the state wants them right. See my attached picture. We were told that Superpave will be used then and even sooner to quiet the sound so I hope so. I was just on I 4 going to Orlando. There is a large section on the highway that is posted 65 mph, so why not do that around high populated areas like us. If you do it there why not bend the rules and do it for us too, please. If you want to use I75 for traffic expansion look at improvements that have worked before and new creative ones also that is what you are paid for. There is I 75 and 95 so why not I 85 down the center of Florida. May I see the cost on this proposal? We need tighter laws for drivers who weave in and out to reduce accidents, let's mandate truckers to use the express lanes, increase camera use for speeders, quieter vehicles. I can go on for ever because I do think not like our officials do. Don't let evil over take good. Do the right thing please.





FPN: 201032 1 22 01

# Public Hearing

November 18, 2008

## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

See Attachments

Duplicate of Email Comment

Name: James W. Morse  
Address: 6635 Tailfeather Way  
City, State, Zip: Bradenton, FL 34203

Attach additional sheets if needed

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.

When we heard about the 10 lanes expansion Tara Preserver Community formed a committee that I joined. My interest was the cost of the sound barrier wall so we would know how to get money for it. We found out the cost would be around a few million dollars for the full length of Tara Preserve golf course with a berm. When the state said they would do a sound study there was a chance they would build the wall. The results clearly showed noise exceeded all standards and it was affecting our health currently.

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08-11524

**Eldridge, Allison**

**From:** Kim Sewell [KSewell@brighammoore.com]  
**Sent:** Wednesday, November 19, 2008 1:42 PM  
**To:** Eldridge, Allison  
**Cc:** Jennifer Moore-Keller  
**Subject:** 119 Request

Ms. Allison Eldridge  
Florida Department of Transportation  
District 7

**Re: Request for Public Records**  
**I-75 from North of Univ. Parkway to N. of Moccasin Wallow Road, Manatee County**  
**FPN: 201032 1 22 01**

Dear Ms. Eldridge:

Pursuant to Chapter 119, Florida Statutes (2008), with regard to the above-referenced project, we request **electronic** copies of the following documents if available, and hard copies if electronic files are not available:

- PD& E study including color copies of the preferred alternative
- Pond Siting Report (draft or final)
- Copy of handout from the Nov. 18, 2008 public hearing

*OK jwm 11/20/08  
Re: cost All Cost  
Estimate*

If you have any questions, feel free to contact me via email at [jwm@brighammoore.com](mailto:jwm@brighammoore.com). Please let me know the cost and when we can obtain the requested documents. Documents may be sent to Kim Sewell-Lindberg, Development Coordinator at 3277 E Fruitville Road, Sarasota, Florida 34237, or via email at the above address. Thank you for your attention to this matter.

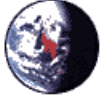
Kim Sewell-Lindberg  
Development Coordinator



3277 Fruitville Road, Unit E  
Sarasota, Florida 34237-6453  
Telephone: (941) 365-3800  
Facsimile: (941) 952-1414  
[ksewell@eminentdomain.com](mailto:ksewell@eminentdomain.com)  
[www.eminentdomain.com](http://www.eminentdomain.com)

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"Piazza, Chris"  
<Chris.Piazza@dot.state.fl.us>  
11/19/2008 06:25 PM

To "Ron\_Gregory@URSCorp.com"  
<Ron\_Gregory@URSCorp.com>  
cc "Vickie\_Scott@URSCorp.com"  
<Vickie\_Scott@URSCorp.com>, "Santos, Manuel"  
<Manuel.Santos@dot.state.fl.us>  
bcc  
Subject FW: I-75 PD&E

Ron & Vickie,

Please add Mr. Waggoner to our mailing list. Thank you.

Chris Piazza, P.E.  
Project Development Engineer  
Florida Department of Transportation, District 1  
District Environmental Management Office  
Tel: (863) 519-2293  
chris.piazza@dot.state.fl.us

**From:** Santos, Manuel  
**Sent:** Tuesday, November 18, 2008 7:52 AM  
**To:** Piazza, Chris  
**Cc:** Bogen, Kirk  
**Subject:** FW: I-75 PD&E

Chris,

Please see attached e-mail from Mr. Waggoner. Is there any way you could add him to the mailing list for your I-75 PD&E project. Please let me know if you have any questions. Thanks!

Manuel E. Santos  
Planning Development & Analysis  
Project Manager  
(813) 975-6173

**From:** joe@tampa-xway.com [mailto:joe@tampa-xway.com]  
**Sent:** Monday, November 17, 2008 11:32 AM  
**To:** Santos, Manuel  
**Cc:** Collister, Scott  
**Subject:** I-75 PD&E

Manny,

I believe the article below is one of the two PD&E studies we discussed October 14<sup>th</sup>. Per our conversation, I had requested FDOT share the concept information with us before public meetings. Is this something that can be done, or does FDOT's process preclude that possibility.

Either way, could you please add THEA to your project mailing lists for this project and the PD&E Study for the section north of this that comes into Hillsborough County.

Thanks  
Joe

## Preparing I-75 for busy future

By [Dale White](#)

Published: Monday, November 17, 2008 at 1:00 a.m.

Last Modified: Monday, November 17, 2008 at 1:08 a.m.

Over the next 27 years, experts predict traffic on parts of Interstate 75 in Manatee County will nearly double, from about 100,000 cars per day now to 195,000 in 2035.

Related Links:

[Preparing I-75 for busy future](#) | Graphics

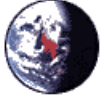
To prepare for that increase, the Florida Department of Transportation is trying to determine how to add capacity to I-75 where it thinks it will be needed most: the 16 miles between the University Parkway interchange in Lakewood Ranch and the Moccasin Wallow Road interchange in Parrish. Its proposed solution: expand the highway from 6 lanes to 10. The agency is also studying how to add capacity to a 14-mile stretch of I-75 from University Parkway to State Road 681 in Sarasota County. The DOT is likely to suggest 10 lanes there as well. On Tuesday night, the DOT will present to the public its recommendations for the Manatee segment -- including widening the highway and reconstructing its interchanges. The four extra lanes, two northbound and two southbound, could be separated from the others by a barrier and be reserved for express traffic, such as carpoolers and buses. The additional lanes could be built within 348 feet of existing right of way. The DOT will also discuss what can be done at all of the regional interchanges to improve capacity and prevent backups.

For example, it is considering converting the partial cloverleaf interchange at State Road 64 into a diamond-shaped interchange. Michael Howe, executive director of Sarasota-Manatee Metropolitan Planning Organization -- an agency that prioritizes federal and state transportation projects in each county -- said the projected cost of the interstate work in Manatee is about \$1.5 billion. Estimates are not available yet for work in Sarasota County. Federal and state dollars could be used, Howe said. For now, however, only a fraction of the work is budgeted. The DOT plans to spend \$3.5 million to \$4 million to improve the University Parkway and Fruitville Road interchanges, Howe said. Those projects should begin soon. After that, the DOT will focus on the U.S. 301 and State Road 70 interchanges. Yet the money to widen the interstate, including the bridge over the Manatee River, is elusive, especially since the federal transportation fund is running a \$10 billion deficit. Howe is hopeful that Congress and the state Legislature will restructure the gas tax, a per-gallon charge that will bring in less money as people drive fewer miles or switch to more fuel-efficient cars. They would still have to find new revenue sources if the state and nation are to catch up on all transportation projects on their to-do lists, Howe said. I-75, however, has one factor in its favor when it comes to funding. It qualifies as high priority for the DOT because it is an essential corridor for the movement of people and freight, as well as a critical evacuation route.

This story appeared in print on page BN1

Joe Waggoner, Executive Director  
Tampa-Hillsborough County  
Expressway Authority

The Tampa-Hillsborough County Expressway Authority is a public agency subject to Chapter 119 of the Florida Statutes concerning public records.



<"I-75PDE  
ManateeCommentForm"@ip-72-167-43-5  
7.ip.secureserver.net>

11/20/2008 04:53 AM

To mark\_crowell@urscorp.com, chris.piazza@dot.state.fl.us,  
ron\_gregory@urscorp.com, vickie\_scott@urscorp.com,  
jeffreyw.james@dot.state.fl.us, martin\_peate@urscorp.com

cc

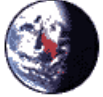
bcc

Subject I-75PDE Manatee Comment Form

Name: Peter and Myra Frese  
Address: 7335 Birds Eye Terrace  
City: Bradenton  
State: Florida  
Zip: 34203  
Email: fresebobo@aol.com

Comments: Currently the noise level on Birds Eye Terrace is horrendous. We cannot even sit on our lanai, and we are the far most away from the highway. And though that is a great concern to us, the air quality and polution as it is now is more of a concern. We have to clean the furniture on the lanai daily because the black soot is so prevalent. The environmental and health impact that will affect all of us due to widening Interstate 75 should be seriously considered. Not only will the noise level be totally unbearable, but our health will be in jeopardy. We seriously request that with the highway as it is today is reason enough to errect a sound barrier wall of at least 22 feet in the very near future and elliminate the expansion project. Thank you for your consideration.





<"I-75PDE  
ManateeCommentForm"@ip-72-167-43-5  
7.ip.secureserver.net>

11/19/2008 10:15 AM

To mark\_crowell@urscorp.com, chris.piazza@dot.state.fl.us,  
ron\_gregory@urscorp.com, vickie\_scott@urscorp.com,  
jeffreyw.james@dot.state.fl.us, martin\_peate@urscorp.com

cc

bcc

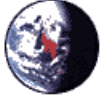
Subject I-75PDE Manatee Comment Form

Name: Joseph J. Scarano  
Address: 6142 9th Avenue Circle NE  
City: Bradenton  
State: FL  
Zip: 34212  
Email: jscarano@gstpediatrics.com  
Comments: Dear Mr. Piazza,

I am opposed to the I-75 improvement project as there are no plans for noise abatement impacting my residence at Cypress Creek Estates. The impact of road noise on Cypress Creek Estates, Heritage Harbor, The Inlets and Tidewater Preserve should have been addressed. My residence is already exposed to excess noise levels from I-75. Several potential buyers for my home specifically cited road noise from I-75 as a deterrent to purchasing my home.

Sincerely,

Joseph J. Scarano



<"I-75PDE  
ManateeCommentForm"@ip-72-167-43-5  
7.ip.secureserver.net>

11/25/2008 06:36 AM

To mark\_crowell@urscorp.com, chris.piazza@dot.state.fl.us,  
ron\_gregory@urscorp.com, vickie\_scott@urscorp.com,  
jeffreyw.james@dot.state.fl.us, martin\_peate@urscorp.com

cc

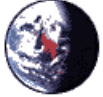
bcc

Subject I-75PDE Manatee Comment Form

Name: Glenda Wolfe  
Address: 7123 50th Avenue Circle East  
City: Palmetto  
State: FL  
Zip: 34221  
Email: gwolfe3@tampabay.rr.com

Comments: I am opposed to the project for the following reasons:

- Current economic conditions and traffic along this corridor do not warrant this level of taxpayer investment. Traffic increase and other economic costs/forecasts need to be updated to take current economic downturn into consideration.
- I live in Crystal Lakes subdivision that will be directly impacted by noise and emissions. Estimated impacts of only a 3 decibel increase in noise when the proposal is to increase the number of lanes from 6 to 10 are simply not believable and must be reevaluated. In the present plan there is no noise abatement planned for this area which is not acceptable.
- Reports of pre-mature equipment failures such as motors and pumps, water heaters, etc., in homes that are only 5 years old are reported along the subdivisions on Buffalo Road. Additionally, reports of all metal doors rusting in these same subdivisions indicate that highway emissions may have far greater impact than the FDOT estimates imply. This impact requires further research of the actual conditions rather than simply estimates that are not sufficiently credible.



<"I-75PDE  
ManateeCommentForm"@ip-72-167-43-5  
7.ip.secureserver.net>

11/22/2008 12:18 PM

To mark\_crowell@urscorp.com, chris.piazza@dot.state.fl.us,  
ron\_gregory@urscorp.com, vickie\_scott@urscorp.com,  
jeffreyw.james@dot.state.fl.us, martin\_peate@urscorp.com

cc

bcc

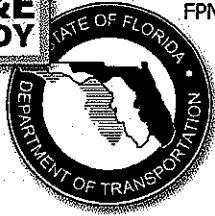
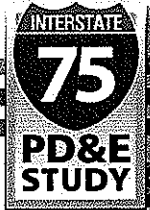
Subject I-75PDE Manatee Comment Form

Name: Jerry & Rachel Rennaker  
Address: 6956 74th Street Circle East  
City: Bradenton  
State: Florida  
Zip: 34203  
Email: jrennaker@tampabay.rr.com

Comments: My home is located in River Place facing I-75 between Linger Lodge  
Road and Braden River. I prefer a 22 foot wall on the outside lane of I-75 to  
protect us from runaway vehicles and noise.

Thank you for accepting our comment.

Jerry & Rachel Rennaker



FPN: 201032 1 22 01

# Public Hearing

November 18, 2008

## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

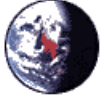
My home is located in River Place facing I-75 between Linger Lodge Road & Braden River. I prefer a 22 foot wall on the outside line of I-75 to protect us from runaway vehicles and noise.

Duplicate of Web Comment

Attach additional sheets if needed

Name: Jerry & Rachel Rennaker  
Address: 6956 74<sup>th</sup> Street Circle East  
City, State, Zip: Bradenton, FL 34203

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



<"I-75PDE  
ManateeCommentForm"@ip-72-167-43-5  
7.ip.secureserver.net>

11/28/2008 07:22 AM

To mark\_crowell@urscorp.com, chris.piazza@dot.state.fl.us,  
ron\_gregory@urscorp.com, vickie\_scott@urscorp.com,  
jeffreyw.james@dot.state.fl.us, martin\_peate@urscorp.com

cc

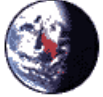
bcc

Subject I-75PDE Manatee Comment Form

Name: Karen Cardozo  
Address: 7047 Owl's Nest Terrace  
City: Bradenton  
State: FL  
Zip: 34203  
Email: kacardozo@earthlink.net

Comments: I was unable to attend the Nov. 18th meeting but understand from a neighbor who did attend that a commitment to construct a 20 foot barrier to reduce the noise in The Tara Preserve community was made. While I appreciate this, I do not think 20 feet is high enough - the noise from 3 lanes is currently extremely loud throughout Tara and with the additional lanes, it'll be unbearable. My recommendation is that the barrier be at least 25-30 feet.





<"I-75PDE  
ManateeCommentForm"@ip-72-167-43-5  
7.ip.secureserver.net>

11/20/2008 04:58 PM

To mark\_crowell@urscorp.com, chris.piazza@dot.state.fl.us,  
ron\_gregory@urscorp.com, vickie\_scott@urscorp.com,  
jeffreyw.james@dot.state.fl.us, martin\_peate@urscorp.com

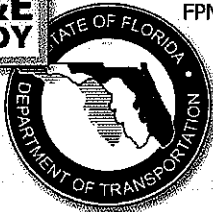
cc

bcc

Subject I-75PDE Manatee Comment Form

Name: Patricia M. Bond  
Address: 4601 Muirfield Dr.  
City: Bradenton  
State: Florida  
Zip: 34210  
Email: ghbond@juno.com

Comments: My concern is putting all traffic on one roadway--widening the present I-75 corridor. I would prefer to see a by-pass to the east from approximately Moccasin Wallow, county road 675 and joining I-75 somewhere south of Sarasota--nearer to North Port. In the event of a crash, like the one near Ellenton this summer, traffic is completely blocked. I don't believe it is safe to mix local and through traffic on such a large scale as the one proposed. I realize that it would be more costly to build a by-pass, but it would save time for travelers and lives in the long run. Thank you for your interest in public comments.



FPN: 201032 1 22 01

# Public Hearing

November 18, 2008

## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Please make every effort to hold down the noise generated by traffic on I-75. Even the present level is too high; don't add to it!

*Stuart E. Prall*

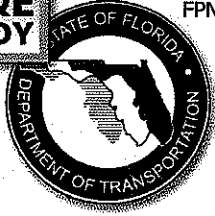
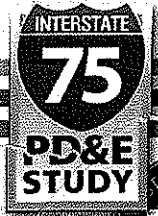
Attach additional sheets if needed

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City, State, Zip: \_\_\_\_\_



Mr. Stuart E. Prall  
7050 Owls Nest Ter.  
Bradenton, FL 34203

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



FPN: 201032 1 22 01

# Public Hearing

November 18, 2008

## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

These comments are relative to the construction of a 22' sound wall adjacent to RIVER PLACE.

Due to the topography at this location the proposed sound wall will be installed in the ROW which is several feet below grade.

Consideration should be given to constructing the wall on the RIVER PLACE Common Ground thus gaining maximum benefit.

River Place Property Owners would consider providing an easement or dedication of the land at no cost to FDOT.

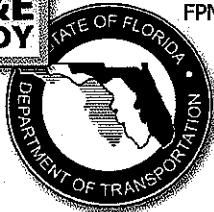
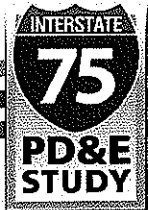
Neil Kurlander  
PRESIDENT

River Place Property Owners Assoc.  
(941) 751 0804

Attach additional sheets if needed

Name: NEIL KURLANDER  
Address: 7070 74th St. Circle East  
City, State, Zip: Brenton, FL 34203

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



FPN: 201032 1 22 01

# Public Hearing

November 18, 2008

## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Chris:

after reviewing the project in general, I think it is a fine project. The cost however is too large, and I feel the estimated monies can be used to increase the number of North-South arterials and East-West arterials in a more cost effective manner. (ie 44th Ave extension over 75) (ie: Ft Hammer Bridge over Manatee River) Federal funds would be useful in even more projects long term like these examples.

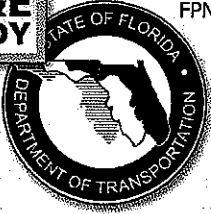
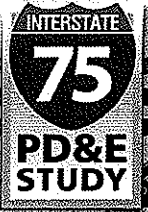
No Build Alternative is my preferred choice.

Nick Zec

Attach additional sheets if needed

Name: NICHOLAS ZEC  
Address: 6706 WOOD MEADOW LOOP (BRADEN WOODS)  
City, State, Zip: BRADENTON, FLA 34202

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



FPN: 201032 1 22-01

# Public Hearing

November 18, 2008

## Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

A Noise barrier of at least 22' is needed now from North of Route 70 Exit (both on West side of Interstate) to South of Linger Lodge Bridge or to Broken River.

Also suggest the new (divider) proposed also be designed for maximum noise absorption.

Thankyou  
G. Primus

Attach additional sheets if needed

Name: Gino Primus  
Address: 7046 Owls Nest Ter.  
City, State, Zip: Bradenton, FL 34203

Note: Please complete and place in the "Comments" box tonight, or mail to Mr. Chris Piazza at the address on the back of this Comment Form, postmarked by December 1, 2008. You may also provide your comments via the project website at [www.i-75pde.com](http://www.i-75pde.com) by December 1, 2008.



CHRIS PIAZZA, P.A.

OCTOBER 19, 2008

PLEASE NOTE THAT THE AREA ON THE SOUTH WEST QUADRANT OF THE INTERSECTION OF INTERSTATE 75 AND SR 70, THE AREA OUTLINED AS WETLANDS IS NOT A WETLAND AND IS A PINE FLATWOOD AREA. THERE IS NO WATER RETENTION OR PONDING IN THE AREA NEAR THE END OF BIRDS EYE TERRACE.

FURTHER, SOUND RECORDINGS TAKEN ON THE PROPERTIES ALONG BIRDS EYE TERRACE EXTEND MUCH FURTHER BACK FROM THE DESIGNATED IMPACTED HOMES WITH READINGS AVERAGING 74 DB OVER A 2 HOUR PERIOD FROM 6:30 AM - 8:30 AM AND 4:00 PM - 6:00 PM WITH A HIGH READING OF 81 DB FOR A DISTANCE OF 800 FEET FROM INTERSTATE 75.

THE RESIDENTS ON BIRDS EYE TERRACE ARE CURRENTLY HEAVILY IMPACTED BY THE INCREASED TRAFFIC BUILDUP OVER THE PAST 4 YEARS ON I 75. WE ARE DEEPLY CONCERNED ABOUT THE IMPACT OF FUTURE EXPANSION OF THE INTERSTATE. WE CURRENTLY NEED A SOUND ABATEMENT WALL OR METHOD OF REDUCING THE SOUND IMPACT ON OUR HOMES AND AFFECTING OUR LIVING STANDARDS. WE CANNOT FATHOM WHAT A DOUBLING OF THE CURRENT TRAFFIC WILL CAUSE TO OUR QUALITY OF LIFE.

WE THEREFORE INSIST THAT THE HIGHEST POSSIBLE WALL BE CONSTRUCTED AT THE LOCATIONS IDENTIFIED IN YOUR STUDY ALONG THE ENTRANCE RAMP FROM 70 TO 75 AND ALONG THE HIWAY EDGE OF THE SOUTHBOUND I 75 FROM THE SR 70 OVERPASS TO A LOCATION OF ADEQUATE OVERLAP ON THE ENTRANCE RAMP WALL TO PROVIDE SUFFICIENT SHIELD OF NOT LESS THAN 13 FEET ABOVE THE PAVING SURFACE OF THE SOUTHBOUND LANE OF I 75.

WE UNDERSTAND THAT FURTHER STUDIES WILL BE FORTHCOMING ON THIS AREA AND WE WISH TO REMAIN INFORMED AS TO WHAT THE SOLUTION WILL BE PRIOR TO CONSTRUCTION.

THANK YOU FOR YOUR PAST CO-OPERATION WITH THE TARA SOUND ABATEMENT COMMITTEE. WE LOOK FORWARD TO CONTINUING CONCERNS BEING CONSIDERED BY THE FDOT THROUGH DESIGN AND CONSTRUCTION.

SINCERELY,

  
BRUCE FAST

7526 BIRDS EYE TERRACE  
BRADENTON, FLORIDA 34203



## *Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

STEPHANIE C. KOPELOUSOS  
SECRETARY

February 6, 2009

Mr. & Mrs. John Weishar  
7685 Sweetbay Circle  
Bradenton, FL 34203-7164

**RE: FPID: 201032-1-22-01**

**I-75 Manatee County Project Development and Environment (PD&E) Study  
From North of University Parkway to North of Moccasin Wallow Road  
Reply to Comment from Public Hearing**

Dear Mr. & Mrs. Weishar:

Thank you for attending the I-75 Manatee County PD&E study public hearing on November 18, 2008 and for taking time to submit your comment to this office. You stated that your concerns included increased highway noise for Magnolia Crossing residents, the height and location of the proposed noise barrier, and timing for construction of the proposed noise barrier. Please see our response below.

The results of the PD&E Phase traffic noise analysis indicate that a noise barrier may be a reasonable and feasible abatement measure for some of the residences in Magnolia Crossing at Tara Preserve. The detailed traffic noise analysis that will be performed during the Design Phase for this project will either confirm or contradict the preliminary PD&E Phase results. If the analysis confirms that a noise barrier would provide sufficient benefit to the residences at a cost below the FDOT's cost reasonable guideline, the noise barrier would be constructed at the same time the roadway improvements are constructed. Currently, the schedule for either occurring is unknown.

We appreciate the opportunity to address your concern. We know you share in our concern for a safe and efficient transportation system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Piazza".

Chris Piazza, P.E.  
Project Manager



## *Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

STEPHANIE C. KOPELOUSOS  
SECRETARY

February 6, 2009

Mr. Warren Sponable  
6520 4th Avenue NE  
Bradenton, FL 34208-6081

**RE: FPID: 201032-1-22-01**

**I-75 Manatee County Project Development and Environment (PD&E) Study  
From North of University Parkway to North of Moccasin Wallow Road  
Reply to Comment from Public Hearing**

Dear Mr. Sponable:

Thank you for attending the I-75 Manatee County PD&E study public hearing on November 18, 2008 and for taking time to submit your comment to this office. You stated that you are concerned about the environment because we seem to be encouraging more automobiles in our state as opposed to the use of light rail. Please see our response below.

The concept presented at the public hearing provides for a multi-modal envelope within the I-75 median suitable for a wide range of transit (non-auto) options, including inter-city rail, light rail, bus rapid transit, and conventional express bus service. This multi-modal envelope will allow the future expansion of mobility options for all Floridians traveling the I-75 corridor. The proposed typical section also provides for increased capacity, which will allow a better flow of automobiles and trucks and will reduce air quality impacts in the future. In combination, these improvements will have a net benefit to the environment and potentially reduce global warming impacts associated with vehicular travel along the I-75 corridor.

We appreciate the opportunity to address your concern. We know you share in our concern for a safe and efficient transportation system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Piazza".

Chris Piazza, P.E.  
Project Manager



## *Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

STEPHANIE C. KOPELOUSOS  
SECRETARY

February 6, 2009

Mr. Paul Reynolds  
319 67th Street NE  
Bradenton, FL 34208-6053

**RE: FPID: 201032-1-22-01**

**I-75 Manatee County Project Development and Environment (PD&E) Study  
From North of University Parkway to North of Moccasin Wallow Road  
Reply to Comment from Public Hearing**

Dear Mr. Reynolds:

Thank you for attending the I-75 Manatee County PD&E study public hearing on November 18, 2008 and for taking time to submit your comment to this office. You stated that your concerns included the cost of delineators in the median; the status of the noise barrier; and the length of time, responsible party for costs, and ownership. Please see our responses below.

The roadway typical section developed for the preferred build alternative includes express lanes and general-use lanes as distinct roadways, separated by a concrete barrier with 12-foot-wide shoulders on each side of the barrier. The 12-foot-wide shoulders are required with the use of a concrete barrier per the FDOT standards and provide refuge for disabled or errant vehicles. This typical section represents the desirable method of separating express lanes and general-use lanes when additional capacity is provided by adding new lanes within the interstate system.

The typical section suggested in your comment would result in a combined roadway with the express lanes and general-use lanes separated only by raised delineators. The need for shoulders is not as critical in this case. This concept was used on the "95 Express" project in Miami-Dade County. It is noted that the FDOT standards make no provisions for the separation of interstate lanes by use of raised delineators.

The raised delineator typical section was used on the 95 Express project instead of the standard typical section, as represented by the I-75 preferred build alternative, because of the unique constraints of the 95 Express project. A significant difference between these two typical sections is that the I-75 preferred build alternative typical section includes an additional 2-foot-wide barrier and 24 feet of shoulder width in each direction. The 95 Express project, which is located in the

Mr. Paul Reynolds  
February 6, 2009  
Page 2

highly urbanized Miami-Dade County, most likely would have been deemed financially unfeasible if the roadway had been expanded by an additional 26 feet in each direction due to the additional right-of-way and construction costs. As such, the project did not substantially add roadway width; it essentially re-striped the existing lanes and shoulders to develop the express lanes. It is common that operational improvement projects, similar to the 95 Express project, will employ such methods to control the project cost.

The standard typical section is preferred for the I-75 study because this project does not have the type of constraints as does the 95 Express project. For example, the right-of-way is not as constrained and developed. Additionally, the construction of additional lanes is required to achieve the required capacity. It is common that capacity improvement projects, similar to the I-75 project, will employ the most desirable standards and methods.

The results of the PD&E Phase traffic noise analysis indicate that a noise barrier may be a reasonable and feasible abatement measure for some of the residences in Manatee Palms. The results of the PD&E analysis indicates that your residence, located at 319 67th Street NE, could be benefited by a noise barrier. The detailed traffic noise analysis that will be performed during the Design Phase for this project will either confirm or contradict the preliminary PD&E Phase results. If confirmed and the barrier is constructed, a noise barrier would likely reduce traffic noise levels in the front yard of your residence. However, the barrier will be designed to reduce traffic noise levels in the outdoor area closest to the roadway, which in this case, is the back yard of your residence. Generally, to be effective, noise barriers must be either located close to a road (the source of the traffic noise) or close to a noise sensitive site (e.g., a residence). With respect to the noise barriers constructed by the FDOT, the barriers are typically located directly adjacent to and within the FDOT's right-of-way line.

There is currently no funding for the improvements to the roadway and/or noise barriers. As such, it is not possible to know how long it will be before the roadway improvement, and any potential noise barriers, would be constructed. However, if constructed, the FDOT would pay for the improvements (with federal funding) and would own/maintain both the roadway improvements and any noise barriers.

We appreciate the opportunity to address your concern. We know you share in our concern for a safe and efficient transportation system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Piazza", is written over a light blue circular stamp or watermark.

Chris Piazza, P.E.  
Project Manager





## *Florida Department of Transportation*

CHARLIE CRIST  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

STEPHANIE C. KOPELOUSOS  
SECRETARY

February 6, 2009

Mr. Matt Witteveen  
6964 74th Street Circle E  
Bradenton, FL 34203-7182

**RE: FPID: 201032-1-22-01**

**I-75 Manatee County Project Development and Environment (PD&E) Study  
From North of University Parkway to North of Moccasin Wallow Road  
Reply to Comment from Public Hearing**

Dear Mr. Witteveen:

Thank you for attending the I-75 Manatee County PD&E study public hearing on November 18, 2008 and for taking time to submit your comment to this office. You stated that your concern included the height of the proposed noise barrier in regards to covering the view and the sound for the homes within River Place. Please see our response below.

Because the project is only in the PD&E Phase, it is not currently known exactly how much of the view of the interstate will be "blocked" by a 22-foot-high noise barrier. With respect to sound levels within River Place, the results of the PD&E Phase traffic noise analysis indicate that a noise barrier may be a reasonable and feasible abatement measure for some of the residences. During the project's Design Phase (which is not yet scheduled), a detailed traffic noise analysis will be performed and roadway plans prepared that will provide better information regarding the amount of the interstate view that will be blocked and either confirm or contradict the preliminary PD&E Phase noise analysis results.

We appreciate the opportunity to address your concern. We know you share in our concern for a safe and efficient transportation system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Piazza".

Chris Piazza, P.E.  
Project Manager

***APPENDIX G***

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**MPO / BOCC Consistency Letter**



**Metropolitan  
Planning  
Organization**

[www.mympo.org](http://www.mympo.org)

**Commissioner Nora Patterson, Chair  
Councilwoman Marianne Barnebey, Vice Chair**

Commissioner Joseph Barbetta  
Sarasota County

Councilwoman Marianne Barnebey  
City of Bradenton

Mayor Rich Bohnenberger  
Anna Maria, Bradenton Beach & Holmes  
Beach

Mayor Shirley Groover Bryant  
City of Palmetto

Commissioner Larry Bustle  
Manatee County

Commissioner David Garofalo  
City of North Port

Commissioner Donna Hayes  
Manatee County

Vice Mayor Kelly Kirschner  
City of Sarasota

Commissioner Joe McClash  
Manatee County

Councilwoman Vicki Noren  
City of Venice

Commissioner Nora Patterson  
Sarasota County

Mayor Lee Rothenberg  
Town of Longboat Key

Commissioner Jon Thaxton  
Sarasota County

Commissioner Terry Turner  
City of Sarasota

Commissioner Bob Waechter  
Sarasota-Manatee Airport Authority

Stanley M. Cann, P.E., District Secretary  
Florida Department of Transportation

June 4, 2009

Mr. Chris Piazza  
Project Development Engineer  
Florida Department of Transportation  
Post Office Box 1249  
Bartow, Florida 33831-1249

RE: I-75 Project Development and Environment (PD&E) Study  
From North of University Parkway to North of Moccasin  
Wallow Road (Manatee County)  
FPID: 201032-1-22-01

Dear Mr. Piazza:

The findings and alternatives proposed in the above referenced PD&E  
Study by FDOT are consistent with the Sarasota/Manatee MPO 2030  
Long Range Transportation Plan (LRTP).

Please contact me if you have any questions.

Sincerely,

Michael P. Howe  
Executive Director



Michael P. Howe  
Executive Director

**Sarasota/Manatee  
Metropolitan Planning Organization**

7632 15<sup>th</sup> Street East  
Sarasota, Florida 34243-3248

(941) 359-5772  
Fax (941) 359-5779

Email: [mpo@MyMPO.org](mailto:mpo@MyMPO.org)

MPH:sc

c. Antone N. Sherrard, FDOT  
Manon Lavoie, FDOT

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Univ Pkwy to Moccasin Wallow.doc

***APPENDIX H***

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**Agency Clearance Letters**



# United States Department of the Interior

## U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200  
JACKSONVILLE, FLORIDA 32256-7517

OCT 09 2008

IN REPLY REFER TO:

FWS LOG NO. 41910-2008-I-0458

September 30, 2008

Jeffrey W. James  
Environmental Project Manager  
Florida Department of Transportation  
801 North Broadway, MS 1-40  
P.O. Box 1249  
Bartow, FL 33831

Dear Mr. James:

Our office has reviewed the *Biological Assessment Technical Memorandum and Wetlands Evaluation Report* for the I-75 Project Development and Environment Study. The Department proposes widening the existing six-lane, limited access interstate to an eight-lane facility, from University Parkway to Moccasin Wallow Road, in Manatee County. Included in the study assessment, 64 alternative stormwater pond locations were evaluated. The proposed project is also evaluating operational improvements to the existing interchanges at SR 70, SR 64, US 301, I-275, and Moccasin Wallow Road. The study corridor is approximately 15.5 miles.

The Service submits the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*); the Marine Mammal Protection Act of 1972 (MMPA), as amended (16 U.S.C. 1361 *et seq.*); and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*).

### ENDANGERED SPECIES ACT/MARINE MAMMAL PROTECTION ACT

The federally listed species identified in the correspondence are the threatened gulf sturgeon (*Acipenser oxyrinchus desotoi*), the threatened eastern indigo snake (*Drymarchon corais couperi*), the threatened Florida scrub-jay (*Aphelocoma coerulescens*), the threatened piping plover (*Charadrius melodus*), the endangered wood stork (*Mycteria americana*), and the endangered West Indian (Florida) manatee (*Trichechus manatus latirostris*).

The proposed project will have no effect on the Florida scrub-jay or the piping plover.



## Gulf Sturgeon

Historically, Tampa Bay once had a brief commercial gulf sturgeon fishery, which ended after the 1888-1889 season. Gulf sturgeon catches in Tampa bay have been reported sporadically since the 1890's from incidental catches in nets or the recovery of dead specimens as recent as this decade. In 2001, four-dozen gulf sturgeons were released in the Hillsborough River in an attempt to reestablish a fishery. Because of the low number of sturgeons, undetectable nature, and lack of known spawning activity in Tampa Bay, the proposed action may affect, but is not likely to adversely affect, the gulf sturgeon.

## Eastern Indigo Snake

In regards to the eastern indigo snake, movements over large areas of fragmented habitats undoubtedly expose snakes to increased road mortality and likelihood of adverse human contact. In a recent Florida telemetry study, vehicles accounted for 40% of the in-field mortality to this species. The Department has committed to implementing the *Standard Protection Measures for the Eastern Indigo Snake* (1999) during construction of the project. Those measures can be found at the Service's Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>. As a result, the project may affect, but is not likely to adversely affect, the eastern indigo snake.

## Wood Stork

The Service analyzes wetland impacts resulting from the proposed action and its affects to suitable foraging habitat (SFH) for the wood stork. SFH is described as water that is relatively calm, uncluttered by dense thickets of aquatic vegetation, and having a permanent or seasonal water depth between 2 and 15 inches (5 to 38 cm) deep. Ideally, preferred foraging wetlands would include a mosaic of emergent and shallow open-water areas. Examples of SFH include freshwater marshes and stock ponds, shallow, seasonally flooded roadside or agricultural ditches, narrow tidal creeks or shallow tidal pools, managed impoundments, and depressions in cypress heads and swamp sloughs.

Core foraging areas (CFA) have been identified around all known wood stork nesting colonies that are important for reproductive success. In Central Florida, CFAs include SFH within a 15-mile (24 km) radius of the nest colony. Loss of SFH within these CFAs may reduce foraging opportunities for the wood stork.

The wetland impacts will occur within the CFA of existing wood stork colonies. A mitigation plan has not been developed for this project. The Department anticipates the 116 acres of wetland impacts will be mitigated pursuant to Florida Statute 373.4137. The Service recommends in-kind replacement of the functions and values of those wetlands considered SFH impacted within the CFA of these colonies. The Department should adhere to the *Habitat Management Guidelines for the Wood Stork in the Southeast Region*. This information may also be found on our webpage (<http://www.fws.gov/northflorida/>). Providing the mitigation plan addresses these concerns, the overall effects on wood storks

will be insignificant and discountable. Therefore, the project may affect, but is not likely to adversely affect, the wood stork.

#### Florida Manatee

Florida manatees utilize and are known to occur in the immediate vicinity of the bridge spanning the Manatee River. The report states that no manatees have been documented within one mile of the project study area. This is incorrect. Current information may be found at <http://ocean.floridamarine.org/> under *Marine Resources Geographic Information System* map services. Manatee mortality, Synoptic Count Data, and Synoptic Flight Paths are a few of the tools available in this database. The report is also incorrect with the statement that no critical habitat is present in the project study area. The Manatee River is designated as critical habitat for this species. During the design phase of the project, the Service will need to review the bridge's final design to ensure no destruction or adverse modification occurs to areas designated as critical habitat.

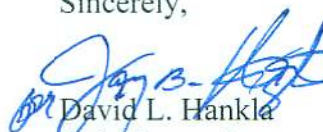
As a precaution, the applicant has agreed to implement the *Standard Manatee Conditions for In-Water Work* (July 2005). In addition, we recommend that the Department include the placement of mooring fenders on barges and other large vessels such that, when moored together, the fenders provide a minimum stand-off distance, at and below the water line, of 4 feet under maximum compression. With inclusion of these protective measures, impacts to manatees will be insignificant and discountable. Therefore, the proposed action may affect, but is not likely to adversely affect the West Indian Manatee.

Although this does not represent a biological opinion as described in section 7 of the Act, it does fulfill the requirements of the Act and no further action is required. If modifications are made to the project or additional information becomes available on listed species, reinitiating consultation may be required. Additionally, since the project is not expected, either directly or indirectly, to result in incidental take of manatees, the project as proposed complies with the provisions of the MMPA.

#### **FISH AND WILDLIFE COORDINATION ACT**

The Service concludes after reviewing the extent of the proposed project, the proposed action will not significantly affect other fish and wildlife resources. If you have any questions regarding this response, contact Mr. Todd Mecklenborg at (727) 820-3705.

Sincerely,

  
David L. Hankla  
Field Supervisor



FLORIDA DEPARTMENT OF STATE  
**Kurt S. Browning**  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

Mr. David C. Gibbs  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, FL 32303

November 7, 2008

**Attn: Linda Anderson**

RE: DHR Project File Number: 2008-6947  
Received by DHR: September 16, 2008  
Project: *Interstate-75 Manatee County PD&E Study from North of Moccasin Wallow Road:  
Cultural Resources Assessment Survey*  
County: Manatee

Dear Mr. Gibbs:

Our office received and reviewed the above referenced project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, Florida Statutes. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies in accordance with the National Historic Preservation Act of 1966 as amended, on undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

The submitted survey resulted in the identification of two archaeological sites (8MA1497 and 8MA1633), four archaeological occurrences, two previously recorded historic resources (8MA1381 and 8MA1471), and two newly recorded historic resources (8MA1505 and 8MA1636). Florida Master Site File forms were completed for all identified resources.

Archaeological site 8MA1497 is considered ineligible for listing in the National Register of Historic Places (NR). Site 8MA1633 was identified within the proposed location of proposed Pond U-3 and may be associated with a previously recorded prehistoric sand mound (8MA47). As a result of the possible association of these two sites, proposed Pond U-3 will be removed from consideration. Furthermore, two of the historic resources, 5000 37<sup>th</sup> Street E (8MA1471) and 4601 69<sup>th</sup> Street E (8MA1505) are also considered ineligible for listing in the NR.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office  
(850) 245-6300 • FAX: 245-6436

Archaeological Research  
(850) 245-6444 • FAX: 245-6452

Historic Preservation  
(850) 245-6333 • FAX: 245-6437

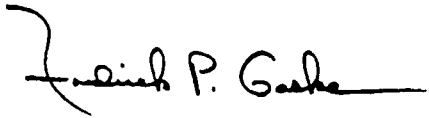


The United States and West Indies Railroad Company (a.k.a. CSX Railroad) (8MA1381) is located within the project's area of potential effect (APE). This resource does maintain historical importance. However, the railroad is abandoned and has fallen into disrepair. The length of the railroad in the APE as well as the portion extending outside of the APE to the west was previously surveyed in 2006. At that time, it was determined to be ineligible for listing in the NR. Our office concurred with that finding. Interstate-75 will also remain elevated over the railroad and no at-grade improvements are planned. Based on this information, it is the opinion of the Federal Highway Administration that there will be no effect to the railroad segment within the project's APE.

Finally, the Rubonia Terra Ceia cemetery (8MA1636) is located north of the proposed Pond AA alternate location. It is possible that unmarked burials extend into the Pond AA Alt. parcel. Therefore, testing is recommended prior to construction to identify possible unmarked burials. Coordination with the Florida State Archaeologist should be conducted prior to any further testing to ensure compliance with Chapter 872, *Florida Statutes*.

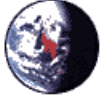
Based on the information provided, and conditioned upon the condition identified above, our office concurs with the determination that there will be *no historic properties affected* as per 36 CFR Part 800 § 800.4(d)(1). Furthermore, we find the submitted report complete and sufficient. If you have any questions concerning our comments, please contact Brian Yates, Compliance Review Archaeologist, by electronic mail [byates@dos.state.fl.us](mailto:byates@dos.state.fl.us), or at 850-245-6372.

Sincerely,



Frederick P. Gaske, Director, and  
State Historic Preservation Officer

XC: Ms. Elizabeth Serdynski, FDOT, District One, Bartow  
Mr. Chris Piazza, FDOT District One, Bartow  
Mr. Jeffrey James, FDOT District one, Bartow  
Ms. Marjorie Bixby, FDOT CEMO, Tallahassee  
Mr. Roy Jackson, FDOT CEMO, Tallahassee



"James, Jeffrey W"  
<JeffreyW.James@dot.state.fl.us>

01/06/2009 09:10 AM

To "Piazza, Chris" <Chris.Piazza@dot.state.fl.us>, "Ron\_Gregory@URSCorp.com" <Ron\_Gregory@URSCorp.com>, "Vickie\_Scott@URSCorp.com" <Vickie\_Scott@URSCorp.com>  
cc "Schulz, Mark" <Mark.Schulz@dot.state.fl.us>, "Serdynski, Elizabeth" <Elizabeth.Serdynski@dot.state.fl.us>  
bcc

Subject FW: CRAS for I-75 fr. N. of University Parkway to N. of Moccasin Wallow Rd.

FYI. Sounds like we are now good regarding this issue. Thanks.

**From:** Anderson, Linda [mailto:Linda.Anderson@fhwa.dot.gov]

**Sent:** Monday, January 05, 2009 2:43 PM

**To:** byates@state.dot.fl.us

**Cc:** Hadley, George; Kendall, Cathy; James, Jeffrey W; Murthy, BSB; Anderson, Linda

**Subject:** CRAS for I-75 fr. N. of University Parkway to N. of Moccasin Wallow Rd.

Brian,

The purpose of this email is to inform the Florida Dept. of State's Division of Historical Resources that, per Jeffrey James, FDOT Environmental Project Manager, the alternate Pond AA parcel has been eliminated as a potential pond site for Financial Project # 201032 1 22 01 (I-75 from North of University Parkway to North of Moccasin Wallow Road), DHR Project File #: 2008-6947. Consequently, we will not be testing in that location, as recommended in the SHPO's letter of November 7, 2008, for possible unmarked burials extending from the adjacent Rubonia Terra Ceia Cemetery (8MA1636).

Please acknowledge receipt of this email.

Thank you.

Linda K. Anderson  
Environmental Specialist  
FHWA Florida Division  
P: 850-942-9650, x.3053





RECEIVED  
DEC 09 2008

Environmental Management  
Office

# MANATEE COUNTY FLORIDA

December 3, 2008

Mr. Jeffrey W. James  
Environmental Project Manager  
Florida Department of Transportation, District 1  
Environmental Management Office  
801 N. Broadway  
Bartow, FL 33831

**Reference: SECTION 4(F) DETERMINATION CONCURRENCE LETTER  
Interstate I-75 Project Development and Environment (PD&E) Study from  
north of University Parkway to north of Moccasin Wallow Road  
Financial Project ID: 201032 1 22 01**

Dear Mr. James:

I am in receipt of your letter dated October 15, 2008, requesting a letter of concurrence regarding the evaluation of the identified Manatee County public park resources. Please allow this letter to serve as our agreement to the Section 4(f) determination.

Based upon the information you provided, it has been concluded that the proposed improvements to I-75 would potentially result in only a minor temporary occupancy of four of the six resources, and not constitute a direct use or constructive use as defined by Section 4(f). The four resources include the proposed Braden River Blueway, proposed Tom Bennett Park Blueway, Manatee River Blueway and proposed Willow-Ellenton Greenway. These four public resources are considered significant to the recreational opportunities in Manatee County, and the current and future function should not be compromised.

On behalf of Manatee County, we are confirming our concurrence with the Section 4(f) determination by the Florida Department of Transportation that the proposed improvements stated in the I-75 Project Development and Environment (PD&E) Study would result in only a temporary occupancy, and not a direct or constructive use of the four public resources.

Should you have any questions, or require additional information concerning this matter, please do not hesitate to contact me.

Sincerely,

Ed Hunzeker  
County Administrator

EH: kg

Office of the County Administrator  
Mailing Address: P. O. Box 1000 Street Address: 1112 Manatee Avenue West, Bradenton, FL 34206  
PHONE: 941.745.3717 \* FAX: 941.745.3790  
[www.mymanatee.org](http://www.mymanatee.org)

***APPENDIX I***

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**Current Funding Plans**

**INTERSTATE 75 (MANATEE COUNTY)  
FROM NORTH OF UNIVERSITY PARKWAY  
TO NORTH OF MOCCASIN WALLOW ROAD**

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**CURRENT FUNDING PLANS**

A Project Development and Environment (PD&E) study is ongoing. The design, right-of-way acquisition, and construction phases are not currently funded in the Florida Department of Transportation (FDOT) tentative Five-Year Work Program. The Sarasota/Manatee Metropolitan Planning Organization (MPO) Fiscal Year 2008/2009-2012/2013 Transportation Improvement Program (TIP), adopted June 23, 2008, does not include funding for the ultimate improvement phase of this project at this time. The TIP that was amended by the MPO on September 22, 2008 does include the funding for the priority interchange improvements at US 301 and SR 70. Funding for these priority interchange improvements are also included in FDOT's State Transportation Improvement Program (STIP). The MPO's 2030 Financially Feasible Long-Range Transportation Plan (LRTP) indicates that I-75 has been designated as part of the State of Florida's Strategic Intermodal System (SIS), due to its critical role in both the regional and statewide economy. The MPO's current 2030 Needs Assessment shows a demand for ten lanes on I-75 from University Parkway to the Hillsborough County Line.

**SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

FY 2008/09 THRU 2012/13

PROJECTS		Phase Fund		SCHEDULE					
INTERSTATE	MANATEE			08/09	09/10	10/11	11/12	12/13	TOTAL
<b>4109097</b>		DESIGN	DITS			40,000	240,000		\$240,000
Facility: <b>I-75</b>	<i>ITS Freeway</i>	DESIGN	DIH						\$40,000
	<b>I-275 to Hillsborough County Line</b>								\$0
LRTP Pg# - NA	<b>DESIGN</b>	TOTALS		0	0	40,000	240,000	0	\$280,000
<b>4147321</b>		DSB	DIH				99,995		\$99,995
Facility: <b>I-75</b>	<i>ITS Freeway</i>	DSB	DS				725,362		\$725,362
	<b>Sarasota County Line to I-275</b>	DSB	DITS				11,079,999		\$11,079,999
LRTP Pg# - NA	<b>DESIGN / BUILD</b>	DESIGN	DITS				45,000		\$45,000
		TOTALS		0	0	0	11,950,356	0	\$11,950,356
<b>4147322</b>		DESIGN	DIH		10,000				\$10,000
Facility: <b>I-75</b>	<i>ITS Freeway</i>	DESIGN	DITS		440,000				\$440,000
	<b>Sarasota County Line to I-275</b>								\$0
LRTP Pg# - NA	<b>DESIGN</b>	TOTALS		0	450,000	0	0	0	\$450,000
<b>4206161</b>		DSB	DIH	27,448					\$27,448
Facility: <b>I-75</b>	<i>Interchange Improvements</i>	DSB	GMR	2,598,854					\$2,598,854
	<b>@ US 301</b>	DESIGN	GMR	45,000					\$45,000
	<i>Moved funds from US 301 @ Ft Hamer Earmark Funds</i>	RRU	LF	500,000					\$500,000
		DSB	IMD	451,290					\$451,290
		DSB	HPP	2,868,997					\$2,868,997
LRTP Pg# - NA	<b>DESIGN / BUILD</b>	TOTALS		6,491,589	0	0	0	0	\$6,491,589
<b>4206181</b>		DSB	DIH	27,408					\$27,408
Facility: <b>I-75</b>	<i>Interchange Improvements</i>	DSB	GMR	2,598,854					\$2,598,854
	<b>@ SR 70</b>	DESIGN	GMR	45,000					\$45,000
		RRU	LF	500,000					\$500,000
LRTP Pg# - NA	<b>DESIGN / BUILD</b>	TOTALS		3,171,262	0	0	0	0	\$3,171,262
<b>4206221</b>		DSB	DIH	15,186					\$15,186
Facility: <b>I-75</b>	<i>Interchange Improvements</i>	DSB	IMD	490,000					\$490,000
	<b>@ University Parkway</b>	DSB	S129	980,000					\$980,000
		DSB	GMR	1,306,471					\$1,306,471
		DESIGN	GMR	15,000					\$15,000
	<i>1/2 the dollars in Sarasota County</i>	RRU	LF	500,000					\$500,000
LRTP Pg# - NA	<b>DESIGN</b>	TOTALS		3,306,657	0	0	0	0	\$3,306,657
<b>4198041</b>		DSB	HSP	1,943,621					\$1,943,621
Facility: <b>I-75</b>	<i>Guardrail</i>	DESIGN	HSP	45,000					\$45,000
	<b>University Pkwy to Curiosity Creek</b>								\$0
LRTP Pg# - NA	<b>DESIGN / BUILD</b>	TOTALS		1,988,621	0	0	0	0	\$1,988,621
<b>4234371</b>		DSB	HSP			1,862,132			\$1,862,132
Facility: <b>I-275</b>	<i>Guardrail</i>	DESIGN	DIH			10,000			\$10,000
	<b>I-75 to Skyway Bridge</b>	DESIGN	HSP			45,000			\$45,000
LRTP Pg# - NA	<b>DESIGN / BUILD</b>	TOTALS		0	0	1,917,132	0	0	\$1,917,132
<b>4072336</b>		DESIGN	DITS		359,000				\$359,000
Facility: <b>I-275</b>	<i>ITS Freeway</i>	DESIGN	DIH	25,400					\$25,400
	<b>I-75 to Sunshine Skyway Bridge</b>								\$0
LRTP Pg# - NA	<b>DESIGN</b>	TOTALS		25,400	359,000	0	0	0	\$384,400
<b>4202531</b>		CONST	IMAC	5,371,780					\$5,371,780
Facility: <b>I-75</b>	<b>Mendoza Road to Moccasin Wallow</b>								\$0
LRTP Pg# - NA	<b>CONSTRUCTION</b>	TOTALS		5,371,780	0	0	0	0	\$5,371,780
<b>4202541</b>		CONST	IMAC	5,875,068					\$5,875,068
Facility: <b>I-75</b>	<b>SR 70 to Kay Road</b>								\$0
LRTP Pg# - NA	<b>CONSTRUCTION</b>	TOTALS		5,875,068	0	0	0	0	\$5,875,068

07/30/2008 14.50.31  
 07/01/2008 18.43.30  
 GEOGRAPHIC DISTRICT 01  
 ADOPTED PLAN

FLORIDA DEPARTMENT OF TRANSPORTATION  
 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
 FISCAL YEAR 2009

\*\*\*\*\*HIGHWAYS\*\*

ITEM NO	DESCRIPTION	OLD ITEM	TYPE OF WORK	PRELIMINARY	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
COUNTY	RDWY ID	PROJ LGTH	EXIST/IMPROVE/ADD (LANES)	ENGINEERING				
FEDERAL AID NUMBER		FISCALYR	FUND					
4202531	I-75 (SR 93)							
	FROM N OF MENDOSA ROAD TO S OF MOCASSIN WALLOW							
MANATEE			RESURFACING					
13075000	2.751 MI	6	6 0					
0757-424-I		2009	IMAC	17,733	0	0	0	0
0757-430-I		2009	IMAC	0	0	0	5,371,780	0
	** ITEM TOTALS **			17,733	0	0	5,371,780	0
4202541	I-75 (SR 93)							
	FROM NORTH OF SR 70 TO SOUTH OF KAY ROAD							
MANATEE			RESURFACING					
13075000	4.538 MI	6	6 0					
0757-425-I		2009	IMAC	17,743	0	0	0	0
0757-426-I		2009	IMAC	0	0	0	5,875,068	0
	** ITEM TOTALS **			17,743	0	0	5,875,068	0
4206161	I-75							
	AT US 301							
MANATEE			INTERCHANGE (MODIFY)					
13075000	2.728 MI	3	0 0					
		2009	DIH	0	0	0	27,448	0
			GMR	45,000	0	0	2,598,854	0
			LF	0	0	500,000	0	0
	** ITEM TOTALS **			45,000	0	500,000	2,626,302	0
4206181	I-75							
	AT SR 70							
MANATEE			INTERCHANGE (MODIFY)					
13075000	2.049 MI	3	0 0					
		2009	DIH	0	0	0	27,408	0
			GMR	45,000	0	0	2,598,854	0
			LF	0	0	500,000	0	0
	** ITEM TOTALS **			45,000	0	500,000	2,626,262	0