FINAL PRELIMINARY ENGINEERING REPORT

Florida Department of Transportation

District Seven

Interstate 75 / State Road 93A

Project Development and Environment (PD&E) Study

From Moccasin Wallow Road to south of US 301 / State Road 43

Manatee & Hillsborough Counties, Florida

Work Program Item Segment Number: 419235-2

ETDM Numbers: 8001 & 14267

Date: August 2025

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

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Prepared for:

Florida Department of Transportation
District Seven

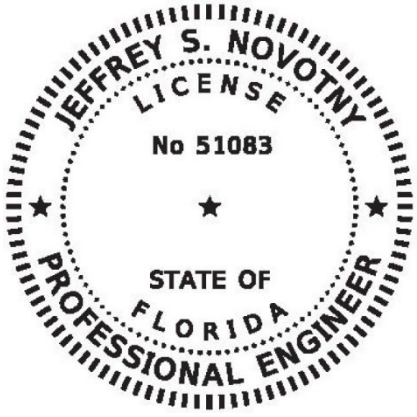
This preliminary engineering report contains engineering information that fulfills the purpose and need for the I-75 (SR 93A) Project Development & Environment Study along I-75 from Moccasin Wallow Road (CR 6) to south of US Highway 301 (SR 43) in Manatee and Hillsborough Counties, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Consor North America, Inc., and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice for this project.

Jeffrey S Novotny 2025.08.10 22:49:08 -04'00'

Jeffrey S. Novotny, P.E.
Florida PE #51083

August 2025



This item has been digitally signed and sealed by Jeffrey S. Novotny on the date adjacent to the seal.

Signature must be verified on any electronic copies.

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List of Acronyms

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AN	Advance Notification
BEBR	Bureau of Economic and Business Research
CBC	Concrete Box Culvert
C-D	Collector-Distributor
CFR	Code of Federal Register
CNE	Common Noise Environment
CR	County Road
CRAS	*Cultural Resource Assessment Survey*
DHV	Design Hour Volume
DRI	Development of Regional Impact
EB	Eastbound
EFH	Essential Fish Habitat
EL	Express Lane
ERP	Environmental Resource Permit
ESA	Endangered Species Act
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FDACS	Florida Department of Agriculture and Consumer Services
FDEP	Florida Department of Environmental Protection
FDM	FDOT Design Manual
FDOT	Florida Department of Transportation (also “Department”)
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FLUCCS	Florida Land Use, Cover and Forms Classification System
FPC	Floodplain Compensation
FT	Feet (foot)
FWC	Florida Fish and Wildlife Conservation Commission
FY	Fiscal Year
GT	Gopher tortoise
GUL	General Use Lanes
HART	Hillsborough Area Regional Transit Agency
HFB	Howard Frankland Bridge
HPS	High Pressure Sodium
IMR	*Interchange Modification Report*
ITS	Intelligent Transportation System
I-75	Interstate 75

KIP	Kilopound
LHR	*Location Hydraulics Report*
LOS	Level of Service
LRE	Long Range Estimates
LRFD	Load and Factor Resistance Design
LRFR	Load and Resistance Factor Rating
LRTP	Long Range Transportation Plan
MCAT	Manatee County Area Transit
MHW	Mean High Water
MOE	Measure of Effectiveness
MP	Milepost
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MWWP	Marine Wildlife Watch Plan
NAVD	North American Vertical Datum
NB	Northbound
NEPA	National Environmental Policy Act of 1969
NHFN	National Highway Freight Network
NMFS	National Marine Fisheries Service
NO.	Number
NOAA	National Oceanic and Atmospheric Administration
NRCS	Natural Resources Conservation Service
NRE	*Natural Resources Evaluation*
NSR	*Noise Study Report*
NWI	National Wetlands Inventory
ODME	Origin Destination Modeling Estimation
OEM	Office of Environmental Management
PD&E	Project Development and Environment
PDER	*Project Development Engineering Report*
PHFS	Primary Highway Freight System
PI	Point of Intersection
PSR	*Pond Siting Report*
PTAR	*Project Traffic Analysis Report*
RCP	Reinforced Concrete Pipe
ROW	Right-of-Way
SB	Southbound
SCS	Soil Conservation Service
SHPO	State Historic Preservation Officer
SIS	Strategic Intermodal System
SJ	Florida Scrub Jay
SLD	Straight Line Diagram
SMF	Stormwater Management Facility(ies)

SOE	Safety, Operations and Engineering
SPN	State Project Number
SR	State Road
STRAHNET	Strategic Highway Network
SUL	Special Use Lane
SWFWMD	Southwest Florida Water Management District
TBNext	Tampa Bay Next
TBX	Tampa Bay Express
TIITF	State of Florida Trustees of the Internal Improvement Trust Fund
TL-5	Test-Level 5
TPO	Transportation Planning Organization
TSM&O	Transportation System Management and Operations
USCG	United States Coast Guard
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VE	Value Engineering
WB	Westbound
WPI	Work Program Item
WS	Wood stork
YMCA	Young Men's Christian Association

Italicized acronyms in this report indicate report document prepared under this project.

SECTION 1 INTRODUCTION

The objective of this Project Development and Environment (PD&E) Study is to assist the Florida Department of Transportation (FDOT) and the Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for Interstate 75 (I-75) to safely and efficiently accommodate future travel demand. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives.

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

To initiate agency coordination, the project has been screened through the Programming Screen of the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 8001, and an updated Advanced Notification (AN) was run under ETDM Project No. 14267. It should be noted that ETDM Project No. 14267 includes project limits from Moccasin Wallow Road in Manatee County to north of Bruce B. Downs in Hillsborough County. The portion of the corridor from south of US 301 to north of Bruce B. Downs in Hillsborough County is being studied under a separate PD&E Study (Work Program Item [WPI] Segment Number [No.] 419235-3) and was previously screened through the ETDM process as Project No. 8002. An ETDM Programming Screen Summary Report was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. Based on the ETAT comments, the Federal Highway Administration (FHWA) determined that this project qualified as a Type 2 Categorical Exclusion.

1.1 PROJECT DESCRIPTION

The project consists of capacity improvements for I-75, an existing 6-lane limited access facility (6-lanes plus 2 auxiliary lanes from the Gibsonton Drive interchange north ramps to south of US 301), by adding two express lanes (ELs) in each direction from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County. The project length is approximately 23 miles. The project location map is shown on **Figure 1-1**.

Existing Conditions

There are three existing service interchanges along I-75 within the study limits. These are located from south to north at:

- State Road (SR) 674 (Sun City Center Boulevard) at Hillsborough County milepost (MP) 6.458
- County Road (CR) 672 (Big Bend Road) at Hillsborough County MP 12.299
- Gibsonton Drive at Hillsborough County MP 16.504

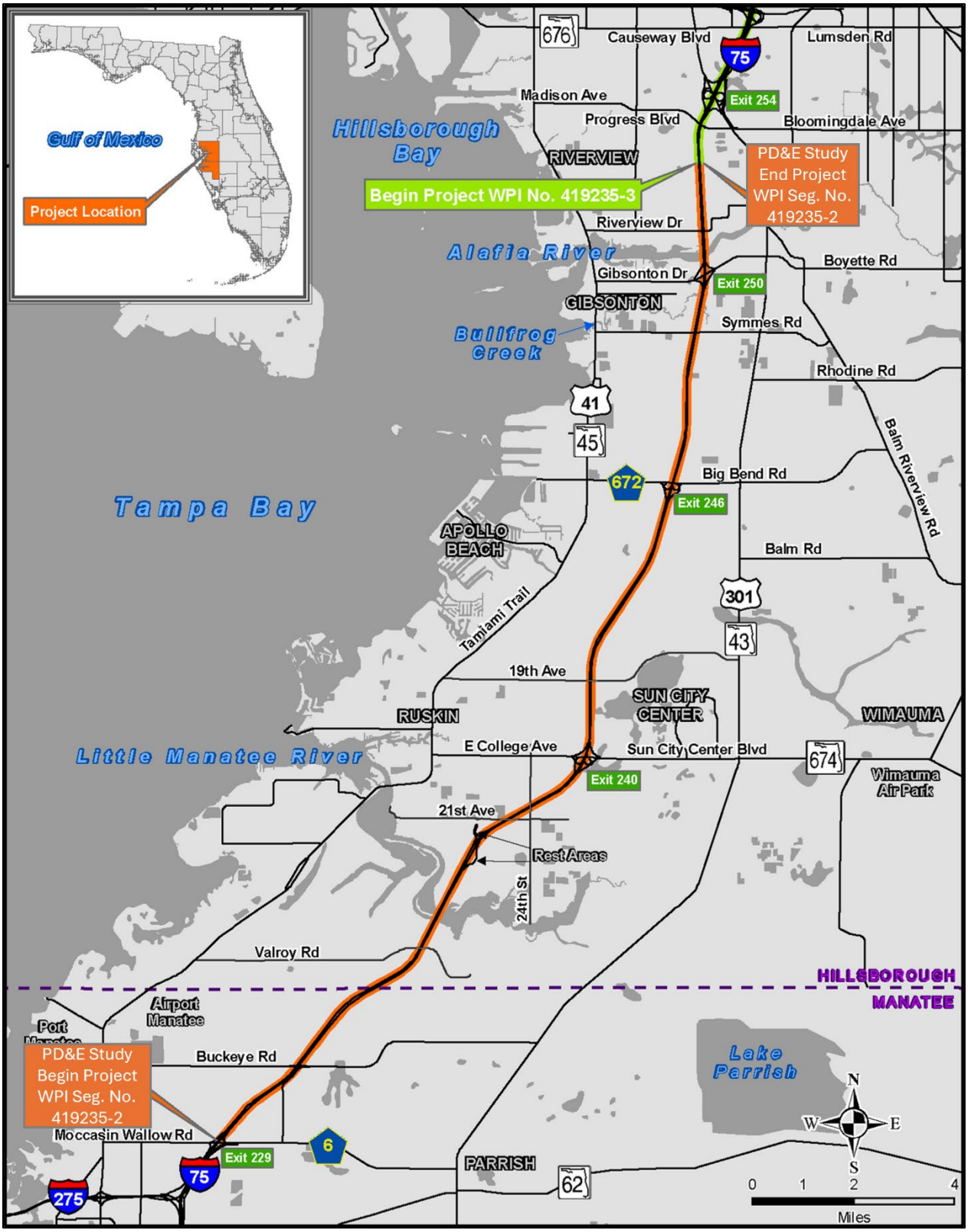


Figure 1-1 Project Location Map

Improvements at the CR 672 (Big Bend Road) interchange, originally included in this PD&E Study were advanced, approved and being constructed under WPI Segment Number 424513-3. These interchange improvements are no longer included in this PD&E Study.

I-75 consists of three through lanes in each direction from the south project limit to the Gibsonton Drive interchange and three through lanes with an auxiliary lane in each direction north of the Gibsonton Drive interchange to the north project limit. The existing limited access ROW varies throughout the study limits; however, in most areas, the minimum ROW width is 348-feet. For a segment north of SR 674, the ROW on the west side narrows by as much as 46 feet just north of the interchange, yielding a total ROW of only 302-feet. Several areas near the south end have a ROW as wide as 556-feet, where the two roadways are partially bifurcated with a wider median.

There are eight sets of existing twin mainline I-75 bridges within the project limits, four sets over water and four sets over roadways. Two of the sets of twin bridges are over waterways that are navigable, including bridges over the Alafia River and the Little Manatee River. There are no known navigation issues with these crossings. There are 6 existing bridges carrying roadways over I-75 within the project limits.

I-75 is a limited access facility, thus non-motorized vehicles and pedestrians are not allowed, so there are no facilities to accommodate them. SR 674 within the limits of the project includes paved shoulders for bicycles and a sidewalk along the north side of the roadway. Gibsonton Drive within the limits of the project includes paved shoulders for bicycles, but there are no sidewalks for pedestrians.

Preferred Alternative

The Preferred Alternative Typical Section includes the existing mainline lanes to be designated as General Use Lanes (GULs). The three 12-foot lanes in each direction will remain from Moccasin Wallow Road to Gibsonton Drive and the three lanes plus one auxiliary lane in each direction will remain north of Gibsonton Drive to south of US 301 (**Figure 1-2**). Outside shoulders will remain at 12-feet wide. Adjacent to the GULs, within the median, two 12-foot ELs with 12 to 15-foot inside shoulders will be added in each direction. The inside shoulders will be 15-feet wide where median barrier is proposed and 12-feet wide (10-foot paved) in bifurcated areas. The ELs will be separated from the GULs by a 4-foot painted and delineated buffer.

The addition of express lanes to the median of I-75 will require the widening of 16 existing bridges over local roads and waterways. In accordance with coordination with the FHWA in 2010, bridge work over the Little Manatee River and Alafia River will require a permit with the United States Coast Guard (USCG). The vertical and horizontal clearances will not be decreased from existing at these locations. Bridges carrying local roads over I-75 are not anticipated to be involved through the addition of the express lanes and will be further evaluated in the design phase. In addition, two new bridges are proposed at the SR 674 interchange for Collector-Distributor (C-D) roads connecting to the existing loop ramps; and two new bridges are proposed at the Gibsonton Interchange, one for

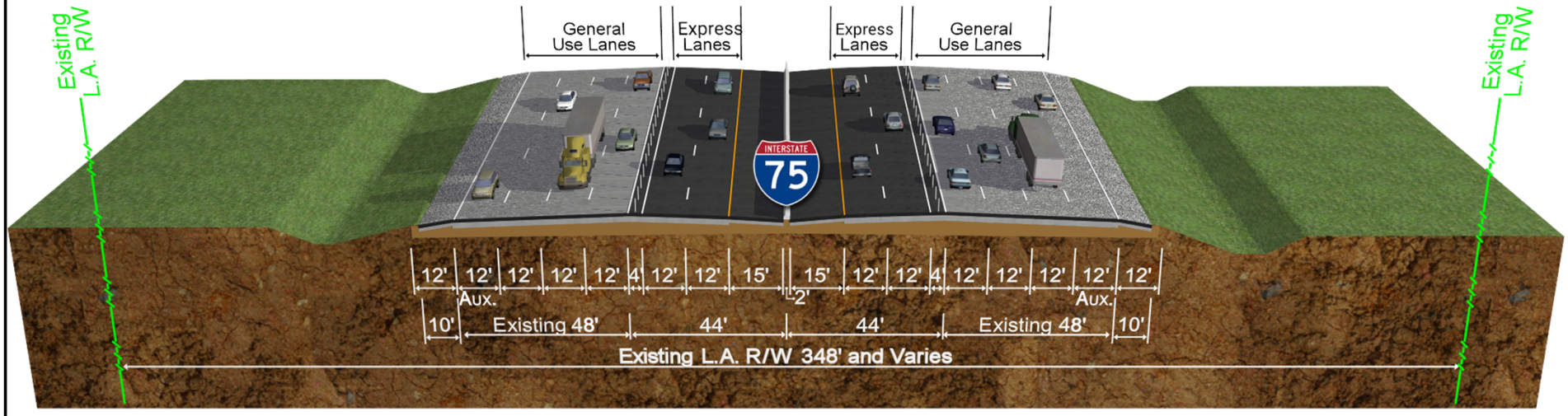
FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Rd to South of US 301

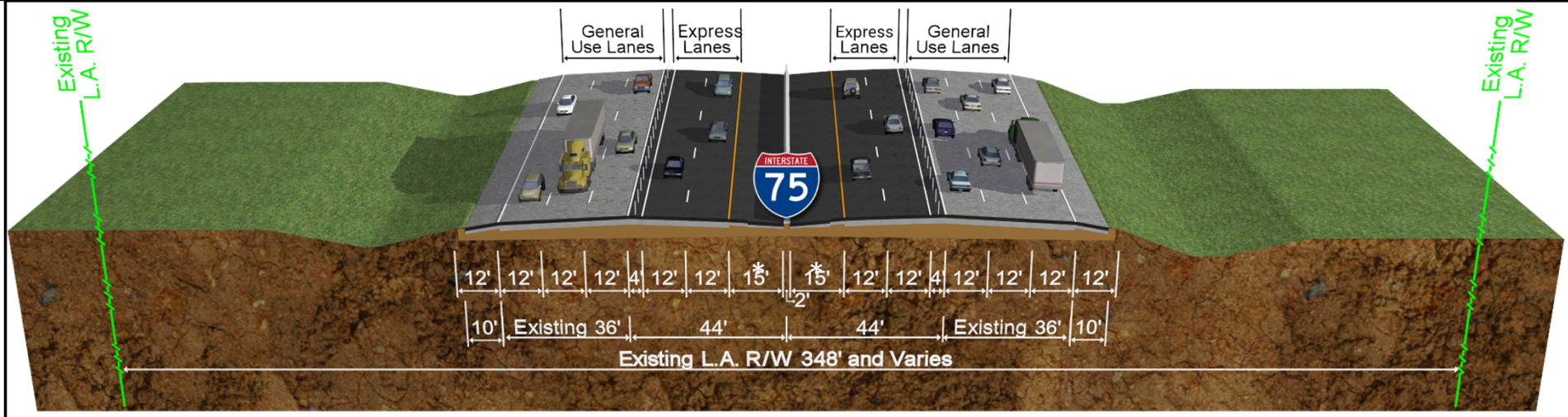
WPI Segment No. 419235-2

Hillsborough and Manatee Counties



Preferred Alternative
I-75 Roadway Typical Section
from Gibsonton Drive to south of US 301

Preferred Alternative Roadway Typical Sections



Preferred Alternative
I-75 Roadway Typical Section
from Moccasin Wallow Road to Gibsonton Drive

* Where the I-75 alignment is bifurcated, and existing median is greater than 88-feet wide, there will be no barrier wall and the inside shoulder will be 12-feet wide.

Figure 1-2

the westbound Gibsonton lanes over I-75 and one for the westbound to northbound ramp over the Alafia River.

The project Includes improvements at SR 674 and Gibsonton Drive Interchanges. Interchange improvements to the I-75 interchange with Big Bend Road are included in WPI Segment No. 424513-3 which is under construction, and thus this interchange is excluded from this study. An *Interchange Modification Report* (IMR) Safety, Operations and Engineering (SOE) for the Gibsonton Drive Interchange, under WPI Segment No. 437650-2, dated January 2023 was approved by the FDOT Chief Engineer on January 31, 2023. An *IMR* SOE for the SR 674 interchange dated February 2024 was approved by the FDOT Chief Engineer on March 8, 2024.

The Preferred Alternative will not require the acquisition of additional ROW along I-75 for the roadway and interchange improvements. The proposed improvements will include construction of 30 stormwater management facilities (SMF) sites for stormwater treatment and attenuation and 15 floodplain compensation (FPC) sites to compensate for floodplain impacts. Five of the proposed SMF sites are situated within the existing interchanges. A total of 25 offsite SMFs and all of the FPC sites will require ROW acquisition for a total of approximately 145 acres and involvement with 32 parcels.

No changes are proposed for bicycle and pedestrian accommodations along SR 674 within the limits of the project. Along Gibsonton Drive, sidewalks and bike lanes are proposed to be added in both directions through the interchange.

1.2 PROJECT PURPOSE AND NEED

1.2.1 Purpose

The purpose of the project is to address the corridor's capacity and relieve congestion. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits which will support regional intermodal relationships and facilitate emergency evacuation.

1.2.2 Need

Capacity

As shown in **Table 1-1**, in 2017, the traffic volume on I-75 between Hillsborough/Manatee County Line to SR 674 was 67,000 Annual Average Daily Traffic (AADT) with a Level of Service (LOS) C. SR 674 to Big Bend Road carried 91,500 AADT (LOS C). Between Big Bend Road to Gibsonton Road, the traffic volume on I-75 was 120,500 AADT with LOS D. The traffic volume from Gibsonton Road to US 301 was 147,500 AADT with LOS D.

The projected future 2045 LOS is unacceptable showing LOS E and F with an AADT ranging between 108,200 and 261,000 as shown in **Table 1-1**. As noted in the *Project Traffic Analysis Report* (PTAR-January 2022), the limited access facility target LOS is LOS C outside the urban boundary and LOS D

within the urban boundary. Without the proposed improvements, the operating conditions will continue to deteriorate resulting in below target levels of service for all except 1.7 miles of the study corridor.

Table 1-1 I-75 AADT and LOS for Years 2017 and 2045

Segment	Approx. Length (miles)[3]	2017 AADT	2017 LOS	2045 AADT	2045 LOS
Begin Project to Urban Boundary South of SR 674[1]	8.2	67,000	C	108,200	E
Urban Boundary South of SR 674 to SR 674[2]	1.7	67,000	B	108,200	D
SR 674 to Big Bend Road	5.1	91,500	C	153,900	F
Big Bend Road to Gibsonton Road	4.0	120,500	D	211,200	F
Gibsonton Road to US 301	2.1	147,500	D	261,000	F

Sources: *Project Traffic Analysis Report* (PTAR) and *FDOT 2023 Multimodal Quality/Level of Service Handbook*

Note 1 – Outside the urban boundary - South of 21st Street SE /Hillsborough County MP 4.381

Note 2 – Inside the urban boundary - North of 21st Street SE /Hillsborough County MP 4.381

Note 3 – Excludes distance between southern and northern ramp merges at each interchange

Modal Interrelationships

I-75 is part of the highway network that provides access to regional intermodal facilities such as the Tampa International Airport, several general aviation airports, MacDill Air Force Base, a number of seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. As such, I-75 has been designated as an SIS corridor. Improvements to I-75 within the project limits will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region.

Safety

Table 1-2 shows the number of crashes along the I-75 corridor between 2011 and 2015 and the safety ratios for the I-75 project corrido as compared to the average statewide crash rates for the same types of facilities. As shown in **Table 1-2**, the average crash rate along the I-75 corridor within the areas of the SR 674 and Gibsonton interchanges exceeds the statewide average crash rate of 0.790.

Safety within the I-75 corridor will be enhanced due to the additional capacity and interchange improvements that will be provided. Roadway congestion will be reduced, thereby decreasing potential conflict with other vehicles.

Emergency Evacuation

I-75 is a critical evacuation route and is shown on the Florida Division of Emergency Management's evacuation route network.

Table 1-2 Number of Crashes and Safety Ratios

Segment	Total Crashes 2011-15	Segment 2017 AADT	Crash Rate (MVMT)
Begin Project Limit and I-75 off ramp at SR-674	491	67,000	0.38
I-75 off-ramp to SR 674 and I-75 on ramp from EB SR-674	30	57,800	**1.00**
I-75 on ramp at EB SR-674 to I-75 on ramp from WB SR-674	69	74,400	**1.32**
I-75 on ramp at WB SR-674 to I-75 off ramp to Big Bend Rd	242	91,500	0.28
I-75 off ramp to Big Bend Rd to I-75 on ramp to Big Bend Rd	32	82,500	0.74
I-75 on ramp to Big Bend Rd to I-75 off ramp at Gibsonton Dr	368	120,500	0.42
I-75 off ramp at Gibsonton Dr to I-75 on ramp at Gibsonton Dr	252	111,000	**2.39**
I-75 on ramp at Gibsonton Dr to End Project	112	147,500	0.33
Total Crashes from 2011-2015	1,586		
Statewide 5-Year Average Crash Rate for Interstate Segments			*0.790*

Source: *PTAR*, January 2022

1.2.3 Project Status

See **Figure 1-3** for the Project Segments Map. The Manatee County segment of this project (WPI Segment No. 419235-7) is not listed in the Cost Feasible Plan of the Sarasota-Manatee Metropolitan Planning Organization's (MPO) 2045 LRTP.

The Hillsborough County segment of this project (WPI Segment No. 419235-5) and the I-75/Gibsonton Drive interchange improvements included with this project (WPI Segment No. 437560-2) are listed in the Cost Feasible Plan of the Hillsborough County Transportation Planning Organization's (TPO) *Access 2050 Long Range Transportation Plan* (LRTP). The Hillsborough County segment of this project is listed in the FDOT SIS Long Range Cost Feasible Plan (Fiscal Year [FY] 2031-2050) with Design funded in FY 2036-2040 and ROW funded in FY 2041-2050. The Gibsonton Drive interchange segment of this project is listed in the Cost Feasible Plan (FY 2031-2050) with Design currently ongoing, ROW funded in FY 2036-2040 and Construction funded in FY 2041-2050.

1.3 COMMITMENTS

The FDOT has made the following commitments related to this project.

1. Archaeological fieldwork will be performed at two proposed pond sites (FPC 27A and SMF 29B) which were not tested due to access issues. This field surveying and coordination with the State Historic Preservation Officer (SHPO) will take place before any ground disturbance is conducted within those FPC and SMF sites.

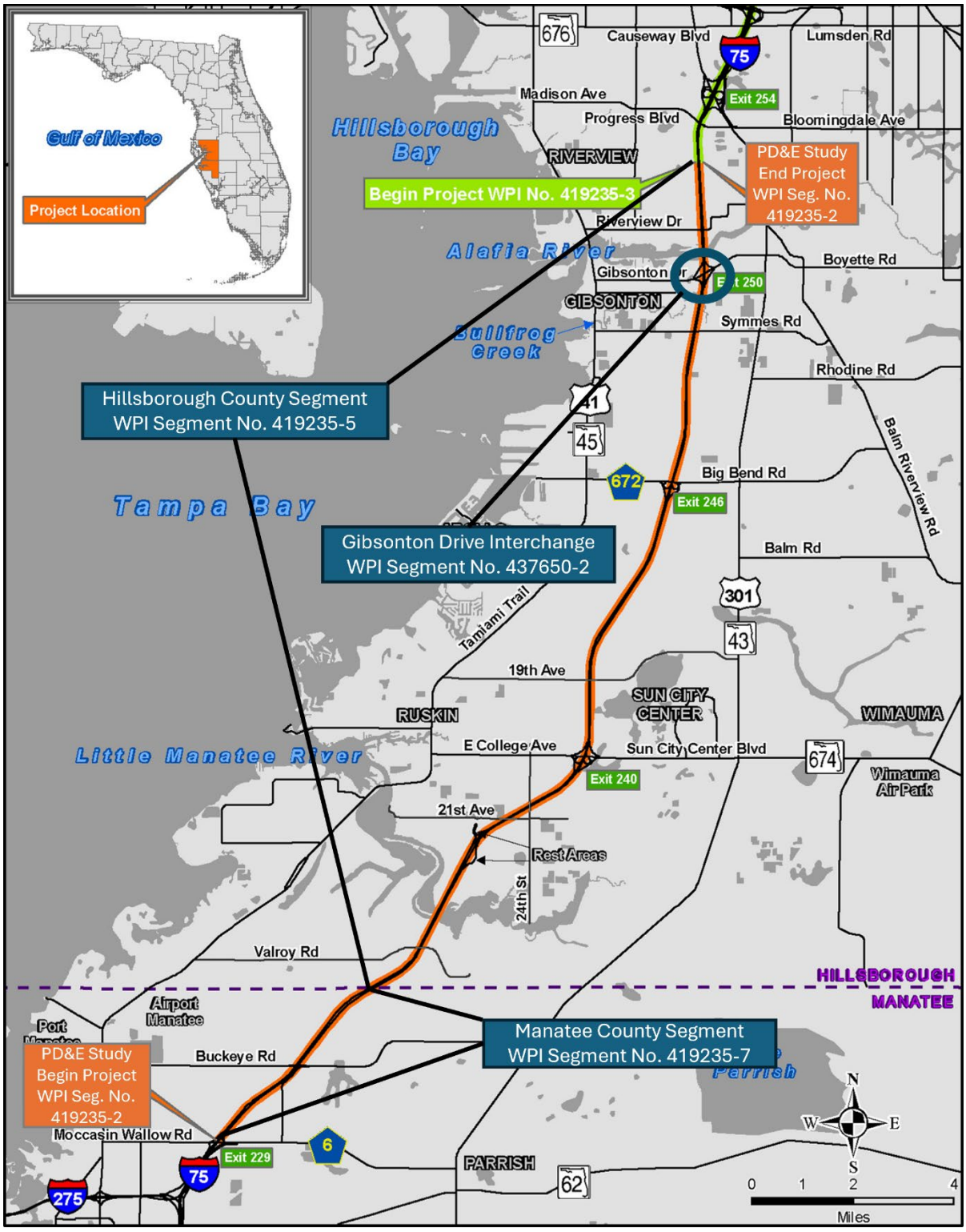


Figure 1-3 Project Segments Map

2. The FDOT is committed to maintaining the Little Manatee River Paddling Trail throughout construction to the greatest extent possible. If a segment near construction needs to be closed, the Department will provide an alternate route around construction.
3. To assure the protection of the eastern indigo snake during construction, the FDOT will incorporate the most current US Fish and Wildlife Service (USFWS) guideline *Standard Protection Measures for the Eastern Indigo Snake* if it is determined that the project's construction limits would involve this species habitat.
4. Future surveys for the Florida scrub-jay will be conducted during design for the final SMF and FPC sites. If Florida scrub-jays are found or impacts to suitable habitat are proposed, the FDOT will re-initiate Section 7 consultation with the USFWS.
5. To assure the protection of state and federal protected species during construction, the FDOT will implement a Marine Wildlife Watch Plan (MWWP), which will include the most current version of the Florida Fish and Wildlife Conservation Commission (FWC) *Standard Manatee Conditions for In-Water Work*, the National Oceanic and Atmospheric Administration (NOAA) Fisheries Southeast Regional Office *Protected Species Construction Conditions* and the National Marine Fisheries Service (NMFS) *Sea Turtle and Smalltooth Sawfish Construction Conditions*. The FDOT will require the construction contractor to abide by these guidelines during construction.
6. To ensure the safety of protected marine species, the FDOT will apply low noise travel corridors or "quiet zones" for marine wildlife, the use of ramp-up procedures for pile driving, implementation of a MWWP, as well as adhering to no nighttime in-water work. In the event nighttime work is required, any in water work will be subject to the MWWP as approved by the USFWS and the FWC through re-initiation of Endangered Species Act (ESA) Section 7 Consultation.
7. Two dedicated (minimum one primary), experienced manatee observers will be present when in-water work is performed. Primary observers will have experience observing manatees in the wild on construction projects similar to this one.
8. All siltation barriers or coffer dams will be checked at least twice daily, in the morning and in the evening, for manatees that may have become entangled or entrapped in the site.
9. Although culverts are unlikely for this project, any culverts larger than eight inches and less than eight feet in diameter will be grated to prevent manatee entrapment. The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement between the pilings. If a minimum of 60-inch spacings is not provided between piles, further coordination will be conducted with the USFWS.
10. No dredging is authorized for this project. If dredging is required, Section 7 consultation will be re-initiated with USFWS for the manatee.
11. Blasting during construction or demolition is not anticipated; however, should the use of explosives for any portion of the project be proposed by the Contractor, a project-specific

Blast Plan will be developed and incorporated into the existing MWWP. The FDOT will re-initiate ESA Section 7 Consultation with the USFWS and NMFS, and coordinate with the FWC regarding the potential effects of the proposed blasting events on the manatee.

12. A ramp-up procedure will be utilized at the beginning of each pile-driving event. The procedure allows for a gradual increase in noise levels to give species (including the manatee) ample time to leave the project area prior to initiation of full noise levels. A ramp-up procedure is also required for impact hammer proofing of any pipe piles installed with a vibratory hammer.
13. The contractor will be limited to one pile-driving operation at any time during construction. If additional pile-driving operations are proposed, Section 7 consultation will be initiated with the NMFS and USFWS as needed.
14. Pile-driving and sheet-pile driving will be conducted only during the period between 30 minutes before official sunrise and 30 minutes after official sunset.
15. Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees.
16. Kestrel surveys will be performed prior to construction to determine if individuals, breeding pairs, nests, and/or suitable foraging or nesting habitat are present.
17. Surveys for federal and state listed plants will be conducted prior to construction during the appropriate survey season. If listed plants are observed within the project action area, the FDOT will continue coordination with the USFWS and the Florida Department of Agriculture and Consumer Services (FDACS) to facilitate the relocation of protected plant individuals which may be impacted by the project.
18. The NMFS and USFWS Construction Special Provisions, Gulf Sturgeon Protection Guidelines will be utilized during construction.
19. FDOT commits to reinitiating consultation during design and permitting with NMFS for EFH; and providing the information necessary to determine the type, degree, and extent of impacts to EFH potentially adversely impacted by the proposed project. FDOT will develop mitigation measures in consultation with NMFS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization and mitigation requirements for the impacted resources will be provided by FDOT in a subsequent project reevaluation prior to each segment advancing to construction.
20. The FDOT is committed to the construction of feasible noise barriers at the noise impacted locations identified in the Noise Study Report (NSR) (2025) upon the following conditions:
    - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
    - Detailed noise analysis during the final design process support the need, feasibility and reasonableness of providing abatement;

- Cost analysis indicates that the cost of the noise barriers will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barriers is provided to the District 7 Environmental Management Office; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner(s) have been reviewed and any conflicts or issues resolved.

1.4 ALTERNATIVES ANALYSIS

The project was divided into two mainline study segments based on I-75 roadway segment ID numbers and the project spanning across two counties.

- The Manatee County Segment (approximately 4 miles), roadway segment ID 13 075 000, extends from north of the Moccasin Wallow interchange northern ramps at approximately milepost (MP) 16.800 to the Manatee-Hillsborough County line at approximately MP 20.571.
- The Hillsborough County Segment (approximately 19 miles), roadway segment ID 10 075 000, extends from the Manatee-Hillsborough County line at MP 0.000 to south of the US 301 interchange at approximately MP 18.600.

Various alternatives were considered during the PD&E study. A no-build alternative was evaluated where no improvements are made other than routine maintenance. The no-build does not meet the purpose and need for the project. A transportation system management and operations alternative where operational improvements are considered, and a multimodal alternative were determined to not meet the purpose and need of the project.

Build alternatives were developed during the course of the study evaluating various typical section options and interchange configurations. Through evaluation and coordination, a single build alternative was presented to the public at two public hearings that involve adding two (2) buffer separated express lanes to the median of I-75 as shown in **Figure 1-2**. The management method of the express lanes will be determined at later date and could include management by pricing (tolls), access control (limiting ingress/egress), vehicle type or vehicle occupancy. Initial ingress and egress locations were determined to provide access between the express lanes and the existing travel lanes (general use lanes). The widening to the median side for the express lanes will require a number of bridges over roadways and waterways to be widened to the median side.

The interchange configurations at SR 674, Big Bend Road (CR 672), and Gibsonton Drive were evaluated for operational and safety improvements. The Big Bend Road interchange improvements were advanced under separate project (WPI Segment No. 424513-3).

At SR 674 the existing partial cloverleaf configuration includes loop ramps exiting/entering I-75. The loop ramps serve the southbound I-75 to eastbound SR 674 and the eastbound SR 674 to northbound I-75 movements. All other interchange movements are served by on and off ramps in a conventional diamond configuration. As in **Figure 1-4**, the build configuration combines the

northbound entrance ramps to enter I-75 at a single location and the southbound exit ramps to exit I-75 at a single location. Operational improvements along the ramps and SR 674 are also included.

At Gibsonton Drive, the existing configuration consists of a diamond interchange. As shown in **Figure 1-5**, the build configuration converts the interchange to a Diverging Diamond configuration. Operational improvements along the ramps and along Gibsonton Drive are also included. The Build Alternative meets the purpose and need of the project.

The overall cost of the build alternative with design, ROW acquisition, wetland mitigation, construction engineering & inspection and construction is approximately $1,011.2 million. The conceptual plans for the preferred alternative are shown in **Appendix A**. The year of construction for all of the project segments are beyond the Department's Adopted Five-Year Work Program.

The overall public involvement feedback was positive for the project at the Alternatives Workshops and both Public Hearings. The primary concerns expressed were related to noise and noise abatement. Several comments requested noise barriers be constructed prior to the expansion of lanes along I-75. **Section 6** and the *Comments and Coordination Report* provide additional details of the public involvement program and comments received.

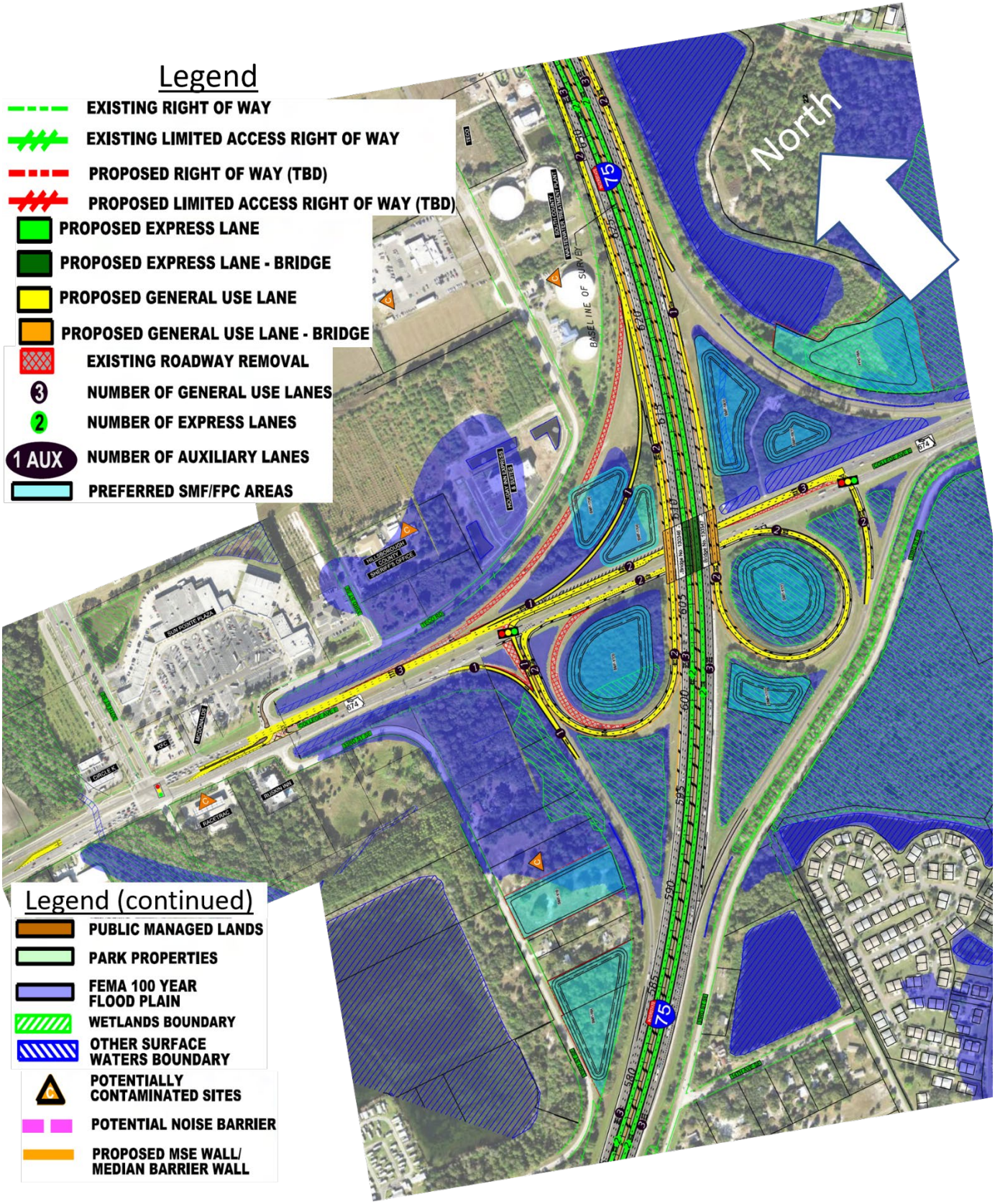


Figure 1-4 Interchange Improvements at SR 674

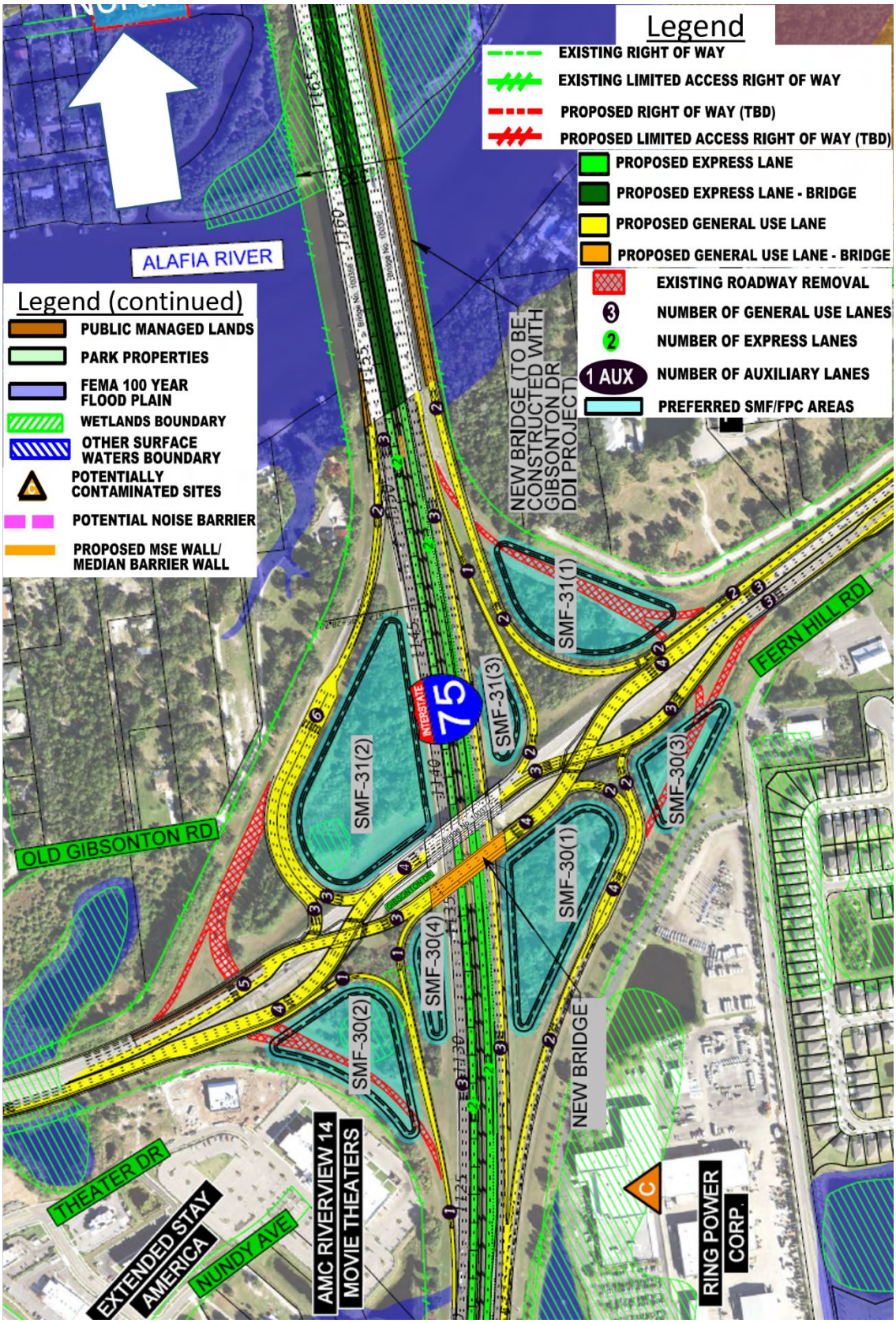


Figure 1-5 Interchange Improvements at Gibsonton Drive

1.5 DESCRIPTION OF PREFERRED ALTERNATIVE

The Preferred Alternative includes widening the existing interstate with the addition of two 12-foot wide express lanes in each direction, situated in the existing median as shown in **Figure 1-2**. The Concept Plans for the Preferred Alternative are included in **Appendix A**.

The proposed express lanes will be separated from the existing lanes in each direction through a painted buffer separation that is 4-feet wide and includes delineators. The northbound and southbound express lanes will be separated by a median concrete barrier with 15-foot wide inside shoulders. The ELs are additional travel lanes separated from the GULs and intended to relieve congestion, improve safety, and provide users with travel options. Interchange access from the ELs (ingress and egress ramps) may be provided less frequently than that of the general use lanes to ease travel for those making longer regional trips. The express lanes could be managed by access, tolls, vehicle type, or vehicle occupancy. Future studies will evaluate how the express lanes are managed. Ingress and egress ramps are generally provided at the locations on **Figure 1-6** in relation to the existing service interchanges along I-75.

The Preferred Alternative includes interchange improvements at the existing I-75 interchanges with SR 674/Sun City Center Boulevard and Gibsonton Drive. The existing interchange at CR 672/Big Bend Road is being improved under a separate project and only the ramp gore tie-in connection to the existing I-75 lanes will be included in this project.

The interchange improvements at SR 674 include combining the southbound exit ramps into a single diverge from I-75 GULs. This will allow traffic to decrease speed approaching the existing loop ramp without influencing speeds along the outside lane of the GULs. In the northbound direction, the northbound entrance ramps are also combined and will merge I-75 GULs with a single entrance ramp. This will allow traffic from the existing loop ramp additional distance to increase speed without influencing the traffic in the outside lane of the GULs. The southbound to westbound exit ramp was realigned slightly so it merges to SR 674 further to the east of the existing location creating additional space to the downstream intersection at 30th Street. **Figure 1-4** shows the interchange improvements and the Concept Plans in **Appendix A** show these improvements in more detail as well as additional operational refinements at the ramp terminals. An *IMR* (February 2024) for this interchange was approved on March 8, 2024.

The Gibsonton Drive interchange improvements include reconfiguring the interchange from a conventional diamond to a diverging diamond interchange. The exit ramps in each direction are being expanded to 2-lanes. The northbound entrance ramp is being altered. A new bridge will be constructed over the Alafia River to the east of the existing northbound bridge for entering traffic to the GULs from westbound Gibsonton Drive. The entrance for eastbound Gibsonton Drive will be separated from the westbound entering traffic and will merge on to the GULs prior to the Alafia River bridge. **Figure 1-5** shows the interchange improvements and the Concept Plans in **Appendix A** show these improvements in more detail as well as additional improvements at the ramp terminals. An *IMR* (January 2023) for this interchange was approved on January 31, 2023.

FDOT

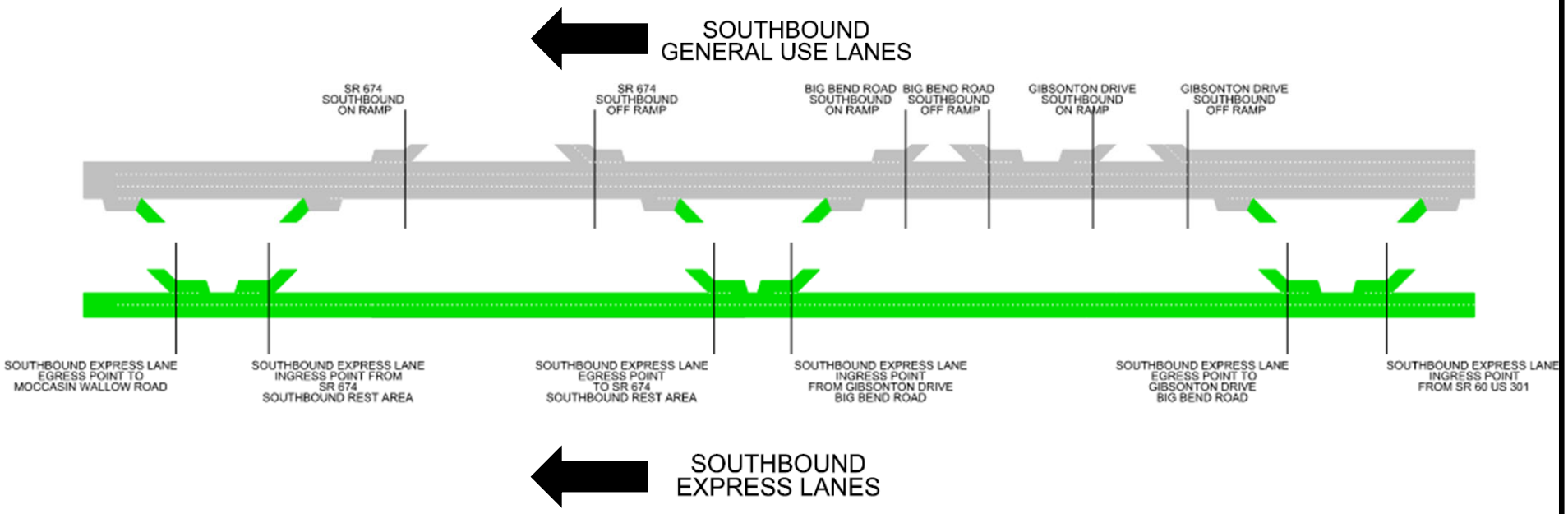
I-75 (SR 93A) PD&E Study

Moccasin Wallow Rd to South of US 301

WPI Segment No. 419235-2

Hillsborough and Manatee Counties

Express/General Use Lane Ingress and Egress Locations



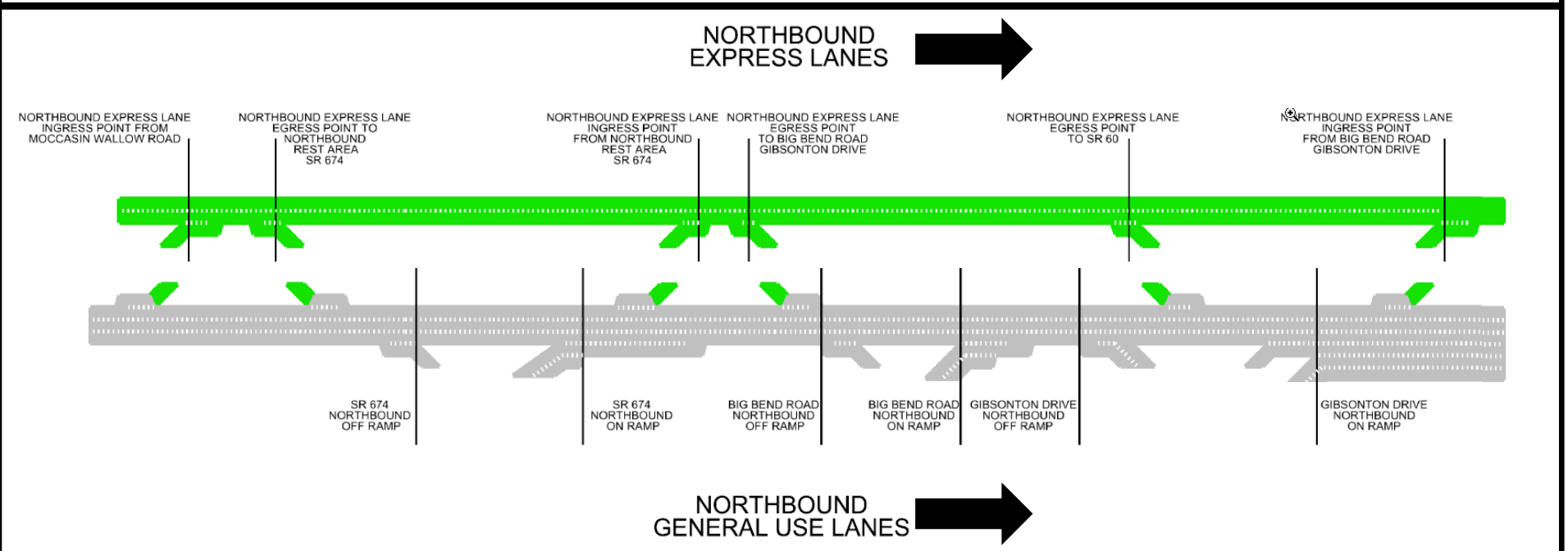


Figure 1-6

The addition of express lanes to the median of I-75 will require the widening of 16 existing bridges over local roads and waterways as listed in **Table 1-3.** In accordance with coordination with FHWA in 2010, bridge work over the Little Manatee River and Alafia River will require a permit with the USCG that will be coordinated during the design phase. The vertical and horizontal clearances are not anticipated to be decreased from existing at these locations. Bridges carrying local roads over I-75 are not anticipated to be involved through the addition of the express lanes and will be further evaluated in the design phase. In addition, two new bridges are proposed at the SR 674 interchange for the C-D road connecting to the existing loop ramps and two new bridges are proposed at the Gibsonton Interchange, one for the westbound Gibsonton lanes over I-75 and one for the westbound to northbound ramp over the Alafia River.

Table 1-3 Existing I-75 Bridges to be Widened

Approx. Milepost	Location Description (Structures from North to South)	Structure Number	Structure Length	Spans
Hillsborough County				
17.33	I-75 over Riverview Drive - SB	100356	159.583'	3
17.33	I-75 over Riverview Drive - NB	100357	159.583'	3
16.851	I-75 over Alafia River -SB	100358	1,552.5'	21
16.851	I-75 over Alafia River-NB	100359	1,552.5'	21
15.922	I-75 over Bullfrog Creek - SB	100373	414.0'	6
15.922	I-75 over Bullfrog Creek - NB	100374	414.0'	6
15.298	I-75 over Symmes Road - SB	100375	165.5'	3
15.298	I-75 over Symmes Road - NB	100376	165.5'	3
12.266	I-75 over Big Bend Road CR 672 - SB	100363	315'	5
12.266	I-75 over Big Bend Road CR 672 - NB	100364	315'	5
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - SB	100346	274.0'	4
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - NB	100347	274.0'	4
1.955	I-75 over Little Manatee River - SB	100353	1,380.0'	20
1.955	I-75 over Little Manatee River - NB	100352	1,380.0'	20
Manatee County				
20	I-75 over Curiosity Creek - SB	130105	180.0'	6
20	I-75 over Curiosity Creek - NB	130106	180.0'	6

SB=southbound, NB=northbound

Legend

	I-75 mainline bridges over roadways
	I-75 mainline bridges over water bodies

The Preferred Alternative will not require the acquisition of additional ROW along I-75 for the roadway and interchange improvements. The proposed improvements will include construction of 30 SMF sites for stormwater treatment and attenuation and 15 FPC sites to compensate for floodplain impacts. Five of the proposed SMF sites are situated within the existing interchanges. A total of 25 offsite SMFs and all of the FPC sites will require ROW acquisition for a total of approximately 145 acres and involvement with 32 parcels. The preferred SMF and FPC sites are shown on the Concept Plans in **Appendix A**. There are no residential nor business relocations required with this acquisition of additional right of way for SMF and FPC sites.

The preferred alternative is anticipated to require design variations of up to six design elements that are shown in more detail in **Section 7.6**. These elements include:

- Median shoulder width at five locations,
- Bridge width at one location,
- Vertical clearance at 13 potential locations,
- Vertical alignment at six potential locations,
- Stopping sight distance at one location, and
- Border width at 17 potential locations.

Except for shoulder width, the other variations are as a result of the existing conditions not meeting current FDOT criteria. No design exceptions are anticipated.

The Preferred Alternative meets the purpose and need of the project by providing additional capacity, improved operations, improved movement of freight and goods and enhanced emergency evacuation through the addition of two express lanes in each direction along I-75 and the proposed improvements at the I-75 interchanges with SR 674 and Gibsonton Drive. Both the proposed express lanes and existing general use lanes can accommodate existing and any future express bus transit service routes. Safety is enhanced through a reduction in traffic congestion and at the SR 674 interchange with reconfiguration of a single southbound diverge location and single northbound merge location along I-75.

The project is divided into three design segments. It is anticipated that improvements to the Gibsonton Drive interchange will be constructed in advance of the I-75 express lane improvements under WPI Segment Number 437650-2. The balance of improvements along I-75 proposed under this PD&E study, will be constructed under two other WPI Segment Numbers, one for proposed improvements within each county. Proposed improvements in Manatee County will be constructed under WPI Segment Number 419235-7 and proposed improvements within Hillsborough County, including the SR 674 interchange improvements will be constructed under WPI Segment Number 419235-5. **Figure 1-3** shows these segments overlaid on the project location map.

1.6 LIST OF TECHNICAL DOCUMENTS

Table 1-4 lists the technical documents besides this *Final Preliminary Engineering Report* that were prepared as part of this PD&E Study. Documents that are in draft status are noted with "Draft" and a date of the draft submittal in parentheses.

Table 1-4 Technical Documents Prepared for the Study

Report	Date Completed
Public Involvement Items	
Public Involvement Plan	April 2008 & August 2018
Alternatives Public Workshops Scrapbook	August 2009
First Public Hearing Scrapbook	July 2010
Second Public Hearing Scrapbook	April 2022
Comments and Coordination Report	March 2023
Engineering Items	
Value Engineering Study	February 2010
Draft Project Development Engineering Report	July 2010
Project Traffic Analysis Report	January 2022
Pond Siting Report	July 2022
Interchange Modification Report: I-75 at Gibsonton Drive	January 2023
Interchange Modification Report: I-75 at SR 674	February 2024
Environmental Items	
ETDM Programming Screen Summary Report	March 2007
Water Quality Impact Evaluation	December 2008
Cultural Resource Assessment Survey	October 2009
Cultural Resource Assessment Survey Technical Memorandum Stormwater Management Facilities & Floodplain Compensation Sites	June 2020
Historic Resources Survey Update Technical Memorandum	May 2020
Location Hydraulics Report	July 2022
Natural Resource Evaluation	December 2021
Air Quality Technical Memorandum	January 2022
Contamination Screening Evaluation Report	July 2022
Noise Study Report	March 2025
Section 4(f) Technical Memorandum	August 2025
Type 2 Categorical Exclusion	Draft (August 2025)

SECTION 2 EXISTING CONDITIONS

2.1 PREVIOUS PLANNING STUDIES

A previous planning study was prepared entitled *I-75 Master Plan – Georgia State Line to Alligator Alley* (November 1989) with a horizon year of 2010. In this document, future recommended improvements to I-75 within the limits of this PD&E study in Manatee and Hillsborough County included expanding I-75 from 6-lanes to 8-lanes between Big Bend Road and Gibsonton Drive interchanges.

2.2 TYPICAL SECTION AND DESIGN SPEEDS

Figure 2-1 shows the existing typical sections of I-75. Typical Section #1 is from Moccasin Wallow Road to Gibsonton Drive. This typical section, with a design speed of 70 miles per hour (mph), is an 8-lane roadway with four (4) 12-foot lanes in each direction. There are 10-foot shoulders on each side of the roadway. Typical Section #2 is from Gibsonton Drive to South of US 301. This typical section, with a design speed of 70 mph, is a six (6) lane roadway with three (3) 12-foot lanes in each direction. There are also 10-foot shoulders on each side of the roadway.

2.3 ROADWAY CLASSIFICATION

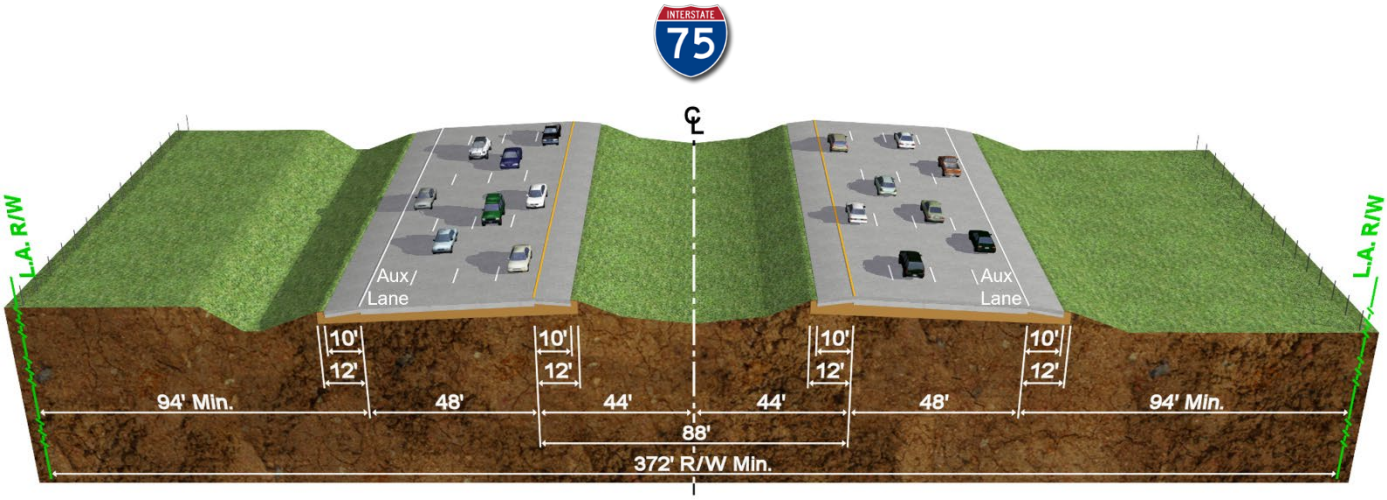
The straight line diagrams (SLD) for I-75 which indicate the roadway classifications are included in **Appendix B**.

2.3.1 Roadway Functional Classification

Existing I-75 within the study limits is functionally classified as Rural Principal Arterial Interstate from the southern study limit to 21st Street SE (Hillsborough MP 4.442) and Urban Principal Arterial Interstate from 21st Street SE to the northern study limits. The FHWA Urban Boundary Map for Manatee and Hillsborough Counties is shown on **Figure 2-2.** These maps show that I-75 from south of the SR 674 interchange to the end of the study limits is within the urbanized boundary.

2.3.2 Context Classification and Access Management Classification

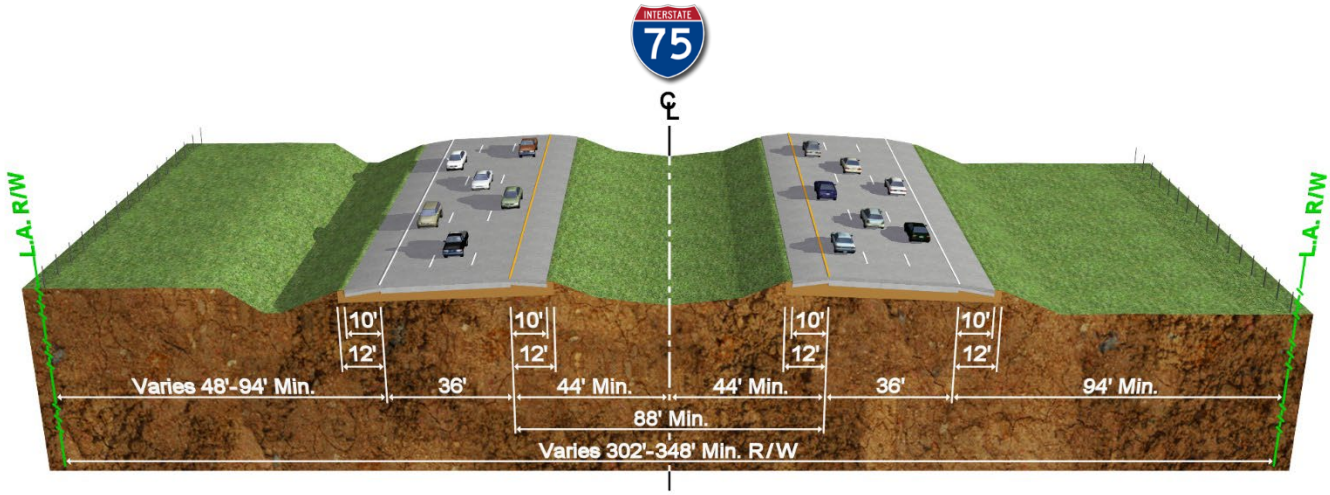
The FDOT's Context Classification system does not apply to interstate facilities as they are limited access facilities. Being a limited access facility, I-75 is Access Classification 1. The project area included in an existing FHWA urbanized boundary are considered Area Type 2 which provides for an applicable interchange spacing of 2 miles. The project area excluded from the existing FHWA urbanized boundary are considered Area Type 3 for tranisitioning urban areas and Area Type 4 for rural areas. Interchange spacing of 3 miles is used for Area Type 3 and 6 miles for Area Type 4.



Typical Section #2

From Gibsonton Drive to South of US 301

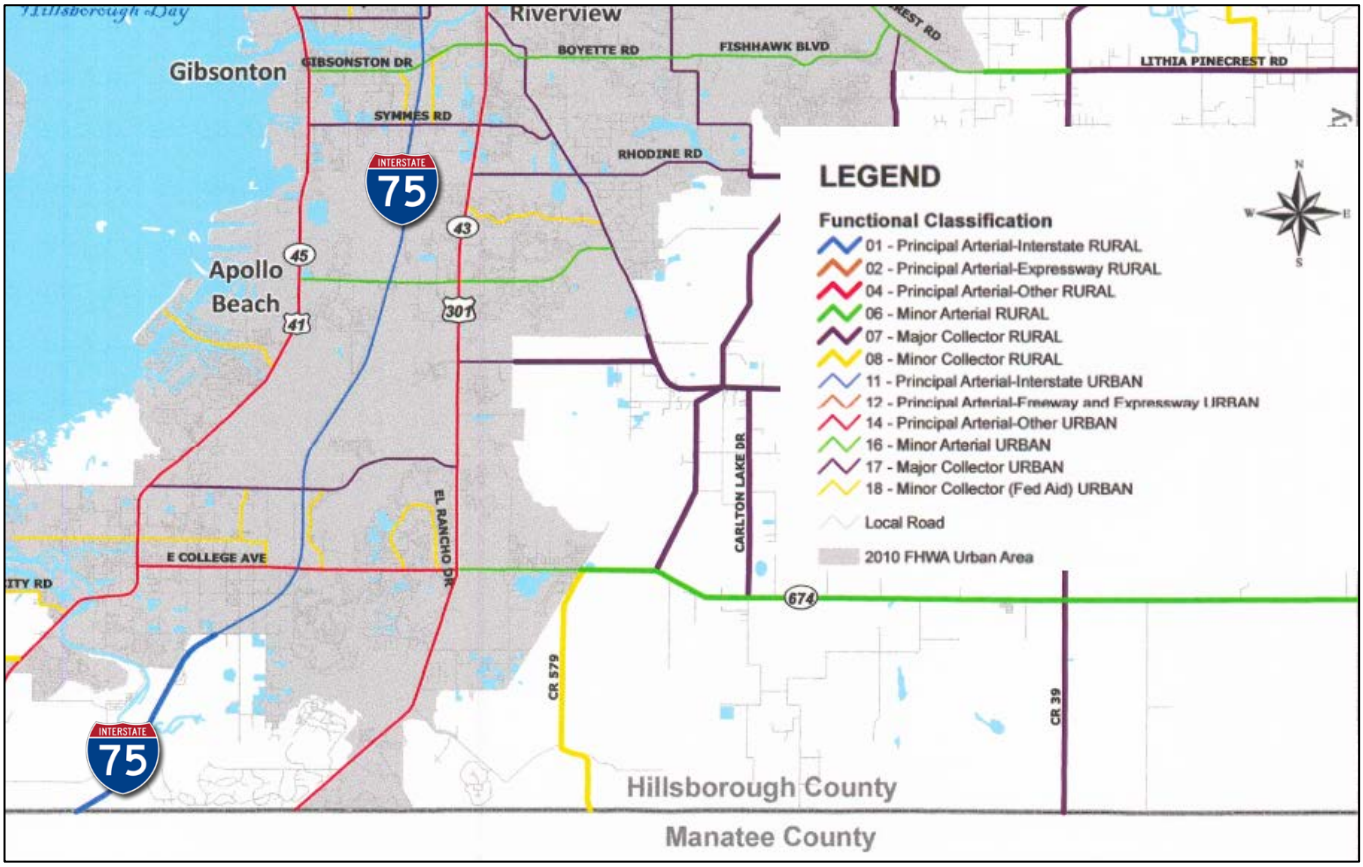
Design Speed = 70 mph



Typical Section #1

From Moccasin Wallow Road to Gibsonton Drive

Design Speed = 70 mph



Hillsborough County



Manatee County

I-75 (SR 93A) PD&E Study ***Moccasin Wallow Rd to South of US 301*** WPI Segment No. 419235-2 Hillsborough and Manatee Counties	**FHWA Urban Boundary Map**	**Figure 2-2**

2.3.3 Roadway Classification – Emergency Evacuation, Military and Freight Routes

As an interstate highway, I-75 is classified as an emergency evacuation route and is included on the state's SIS. Additionally, interstate highways are also routes on the Strategic Highway Network (STRAHNET) which is a designation given to roads that provide "defense access, continuity and emergency capabilities for movements of personnel and equipment in both peace and war" according to the US Department of Defense. I-75 is on the National Highway Freight Network (NHFN) as a Primary Highway Freight System (PHFS) Route which is a network of highways identified as the most critical highway portions of US freight transportation system determined by measurable and objective national data.

2.4 INTERSTATE CONNECTIONS AND LANE GEOMETRY

There are three existing service interchanges along I-75 within the study limits. These are located from south to north at:

- SR 674 (Sun City Center Boulevard)
- CR 672 (Big Bend Road)
- Gibsonton Drive

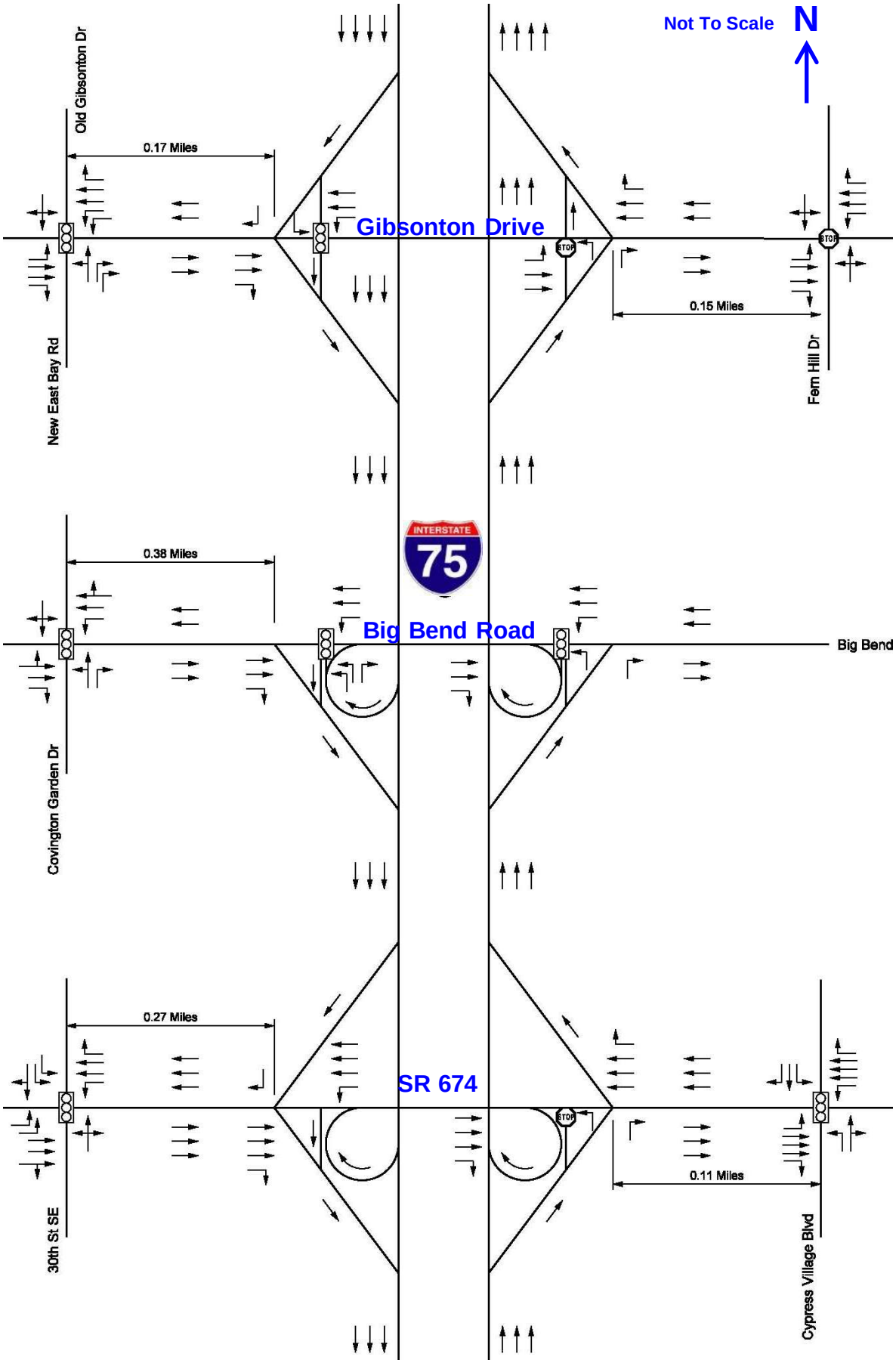
I-75 consists of three through lanes in each direction from the south project limit to the Gibsonton Drive interchange and three through lanes with an auxiliary lane in each direction north of the Gibsonton Drive interchange to the north project limit. The existing lane geometry along I-75, at the interchanges and along SR 674, CR 672 and Gibsonton Drive near I-75 is shown in **Figure 2-3**.

2.5 RIGHT-OF-WAY

The existing limited access ROW varies throughout the study limits; however, in most areas, the minimum ROW width is 348-feet. For a segment north of SR 674, the ROW on the west side narrows by as much as 46 feet just north of the interchange, yielding a total ROW of only 302-feet. Several areas near the south end have a ROW as wide as 556-feet, where the two roadways are partially bifurcated with a wider median. Based on the FDOT ROW maps, all ROW for the I-75 and interchanges is limited access ROW with no easements for the roadways, including at river crossings. The existing ROW is shown on the conceptual design plans included as **Appendix A**.

2.6 EXISTING AND FUTURE LAND USE

Existing land use vegetative cover along the study area was classified utilizing a variety of resources including the FDOT's *Florida Land Use, Cover and Forms Classification System* (FLUCCS), (1999), National Wetlands Inventory (NWI), the Natural Resources Conservation Service (NRCS) Soil Surveys for Hillsborough and Manatee Counties, U.S. Geological Survey (USGS) topographical maps, aerial photographs (2007 & 2008), land use mapping from the Southwest Florida Water Management District (SWFWMD), 2017, and field verification during habitat and species reviews. For evaluating existing land use within the project area, the preferred SMF and FPC sites as well as a 500-foot buffer from the centerline of both directional lanes of I-75 was utilized. **Appendix D** provides a map of existing land use types for the study area.



I-75 (SR 93A) PD&E Study
Moccasin Wallow Rd to South of US 301
WPI Segment No. 419235-2
Hillsborough and Manatee Counties

Existing Lane Geometry

Figure 2-3

Land use along the southern portion of the study area is dominated by agricultural use with moderately interspersed urban and built up areas primarily associated with major interchanges. The northern portion of the study area is dominated by urban and built up land uses but still maintains a moderate amount of open lands. Field reviews generally agreed with the SWFWMD's land use mapping; however, minor updates to the SWFWMD's base map were made in August 2019. A mosaic of upland and wetland community types were found within the areas mapped as agricultural and transportation. Most upland habitats adjacent to the study area have been developed as low to medium density residential and agricultural uses, as well as a few commercial and retail facilities. Upland habitats that have not been developed consist of palmetto prairie, pine flatwoods, and xeric oak. Although undeveloped at the time of surveys, most of these habitats have moderate levels of disturbance and are not considered pristine. **Table 2-1** provides a summary of land use cover types and prevalence within and immediately adjacent to the study area.

The future land use maps for the study area is shown in **Appendix E**.

Table 2-1 Existing Land Use

FLUCCS	Description	Acreage (Approx. 500' from Centerline, and SMF and FPC sites)	Percent Cover
110	Residential Low Density < 2 Dwelling Units	190.4	5.1%
120	Residential Medium Density 2 - >5 Dwelling Units	129.8	3.5%
130	Residential High Density	141.6	3.8%
140	Commercial and Services	98.3	2.6%
170	Institutional	17.3	0.5%
180	Recreational	8.3	0.2%
190	Open Land	285.5	7.6%
210	Cropland and Pastureland	220.3	5.9%
214	Row Crops	10.2	0.3%
220	Tree Crops	3.7	0.1%
240	Nurseries and Vineyards	10.3	0.3%
250	Specialty Farms	1.4	<0.1%
260	Other Open Lands (Rural)	266.3	7.1%
320	Shrub and Brushland	69.1	1.8%
330	Mixed Rangeland	63.6	1.7%
411	Pine Flatwoods	186.2	5.0%
434	Hardwood Conifer Mixed	178.6	4.7%
510	Steams and Waterways	163.6	4.4%
520	Lakes	0.6	<0.1%
540	Bays and Estuaries	34.4	0.9%
615	Stream and Lake Swamps (Bottomland)	19.1	0.5%
620	Wetland Coniferous Forests	31.5	0.8%
630	Wetland Forested Mixed	151.9	4.0%
641	Freshwater Marshes	80.3	2.1%
642	Saltwater Marshes	14.5	0.4%
643	Wet Prairies	18.3	0.5%
644	Emergent Aquatic Vegetation	3.9	0.1%
653	Intermittent Ponds	3.3	0.1%
810	Transportation	1205.6	32.1%
820	Communication	2.6	0.1%
830	Utilities	143.8	3.8%
	Total	**3754.3**	**100.0%**

2.7 PAVEMENT CONDITIONS

A flexible pavement condition survey was conducted by FDOT for the project corridor as reported January 2024. Each section of pavement was rated for cracking and ride on a 0-10 scale with 0 the worst and 10 the best. Any rating of 6.4 or less is considered deficient pavement. **Table 2-2** identifies the existing pavement condition ratings by segment. The existing pavement for I-75 was resurfaced within the last 5 years and the pavement condition is in good condition.

Table 2-2 I-75 Pavement Conditions

Beginning Milepoint	Ending Milepoint	Most Recent Surveyed Year	Condition Category	Ratings	Year Finished Paving
Manatee County Segment I-75 (Roadway ID 13-075-000)					
15.700 (South of Moccasin Wallow)	20.571 (Hillsborough County Line)	2023	Cracking	10.0	2019
			Ride	8.8	
Hillsborough County Segment I-75 (Roadway ID 10-075-000)					
0.000 (Manatee County Line)	6.838 (North of SR 674)	2023	Cracking	10.0	2020
			Ride	9.2	
6.838 (North of SR 674)	12.529 (North of Big Bend Road)	2023	Cracking	10.0	2020
			Ride	9.2	
12.530 (North of Big Bend Road)	19.002 (South of Progress Blvd)	2021	Cracking	10.0	2021
			Ride	9.2	

2.8 DESIGN AND POSTED SPEEDS

The posted speed for I-75 is 70 mph. The only ramps with posted speeds are:

- Rest area – southbound off-ramp 30 mph and northbound off-ramp 45 mph
- SR 674 southbound off loop ramp and northbound on loop ramp – both 25 mph
- Big Bend Road southbound off loop ramp 25 mph and northbound on loop ramp- 30 mph
- Gibsonton Drive southbound off ramp – 45 mph

2.9 HORIZONTAL ALIGNMENT

There are a total of 13 horizontal curves within the study limits, as shown in **Table 2-3**.

2.10 VERTICAL ALIGNMENT

Existing vertical curves are summarized in **Table 2-4**. The vast majority of vertical curves meet the minimum standards for 70 mph design speed requirements. One exception is the crest vertical curve bridge over SR 674, which has a K value approximately 1.2 percent less than the minimum K value required for 70 mph design speed.

Table 2-3 Existing I-75 Horizontal Curves

Curve #	Curve Direction	Milepost of Point of Inter-section (PI)	Degree of Curve	Curve Length in feet (Ft)	Est. Design Speed (MPH)	Meet Criteria?
Hillsborough County						
13	Right	19.382	1° 00’	2898	70	Yes
12	Left	16.389	0° 30’	2767	70	Yes
11	Right	14.457	0° 29’	2175	70	Yes
10	Left	13.282	0° 30’	3136	70	Yes
9 (SB)	Left	10.698	0° 30’	3569	70	Yes
9 (NB)	Left	10.693	0° 30’	3416	70	Yes
8 (SB)	Right	8.611	0° 30’	4440	70	Yes
8 (NB)	Right	8.559	0° 45’	4340	70	Yes
7	Left	6.303	0° 45’	7988	70	Yes
6 (SB)	Right	3.802	1° 00’	3316	70	Yes
6 (NB)	Right	3.851	1° 00’	3205	70	Yes
5 (NB)	Right	2.428	0° 06’	1119	70	Yes
4 (SB)	Left	0.922	1° 00’	3332	70	Yes
4 (NB)	Left	0.909	1° 00’	3263	70	Yes
Manatee County						
3 (SB)	Right	19.987	0° 45’	3120	70	Yes
3 (NB)	Right	20.007	0° 30’	2201	70	Yes
2 (SB)	Left	18.057	0° 45’	2435	70	Yes
2 (NB)	Left	18.042	0° 45’	2304	70	Yes
1 (SB)	Right	17.113	1° 00’	1537	70	Yes
1 (NB)	Right	17.172	0° 30’	2902	70	Yes

Sources:
(1) Hillsborough County information from straight-line diagrams;
(2) Manatee County information from Alignment Control drawing prepared in March 1975

Table 2-4 Existing I-75 Vertical Curves

County and State Project No (SPN)	Vertical Curve Location (VPI Station)	Crest (C) or Sag (S)	Curve Length (ft)	Grade In (%)	Grade Out (%)	K Value (L/A)	Min. K per FDM for 70 mph	Is Minimum Standard Met?	Comments
Hillsborough County									
SPN 10075-3406	1336+00 SB	S	800	-1.89	-0.05	435	206	Yes	
	1336+00 NB	S	800	-1.83	-0.05	449	206	Yes	
	1316+33.7 SB	C	2200	2.10	-1.89	551	506	Yes	
	1316+33.7 NB	C	2200	2.29	-1.83	534	506	Yes	
	1308+00 SB	S	800	0.05	2.10	390	206	Yes	
	1308+00 NB	S	800	0.05	2.29	357	206	Yes	
SPN 10075-3405	1250+00 NB	S	800	0.00	0.05	16000	206	Yes	
	1230+00 SB	C	1000	0.25	0.00	4000	506	Yes	
	1230+00 NB	C	1000	0.25	0.00	4000	506	Yes	
	1220+00	S	800	-0.08	0.25	2424	206	Yes	
	1200+00	S	800	-2.00	-0.08	417	206	Yes	
	1190+00	C	1300	0.46	-2.00	528	506	Yes	
	1160+50	S	800	0.31	0.46	5333	206	Yes	
	1150+00	C	1000	0.61	0.31	3333	506	Yes	
SPN 10075-3421	1000+00		800	0.00					plans illegible
	1025+00		1000						plans illegible
	1060+00 NB	S	500	-0.225	0.431	762	206	Yes	
	1060+00 SB	S	800	-0.137	2.10	358	206	Yes	
	1075+00 SB	C	2200	2.10	-2.10	524	506	Yes	
	1090+00	S	800	-2.10	-0.504	501	206	Yes	
	1110+00								plans illegible
	1145+00								plans illegible
	525+00		250						plans illegible
SPN 10075-3404	960+00	S	800	-0.06	0.00	13333	206	Yes	
	930+00	S	800	-2.158	-0.06	381	206	Yes	
	910+00	C	2000	1.685	-2.158	520	506	Yes	
	900+00	S	800	0.26	1.685	561	206	Yes	
	880+00	S	800	-0.08	0.26	2353	206	Yes	
SPN 10075-3420	850+00	S	800	-0.16	-0.08	10000	206	Yes	
	775+00	C	1000	0.04	-0.16	5000	506	Yes	
	730+00	S	800	-0.12	0.04	5000	206	Yes	

County and State Project No (SPN)	Vertical Curve Location (VPI Station)	Crest (C) or Sag (S)	Curve Length (ft)	Grade In (%)	Grade Out (%)	K Value (L/A)	Min. K per FDM for 70 mph	Is Minimum Standard Met?	Comments
	700+00	C	1000	0.12	-0.12	4167	506	Yes	
SPN 10075-3403	619+20	S	800	-2.00	0.12	377	206	Yes	
	605+75	C	2000	2.00	-2.00	500	506	**No**	1.2% off
	589+50	S	800	-0.10	2.00	381	206	Yes	
SPN 10075-3413	560+00	C	1000	0.10	-0.10	5000	506	Yes	
	540+00	C	1000	0.65	0.10	1818	506	Yes	
	510+00	S	800	-0.26	0.65	879	206	Yes	
	481+92.63	C	1000	0.00	-0.26	3846	506	Yes	
	481+92.63	C	1000	0.00	-0.26	3846	506	Yes	
	460+00 SB	C	1000	0.14	0.00	7143	506	Yes	
	460+00 NB	C	1000	0.14	0.00	7143	506	Yes	
	440+00 SB	S	800	0.00	0.14	5714	206	Yes	
	440+00 NB	S	800	0.00	0.14	5714	206	Yes	
	400+00 SB	S	1000	-0.10	0.05	6667	206	Yes	
	400+00 NB	S	1000	-0.10	0.05	6667	206	Yes	
SPN 10075-3402	390+00	S	800	0.00	0.05	16000	206	Yes	
	360+00	C	1000	0.292	0.00	3431	506	Yes	
	340+00	S	1600	-0.29	0.292	2752	206	Yes	
	300+00	S	800	0.00	0.549	1457	206	Yes	
	290+00	S	800	0.00	0.375	2133	206	Yes	
Manatee County									
SPN_13075-3409	751+00 NB	C	800	-0.28	0.00	2857	506	Yes	
	718+00 NB	C	1000	0.00	-0.64	1563	506	Yes	
	686+00 NB	C	1000	0.625	0.00	1600	506	Yes	
	674+00 NB	S	800	0.00	0.625	1280	206	Yes	
	649+00 NB	C	800	-0.125	0.00	6400	506	Yes	
	625+00 NB	S	1000	0.00	-0.125	8000	206	Yes	
	254+50 SB	C	800	-0.20	0.00	4000	506	Yes	
	238+00 SB	S	800	-0.322	0.20	1534	206	Yes	
	218+00 SB	C	1000	0.00	0.621	1610	506	Yes	
	186+00 SB	C	1000	0.625	0.00	1600	506	Yes	
	174+00 SB	S	800	0.00	0.625	1280	206	Yes	
	149+00	C	800	-0.125	0.00	6400	506	Yes	

County and State Project No (SPN)	Vertical Curve Location (VPI Station)	Crest (C) or Sag (S)	Curve Length (ft)	Grade In (%)	Grade Out (%)	K Value (L/A)	Min. K per FDM for 70 mph	Is Minimum Standard Met?	Comments
	SB								
	125+00 SB	S	1000	0.00	-0.125	8000	206	Yes	
SPN_130 75-3406	105+00	C	1000	0.001	-0.10	9901	506	Yes	
	99+00 SB	C	1000	0.157	0.00	6369	506	Yes	
	89+00 SB	S	800	0.00	0.157	5096	206	Yes	
	50+75 SB	S	940	-2.20	0.05	418	206	Yes	

Source: As-Built Plans. Minimum K Values per FDOT Design Manual (FDM) for 70 mph = 506 for crest vertical curves and 206 for sag vertical curves

2.11 MULTI-MODAL FACILITIES

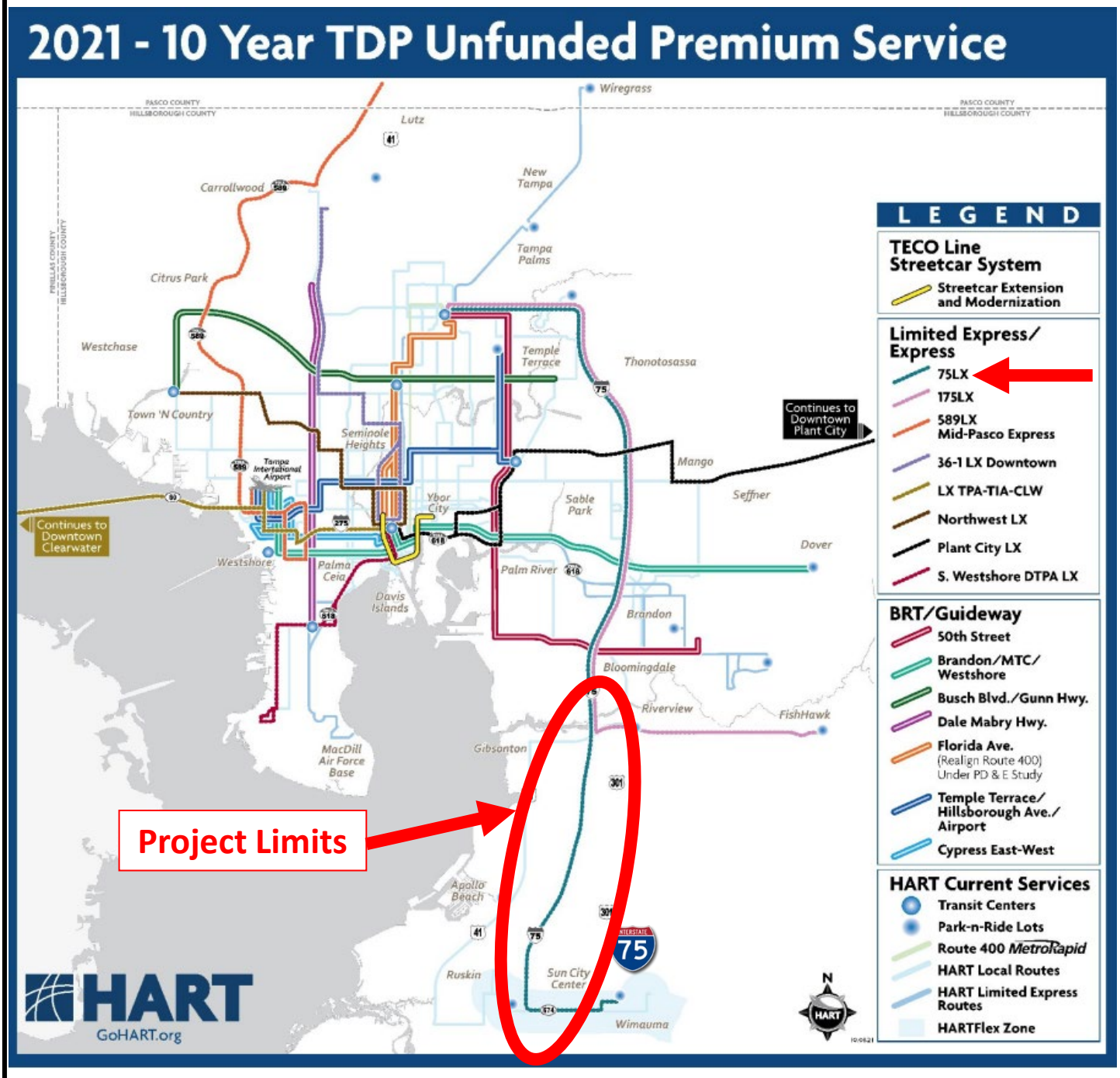
There are no pedestrian facilities on I-75 itself, since pedestrians are prohibited. Several of the cross roads, generally to the east and west of the I-75 include sidewalks. There is a sidewalk located along the north side of SR 674 through the interchange. No sidewalks are present along Gibsonton Drive through the interchange.

There are no bicycle facilities on I-75 itself, since bicyclists are prohibited. Several of the cross roads, generally to the east and west of I-75 include bicycle lanes. There is no continuous connection from one side of I-75 to the other that currently accommodates bicycle lanes.

Neither the Manatee County Area Transit (MCAT) nor Hillsborough Area Regional Transit Authority (HART) operate a fixed transit route along I-75 in the project area. HART has a limited express bus route 24LX along I-75 from the Selmon Expressway north of the project to Gibsonton Drive and east to the Fishhawk sports complex. The annual ridership in Fiscal Year 2020 for route 24LX was 13,544. HART also operates other bus routes operation along the side streets of Gibsonton Drive (weekday Route 31-fiscal year 2020 ridership of 15,184) and SR 674 (weekday South County Flex Route 571 – fiscal year 2020 ridership of 1,763). There are no transit stops located within the study area.

HART in its FY 2022-FY 2031 Transit Development Plan Update designates the segment of I-75 from SR 674 north to Fletcher Avenue as "75LX Limited Express" in its 10 Year Unfunded Premium Service Vision Plan. This vision plan is shown on **Figure 2-4**.

According to the FDOT SIS System Map as of May 2024, I-75 is a SIS Highway Corridor and Big Bend Road is a SIS highway connector, providing access connection from I-75 to SIS Seaport - Port Tampa Bay Redwing. As noted in the *PTAR* (January 2022), the historical percentage of trucks using I-75 is 4% in the peak hour and 8% of daily traffic. From the *IMR* documents, the truck percentages on SR 674 are 3% in the peak hour and 6% of daily traffic, while on Gibsonton Drive, they are 5% in the peak hour and 9% of daily traffic.



Source: HART FY 2022-FY 2031 Transit Development Plan Update, August 2021
10 Year Unfunded Premium Service Map, Page 36

2.12 INTERSECTIONS AND SIGNALIZATION

There are no intersections nor signalization along I-75. The interchange ramp terminal intersections at Big Bend Road and the southbound ramp terminal intersection at Gibsonton Drive are presently signalized. The ramp terminal intersections at SR 674 and northbound ramp terminal intersection at Gibsonton Drive are unsignalized.

2.13 PHYSICAL OR OPERATIONAL RESTRICTIONS

All fixed objects located within the clear zone along I-75 are shielded by guardrail or barrier wall protection. There are no multimodal lanes, parking lanes or operational restrictions within the existing ROW along I-75.

2.14 TRAFFIC DATA AND ROADWAY OPERATIONAL CONDITIONS

Traffic data and the analysis of roadway operational conditions, summarized from the *PTAR* (January 2022), are included in **Section 3.2**.

2.15 MANAGED LANES

There are no existing managed lanes within the project limits.

2.16 CRASH DATA AND SAFETY ANALYSIS

Crash data along I-75 within the project limits was obtained for the 5-year period of 2011 through 2015 for the Hillsborough County and the Manatee County segments. This 5-year analysis period was determined at the start of the study and corresponds to the study existing year 2017. Crash data acquired included crash location, type of crash, road surface condition, time of day, influence of drug and alcohol, lighting condition, and other data. The following is summarized from the *PTAR* (January 2022).

Table 2-5 summarizes the 5-year crash history along the study corridor for each of the five years of data obtained. A total of 1,596 traffic crashes were reported within the study limits for 2011 through 2015. These crashes involved a total of 648 injury crashes and 17 fatal crashes. As a part of the analysis, the number of crashes that occurred under wet conditions and the number of crashes that occurred at night were also summarized.

The distribution of the crashes along I-75 by mile post shown in **Figure 2-5**. The plot indicates that the crash occurrence tends to be high at or near the interchanges. A closer look at the location of the crashes revealed that about 49% of the total crashes occurred within one mile influence of the interchanges. For example in the Hillsborough County segment, 444 or 28% of total crashes occurred within a mile of the Gibsonton Drive interchange, 189 or 12% occurred within a mile of the Big Bend interchange, and 147 or 9% occurred at the SR 674 interchange. The remaining 51% of crashes occurred within the remaining I-75 segments within Hillsborough County. No crashes were reported in the vicinity of the rest area off-ramps or on-ramps.

Table 2-5 Crash Analysis Summary (2011 – 2015)

Interstate 75 (SR 93A) from Moccasin Wallow Road to South of US 301	Number of Crashes					5 Year Total
	2011	2012	2013	2014	2015	
No. of Fatal Crashes	3	5	4	3	2	17
No. of Injury Crashes	136	119	107	126	160	648
No. of Property Damage Only Crashes	132	184	182	173	260	931
Total Crashes	***271***	***308***	***293***	***302***	***422***	***1596***
Wet weather crashes	103	118	106	122	162	611
Night-time crashes	114	109	96	131	169	619

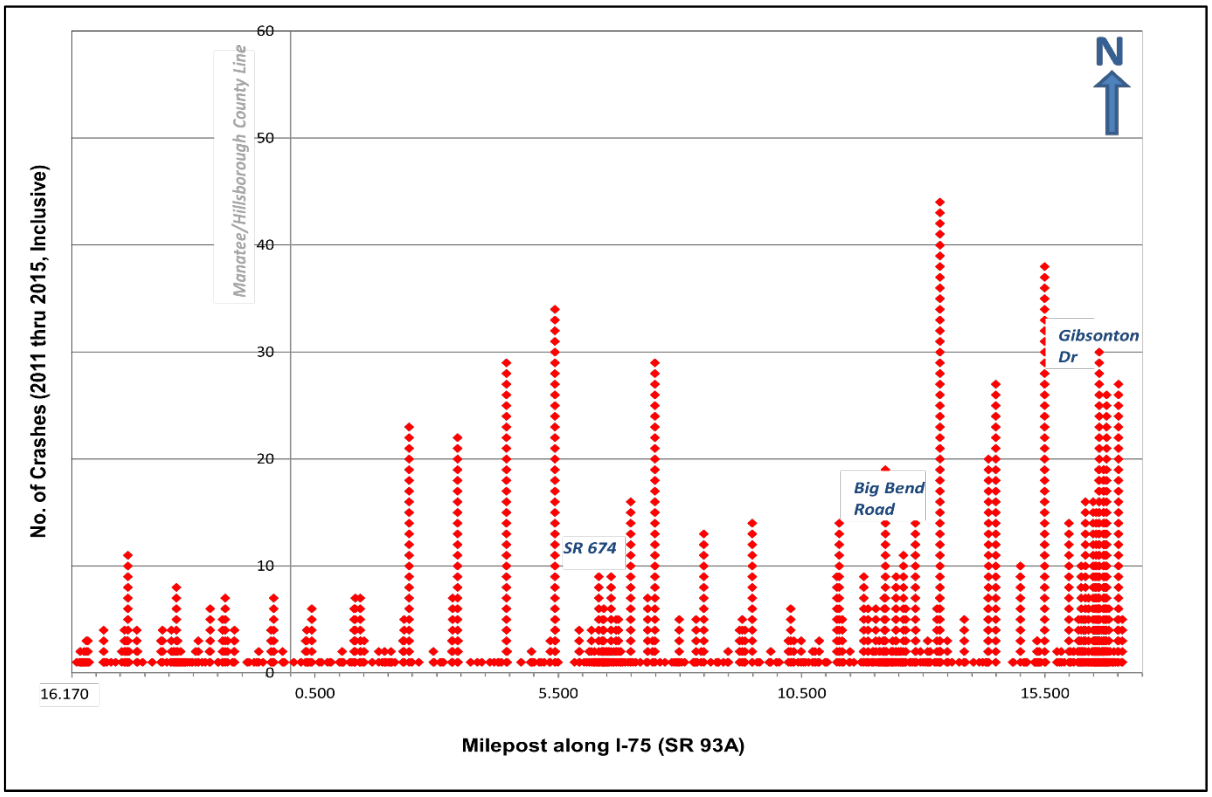


Figure 2-5 Crash Distribution by Milepost (2011-2015)

The breakdown of the total crashes within the study limits for the analysis five-year period along I-75 by crash type were also analyzed and are shown in **Table 2-6** and **Figure 2-6**. Overall rear-end crashes accounted for 29% of the total crashes, sideswipe crashes accounted for 17% and the remaining 54% of the crashes were the other crash types which included 6% hit tree, 5% hit concrete traffic barrier, 7% overturn/rollover and 10% hit guardrail face. Some of the contributing causes reported for the crashes were careless driving, failed to yield, failed to remain in proper lane, followed too closely and driving too fast.

Table 2-6 Crash Analysis Summary (2011 – 2015)

Type of Crash	Year					Total	%	Mean Crashes Per Year
	2011	2012	2013	2014	2015			
Rear-end	91	75	72	80	151	469	29.4	93.8
Sideswipe	52	50	53	46	70	271	17.0	54.2
Hit Bridge Rail	6	4	3	7	4	24	1.5	4.8
Hit Concrete Traffic Barrier	11	16	11	19	29	86	5.4	17.2
Hit Guardrail Face	23	37	37	33	30	160	10.1	32.0
Hit Tree	11	26	20	17	16	90	5.6	18.0
Hit Utility Pole/Light Support	1	0	1	2	1	5	0.3	1.0
Overturn/Rollover	21	31	13	23	26	114	7.1	22.8
Other*	55	69	83	75	95	377	23.6	75.4
Total Crashes	271	308	293	302	422	1,596	100.0	319

* Other included angle, hit other fixed object or animal, ran off-road, fire/explosion

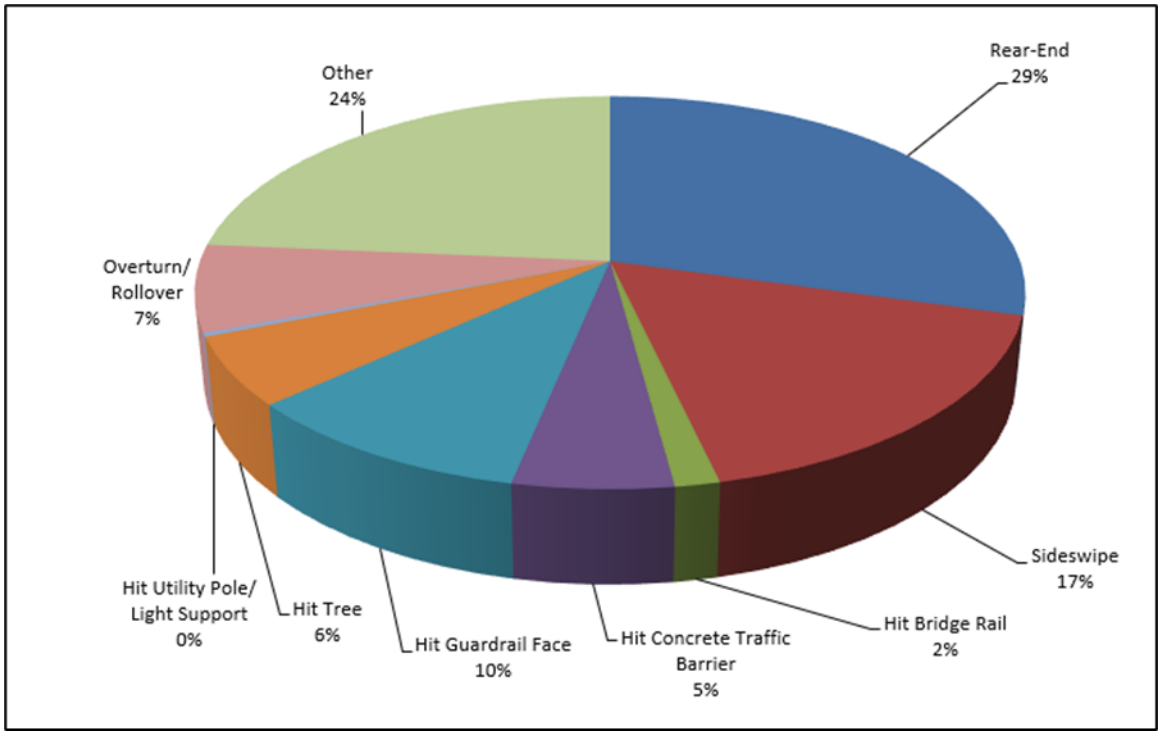


Figure 2-6 Distribution of Crashes by Crash Type (2011 – 2015)

The study area was broken into I-75 crash rate segments, as shown in **Figure 2-7**, in order to calculate the crash frequency per segment in per million vehicle miles traveled (MVMT). These segment crash rates were then compared to statewide crash rates for similar roadway segments.

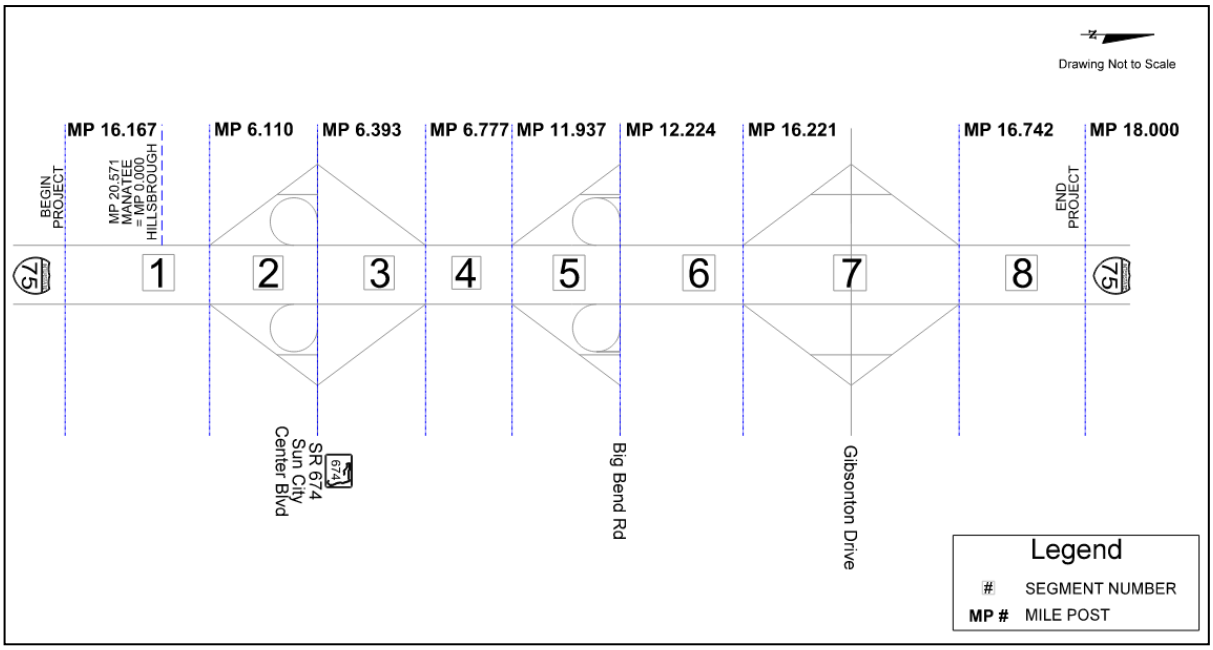


Figure 2-7 Crash Rate Segments

Segments with a calculated crash rate that exceed the statewide average crash rate for similar facilities are shown in bold text in **Table 2-7**. Statewide crash rates are included in Appendix F of the *PTAR* (January 2022) along with the analyzed crash data information.

Distribution of the crash locations show that 51% of the crashes occur along the I-75 mainline and the most predominant crash type is rear end collisions. Out of the three (3) interchanges located within the study area, the Gibsonton Drive interchange had the largest percentage of crashes with 28%.

Table 2-7 I-75 Segment Crash Rates

Segment	Total Crashes 2011-15	Segment 2017 AADT	Crash Rate (MVMT)
Begin Project Limit and I-75 off ramp at SR-674	491	67,000	0.38
I-75 off-ramp to SR 674 and I-75 on ramp from EB SR-674	30	57,800	**1.00**
I-75 on ramp at EB SR-674 to I-75 on ramp from WB SR-674	69	74,400	**1.32**
I-75 on ramp at WB SR-674 to I-75 off ramp to Big Bend Rd	242	91,500	0.28
I-75 off ramp to Big Bend Rd to I-75 on ramp to Big Bend Rd	32	82,500	0.74
I-75 on ramp to Big Bend Rd to I-75 off ramp at Gibsonton Dr	368	120,500	0.42
I-75 off ramp at Gibsonton Dr to I-75 on ramp at Gibsonton Dr	252	111,000	**2.39**
I-75 on ramp at Gibsonton Dr to End Project	112	147,500	0.33
Total Crashes from 2011-2015	1,586		
Statewide 5-Year Average Crash Rate for Interstate Segments			*0.790*

Source: *PTAR*, January 2022

2.17 RAILROAD CROSSINGS

There are no railroad crossings within the project limits.

2.18 DRAINAGE AND FLOODPLAINS

A *Pond Siting Report (PSR)* was prepared for this project and it outlines the existing drainage conditions and is summarized in the following sections.

2.18.1 Regional Drainage Conveyance

A *PSR* was prepared as part of this PD&E Study to document stormwater treatment and attenuation requirements for the proposed improvements. Figure 2-1 in the *PSR* provides a map of the regional drainage elements. The Alafia River and Little Manatee River are the two major waterways within the study area. The Alafia River crosses the I-75 corridor at Station 1159+00 and outfalls into Hillsborough Bay. The Little Manatee River crosses the I-75 corridor at Station 371+00 and outfalls into Tampa Bay. There are also several minor waterways within the study area, including Archie Creek, Bullfrog Creek, Curiosity Creek, and Cabbage Slough. There are numerous named and unnamed lakes located proximate to the I-75 corridor. The named lakes include Marsh Branch Pond, Lake Fantasia, Lake St. Charles, and Straight Lake. The unnamed lakes consist of man-made areas that were created to serve stormwater management systems and man-made storage areas for agricultural use. The I-75 study area lies within the coastal flatwood region of Manatee and Hillsborough Counties with a land use consisting predominantly of agricultural lands in good hydrologic condition, urban & built-up regions, and wetlands. The urban & built-up regions are primarily located at the northern portion of the study area and in proximity of the major interchanges. Elevations throughout the project corridor range from 0 feet North American Vertical Datum of 1988 (NAVD 88) at the Alafia and Little Manatee River crossings to 50 feet NAVD 88 around the middle of the study area at Station 778+00.

2.18.2 Existing Drainage Patterns

The study area is within the jurisdiction of the SWFWMD. Currently there is little to no treatment of stormwater runoff from I-75. The existing conveyance system is an open channel system consisting of depressed medians, roadside ditches, and interchange infields created during the original construction of the roadway. Runoff is directed towards either ditch bottom inlets or waterways. The ditch bottom inlets are primarily located within the depressed medians and runoff entering the ditch bottom inlets is directed towards the roadside ditches where it is conveyed to the outfalls. Runoff from the bridges enters the waterways directly via scuppers. There are also no stormwater retention or detention facilities for stormwater runoff within the study area dedicated to runoff from the I-75 right-of-way.

2.18.3 Drainage-Related Maintenance Issues

There are no drainage-related maintenance nor flooding concerns along I-75 as noted in the *PSR*.

2.18.4 Regulatory Floodways

There are 5 regulated floodways within the study limits as designated on the FEMA FIRMs. **Table 2-8** summarizes the regulated floodways and the station where the right-of-way crosses each.

A No Rise Certification and a conveyance analysis will be required, during the subsequent design phase, at all regulated floodway crossings to ensure there is no net loss of historic storage or other impacts to offsite properties due to the proposed improvements.

Table 2-8 Regulated Floodways Summary

Zone AE Floodways	Station at Crossing
Archie Creek	1223+75
Alafia River	1158+00
Bullfrog Creek	1110+00
Little Manatee River	370+00
Curiosity Creek	240+00

2.18.5 Floodplains

The existing conveyance system consists of open ditch conveyance to points of discharge from the ROW, generally coinciding with cross drain locations. Information on existing watersheds, drainage basins and outfalls, floodplains, and impaired waters, etc. is included in the *PSR*, and in the *Location Hydraulic Report (LHR*).

The flood elevations utilized are per the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) and floodplain studies. Refer to **Figure 2-8** for the FEMA Floodplain Maps and **Table 2-11** for a list of floodplain limits within the study limits by drainage basin, listing the I-75 baseline station, FEMA model node number and flood elevations.

2.18.6 Existing Environmental Permits

The drainage design for the project location was originally permitted as part of SWFWMD Environmental Resource Permit (ERP) No. 44021713.000. This permit provides further details about the existing drainage within the study limits. Modifications to permitted facilities may require changes to the control device and elevation in order to meet SWFWMD criteria.

2.18.7 Drainage Basins

Elevations throughout the project corridor range from 0 feet NAVD 88 at the Alafia and Little Manatee River crossings to 50 feet NAVD 88 around the middle of the study area at Station 778+00. **Table 2-9** describes the regional watershed boundaries, regional drainage basins, regional sub basins, and the project basin boundaries. **Table 2-10** lists cross-drains within the project limits.

Table 2-9 Regional Sub Basins

Regional Watershed	Regional Drainage Basin	Project Basin	Project Basin Boundaries	Project Basin Area (acre)
Little Manatee River	Cabbage Slough	1	Sta 75+00 to Sta 110+50	33.37
	Unnamed Drainage Ditch	2	Sta 110+50 to Sta 154+00	35.51
		3	Sta 154+00 to Sta 192+00	35.24
		4	Sta 192+00 to Sta 217+00	26.56
		5	Sta 217+00 to Sta 239+75	27.72
		6	Sta 239+75 to Sta 256+00	18.72
		7	Sta 256+00 to Sta 296+00	41.45
		8	Sta 296+00 to Sta 324+50	25.68
		9	Sta 324+50 to Sta 335+50	17.40 (1)
	Little Manatee River	10	Sta 335+50 to Sta 373+50	29.92
		11	Sta 373+50 to Sta 418+00	34.96
		12	Sta 418+00 to Sta 464+00	105.44 (1)
		13	Sta 464+00 to Sta 485+00	22.33 (1)
	Ruskin Inlet Marsh Br.	14	Sta 485+00 to Sta 512+75	28.87 (1)
		15	Sta 512+75 to Sta 550+00	61.94 (1)
	Cypress Creek	16	Sta 550+00 to Sta 585+00	57.24 (1)
		17	Sta 585+00 to Sta 621+00	99.25
		18	Sta 621+00 to Sta 635+00	36.95
		19	Sta 635+00 to Sta 674+00	27.63
	Wolf Branch Cutoff Creek	20	Sta 674+00 to Sta 701+00	21.43
Alafia River	Symphony Isles	21	Sta 701+00 to Sta 733+00	26.97
		22	Sta 733+00 to Sta 777+00	44.64
	Bullfrog Creek	23	Sta 777+00 to Sta 815+00	33.51
		24	Sta 815+00 to Sta 882+00	54.80
		25	Sta 882+00 to Sta 924+00	99.88
		26	Sta 924+00 to Sta 978+50	53.37
		27	Sta 978+50 to Sta 1029+50	40.50
		28	Sta 1029+50 to Sta 1077+00	37.85
		29	Sta 1077+00 to Sta 1110+00	27.10
		30	Sta 1110+00 to Sta 1137+50	58.85
	North Prong Alafia River	31	Sta 1137+50 to Sta 1159+50	54.99
		32	Sta 1159+50 to Sta 1184+00	21.76
		33	Sta 1184+00 to Sta 1195+00	9.92
	Archie Creek	34	Sta 1195+00 to Sta 1223+75	27.01
		35	Sta 1223+75 to Sta 1250+50	24.18
		36	Sta 1250+50 to Sta 1270+00	17.03

Table 2-10 Existing Cross Drains

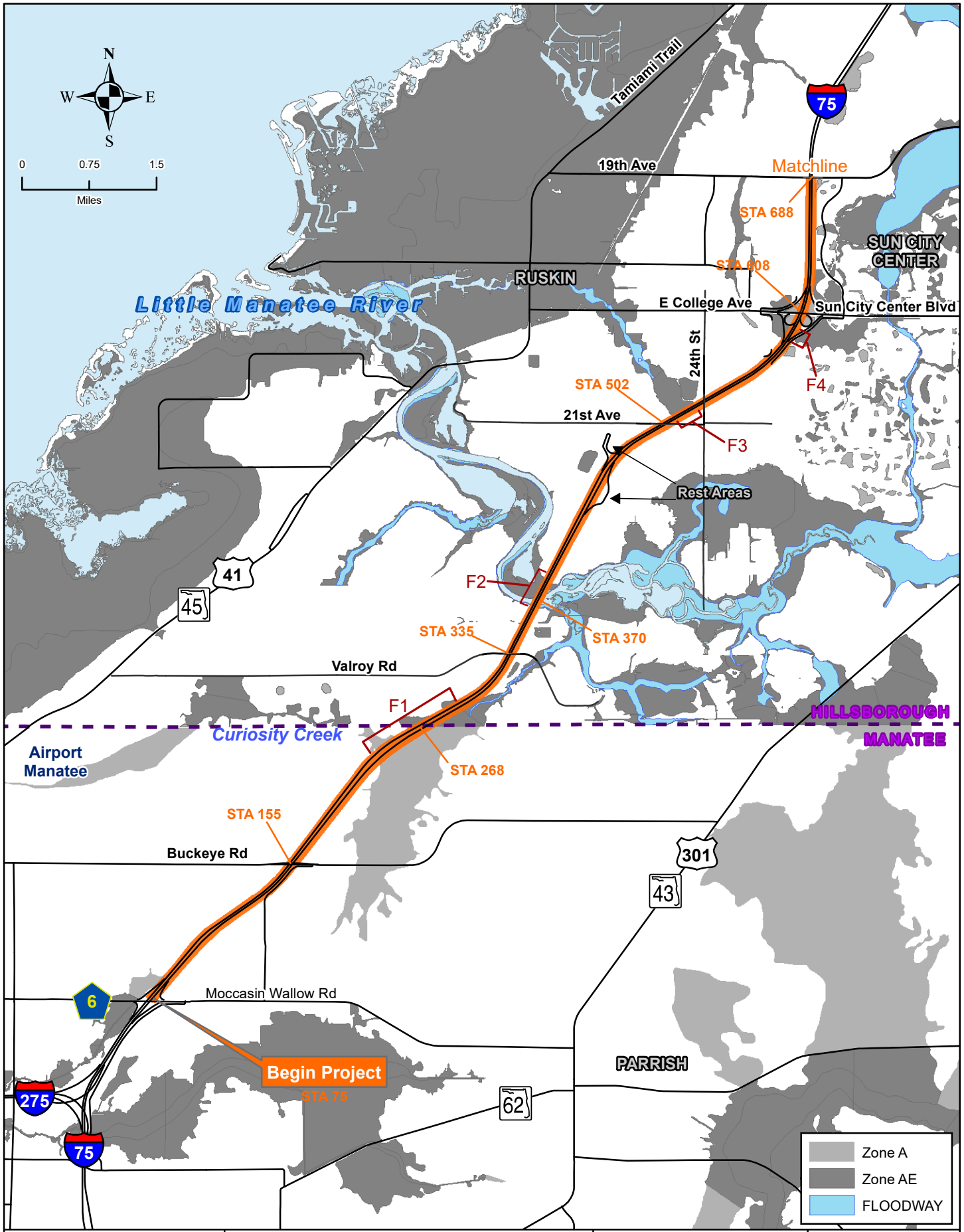
Cross Drain No.	Station	Description
Manatee County FDOT District One		
1	52+00	12' x 7' CBC
2	72+00	[Pair] 24" RCP LT & RT
3	85+00	[Pair] 30" RCP LT & RT
4	95+50	[Pair] (2) 42" RCP LT & RT
5	104+50	24" RCP
6	114+25	24" RCP
7	147+00	(2) 42" RCP
8	156+00	(2) 42" RCP
9	165+00	[Pair] (2) 30" LT & 42" RCP RT
10	171+00	[Pair] (2) 30" RCP LT & RT
11	212+00	[Pair] 30" RCP LT & RT
12	234+00	[Pair] 30" RCP LT & 24" RCP RT
13	240+00	[Pair] Bridge No. 0105 & 0106 (Curiosity Creek)
14	248+00	[Pair] 36" RCP LT & RT
15	266+50	[Pair] 5' x 5' CBC LT & RT
Hillsborough County FDOT District Seven		
16	273+00	[Pair] (2) 30" RCP LT & RT
17	285+00	[Pair] 5' x 4' CBC LT & RT
18	292+00	[Pair] 30" RCP LT & RT
19	300+50	[Pair] 24" RCP LT & RT
20	303+50	[Pair] 30" RCP LT & RT
21	333+25	(2) 30" RCP
22	351+00	24" RCP
23	357+00	10' x 5' CBC
24	371+00	[Pair] Bridge No. 352 & 353 (Little Manatee River)
25	446+00	[Pair] 24" RCP LT & 30" RCP RT
26	476+25	54" RCP
27	513+00	6' x 4' CBC
28	544+00	24" RCP
29	544+50	24" RCP
30	596+00	9' x 4' CBC
31	623+50	24" RCP
32	630+25	30" RCP
33	637+00	30" RCP

Cross Drain No.	Station	Description
Hillsborough County FDOT District Seven		
34	643+50	30" RCP
35	650+00	30" RCP
36	654+25	24" RCP
37	660+00	30" RCP
38	667+50	24" RCP
39	675+00	30" RCP
40	692+00	30" RCP
41	697+00	42" RCP
42	733+00	[Pair] (2) 6' x 4' CBC LT & RT
43	837+25	24" RCP
44	866+75	9' x 6' CBC
45	890+75	42" RCP
46	908+00	24" RCP
47	915+50	48" RCP
48	936+50	(2) 36" RCP
49	954+00	6' x 4' CBC
50	966+00	6' x 4' CBC
51	999+75	8' x 5' CBC
52	1038+00	24" RCP
53	1050+00	30" RCP
54	1056+00	48" RCP
55	1064+00	15" RCP
56	1069+75	30" RCP
57	1075+50	24" RCP
58	1089+00	42" RCP
59	1111+00	[Pair] Bridge No. 373 & 374 (Bullfrog Creek)
60	1113+50	18" RCP
61	1117+50	(2) 5' x 6' CBC
62	1133+25	24" RCP
63	1144+25	30" RCP
64	1159+00	[Pair] Bridge No. 358 & 359 {Alafia River}
65	1223+75	(2) 8' x 5' CBC
66	1243+25	30" RCP
67	1270+00	6' x 4' CBC

Notes: CBC = Concrete Box Culvert
RCP = Reinforced Concrete Pipe
[Pair] = Cross drain not continuous through median

Table 2-11 Floodplain Summary

Regional Basins	Project Basin No.	Project Basin Boundaries			Model Node ID	100-yr Flood El. (ft-NAVD 88)
		Station		Station		
Little Manatee River Watershed	1	75+00.00	to	110+50.00	NB0920	23.75
	2	110+50.00	to	154+00.00	931480	25.42
	3	154+00.00	to	192+00.00	931575	24.85
	4	192+00.00	to	217+00.00	931845	30.80
	5	217+00.00	to	239+75.00	931810	18.57
	6	239+75.00	to	256+00.00	931810	18.57
	7	256+00.00	to	296+00.00	930840	17.41
	8	296+00.00	to	324+50.00	930840	17.41
	9	324+50.00	to	335+50.00	930835	26.47
	10	335+50.00	to	373+50.00	930120	14.05
	11	373+50.00	to	418+00.00	900810	16.62
	12	418+00.00	to	464+00.00	900485	24.63
	13	464+00.00	to	485+00.00	900660	27.50
	14	485+00.00	to	512+75.00	924325	23.48
	15	512+75.00	to	550+00.00	924325	23.48
	16	550+00.00	to	585+00.00	942145	43.68
	17	585+00.00	to	621+00.00	942140	35.46
	18	621+00.00	to	635+00.00	942174	41.95
	19	635+00.00	to	674+00.00	827178	45.13
	20	674+00.00	to	701+00.00	827176	44.94
Alafia River Watershed	21	701+00.00	to	733+00.00	826152	44.48
	22	733+00.00	to	777+00.00	826152	44.48
	23	777+00.00	to	815+00.00	826208	42.18
	24	815+00.00	to	882+00.00	810620	32.72
	25	882+00.00	to	923+50.00	810600	32.22
	26	923+50.00	to	978+50.00	810546	28.17
	27	978+50.00	to	1029+50.00	810476	27.23
	28	1029+50.00	to	1077+00.00	810392	28.89
	29	1077+00.00	to	1110+00.00	810336	15.88
	30	1110+00.00	to	1137+50.00	810282	15.54
	31	1137+50.00	to	1159+50.00	700658	25.80
	32	1159+50.00	to	1184+00.00	700766	14.35
	33	1184+00.00	to	1195+00.00	700766	14.35
	34	1195+00.00	to	1223+75.00	280330	20.52
	35	1223+75.00	to	1250+50.00	280330	20.52
	36	1250+50.00	to	1270+00.00	281880	19.44



FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to South of US 301

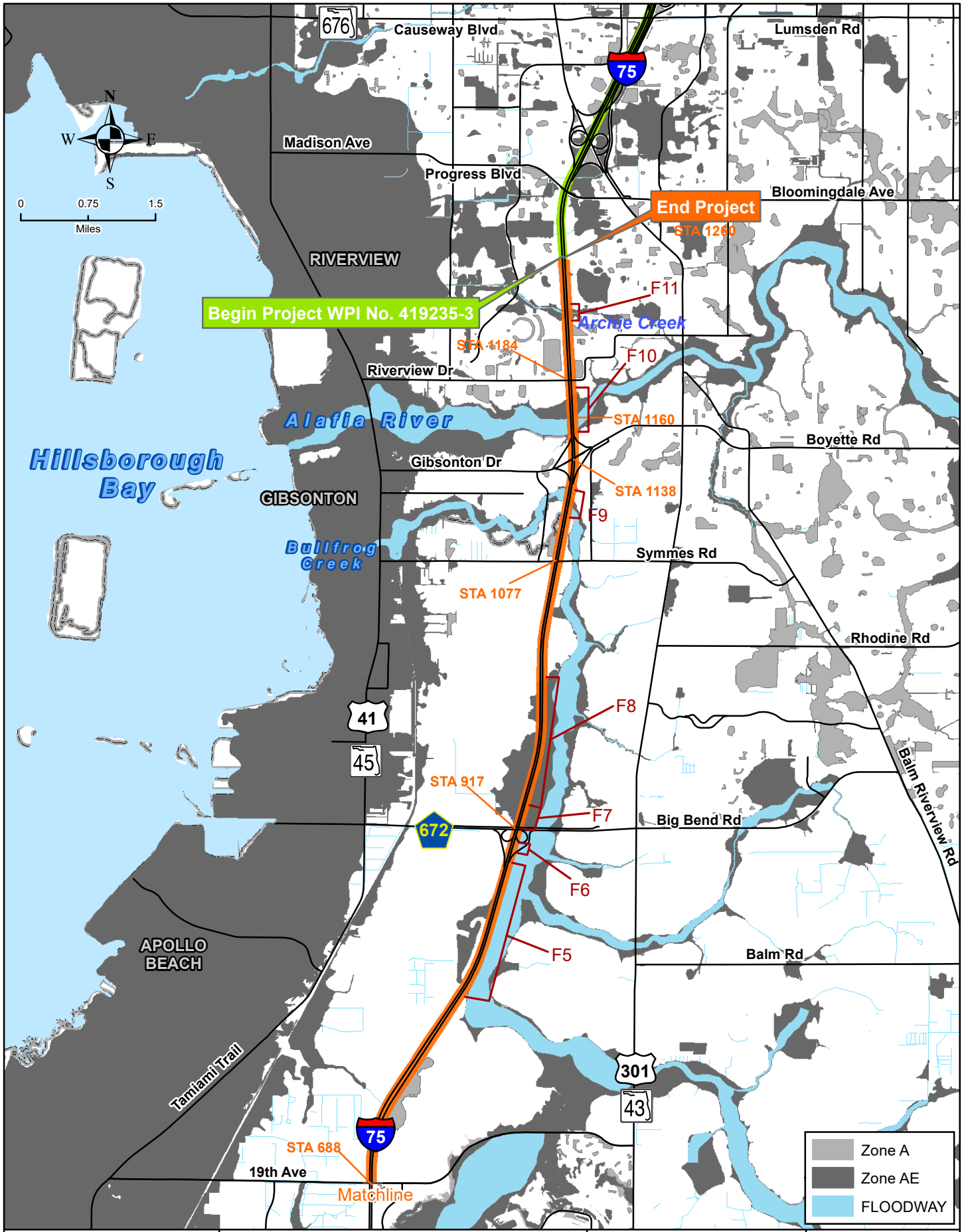
WPI Segment No.: 419235-2

Hillsborough and Manatee Counties

FEMA Floodplain Map

Figure 2-8

Sheet 1 of 2



FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to South of US 301

WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

FEMA Floodplain Map

Figure 2-8
Sheet 2 of 2

2.19 LIGHTING

High-mast street lighting is currently provided at the three existing interchanges located within the study limits. This lighting typically includes 1,000-watt high pressure sodium (HPS) luminaries on 120-foot poles which are maintained by the FDOT. In addition to the three interchanges, the on/off ramps at the rest area (located south of 21st Avenue SE) are lighted by conventional poles and HPS luminaries.

2.20 UTILITIES

There are numerous utilities throughout the study corridor, as shown in **Table 2-12**, based on Sunshine State One-Call design tickets on April 8, 2025. This information will be updated during the design phase.

2.21 SOILS AND GEOTECHNICAL DATA

Based on a review of existing data and reference materials included the NRCS web soil survey, USDA Soil Conservation Service (SCS) Soil Surveys of Hillsborough and Manatee Counties, Florida, SWFWMD aerial contour maps, and current photo aerials. The result of the preliminary geotechnical investigation gives a general assessment of the surface to near-surface conditions of the soils within the study limits. **Table 2-13** provides a tabulated summary of the soil characteristics found within the study limits, and the NRCS Soils Maps in **Appendix C** illustrate the soils within and adjacent to the study limits.

In general, the soils within the Hillsborough County portion of the study limits are considered to be in the region Soils of the Flatwoods, which have nearly level, poorly drained and very poorly drained soils that have a sandy subsoil, are sandy throughout, or have a loamy subsoil. Myakka fine sand comprises roughly 71% of the soil group within the Hillsborough portion of the study area. The soils within the Manatee County portion of the study limits are nearly level, poorly drained soil in broad areas of flatwoods with smooth slopes ranging from 0 to 2 percent, with some minor areas being moderately well drained, nearly level on low ridges and knolls in the uplands. EauGallie fine sand comprises roughly 26% of the soil group, and Cassia fine sand, moderately well drained comprises roughly 12% of the soil group within the Manatee portion of the study area.

2.22 AESTHETIC FEATURES

There are no aesthetic features within the project limits.

Table 2-12 Existing Utilities in the Study Area

Utility Owner	Facility Type	Approximate Crossing Locations	Contact
Charter Communications	CATV	Crossings at I-75 at SR 674, Old Big Bend Rd, Symmes Rd, Gibsonton Dr.	USIC DISPATCH OFFICE (800) 778-9140
Tampa Electric Company	Electric	Crossings at south of 21st Ave, 24th St, 33rd St, SR 674, Big Bend Rd.	SHAWNROSE STEPHENS (813) 557-8648
Tampa Electric (TECO) Peoples Gas Transmission	Natural Gas Lines	No Involvement	ROGER ROSELLO (813) 422-2805
Frontier Communications	Telephone	Crossings at Moccasin Wallow Rd, 21st St, 24th St, 33rd St, SR 674, Big Bend Road, Symmes Rd and Gibsonton Dr.	USIC DISPATCH CENTER (800) 778-9140
Hotwire Communications	Fiber-optic Communications	No Involvement	ANGEL CINTRON (561) 703-4965
MCI	Fiber-optic Communications	Crossings at Gibsonton Drive, Symmes Rd	FIELD CONTACTS (800) 624-9675
Unti Fiber, LLC	Fiber-optic Communications	No Involvement	SOLIGHT EMERGENCY RESPONSE DISPATCH (877) 652-2321
Zayo Group	Fiber-optic Communications	No Involvement	NEIL SCARBOROUGH (800) 961-6500
TECO Peoples Gas	Gas	Crossings at SR 674 and Big Bend Rd.	ROGER ROSELLO (813) 422-2805
Mosaic Fertilizer, LLC	Water	Crossing at Riverview Dr.	MATTHEW JACKSON (813) 629-3098
Kinder Morgan	Gas Pipeline	No Involvement	CHAD GRESHAM (813) 241-1124
Hillsborough County Traffic Service Unit	Traffic Service	At the interchange signals of Big Bend Road	DARRYLE NORTON (813) 399-2848
Hillsborough County Water Resource Services	Water	No Involvement	LISA JACKSON (813) 335-9569
Lumen	Fiber-optic Communications	Crossing at Big Bend Rd	TECH ON DUTY (877) 366-8344 x3
Tampa Bay Water	Water/Sewer Lines	Crossing north of Alsobrook Ave	RACHEL BROWN (813) 601-1009
Florida Power & Light	Fuel oil pipeline	Crossing at Buckeye Rd	BILL HODGE (941) 962-6778
Florida Power & Light	Electric	No Involvement	USIC DISPATCH CENTER (800) 778-9140
Gulfstream Natural Gas System	Gas Transmission	Crossing at Buckeye Rd	FRED DELOACH (941) 723-7108
Manatee County Utility Operations	Water/Sewer Lines	No Involvement	ANTHONY WILLIAMS (941) 792-8811 x5081
Peace River Electric Cooperative	Electric	No Involvement	KIM GOUGH (863) 767-4680 x4680

Table 2-13 Existing Soils Data (NRCS)

Soil Name (Map Unit No.)	Depth (inches)	Classification		Permeability (in/hr)	Seasonal High Water Table Depth (ft)	Hydrologic Soil Group
		AASHTO Group	USCS Group			
Manatee County						
Adamsville variant fine sand (1)	0-8	A-3, A-2-4	SP-SM	6.0-20	0.5-1.5	C
	8-80	A-3, A-2-4	SP, SP-SM	6.0-20		
Bradenton fine sand (4)	0-4	A-3, A-2-4	SP-SM	6.0-20	0-1.0	D
	4-9	A-3, A-2-4	SP-SM	6.0-20		
	9-27	A-2-4, A-2-6	SC, SM-SC	0.6-2.0		
	27-80	A-3, A-2-4, A-2-6	SP-SM, SM, SM-SC, SC	0.6-6.0		
Bradenton fine sand, limestone substratum (5)	0-6	A-3, A-2-4	SP-SM	6.0-20	0-1.0	B/D
	6-13	A-3, A-2-4	SP-SM, SM	6.0-20		
	13-47	A-2-4, A-2-6	SM-SC, SC	0.6-2.0		
	47-77	--------	---------	------		
	77-80	A-3, A-2-4, A-2-6, A-6	SP-SM, SM, SM-SC, SC	6.0-0.6		
Canova, Anclote, and Okeelanta soils (7)	0-20	A-8	PT	6.0-20	2	B/D
	20-80	A-3, A-2-4	SP, SP-SM, SM	6.0-20		
Cassia fine sand(11)	0-24	A-3	SP, SP-SM	6.0-20	1.5-3.5	C
	24-33	A-3, A-2-4	SP-SM, SM	0.6-6.0		
	33-80	A-3	SP, SP-SM	6.0-20		
Cassia fine sand, moderately well drained (12)	0-29	A-3	SP, SP-SM	>20	3.5-5.0	B
	29-41	A-3, A-2-4	SP, SP-SM	2.0-6.0		
	41-80	A-3	SP, SP-SM	>20		
Chobee variant sandy clay loam (14)	0-20	A-6, A-7	SC	0.06-0.2	1	D
	20-35	A-6, A-7	SC, CL, CH	0.06-0.2		
	35-40	A-2-4, A-2-6, A-6, A-7	SM-SC, SC, SL CH	0.06-0.6		
	40-80	A-3, A-2-4	SM, SM-SC, SC	6.0-20		
Delray mucky loamy fine sand (15)	0-16	A-3, A-2-4	SP-SM, SM, SM-SC	6.0-20	0-1.0	B/D
	16-51	A-3, A-2-4	SP-SM	6.0-20		
	51-80	A-2-4, A-2-6	SM, SM-SC, SC	0.6-6.0		
Delray complex (16)	0-15	A-3, A-2-4	SP-SM, SM, SM-SC	6.0-20	0-1.0	B/D
	15-55	A-3, A-2-4	SP-SM	6.0-20		
	55-80	A-2-4, A-2-6	SM, SM-SC, SC	0.6-6.0		
Delray-EauGallie complex (17)	0-15	A-3, A-2-4	SP-SM, SM, SM-SC	6.0-20	0-1.0	B/D
	15-55	A-3, A-2-4	SP-SM	6.0-20		
	55-80	A-2-4, A-2-6	SM, SM-SC, SC	0.6-6.0		
Duette fine sand, 0 to 5% slopes (19)	0-4	A-3	SP	>20	4.0-6.0	A
	4-58	A-3	SP	>20		
	58-80	A-3, A-2-4	SP, SP-SM	2.0-6.0		
EauGallie Fine sand (20)	0-28	A-3	SP, SP-SM	6.0-20	0-1.0	B/D

Soil Name (Map Unit No.)	Depth (inches)	Classification		Permeability (in/hr)	Seasonal High Water Table Depth (ft)	Hydrologic Soil Group
		AASHTO Group	USCS Group			
	28-42	A-3, A-2-4	SP-SM, SM	0.6-6.0		
	42-50	A-2-4, A-2-6	SM, SM-SC, SC	0.6-6.0		
	50-65	A-3, A-2-4	SP-SM, SM	2.0-6.0		
Felda fine sand (22)	0-24	A-3	SP, SP-SM	6.0-20	0-1.0	B/D
	24-80	A-2-4, A-2-6	SM, SM-SC, SC	0.6-6.0		
Floridana fine sand (25)	0-15	A-3, A-2-4	SP-SM, SM	6.0-20	0-1.0	B/D
	15-32	A-3	SP, SP-SM	6.0-20		
	32-65	A-2-4, A-2-6	SM-SC, SC	<0.2		
Floridana-Immokalee-Okeelanta association (26)	0-19	A-3, A-2-4	SP-SM, SM	6.0-20	1	B/D
	19-36	A-3	SP, SP-SM	6.0-20		
	36-63	A-2-4, A-2-6	SM-SC, SC	<0.2		
Gator muck (27)	0-18	A-8	PT	6.0-20	1	D
	18-55	A-2, A-4, A-6	SC, SM-SC	0.6-2.0		
	55-80	A-3, A-2-4	SP-SM	6.0-20		
Ona fine sand, orstein substratum (35)	0-5	A-3	SP, SP-SM	6.0-20	0-1.0	B/D
	5-16	A-3, A-2-4	SP-SM, SM	0.6-2.0		
	16-52	A-3	SP, SP-SM	6.0-20		
	52-68	A-2-4	SP-SM, SM	<0.2		
	68-80	A-2-4	SP-SM, SM	0.06-0.6		
Orlando fine sand, moderately wet, 0 to 2% slopes (36)	0-12	A-3, A-2-4	SP, SP-SM	6.0-20	3.5-6.0	A
	12-80	A-3, A-2-4	SP, SP-SM	6.0-20		
Palmetto sand (38)	0-25	A-3, A-2-4	SP, SP-SM	6.0-20	0-1.0	B/D
	25-45	A-3, A-2-4	SP-SM	6.0-20		
	45-64	A-2-4, A-2-6	SM, SM-SC, SC	0.2-0.6		
	64-68	A-3, A-2-4	SM, SP-SM	2.0-6.0		
Parkwood variant-Chobee, limestone substratum-Parkwood complex (39)	0-9	A-3, A-2-4	SP, SP-SM	>20	0-1.0	B/D
	9-37	A-2-4	SM, SM-SC	2.0-6.0		
	37-80	----------	---------	-------		
Wabasso fine sand (48)	0-21	A-3	SP, SP-SM	6.0-20	0-1.0	B/D
	21-31	A-3, A-2-4	SP-SM, SM	0.6-2.0		
	31-37	A-3	SP, SP-SM	6.0-20		
	37-65	A-2-4, A-2-6	SC, SM-SC	<0.2		
	65-80	A-3, A-2-4	SP-SM, SM	6.0-20		
Hillsborough County						
Archbold fine sand (3)	0-4	A-3	SP	>20	3.5-6.0	A
	4-80	A-3	SP	>20		
Arents, nearly level (4)	--------	--------	--------	--------	--------	--------

Soil Name (Map Unit No.)	Depth (inches)	Classification		Permeability (in/hr)	Seasonal High Water Table Depth (ft)	Hydrologic Soil Group
		AASHTO Group	USCS Group			
Bassinger, Holopaw, and Samsula soils, depressional (5)	0-7	A-3	SP	6.0-20	1	D
	7-28	A-3, A-2-4	SP, SP-SM	6.0-20		
	28-42	A-3, A-2-4	SP, SP-SM	6.0-20		
	42-80	A-3, A-2-4	SP, SP-SM	6.0-20		
Eaton mucky sand, depressional (14)	0-8	A-3, A-2-4	SP-SM	6.0-20	1	D
	8-22	A-2-4, A-3	SM, SP-SM	6.0-20		
	22-80	A-7	SC, CL, CH	0.06-0.2		
Felda fine sand (15)	0-22	A-3	SP, SP-SM	6.0-20	0-1.0	B/D
	22-45	A-2-4, A-2-6	SM, SM-SC	0.6-6.0		
	45-80	A-3, A-2-4	SP, SP-SM	6.0-20		
Malabar fine sand (27)	0-12	A-3	SP, SP-SM	6.0-20	0-1.0	B/D
	13-30	A-3, A-2-4	SP, SP-SM	6.0-20		
	30-50	A-3	SP, SP-SM	6.0-20		
	50-66	A-2, A-4, A-6	SC, SM-SC, SM	<0.2		
	66-80	A-3, A-2-4	SP-SM, SM	6.0-20		
Myakka fine sand (29)	0-20	A-3	SP, SP-SM	6.0-20	0-1.0	B/D
	20-30	A-3, A-2-4	SM, SP-SM	0.6-6.0		
	30-80	A-3	SP, SP-SM	6.0-20		
Ona fine sand (33)	0-4	A-3	SP-SM, SP	6.0-20	0-1.0	B/D
	4-22	A-3, A-2-4	SP-SM, SM	0.6-2.0		
	22-80	A-3	SP-SM, SP	6.0-20		
Orsino fine sand, 0 to 5% slopes (36)	0-31	A-3	SP	>20	3.5-5.0	A
	31-80	A-3	SP, SP-SM	>20		
Pinellas fine sand (38)	0-11	A-3	SP	6.0-20	0-1.0	B/D
	11-22	A-3, A-2-4	SP-SM	6.0-20		
	22-27	A-2-4, A-2-6	SP-SM, SM-SC, SC	0.6-2.0		
	27-80	A-3, A-2-4	SP, SP-SM	6.0-20		
Pomello fine sand, 0 to 5% slopes (41)	0-43	A-3	SP, SP-SM	>20	2.0-3.5	C
	43-55	A-3, A-2-4	SP-SM, SM	2.0-6.0		
	55-80	A-3	SP, SP-SM	6.0-20		
St. Johns fine sand (46)	0-12	A-3	SP, SP-SM	6.0-20	0-1.0	B/D
	12-29	A-3	SP, SP-SM	6.0-20		
	29-46	A-3, A-2-4	SP-SM, SM	0.2-2.0		
	46-80	A-3	SP, SP-SM	6.0-20		
Smyrna fine sand (52)	0-12	A-3, A-2-4	SP, SP-SM	6.0-20	0-1.0	B/D
	12-20-	A-3, A-2-4	SM, SP-SM	0.6-6.0		
	20-80	A-3	SP, SP-SM	6.0-20		
Urban land (56)	--------	--------	--------	--------	--------	--------
Winder fine sand, frequently flooded (60)	0-14	A-3, A-2-4	SP, SP-SM	6.0-20	0-1.0	B/D
	14-17	A-2-4	SM	0.2-0.6		

Soil Name (Map Unit No.)	Depth (inches)	Classification		Permeability (in/hr)	Seasonal High Water Table Depth (ft)	Hydrologic Soil Group
		AASHTO Group	USCS Group			
	17-33	A-2-4, A-2-6, A-1-B	SM, SM-SC, SC, GM-GC	<0.2		
	33-80	A-3, A-2-4, A-1-B	SP, SP-SM, SM	6.0-20		
Zolfo fine sand (61)	0-3	A-3, A-2-4	SP-SM	6.0-20	2.0-3.5	C
	3-60	A-3, A-2-4	SP-SM, SM	6.0-20		
	60-80	A-3, A-2-4	SP-SM, SM	0.6-2.0		

2.23 TRAFFIC SIGNS

There are numerous traffic guide signs located along the project limits either as ground-mounted multi-post sign structures or mounted to overhead or cantilever structures. **Table 2-14** lists the overhead and cantilever sign structures along I-75.

Table 2-14 Existing Overhead/Cantilever Sign Structures

Type (Overhead/Cantilever)	Approx. Station (direction)	Signs Mounted on Structure
Overhead	137+00 (SB)	Digital Changeable Message
Overhead	526+00 (NB)	Digital Changeable Message
Cantilever	587+00 (NB)	SR 674 Exit 240
Cantilever	602+00 (SB)	SR 674 East Exit 240A
Overhead	626+00 (SB)	SR 674 East/West Exit 240A&B
Overhead	699+00 (NB & SB)	Digital Changeable Message
Cantilever	896+00 (NB)	CR 672 Exit 246
Cantilever	913+00 (SB)	CR 672 Exit 246
Overhead	1020+00 (NB)	Digital Changeable Message
Cantilever	1065+00 (SB)	Digital Changeable Message
Cantilever	1121+00 (NB)	Gibsonton Drive Exit 250
Cantilever	1152+00 (SB)	Gibsonton Drive Exit 250
Cantilever	1172+00 (SB)	Gibsonton Drive Exit 250
Cantilever	1205+00 (SB)	Gibsonton Drive Exit 250 – 1 mile
Cantilever	1246+00 (NB)	US 301 Exit 254 – 1 mile
Overhead	1256+00 (NB)	Digital Changeable Message

2.24 NOISE WALLS AND PERIMETER WALLS

There are no noise barrier walls or perimeter walls located within the existing ROW within the project limits.

2.25 INTELLIGENT TRANSPORTATION SYSTEMS (ITS) FEATURES

There are Intelligent Transportation System (ITS) facilities within the project limits. **Table 2-14** identifies the overhead or cantilever structures along I-75 that contain a digital changeable message sign. There are four traffic monitoring sites within the study limits, the locations are listed in **Table 2-15**. There are 39 existing ITS camera sites within the project limits as listed in **Table 2-16**. There is one hurricane evacuation sign located at approximately station 82+00 along the I-75 northbound lanes. In addition there are two multi-post signs designating the number of spaces available at the northbound and southbound rest areas, located at approximately stations 310+00 and 360+00 respectively.

Table 2-15 Existing Traffic Monitoring Sites

Site Number	Type	Milepost
130044	Portable Traffic Monitoring Site	17.694 (North of Moccasin Wallow Rd)
105601	Portable Traffic Monitoring Site	0.415 (North of Manatee County Line)
100143	Portable Traffic Monitoring Site	11.555 (South of Big Bend Road)
100146	Portable Traffic Monitoring Site	17.112 (North of Gibsonton Drive)

Table 2-16 Existing ITS Cameras

Approximate Station Northbound*	Mile Marker (MM)	Approximate Station Southbound*	Mile Marker (MM)
130+00	231.1	130+00	231.1
230+00	233.0	180+00	232.1
290+00	234.1	190+00	232.3
305+00	234.4	245+00	233.3
355+00	235.4	290+00	234.1
410+00	236.4	410+00	236.4
460+00	237.4	460+00	237.4
570+00	239.4	515+00	238.4
605+00	240.1	700+00	241.9
695+00	241.8	730+00	242.5
730+00	242.5	780+00	243.4
780+00	243.4	825+00	244.3
830+00	244.4	885+00	245.4
915+00	246.0	965+00	246.9
1015+00	247.9	1015+00	247.9
1115+00	249.8	1065+00	248.8
1135+00	250.2	1125+00	250.0
1255+00	252.4	1150+00	250.4
		1200+00	251.4
East of I-75 along SR 674	MM 3.7 on SR 674	West of I-75 along SR 674	MM 2.5 on SR 674

* Within 500 ft. of station shown as the camera is named at mile marker within nearest 0.1 mile

2.26 EXISTING STRUCTURES

Table 2-17 provides a summary of the inventory of existing bridges within the project. The year of original construction of the 16 mainline bridges (over water and roadways) ranges from 1980 to 1990. The types of bridge construction include steel girder, American Association of State Highway and Transportation Officials (AASHTO) beams and cast-in-place flat slabs. The existing precast deck panels on the two pair of the mainline structures at Big Bend Road and SR 674 were replaced in 2004 with a cast-in-place concrete deck. None of the existing bridges are classified as "functionally obsolete" due to inadequate shoulder widths or substandard barrier designs. The term "functionally obsolete" only means that a bridge does not meet current road design standards. None of the existing bridges are historically significant.

Of the eight bridges over waterways, two of the waterways are navigable, including the fixed bridges over the Alafia River and the Little Manatee River. The bridges over the Alafia River provide a horizontal navigational clearance of 50.0-feet (shown later in **Table 2-18**) and a mean high water (MHW) vertical clearance of 28.0-feet at the channel. The bridges over the Little Manatee River provide a horizontal navigation clearance of 50.0-feet (shown in **Table 2-18**) and a MHW vertical clearance of 22.5-feet at the channel. None of the eight bridges over the water are scour critical.

Bridge sufficiency ratings are used to help determine whether a bridge that is structurally or functionally obsolete should be repaired or replaced. This rating considers a number of factors, of which only about half relate to the condition of the bridge itself. The health index measures the overall condition. The health index typically includes about 10 to 12 different elements that are evaluated. A lower health index means that more work would be required to improve the bridge to an ideal condition. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. A low health index may also indicate that it would be more economical to replace the bridge than to repair it.

Table 2-17 lists the sufficiency ratings and health indices of the structures along I-75 as of the 2nd quarter of 2024. The sufficiency ratings range from 84.8 to 96.9 for all bridges. However, the I-75 structures ratings are 88.5 or above. The health indices ranged from 85.05 to 99.07. The load ratings can also be found in **Table 2-17**. All the bridges have Operating Load Ratings greater than 1.0. The Inventory Rating on all the bridges are greater than 1.0 for the AASHTO and steel girders and for the cast-in-place slab as required in Section 7.1.1 in the Structures Design Guidelines. These ratings were performed using either Allowable Stress or Load Factor methods. A Load and Resistance Factor Rating (LRFR) will need to be completed as required by Section 7.1.1.1.A of the Structures Design Guidelines to ensure that the bridges proposed to be widened are suitable for widening.

Table 2-17 Existing Bridge Structures Inventory Summary

Approx. Milepost	Location Description (Structures from North to South)	Structure Number[1]	Year Built (Widened)[3]	Structure Type[2]	Skew Angle (deg.)[2]	Structure Length[1,2]	Spans[2]	Span Lengths	Out to Out Width (ft)[2]	Travel Lane Widths (ft)[2]	Inside Shoulder Width (ft)[2]	Outside Shoulder Width (ft)[2]	Minimum Vertical Clearance (ft)[2]	Minimum Horizontal Clearance (ft)	Structural Ratings Operating/ Inventory[2]	Sufficiency Rating[3]	Health Index[3]
Hillsborough County																	
17.33	I-75 over Riverview Drive - SB	100356	1981	AASHTO	2°	159.583'	3	38.0' - 83.583' - 38.0'	70.75'	4x12'	10.0'	10.0'	16.1'	See Table 2-18. Bridge Horizontal Clearances Evaluation	1.94/1.81 - (HS20)	94.3	98.07
17.33	I-75 over Riverview Drive - NB	100357	1981	AASHTO	2°	159.583'	3	38.0' - 83.583' - 38.0'	70.75'	4x12'	10.0'	10.0'	16.1'		1.94/1.81 - (HS20)	94.3	98.07
16.851	I-75 over Alafia River -SB	100358	1981	AASHTO	24°	1552.5'	21	3 @ 67.5' - 6 @ 90.0' - 12 @ 67.5'	70.75'	4x12'	10.0'	10.0'	28.0' over MHW[4]		1.83/1.58 - (HS20)	88.5	98.83
16.851	I-75 over Alafia River-NB	100359	1981	AASHTO	24°	1552.5'	21	3 @ 67.5' - 6 @ 90.0' - 12 @ 67.5'	70.75'	4x12'	10.0'	10.0'	28.0' over MHW[4]		1.83/1.58 - (HS20)	89.5	98.88
18.47	Gibsonton Drive over I-75	100377	1983	Steel Girders	31°	336.0'	2	2 @ 168.0'	92.75'	4x12'	1.5'	10.0'	16.4'		1.69/1.03 - (HS20)	84	87.38
15.922	I-75 over Bullfrog Creek - SB	100373	1983	AASHTO	37.5°	414.0'	6	6 @ 69.0'	58.75'	3x12'	10.0'	10.0'	N/A		1.58/1.39 - (HS20)	93.8	97.25
15.922	I-75 over Bullfrog Creek - NB	100374	1983	AASHTO	37.5°	414.0'	6	6 @ 69.0'	58.75'	3x12'	10.0'	10.0'	N/A		1.58/1.39 - (HS20)	94.3	85.05
15.298	I-75 over Symmes Road - SB	100375	1983	AASHTO	12°	165.5'	3	38.0' - 89.75' - 38.0'	58.75'	3x12'	10.0'	10.0'	16.2'		1.75/1.44 - (HS20)	93.8	98.54
15.298	I-75 over Symmes Road - NB	100376	1983	AASHTO	12°	165.5'	3	38.0' - 89.75' - 38.0'	58.75'	3x12'	10.0'	10.0'	16.8'		1.75/1.44 - (HS20)	94.8	98.57
12.286	I-75 over Big Bend Road CR 672 - SB	100363	1981 (2004)	AASHTO	15°	315'	5	40.0' - 3 @ 78.33' - 40.0'	67.083'	4x12'	10.0'	8.0'	16.3'		1.75/1.50 - (HS20)	92.5	98.84
12.286	I-75 over Big Bend Road CR 672 - NB	100364	1981 (2004)	AASHTO	15°	315'	5	40.0' - 3 @ 78.33' - 40.0'	67.083'	4x12'	10.0'	8.0'	16.3'		1.75/1.50 - (HS20)	86.2	99.02
7.90	19th Avenue over I-75	100348	1981	AASHTO	0°	283.33'	4	30.0' - 2 @ 111.67' - 30.0'	42.75'	2x12'	8.0'	8.0'	16.3'		Not Available	96	94.47
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - SB	100346	1982 (2005)	AASHTO	19°	274.0'	4	44.08' - 2 @ 82.92' - 44.08'	67.08'	4x12'	10.0'	8.0'	16.3'		1.47/1.25 - (HS20)	93.8	96.05
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - NB	100347	1982 (2005)	AASHTO	19°	274.0'	4	44.08' - 2 @ 82.92' - 44.08'	67.08'	4x12'	10.0'	8.0'	16.3'		1.47/1.25 - (HS20)	93.8	97.37
4.926	24th ST SE over I-75	100355	1980	Steel Girders	30°	330.0'	4	35.5' - 2 @ 129.5' - 35.5'	46.75'	2x12'	10.0'	10.0'	16.4'		1.94/1.17 - (HS20)	84.8	94.51
4.437	21st Ave SE over I-75	100354	1981	Steel Girders	30.5°	557.0'	4	58.0' - 2 @ 226.5' - 58.0'	46.75'	2x12'	10.0'	10.0'	16.9'		2.17/1.31 - (HS20)	96.9	95.21
1.955	I-75 over Little Manatee River - SB	100353	1981	AASHTO	28°	1380.0'	20	20 @ 69.0'	58.75'	3x12'	10.0'	10.0'	22.5' over MHW[4]		1.85/1.11 - (HS20)	91.9	95.01
1.955	I-75 over Little Manatee River - NB	100352	1981	AASHTO	28°	1380.0'	20	20 @ 69.0'	58.75'	3x12'	10.0'	10.0'	22.5' over MHW[4]		1.85/1.11 - (HS20)	92.3	94.49
1.297	Valroy Rd/Lightfoot Rd over I-75	100351	1980	Steel Girders	27°	125.75'	4	33.75' - 2 @ 125.75' - 33.75'	46.75'	2x12'	10.0'	10.0'	16.5'		1.89/1.14 - (HS20)	83	85.25
Manatee County																	
20	I-75 over Curiosity Creek - SB	130105	1980	Flat Reinforced Concrete Slab	13°	180.0'	6	6 @ 30.0'	58.75'	3x12'	10.0'	10.0'	N/A		2.22/1.33 - (HS20)	96	97.85
20	I-75 over Curiosity Creek - NB	130106	1980	Flat Reinforced Concrete Slab	13°	180.0'	6	6 @ 30.0'	58.75'	3x12'	10.0'	10.0'	N/A		2.22/1.33 - (HS20)	96	99.02
18.4	Buckeye Rd over I-75	130077	1980	Steel Girders	37°	381.5'	2	2 @ 190.75'	42.75'	2x12'	8.0'	8.0'	16.5'		1.92/1.17 - (HS20)	96.8	89.76

Interchange area

Sources: 1) Straight Line Diagram Inventories from FDOT
2) As-Built Plans and Bridge Inspection Reports from FDOT (various years)
3) Florida Bridge Information on FDOT website - 2nd Quarter 2024
4) At Navigational Channel

Legend
- I-75 mainline bridges over roadways
- I-75 mainline bridges over water bodies
- County roads crossing over I-75

Table 260.6.1 in the 2024 FDOT Design Manual (FDM) requires a minimum vertical clearance for new bridges over roadways of 16.5-feet. (which includes a 0.5-foot allowance for future resurfacing). The required vertical clearance for existing bridges affected by construction is 16.0-feet. Existing bridge clearances over roadways range from 16.1-feet to 16.9-feet. The minimum horizontal clearances between the edge of the nearest traffic lane and the closest bridge pier are shown in **Table 2-18** along with the clearance deficiencies. Many of the existing bridges do not meet the minimum clearance requirements as shown in **Table 2-18**. A suitable barrier, as specified in Section 215.3 of the FDM will be required to protect vehicles from these hazards when the 36.0-feet horizontal clearance for the I-75 mainline is not available in the ultimate condition. Section 3.6.5 of the AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications mandates that the bridge substructures be protected by barriers that are crash rated for a Test Level 5 (TL-5) if they are located within 30'-0" from the edge of the roadway and the columns are not capable of resisting the 600 kilopound (kip) vehicle crash load. These barriers are to be 54 inches tall if they are located within 10-feet of the column or otherwise may be 42 inches tall if at least 10-feet away from the column.

According to data provided by FWC, between January 1998 and August 2007, a total of three motorboat crashes occurred at the I-75 bridge over the Alafia River. During the same period, no boat crashes were reported at the I-75 bridge over the Little Manatee River.

2.27 ENVIRONMENTAL CHARACTERISTICS

Existing environmental characteristics are documented in the following reports prepared for this PD&E Study:

- *Section 4(f) Resources Technical Memorandum (August 2025)*
- *Location Hydraulics Report (July 2022)*
- *Natural Resource Evaluation Report (December 2021)*
- *Cultural Resource Assessment Survey (October 2009)*
- *Cultural Resource Assessment Survey Technical Memorandum Stormwater Management Facilities & Floodplain Compensation Sites (May 2020)*
- *Historic Resources Survey Update Technical Memorandum (May 2020)*
- *Contamination Screening Evaluation Report (July 2022)*
- *Noise Study Report (March 2025)*
- *Water Quality Impact Evaluation (December 2008)*

There are existing environmental features which would affect the development of alternatives.

As documented in the *Cultural Resources Assessment Survey (CRAS)* and the *CRAS Technical Memorandum Stormwater Management Facilities & Floodplain Compensation Sites*, there are no significant archaeological sites nor historic resources within the project's area of potential effect that are listed, determined eligible or considered potentially eligible for the National Register of Historic Places.

Table 2-18 Existing Bridges Horizontal Clearances Evaluation

Approx. Milepost	Location Description (Structures from North to South)	Structure Number	Existing Minimum Horizontal Clearance (ft)	Data Source for Min Horiz Clearance	Bottom Roadway Type: Rural vs. Curb & Gutter	Bottom Roadway Posted Speed or Est. Design Speed	Min. Req'd Horiz Clearance per FDM[1]	Is the minimum standard met?	Comments Regarding the Existing Conditions
Hillsborough County									
17.33	I-75 over Riverview Drive - SB	100356	30.8'	bridge plans	Rural	45 mph	24'	Yes	Rural, lower speed: road only 20' wide
17.33	I-75 over Riverview Drive - NB	100357	30.8'	bridge plans	Rural	45 mph	24'	Yes	Rural, lower speed: road only 20' wide
16.851	I-75 over Alafia River -SB	100358	Horizontal Navigational Clearance Between Fenders - 50.0'					Yes	
16.851	I-75 over Alafia River-NB	100359	Horizontal Navigational Clearance Between Fenders - 50.0'					Yes	
16.47	Gibsonton Drive over I-75	100377	20.2	Insp Rpt	Rural	70 mph	36'	**No**	Center piers shielded by guardrail
15.298	I-75 over Symmes Road - SB	100375	28.7'	Insp Rpt	Rural	45 mph	24'	Yes	Rural cross road with sidewalk on north side
15.298	I-75 over Symmes Road - NB	100376	28.7'	Insp Rpt	Rural	45 mph	24'	Yes	
12.266	I-75 over Big Bend Road CR 672 - SB	100363	17.5' to auxlane	Insp Rpt	Rural	60 mph (posted 55 mph)	24' to aux lane	**No**	Median barrier includes bridge piers
12.266	I-75 over Big Bend Road CR 672 - NB	100364	17.5' to auxlane	Insp Rpt	Rural	60 mph (posted 55 mph)	24' to aux lane	**No**	
7.96	19th Avenue over I-75	100348	29.5'	Insp Rpt	Rural	70 mph	36'	**No**	Center piers shielded by guardrail
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - SB	100346	17' to auxlane	Insp Rpt	Rural	55 mph (posted 50 mph)	18' to aux lane	**No**	Median piers shielded by guardrail; no outside pier protection
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - NB	100347	17' to auxlane	Insp Rpt	Rural	55 mph (posted 50 mph)	18' to aux lane	**No**	
4.926	24th St SE over I-75	100355	offsets to guardrail unknown	Insp Rpt	Rural	70 mph	36'	Yes	All piers shielded by guardrail
4.437	21st Ave SE over I-75	100354	offsets to guardrail unknown	Insp Rpt	Rural	70 mph	36'	Yes	All piers shielded by guardrail; crossing is severely skewed
16.851	I-75 over Little Manatee River - SB	130105	Horizontal Navigational Clearance Between Fenders - 50.0'					Yes	
16.851	I-75 over Little Manatee River - NB	130106	Horizontal Navigational Clearance Between Fenders - 50.0'					Yes	
1.297	ValroyRd/Lightfoot Rd over I-75	100351	41.1' inside	Insp Rpt	Rural	70 mph	36'	Yes	Outside piers shielded by guardrail; no median pier protection
Manatee County									
18.4	Buckeye Rd over I-75	130077	29.2'	bridge plans	Rural	70 mph	36'	**No**	No guardrail shielding present

[1]Based on Tables 215.2.1 and 15.2.2. in FDOT Design Manual (FDM)

Interchange area

Legend

I-75 mainline bridges over roadways

I-75 mainline bridges over navigational water bodies

County roads crossing over I-75

There are five wildlife/waterfowl refuge or recreational resources located adjacent to or in close proximity to the project limits as documented in the *Section 4(f) Resources Technical Memorandum* (August 2025). They are summarized on **Table 2-19**. In addition, there is one other public land resource adjacent to the project limits (Little Manatee River Preserve) which was acquired for the purpose of flood protection and water quality. I-75 crosses the Little Manatee River and with the exception of the existing ROW footprint of I-75, the Cockroach Bay Aquatic Preserve also follows the Little Manatee River. The five Section 4(f) resources and these other public lands are shown on **Figure 2-9** and in the Concept Plans in **Appendix A**.

Table 2-19 Potential Section 4(f) Resources

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction
Cockroach Creek Greenway Preserve	County Preserve with Hiking Trails	Wildlife/Waterfowl Refuge	Hillsborough County
Little Manatee River Paddling Trail	Paddling Trail	Park/Rec Area	FDEP
Bullfrog Creek Wildlife and Environmental Area	Conservation of Fish and Wildlife Habitat	Wildlife/Waterfowl Refuge	Hillsborough County / FWC
Golden Aster Scrub Nature Preserve	Natural Preserve and Trails	Wildlife/Waterfowl Refuge	TIITF & FDEP / Hillsborough County
Vance Vogel Park	Sports Complex	Park/Rec Area	Hillsborough County

TIITF - State of Florida Trustees of the Internal Improvement Trust Fund
FDEP – Florida Department of Environmental Protection

There are two paddling trails along rivers that cross the project limits. The Little Manatee River Paddling Trail, listed in **Table 2-19**, is designated by the Florida Department of Environmental Protection (FDEP), follows the Little Manatee River, however FDOT has jurisdiction of the I-75 ROW footprint. The other paddling trail is the Alafia River Paddling Trail, which runs along the Alafia River, but is designated as such by FDEP from Lithia Springs County Park (over 7 miles east of I-75) and runs approximately 6 miles east along the river to Alterman's Ford's Park.

Section 2.18.4 lists the five regulated floodways and **Section 2.18.5** provides the existing floodplains within the limits of the project as documented in the *Location Hydraulics Report*. The Alafia River is listed on the National Rivers Inventory and Little Manatee River is a Study River.

There are 34 areas considered wetlands and 23 surface waters located adjacent to I-75 or within the existing right of way within the limits of the project. These sites are listed in Appendix P and shown on maps in Appendix O of the *Natural Resources Evaluation (NRE)* document. The wetland sites are also shown on the Concept Plans in **Appendix A**. The presence of species is also documented in the Natural Resources Evaluation. There is critical habitat for one species within the limits of the project which is within the Little Manatee River for the West Indian manatee. There are essential fish habitat within the Little Manatee River and Alafia River.

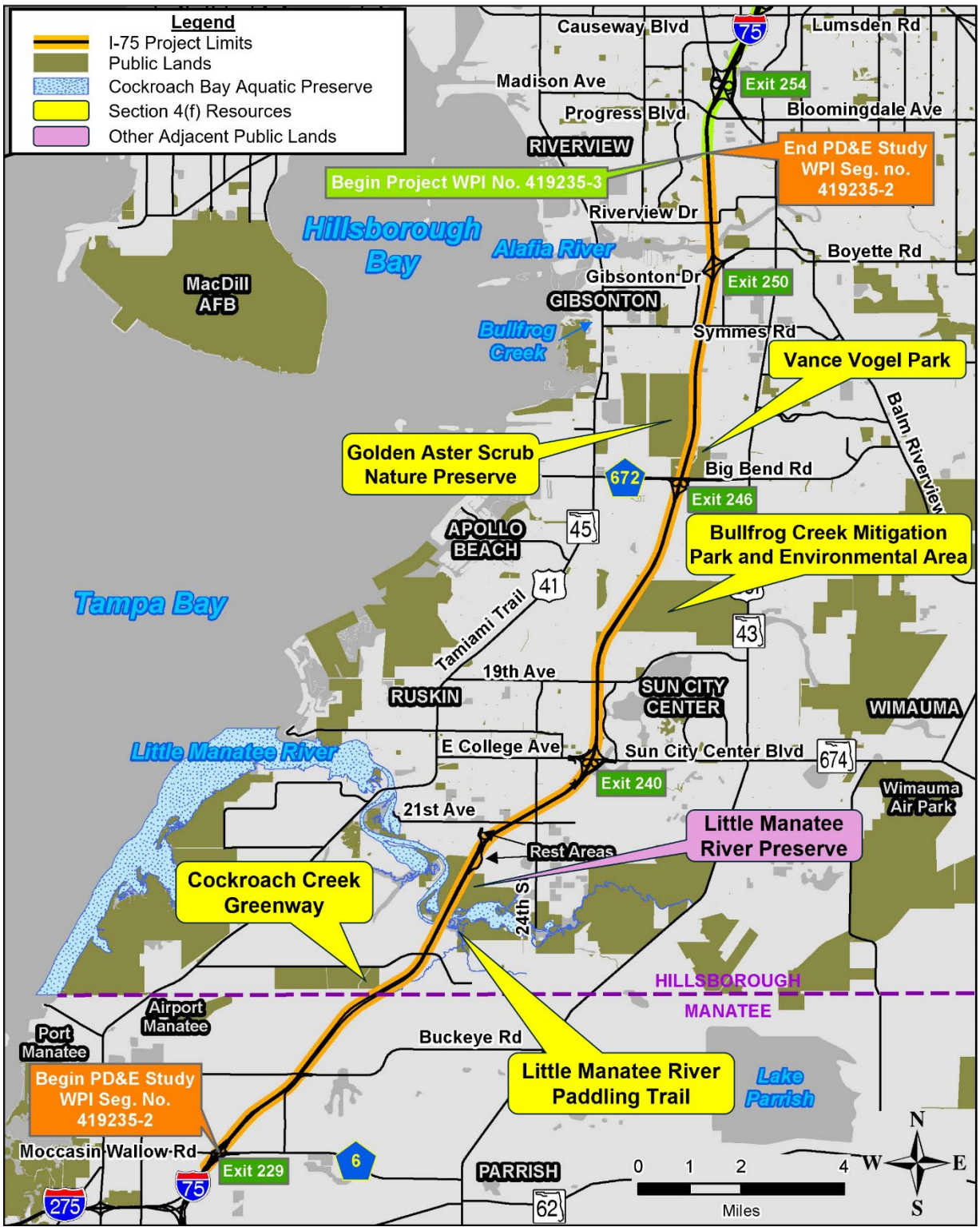


Figure 2-9 Adjacent Public Lands and Section 4(f) Resources

The *Contamination Screening Evaluation Report* identified 36 sites within a half-mile radius of the centerline of I-75 with a potential for contamination. Seven sites have, or have had known contamination within the FDOT right of way. The site locations are documented in that report and those within close proximity of the project limits, are also shown on the Concept Plans in **Appendix A**.

The *NSR* documented A total of 1,328 receptors representing 1,619 properties adjacent to the project limits for which there are Noise Abatement Criteria for the use of the land were evaluated.

SECTION 3 TRAFFIC ANALYSIS AND FUTURE CONDITIONS

The information in this section has been extracted and summarized from the project's *PTAR* (January 2022). The Hillsborough TPO LRTP lists cost feasible projects to add express lanes to I-75 and making improvements at the Gibsonton and Big Bend Interchanges.

3.1 TRAFFIC METHODOLOGY

Existing and future design traffic volumes were forecasted for existing year (2017), opening year (2025) and design year (2045). The development of existing traffic volumes, travel demand forecasting, traffic factors and future traffic volumes for this study was completed under the adjacent I-75 PD&E Study (WPI Segment No. 419235-3) for consistency purposes.

The TBNext subarea origin-desination model estimation (ODME) models for 2010, 2045 No Build and 2045 Build scenarios for both I-75 PD&E studies projects were utilized to develop the AADTs, while the ELToD v2.3 model was used to develop the General-Purpose Lane and Express Lane volume split for 2045 Build scenario.

The K factor is assumed to be 0.09 based on 2016 FTI K factors for the stations along I-75 within the study limits. For the D factor, FDOT Florida Traffic Online AADT reports from count stations within our study limits along I-75 mainline were reviewed. Based on this information, a D factor of 58% was assumed for the study area. The K and D factors were reviewed and approved by FDOT. The peak hour truck factor of 4% was used for the traffic analysis.

Traffic operational conditions were analyzed using the microsimulation TSIS-CORSIM 6.3 software. CORSIM analysis was performed for three (3) hours in 15 minute intervals (12 intervals). CORSIM simulations included ten (10) runs with unique random seed values. The ten (10) runs were averaged to obtain measures of effectiveness. The microsimulation CORSIM model underwent calibration against collected existing year (2017) traffic data including traffic counts and a speed study. The approved calibration process is documented in a separate CORSIM Existing Network Model Calibration memorandum dated April 29, 2020 and is provided in study's PTAR (January 2022).

The simulation study area included all the I-75 mainline limits, three (3) interchanges (SR 674, Big Bend Road, Gibsonton Drive), the nearest downstream and upstream adjacent arterial intersections and the south US 301 interchange ramps. For all CORSIM models, mainline merge and diverge segments were modeled at a length of 1500 feet upstream and downstream of on and off ramps. The measures of effectiveness (MOEs) used in this study for alternative analysis include volume throughput, speeds (mph) and density (vehicles/mile/lane).

3.2 EXISTING YEAR (2017) ANALYSIS

3.2.1 Existing Year (2017) Volumes

Existing year (2017) AADT and Design Hour Volumes (DHV) volumes for the traffic study area are provided in **Appendix F.**

3.2.2 Existing Year (2017) Operational Analysis

Existing traffic operating conditions for signalized and unsignalized intersections, ramp merge and diverge areas, weave sections, and mainline freeway segments were evaluated.

Speed temperature charts for the I-75 mainline are shown in **Figure 3-1** and **Figure 3-2** for AM and PM peak periods, respectively.

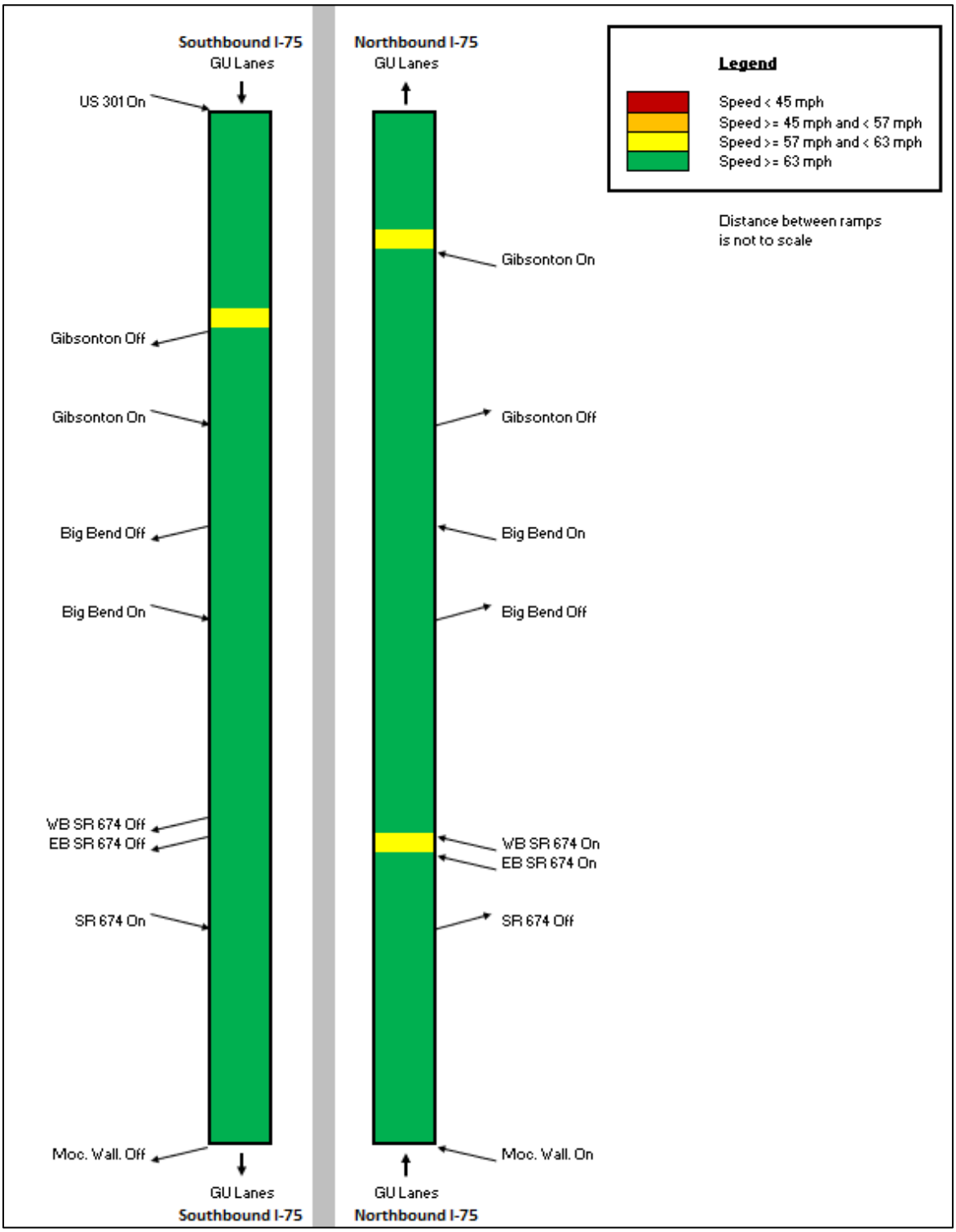


Figure 3-1 Speed Temperature Chart Existing (2017) – AM Peak Period

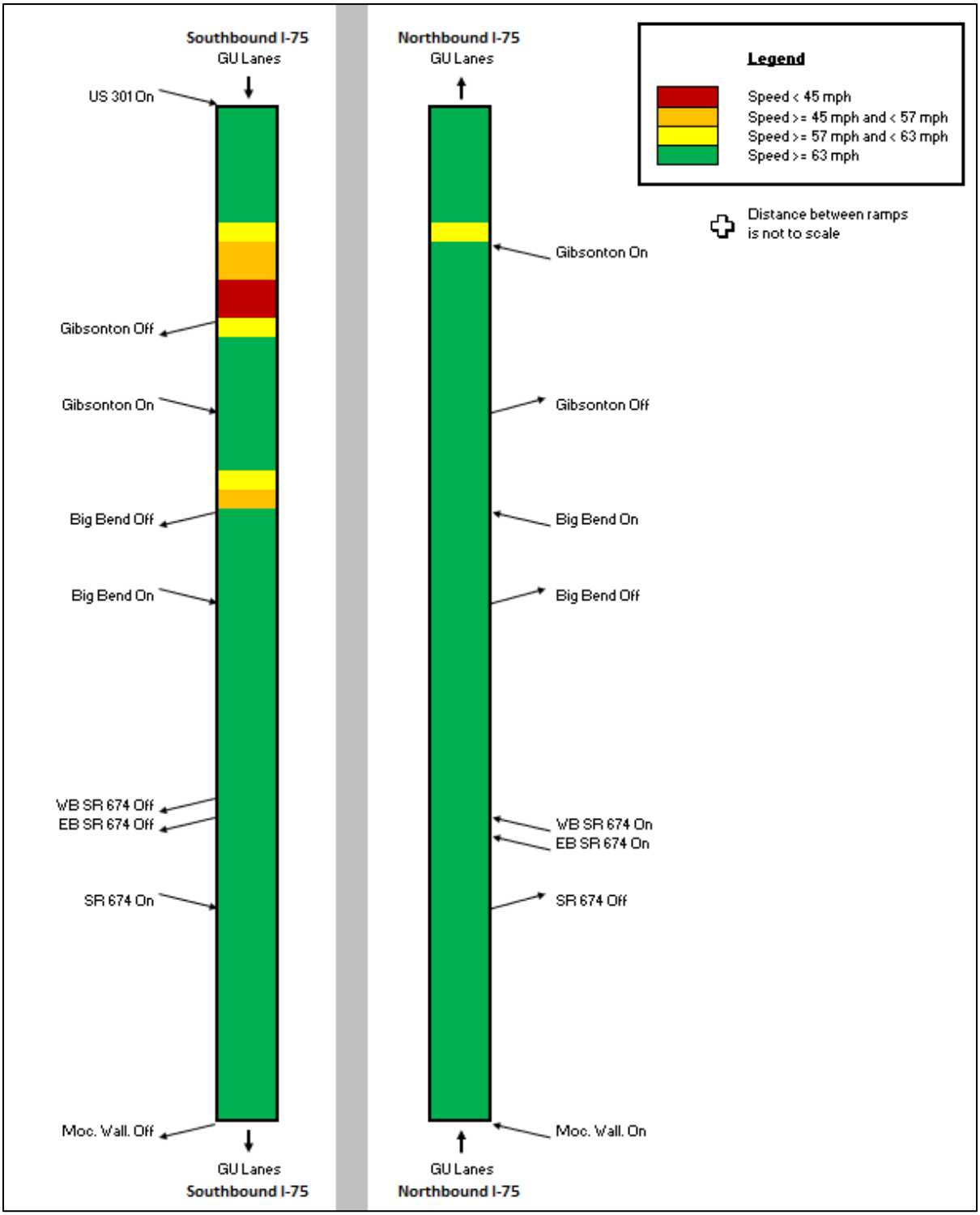


Figure 3-2 Speed Temperature Chart Existing (2017) – PM Peak Period

Ramp analysis was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speed based on segment length for the study ramps in existing year (2017) are summarized in **Table 3-1** and **Table 3-2**. Only ramp segments that were coded as freeway links in the CORSIM model were included in the ramp analysis.

Table 3-1 Ramp Weighted Average Speed Existing (2017) – AM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	34.9
	I-75 NB On Ramp from SR 674 WB	25	39.3
	I-75 NB On Ramp from SR 674 EB	45	22.1
	I-75 NB Off Ramp to Big Bend Rd.	45	29.8
	I-75 NB On Ramp from Big Bend Rd.	50	26.3
	I-75 NB Off Ramp to Gibsonton Dr.	45	37.3
	I-75 NB On Ramp from Gibsonton Dr.	45	24.1
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	31.6
	I-75 SB On Ramp from Gibsonton Dr.	45	34.6
	I-75 SB Off Ramp to Big Bend Road	25	21.2
	I-75 SB On Ramp from Big Bend Road	45	36.5
	I-75 SB Off Ramp to SR 674 EB	45	25.3
	I-75 SB Off Ramp to SR 674 WB	30	36.7
	I-75 SB On Ramp from SR 674	45	35.8

EB = Eastbound, WB = Westbound

Table 3-2 Ramp Weighted Average Speed Existing (2017) – PM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	33.4
	I-75 NB On Ramp from SR 674 EB	25	39.4
	I-75 NB On Ramp from SR 674 WB	45	22.6
	I-75 NB Off Ramp to Big Bend Rd.	45	33.6
	I-75 NB On Ramp from Big Bend Rd.	50	31.1
	I-75 NB Off Ramp to Gibsonton Dr.	45	37.0
	I-75 NB On Ramp from Gibsonton Dr.	45	31.9
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	30.6
	I-75 SB On Ramp from Gibsonton Dr.	45	34.2
	I-75 SB Off Ramp to Big Bend Road	25	18.8
	I-75 SB On Ramp from Big Bend Road	45	37.0
	I-75 SB Off Ramp to SR 674 WB	45	25.5
	I-75 SB Off Ramp to SR 674 EB	30	37.0
	I-75 SB On Ramp from SR 674	45	36.7

The ramp terminal intersections at the arterials were evaluated for the existing year (2017) condition at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 3-3** and **Table 3-4**. The output MOEs results from the CORSIM evaluation were compared to the Highway Capacity Manual LOS criteria to determine LOS. The overall intersection delay and LOS is a weighted average calculation based on all the movements at the intersection. Improvements at the Big Bend Road interchange have been advanced and construction began in 2023. Evaluation of the interchange ramp terminals is not included in the operational analysis.

Table 3-3 I-75 Ramp Intersection Terminals at SR 674 – Existing Year (2017)

I-75 Intersections @ SR 674	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	--	--	5.5 (A)	--	6.7 (A)
	PM	--	--	2.3 (A)	--	4.8 (A)
Northbound Ramps	AM	--	8.2 (A)	--	--	6.9 (A)
	PM	--	11.4 (B)	--	--	6.3 (A)

Table 3-4 I-75 Ramp Intersection Terminals at Gibsonton Drive - Existing Year (2017)

I-75 Intersections @ Gibsonton	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	**99.4 (F)**	--	46.0 (D)	39.3 (D)	**63.4 (E)**
	PM	38.1 (D)	--	19.3 (B)	32.9 (C)	31.2 (C)
Northbound Ramps	AM	**215.7 (F)**	5.1 (A)	--	--	**89.7 (F)**
	PM	9.5 (A)	4.7 (A)	--	--	7.0 (A)

The systemwide network measures of performance summary for existing year (2017) are shown in **Table 3-5**.

Table 3-5 Systemwide Network Measures of Performance Summary – Existing (2017)

Measure of Effectiveness	Existing Year (2017)	
	AM Peak	PM Peak
Total Vehicle Miles	455,547	476,382
Move Time (veh-hr)	7,215	7,561
Delay Time (veh-hr)	1,798	1,287
Total Time (veh-hr)	9,014	8,848
Average Speed (mph)	50.5	53.9
Move/Total	0.80	0.85
Delay Time	0.24	0.16
Total Time	1.19	1.11

3.3 FUTURE YEAR ANALYSIS

The traffic operations (i.e., levels of service, speeds, delays, densities) were evaluated for the I-75 mainline, ramp merge/diverge junctions and the signalized/un-signalized intersections along the three interchanges within the project limits. More detailed COSRIM output results for the No-Build and Build conditions are provided in the Study's *PTAR* (January 2022)**.**

3.3.1 Forecasted Future Year Volumes

The AADT and DHV for the No-Build and Build Alternatives for opening year (2025) and design year (2045) are provided in **Appendix F**.

3.3.2 No-Build Future Years Operational Analysis

Speed temperature charts for the I-75 mainline for the No-Build Alternative are shown in **Figure 3-3** through **Figure 3-6** for the opening year (2025) and design year (2045) broken into AM and PM peak periods, respectively. In the design year (2045), the northbound mainline returns to a higher speed north of the Big Bend on ramp. The simulation shows that there is a spillback from the I-75 northbound off ramp to Gibsonton Drive causing abnormal LOS and speed on the northbound segments north of this spillback.

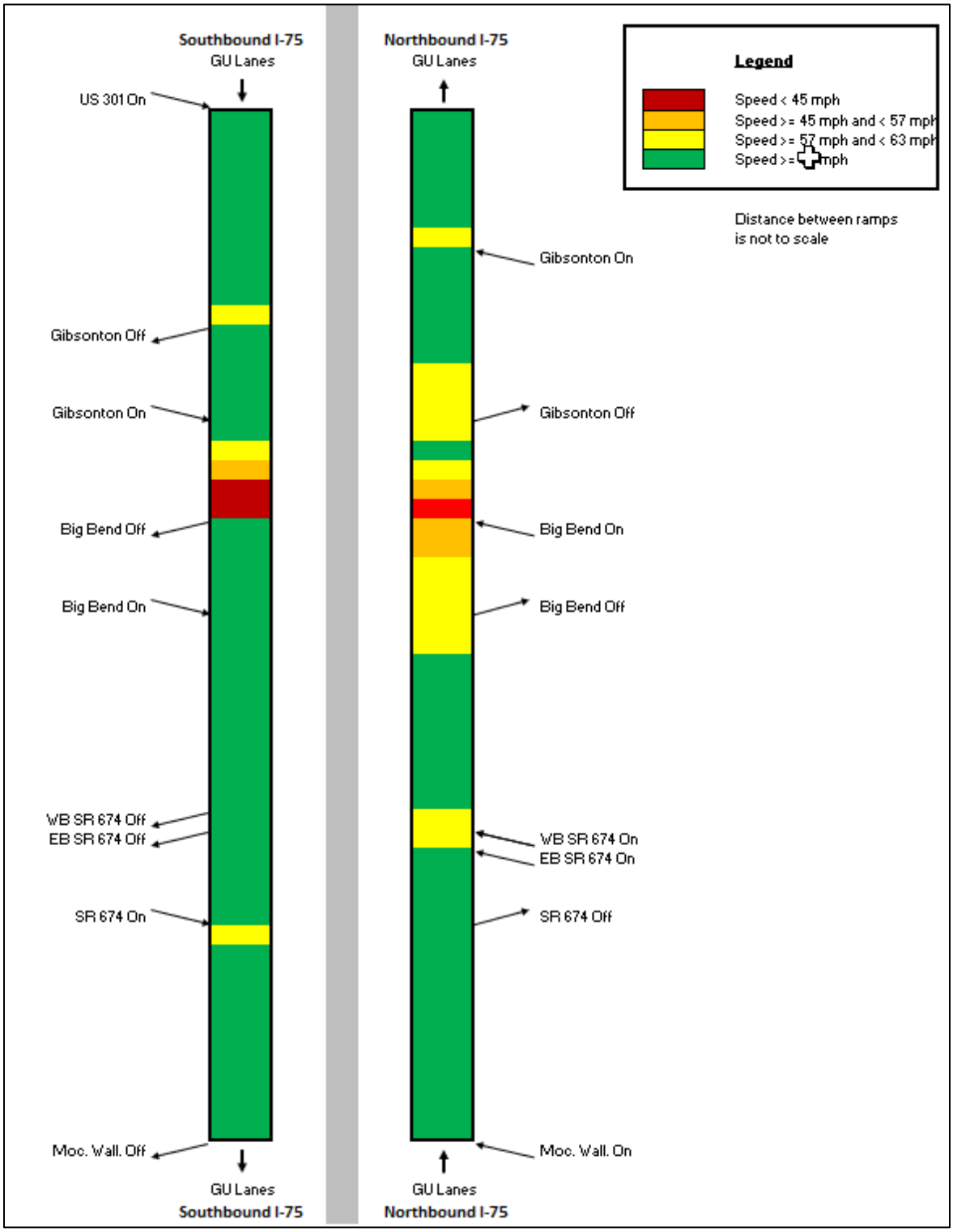


Figure 3-3 Speed Temperature Chart No-Build (2025) – AM Peak Period

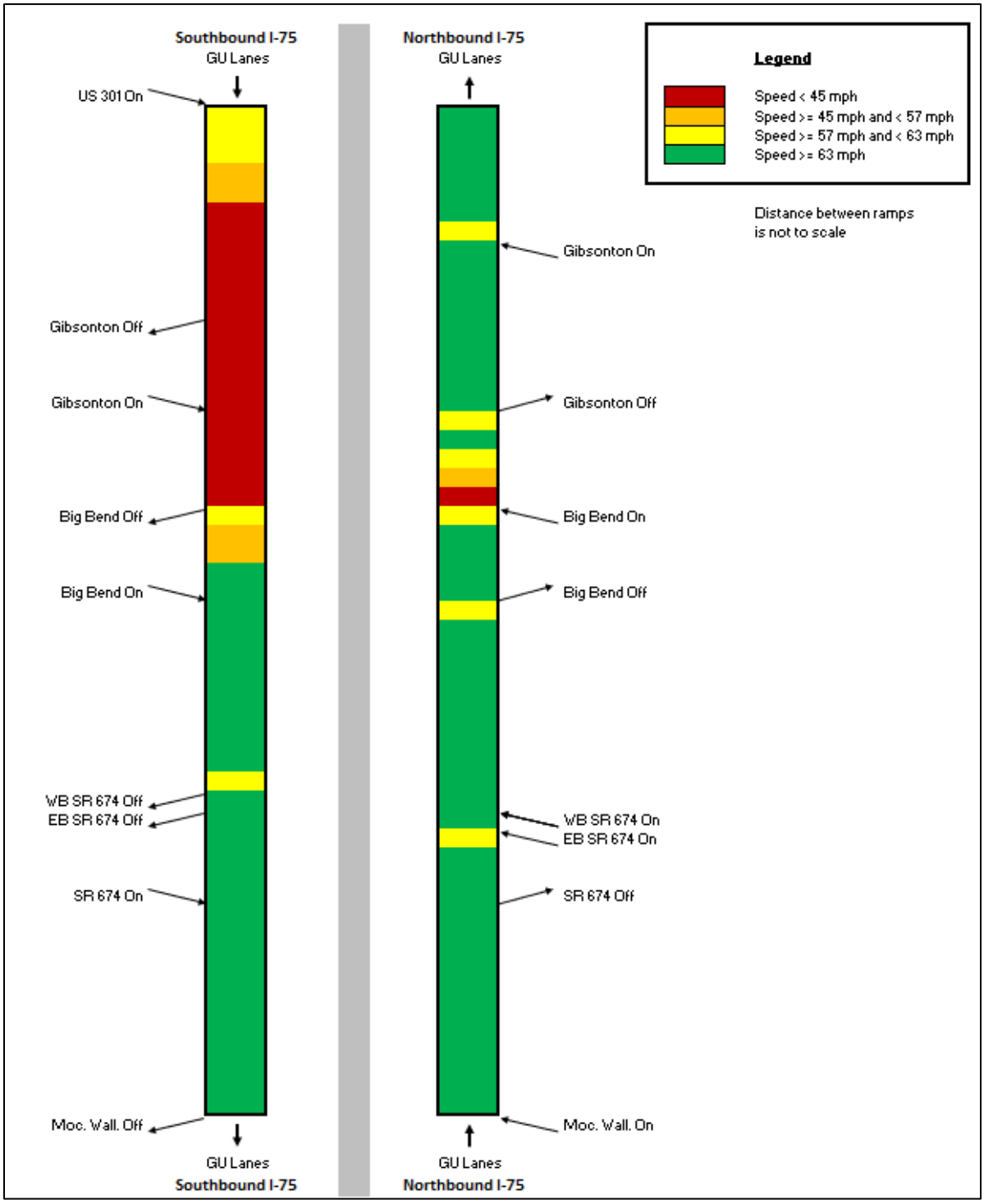


Figure 3-4 Speed Temperature Chart No-Build (2025) – PM Peak Period

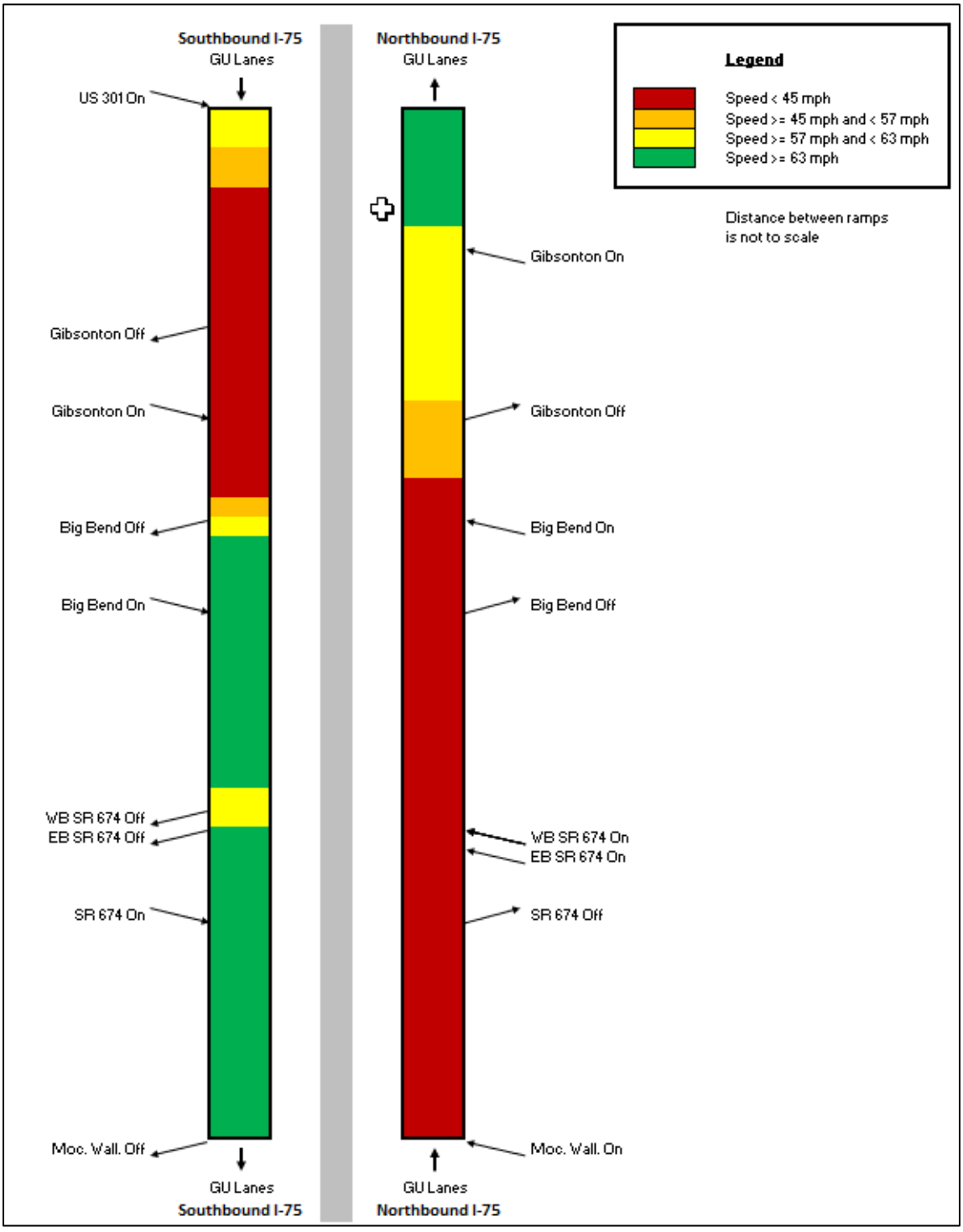


Figure 3-5 Speed Temperature Chart No-Build (2045) – AM Peak Period

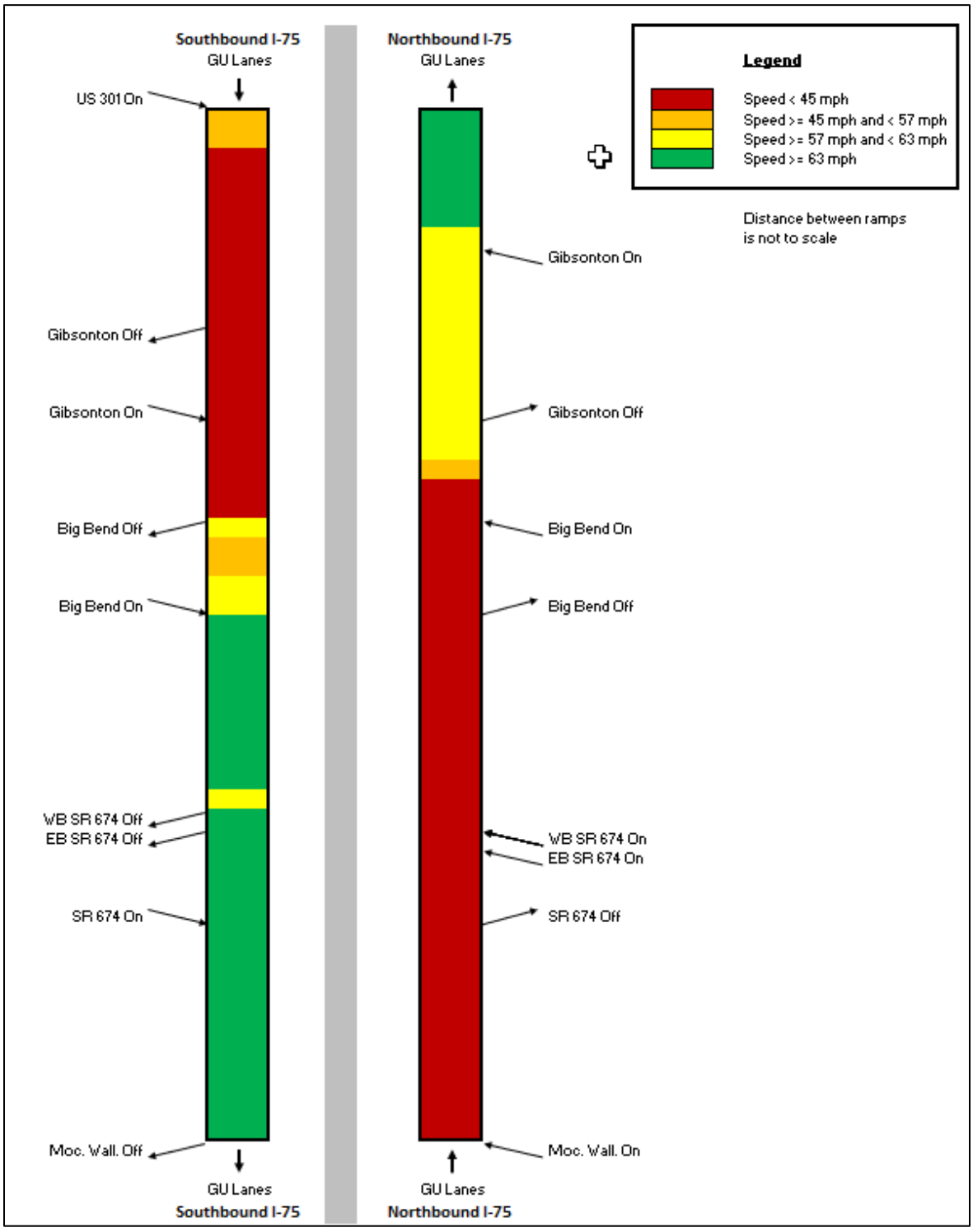


Figure 3-6 Speed Temperature Chart No-Build (2045) – PM Peak Period

Ramp analysis for the No-Build condition in opening year (2025) and design year (2045) was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speed based on segment length in the NB and southbound (SB) direction for the study ramps are summarized in **Table 3-6** through **Table 3-9**. Only ramp segments that were coded as freeway links in the CORSIM model were included in the ramp analysis.

Table 3-6 Ramp Weighted Average Speed No-Build (2025) – AM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	33.8
	I-75 NB On Ramp from SR 674 EB	25	21.1
	I-75 NB On Ramp from SR 674 WB	45	38.5
	I-75 NB Off Ramp to Big Bend Rd.	45	36.1
	I-75 NB On Ramp from Big Bend Rd.	50	36.5
	I-75 NB Off Ramp to Gibsonton Dr.	45	32.0
	I-75 NB On Ramp from Gibsonton Dr.	45	25.8
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	23.2
	I-75 SB On Ramp from Gibsonton Dr.	45	34.4
	I-75 SB Off Ramp to Big Bend Rd.	25	37.2
	I-75 SB On Ramp from Big Bend Rd.	45	37.7
	I-75 SB Off Ramp to SR 674 EB	45	25.5
	I-75 SB Off Ramp to SR 674 WB	30	37.7
	I-75 SB On Ramp from SR 674	45	35.7

EB = eastbound, WB = westbound

Table 3-7 Ramp Weighted Average Speed No-Build (2025) – PM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	33.6
	I-75 NB On Ramp from SR 674 EB	25	21.7
	I-75 NB On Ramp from SR 674 WB	45	39.1
	I-75 NB Off Ramp to Big Bend Rd.	45	36.5
	I-75 NB On Ramp from Big Bend Rd.	50	38.0
	I-75 NB Off Ramp to Gibsonton Dr.	45	36.7
	I-75 NB On Ramp from Gibsonton Dr.	45	29.5
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	28.8
	I-75 SB On Ramp from Gibsonton Dr.	45	33.1
	I-75 SB Off Ramp to Big Bend Rd.	25	38.0
	I-75 SB On Ramp from Big Bend Rd.	45	39.4
	I-75 SB Off Ramp to SR 674 WB	45	24.4
	I-75 SB Off Ramp to SR 674 EB	30	35.7
	I-75 SB On Ramp from SR 674	45	35.8

Table 3-8 Ramp Weighted Average Speed No-Build (2045) – AM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	13.0
	I-75 NB On Ramp from SR 674 EB	25	10.9
	I-75 NB On Ramp from SR 674 WB	45	20.5
	I-75 NB Off Ramp to Big Bend Rd.	45	36.1
	I-75 NB On Ramp from Big Bend Rd.	50	10.9
	I-75 NB Off Ramp to Gibsonton Dr.	45	33.4
	I-75 NB On Ramp from Gibsonton Dr.	45	28.7
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	19.1
	I-75 SB On Ramp from Gibsonton Dr.	45	34.8
	I-75 SB Off Ramp to Big Bend Rd.	25	34.5
	I-75 SB On Ramp from Big Bend Rd.	45	38.2
	I-75 SB Off Ramp to SR 674 EB	45	17.1
	I-75 SB Off Ramp to SR 674 WB	30	37.1
	I-75 SB On Ramp from SR 674	45	35.9

Table 3-9 Ramp Weighted Average Speed No-Build (2045) – PM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	31.4
	I-75 NB On Ramp from SR 674 EB	25	7.4
	I-75 NB On Ramp from SR 674 WB	45	36.3
	I-75 NB Off Ramp to Big Bend Rd.	45	35.9
	I-75 NB On Ramp from Big Bend Rd.	50	37.0
	I-75 NB Off Ramp to Gibsonton Dr.	45	36.5
	I-75 NB On Ramp from Gibsonton Dr.	45	27.9
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	21.4
	I-75 SB On Ramp from Gibsonton Dr.	45	32.1
	I-75 SB Off Ramp to Big Bend Rd.	25	37.1
	I-75 SB On Ramp from Big Bend Rd.	45	37.9
	I-75 SB Off Ramp to SR 674 EB	45	24.1
	I-75 SB Off Ramp to SR 674 WB	30	38.3
	I-75 SB On Ramp from SR 674	45	35.4

The ramp terminal intersections at the arterials were evaluated for the No-Build condition (2025 & 2045) at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 3-10** through **Table 3-13**. Improvements at the Big Bend Road interchange have been advanced and construction began in 2023. Evaluation of the interchange ramp terminals is not included in the operational analysis.

Table 3-10 Ramp Terminal Intersection LOS at SR 674 – No-Build (2025)

I-75 Intersections @ SR 674	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	--	--	4.1 (A)	--	4.1 (A)
	PM	--	--	7.3 (A)	--	7.3 (A)
Northbound Ramps	AM	--	14.0 (B)	--	--	14.0 (B)
	PM	--	13.0 (B)	--	--	13.0 (B)

Table 3-11 Ramp Terminal Intersection LOS at Gibsonton Dr – No-Build (2025)

I-75 Intersections @ Gibsonton Dr	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	**218.3 (F)**	--	**185.3 (F)**	**84.9 (F)**	**162.7 (F)**
	PM	**79.2 (E)**	--	25.1 (C)	34.4 (C)	46.1 (D)
Northbound Ramps	AM	**166.2 (F)**	9.1 (A)	--	--	**67.0 (E)**
	PM	19.1 (B)	10.0 (B)	--	--	15.0 (B)

Table 3-12 Ramp Terminal Intersection LOS at SR 674 – No-Build (2045)

I-75 Intersections @ SR 674	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	--	--	10.7 (B)	--	10.7 (B)
	PM	--	--	10.9 (B)	--	10.9(B)
Northbound Ramps	AM	--	**99.6 (F)**	--	--	**99.6 (F)**
	PM	--	26.9 (C)	--	--	26.9 (C)

Table 3-13 Ramp Terminal Intersection LOS at Gibsonton Dr – No-Build (2045)

I-75 Intersections @ Gibsonton	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	**278.4 (F)**	--	**347.6 (F)**	**90.6 (F)**	**244.0 (F)**
	PM	**140.1 (F)**	--	36.0 (D)	**62.4 (E)**	**73.2 (E)**
Northbound Ramps	AM	**95.5 (F)**	20.9 (C)	--	--	**62.7 (E)**
	PM	**135.7 (F)**	13.5 (B)	--	--	**82.3 (F)**

3.3.3 Build Analysis Future Years Operational Analysis

Speed temperature charts for the I-75 mainline for the Build Alternative are shown in **Figure 3-7** through **Figure 3-10** for the opening year (2025) and design year (2045) broken into AM and PM peak periods, respectively.

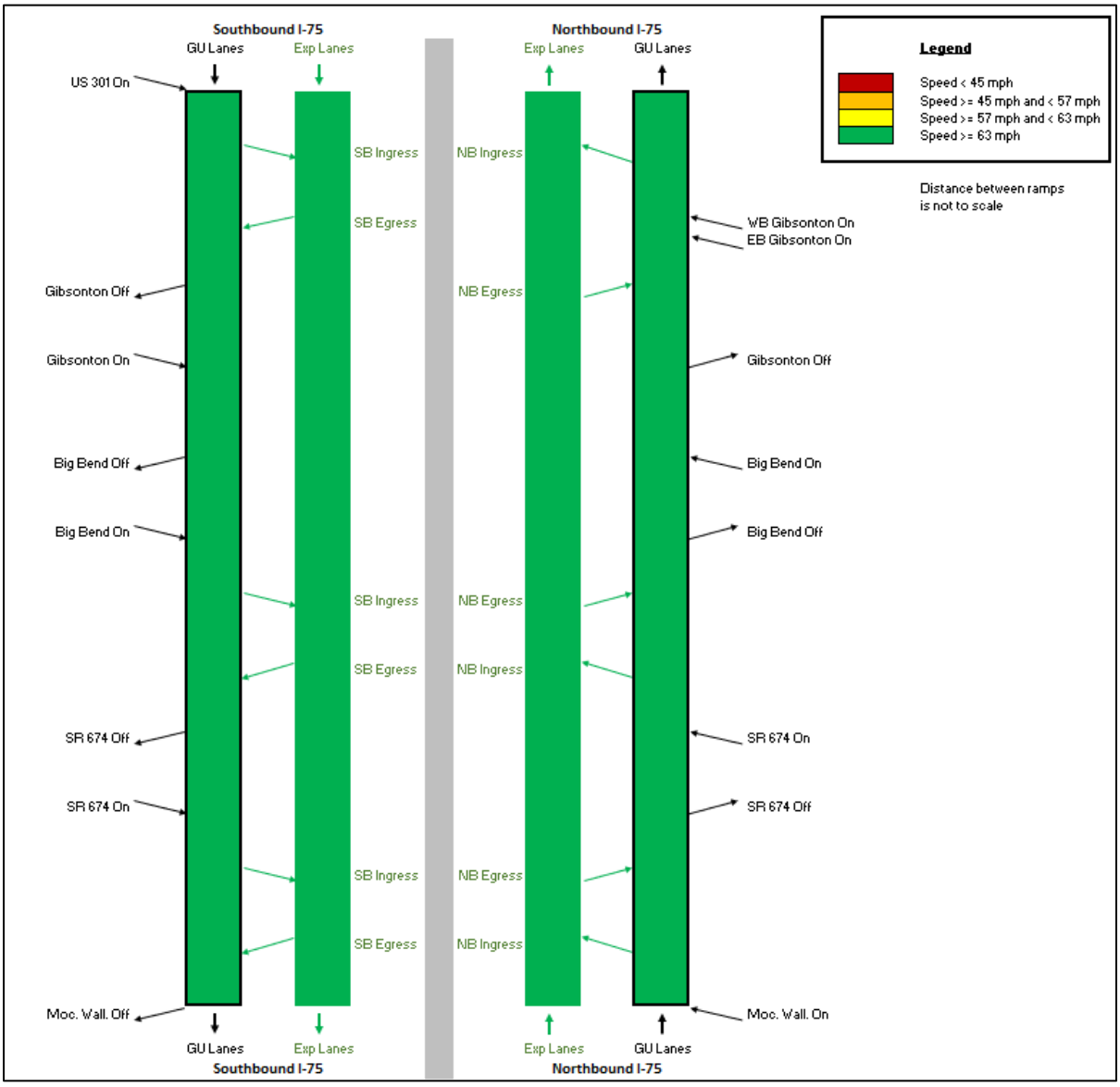


Figure 3-7 Speed Temperature Chart Build (2025) – AM Peak Period

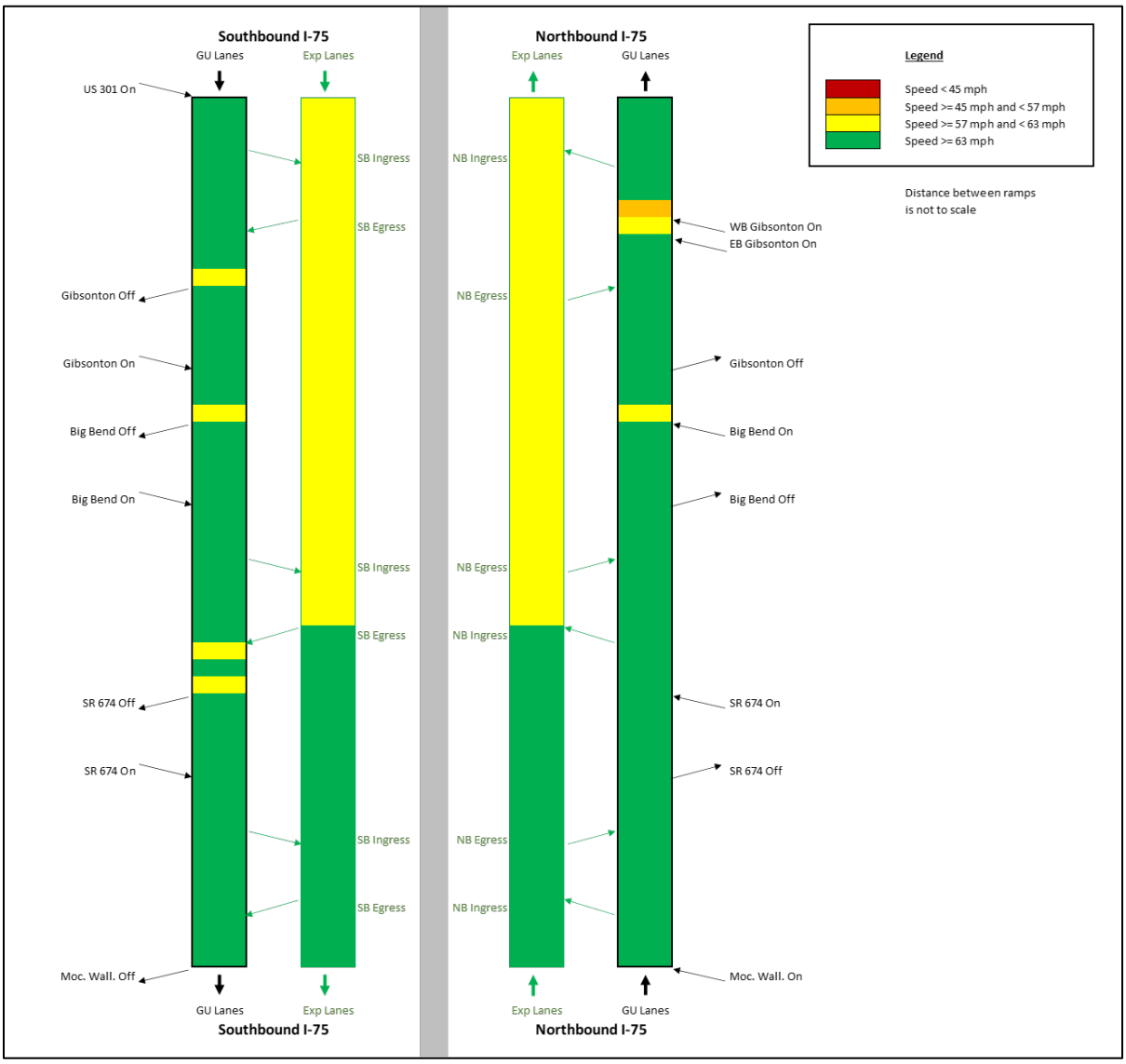


Figure 3-8 Speed Temperature Chart Build (2025) – PM Peak Period

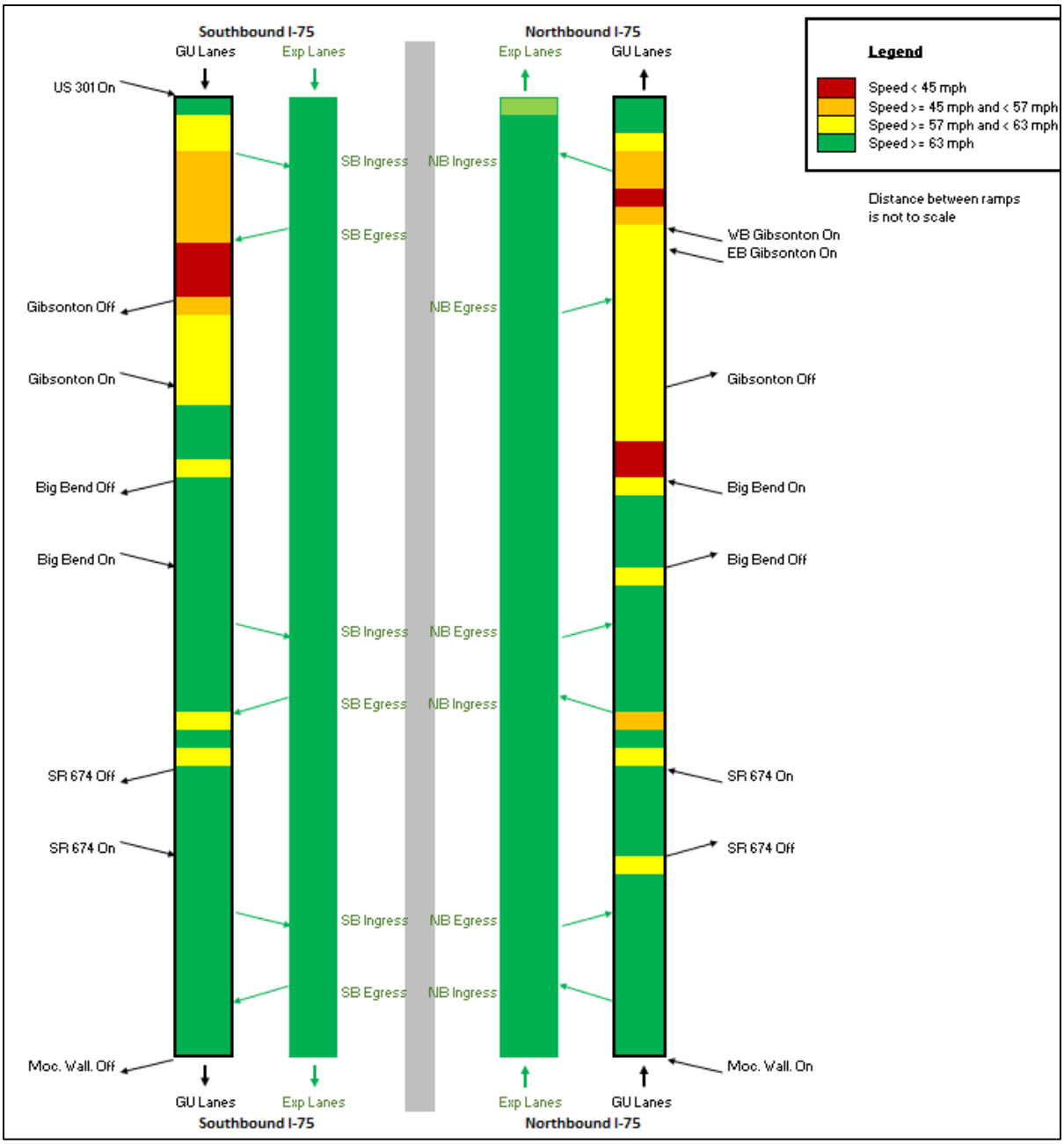


Figure 3-9 Speed Temperature Chart Build (2045) – AM Peak Period

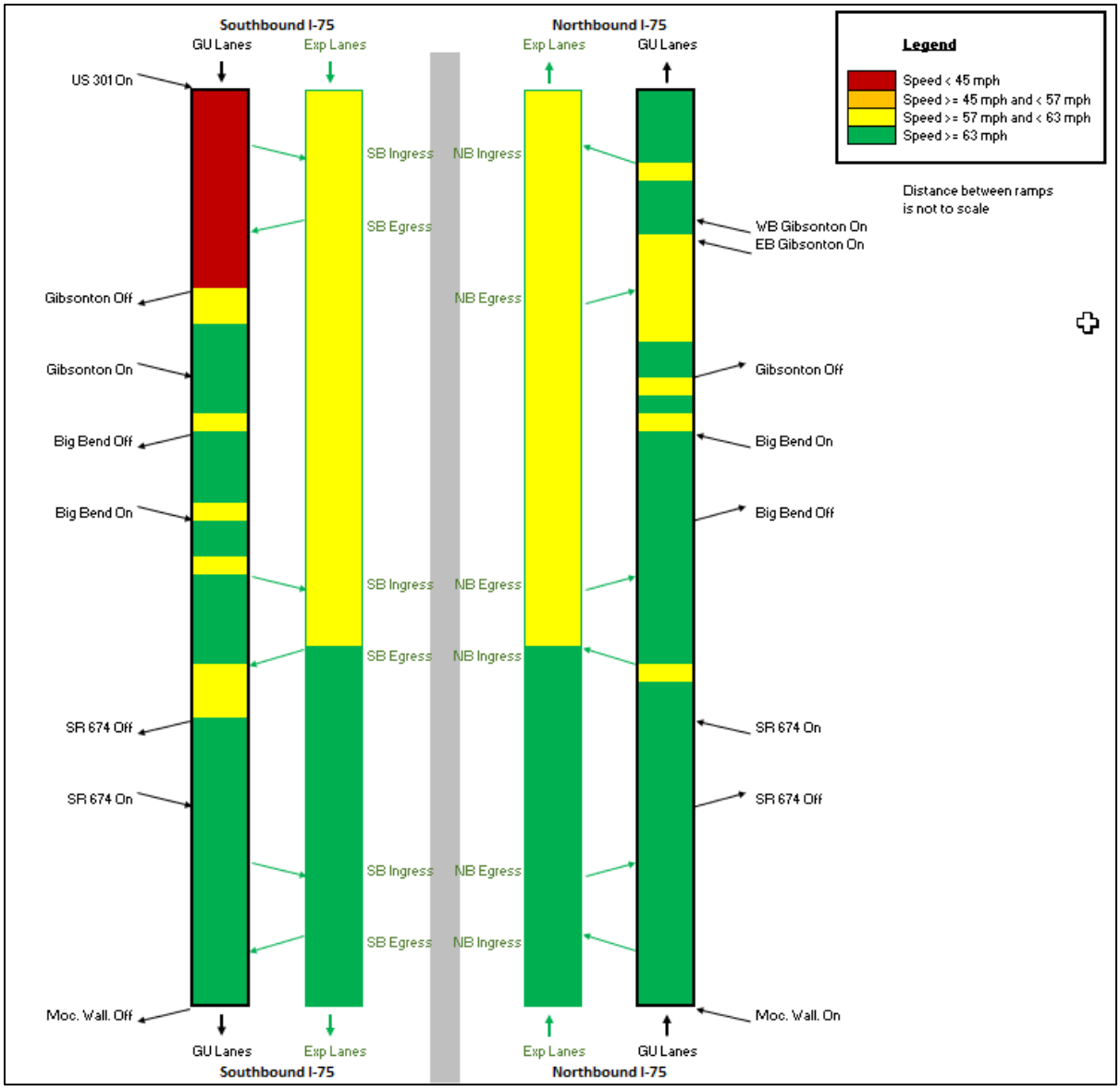


Figure 3-10 Speed Temperature Chart Build (2045) – PM Peak Period

Ramp analysis for the Build condition in opening year (2025) and design year (2045) was conducted at all mainline on-ramp and off-ramp segments for the interchanges of SR 674, Big Bend Road and Gibsonton Drive. The weighted average speed based on segment length for the study ramps in design year (2045) are summarized in **Table 3-14** through **Table 3-17**. Only ramp segments that were coded as freeway links in the CORSIM model were included in the ramp analysis.

Table 3-14 Ramp Weighted Average Speed Build (2025) – AM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	34.3
	I-75 NB On Ramp from SR 674	45	35.0
	I-75 NB Off Ramp to Big Bend Rd.	45	38.6
	I-75 NB On Ramp from Big Bend Rd.	45	37.6
	I-75 NB Off Ramp to Gibsonton Dr.	50	39.5
	I-75 NB On Ramp from Gibsonton Dr. EB	50	35.7
	I-75 NB On Ramp from Gibsonton Dr. WB	45	40.2
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	37.5
	I-75 SB On Ramp from Gibsonton Dr.	45	33.2
	I-75 SB Off Ramp to Big Bend Rd.	45	39.9
	I-75 SB On Ramp from Big Bend Rd.	45	38.0
	I-75 SB Off Ramp to SR 674	45	36.2
	I-75 SB On Ramp from SR 674	45	36.7

Table 3-15 Ramp Weighted Average Speed Build (2025) – PM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	34.9
	I-75 NB On Ramp from SR 674	45	35.4
	I-75 NB Off Ramp to Big Bend Rd.	45	38.0
	I-75 NB On Ramp from Big Bend Rd.	45	37.8
	I-75 NB Off Ramp to Gibsonton Dr.	50	37.6
	I-75 NB On Ramp from Gibsonton Dr. EB	50	38.0
	I-75 NB On Ramp from Gibsonton Dr. WB	45	38.0
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	32.0
	I-75 SB On Ramp from Gibsonton Dr.	45	32.0
	I-75 SB Off Ramp to Big Bend Rd.	45	38.3
	I-75 SB On Ramp from Big Bend Rd.	45	37.8
	I-75 SB Off Ramp to SR 674	45	33.7
	I-75 SB On Ramp from SR 674	45	36.0

Table 3-16 Ramp Weighted Average Speed Build (2045) – AM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	33.4
	I-75 NB On Ramp from SR 674	45	34.6
	I-75 NB Off Ramp to Big Bend Rd.	45	37.0
	I-75 NB On Ramp from Big Bend Rd.	45	28.4
	I-75 NB Off Ramp to Gibsonton Dr.	50	40.5
	I-75 NB On Ramp from Gibsonton Dr. EB	50	31.3
	I-75 NB On Ramp from Gibsonton Dr. WB	45	43.8
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	33.6
	I-75 SB On Ramp from Gibsonton Dr.	45	32.7
	I-75 SB Off Ramp to Big Bend Rd.	45	35.4
	I-75 SB On Ramp from Big Bend Rd.	45	38.8
	I-75 SB Off Ramp to SR 674	45	34.2
	I-75 SB On Ramp from SR 674	45	36.3

Table 3-17 Ramp Weighted Average Speed Build (2045) – PM Peak Period

Direction	Location	Free Flow Speed (MPH)	Weighted Average Speed (MPH)
NB	I-75 NB Off Ramp to SR 674	45	32.4
	I-75 NB On Ramp from SR 674	45	35.0
	I-75 NB Off Ramp to Big Bend Rd.	45	36.5
	I-75 NB On Ramp from Big Bend Rd.	45	36.3
	I-75 NB Off Ramp to Gibsonton Dr.	50	38.8
	I-75 NB On Ramp from Gibsonton Dr. EB	50	34.5
	I-75 NB On Ramp from Gibsonton Dr. WB	45	42.0
SB	I-75 SB Off Ramp to Gibsonton Dr.	45	31.5
	I-75 SB On Ramp from Gibsonton Dr.	45	30.1
	I-75 SB Off Ramp to Big Bend Rd.	45	35.6
	I-75 SB On Ramp from Big Bend Rd.	45	38.2
	I-75 SB Off Ramp to SR 674	45	29.1
	I-75 SB On Ramp from SR 674	45	34.8

The ramp terminal intersections at the arterials were evaluated for the Build (2025 & 2045) condition at the SR 674 and Gibsonton Drive interchanges and are shown in **Table 3-18** through **Table 3-21**. Improvements at the Big Bend Road interchange have been advanced and construction began in 2023. Evaluation of the interchange ramp terminals is not included in the operational analysis.

Table 3-18 Ramp Terminal Intersection LOS at SR 674 –Build (2025)

I-75 Intersections @ SR 674	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	27.7 (C)	39.8 (D)	6.5 (A)	--	23.7 (C)
	PM	28.5 (C)	24.2 (C)	5.2 (A)	--	18.7 (B)
Northbound Ramps	AM	14.6 (B)	43.0 (D)	9.0 (A)	--	14.4 (B)
	PM	11.9 (B)	38.4 (D)	8.2 (A)	--	11.8 (B)

Table 3-19 Ramp Terminal Intersection LOS at Gibsonton Dr –Build (2025)

I-75 Intersections @ Gibsonton	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	15.9 (B)	--	21.0 (C)	32.7 (C)	16.0 (B)
	PM	25.8 (C)	--	6.7 (A)	25.8 (C)	15.3 (B)
Northbound Ramps	AM	12.8 (B)	15.5 (B)	38.3 (D)	--	17.3 (B)
	PM	12.6 (B)	15.4 (B)	40.2 (D)	--	17.8 (B)

Table 3-20 Ramp Terminal Intersection LOS at SR 674 –Build (2045)

I-75 Intersections @ SR 674	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	27.6 (C)	41.1 (D)	6.4 (A)	--	24.0 (C)
	PM	37.6 (D)	32.3 (D)	6.3 (A)	--	24.7 (C)
Northbound Ramps	AM	14.0 (B)	44.1 (D)	8.2 (A)	--	13.9 (B)
	PM	11.2 (B)	48.9 (D)	6.0 (A)	--	11.3 (B)

Table 3-21 Ramp Terminal Intersection LOS at Gibsonton Dr –Build (2045)

I-75 Intersections @ Gibsonton	Time Period	Intersection Approach Vehicle Delay (sec/veh) and LOS				Overall Intersection
		Eastbound	Northbound	Westbound	Southbound	
Southbound Ramps	AM	17.0 (B)	--	13.6 (B)	33.0 (C)	14.9 (B)
	PM	22.7 (B)	--	18.8 (B)	25.9 (C)	17.7 (B)
Northbound Ramps	AM	13.2 (B)	15.6 (B)	39.6 (D)	--	17.8 (B)
	PM	11.7 (B)	15.2 (B)	40.2 (D)	--	17.8 (B)

3.3.4 Overall Network Operational Analysis

The overall performance of the study area (mainline and interchanges) for the No-Build and Build conditions were evaluated in terms of total vehicle miles, move time (vehicle/hour), delay time (vehicle/hour), total time (vehicle/hour) and average speed (in mph). The results for opening year (2025) for the No-Build and Build conditions is shown in **Table 3-22**. The results for design year (2045) for the No-Build and Build conditions is shown in **Table 3-23**.

The design year (2045) network-wide performance summary shows a 50% increase of total vehicle miles and average speed between the No-Build and Build alternative. The delay time (vehicle-hour) for the AM peak period is 5 times less and 3 times less in the PM peak period for the Build alternative in design year (2045). As a result, implementing express lanes and the interchange improvements will allow I-75 to service more vehicles with less overall delay, and improved travel speeds.

Table 3-22 Opening Year (2025) I-75 Network-Wide Performance Summary

Measure of Effectiveness	2025 No-Build Average		2025 Build Average	
	AM Peak	PM Peak	AM Peak	PM Peak
Total Vehicle Miles	581,908	626,644	819,142	825,349
Move Time (veh-hr)	9,020	9,752	12,618	12,735
Delay Time (veh-hr)	3,345	5,306	1,819	2,359
Total Time (veh-hr)	12,365	15,058	14,437	15,094
Average Speed (mph)	47.05	41.64	56.74	54.68
Move/Total	0.73	0.65	0.87	0.84
Delay Time	0.35	0.51	0.13	0.17
Total Time	1.28	1.44	1.06	1.10

Table 3-23 Design Year (2045) I-75 Network-Wide Performance Summary

Measure of Effectiveness	2045 No-Build Average		2045 Build Average	
	AM Peak	PM Peak	AM Peak	PM Peak
Total Vehicle Miles	552,940	654,100	1,115,568	1,068,862
Move Time (veh-hr)	8,641	10,256	17,245	16,580
Delay Time (veh-hr)	13,253	14,499	5,196	7,892
Total Time (veh-hr)	21,894	24,755	22,440	24,473
Average Speed (mph)	25.15	26.47	49.72	43.68
Move/Total	0.39	0.42	0.77	0.68
Delay Time	1.45	1.32	0.28	0.44
Total Time	2.39	2.27	1.21	1.37

3.4 INTERCHANGE ACCESS REQUESTS

Interchange Access Requests were prepared for the interchange improvements at SR 674 and Gibsonton Drive. An *IMR* for the I-75 at Gibsonton Drive interchange completed January 2023 was

approved by the FDOT Chief Engineer on January 31, 2023. An *IMR* for the I-75 at SR 674 interchange completed in February 2024 was approved by the FDOT Chief Engineer on March 8, 2024.

SECTION 4 DESIGN CONTROLS AND CRITERIA

Proposed design controls, standards and criteria are shown below in **Table 4-1.**

Table 4-1 I-75 Design Controls and Criteria

DESIGN ELEMENT	I-75 Mainline	Source
Context Classification	N/A	FDM Table 200.4.1 (Limited Access)
Design Year	2045	*PTAR*
Design Speed	70 mph (Flush Shoulder)	FDM Table 201.5.1
Design Vehicle	WB-62FL	FDM Section 201.6
HORIZONTAL ALIGNMENT		
Maximum Superelevation	0.10	FDM Table 210.9.1
Maximum Curvature	3°30'	FDM Table 210.9.1
Maximum Curvature w/o Superelevation	0°15'	FDM Table 210.9.1
Max. Deflection w/o Horizontal Curve	0° 45' 00"	FDM Section 211.7.1
Minimum Length of Horizontal Curve	2100 ft Desirable 1050 ft Minimum	FDM Table 211.7.1
Superelevation Rate	1:200	FDM Table 210.9.3
VERTICAL ALIGNMENT		
Maximum Grade	3.00%	FDM Table 211.9.1
Minimum Grade	N/A	FDM Section 210.10.1.1
Minimum Distance Between VPI's	N/A	FDM Section 210.10.1.1
Min. K Value for Crest Vertical Curves	506	FDM Table 211.9.2
Min. K Value for Sag Vertical Curves	206	FDM Table 211.9.2
Minimum Vertical Curve Length	Crest: 1800 ft Sag: 800 ft	FDM Table 211.9.3
Minimum Stopping Sight Distance	820 ft	FDM Table 211.10.1
Max. Change in Grade w/o Vertical Curve	0.20	FDM Table 210.10.2
Roadway Base Clearance	3 ft (Minimum)	FDM Section 210.10.3
ROADWAY CROSS SECTION		
Lane Widths	12 ft	FDM Section 211.2
Cross Slopes (Roadway)	2% two inside lanes, 3% outside lane	FDM Figure 211.2.1
Cross Slopes (Shoulder)	Outside 6%, Inside 5%	FDM Section 211.4.2
Median Width (Minimum)	64 ft	FDM Table 211.3.1
Shoulders: Outside & Median	Full Width 12 ft, Paved Width 10 ft	FDM Table 211.4.1
Sidewalk Width	N/A	N/A (Limited Access)
Clear Zone (CZ)	36 ft (Mainline) 24 ft (Aux Lane)	FDM Table 215.2.1
Lateral Offset	36 ft (Outside CZ)	FDM Table 215.2.2
Front Slopes	1:6 to edge of CZ, then 1:4, 1:3, or 1:2 w guardrail (based on fill height)	FDM Table 215.2.3
Back Slopes	1:4 or 1:3 w std. width trapezoidal ditch & 1:6 front slope	FDM Table 215.2.3
Minimum Border Width	94 ft	FDM Section 211.6
Access Classification	1	FDM Table 201.4.1
Minimum Level of Service (LA Facility)	C	PTAR
SOURCE: *FDOT Design Manual* (FDM), January 2024; *PTAR (January 2022)*		

Drainage and Stormwater Management Design Criteria: The design of SMFs and FPCs for this proposed project are governed by rules and criteria set forth by the FDOT, SWFWMD, and FDEP. The specific governing requirements from each agency are outlined in the *PSR* related to:

- FDOT Criteria (water quality, compensatory treatment, water quantity, stormwater management facilities, environmental look arounds, nutrient loading analysis)
- SWFWMD Criteria (water quality, overtreatment, off-site compensation, water quantity, floodplain encroachment)

SECTION 5 ALTERNATIVES ANALYSIS

5.1 NO-BUILD/REHABILITATION/REPAIR ALTERNATIVE

The No-Build Alternative assumes that the existing conditions would remain within the project limits for I-75 beyond the design year 2035, with only routine maintenance activities.

The No-Build traffic analysis indicates that by the year 2035 a significant portion of the mainline freeway segments, merge/diverge areas, and ramp terminal intersections within the study limits are projected to operate below target LOS.

Distinct advantages and disadvantages associated with the No-Build Alternative are outlined below:

Advantages:

- No relocations;
- No inconvenience to the traveling public and property owners due to construction;
- No design, ROW acquisition, and construction costs; and
- No impacts to the adjacent natural, physical and human environment.

Disadvantages:

- Increase in traffic congestion and user costs associated with increased travel times;
- Increase in crash potential due to congestion;
- Inconsistency with local transportation plans;
- Degradation of air quality over time due to increased traffic congestion; and
- Increased costs in the movement of goods and services.

These advantages and disadvantages, along with other established criteria, will be used in the evaluation process with the various Build Alternatives. The No-Build Alternative will remain a viable alternative through the PD&E study process.

5.2 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS ALTERNATIVE

Transportation System Management and Operations (TSM&O) alternatives involve improvements designed to maximize the utilization and efficiency of the existing facility through improved system and demand management. The various TSM&O options generally include traffic signal and intersection improvements, ITS implementation/improvement and transit improvements. The additional capacity required to meet the projected traffic volumes along I-75 in the design year cannot be provided solely through the implementation of TSM&O improvements. Additionally, HART has taken an active approach in studying various forms of mass transit alternatives. HART's Unfunded Premium Service Vision Plan shows the I-75 corridor from SR 674 to Fletcher Avenue for Limited Express service (shown previously on **Figure 2-4**).

5.3 MULTIMODAL ALTERNATIVE

As noted in **Section 2.6**, there are no transit routes along I-75 in the project limits. While a regional transit alternative could have the potential to improve traffic operations in the distant future, this alternative would fail to fulfill the purpose and need for the proposed project within the study area. Therefore, a transit alternative was not considered as a standalone solution for the expected future transportation demand deficiencies within the study area. Transit buses will be permitted to access the proposed express lanes at no cost (should express lanes be tolled) if a plan is implemented by the transit agencies. I-75 is a limited access facility, so no accommodations for pedestrians and bicycles along I-75 are contemplated.

5.4 BUILD ALTERNATIVES

In addition to the No-Build and TSM&O alternatives, various alternatives to improve I-75 from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County were developed. In February 2009 the FDOT conducted a Visioning Meeting for this I-75 project from Moccasin Wallow Road to south of US 301 and the adjacent I-75 project from south of US 301 to north of Fletcher Avenue as shown later in **Section 6**. The basic philosophy followed in developing alternative design concepts included the following principles:

Existing Conditions:

- I-75 was originally built to convey regional traffic, thus reducing the traffic on local roads,
- I-75 had free-flow condition,
- Access from local to freeway (on-ramp) was free-flow and freeway to local (off-ramp) was constrained to reduce impacts to the local road, and
- In many cases the local traffic is using I-75 in lieu of other local routes

Proposed Design Principles:

- Maintain coordination and design continuity with ongoing projects on I-75 both to the south and to the north,
- Develop alternative designs that best protect the I-75 mainline and identify reconfiguration and analyze off-ramp capacity to determine the laneage or loop/flyover scenario,
- Evaluate existing traffic flow versus future traffic projections,
- Identify current configuration versus concepts to determine where it is contradictory,
- Providing free-flow off-ramps may free-up the arterials capacity to handle the on-ramp signals (2-phase only),
- The ideal scenario would include two free-flow exits (not signal controlled) and 1 intermittent flow entrance (signal controlled) per direction,
- Provide minimum number of ramp connections,
- Minimize weaving on mainline through use of braided ramps or CD roads as required,

- Prioritize regional trips over local trips,
- Carefully evaluate auxiliary lanes to discourage shorter trips between interchanges, and
- Evaluate effectiveness of C-D Roads

5.4.1 Initial Mainline and Interchange Alternatives

After several coordination meetings with the study team, as discussed in Section 5.4.1 of the *Draft Project Development Engineering Report* (PDER) (July 2010) which can be found in the project files, two mainline build alternative alignments were developed and evaluated based on two alternate typical sections. Both typical sections generally consisted of 10 travel lanes with six GULs (three in each direction) and four Special Use Lanes (SUL) (two in each direction). The two main differences between the typical sections were the type of separation provided between the SULs and the GULs and whether widening takes place mainly within the median or to the outside. The recommended mainline alternative has a median barrier separating the northbound and southbound traffic, while the other alternative was a grass median separator with a ditch. Interchange configuration alternatives were discussed and evaluated in Section 5.4.3 of the Draft PDER. The mainline and interchange alternatives were presented to the public at an Alternatives Public Workshop in June 2009 and the initial recommended mainline alternative and interchange alternatives were presented at the First Public Hearing in May 2010.

The 2010 recommended mainline alternative included a buffer separation of the SULs and GULs with a median barrier separating northbound and southbound traffic as shown in **Figure 5-1**.

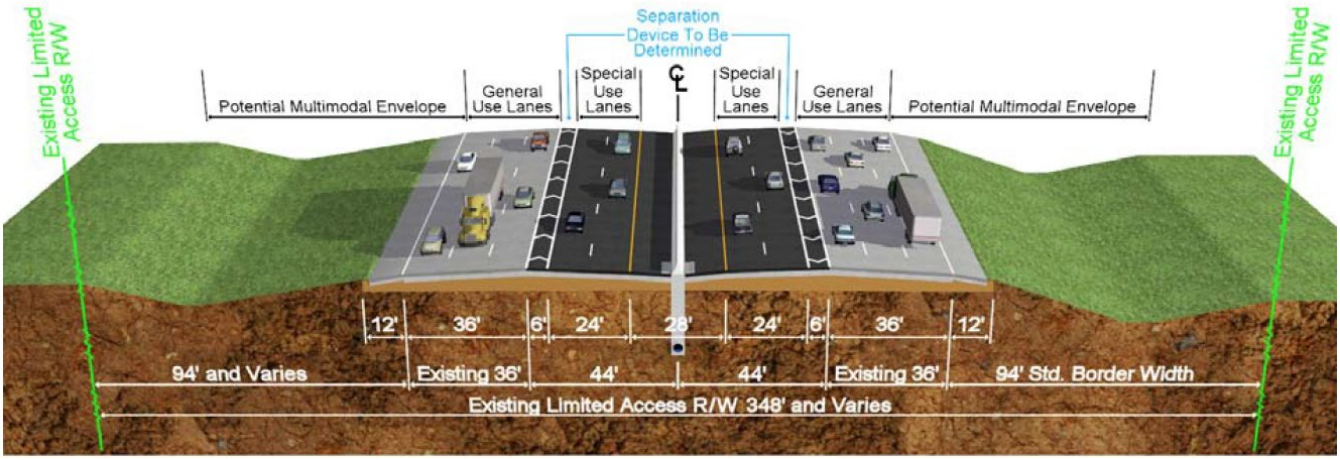


Figure 5-1 2010 Recommended Mainline Alternative Typical Section

5.4.2 The Tampa Bay Express Master Plan

In January 2015, FDOT published the *Tampa Bay Express (TBX) Draft Master Plan* report. The purpose of this plan was to evaluate the use of express lanes within interstate corridors in the Tampa Bay Region to achieve two primary objectives: provide drivers with a new mobility choice and improve regional mobility by reducing congestion on the Tampa Bay Region interstate system.

According to the report, multiple statewide and regional transportation plans and studies had identified the need for interstate system improvements. Solutions identified included express lanes that are managed in response to changing conditions using accessibility, vehicle eligibility, and dynamic pricing.

Eighteen segments of I-275, I-4, and I-75 were analyzed by comparing 2012 traffic volumes with 2040 traffic projections developed from the regional traffic model. Seven of the 18 segments required two additional interstate lanes immediately in order to provide a target FDOT LOS of D. Four of these seven segments were already operating at LOS F, the worst level for mobility from a driver's perspective:

- I-275 from the Howard Frankland Bridge (HFB) into Tampa
- I-275 north of Tampa
- I-4 from Tampa to the Polk County Parkway, and
- I-75 north of US 301

Based on the needs assessment, the limits for the TBX Master Plan were defined as: I-275 from south of Gandy Boulevard to Bearss Avenue; I-4 from the I-4/I-275 junction to Polk Parkway; and I-75 from south of SR 674 to Bruce B. Downs Boulevard. Within the I-275, I-4, and I-75 corridors, ten TBX segments were identified based on the needs assessment as potential express lane projects, as segment numbers are listed below and shown in **Figure 5-2**.

Segment 1 - Gateway

Segment 2 - I-275 from Gandy Boulevard to HFB

Segment 3 - I-275/HFB

Segment 4 - I-275 from HFB to Westshore Boulevard

Segment 5 - I-275 from Westshore Boulevard to Downtown Tampa Interchange (DTI)

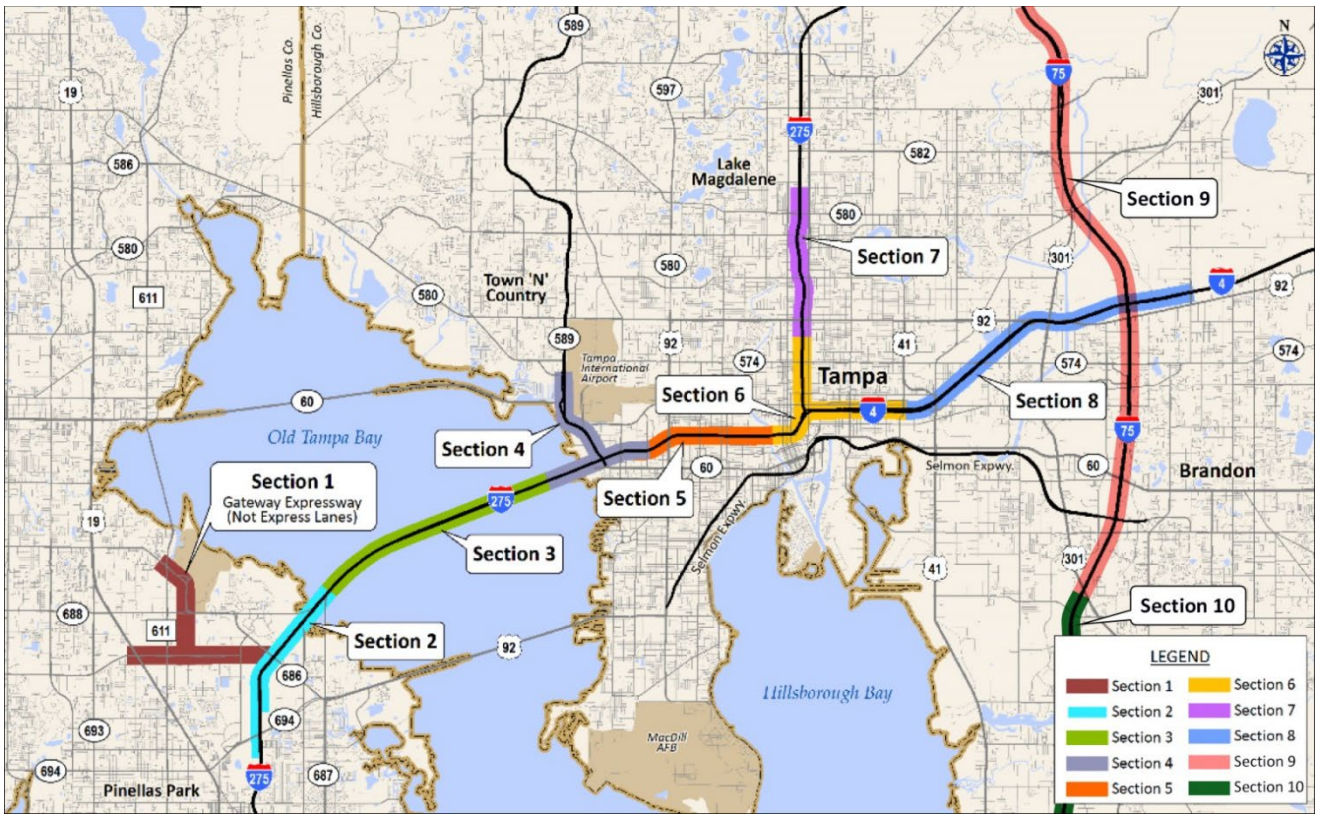
Segment 6 - I-275/I-4 DTI

Segment 7 - I-275 from DTI to Bearss Avenue

Segment 8 - I-4 from Selmon Expressway Connector to Polk Parkway

Segment 9 - I-75 from US 301 to Bruce B. Downs Boulevard

Segment 10 - I-75 from south of SR 674 to US 301



Source: FDOT Tampa Bay Express Planning Level Traffic and Revenue Study, February 2017; modified 3/26/19.

Figure 5-2 TBX Projects Map

For each of the candidate projects, the Master Plan included typical sections, stakeholders, access points, challenges, details on the project environment, and cost estimates.

For the TBX Master Plan segments, the planned express lane projects were separated into Starter (or Interim) and Master Plan (or Ultimate) projects. The Starter Projects included these five segments of I-275 and one segment each of I-4 and I-75. The segment of this I-75 project south of US 301 (TBX Segment 10) was included as a Master Plan project. The master plan also included an extensive, comprehensive public involvement program.

5.4.3 Tampa Bay Next Program

In late 2016, FDOT decided to expand the outreach program for TBX, both at the community and regional levels. This new approach provided an opportunity for FDOT to engage the community in a broader conversation about regional transportation solutions. As a result, FDOT committed to research, reevaluate, and respond to the community.

The Tampa Bay Next (TBNext) program was launched in May 2017 as a comprehensive approach to transportation planning and development in the region. This engagement provided an opportunity for FDOT to better understand what the community's concerns were and to provide clear and accurate information on projects. The priority was creating meaningful opportunities for public

input and balancing regional needs with community concerns. The program created opportunities for collaboration with partner agencies on an unprecedented level by bringing agencies and stakeholders together at meetings and open houses to address concerns, needs, and potential solutions to the region's transportation issues. Outreach activities included: regional community working groups, Citizens' Transportation Academy (webinar series), community events, regular newsletters, and a program website: www.TampaBayNext.com. This I-75 project as Section 10 of the TBX Master Plan is included in Tampa Bay Next as Section 10 of the Interstate Modernization Projects and the limits have been expanded to the south to include the entirety of this project from north of Moccasin Wallow Road to south of US 301. As part of this, the SULs as noted in the 2010 Recommended Alternative for this project, were redefined as Express Lanes and these lanes are presumed to be tolled. The TBNext Project Map is shown in **Figure 5-3**.

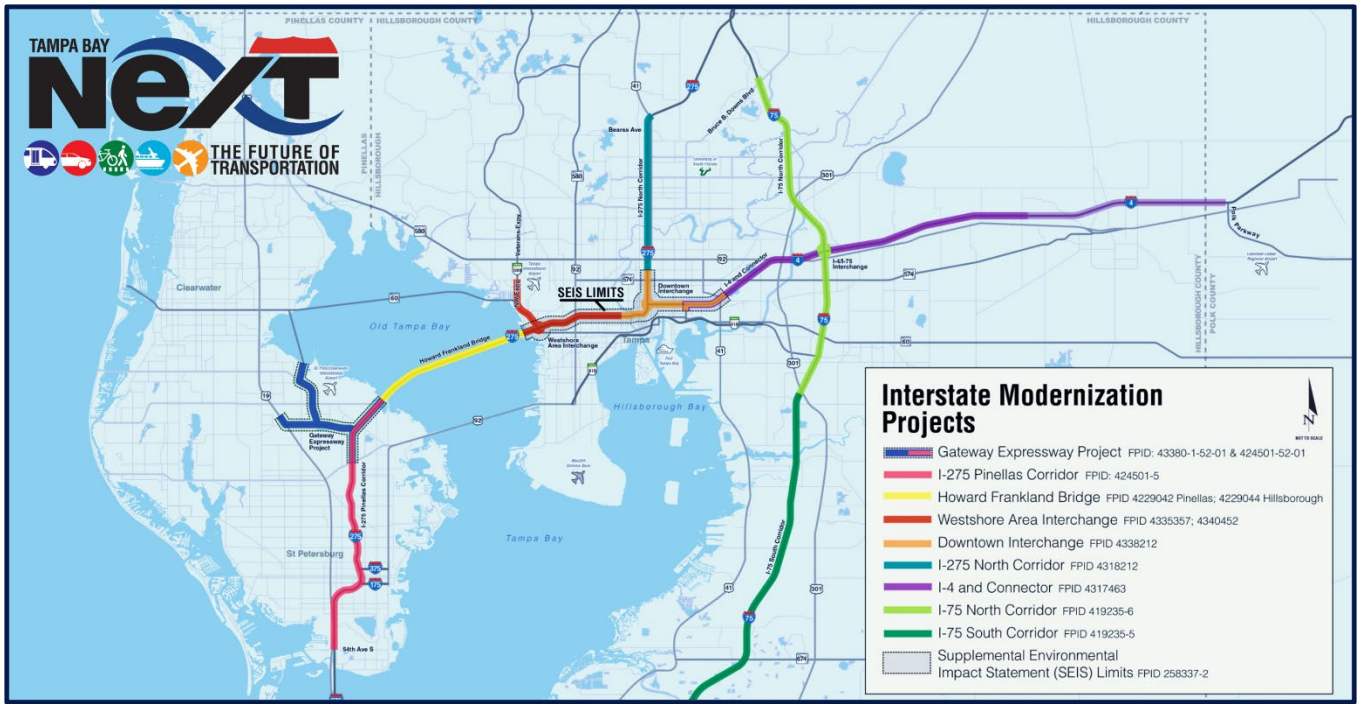


Figure 5-3 TBNext Projects Map

5.4.4 I-75 Mainline Alternative Conceptual Design Update

Following inclusion of this project in the TBNext program as noted in **Section 5.4.3**, the mainline typical section was re-evaluated. **Figure 5-4** shows an alternative for implementing the express lanes within the I-75 corridor by barrier separating the express lanes from the general use lanes.

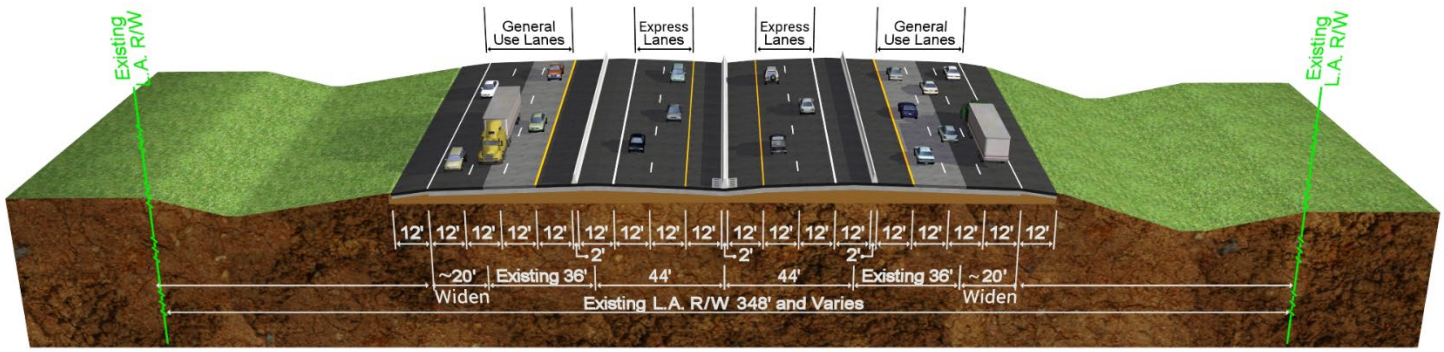


Figure 5-4 Barrier Separated Mainline Alternative Typical Section

In order to provide barrier separation, approximately 18 feet of widening was required to the outside of the existing pavement in both directions. Exclusive of tolling infrastructure costs, construction cost estimates using the FDOT's Long Range Estimates (LRE) system in 2018 showed a cost of mainline-only construction to be approximately 50% higher than the cost of the buffer separation from the 2010 Recommended Alternative (approx. $450M vs $300M). While providing stronger separation of the express lanes from the GULs, the construction cost for the widening of the pavement and bridge structures and potential for additional wetland, floodplain and noise impacts due to outside widening compared to the 2010 Recommended Alternative in **Figure 5-1**, the barrier separation was dropped and replaced with buffer separation.

With the exception of ingress and egress locations between express lanes and GULs and at interchange ramps, no outside widening of I-75 is needed for the buffer separated alternative. Changes were made from the typical section in **Figure 5-1**, including: the buffer separation width was reduced to 4-feet wide and the width of the inside shoulder of the express lanes was increased to 15 feet to provide sufficient shoulder width at bridge pier and sign structure locations and should the shoulder be a candidate for bus riding in the future. In addition, HART in its FY 2022-FY 2031 Transit Development Plan Update designated the segment of I-75 from SR 674 north to Fletcher Avenue as "75LX Limited Express" in its SY 2022-FY 2031 Unfunded Premium Service Vision Plan. Transit buses will be permitted to access the proposed express lanes at no cost (should express lanes be tolled) if a plan is implemented by the transit agencies.

The updated buffer separated alternative roadway typical section is shown in **Figure 5-5**. This typical section graphic notes the auxiliary lane in each direction in the GULs which is located north of the Gibsonton Drive interchange. **Appendix A** shows the implementation of this typical section on the Concept Plans.

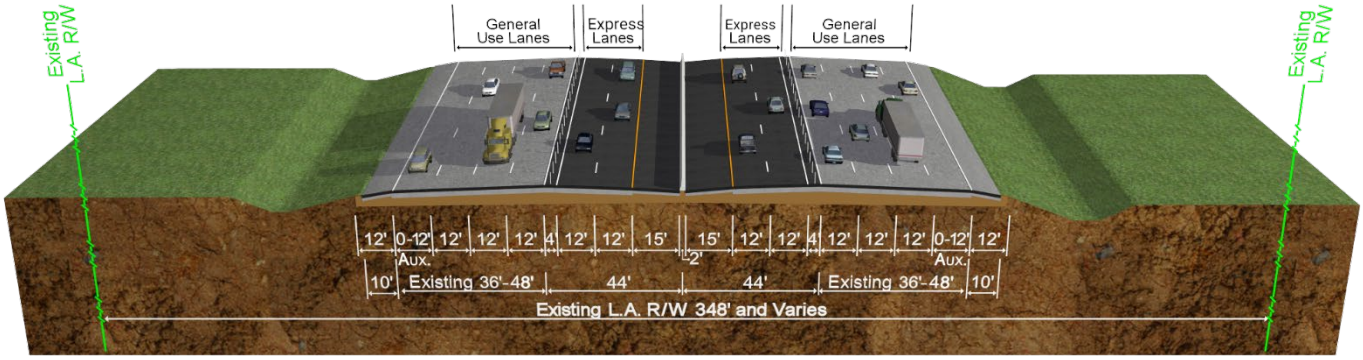


Figure 5-5 Updated Buffer Separated Mainline Alternative Typical Sections

5.4.5 Proposed Ingress/Egress Locations between Express and General Use Lanes

Interchange access from the express lanes (ingress and egress ramps) may be provided less frequently than that of the general use lanes to ease travel for those making longer regional trips. The express lanes could be managed by access, tolls, vehicle type, or vehicle occupancy. Future studies will evaluate how the express lanes are managed.

Preliminary ingress and egress locations for traffic to maneuver between express and GULs was developed for the traffic evaluation noted in **Section 3**. **Figure 5-6** shows the general location of the ingress and egress locations in relation to the interchanges and the Concept Plans in **Appendix A** show them in more detail.

5.4.6 Proposed Horizontal and Vertical Alignments

The proposed horizontal alignment will essentially be the same as the existing horizontal alignment, since the new lanes will be added in the median adjacent to the existing roadways. All curves are expected to meet current standards for a 70 mph design speed. Existing horizontal curves are tabulated in **Section 2.9** of this report.

The study team also conducted a preliminary investigation on the compatibility of the median alignment with placing a high-speed rail corridor. It was found that the curvature of the existing horizontal alignment of several sections of I-75 and the vertical clearances of a number of structures would not be compatible with a rail corridor and extensive, costly modifications would be necessary to make it compatible.

The existing roadway vertical alignment is described in **Section 2.10** of this report. Since the proposed improvements involve widening in the median area, no changes are proposed to the existing vertical alignment. Any new ramp profiles will be designed to meet the proposed project's design criteria.

I-75 (SR 93A) PD&E Study

Moccasin Wallow Rd to South of US 301

WPI Segment No. 419235-2

Hillsborough and Manatee Counties

Express/General Use Lane Ingress and Egress Locations

Figure 5-6

5.4.7 Structure Alternatives

There are 22 bridges within the I-75 corridor that were investigated in this study. Of these, 16 are I-75 mainline bridges over water or roadways and the remaining six are overpasses over I-75. Original construction of these bridges occurred between 1980 to 1983 using either AASHTO prestressed, precast concrete beams, steel plate girders or concrete flat slab superstructure members. The I-75 mainline bridges have Sufficiency Ratings ranging from 93.4 to 96.0 with Operating Load Rating Factors greater than 1.47 and Inventory Load Rating Factors greater than 1.11 using an HS20 truck. The Sufficiency Ratings for the six overpasses varied from 86.2 to 96.8. The load rating for 19th Avenue over I-75 (Bridge No. 100348) was unavailable but the minimum load ratings for the other five overpasses was 1.69 for Operating and 1.03 for Inventory using the HS20 truck.

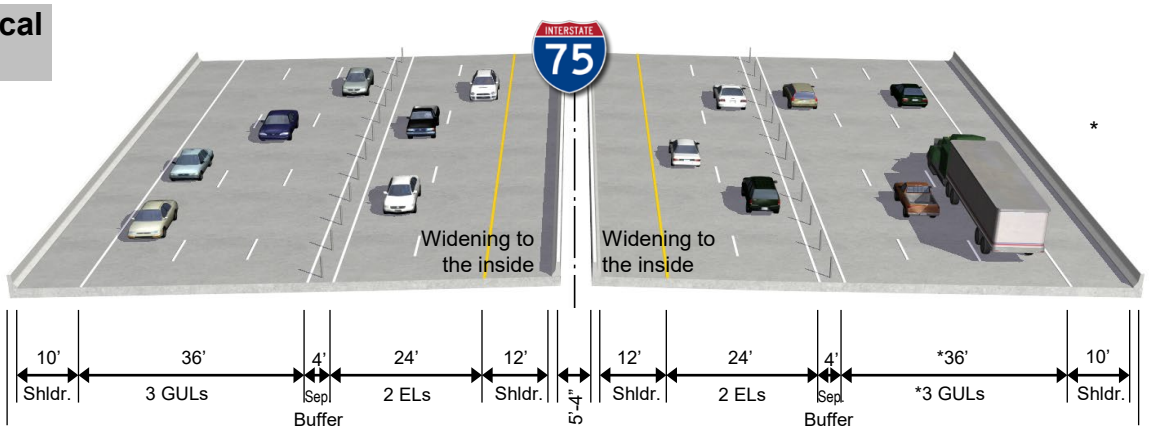
Based on the above information, the bridges are in good condition and are suitable for the proposed widening. Proposed bridge typical sections are shown in **Figure 5-7**; some structures will require both inside and outside widening. In general, the bridges will be widened towards the median resulting in no changes to the minimum vertical clearance. The widening towards the inside will reduce the inside horizontal clearance as shown in **Table 5-1**. The required horizontal clearances can be found in Table 260.6.1 in the FDM, January 2024.

In accordance with coordination with FHWA in 2010, bridge work over the Little Manatee River and Alafia River will require a permit with the USCG. The vertical and horizontal clearances at the navigational channel will not be decreased from existing clearances at these locations. The fender systems will be evaluated during design on whether they need to be replaced.

For the overpasses, 36-feet is required when measured from the edge of the travel lane. The required horizontal clearance for the mainline bridges over the local roads varies depending on design speed, AADT and whether the roadway includes an auxiliary lane or not. For this corridor, the I-75 overpass bridges at Riverview Drive and Symmes Road require a horizontal clearance of 24-feet from the travel lane. The interchange at Big Bend Road also needs 24-feet but this clearance is measured from the auxiliary lanes while SR 674 only requires a clearance of 18-feet from the auxiliary lane.

Two new bridges are proposed at the SR 674 interchange for the C-D roads connecting to the existing loop ramps. Two new bridges are proposed at the Gibsonton Interchange - one for the westbound Gibsonton lanes over I-75 and one for the westbound to northbound ramp over the Alafia River.

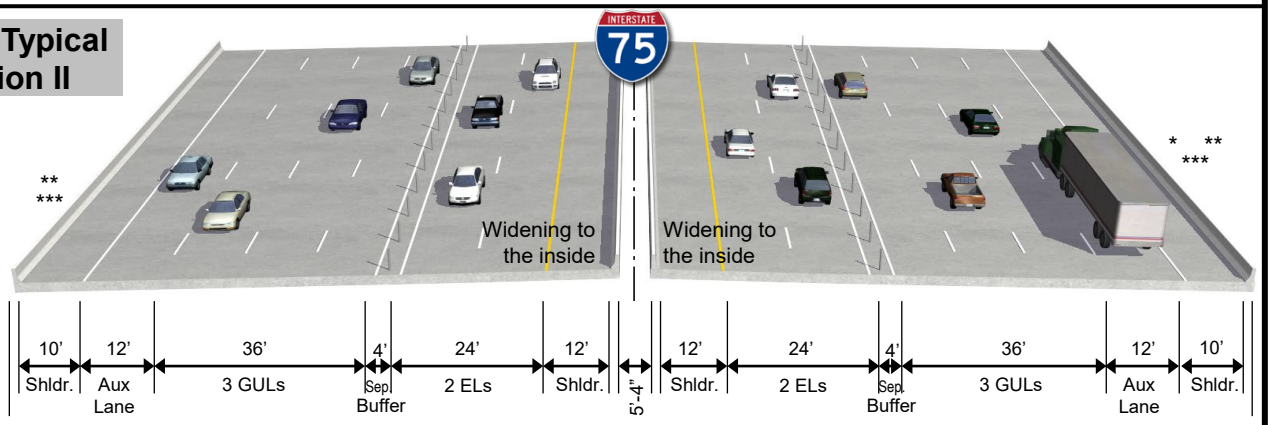
Bridge Typical Section I



* Bridge over Bullfrog Creek also includes widening to add a northbound auxiliary lane

Applies to I-75 over Bullfrog Creek, Little Manatee River, and Symmes Road

Bridge Typical Section II



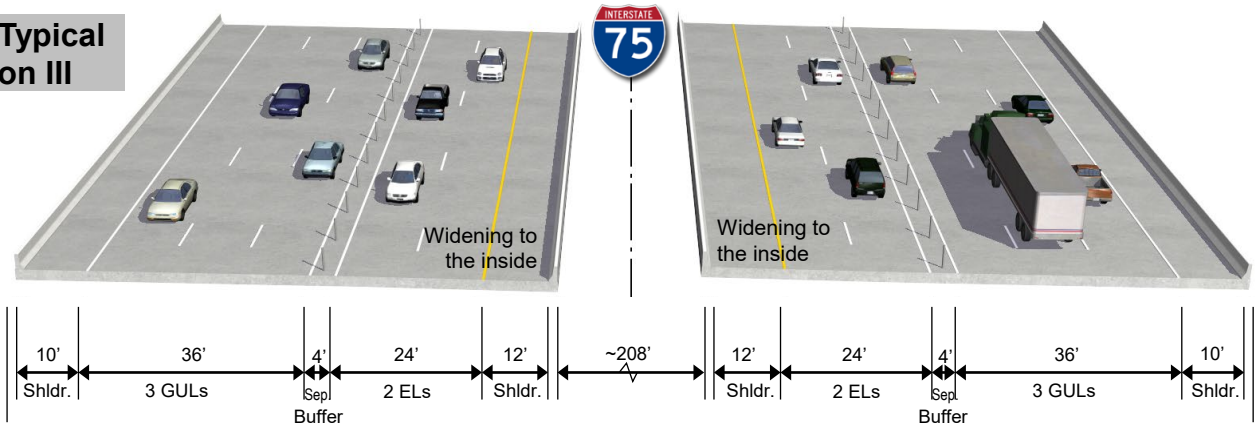
* Bridge section over Alafia River includes a separate new bridge to the east of the existing I-75 northbound bridge for the westbound to northbound ramp from Gibsonton Drive

** Bridge section over SR 674 includes separate a new bridge on the west side of the existing I-75 southbound bridges for the southbound to eastbound ramp to SR 674 and a new bridge to the east of the existing I-75 northbound bridge for the eastbound to northbound ramp from SR 674

*** Bridge section over Riverview Drive will include additional widening to the outside of both bridges – for adding one additional auxiliary lane to the northbound bridge and for express lane egress for the southbound bridge

Applies to I-75 over Riverview Drive, Alafia River, SR 674, and Big Bend Road

Bridge Typical Section III



Applies to I-75 over Curiosity Creek

I-75 (SR 93A) PD&E Study ***Moccasin Wallow Rd to US 301*** WPI Segment No. 419235-2 Hillsborough and Manatee Counties	**Proposed Bridge Typical Sections**	**Figure 5-7**

Table 5-1 Proposed Bridges Horizontal Clearances Evaluation

Approx. Milepost	Location Description (Structures from North to South)	Structure Number	Proposed Minimum Horizontal Clearance (ft) Outside/Inside	Data Source for Min Horiz Clearance	Bottom Roadway Type: Rural vs. Curb & Gutter	Bottom Roadway Posted Speed or Est. Design Speed	Min. Req'd Horiz Clearance per PPM[1]	Is the minimum standard met?	Comments Regarding the Proposed Conditions
Hillsborough County									
17.33	I-75 over Riverview Drive - SB	100356	30.016'	Bridge Plans	Rural	45 mph	24'	Yes	Rural, lower speed: road only 20' wide
17.33	I-75 over Riverview Drive - NB	100357	30.016'	Bridge Plans	Rural	45 mph	24'	Yes	Rural, lower speed: road only 20' wide
16.47	Gibsonton Drive over I-75	100377	30' / *12.25'	Bridge Plans	Rural	70 mph	36'	**No**	Requires 56" Pier Protection 2'-3" From the Face of the Column
15.298	I-75 over Symmes Road - SB	100375	30.063'	Bridge Plans	Rural	45 mph	24'	Yes	Rural cross road with sidewalk on north side
15.298	I-75 over Symmes Road - NB	100376	30.063'	Bridge Plans	Rural	45 mph	24'	Yes	
12.266	I-75 over Big Bend Road CR 672 - SB	100363	18.073' / 18.25' / 20.073' / 30.427' / 20.406'	Bridge Plans	Rural	60 mph (posted 55 mph)	24' to aux lane	**No**	Median barrier includes bridge piers
12.266	I-75 over Big Bend Road CR 672 - NB	100364			Rural	60 mph (posted 55 mph)	24' to aux lane	**No**	
7.96	19th Avenue over I-75	100348	30' / *12.5'	Bridge Plans	Rural	70 mph	36'	**No**	Requires 56" Pier Protection 2'-6" From the Face of the Column
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - SB	100346	30' / 18.333'	Bridge Plans	Rural	55 mph (posted 50 mph)	18' to aux lane	**No**	Median piers shielded by guardrail; no outside pier protection
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - NB	100347	30' / 18.333'	Bridge Plans	Rural	55 mph (posted 50 mph)	18' to aux lane	**No**	
4.926	24th St SE over I-75	100355	30.042' / *12.5'	Bridge Plans	Rural	70 mph	36'	**No**	Requires 56" Pier Protection 2'-6" From the Face of the Column
4.437	21st Ave SE over I-75	100354	30.042' / *12'	Bridge Plans	Rural	70 mph	36'	**No**	Requires 56" Pier Protection 2'-0" From the Face of the Column; crossing is severely skewed
1.297	Valroy Rd/ Lightfoot Rd over I-75	100351	30.031' / *12.5'	Bridge Plans	Rural	70 mph	36'	**No**	Requires 56" Pier Protection 2'-6" From the Face of the Column
Manatee County									
18.4	Buckeye Rd over I-75	130077	30' / *15.5' / *14.083'	Bridge Plans	Rural	70 mph	36'	**No**	Requires 44" Pier Protection 14'-1" From the Face of the Column

[1] Based on Tables 215.2.1 FDOT Design Manual

Interchange area

Legend

I-75 mainline bridges over roadways

County roads crossing over I-75

*Measured from edge of lane to face of existing column. 54" Pier Protection Barrier required.

Only the bridges at Riverview Drive and Symmes Road (Bridge Nos. 100356, 100357, 100375 and 100376) and the Buckeye Road Bridge (Bridge No. 130077) over the I-75 northbound lanes meet these minimum horizontal clearance requirements. The remaining bridge crossings do not meet these requirements and will require roadside barriers to protect the vehicular traffic from the hazards caused by the intermediate piers. The existing columns vary in diameter from 36-inches to 48-inches as well as in their reinforcement. These columns were checked for their ability to resist the 600 kip vehicular crash load and were found to have sufficient capacity. In particular, the minimum factored interface shear resistance was calculated to be over 1,150 kips resulting in a maximum demand ratio (applied load / capacity) of 35% as can be seen in **Table 5-2**.

The I-75 bridges over Big Bend Road and SR 674 do not meet the minimum horizontal clearances; however, the local roads are already shielded through the use of median barriers and guardrail.

Table 5-2 Round Column Capacity to Resist Vehicular Crash Load

Bridge Number	Diameter (ft)	f'_c (ksi)	Gross Concrete Area (in^2)	Longitudinal Reinforcing Steel				Percent Steel	Check
				Yield Strength (ksi)	Number of Bars	Bar Size	Steel Area (in^2)		
100346	3	3.4	1018	60	11	9	11.0	1.1%	OK
100347	3	3.4	1018	60	11	9	11.0	1.1%	OK
100348	3	3.4	1018	60	11	9	11.0	1.1%	OK
100351 - Exterior Column	3	3.4	1018	40	18	11	28.1	2.8%	OK
100351 - Interior Column	3	3.4	1018	40	12	9	12.0	1.2%	OK
100354 - Exterior Column	4	3.4	1810	40	24	8	19.0	1.0%	NG
100354 - Interior Column	4	3.4	1810	40	24	10	30.5	1.7%	OK
100355 - Exterior Column	4	3.4	1810	40	24	10	30.5	1.7%	OK
100355 - Interior Column	4	3.4	1810	40	24	8	19.0	1.0%	NG
100363	3	3.4	1018	60	12	9	12.0	1.2%	OK
100364	3	3.4	1018	60	12	9	12.0	1.2%	OK
100377	3.5	3.4	1385	60	22	11	34.3	2.5%	OK
100381	3.5	3.4	1385	60	40	11	62.4	4.5%	NG
130077	3.5	3.4	1385	40	20	9	20.0	1.4%	OK

Bridge Number	Column Ties/Shear Steel			D_r (in)	d_e (in)	b_v (in)	d_v (in)	s_x (in)	s_{xe} (in)
	Cover (in)	Bar Size	Spacing, s (in)						
100346	2.0	4	12.0	29.88	32.94	31.9	29.6	8.1	12.0
100347	2.0	4	12.0	29.88	32.94	31.9	29.6	8.1	12.0
100348	2.0	4	12.0	29.88	32.94	31.9	29.6	8.1	12.0
100351 - Exterior Column	2.0	4	12.0	29.59	32.80	31.9	29.5	5.1	12.0
100351 - Interior Column	2.0	4	12.0	29.88	32.94	31.9	29.6	7.5	12.0
100354 - Exterior Column	2.0	4	12.0	42.00	45.00	42.5	40.5	5.4	12.0
100354 - Interior Column	2.0	4	12.0	41.73	44.87	42.5	40.4	5.4	12.0
100355 - Exterior Column	2.0	4	12.0	41.73	44.87	42.5	40.4	5.4	12.0
100355 - Interior Column	2.0	4	12.0	42.00	45.00	42.5	40.5	5.4	12.0
100363	2.0	4	12.0	29.88	32.94	31.9	29.6	7.5	12.0
100364	2.0	4	12.0	29.88	32.94	31.9	29.6	7.5	12.0
100377	2.0	4	12.0	35.59	38.80	37.2	34.9	5.0	12.0
100381	2.0	4	12.0	35.59	38.80	37.2	34.9	2.8	12.0
130077	2.0	4	12.0	35.88	38.94	37.2	35.0	5.5	12.0

Bridge Number	A_s (in^2)	A_v (in^2)	A_{v_min} (in^2)	s_{max} (in)	β	v_u (ksi)	Shear Resistance, Φ*Vn (kip)	Check
100346	2.0	0.4	0.37	11.9	2.00	0.634	169.5	NG
100347	2.0	0.4	0.37	11.9	2.00	0.634	169.5	NG
100348	2.0	0.4	0.37	11.9	2.00	0.634	169.5	NG
100351 - Exterior Column	3.1	0.4	0.56	11.8	1.08	0.637	98.8	NG
100351 - Interior Column	2.0	0.4	0.56	11.9	1.08	0.634	99.3	NG
100354 - Exterior Column	1.6	0.4	0.74	24.0	1.08	0.348	162.8	NG
100354 - Interior Column	2.5	0.4	0.74	24.0	1.08	0.349	162.3	NG
100355 - Exterior Column	2.5	0.4	0.74	24.0	1.08	0.349	162.3	NG
100355 - Interior Column	1.6	0.4	0.74	24.0	1.08	0.348	162.8	NG
100363	2.0	0.4	0.37	11.9	2.00	0.634	169.5	NG
100364	2.0	0.4	0.37	11.9	2.00	0.634	169.5	NG
100377	3.1	0.4	0.43	12.0	1.08	0.462	151.9	NG
100381	3.1	0.4	0.43	12.0	1.08	0.462	151.9	NG
130077	2.0	0.4	0.65	12.0	1.08	0.460	129.1	NG

Vehicular Crash Load (kip) =	600	
Incline of shear planes from horizontal, θ, per Section 2.6.5 of SDG (degrees) =	45	Both above and below horizontal
Assumed Axial Force in Column (kip) =	0	Conservatively neglect Axial compression
Resistance Factor, Φ, for Extreme Event =	1	
Net Longitudinal Tensile Strain in Section at Centroid of Tension Reinforcement, ϵ_s =	0.0046	(LRFD 5.7.3.4.2-3)
Maximum aggregate size, a_g (in) =	1.5	
Concrete Density Factor, λ =	1.0	Normal Weight Concrete

5.4.8 Interchange Conceptual Design Analysis

Since the 2010 public hearing, the Big Bend Road interchange is being improved under a separate project (WPI Segment No. 424513-3) and will be considered an existing condition for both a No-Build or a Build Alternative.

FDOT District 1 was undertaking a PD&E Study to address potential access improvements for Port Manatee (WPI Segment No. 422724-1). A planning study report entitled *Port Manatee Site Utilization and Network Analysis Study* was prepared in April 2019. This report concluded that no immediate work is recommended which also indicates that a new access interchange is not currently under consideration between Moccasin Wallow Road and SR 674.

Interchange Improvements at SR 674

The interchange improvements include combining the southbound exit ramps into a single diverge from I-75 GULs. This will allow traffic to decrease speed approaching the existing loop ramp without influencing speeds along the outside lane of the GULs. In the northbound direction, the northbound entrance ramps are also combined and will merge I-75 GULs with a single entrance ramp. This will allow traffic from the existing loop ramp additional distance to increase speed without influencing the traffic in the outside lane of the GULs. The southbound to westbound exit ramp was realigned slightly so it merges to SR 674 further to the east of the existing location creating additional space to the downstream intersection at 30th Street. **Figure 5-8** shows the interchange improvements and the Concept Plans in **Appendix A** show these improvements in more detail as well as additional operational refinements at the ramp terminals. An *IMR* was completed for this interchange in February 2024.

Interchange Improvements at Gibsonton Drive

The interchange improvements include reconfiguring the interchange from a diamond to a diverging diamond interchange. The exit ramps in each direction are being expanded to 2-lanes. The northbound entrance ramp is being altered. A new bridge will be constructed over the Alafia River to the east of the existing northbound bridge for entering traffic to the GULs from westbound Gibsonton Drive. The entrance for eastbound Gibsonton Drive will be separated from the westbound entering traffic and will merge on to the GULs prior to the Alafia River bridge. **Figure 5-9** shows the interchange improvements and the Concept Plans in **Appendix A** show these improvements in more detail as well as additional improvements at the ramp terminals. An *IMR* was completed for this interchange in January 2023.

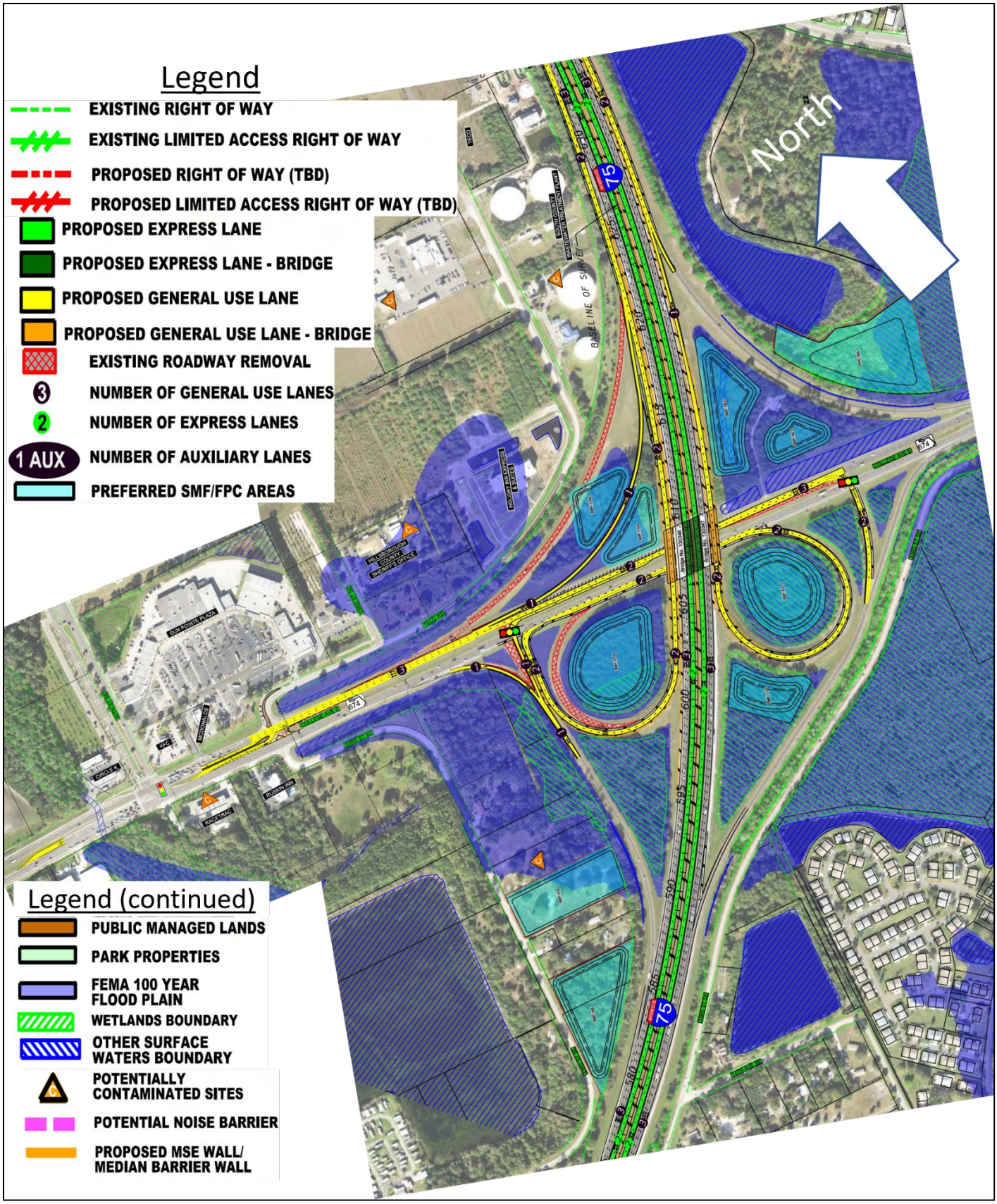


Figure 5-8 Interchange Improvements at SR 674

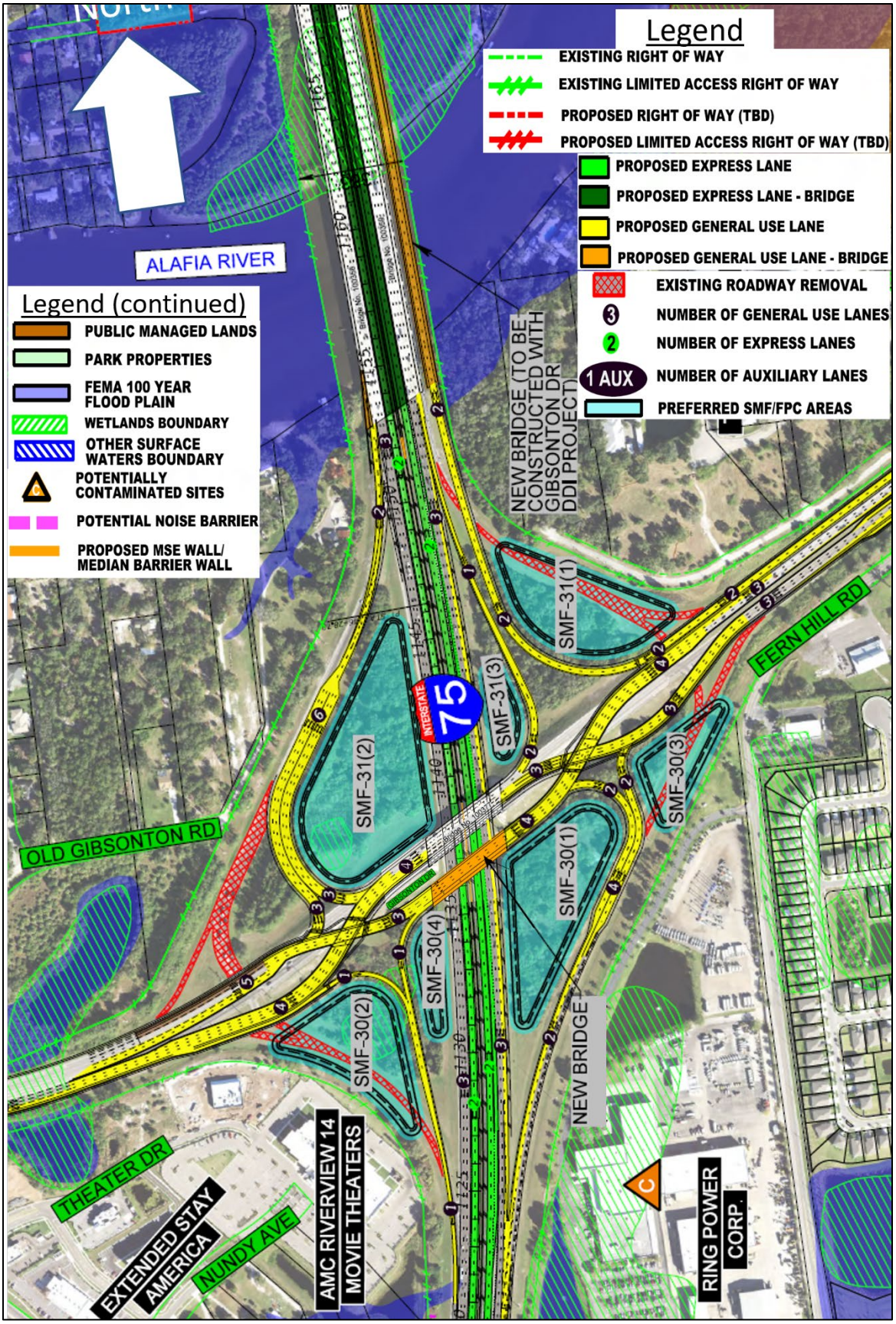


Figure 5-9 Interchange Improvements at Gibsonton Drive

5.4.9 Drainage and Floodplain Considerations

This section documenting the preferred drainage and floodplain considerations was extracted from the *PSR* where additional details are provided related to the calculations and alternative means of addressing the stormwater treatment and attenuation needs as well as floodplain compensation requirements of the Preferred Alternative. The existing drainage basins and floodplain conditions are documented in **Section 2.16**. The areas surrounding the project limits are primarily wetland. Each drainage basin is described in Section 6.1 in the *PSR*.

Stormwater Management Evaluation and Alternatives

The project area has been divided into 36 roadway drainage basins (project basins); see Conceptual Drainage Maps in the *PSR*. This report identifies one preferred pond SMF site and up to two SMF site alternatives per basin.

SMF site locations were selected such that a conveyance system of ditches inlets and pipe could reasonably be designed to convey roadway runoff to the ponds under gravity conditions and an outfall from the pond to the receiving water is convenient to the site. SMFs were also placed to avoid wetlands, development, and state lands as feasible. Additionally, SMFs where placed within existing FDOT Right-of-way where area allowed such as interchanges and rest areas. The evaluation finds that a combination of wet detention ponds and floodplain compensation sites are recommended to serve the proposed I-75 improvements. Each basin and its associated SMF is described in more detail in Section 4 of the *PSR*.

Floodplain Compensation Evaluation and Alternatives

The evaluation finds that a combination of wet detention ponds and floodplain compensation sites are recommended to serve the proposed I-75 improvements. The initial evaluation estimated area requirements based on general information which were then refined for site specific conditions for alternative site comparison. **Table 5-3** quantifies the initially estimated SMF size requirements per basin. **Table 5-4** shows the estimated floodplain encroachment area, estimated floodplain encroachment volume, and initially estimated FPC site area. Each floodplain encroachment and associated alternative FPC is described in more detail in Section 4 of the *PSR*.

Preferred Stormwater Management and Floodplain Compensation Sites

Table 5.1 of the PSR contains the evaluation matrix for the stormwater management facility alternative pond sites and floodplain compensation sites. The table includes area requirements for conveyance (conveyance easement) as well as parallel outfall construction in ROW (outfall) requirements and crossing major conveyance. The final recommended SMF & FPC sites are shown in **Table 5-5** along with their respective sizes and potential environmental impacts. Additional information is provided in **Section 5.4.10** with the ROW cost estimates

Table 5-3 SMF Sizing Areas

Regional Basins	Project Basin No.	Project Basin Boundaries			Project Basin Acreage (ac)	Type of Facility (Wet/Dry)	Estimated SMF Area (ac)
		Station		Station			
Little Manatee River Watershed	1	75+00.00	to	110+50.00	33.37	Wet	0.81
	2	110+50.00	to	154+00.00	35.51	Wet	1.00
	3	154+00.00	to	192+00.00	35.24	Wet	0.87
	4	192+00.00	to	217+00.00	26.56	Wet	0.66
	5	217+00.00	to	239+75.00	27.72	Wet	0.52
	6	239+75.00	to	256+00.00	18.72	Wet	0.37
	7	256+00.00	to	296+00.00	41.45	Wet	0.92
	8	296+00.00	to	324+50.00	25.68	Wet	0.65
	9	324+50.00	to	335+50.00	17.40	Wet	0.25
	10	335+50.00	to	373+50.00	29.92	Wet	0.87
	11	373+50.00	to	418+00.00	34.96	Wet	1.53
	12	418+00.00	to	464+00.00	105.44	Wet	1.98
	13	464+00.00	to	485+00.00	22.33	Wet	0.72
	14	485+00.00	to	512+75.00	28.87	Wet	1.00
	15	512+75.00	to	550+00.00	61.94	Wet	1.57
	16	550+00.00	to	585+00.00	57.24	Wet	1.40
	17	585+00.00	to	621+00.00	99.25	Wet	1.01
	18	621+00.00	to	635+00.00	36.95	Wet	0.57
	19	635+00.00	to	674+00.00	27.63	Wet	1.56
	20	674+00.00	to	701+00.00	21.43	Wet	0.89
Alafia River Watershed	21	701+00.00	to	733+00.00	26.97	Wet	1.13
	22	733+00.00	to	777+00.00	44.64	Wet	1.59
	23	777+00.00	to	815+00.00	33.51	Wet	1.34
	24	815+00.00	to	882+00.00	54.80	Wet	2.53
	25	882+00.00	to	923+50.00	99.88	Wet	1.72
	26	923+50.00	to	978+50.00	53.37	Wet	1.58
	27	978+50.00	to	1029+50.00	40.50	Wet	1.85
	28	1029+50.00	to	1077+00.00	37.85	Wet	1.42
	29	1077+00.00	to	1110+00.00	27.10	Wet	1.14
	30	1110+00.00	to	1137+50.00	58.85	Wet	1.00
	31	1137+50.00	to	1159+50.00	54.99	Wet	0.70
	32	1159+50.00	to	1184+00.00	21.76	Wet	0.67
	33	1184+00.00	to	1195+00.00	9.92	Wet	0.45
	34	1195+00.00	to	1223+75.00	27.01	Wet	1.01
	35	1223+75.00	to	1250+50.00	24.18	Wet	0.95
	36	1250+50.00	to	1270+00.00	17.03	Wet	0.74
		Total			**1420.00**		**39.03**

Table 5-4 Floodplain Encroachment and Compensation Summary

Floodplain Encroachment and Compensation Calculation Summary				
Basin	Project Floodplain Limits	Estimated Floodplain Encroachment Area (ac) ①	Estimated Floodplain Encroachment Volume (ac-ft) ①	Estimated FPC site Area (ac)
1	Sta. 79+00 to Sta. 92+00, MED	0.75	0.37	0.75
3	Sta. 157+00 to Sta. 170+00, MED Sta. 160+00 to Sta. 172+00, LT Sta. 188+00 to Sta. 199+00, LT	3.92	5.18	5.34
5 & 6	Sta. 237+00 to Sta. 265+00, MED	7.63	7.63	5.07
7	Sta.281+50 to Sta. 296+00, LT Sta. 246+00 to Sta. 296+00, MED Sta. 281+00 to Sta. 288+00, RT	16.53	24.79	8.58
14 & 15	Sta. 490+00 to Sta. 498+00, LT Sta. 505+00 to Sta. 519+00, LT Sta. 506+00 to Sta. 520+00, RT	2.13	3.78	4.55
17	Sta. 565+00 to Sta. 579+00, RT Sta. 574+00 to Sta. 593+00, MED Sta. 581+00 to Sta. 593+00, RT	4.57	7.57	5.33
18	Sta. 623+50 to Sta.637+00, LT	0.68	1.02	2.64
19	Sta. 640+00 to Sta. 661+00, LT Sta. 664+00 to Sta. 669+00, RT	1.79	1.62	1.73
24	Sta. 829+00 to Sta. 860+00, RT Sta. 835+00 to Sta. 860+00, LT Sta. 847+00 to Sta. 862+50, MED Sta. 867+00 to Sta. 872+00, LT Sta. 872+00 to Sta. 896+00, RT	5.97	6.44	11.25
26	Sta. 935+00 to Sta. 972+50, RT Sta. 932+00 to Sta. 970+50, LT	4.28	2.14	3.51
27	Sta. 1005+00 to Sta. 1019+00, LT	0.64	0.32	1.38
28	Sta. 1043+50 to Sta. 1062+00, RT Sta. 1047+00 to Sta. 1060+00, LT	1.57	2.74	1.69
29	Sta. 1079+00 to Sta. 1091+00, LT Sta. 1097+00 to Sta. 1107+00, LT Sta. 1100+00 to Sta. 1109+00, MED	2.44	4.77	2.39
30	Sta. 1113+50 to Sta. 1122+00, LT	0.51	0.51	0.32
34	Sta. 1220+00 to Sta. 1222+00, LT	2.11	4.22	1.59
35	Sta. 1216+00 to Sta. 1226+50, LT Sta. 1221+00 to Sta. 1227+00, RT Sta. 1252+00 to Sta. 1270+00, RT	1.74	1.76	2.16
		57.26	**74.87**	

Notes:

1-See PSR for calculations

Table 5-5 Areas and Potential Impacts of Preferred SMF and FPC Sites

Preferred SMF #	SMF Site Area (Ac) [1]	Preferred FPC #	FPC Site Area (Ac) [2]	Total Area (Ac)	Conveyance Easement (Ac)	Cultural Resources Impacts [3]	Contamination Risk Rating	Species Potentially Occurring at SMF/FPC Site [4]	Wetland Impacts (Ac)
1C	1.35	1C	0.68	2.03	-	-	No	Wading birds, WS, E indigo snake, GT	0.07
2B	2.53	-	-	2.53	-	-	Low	Wading birds, WS, E indigo snake	0.48
3A	2.43	3A	9.07	11.50	-	-	Low	E Indigo Snake, GT	-
4A	2.18	-	-	2.18	-	-	No	E Indigo Snake, GT	-
5A&6A	1.83	5-6A	7.28	9.11	-	Adjacent	No	Wading birds, WS, E indigo snake, GT	-
7A	2.11	7A	11.42	13.53	-	-	Low	Wading birds, WS, E indigo snake, GT	-
8A	1.40	-	-	1.40	-	-	Low	Wading birds, WS, E indigo snake, GT	0.29
9A	0.98	-	-	0.98	-	-	Medium	Wading birds, WS, E indigo snake, GT	-
10A&11B	3.94	-	-	3.94	-	-	Medium	E Indigo Snake, GT	-
12	14.56	-	-	14.56	-	-	No	-	-
13B	1.85	-	-	1.85	-	-	No	Wading birds, WS	0.05
14B&15B	5.20	14B&15B	4.25	9.45	-	-	No	Wading birds, WS, E indigo snake, GT	-
16A	4.44	-	-	4.44	-	-	No	E Indigo Snake, GT	-
17	12.53	-	-	12.53	-	-	Low	Wading birds, WS	4.82
-	-	17B	3.12	3.12	-	-	Low	E Indigo Snake, GT	-
18	4.67	-	-	4.67	-	-	Low	Wading birds, WS, E indigo snake	0.42
-	-	18A	5.57	5.57	-	-	No	Wading birds, WS	2.63
19B	3.60	19B	1.76	5.36	-	-	Low	E Indigo Snake, GT	-
20A	4.54	-	-	4.54	-	-	Low	E Indigo Snake, GT	-
21A	8.90	-	-	8.90	-	-	Low	Wading birds, WS, E indigo snake, GT	-
22A	3.84	-	-	3.84	-	-	Low	E Indigo Snake	0.01
23A&24A	6.91	24A	5.34	12.26	-	-	No	Wading birds, WS, E indigo snake, GT	0.64
25	22.93	-	-	22.93	-	Adjacent	Medium	Wading birds, WS, E indigo snake, GT	4.27
26B	3.50	26B	4.52	8.02	-	-	No	Wading birds, WS, E indigo snake	0.41
27A&28A*	0.00	27A	1.01	1.01	-	Contains (SMF)	No	Wading birds, WS, E indigo snake, GT	-
-	-	28A	1.91	1.91	0.37	-	No	E Indigo Snake, GT	-
29B	4.36	29B	2.97	7.33	0.20	Contains	Low	Wading birds, WS, E indigo snake, GT	1.21
30	12.52	-	-	12.52	-	-	Medium	Wading birds, WS, E indigo snake, GT	1.67
-	-	30A	0.58	0.58	-	-	Low	E Indigo Snake, GT	-
31	8.94	-	-	8.94	-	Contains	High	Wading birds, WS, E indigo snake, GT	0.13
32&33A	5.31	-	-	5.31	0.17	-	No	E Indigo Snake, GT	-
34B	3.56	-	-	3.56	-	-	No	E Indigo Snake, GT	-
35A	2.51	34A&35A	3.77	6.28	-	-	No	Wading birds,WS,E indigo snake,GT,SJ	0.07
36A	2.18	-	-	2.18	-	-	No	E Indigo Snake, GT	-

Notes: SMF Ponds are paired with FPC sites where it appears the most reasonable alternative to acquire both properties together.

(1) SMF Pond area is the measured at outside berm area.

(2) Floodplain compensation area is measured at the SHW which will be the water surface elevation of the pond.

(3) Contains = SMF/FPC site contains portions of archaeological sites, Adjacent = archaeological sites are adjacent to SMF/FPC site

(4) GT = Gopher tortoise, WS = wood stork, E Indigo Snake = Eastern indigo snake, SJ = Florida Scrub Jay

*SMF Utilizing existing lake Modify ERP No. 44021713.00

5.4.10 Estimated Costs

Table 5-6 shows the estimated construction and right of way acquisition costs for the Updated Buffered Build Alternative separated by county for work programming and coordination purposes. The construction costs are based on the FDOT's LRE cost estimating system and included in **Appendix G**. The ROW costs are based on FDOT estimates prepared as of March 2021. The wetlands mitigation cost is based on an estimate of $125,594 per acre of impact.

Table 5-6 Buffered Build Alternative Estimated Costs by County

Estimated Costs Present Day Costs in $ Million Rounded to the Nearest 0.1 Million $	Mainline in Hillsborough County WPI 419235-5	Mainline in Manatee County WPI 419235-7	Gibsonton Drive Interchange WPI 437650-2	Total Project
Construction of Roadway, Bridges and Ponds[1]	$658.5	$96.0	$102.5	$857.0
Right of Way for I-75 Roadway Widening	$0	$0	$0	$0
Right of Way for Stormwater Ponds and Floodplain Compensation Site	$17.3	$3.0	$0	$20.3
Wetlands Mitigation (41.8 acres)	$3.9	$0.7	$0.7	$5.3
Design (approx. 7% of construction)	$46.1	$6.7	$7.2	$60.0
Construction Engineering & Inspection (approx. 8% of construction)	$52.7	$7.7	$8.2	$68.6
Total Project Estimated Costs	**$778.5**	**$114.1**	**$118.6**	**$1,011.2**

[1] *Construction cost based on LRE system prepared April 2023 for WPI 419235-5 & 419235-7 and March 2024 for WPI 437650-2*

The design for the proposed project will be segmented by county, although both county segments may be constructed as one combined construction project. WPI Segment 419235-7 is identified as the Manatee County segment (from north of Moccasin Wallow Road to the Manatee/Hillsborough County Line) and WPI Segment 419235-5 is identified as the Hillsborough County segment (from the Manatee/Hillsborough County Line to south of US 301). The Gibsonton Drive interchange improvements are planned to be implemented as WPI Segment 437650-2 in advance of the I-75 mainline improvements for adding express lanes, so this is shown as a separate project segment in **Table 5-6**. This project may be implemented as a design-build project. The design and construction of the proposed interchange improvements at SR 674 and Gibsonton Drive may be advanced before the addition of express lanes along I-75.

5.4.11 Estimated Right of Way Requirements

The Preferred Alternative will not require the acquisition of additional ROW along I-75 for the roadway and interchange improvements. The proposed improvements will include construction of 30 SMFs for stormwater treatment and attenuation and 15 FPC sites to compensate for floodplain

impacts. Several of the proposed SMF sites are situated within the existing interchanges. There are a total of 25 offsite SMF and all of the FPC sites that will require additional ROW for a total of approximately 145 acres. The preferred SMF and FPC sites are shown on the Concept Plans in **Appendix A**. There are no residential nor business relocations required with this acquisition of additional right of way for SMF and FPC sites.

5.4.12 Environmental Impact Evaluation of Alternatives

There are no direct environmental impacts with implementing the No-Build Alternative. Anticipated environmental impacts for implementing the Preferred Build Alternative are documented in detail in technical reports listed in **Section 2.19** and summarized in the *Type 2 Categorical Exclusion*. **Table 5-7** ahead in **Section 5.5** shows an evaluation matrix which includes potential impacts for the project. Below is a summary description of impacts.

Social and Economic Impacts

Social and economic effects are anticipated to be minimal. There are no planned changes to land use nor aesthetics. Economic conditions may be enhanced through the enhanced mobility. There are no residential nor business relocations anticipated as part of the proposed right of way acquisition.

Involvement with farmland resources was evaluated as defined by 7 Code of Federal Register (CFR) Part 658. As documented in the *Farmland Conversion Impact Rating* form and through coordination with the US Department of Agriculture-NRCS, the project will convert up to 42.45 acres of farmlands, as a result of preferred off-site SMF and FPC sites. Ten preferred SMF/FPC sites are located outside of the urban boundary and contain prime farmland soils. The majority of farmlands on these SMF/FPC sites are unimproved/inactive and the potential impact to productivity is minimal.

Mobility is anticipated to be enhanced for all motorized vehicles including freight through the improved operation and safety of the facilities through the addition of express lanes and interchange improvements.

Cultural Resource Impacts

As documented in the *CRAS* (October 2009), *Historic Resources Survey Update Technical Memorandum* (May 2020) and *CRAS SMF & FPC Technical Memorandum* (May 2020), potential resources were identified within the project area of potential effect, however the preferred build alternative will have no adverse effect on cultural resources listed or eligible for listing in the National Register of Historic Places. SHPO concurred with the findings for the *CRAS* on January 19, 2010 and the other two documents concurrently on September 22, 2020.

There are public lands that may qualify as Section 4(f) resources adjacent to I-75 are listed in **Table 2.19** and shown on **Figure 2-9**. The I-75 mainline improvements and the interchange improvements for SR 674 and Gibsonton Drive will be conducted within the existing L/A ROW. Additional ROW will be required for SMF and FPC sites along the corridor. As documented in the *Section 4(f) Resources*

Technical Memorandum (August 2025), there will be no acquisition or occupation of land from the protected [Section 4(f)] properties located along the project corridor, on either a temporary or permanent basis. Therefore, a No Use determination was made for all five Section 4(f) resources – Cockroach Creek Greenway Preserve, Little Manatee River Paddling Trail, Bullfrog Creek Wildlife Environmental Area, Golden Aster Scrub Nature Preserve and Vance Vogel Park, shown on **Figure 2-9** and listed in **Table 2.19**. There will be no meaningful proximity impacts to protected properties, and there will be no impacts to the access and usage of protected properties.

Natural Resource Impacts

The *NRE* (December 2021) evaluated potential involvement of species and wetlands within the project area. The project will not have significant impacts to natural resources. There are several listed species that may be present or their habitat may be present, but the effect determination of either no effect or may affect, not likely to affect was made for these species including the following Federal Listed faunal and floral species: Atlantic loggerhead sea turtle, Atlantic green sea turtle, eastern indigo snake, hawksbill sea turtle, Kemp's ridley sea turtle, Florida grasshopper sparrow, Florida scrub-jay, Rufa red knot, Piping Plover, eastern black rail, wood stork, Audubon's crested caracara, west Indian manatee, Gulf sturgeon, smalltooth sawfish, Florida bonamia, Robin's bellflower, Pygmy fringetree, Florida golden aster, aboriginal prickly-apple and Britton's bear grass. A no effect anticipated, or no adverse effect anticipated determination was made for the following State Listed faunal and floral species: gopher tortoise, Florida pine snake, short-tailed snake, Florida burrowing owl, snowy plover, little blue heron, reddish egret, tricolored heron, Southeastern American kestrel, Florida sandhill crane, American oystercatcher, roseate spoonbill, black skimmer, least tern, nodding pinweed and Simpson's zephyr lily.

The project would result in approximately 41.8 acres of wetland and 6.9 acres of surface water impacts with the Preferred Build Alternative. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

As documented in the *LHR* (July 2022) and the *PSR* (July 2022), the project limits have been evaluated to determine potential impacts to the 100-year floodplain within the right-of-way. Cup for cup compensation will be provided for any fill placed within the floodplain. FPC site requirements are identified separately from SMF sites. Floodplain impacts are estimated based on estimated floodplain encroachment area and approximate average depths. FPC site areas are estimated based on the required compensation volume and depth to water table. This report identifies one preferred FPC and as many as two FPC site alternatives per encroachment. Floodplain compensation sites have been paired with SMF site locations where the pairing appears advantageous. Factors influencing the placement of the conceptual FPC sites included avoiding environmental impacts where possible, location to the 100-year floodplain boundary, existing topography, and soil types.

Water quality findings are minimal and are documented in the *Water Quality Impact Evaluation Checklist* (December 2008) and *the PSR* (July 2022).

Essential Fish Habitat (EFH), as defined by the Magnuson Stevens Fishery Conservation and Management Act (16 U.S.C. Subsection 1801, et. Seq.), is present within portions of the Alafia and Little Manatee Rivers. Pursuant to Part 2, Chapter 17 – Essential Fish Habitat of the FDOT PD&E Manual (July 2020), coordination with the NOAA NMFS was conducted to identify EFH resources within the project study area. It has been determined that there will be minimal potential adverse effects of the project on EFH. Consultation with NMFS will continue in the design phase.

Physical Environment Impacts

The *Contamination Screening Evaluation Report* (July 2022) documented the presence of potential contamination sources. Out of the 36 sites considered to have potential contamination sources, seven (7) sites were rated as no risk and 14 sites were rated as low risk with no further action required at this time. Five (5) sites were rated as high risk and 10 sites were rated as medium risk. The 29 sites rated low, medium and high are shown on the Concept Plans in **Appendix A**. and it is recommended to conduct a Level II screening during the design phase for those sites rated medium and high. Seven sites have, or have had, known contamination within the FDOT right-of-way. Due to the close proximity to known potential contamination sites, four preferred SMF and/or FPC sites are rated as medium risk (SMF-9A, SMF-10A&11B, SMF-25 and SMF-30) and one is rated as high risk (SMF-31).

The *NSR* (March 2025) identified a total of 1,328 receptors representing 1,619 properties for which there are Noise Abatement Criteria for the use of the land that were evaluated. The properties are comprised of 1,600 residences, seven medical facilities, an active sports area (the Vance Vogel Sports Complex), ten recreational areas (seven common use areas in subdivisions and a Young Men's Christian Association (YMCA) facility) at Vance Vogel Park, hiking trails in Golden Aster Scrub Nature Preserve and at Bullfrog Creek Wildlife Environmental Area, and a school (Spoto High School). The results of the traffic noise analysis indicate that 935 of the 1,619 properties would be impacted by traffic noise in the project's design year (2045) with the Buffer Separated Build Alternative. Noise barriers were considered and based on the evaluation were determined to be a feasible and reasonable traffic noise abatement in seven locations. These potential locations are depicted on the Concept Plans in **Appendix A**. The length, height and location of the noise barriers will be further evaluated in the design phase.

The proposed improvements for I-75 may result in minor impacts to existing utilities. Coordination of utility conflicts and relocations will take place during the design phase of this project.

Construction impacts are anticipated to be minimal. Through the retention of the existing I-75 bridges, the need for detour routing is minimal and a maintenance of traffic plan will be developed during the final design phase to safely maintain traffic and access to all businesses and residences to the maximum extent possible during construction. Construction activities for the proposed project will have temporary water quality, and traffic flow effects for the travelers within the immediate

vicinity of the project. These effects will be minimized through the application of the FDOT's *Standard Specifications for Road and Bridge Construction*.

5.5 COMPARATIVE ALTERNATIVES EVALUATION

The evaluation summary matrix comparing the project alternatives as presented at the public hearing on January 2022 is shown in **Table 5-7**. The project costs have been updated. This matrix was developed to compare the No-Build Alternative and the Preferred Build Alternative based on preliminary estimates of costs (ROW acquisition, wetland mitigation, engineering and construction), as well as, social and environmental factors. The data for the Build Alternative was developed based on the preferred alternative "footprint" along with base map information collected and prepared for this study. The construction cost estimates was prepared using the Department's LRE program. See **Appendix G** for the LRE output.

5.6 VALUE ENGINEERING RESULTS

The study team gave presentations to a multidisciplinary Value Engineering (VE) team on May 7, 2009 and September 2, 2009. The VE team issued a report in January 2010. The team's recommendations and responses to those recommendations are included below related to this project (WPI Segment No. 419235-2).

Eliminate I-75 improvements south of Sun City Blvd/SR 674: Savings $48,312,000

Response: Adding SULs south of SR 674 is needed for the following reasons:

1. SULs are proposed on the segment of I-75 south of the Moccasin Wallow Road interchange in Manatee County as part of the I-75 PD&E Study prepared by District One. Extending the SULs to SR 674 would provide system continuity. Should those lanes be tolled or managed in some fashion, a gap in the management of those lanes could result in operational or management issues.

2. The study team recommendations are consistent with the LRTPs. The Hillsborough TPO's adopted LRTP identifies a need for 10 lanes and managed lanes from the Hillsborough/Manatee line past SR 674 to the Hillsborough/Pasco line. At the time of the VE Study, the Sarasota-Manatee MPO LRTP also noted 10 lanes and SULs from Moccasin Wallow to the Hillsborough/Manatee line. However as of December 2021, managed lanes are not currently included in the 2045 LRTP between Moccasin Wallow and the Hillsborough/Manatee County Line.

3. The traffic analysis identifies that the segment of I-75 south of SR 674 would operate at LOS C/D in the design year 2035 under No-Build conditions. However, applying the build condition in the I-75 segments north and south (except for the area in question) would result in substantially increased traffic volumes along I-75 between Moccasin Wallow Road and SR 674 and the existing condition of 6-lane would fail. Therefore, the additional lanes would be required.

Table 5-7 Evaluation Matrix of Project Alternatives

Evaluation Criteria	No-Build Alternative	Preferred Build Alternative[3]
Potential Business Impacts		
Number of business relocations	0	0
Potential Residential Impacts		
Number of residential relocations	0	0
Potential ROW Impacts		
Number of affected parcels (I-75 Mainline)	0	0
Number of affected parcels (SMF and FPC sites)	0	32
Approximate Area of Proposed ROW for SMF/FPC sites (acres)	0	145
Potential Environmental Effects		
Archeological/Historical sites effected	None	None
Section 4(f) sites effected	0	0
Noise sensitive sites potentially impacted	0	935
Potential wetlands impacts (acres)	0	41.8
Floodplain encroachments (acres)	0	57.3
Potential surface waters impacted (acres)	0	6.9
Protected species involvement	None	Minimal
Potentially Involved petroleum and hazardous material sites	None	5 High Risk 10 Medium Risk 14 Low Risk
Estimated Costs (Present Day Costs in $ Millions rounded to nearest 0.1 Million)		
Right-of-Way Acquisition costs	$0.0	$20.3
Wetland Mitigation costs	$0.0	$5.3
Roadway and Bridge Construction costs[1 & 2]	$0.0	$857.0
Engineering Design costs (approx. 7% of construction)	$0.0	$60.0
Construction Engineering & Inspection (approx. 8% of construction)	$0.0	$68.6
Total Project Estimated Costs	**$0.0**	**$1,011.2**

[1] Construction cost based on LRE system prepared April 2023 for I-75 improvements, and March 2024 for improvements for the Gibsonton Drive interchange

[2] Includes Construction Engineering and Inspection

[3] Includes I-75 mainline improvements in Manatee and Hillsborough Counties and the interchange improvements to Gibsonton Interchange that are all planned as separate WPI Segment Nos.

Considering that the southern segment (this project) would experience less traffic demand than the northern segment (WPI Segment 419235-3), perhaps from a staging perspective, the improvements for this segment could be scheduled for construction later in the overall project. However, should the SULs be managed, they may need to be constructed at the same time as the remainder of the project (as noted in Item 1).

It is recommended the express lanes/SULs remain in the preferred alternative improvements for the entire southern project (WPI Segment No. 419235-2).

5.7 SELECTION OF THE PREFERRED ALTERNATIVE

All alternatives were evaluated with regards to socio-economic, engineering, environmental and safety factors. Based on these evaluations, a Preferred Alternative was identified and recommended for this study. The Preferred Alternative includes a combination of the Study mainline typical section(s) and involved interchanges. The Preferred Alternative was presented at the Public Hearing in January 2022 for public input. See **Section 6** for more information regarding public involvement.

Mainline Alternative

Mainline Alternative 2 (Buffered Express Lanes) is the Preferred Alternative for the following reasons:

- Allows mainline lane additions to be implemented in stages without affecting and/or requiring simultaneous modifications to the interchanges,
- Allows easy and direct access to express lanes for emergency response vehicles,
- Provides easier lane use for counter-flow operations during emergency evacuations,
- Potentially requires lower costs for drainage (depending on requirements at time of construction),
- Allows maximum use of the existing I-75 lanes as the future general use lanes,
- Lower overall construction costs than the other mainline alternative, and
- Results in less impacts to wetlands and surface waters.

SR 674 Interchange

A modified partial cloverleaf configuration with the addition of connecting the southbound exit ramps and northbound entrance ramps prior to diverging from or converging to I-75 is the Preferred Alternative because:

- It requires no relocations nor ROW acquisitions,
- Has the lowest costs, and
- Provides the most improved traffic operations.

Big Bend Road Interchange

- Improvements at this interchange are being implemented under a separate project.

Gibsonton Drive Interchange

A diverging diamond interchange is the Preferred Alternative because:

- It requires no relocations nor ROW acquisitions,
- Has the lowest costs, and
- Provides the most improved traffic operations.

SECTION 6 PUBLIC INVOLVEMENT/PROJECT COORDINATION

A *Public Involvement Plan* (April 2008 and updated August 2018) was developed for the project in accordance with FDOT's PD&E Manual, Part 1, Chapter 8, and Florida Statutes Sections 120.525 and 399.155. The program identified federal, state, regional and local agencies that have involvement with the project due to jurisdictional review or expressed interest. The program also included coordination with those on the ETDM's ETAT, the formal review committee. The following sections summarize the public involvement activities that have taken place throughout the study. Additional information is included in the *Comments and Coordination Report* which is in the project file.

6.1 ETDM SCREENING

An initial Programming Screen Summary Report was published as part of the FDOT's ETDM process on January 11, 2007. This project is designated as ETDM Project #8001. The FHWA has determined that the project qualifies as a Type 2 Categorical Exclusion.

The following information was included for review under the screening process:

- Project Description
- Purpose and Need Statement
- Alternative Description
- Class of Action Determination
- Segment Details
- Project Effects
- General Project Commitments
- Required Permits
- Required Technical Studies
- Dispute Resolution Activity Log
- Agency-Assigned Degrees of Effect and FDOT Feedback

The Final Programming Screen Summary Report was published on March 29, 2007, and resulted in this Categorical Exclusion class of action.

A second ETDM screening (#14267) was initiated for the combination of WPI Segment No. 419235-2 (this project) and I-75 from south of US 301 to north of Bruce B. Downs Boulevard (WPI Segment No. 419235-3) in order to update the project purpose and need and transmit an updated Advance Notification.

6.2 ADVANCED NOTIFICATION

An initial AN Package was forwarded to the Florida State Clearinghouse at the FDEP, as well as local and Federal agencies on June 4, 2008 in accordance with Executive Order 95-359. The package

specified that the project had been screened through the ETDM process and that the Class of Action was determined to be a Categorical Exclusion by FDOT and FHWA based upon in-house environmental evaluations and comments received through coordination with other agencies through the ETDM EST. The AN was updated and forwarded to agencies through the FDOT's Environmental Screening Tool on February 29, 2016 under ETDM #14267. The following agencies provided review comments of the updated AN:

- US Environmental Protection Agency
- USFWS
- NMFS
- NRCS
- Florida Department of Economic Opportunity
- FWC
- Florida Department of State, Division of Historical Resources (SHPO)
- SWFWMD
- Hillsborough County TPO

6.3 VISIONING MEETING

While many urban areas in Florida struggle with limited mobility and are constrained by past short-sighted planning, the Tampa Bay region has a unique opportunity to "get it right" by developing and implementing a long-term vision for its transportation network. Taking the opportunity of the two concurrent PD&E studies underway at the time in FDOT District 7 for I-75 and realizing that this corridor is one of the most vital links in this region and the state as a whole, the goal was to "kick start" the process by developing a vision plan for I-75 within the Tampa Bay area for the year 2050 and beyond. The I-75 Corridor Vision will ensure that FDOT accounts for Tampa Bay's ultimate needs, above and beyond the shorter PD&E studies' timeframe of 2035, and that interim actions are consistent as we implement improvements that collectively shape our vision.

The FDOT will concentrate efforts and accommodate major changes in the transportation system to preserve and enhance Tampa Bay's – as well as Florida's – economic development, trade, tourism, viability and sustainability. To that end, the vision will be consistent with the comprehensive statewide transportation direction which recognizes the vital relationship between the transportation system (air, rail, marine, highway, and transit), the efficient movement of people, goods, and services, and economic sustainability for the State of Florida.

On February 9, 2009, the Project Team conducted a Visioning Workshop. Nearly 20 local groups were represented. Those groups included:

- Sun City Center Community Association
- Hillsborough County MPO, now called TPO
- Sarasota Manatee MPO

- Greater Brandon Chamber of Commerce
- Southshore Roundtable
- Newland Communities
- Florida Trucking Association
- Balm Civic Association
- Hillsborough County Transportation
- Tampa-Hillsborough Expressway Authority
- Apollo Beach Chamber of Commerce
- HART
- Concerned Citizens of Gibsonton Area
- Florida Highway Patrol (FHP)
- Manatee County Planning
- Tampa Bay Partnership
- Apollo Beach Civic Association

After a brief overview of the workshop, breakout groups were formed where attendees provided input on three specific questions. Many of the responses to the questions were similar between groups. The comments have been grouped into categories and are provided below for each question.

Question 1: What activity centers and destinations should I-75 connect in 2050?

Responses:

- Regional Connectivity - Connections to I-4, Evacuation
- Regional Distribution of Goods - Port Manatee, Port Tampa
- Airports – Tampa, Tampa Executive (formerly Vandenberg Airport)
- Shopping Areas – Brandon Town Center, South Bend
- Residential – Lakewood Ranch, South Shores, Residential Hills, Sun City
- Employment – various industrial, commercial
- Education – University of South Florida
- Medical – Moffitt Cancer Center, various local hospitals

Question 2: What are today's I-75 primary trip patterns?

Responses:

- Local – exit hopping, interstate is overused for local trips
- Commuter – local, regional
- Long Distance/Tourist – beaches, Busch Gardens, S/SW Florida, Orlando, seasonal

- Freight – port connections, I-4, local vs. long distance

Question 3: What are the highest priority transportation improvements for I-75 you recommend to address 2050's needs?

Responses:

- Special Use Lanes – NJ Turnpike, Chicago, Detroit (tolls/managed, transit, express bus (shared, exclusive), truck only)
- Regional Transit
- New Interchanges
- Do not allow new interchanges
- System Improvements, enhancements (interchange operations, park and ride, improved signing, emergency)
- Response, ITS, safety, contra flow
- Utility corridor
- Changes in land use

In addition, some participants noted the need to coordinate with other agencies, such as the former Tampa Bay Area Regional Transit Authority and Hillsborough and Manatee Counties.

At the end of the brainstorming exercise, each group was asked to rank the top three priorities – or challenges – from the list generated during the discussion of Question 3 (see 1). The FDOT considered these challenges in developing long-range transportation solutions for the I-75 corridor.

6.4 NEWSLETTERS AND WEBSITE

A website was established for this project to disseminate information to the public. The website is on the FDOT District Seven Studies website at: https://www.fdotd7studies.com/projects/i75/project-overview-southern-pde-study/. The project website was available for the public to view on July 31, 2008 and had information regarding the project "kick-off" which included the projects study limits, existing conditions and contact information.

The project website described the PD&E process; provided the latest information on the alternatives under consideration, project details, the project schedule, and the Vision. Project information was updated periodically as details for public meetings and materials were available. The website provided contact information in English and Spanish.

Website kiosks with internet-accessible laptops were set up at the alternatives public workshop as well as the first public hearing. Citizens that attended the public meetings were able to view the projects website and learn how to navigate within the site. All public meeting information, such as display boards, aerial roll plots and the PowerPoint presentation were available for the public to view the day of the meeting.

Four newsletters were distributed for this project. The newsletters were joint newsletters with the I-75 PD&E Study on I-75 from south of US 301 to north of Fletcher Avenue in Hillsborough County (WPI Segment No. 419235-3).

Newsletters were mailed to those on the project mailing list and posted on the project web site. Newsletters were used to announce the project kick-off, alternatives public workshop and the public hearings. Copies of the newsletters are provided in the *Comments and Coordination Report* prepared for this study.

The first newsletter was distributed in August 2008. The purpose of this newsletter was to notify the public about the commencement of the PD&E Studies. It provided an overview of the project location, schedule and the purpose of the study. The newsletter described the overall transportation development and PD&E processes and included a Frequently Asked Questions section with answers to commonly asked questions. Contact information and the project website address were included.

The second newsletter was published in May 2009. The primary purpose of this newsletter was to promote the alternatives public workshops and to invite readers to attend the workshops. The newsletter described the PD&E Study process, presented a project schedule, summarized the Vision process, discussed the project purpose, and provided contact information and the project website address. The newsletter also presented the alternatives under consideration, including the alternative typical sections. The newsletter also included a comment form that recipients could use to submit comments on the project.

The third newsletter was published in April 2010. The primary purpose of this newsletter was to promote the First Public Hearing in May 2010, and to invite readers to attend the hearing. The newsletter described the PD&E Study process, discussed the project purpose, presented the recommended build alternatives and the typical sections for each study, summarized results of the alternatives public workshops, and provided a project schedule with the next steps in the study. Additionally, the newsletter included contact information and the project website address. The newsletter also included a comment form that recipients could use to submit comments on the project.

The fourth newsletter was published in January 2022. The primary purpose of this newsletter was to promote the Second Public Hearing and to invite readers to attend the hearing. The newsletter described the PD&E Study process, discussed the project purpose, presented the recommended build alternatives and the typical sections for each study, and provided a project schedule with the next steps in the study. Additionally, the newsletter included contact information and the project website address. The newsletter also included a comment form that recipients could use to submit comments on the project.

A fifth newsletter will be published after the FDOT OEM has issued Location and Design Concept Acceptance for the project.

6.5 AGENCY COORDINATION

Coordination was conducted with resource agencies after the initial ETDM screening. Details are provided in Section 4.1 of the *Comments and Coordination Report*.

- NMFS (NRE coordination and Section 7 consultation letter March 9, 2022)
- USFWS (NRE coordination and concurrence provided on June 15, 2022)
- FHWA (Bridge Project Questionnaire for navigational permit requirements letters February 18, 2010 and April 1, 2010)
- FWC (NRE coordination letter February 2, 2022)
- SWFWMD (pre-application meetings August 27, 2008; August 5, 2009; and April 25, 2018 related to drainage/floodplain impact guidance)
- National Park Service (September 6, 2024 coordination regarding no impact to Alafia River and Little Manatee River which are on the National Rivers Inventory)

6.6 LOCAL GOVERNMENT COORDINATION

Project coordination meetings were conducted with and presentations made to various committees and board member meetings to the following local organizations for information and input:

- Hillsborough County TPO
    - Technical Advisory Committee (July 7, 2009; May 17, 2010; November 1, 2021)
    - Community Advisory Committee (July 15, 2009; May 12, 2010; November 3, 2021)
    - Policy Committee (March 9, 2022)
    - TPO Board (August 4, 2009; June 1, 2010)
- Sarasota/Manatee MPO
    - Staff meeting (April 16, 2010)
    - Technical Advisory Committee (January 10, 2022)
    - Community Advisory Network (January 10, 2022)
    - MPO Board (February 28, 2022)
- Hillsborough County Parks Department (February 23, 2010; and April 1, 2010)
- Hillsborough County Department of Public Works (March 29, 2010)
- Hillsborough County Real Estate Department (March 29, 2010)
- Hillsborough County Public Schools (March 29, 2010)

The list of the meetings is included in Section 4.2 of the *Comments and Coordination Report*.

6.7 MISCELLANEOUS SMALL GROUP AND STAKEHOLDER COORDINATION MEETINGS

Project coordination meetings were conducted with the following stakeholders and various groups for information and to solicit input:

- Board of Realtors (September 20, 2007)
- Newland Communities (April 3, 2008)
- South Shore Roundtable (August 7, 2008)
- Little Manatee South Plan (August 25, 2009)
- Sun City Center Community Association (November 13, 2019)
- Concerned Citizens of Gibsonton Area (November 14, 2019)
- Ruskin Neighborhood Association (December 7, 2019)
- Lake St. Charles Community Development District (December 7, 2021)

The list of the meetings is included in Section 4.3 of the *Comments and Coordination Report*.

6.8 PUBLIC WORKSHOP – JUNE 2009

Public information workshops were held on June 15 and 17, 2009. Workshop 1 was held at the United Methodist Church of Sun City Center. Workshop 2 was held at the Florida State Fairgrounds, Florida Center Building, at 4800 US Highway 301 in Tampa, Florida. The purpose of this workshop was to provide interested persons with the alignment and interchange alternatives developed to date and to allow the public the opportunity to comment. Approximately 38 citizens attended workshop 1 and approximately 47 citizens attended workshop 2.

The workshops were conducted in an informal, open-house format, and the public was invited to attend any time between the hours of 5:00 p.m. and 7:00 p.m. Aerial maps were on display depicting the potential mainline improvements and several interchange alternative concepts. A comparative evaluation matrix and the project schedule were available for review. A PowerPoint presentation describing the project's history, need, proposed improvements, and potential impacts, ran continuously throughout the workshops. Twelve comments were received prior to the workshops. At workshop 1, eight written comments were received, and at workshop 2, four written comments were received. Eight comment forms were received after the workshops. Most of the comments received from citizens were in regards to which alternative they preferred over the other. Other comments received were related to noise barriers and cost/funding of the projects. The FDOT and representatives were questioned by the public about building a new interchange along I-75 within the southern study area. An *Alternatives Public Workshop Scrapbook* containing notices and materials presented at the workshop is included in the project file.

6.9 FIRST PUBLIC HEARING – MAY 6, 2010

The First Public Hearing was held on Thursday, May 6, 2010 from 5:00 p.m. to 7:00 p.m. at the Florida State Fairgrounds, Florida Center Building, 4800 US Highway 301 in Tampa, FL. The public hearing was held jointly with the Northern Study (WPIS No. 419235-3). The hearing was held to inform citizens about the project details and schedule, and afford them the opportunity to express their views concerning the proposed improvements. The hearing consisted of an open house from 5:00 p.m. to 6:00 p.m. and a formal presentation and public comment period beginning at 6:00 p.m. After the public comment period, the open house resumed until 7:00 p.m.

The study's supporting documents were available for public review from April 15 through May 17, 2010 at the four locations shown in the *Comments and Coordination Report* (March 2023).

Newsletters announced the first public hearing (copies of the newsletters are provided in the *Comments and Coordination Report* for this study). The newsletters were joint newsletters with the Northern Study. Newsletters were sent via electronic mail to public officials and via direct mail to property owners within 500 feet of the project, current tenants, agencies, and interested parties. The project website also publicized the hearing. A legal display for the hearing was published in the Tampa Tribune and in the Bradenton Herald on April 19 and 29, 2010 and in the Centro Tampa (in Spanish) on April 16 and 30, 2010. An advertisement was also placed in the Florida Administrative Weekly on April 19, 2010. Notice and hearing materials were also posted to the project website. Copies of these advertisements can be found in the *Comments and Coordination Report* (March 2023) prepared for this study.

FDOT staff were available at the hearing to discuss the project and answer questions. A continuous-loop video (PowerPoint presentation) that described the project and the recommended build alternative was shown during the open house portion of the hearing. Display boards available for review consisted of:

- Aerial photographs depicting the concept plans of the recommended alternatives for both the Southern and Northern Studies
- Annual average daily traffic volumes
- Key public involvement milestones
- Existing and recommended typical sections
- Evaluation matrix for each study
- Potential interim improvements for each study
- Section 4(f) information about the potential impacts on Section 4(f) properties

The displays were organized into Southern and Northern Studies. Purple balloons were used to indicate the Southern Study information and green balloons were used to indicate the Northern Study information.

In addition, a kiosk with laptops with internet access was set-up to allow attendees to view the project website and learn how to navigate within the site. The website contained all the materials that were on display at the hearing, including the presentation.

The formal portion of the hearing began at 6:00 p.m. The proceedings were recorded by the court reporter who was present throughout the evening. The moderator welcomed the audience, discussed the purpose of the hearing, and explained ROW acquisition information. The next portion of the hearing was devoted to oral comments.

Attendees were given the opportunity to provide comments in one of four ways:

- Make an oral statement during the formal portion of the hearing
- Make an oral statement to the court reporter during the informal portion of the hearing
- Complete the written comment form and place it in the drop box at the hearing
- Complete written comments and mail the comment form to the FDOT – District Seven within 10 days of the hearing

The number of citizens at the public hearing totaled 42. Twenty written comment forms were received and four oral comments were made during the formal public comment period at the hearing.

Many comments expressed support for the project. Most of the comments were concerned about noise and expressed desire for noise barriers. One person opposed a noise barrier in front of his home. Two comments support the special use lanes and tolling; while one person opposed tolling. Other comments expressed concern about the cost of the project and wasting money to build the project. Comments pertaining only to the Northern Study are discussed in the *Comments and Coordination Report* for that project.

The *First Public Hearing Transcript*, public hearing materials, including the legal display advertisement, the sign-in sheets, etc. can be found in the *First Public Hearing Scrapbook* (July 2010) and the *Comments and Coordination Report* (March 2023) prepared for this study.

6.10 SECOND PUBLIC HEARING – JANUARY 27, 2022

The Second Public Hearing for the project was held on Thursday, January 27, 2022, from 5:30 p.m. to 7:30 p.m. at the Hilton Garden Inn, 4328 Garden Vista Drive, Riverview, FL 33578, and virtually via GoToWebinar. The public hearing was held jointly with the Northern Study (WPIS No. 419235-3). The hearing was held to inform citizens about the project details and schedule, and afford them the opportunity to express their views concerning the proposed improvements. The hearing consisted of an open house from 5:30 p.m. to 6:30 p.m. and a formal presentation and public comment period beginning at 6:30 p.m. After the formal presentation and public comment period, the open house resumed until 7:30 p.m.

The study's supporting documents were available for public review from January 6, 2022, through February 7, 2022, during normal operating hours at the three locations shown in the *Comments and Coordination Report* (March 2023) as well as available online.

A Newsletter was sent out that announced the public hearing for both this project and the adjacent I-75 PD&E study to the north from south of US 301 to north of Bruce B Downs. Newsletters were sent via electronic mail to public officials and via direct mail to property owners and tenants within 500 feet of the project, agencies, and interested parties. The project website publicized the hearing as shown in the *Comments and Coordination Report* (March 2023).

FDOT staff were available at the hearing to discuss the project and answer questions. A continuously-running video (PowerPoint presentation) that described the project and the preferred build alternative was shown during the open house portion of the hearing. Display boards available for review consisted of:

- Aerial photographs depicting the concept plans of the preferred alternatives for both the Southern and Northern studies
- Federal and State Requirements
- How to Comment
- Project location Map
- About the project (for each study)
- Existing and preferred typical sections
- Evaluation matrix for each study
- What Are Express Lanes?
- Proposed Interchange Improvements
- Noise barriers background and examples
- PD&E Schedule/FDOT 5-Year Adopted Work Program

The displays were organized into Southern and Northern studies. Purple was used to indicate the Southern study information and green was used to indicate the Northern study information on the boards and PowerPoint presentation.

In addition, maps, drawings, and other project information was available at the in-person hearing session on January 27, 2022, and for review online on the project website at https://www.fdotd7studies.com/projects/i75/ starting on January 24, 2022. The project website contained all the materials that were on display at the hearing including the presentation.

The formal portion of the hearing began at 6:31 p.m. The proceedings were recorded by the court reporter that was on hand throughout the evening. The in-person moderator welcomed the audience, discussed the purpose of the hearing. He then opened the formal portion, in which

attendees were able to provide formal verbal comments for the record. The in-person moderator turned over the formal portion for virtual attendees that wanted to provide a formal verbal comment.

Attendees were given the opportunity to provide comments in one of five ways:

- Make an oral statement during the formal portion of the hearing
- Make an oral statement to the court reporter during the informal portion of the hearing
- Complete the written comment form and place it in the drop box at the hearing
- Complete written comments and mail the Comment Form to the FDOT – District Seven
- Enter comments online at: www.fdotd7studies.com/i75

A total of 29 citizens attended the in-person public hearing. Two written comment forms were received and four verbal comments were made during the formal public comment period at the hearing. A total of 77 citizens attended the public hearing virtually. A total of 13 verbal comments were made from attendees of the virtual component of the formal portion of the public hearing. Overall, for both north and south projects, there were a total of 234 comments received from the public (verbal comments during formal portion of the in-person session and virtual session, written comment forms provided at the hearing, emailed and mailed, statements provided to the court reporter, and comments posted through the project).

Many comments expressed support for the project. The primary comments received through all formats were concerns about noise and noise abatement. Several comments requested the noise barriers be built prior to expansion of the additional lanes on I-75. Other comments concerned the removal of existing landscaping and replanting of trees, congestion due to the new Amazon distribution center, and the inclusion of a new interchange at Symmes Road. All comments are included in the *Comments and Coordination Report* (March 2023)

Copies of the public hearing materials, including the legal display advertisement, the sign-in sheets, the speaker cards, the *Second Public Hearing Transcript*, and comment forms are provided in the *Comments and Coordination Report*. Copies of the display graphics, the PowerPoint slides, and attendance rosters are included in the *Second Public Hearing Scrapbook* (April 2022) that was prepared for both studies is located in the project files.

SECTION 7 PREFERRED ALTERNATIVE

This section describes additional engineering details of the operational improvements proposed for the Preferred Alternative.

7.1 DESIGN TRAFFIC VOLUMES

Design year (2045) AADTs and DHVs were previously described in **Section 3.3.1** and shown in more detail in **Appendix F**.

7.2 TYPICAL SECTION AND DESIGN SPEED

The preferred typical section for I-75 was shown previously in **Figure 5-5** and in the graphically enhanced **Figure 7-1.** The proposed design speed for the ELs and GULs along I-75 is 70 mph. The express lanes could be managed by access, tolls, vehicle type, or vehicle occupancy. Future studies will evaluate how the express lanes are managed.

7.3 ACCESS MANAGEMENT

The access management classification for I-75 is class 1 as noted in Section **2.3.2**. The preferred alternative will make no changes to the access classification.

7.4 RIGHT OF WAY NEEDS AND RELOCATIONS

The Preferred Alternative will not require the acquisition of additional ROW along I-75 for the roadway and interchange improvements. The proposed improvements will include construction of 30 SMFs for stormwater treatment and attenuation and 15 FPC sites to compensate for floodplain impacts, as shown in **Table 7-1**. Several of the proposed SMF sites are situated within the existing interchanges. There are a total of 25 offsite SMF and all of the FPC sites that will require additional ROW for a total of approximately 145 acres and involvement with 32 parcels. The preferred SMF and FPC sites are shown on the Concept Plans in **Appendix A**. There are no residential nor business relocations required with this acquisition of additional right of way for SMF and FPC sites.

7.5 HORIZONTAL AND VERTICAL ALIGNMENT

The proposed horizontal alignment will essentially be the same as the existing horizontal alignment, since the new lanes will be added in the median adjacent to the existing roadways. All curves along I-75 are expected to meet current standards for a 70 mph design speed. Existing horizontal curves are tabulated in **Section 2.9** of this report.

The existing roadway vertical alignment is described in **Section 2.10** of this report. Since the proposed improvements involve widening in the median area and express lanes will be sloped towards the median, no changes are proposed to the existing vertical alignment. Any new ramp profiles will be designed to meet the proposed project's design criteria.

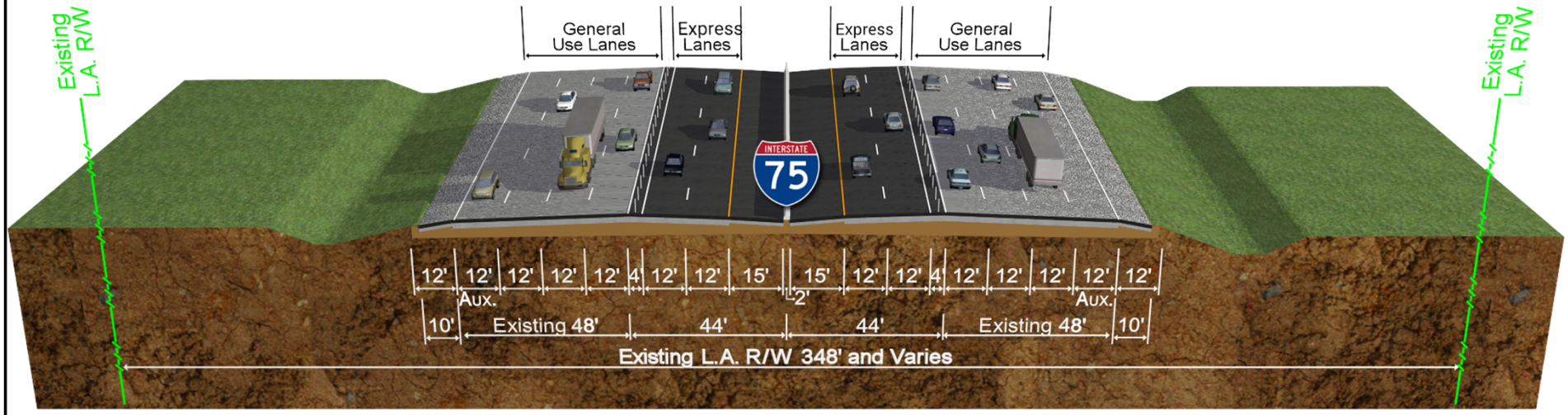
FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Rd to South of US 301

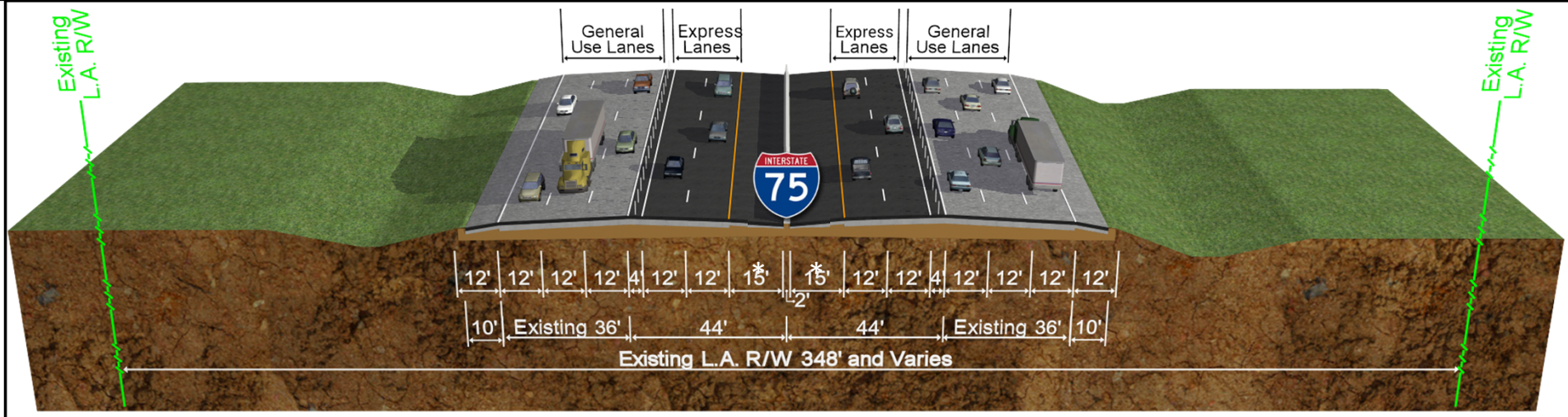
WPI Segment No. 419235-2

Hillsborough and Manatee Counties



Preferred Alternative
I-75 Roadway Typical Section
from Gibsonton Drive to south of US 301

Preferred Alternative
Roadway Typical Sections



Preferred Alternative
I-75 Roadway Typical Section
from Moccasin Wallow Road to Gibsonton Drive

* Where the I-75 alignment is bifurcated, and existing median is greater than 88-feet wide, there will be no barrier wall and the inside shoulder will be 12-feet wide.

Figure 7-1

Table 7-1 Proposed Right of Way for SMF and FPC Sites

County	SMF Site	FPC Site	Number of ROW Parcels Involved	ROW Acquisition Area (acres)
Manatee	1C	1C	1	2.0
	2B	-	1	2.5
	3A	3A	1	11.5
	4A	-	1	2.2
	5A&6A	5-6A	1	9.1
	7A	7A	1	13.5
Hillsborough	8A	-	1	1.4
	9A	-	1	1.0
	10A&11B	-	1	3.9
	12	-	0	0.0
	13B	-	1	1.9
	14B&15B	14B&15B	2	9.4
	16A	-	1	4.4
	17	-	0	0.0
	-	17B	1	3.1
	18	-	0	0.0
	-	18A	1	5.6
	19B	19B	2	5.4
	20A	-	1	4.5
	21A	-	1	8.9
	22A	-	1	3.8
	23A&24A	24A	1	12.3
	25	-	0	0.0
	26B	26B	1	8.0
	27A&28A	27A	1	1.0
	-	28A	2	2.3
	29B	29B	2	7.3
	30	-	0	0.0
	-	30A	1	0.6
	31	-	0	0.0
	32A&33A	-	1	5.5
	34B	-	1	3.6
	35A	34A&35A	1	6.3
	36A	-	1	2.2

7.6 POTENTIAL DESIGN VARIATIONS AND EXCEPTIONS

A preliminary review of the existing conditions and Preferred Alternative design concepts was performed to identify potential design variations and exceptions that may be required during the final design phase. Based on FDOT design criteria for the controlling design elements required by Section 122 of the FDM as well as other design elements, six variations and one exception may be required for this proposed project. **Table 7-2** shows a summary and locations of the potential

design variations and exceptions that may be required given the existing conditions and Preferred Alternative. During the design phase, when survey data is available, an evaluation will be performed to determine if a variation or exception would be required instead of designing to fully meet standards including whether any deficiencies that may be correlated to known safety hotspots, and if the proposed can mitigate any potential safety concerns.

Table 7-2 Potential Design Variations and Exceptions

Design Elements	Condition		Required Action		Locations and Notes
	Is Existing Deficient?	Is Proposed Deficient?	Variation	Exception	
Design Speed	No	No	-	-	No variations or exceptions required
Lane Widths	No	No	-	-	No variations or exceptions required
Shoulder Widths	No	Yes	x	-	Median piers at bridges over I-75 at Gibsonton Drive, 19th Avenue, 24th Street, 21st Avenue, and Valroy/Lightfoot Road
Bridge Widths	Yes	Yes	x	-	I-75 NB over SR 674
Structural Capacity	No	No	-	-	No variations or exceptions required
Vertical Clearance	Yes	Maintain Exist	x	-	13 potential locations
Grades	No	No	-	-	No variations or exceptions required
Cross Slope	No	No	-	-	No variations or exceptions required
Superelevation	No	No	-	-	No variations or exceptions required
Horizontal Alignment	No	Maintain Exist	-	-	No variations or exceptions required
Vertical Alignment	Yes	Maintain Exist	x	-	6 potential locations
Stopping Sight Distance	Yes	No	x	-	Station 605+75
Horizontal Clearance	No	No	-	-	No variations or exceptions required
Other (Border Width)	Yes	Yes	x	-	17 locations

7.7 INTERCHANGE CONCEPTS AND EXPRESS INGRESS/EGRESS LOCATIONS

The interchange improvement concepts for the Preferred Alternative at the SR 674 and Gibsonton Drive interchanges are described in Section 5.4.8 and generally shown in **Figures 5-8** and **5-9**. The improvements at the Big Bend Road interchange are being implemented under a separate project.

Preliminary ingress and egress locations for traffic to maneuver between express and GULs are generally shown in **Figure 5-6** in relation to the interchanges and the Concept Plans in **Appendix A** show them in more detail.

7.8 TOLLED PROJECTS

This project is a segment within the Tampa Bay Express network. The express lanes may be managed through the use of tolling, vehicle type or occupancy. The determination will be made during the design phase as to the means for managing the express lanes.

7.9 INTELLIGENT TRANSPORTATION SYSTEM AND TSM&O STRATEGIES

When the determination is made in the design phase for the means of managing the express lanes, ITS facilities will also be evaluated in detail. The construction cost estimate includes an initial estimation of ITS infrastructure.

7.10 LANDSCAPING

Landscaping will be evaluated in the design phase along I-75 and at project interchanges.

7.11 MULTIMODAL ACCOMMODATIONS

No facilities for bicyclists or pedestrians were proposed on the Interstate. In addition, no changes are proposed for bicyclists or pedestrians on the cross roads at the three interchanges: Gibsonton Drive, Big Bend Road, and SR 674. Any existing bicycle or pedestrian facilities will be either maintained or relocated (if necessary) as part of the construction of the proposed project.

The new ramp bridges carrying ramps over SR 674 will be designed to provide an envelope for bicycle and pedestrian facilities should they be added in the future. The ramp intersection radius for the EB to SB movement at the SR 674 interchange can be reduced in the future and the turning movement shifted easterly into the signalized intersection for the WB to SB movement should pedestrian/bicycle features be added to SR 674 in the future.

A multi-modal envelope was considered along the median and outside of I-75 lanes. Both the proposed express lanes and existing general use lanes can accommodate express bus transit service routes for HART.

7.12 LIGHTING

As noted in **Section 2.19**, existing lighting is generally provided only at the existing interchanges. The proposed express lanes will be constructed in the median of I-75, so impacts to existing lighting

are anticipated to be minimal. The impacts to existing lighting at interchanges and any need for additional lighting at interchanges, or at ingress/egress locations will be evaluated further in the design phase.

7.13 WILDLIFE CROSSINGS

There are no wildlife crossings included in the project.

7.14 PERMITS

Permits will be required for this project. A federal section 404 permit will be required from US Army Corps of Engineers. Bridge permits will be required from USCG for the bridges over the Alafia River and Little Manatee River. State Environmental Resource Permits will be required from SWFWMD/FDEP as well as a Gopher Tortoise Relocation Permit from FWC and National Pollutant Discharge Elimination System Permit from FDEP. Coordination with the permitting agencies will continue in the design phase.

7.15 DRAINAGE, STORMWATER MANAGEMENT FACILITIES AND FLOODPLAIN ANALYSIS

The Pond Siting Report provided an evaluation of the proposed drainage system for the Preferred Alternative. The preferred SMF and FPC sites are provided in **Section 5.4.9**. Since the PSR was completed, Hillsborough County constructed a roadway that would alter the shape of SMF 23A&24A. An equalizer pipe will be considered if this site will span that new roadway. All preferred SMF and FPC sites will be reevaluated in the design phase as development could render some sites less viable. Construction costs and land acquisition costs are included in the project cost estimate.

7.16 STRUCTURES

The addition of express lanes to the median of I-75 will require the widening of existing bridges as listed in **Table 7-3.** The typical sections for the bridge widenings is shown in **Figure 5-7**. In accordance with coordination with FHWA in 2010, bridge work over the Little Manatee River and Alafia River will require a permit with the USCG during the design phase including coordination of vertical and horizontal navigational clearances. The Section 4(f) resource, the Little Manatee River Paddling Trail follows along the Little Manatee River and crosses under the I-75 bridges. As documented in the Section 4(f) Technical Memorandum (June 2025), paddlers currently utilize multiple open water areas under the bridges. Access under the bridges will remain open during construction for areas outside active construction work zones. Also, post construction, access will continue in open water areas as newly constructed bridge piles will be in line with existing bridge piles in the water to maintain navigation. The vertical clearance will be the same elevation or greater underneath the I-75. bridges.

Coordination during the design phase with the National Park Service or other agencies may also be required as the Alafia River is on the National Rivers Inventory. See additional information in **Section 7.7** pertaining to the new proposed ramp bridges over SR 674. Bridges carrying local roads over I-75

are not anticipated to be involved through the addition of the express lanes and will be further evaluated in the design phase. A Bridge Hydraulic Report will be prepared in the design phase to evaluate vertical clearance requirements at water crossings. **Section 5.4.7** provides additional details regarding proposed structures for the Preferred Alternative.

Table 7-3 Existing I-75 Bridges to be Widened

Approx. Milepost	Location Description (Structures from North to South)	Structure Number	Structure Length	Spans
Hillsborough County				
17.33	I-75 over Riverview Drive - SB	100356	159.583'	3
17.33	I-75 over Riverview Drive - NB	100357	159.583'	3
16.851	I-75 over Alafia River -SB	100358	1,552.5'	21
16.851	I-75 over Alafia River-NB	100359	1,552.5'	21
15.922	I-75 over Bullfrog Creek - SB	100373	414.0'	6
15.922	I-75 over Bullfrog Creek - NB	100374	414.0'	6
15.298	I-75 over Symmes Road - SB	100375	165.5'	3
15.298	I-75 over Symmes Road - NB	100376	165.5'	3
12.266	I-75 over Big Bend Road CR 672 - SB	100363	315'	5
12.266	I-75 over Big Bend Road CR 672 - NB	100364	315'	5
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - SB	100346	274.0'	4
6.433	I-75 over SR 674 East College Ave/Sun City Center Blvd - NB	100347	274.0'	4
1.955	I-75 over Little Manatee River - SB	100353	1,380.0'	20
1.955	I-75 over Little Manatee River - NB	100352	1,380.0'	20
Manatee County				
20	I-75 over Curiosity Creek - SB	130105	180.0'	6
20	I-75 over Curiosity Creek - NB	130106	180.0'	6

SB=southbound, NB=northbound

Legend

	I-75 mainline bridges over roadways
	I-75 mainline bridges over water bodies

7.17 TRANSPORTATION MANAGEMENT PLAN AND CONSTRUCTABILITY

The preferred typical section for the Preferred Alternative would add the express lanes in the existing median area. The traffic control for the construction of the express lanes to achieve a 10-lane ultimate section can be accomplished in three phases.

- The first phase of construction is to overbuild the existing 10-foot outside shoulder to provide a 3 percent cross slope (to match the cross slope of the existing outside lane). In the next phase, traffic will be shifted to utilize the shoulder for a travel lane, so the existing

striping will be removed and re-striped to provide three 12-foot lanes to match the number of existing lanes.

- The second phase of construction would consist of shifting traffic to the temporary lane configuration from Phase I. A temporary barrier wall would be placed on the existing inside lane between the temporary travel lanes and the construction of the express lanes. The temporary barrier wall would provide protection for the construction crew since the existing speed will remain at 70 mph. This phase of construction will allow construction to continue both night and day, if necessary.
- The third phase of construction will consist of milling and resurfacing the existing lanes and shoulder and restripe back to the original configuration of three 12-foot lanes and one 10-foot paved shoulder. Once the existing lane widths and striping is corrected using nightly operations the express lanes will be opened to receive traffic.

During all phases of construction on the I-75 mainline, construction will be performed on the interchanges throughout the project limits. The work on the interchanges will not affect the existing number of lanes and flow patterns. A detailed traffic control plan will be prepared during the design phase of this project.

7.18 SPECIAL FEATURES

As noted in the *NSR*, noise barriers were considered and based on the evaluation were determined to be a feasible and reasonable traffic noise abatement in seven locations, shown in **Table 7-4**, that range in height from 10-feet to 22 feet. The total length of these seven walls ranges from 29,400 to 44,570 feet. The preliminary noise barrier locations by common noise environment (CNE) are shown on the Concept Plans in **Appendix A**. The length, height and location of the noise barriers will be further evaluated in the design phase. Potential tolling collection equipment and sign structures to direct traffic in and out of the express lanes is included with the Preferred Alternative. A detailed layout of equipment and signing will be determined in the design phase. A preliminary estimate of costs is included in the cost estimate of the project in **Section 7.22** and **Appendix G**.

Table 7-4 Preliminary Noise Barrier Locations

CNE	Approx. station range / west or east side of I-75	Approximate Length (ft)	Approx. Height (Ft)
8 and 9	655+00 to 687+00 / east	1,922-3,421	14-22
11	735+00 to 797+00 & 809+00 to 895+00 / west	8,363-14,858	10-22
14 and 16	955+00 to 993+00 / east	3,849-4,244	10-22
17	1024+00 to 1120+00 / west	5,018-9,528	12-22
22 and 23	1182+00 to 1222+00 / west	3,120-4,713	14-22
26	1222+00 to 1262 / east	3,962-4,187	20-22
28	1222+00 to 1260+00 / west	3,166-3,588	16-22

7.19 RECYCLING AND SALVAGEABLE MATERIALS

During construction of the project, recycling of reusable materials will occur to the greatest extent possible. Where feasible, removal and recycling of the existing pavement and base material for use in the new pavement will be considered. This will reduce the volume of the materials that need to be hauled away and disposed of potentially reducing the cost of purchasing new materials for construction. Other materials such as signs, drainage pipes, etc., will also be salvaged and reused for regular maintenance operations if they are deemed to be in acceptable condition. Coordination will take place with Maintenance during the design phase.

7.20 UTILITY AND RAILROAD IMPACTS

Utility owners and their facilities are listed in **Table 2-11** based on a One Call of Florida design ticket. A Utilities Assessment Package was not prepared during the PD&E phase, but will be prepared in the design phase, since there are no utilities located along I-75 mainline within the limited access right of way and only along cross roads. A design ticket will be processed again in the design phase to update the list of owners and facilities. Coordination will be initiated during the design phase with these utility owners to identify potential utility locations and determine potential areas of conflicts. Since the proposed improvements along I-75 will take place in the existing median area, most conflicts are expected to occur in the interchange areas along the cross roads.

Depending on the location and depth of the utilities, construction of the proposed project will likely require adjustments or relocation of some facilities. Cost for utility adjustments is not included in the total estimated project costs since most may be incurred by the utility owners in many cases due to the work being anticipated within existing ROW along the cross roads. Determination of any utility relocation reimbursement costs will be made by FDOT's legal department if they will be constructing, during the future design phase.

It should be noted that some utilities are currently located under the existing pavement and would also be under the proposed improvements. The relocation costs could be reduced significantly if these utilities were permitted to remain within the travel way. However, new construction outside the existing travel lanes and proposed milling and resurfacing within the travel lane may require adjustments. Approval would need to come from both the utility owners and FDOT or Hillsborough County for county roadways.

Impacts to existing utility facilities can also be reduced or eliminated if Subsurface Utility Engineering is performed during the design phase at potential conflict locations (drainage facilities, traffic signals etc.).

7.21 CONSTRUCTION IMPACTS

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT *Standard Specifications for Road and Bridge Construction*. An NPDES permit

will be acquired along with development of the required Stormwater Runoff Control Concept during the design phase.

Entrances to all businesses and residential properties along cross streets will be maintained to the maximum extent possible during project construction. A Maintenance of Traffic plan will be developed for the implementation of the Preferred Alternative.

Construction activities for the proposed project will have temporary noise, water quality, traffic flow, and visual effects for the travelers within the immediate vicinity of the project. These effects will be minimized through application of the FDOT *Standard Specifications for Road and Bridge Construction*.

7.22 COST ESTIMATES

The preliminary estimated project costs of the preferred alternative are shown in **Table 7-5**. These costs are separated by County for programming purposes. Construction costs are based on FDOT's LRE cost estimating system prepared in April 2023 for I-75 segments and March 2024 for the Gibsonton interchange. These costs include components for earthwork, roadway, bridges and walls, shoulder, median, signing/marking, signalization, drainage (including SMF and FPC sites), tolling, noise barriers as well as temporary traffic control, mobilization, and an initial contingency. Estimated costs for retaining walls and will be refined in the design phase as field survey is collected to establish needs and wall heights. The costs for the SR 674 interchange improvements are included with the costs for I-75 mainline in Hillsborough County. All costs are preliminary and will be refined in the design phase. The LREs are included in **Appendix G**.

Table 7-5 Estimated Costs of the Preferred Alternative

Estimated Costs Present Day Costs in $ Million Rounded to the Nearest 0.1 Million $	**Mainline in Hillsborough County** WPI 419235-5	**Mainline in Manatee County** WPI 419235-7	**Gibsonton Drive Interchange** WPI 437650-2	**Total Project**
Construction of Roadway, Bridges and Ponds[1, 2]	$658.5	$96.0	$102.5	$857.0
Right of Way for I-75 Roadway Widening	$0	$0	$0	$0
Right of Way for Stormwater Ponds and Floodplain Compensation Site	$17.3	$3.0	$0	$20.3
Wetlands Mitigation (41.8 acres)	$3.9	$0.7	$0.7	$5.3
Design (approx. 7% of construction)	$46.1	$6.7	$7.2	$60.0
Construction Engineering & Inspection (approx. 8% of construction)	$52.7	$7.7	$8.2	$68.6
Total Project Estimated Costs	**$778.5**	**$114.1**	**$118.6**	**$1,011.2**

[1] Construction cost based on LRE system prepared April 2023 for WPI 419235-5 and 419235-7, and March 2024 for WPI 437650-2

The design for the proposed project will be segmented by county, although both county segments may be constructed as one combined construction project. WPI Segment 419235-7 is identified as the Manatee County segment (from north of Moccasin Wallow Road to the Manatee/Hillsborough County Line) and WPI Segment 419235-5 is identified as the Hillsborough County segment (from the Manatee/Hillsborough County Line to south of US 301). The Gibsonton Drive interchange improvements are planned to be implemented as WPI Segment 437650-2 in advance of the I-75 mainline improvements for adding express lanes, so this is shown as a separate project segment in **Table 7-5**. This project may be implemented as a design-build project. The design and construction of the proposed interchange improvements at SR 674 and Gibsonton Drive may be advanced before the addition of express lanes along I-75.

7.23 PROJECT FUNDING AND WORK PROGRAM SCHEDULE

The Gibsonton interchange portion of the project is anticipated to advance before the I-75 express lanes improvement, potentially as a design-build project. Improvements at the SR 674 interchange may also be advanced. The FDOT prepared Interchange Access Request documents for both interchanges. There is no current work program funding for design, right of way or construction of the express lanes portion along I-75.

APPENDICES

Appendix A Concept Plans for the Preferred Alternative

Appendix B Straight Line Diagram Inventory

Appendix C Existing Soils Maps

Appendix D Existing Land Use Maps

Appendix E Future Land Use Maps

Appendix F Traffic Volume Figures from *Project Traffic Analysis Report*

Appendix G Long Range Estimates

Appendix H District Approved Typical Section Package

APPENDIX A

Concept Plans for the Preferred Alternative

CONTRACT PLANS COMPONENTS

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY CONCEPT PLANS

WPI SEGMENT NUMBER 419235-2

HILLSBOROUGH COUNTY

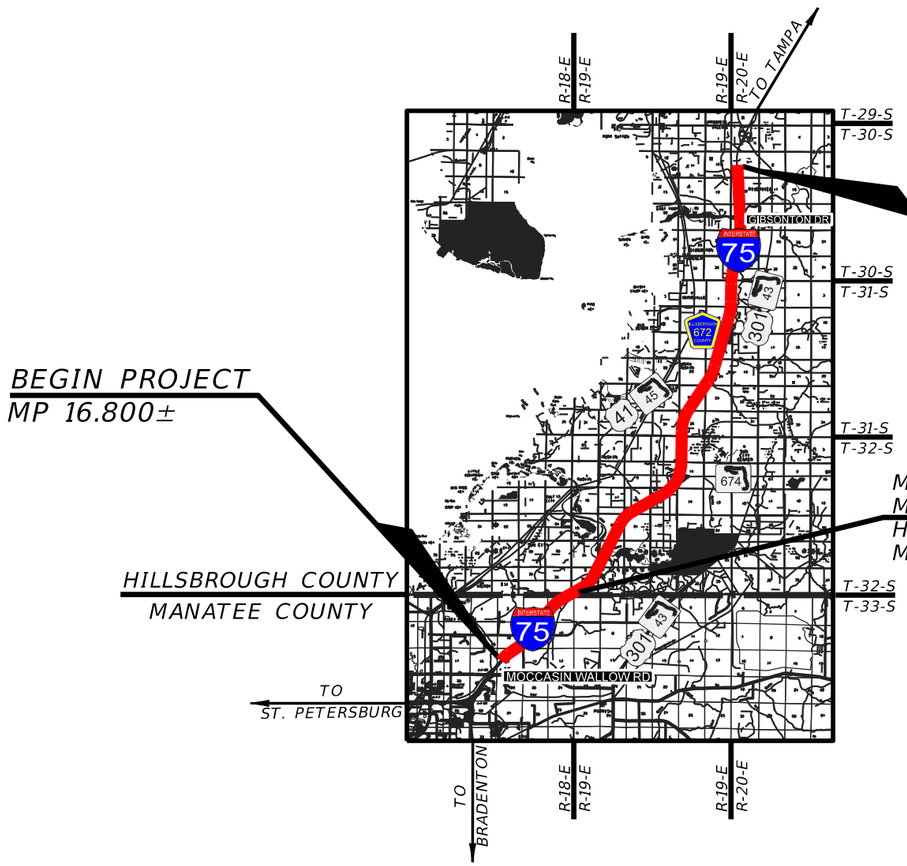
MANATEE COUNTY

STATE ROAD NO. SR 93A

from MOCCASIN WALLOW RD to SOUTH of US 301

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
I	KEY SHEET
II - III	PROJECT LAYOUT PLAN SHEETS
1 - 48	CONCEPT PLAN SHEETS

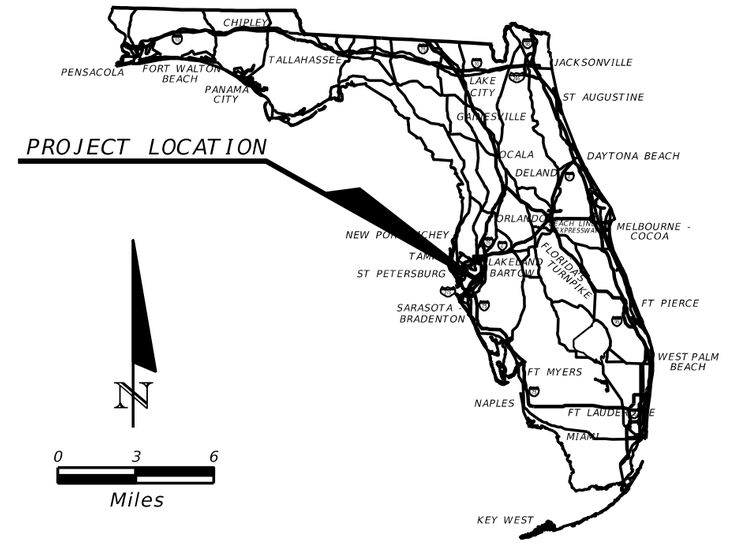


BEGIN PROJECT
MP 16.800±

END PROJECT
MP 18.849±

HILLSBOROUGH COUNTY
MANATEE COUNTY

MANATEE COUNTY
MP 20.571 =
HILLSBOROUGH COUNTY
MP 0.000



ROADWAY PLANS
ENGINEER OF RECORD:

JEFFREY S. NOVOTNY, P.E.
P.E. NO.: 51083
CONSOR ENGINEERS, LLC
2818 CYPRESS RIDGE BLVD., SUITE 200
WESLEY CHAPEL, FLORIDA 33544
ENGINEERING BUSINESS NO.: EB6876

FDOT PROJECT MANAGER: ASHLEY HENZEL, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
		I

BEGIN PROJECT
MP 15.800±

MANATEE COUNTY
MP 20.571±
HILLSBOROUGH COUNTY
MP 0.000

HILLSBOROUGH COUNTY
MANATEE COUNTY

BUCKEYE RD

MOCCASIN WALLOW RD

INTERSTATE 75

VALROY RD

MATCH LINE "A"

N.T.S.

1 2 3 4 5 6 7 8 9 10 11

LITTLE MANATEE RIVER

PARK AVE

COLLINS AVE

RAMP

674

SUNCOAST PARKWAY

MATCH LINE "A"

MATCH LINE. SEE SHEET III

12 13 14 15 16 17 18 19 20 21 22 23

DATE OF AERIAL: FEBRUARY 2020

LEGEND

(green) Existing ROW or Limited Access ROW

(yellow) Preferred SMF/FPC Sites

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

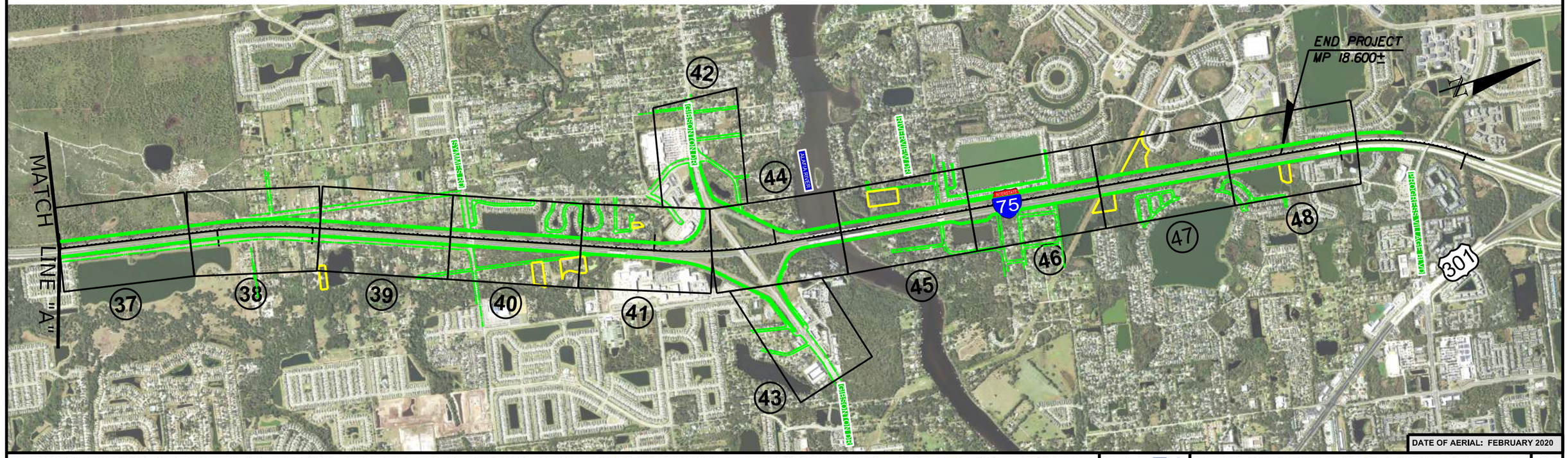
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FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. II

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DATE OF AERIAL: FEBRUARY 2020

LEGEND

(green) Existing ROW or Limited Access ROW

(yellow) Preferred SMF/FPC Sites

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS LAYOUT SHEETS

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. III

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PD&E Study Approved Under
WPI SEGMENT NO. 201032-1.
Preferred Alternative shown as dashed

GILLETTE DR

Bridge No. 130078

Bridge No. 130079

BASELINE OF SURVEY

INTERSTATE 75

PROPOSED BARRIER WALL SEPARATION
BETWEEN EXPRESS AND GENERAL USE LANES

MOCCASIN WALLOW RD

40 45 50 55 60 65

174'

292'

255'

427'

MATCH LINE. SEE SHEET 2

0 50 200
Feet

C

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS
PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 1

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END PROJECT WPI SEGMENT NO. 201032-1
BEGIN PROJECT WPI SEGMENT NO. 419235-2
MILE POST +/- 16.800 (MANATEE COUNTY)
Transition between WPI Segment No. 201032-1 and 419235-2 improvements will be determined during the design phase and will be based upon which project is advanced to construction first.

PD&E Study Approved Under
WPI SEGMENT NO. 201032-1
Preferred Alternative shown as dashed

PROPOSED BARRIER WALL
SEPARATION BETWEEN EXPRESS
AND GENERAL USE LANES

0 50 200
Feet

MATCH LINE. SEE SHEET 1

MATCH LINE. SEE SHEET 3

BASELINE OF SURVEY

INTERSTATE 75

70 75 80 85 90 95

426'

456'

409'

PC STA. 794+15.18

PT STA. 795+12.44

FPC-1C

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

Tampa Bay Next

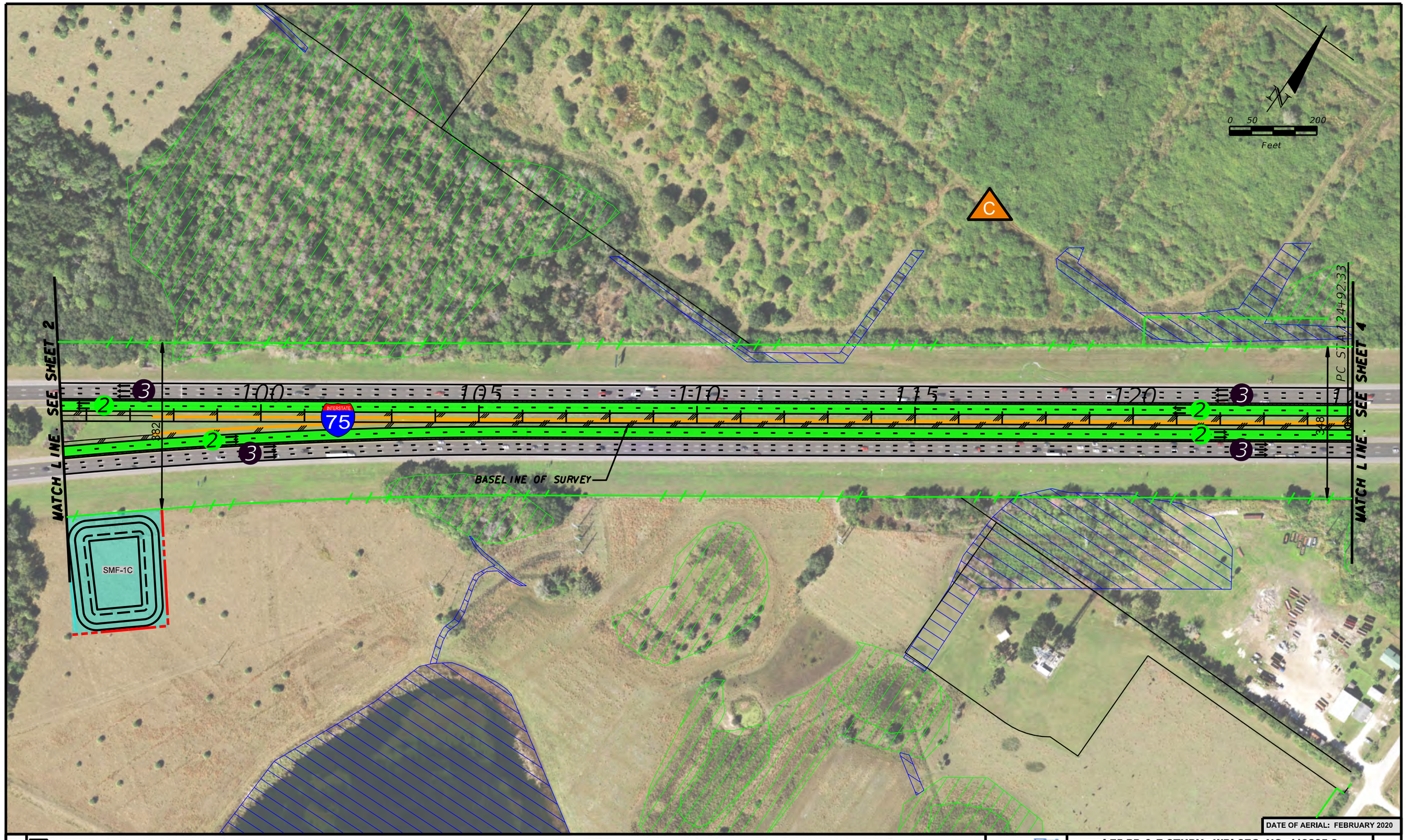
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LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

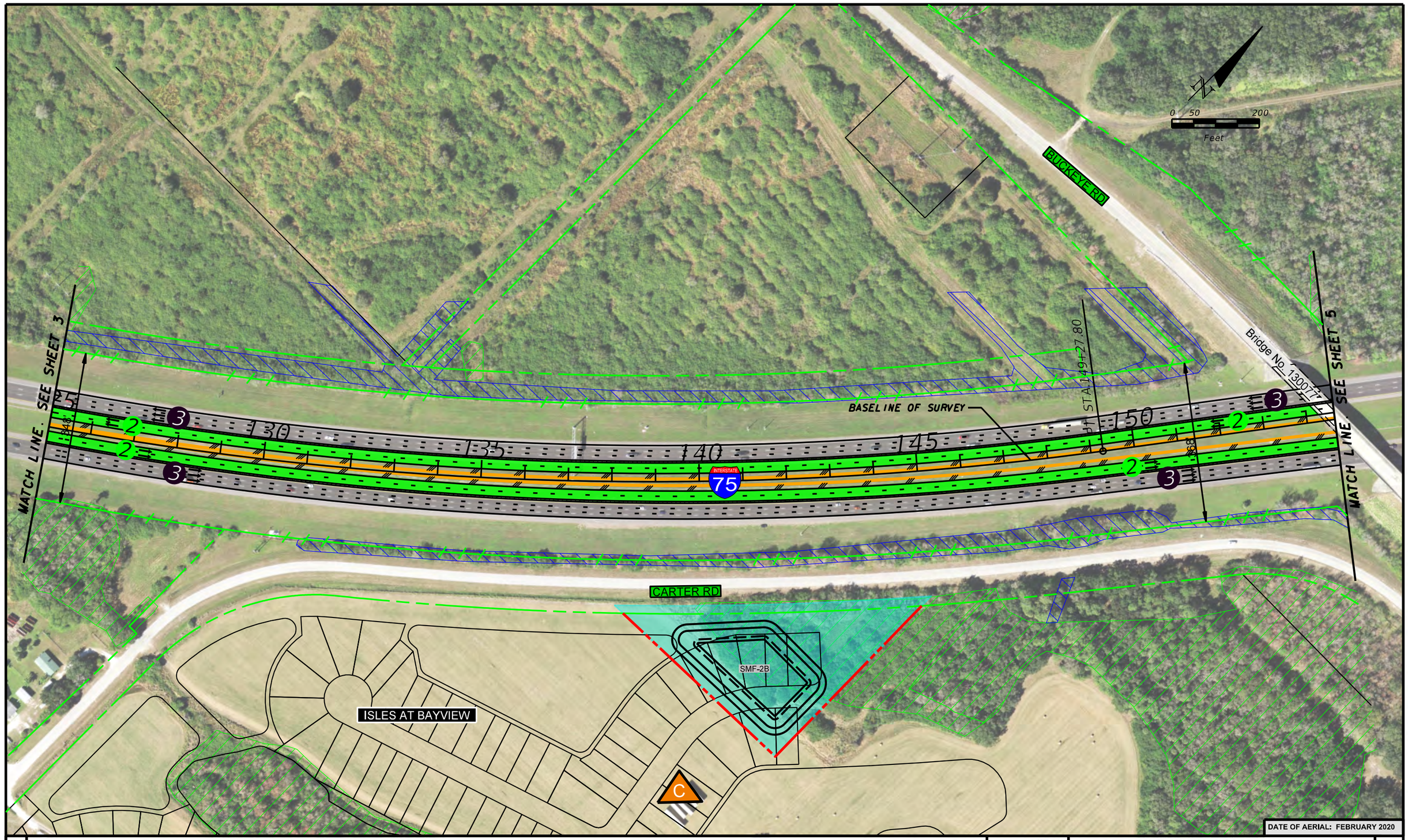
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LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT NEXT

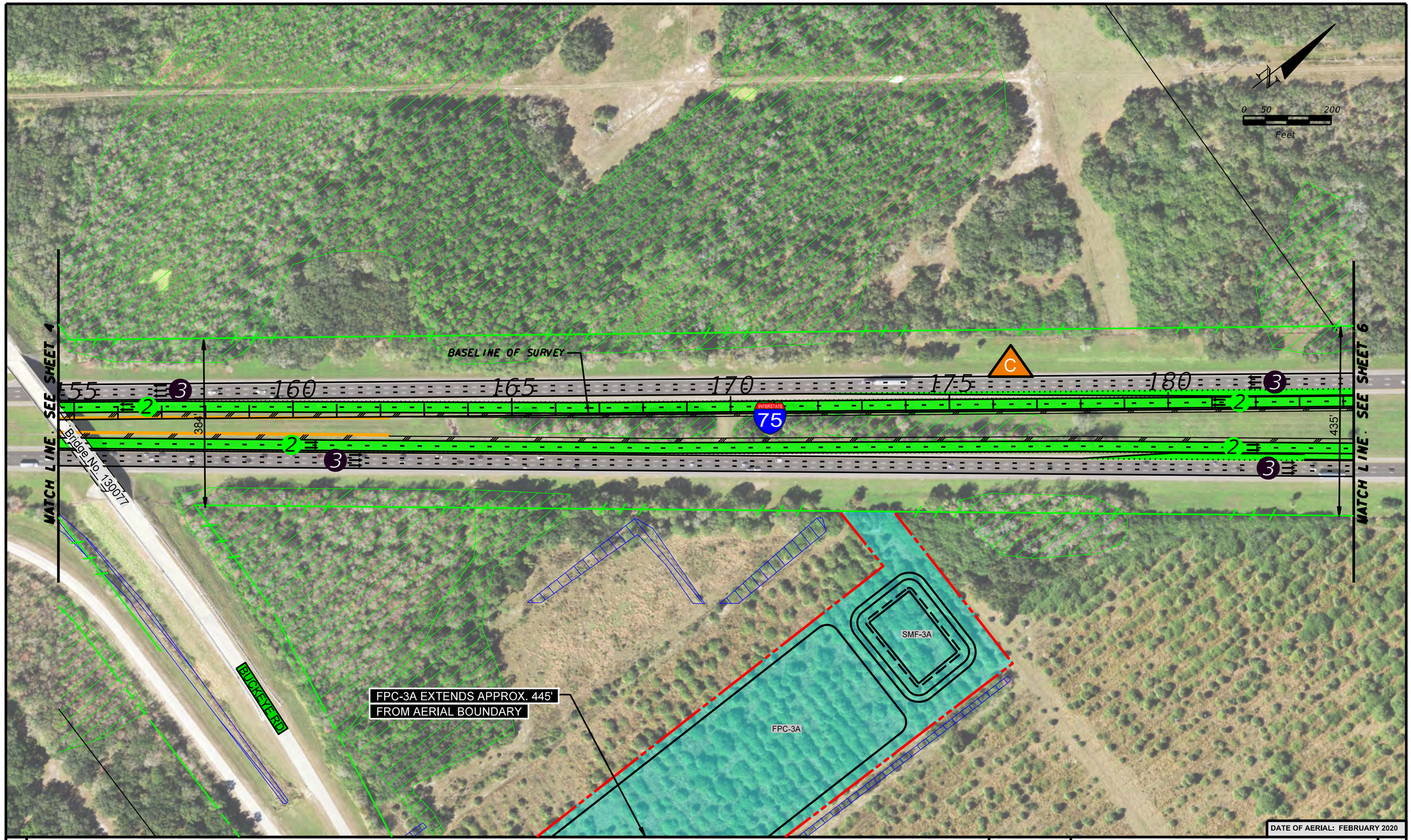
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LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT NEXT

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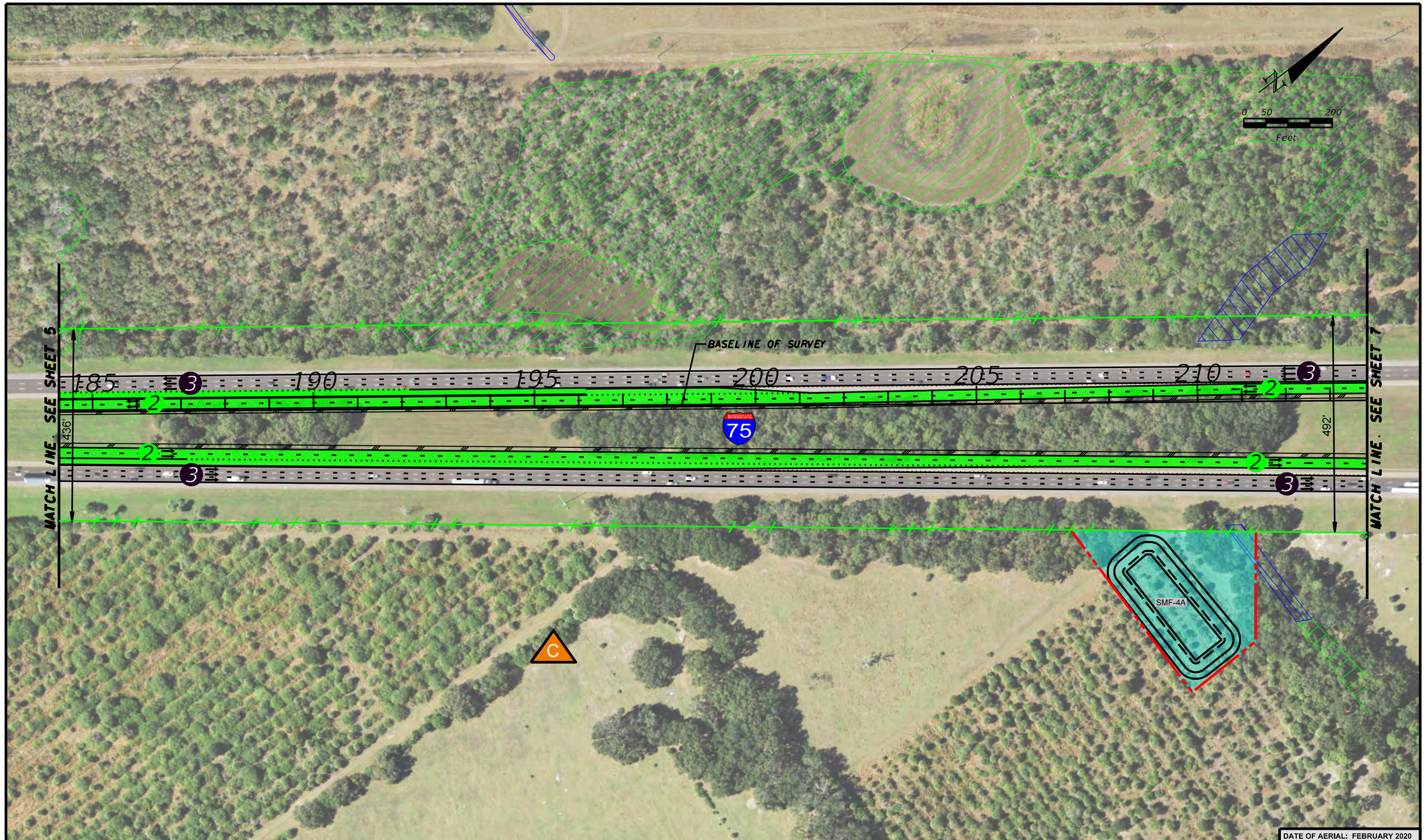
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DATE OF AERIAL: FEBRUARY 2020

LEGEND

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- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES (1 AUX)
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

TAMPA BAY NEXT

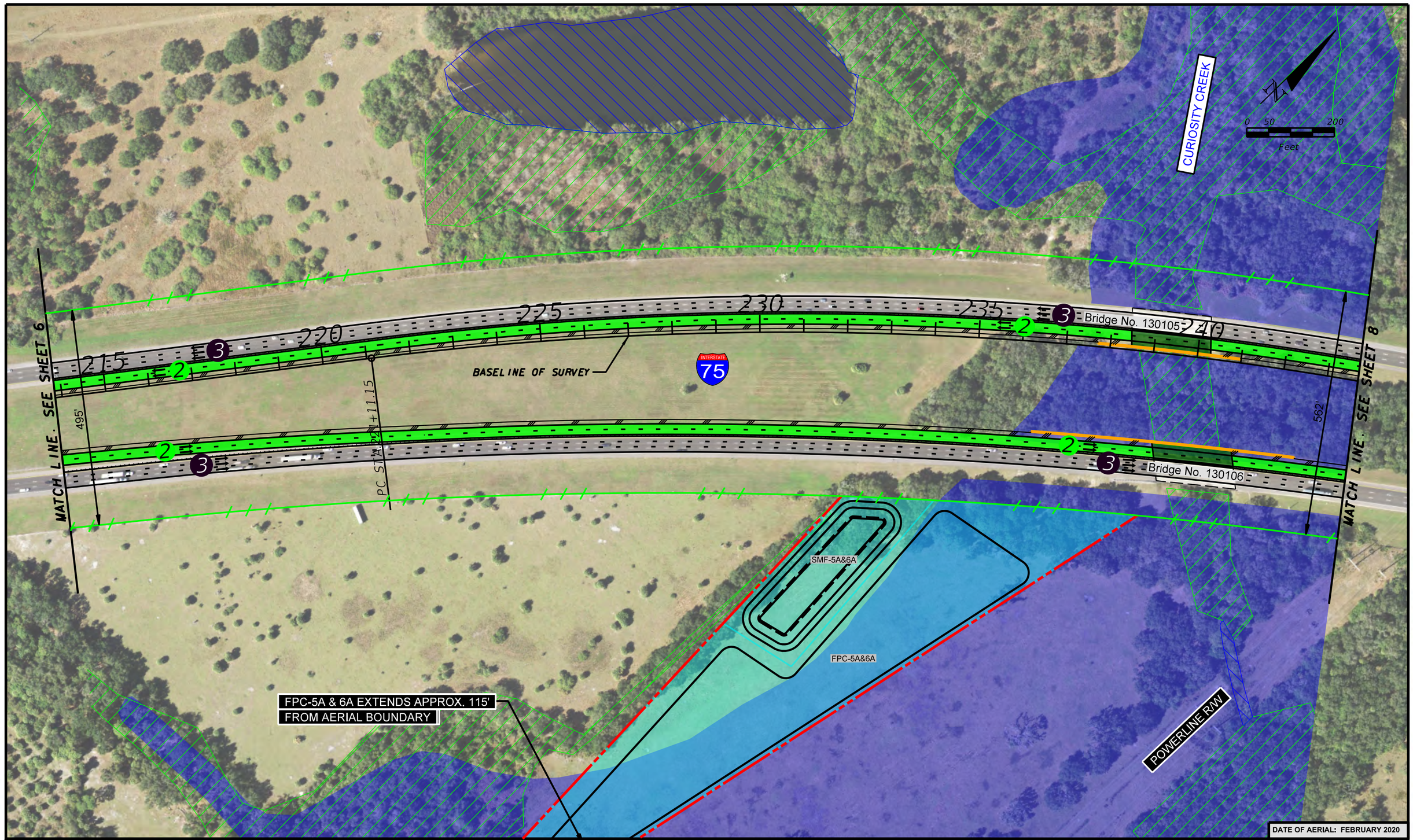
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LEGEND

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- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

TRANSFORM NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 7

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HILLSBOROUGH COUNTY
MANATEE COUNTY

POWERLINE R/W

N

0 50 200
Feet

COCKROACH CREEK
GREENWAY

BASELINE OF SURVEY

245 250 255 260 265 270

3 2 2 3

INTERSTATE 75

558'

462'

PT STA 22+31.40

MATCH LINE - SEE SHEET 7

MATCH LINE - SEE SHEET 9

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
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- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
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- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

TAMPA BAY NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

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COCKROACH CREEK GREENWAY

SMF-7A

FPC-7A

C

0 50 200

Feet

BASELINE OF SURVEY

PC STA.298+66.85

275 280 285 290 295 300

3 2 3 2 3 2

460'

417'

INTERSTATE 75

MATCH LINE. SEE SHEET 8

MATCH LINE. SEE SHEET 10

HILLSBOROUGH COUNTY

MANATEE COUNTY

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

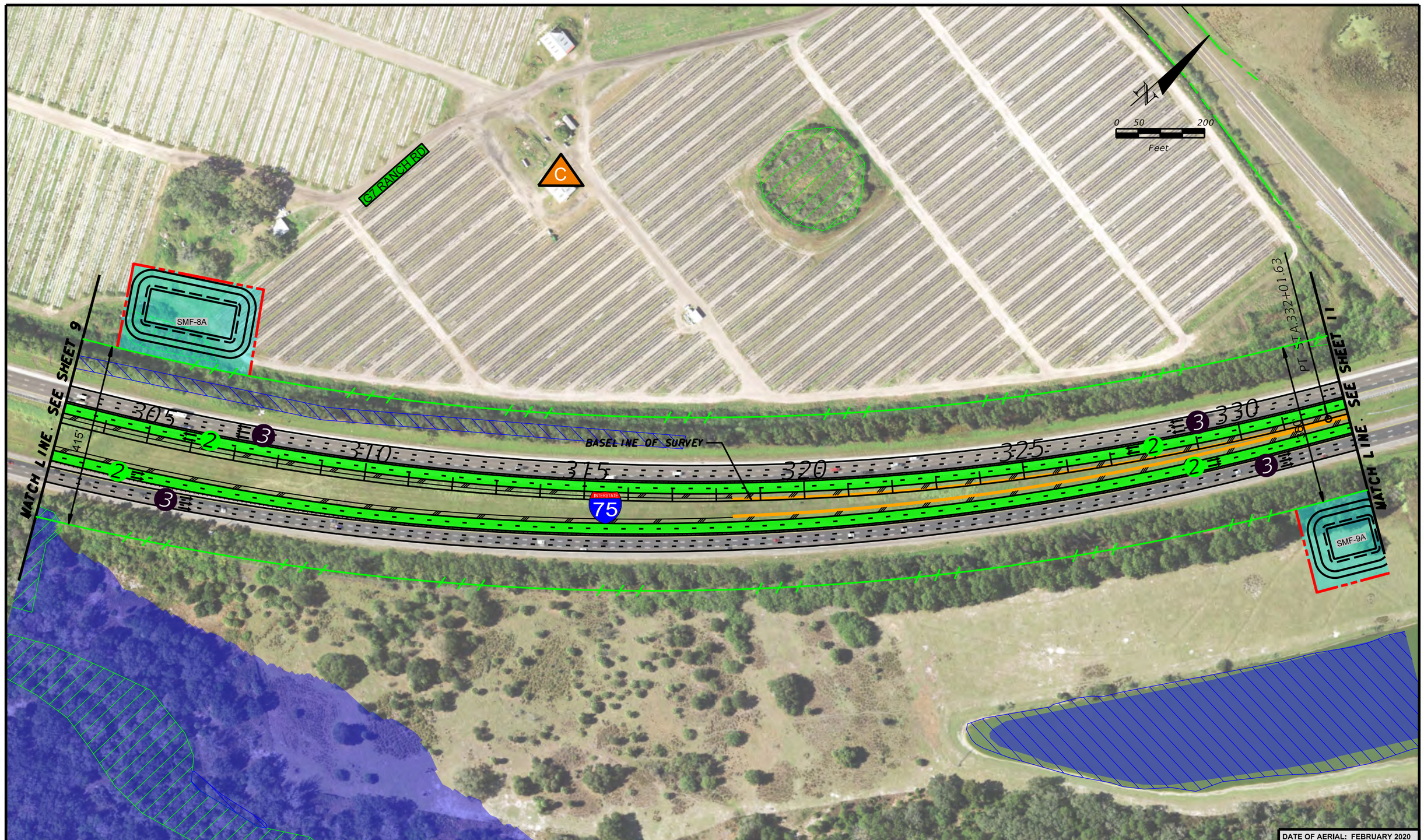
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CONCEPT PLANS PREFERRED ALTERNATIVE

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DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 10

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0 50 200
Feet

VALROY RD

OVERHEAD TRANSMISSION LINES
TECO

BASELINE OF SURVEY

MATCH LINE · SEE SHEET 10

MATCH LINE · SEE SHEET 12

330 340 345 350 355 360

3 2 3 2 2 3

C

Bridge No. 100351

INTERSTATE 75

LIGHTFOOT RD

SMF-10A&11B

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 11

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BOLSTER BAYOU

LITTLE MANATEE RIVER

HILLSBOROUGH COUNTY/ SWFWMD
LITTLE MANATEE RIVER PRESERVE

0 50 200
Feet

OVERHEAD TRANSMISSION LINES
TECO

OVERHEAD TRANSMISSION LINES
TECO

MATCH LINE. SEE SHEET 11

MATCH LINE. SEE SHEET 13

BASELINE OF SURVEY

365 370 375 380 385 390

Bridge No. 100353

Bridge No. 100352

INTERSTATE 75

C

3 2 3 2 3 2 3

350'

LITTLE MANATEE RIVER

HILLSBOROUGH COUNTY/ SWFWMD
LITTLE MANATEE RIVER PRESERVE

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NeXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 12

5devorm 5/20/2022 2:55:18 PM c:\pw_work\american-pw-01\d0204193\Planrdl2.dgn

HILLSBOROUGH COUNTY/ SWFWMD
LITTLE MANATEE RIVER PRESERVE

0 50 200
Feet

OVERHEAD TRANSMISSION LINES
TECO

MATCH LINE. SEE SHEET 12

MATCH LINE. SEE SHEET 14

3 395 400 405 410 415 3 420

2 2

2 3 2 3

INTERSTATE 75

BASELINE OF SURVEY

HILLSBOROUGH COUNTY/ SWFWMD
LITTLE MANATEE RIVER PRESERVE

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT
TAMPA BAY NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 13

5devorm 5/20/2022 3:16:35 PM c:\pw_work\amerlcan-pw-01\d0204193\Planrdl3.dgn

HILLSBOROUGH COUNTY/ SWFWMD
LITTLE MANATEE RIVER PRESERVE

RIVER BEND PHASE 4A

0 50 200
Feet

TECO

OVERHEAD TRANSMISSION LINES

PROPOSED SOUTH
COAST GREENWAY

MATCH LINE. SEE SHEET 13

MATCH LINE. SEE SHEET 15

425 430 435 440 445 450

404'

444'

INTERSTATE 75

BASELINE OF SURVEY

PC STA.450+80.92

SMF-12

SMF-12

SMF-12

SMF-12

NORTHBOUND REST AREA

HILLSBOROUGH COUNTY/ SWFWMD
LITTLE MANATEE RIVER PRESERVE

SMF-12 EXTENDS APPROX. 555'
FROM AERIAL BOUNDARY

SMF-12 EXTENDS APPROX. 65'
FROM AERIAL BOUNDARY

DATE OF AERIAL: FEBRUARY 2023

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 14

5devorm 5/29/2024 9:29:50 AM c:\pw_work\amerlcan-pw-01\d0204193\Planrdl4.dgn

RIVER BEND PHASE 4A

TECO

OVERHEAD TRANSMISSION LINES

TO SOUTHBOUND REST AREA

OVERHEAD TRANSMISSION LINES

0 50 200

Feet

BASELINE OF SURVEY

460 465 470 475 480

455

3 2 3

2 3

2 3

INTERSTATE 75

418'

372'

MATCH LINE. SEE SHEET 14

MATCH LINE. SEE SHEET 16

FROM NORTHBOUND REST AREA

SMF-12

SMF-13B

TECO SOLAR ENERGY FARM

DATE OF AERIAL: FEBRUARY 2023

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

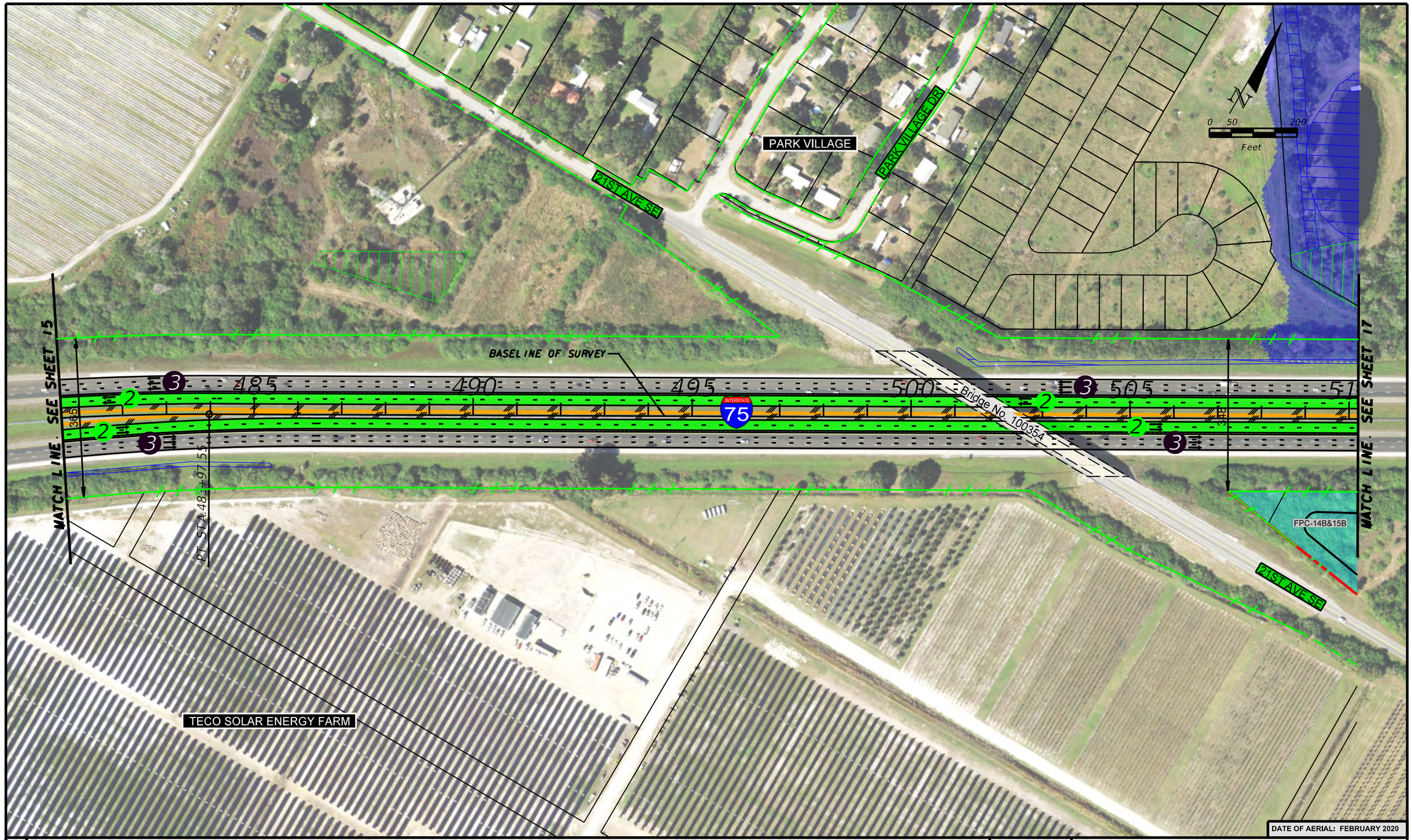
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 15

5devorm 5/29/2024 9:31:10 AM c:\pw_work\american-pw-01\d0204193\Planrdl5.dgn



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

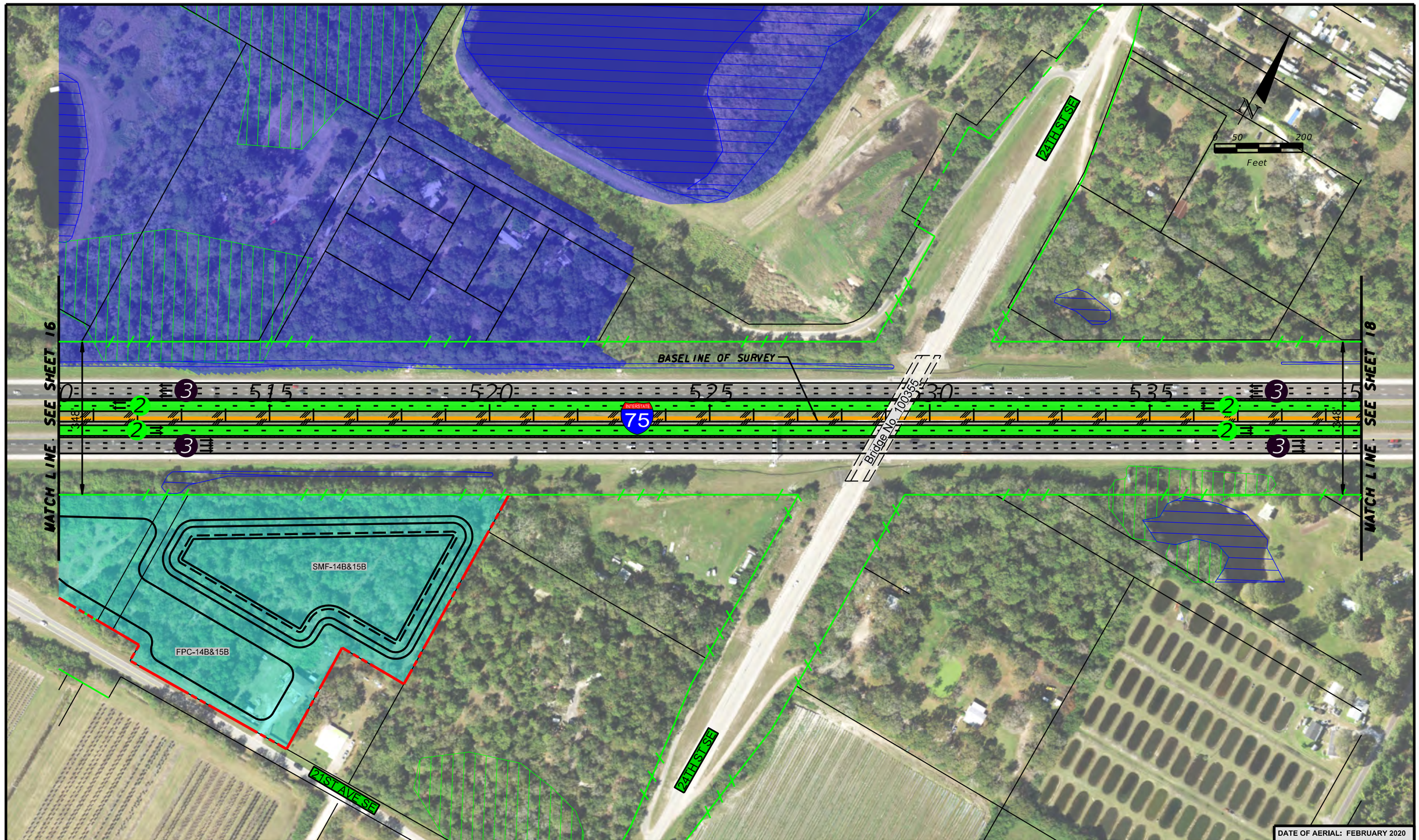
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 16

5devorm 5/20/2022 3:20:18 PM c:\pw_work\amerlcan-pw-01\d0204193\Planrdl6.dgn



DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

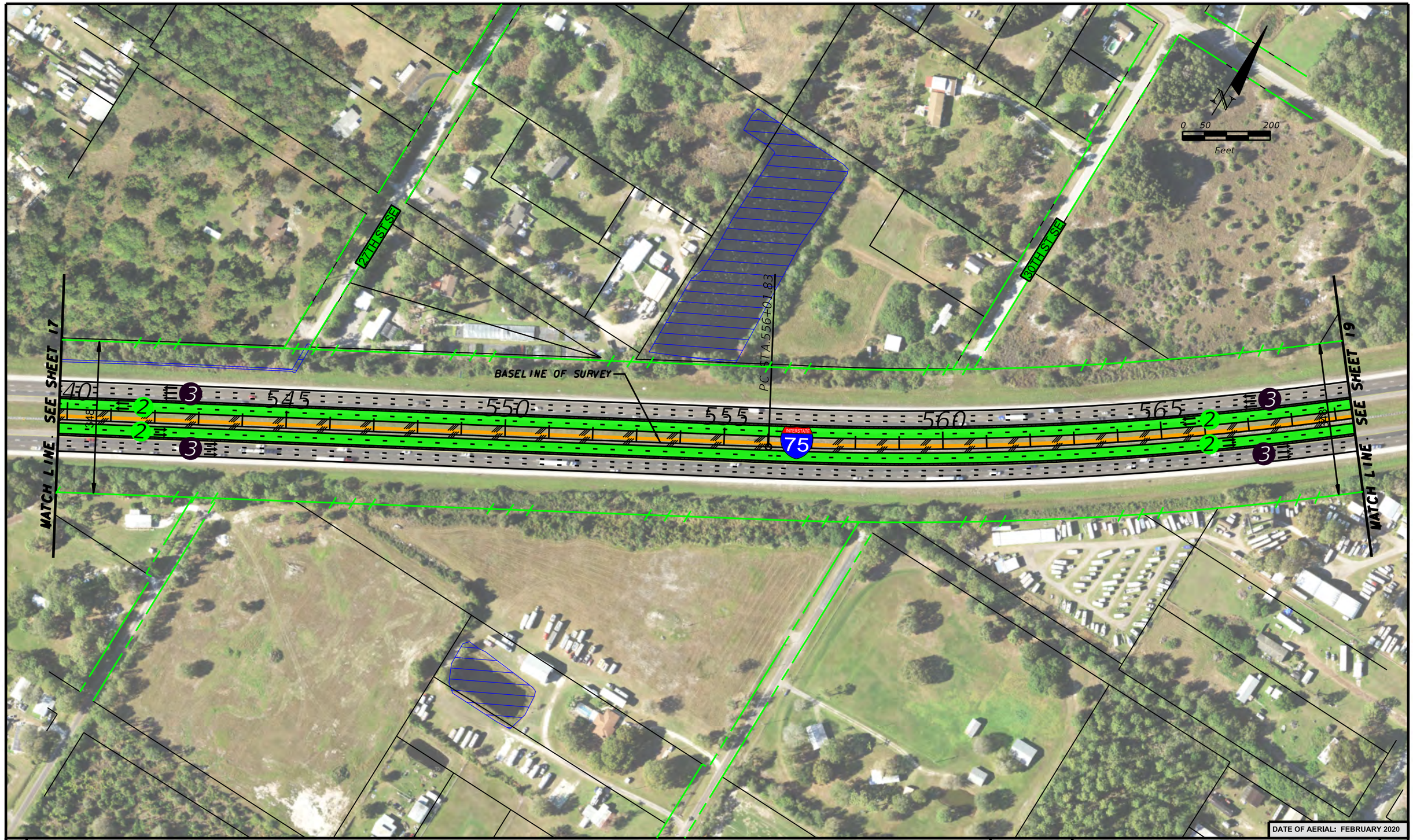
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 17

5devorm 5/20/2022 3:21:32 PM c:\pw_work\american-pw-01\d0204193\Plan\rdl7.dgn



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

DATE OF AERIAL: FEBRUARY 2020

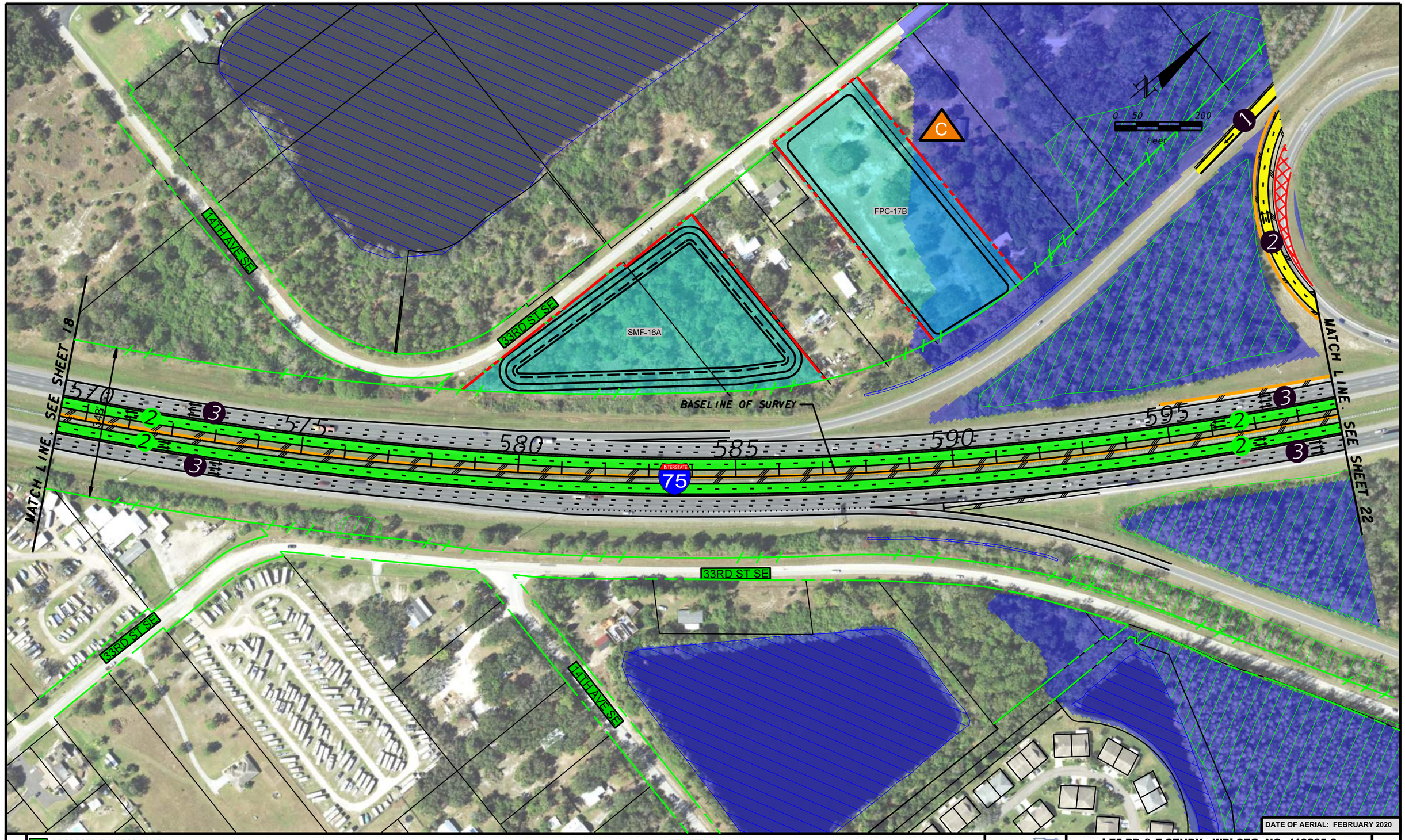
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 18

5devorm 5/20/2022 3:22:52 PM c:\pw_work\american-pw-01\d0204193\Planrdl8.dgn



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NeXT

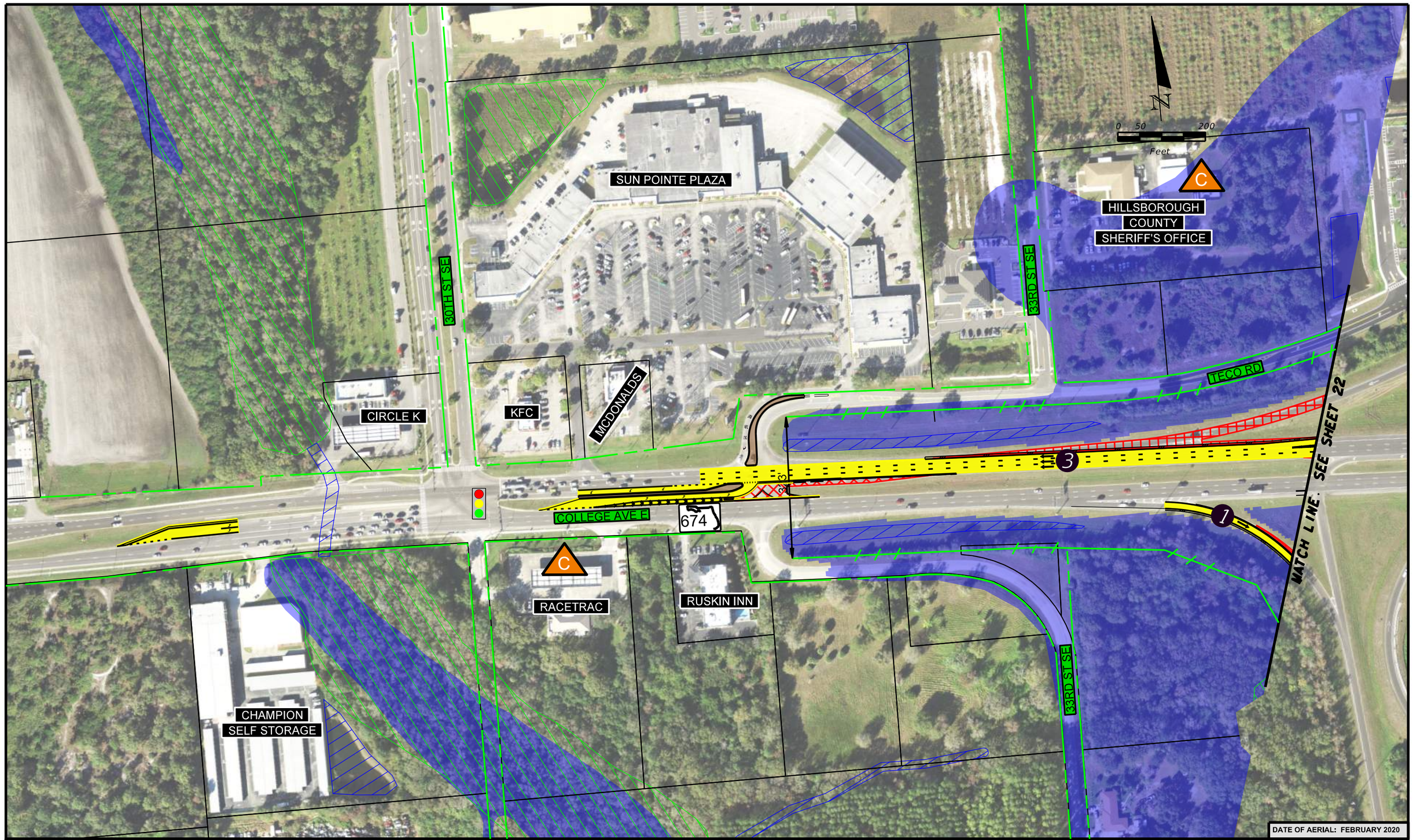
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 19

5devorm 6/20/2024 9:51:22 AM c:\pw_work\american-pw-01\d0204193\Planrdl9.dgn



DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

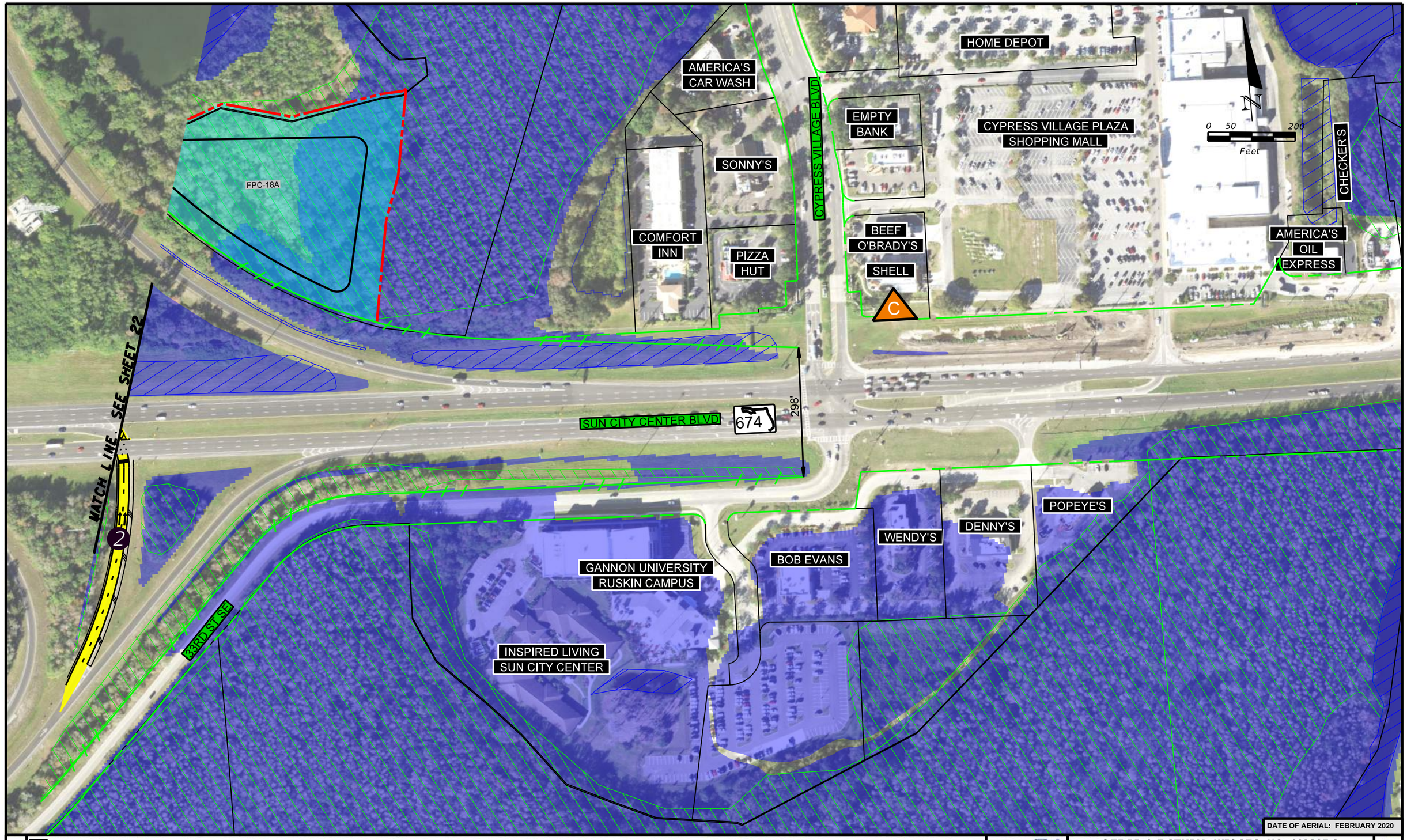
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 20

5devorm 1/22/2024 7:39:18 AM c:\pw_work\amerlcan-pw-01\d0204193\Planrd20.dgn



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES (3)
- NUMBER OF EXPRESS LANES (2)
- NUMBER OF AUXILIARY LANES (1 AUX)
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 21

5devorm 1/22/2024 7:43:03 AM c:\pw_work\american-pw-01\d0204193\Planrd21.dgn

MATCH LINE. SEE SHEET 20

HOLIDAY INN EXPRESS & SUITES

TECO RD

COLLEGE AVE E

674

SMF-17(3)

SMF-17(4)

SMF-17(4)

SOUTH COUNTY WASTEWATER TREATMENT PLANT

N

0 50 200

Feet

MATCH LINE. SEE SHEET 19

600 605 610 615 620 625

Bridge No. 130346

Bridge No. 130347

INTERSTATE 75

MATCH LINE. SEE SHEET 23

BASELINE OF SURVEY

SMF-17(2)

SMF-17(1)

SMF-18(2)

SMF-18(1)

COLLEGE AVE E

674

FPC-18A

MATCH LINE. SEE SHEET 21

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES (3)
- NUMBER OF EXPRESS LANES (2)
- NUMBER OF AUXILIARY LANES (1 AUX)
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

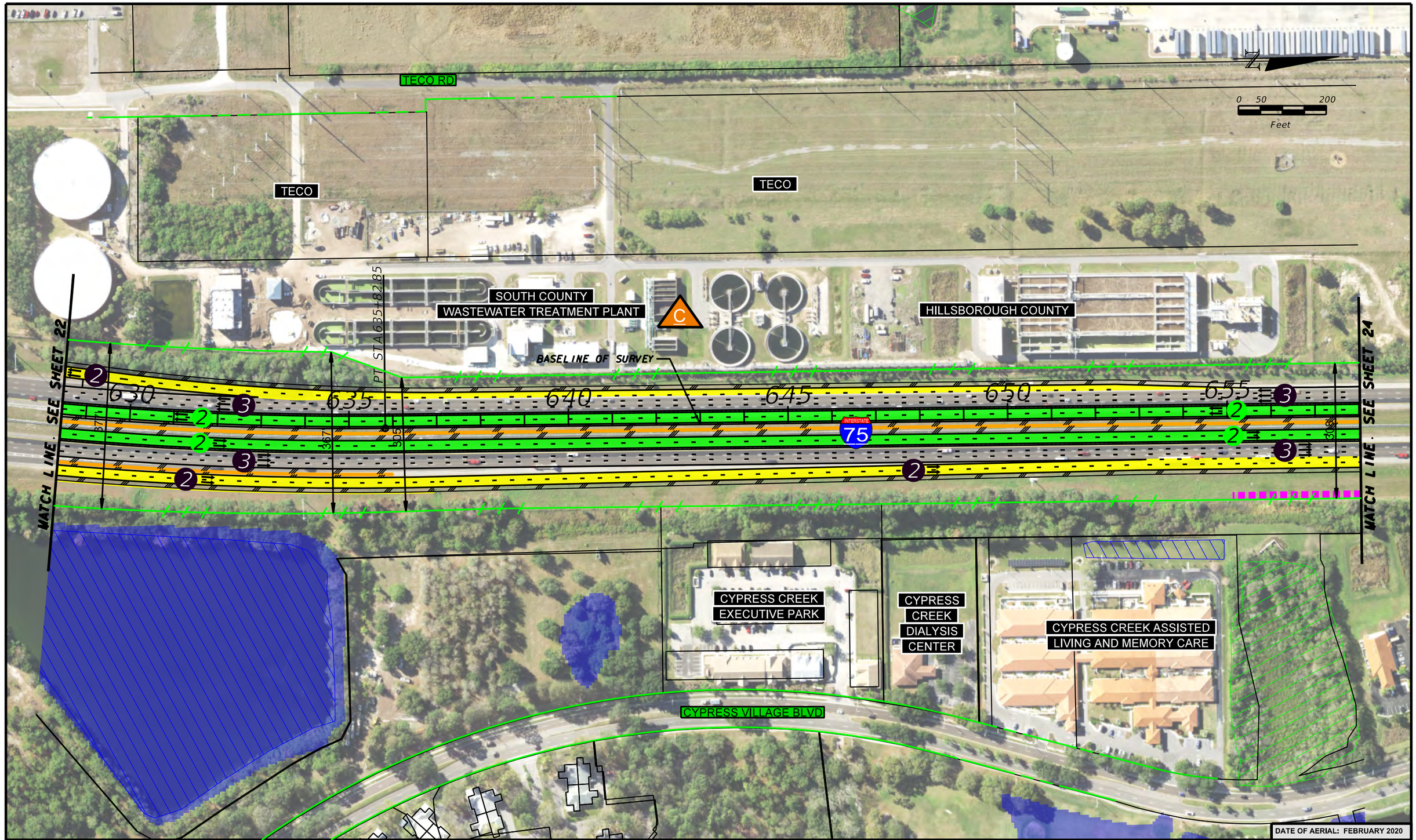
CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 22

5devorm

6/20/2024 9:53:07 AM c:\pw_work\american-pw-01\d0204193\Planrd22.dgn



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

FLORIDA'S NeXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 23

5devorm 5/20/2022 3:31:18 PM c:\pw_work\american-pw-01\d0204193\Planrd23.dgn

0 50 200
Feet

TECO

HILLSBOROUGH COUNTY

SMF-20A

BASELINE OF SURVEY

660 665 670 675 680 685

INTERSTATE 75

3 2 3 2 2 3 1 AUX

MATCH LINE · SEE SHEET 23

MATCH LINE · SEE SHEET 25

FPC-19B

SMF-19B

CYPRESS VILLAGE BLVD

CYPRESS CREEK VILLAGE

SHADETREE APARTMENTS

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

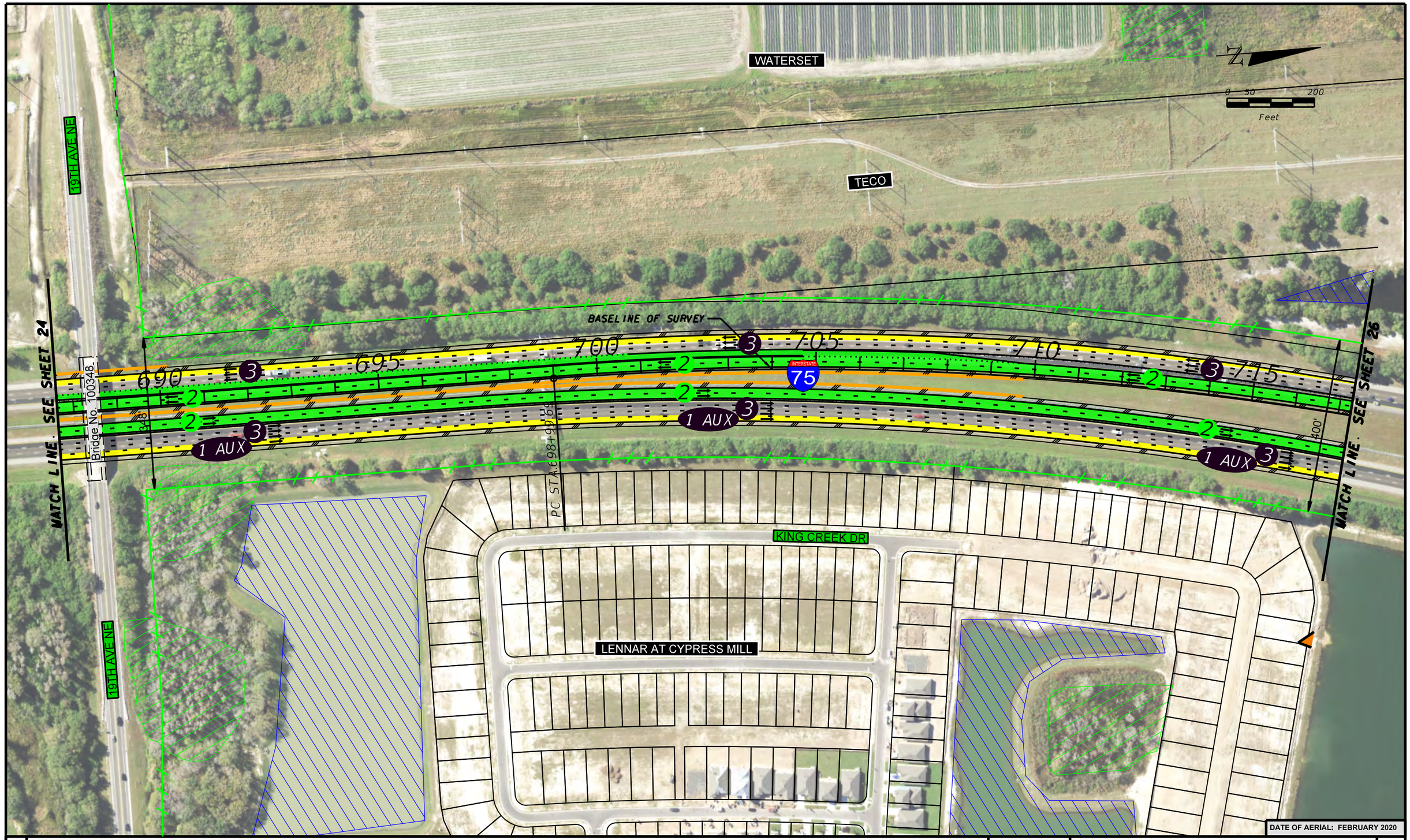
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 24

5devorm 5/20/2022 3:32:32 PM c:\pw_work\american-pw-01\d0204193\Planrd24.dgn



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

Tampa Bay NeXT

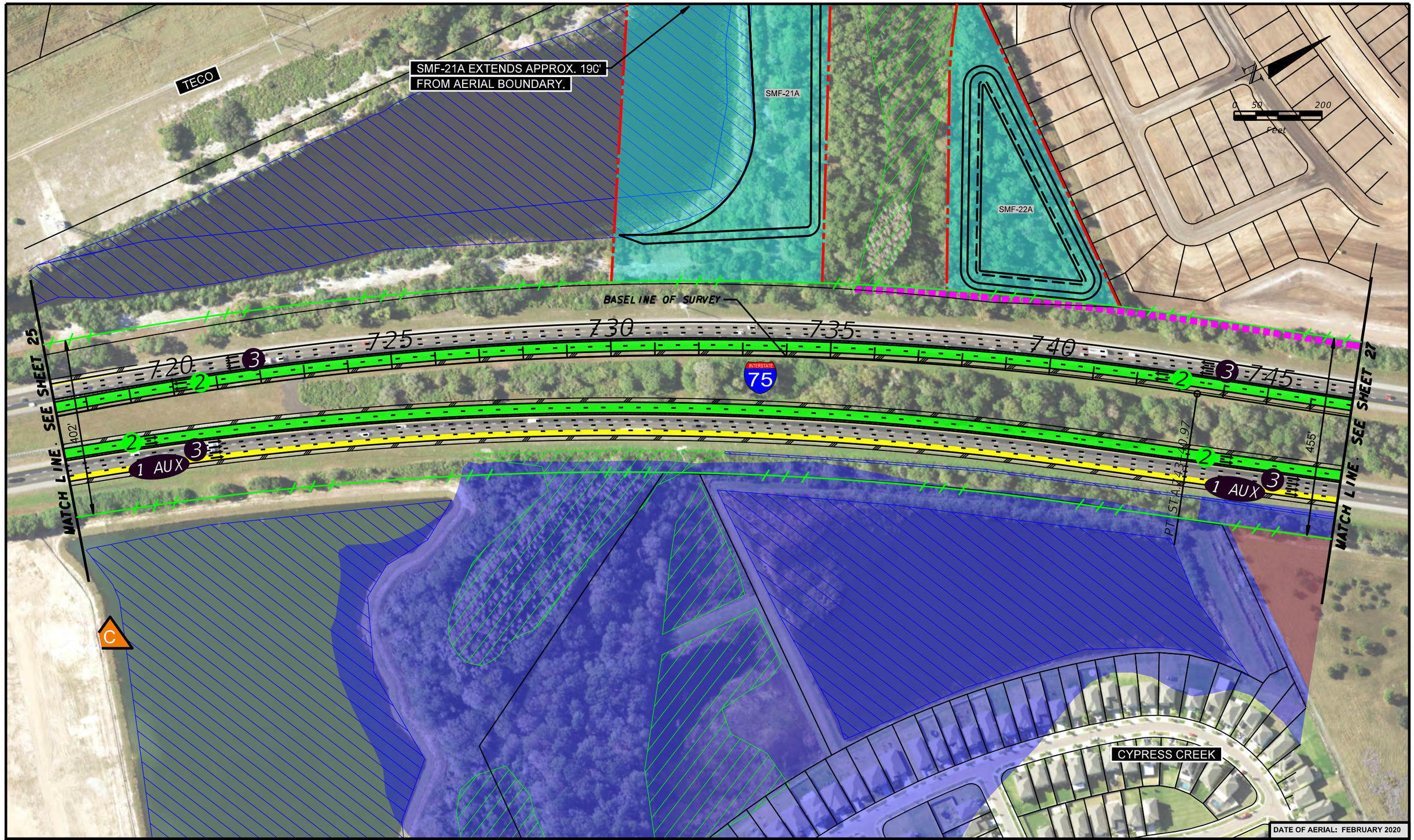
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 25

5devorm 5/20/2022 3:43:56 PM c:\pw_work\american-pw-01\d0204193\Planrd25.dgn



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

TAMPA BAY NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 26

5devorm 5/20/2022 3:45:28 PM c:\pw_work\american-pw-01\d0204193\Planrd26.dgn

WATERSET PLANNED DEVELOPMENT

COVINGTON GARDEN DR

BASELINE OF SURVEY

750 755 760 765 770 775

INTERSTATE 75

453'

415'

1 AUX

1 AUX

MATCH LINE - SEE SHEET 26

MATCH LINE - SEE SHEET 28

0 50 200
Feet

BULLFROG CREEK MITIGATION PARK
WILDLIFE AND ENVIRONMENTAL AREA

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

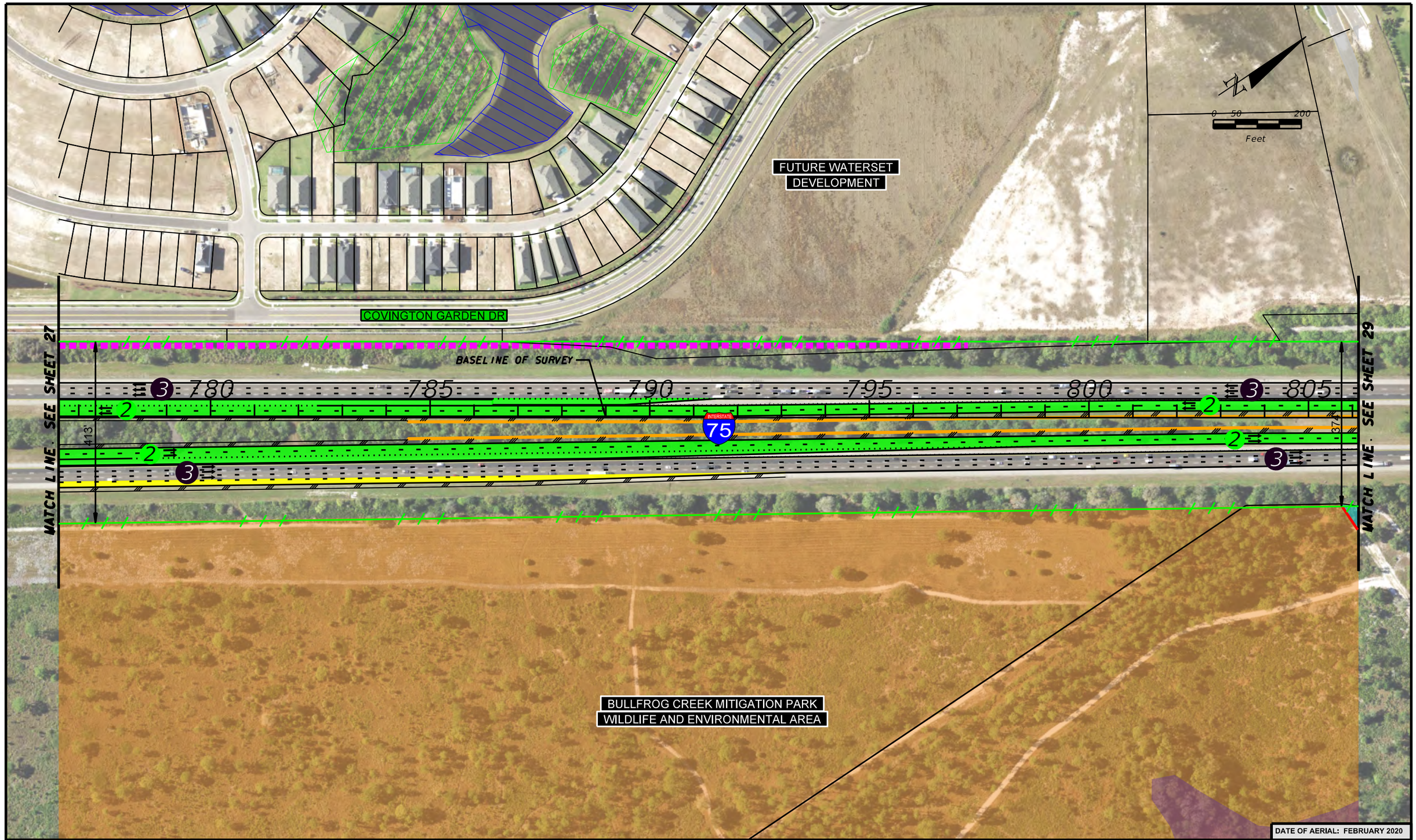
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 27

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LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 28

5devorm 5/20/2022 3:48:28 PM c:\pw_work\american-pw-01\d0204193\Planrd28.dgn

LAKE ST. CLAIR

CLAIR SHORE DR

LAKE ST. CLAIR

PC STA.814+03.22

APOLLO BEACH BLVD I-75 OVERPASS CONSTRUCTION COMPLETION LATE 2022

MATCH LINE - SEE SHEET 28

MATCH LINE - SEE SHEET 30

810 815 820 825 830 835

INTERSTATE 75

BASELINE OF SURVEY

SMF-23A&24A

FPC-24A

0 50 200 Feet

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 29

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LAKE ST. CLAIR

CLAIR SHORE DR

STA 449+71.83

BASELINE OF SURVEY

MATCH LINE - SEE SHEET 29

MATCH LINE - SEE SHEET 31

INTERSTATE 75

0 50 0 50 200 200

Feet Feet

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

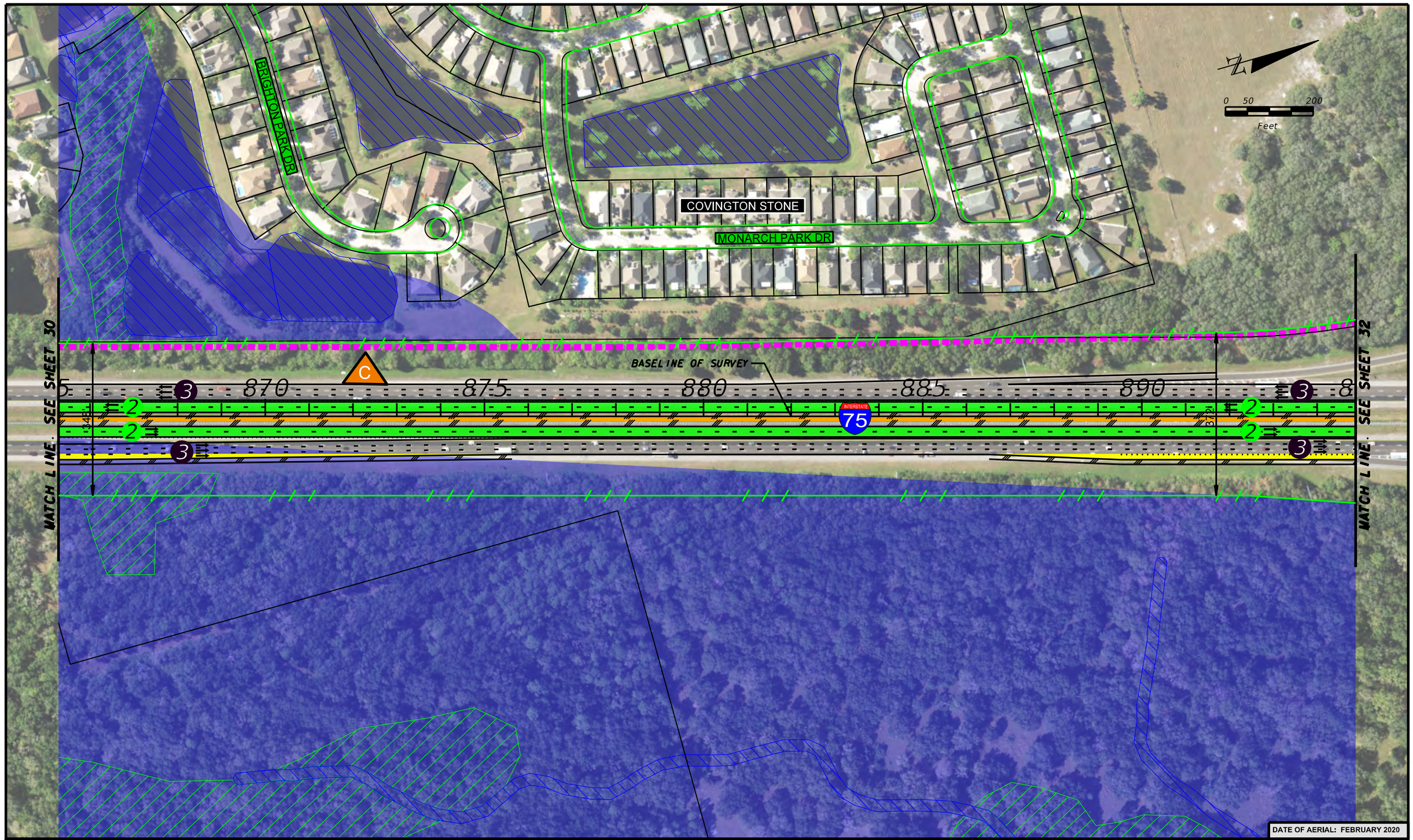
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 30

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LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 31

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MATCH LINE. SEE SHEET 33

TECO

SMF-25(1)

SMF-25(2)

BIG BEND RD

672

0 50 200
Feet

HILLSBOROUGH COUNTY
PUBLIC WORKS
SOUTH SERVICE UNIT

C

MATCH LINE. SEE SHEET 31

95 900 905 910 915 920

3 2 2 3

C

INTERSTATE 75

Bridge No. 100363

Bridge No. 100364

3 2 2 3

MATCH LINE. SEE SHEET 35

BASELINE OF SURVEY

SMF-25(3)

SMF-25(4)

BULLFROG CREEK RD

TECO

TECO

HILLSBOROUGH COUNTY

REALIGNMENT OF BULLFROG CREEK ROAD

NOTE:
BIG BEND ROAD INTERCHANGE WPI SEGMENT No. 424513-3 IS UNDER CONSTRUCTION AS A SEPARATE PROJECT.

AERIAL REFLECTS EXISTING CONDITIONS.

MATCH LINE. SEE SHEET 34

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 32

5devorm 5/20/2022 3:54:08 PM c:\pw_work\american-pw-01\d0204193\Planrd32.dgn

EAST BAY HIGH SCHOOL

EISENHOWER MIDDLE SCHOOL

TECO

PROPOSED SOUTHSHORE COMMONS

OLD BIG BEND RD

BIG BEND RD

672

TUSCANY BAY

COVINGTON GARDEN DR

182'

258'

0 50 200

Feet

MATCH LINE. SEE SHEET 32

NOTE:
BIG BEND ROAD INTERCHANGE WPI SEGMENT No. 424513-3 IS UNDER CONSTRUCTION AS A SEPARATE PROJECT.

AERIAL REFLECTS EXISTING CONDITIONS.

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

FLORIDA'S NeXT

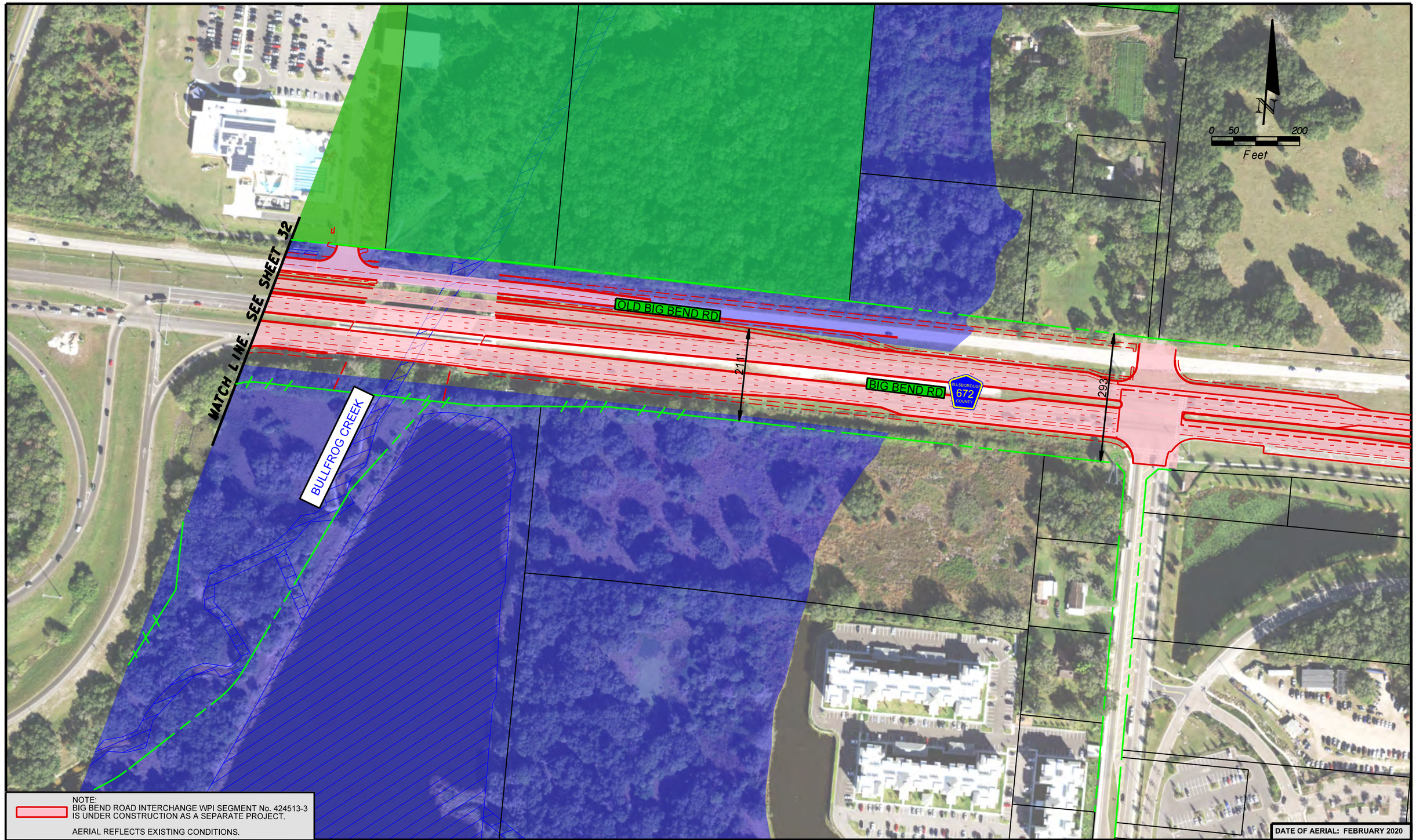
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 33

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NOTE:
BIG BEND ROAD INTERCHANGE WPI SEGMENT No. 424513-3 IS UNDER CONSTRUCTION AS A SEPARATE PROJECT.

AERIAL REFLECTS EXISTING CONDITIONS.

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT NEXT

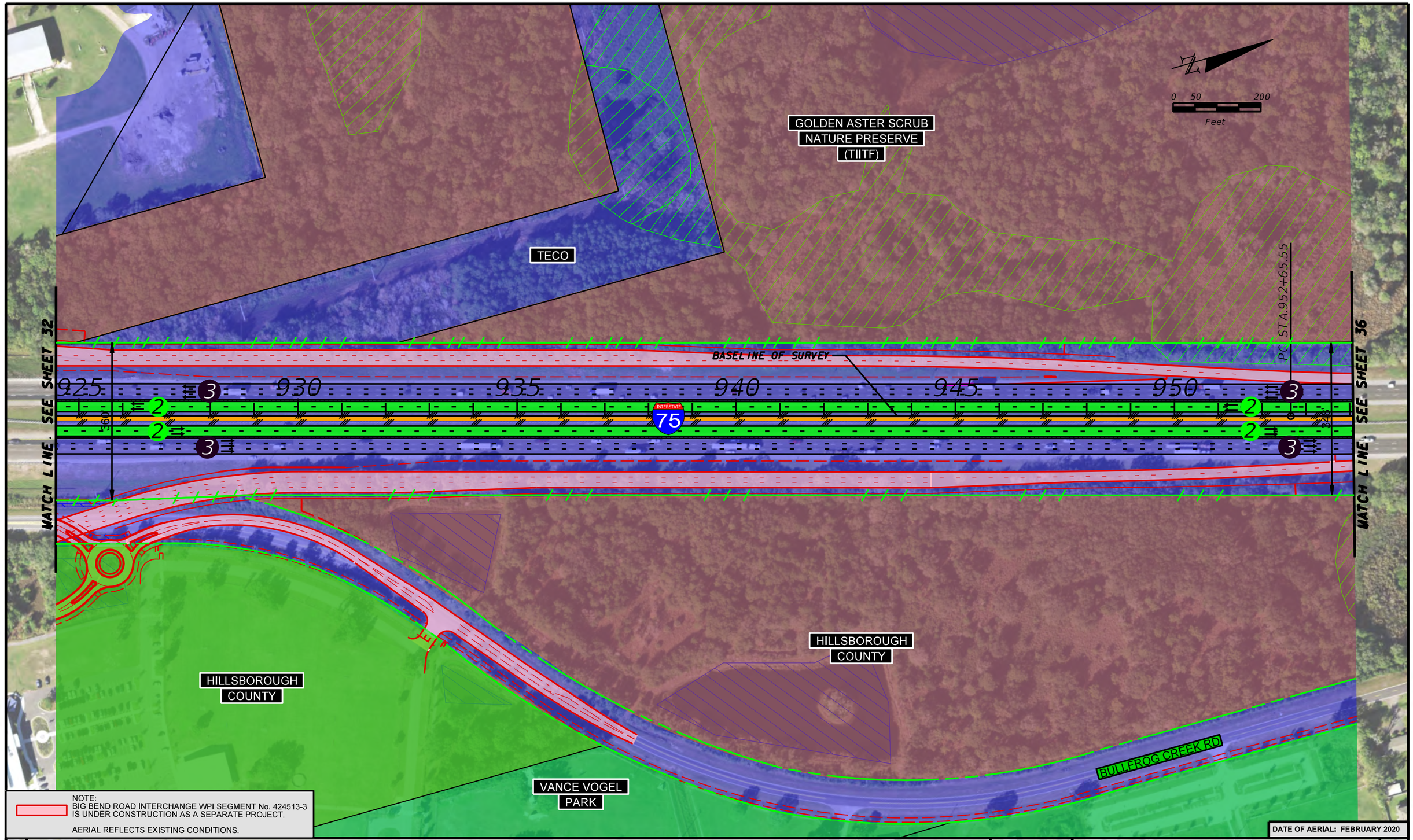
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 34

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LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 35

5devorm 5/20/2022 3:58:08 PM c:\pw_work\american-pw-01\d0204193\Planrd35.dgn

GOLDEN ASTER SCRUB
NATURE PRESERVE
(TIITF)

N

0 50 200
Feet

MATCH LINE: SEE SHEET 35

955 960 965 970 975 980

3 2 2 3

BASELINE OF SURVEY

INTERSTATE 75

MATCH LINE: SEE SHEET 37

HILLSBOROUGH
COUNTY

BULLFROG CREEK RD

COPPER CREEK

SMF-26B

THE PRESERVE AT
BULLFROG CREEK

SMF-26B EXTENDS APPROX. 35'
FROM AERIAL BOUNDARY
FPC-26B IS LOCATED APPROX. 590'
FROM EXIST. R/W

NOTE:
BIG BEND ROAD INTERCHANGE WPI SEGMENT No. 424513-3 IS UNDER CONSTRUCTION AS A SEPARATE PROJECT.

AERIAL REFLECTS EXISTING CONDITIONS.

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

FLORIDA'S NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 36

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GOLDEN ASTER SCRUB
NATURE PRESERVE
(TIITF)

N

0 50 200
Feet

RT STA 283+99.18

BASELINE OF SURVEY

985 990 995 1000 1005 1010

3 2 2 3

INTERSTATE 75

34'

34'

MATCH LINE · SEE SHEET 36

MATCH LINE · SEE SHEET 38

BULLFROG CREEK RD

THE PRESERVE AT
BULLFROG CREEK

SMF-27A& 28A EXTENDS APPROX. 425'
FROM AERIAL BOUNDARY

SMF-27A & 28A

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NeXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS
PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 37

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GOLDEN ASTER SCRUB
NATURE PRESERVE
(TIITF)

BLISS RD

EAST BAY RD

0 50 200
Feet

MATCH LINE. SEE SHEET 37

1015 1020 1025 1030 1035 1040

3 2 2 3 3 2 2 3

INTERSTATE 75

BASELINE OF SURVEY

PC STA.1019+57.77

PT STA.1041+30

MATCH LINE. SEE SHEET 39

BULLFROG CREEK RD

BREEZY CREEK RD

SMF-27A & 28A

FPC-27A

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

TAMPA BAY NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 38

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EAST BAY RD

BASELINE OF SURVEY

1045 1050 1055 1060 1065 1070

INTERSTATE 75

MATCH LINE - SEE SHEET 38

MATCH LINE - SEE SHEET 40

BULLFROG CREEK RD

FPC-28A EXTENDS APPROX. 417' FROM AERIAL BOUNDARY

FPC-28A

BRANCATO LN

N

0 50 200

Feet

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

TAMPA BAY NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 39

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SOUTHWIND LAKE DR

SOUTHWIND

SYMMES RD

EAST BAY LAKES

CYPRESS HARBOR DR

50 0 200 Feet

BASELINE OF SURVEY

1075 1080 1085 1090 1095 1100

3 2 2 3 2 2 3

Bridge No. 100375

Bridge No. 100376

INTERSTATE 75

MATCH LINE - SEE SHEET 39

MATCH LINE - SEE SHEET 41

BULLFROG CREEK RD

BRANCATO LN

TROTWOOD DR

SMF-29B

FBC-29B

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

Tampa Bay Next

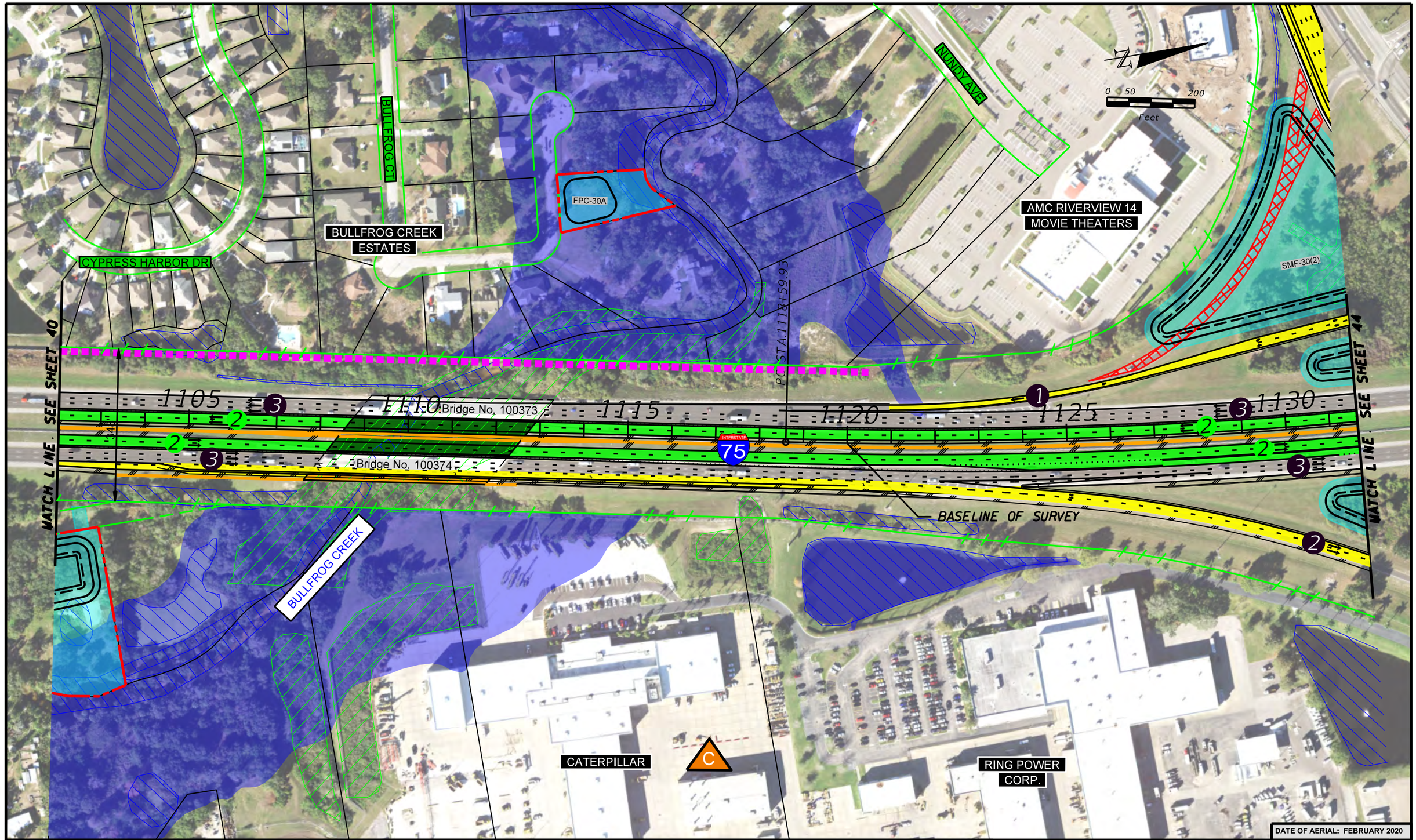
I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 40

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LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

FLORIDA'S NeXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 41

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VAUGHN STREET
BIBLE CHURCH
AND SCHOOL

PREVATT ST

OLD GIBSONTON DR

CIRCLE K

GIBSONTON DR

NEW EAST BAY RD

ZAXBY'S

DUNKIN DONUTS

WAL-MART

MATCH LINE. SEE SHEET 44

0 50 200
Feet

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 42

5devorm 5/20/2022 4:15:29 PM c:\pw_work\amerlcan-pw-01\d0204193\Planrd42.dgn

N

0 50 200

Feet

RACETRAC

STARS & STRIPES COMMERCIAL PARK

GIBSONTON DR

GIBSONTON DR

PARK PLACE OFFICES

BOARD WALK OF RIVERVIEW

FERN HILL RD

KENLAKE DR

BRANWOOD DR

MATCH LINE. SEE SHEET 44

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

TAMPA BAY NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 43

5devorm 5/20/2022 4:16:52 PM c:\pw_work\american-pw-01\d0204193\Planrd43.dgn

MATCH LINE. SEE SHEET 42

OLD GIBSONTON RD

ALAFIA RIVER

N

0 50 200

Feet

SMF-31(2)

GIBSONTON DR

SMF-30(4)

BASELINE OF SURVEY

PT STA. 46+28.78

1135 1140 1145 1150 1155 1160

Bridge No. 100377

Bridge No. 100358

Bridge No. 100359

INTERSTATE 75

NEW BRIDGE

SMF-30(1)

SMF-31(3)

SMF-31(1)

NEW BRIDGE (TO BE CONSTRUCTED WITH GIBSONTON DR DDI PROJECT)

THE PRESERVE AT ALAFIA

SMF-30(3)

MATCH LINE. SEE SHEET 41

MATCH LINE. SEE SHEET 45

MATCH LINE. SEE SHEET 43

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NeXT

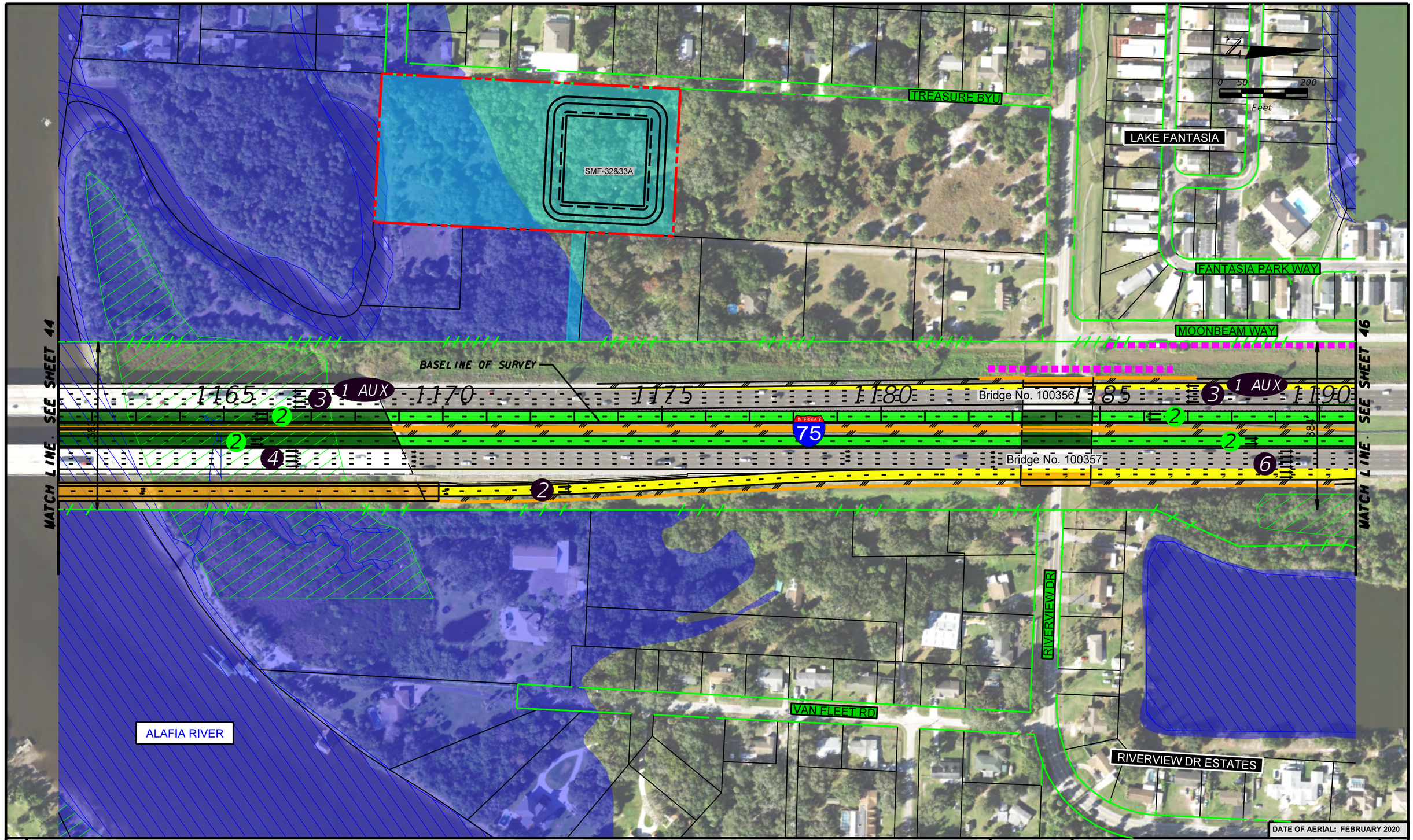
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I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 44



LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 45

5devorm 5/20/2022 4:9:30 PM c:\pw_work\american-pw-01\d0204193\Planrd45.dgn

LAKE FANTASIA

FANTASIA PARK WAY

FANTASIA PARK WAY

BAYWOOD

SUMMERWOOD

0 50 200
Feet

MOONBEAM WAY

BASELINE OF SURVEY

MATCH LINE - SEE SHEET 45

MATCH LINE - SEE SHEET 47

1195 1200 1205 1210 1215 1220

3 1 AUX 3 1 AUX

2 2 2 2

INTERSTATE 75

5 3 1 AUX

BYARS RIVERVIEW ACRES

FORMBY ST

LOU ANN AVE

LORRAYNE DR

ALSOBROOK AVE

SMF-34B

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 46

5devorm 5/20/2022 4:20:50 PM c:\pw_work\american-pw-01\d0204193\Planrd46.dgn

EAGLE PALM
CONDOMINIUM
PHASE IIA

0 50 200
Feet

FPC-34A&35A

SMF-35B

SMF-34B

BASELINE OF SURVEY

MATCH LINE - SEE SHEET 46

MATCH LINE - SEE SHEET 48

0 1225 1230 1235 1240 1245 12

3 1 AUX

2

INTERSTATE 75

38'

LAKE ST. CHARLES

COLONY POINTE DR

CHART HOUSE CT

COUNCIL ROCK CT

COLONIAL LAKE DR

WATERTON DR

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- NUMBER OF GENERAL USE LANES
- NUMBER OF EXPRESS LANES
- NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NEXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 47

5devorm 5/20/2022 4:22:09 PM c:\pw_work\american-pw-01\d0204193\Planrd47.dgn

N

0 50 200
Feet

WPI SEGMENT NO. 419235-3

SPOTO HIGH SCHOOL

END PROJECT WPI SEGMENT NO. 419235-2
BEGIN PROJECT WPI SEGMENT NO. 419235-3
MILE POST +/- 18.849 (HILLSBOROUGH COUNTY)

BASELINE OF SURVEY

50 1255 1260 1265 1270 1275

3 2 2 3 1 AUX 1 AUX

INTERSTATE 75

38'

38'

MATCH LINE - SEE SHEET 47

SMF-36A

VILLAGE OF BLOOMINGDALE CONDOMINIUMS

LAKE ST. CHARLES

WATERTON DR

DATE OF AERIAL: FEBRUARY 2020

LEGEND

- PROPOSED EXPRESS LANE
- PROPOSED EXPRESS LANE - BRIDGE
- PROPOSED GENERAL USE LANE
- PROPOSED GENERAL USE LANE - BRIDGE
- EXISTING ROADWAY REMOVAL
- 3 NUMBER OF GENERAL USE LANES
- 2 NUMBER OF EXPRESS LANES
- 1 AUX NUMBER OF AUXILIARY LANES
- PREFERRED SMF/FPC AREAS
- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY (TBD)
- PROPOSED LIMITED ACCESS RIGHT OF WAY (TBD)
- WETLANDS BOUNDARY
- PUBLIC MANAGED LANDS
- PARK PROPERTIES
- FEMA 100 YEAR FLOOD PLAIN
- OTHER SURFACE WATERS BOUNDARY
- POTENTIALLY CONTAMINATED SITES
- POTENTIAL NOISE BARRIER
- PROPOSED MSE WALL/ MEDIAN BARRIER WALL

FDOT

NeXT

I-75 PD & E STUDY - WPI SEG. NO. 419235-2

CONCEPT PLANS PREFERRED ALTERNATIVE

FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO. 48

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APPENDIX B

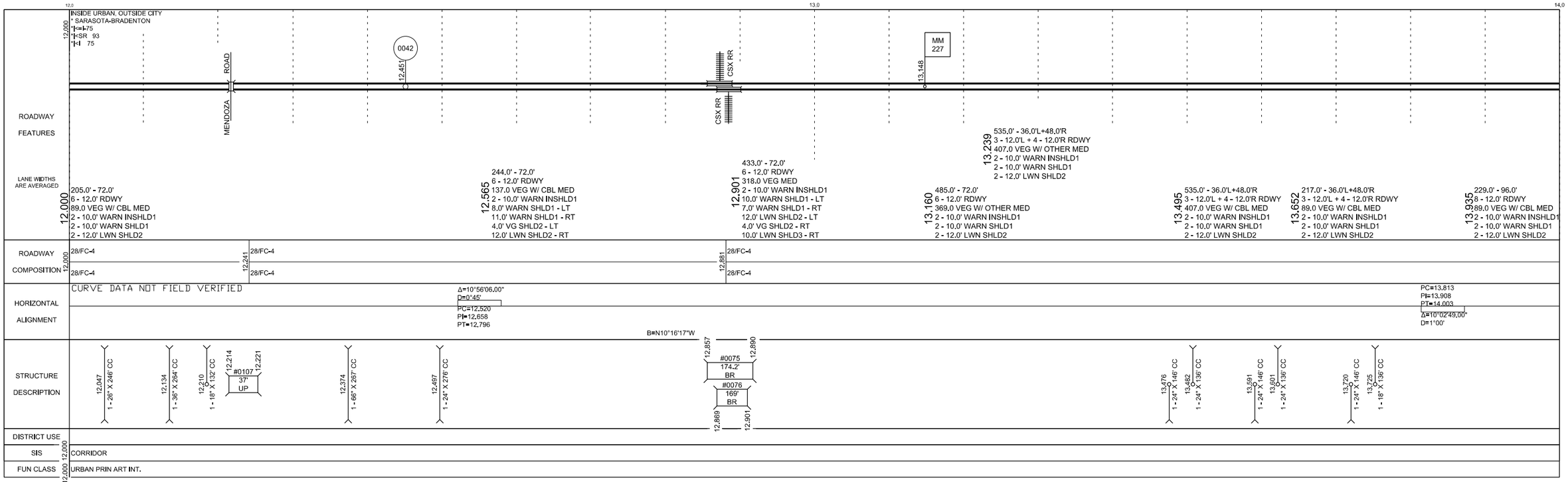
Straight Line Diagram Inventory

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	04/22/2019	07/11/2019	15.694	15.900	07/03/2019	7/11/19 (434929-1-52-01)
BY	FTE	FTE	00.000	20.571		9/10/21(CD)

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	I 75	SR 93/SR 93A	MANATEE	01	13075000	3 OF 4



Version: 1.4.2.27 07/11/2019

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	04/22/2019	07/11/2019	00.000	20.571		9/10/21(CD)
BY	FTE	FTE				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	I 75	SR 93/SR 93A	MANATEE	01	13075000	4 OF 4

17,0 — 18,0 — 19,0

17,000 OUTSIDE CITY & URBAN
I<=I-75
I<SR 93A
I<I 75

MM 231 — 17,153

MM 232 — 18,120

BUCKEYE RD

ROADWAY FEATURES

17.006 301.0' - 72.0'
6 - 12.0' RDWY
185.0 VEG W/ OTHER MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

LANE WIDTHS ARE AVERAGED

17.000 295.0' - 36.0'L+48.0'R
3 - 12.0'L + 4 - 12.0'R RDWY
167.0 VEG W/ CBL MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

17.255 205.0' - 72.0'
6 - 12.0' RDWY
89.0 VEG W/ CBL MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

18.132 247.0' - 72.0'
6 - 12.0' RDWY
131.0 VEG W/ CBL MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

18.264 285.0' - 72.0'
6 - 12.0' RDWY
169.0 VEG W/ OTHER MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION (17,000)
28/FC-4
28/FC-4

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=17°16'58.00"
D=0°45'
PC=17,873
PI=18,093
PT=18,309

B=N55°28'12"E

B=N38°11'14"E

STRUCTURE DESCRIPTION

17,269 — 2 - 36" X 210' CC
17,308 — 2 - 36" X 220' CC
17,436 — 1 - 24" X 113' CC - LT, 1 - 24" X 113' CC - RT
17,644 — 1 - 24" X 120' CC - LT, 1 - 24" X 120' CC - RT
18,095 — 1 - 18" X 112' CC
18,139 — 1 - 18" X 127' CC
18,270 — 1 - 24" X 145' CC - LT, 1 - 24" X 130' CC - RT
18,406 — #0077 52.8' UP — 18,416
18,445 — 1 - 24" X 130' CC - LT, 1 - 24" X 130' CC - RT
18,588 — 2 - 24" X 126' CC - LT, 2 - 24" X 126' CC - RT
18,679 — 2 - 36" X 144' CC
18,765 — 2 - 36" X 144' CC - LT, 1 - 24" X 120' CC - RT

DISTRICT USE

SIS — CORRIDOR

FUN CLASS — RURAL PRIN ART INT.

19,0 — 20,0

19,000 OUTSIDE CITY & URBAN
I<=I-75
I<SR 93A
I<I 75

MM 233 — 19,176

CURIOSITY CREEK

MM 234 — 20,185

HILLSBOROUGH CO LINE

GPS COORDINATES
27° 38'45.919" N
82° 27'09.6930" W

END MP: 20.571
NET ROADWAY ID LENGTH: 20.571

ROADWAY FEATURES

19.026 299.0' - 72.0'
6 - 12.0' RDWY
183.0 VEG W/ CBL MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

LANE WIDTHS ARE AVERAGED

19.000 285.0' - 72.0'
6 - 12.0' RDWY
169.0 VEG W/ OTHER MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

19.261 330.0' - 72.0'
6 - 12.0' RDWY
214.0 VEG W/ OTHER MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

19.465 415.0' - 72.0'
6 - 12.0' RDWY
299.0 VEG W/ CBL MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

19.912 415.0' - 72.0'
6 - 12.0' RDWY
299.0 VEG W/ OTHER MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

20.133 316.0' - 72.0'
6 - 12.0' RDWY
200.0 VEG W/ OTHER MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION (19,000)
28/FC-4
28/FC-4

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=19,572
PI=19.989
PT=20.396
Δ=21°44'50.00"
D=0°30'

B=N59°56'04"E

STRUCTURE DESCRIPTION

19,473 — 1 - 53" X 34" X 120' CC
19,498 — 1 - 53" X 34" X 120' CC
19,890 — 1 - 24" X 170' CC - LT, 1 - 24" X 200' CC - RT
19,945 — 1 - 24" X 120' CC
20,002 — 20,008 — #0105 174.2' BR — 20,041
#0106 174.2' BR — 20,035
20,173 — 1 - 24" X 120' CC
20,517 — 1 - 5' X 5' X 120' CBC - LT, 1 - 5' X 5' X 120' CBC - RT

DISTRICT USE

SIS — CORRIDOR — CORRIDOR (20,571)

FUN CLASS — RURAL PRIN ART INT.

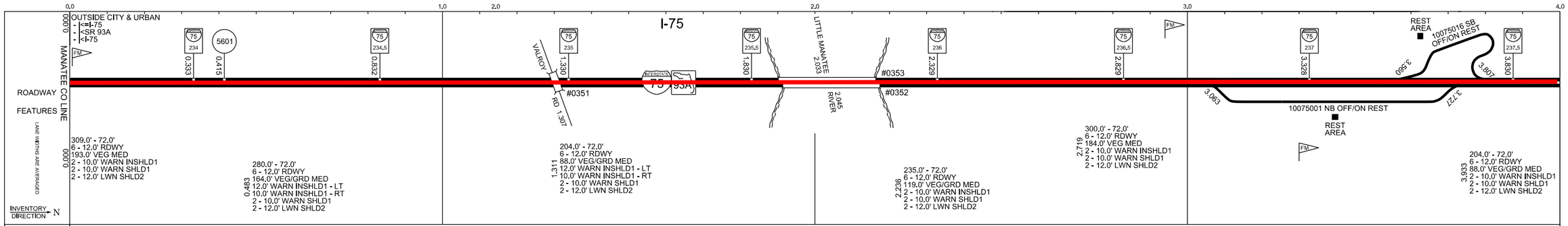
Version: 1.4.2.27 07/11/2019

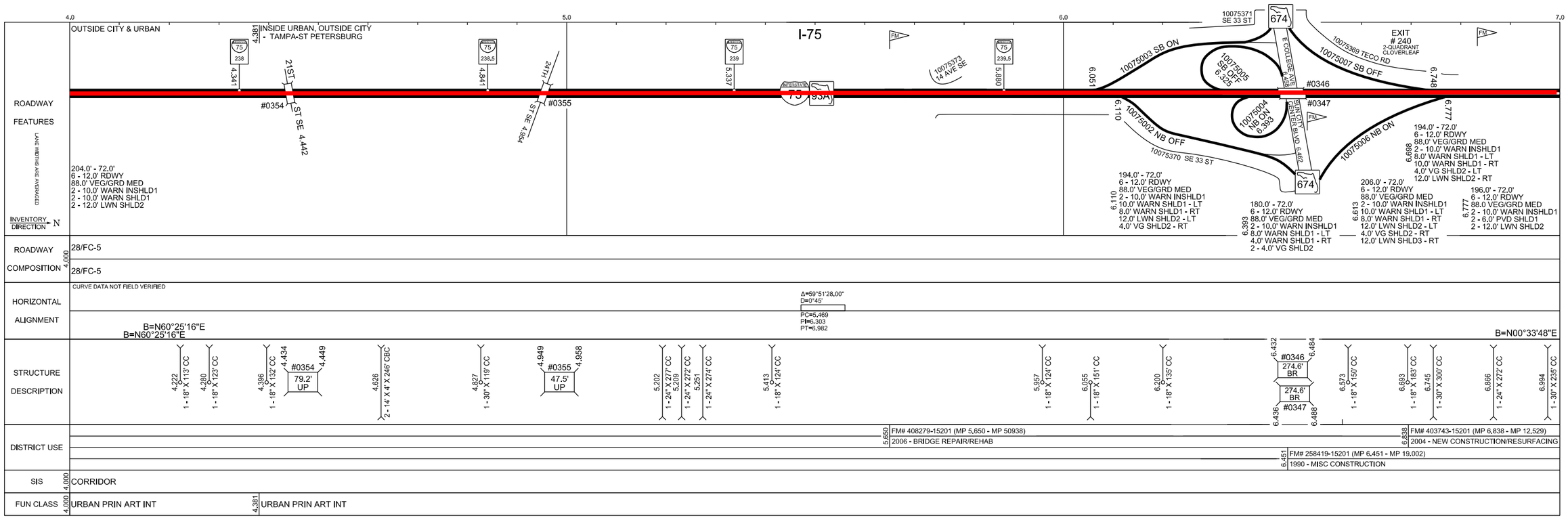
INTERIM REVISIONS	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	08 / 24 / 2012	09 / 27 / 2012	0.000	12.540	03 / 23 / 2021	04 / 19 / 2021
BY	FTE / JW-KA	FTE / KA	CONSTRUCTION ACCEPT & REPARTITION PG 1 TO 2 PGS		FTE / IM-KA	FTE / KA

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	I-75	SR 93A	HILLSBOROUGH	07	10 075 000	1 OF 5





	5 YR INV	SLD REV	INTERIM REVISIONS BMP	EMP	INV	SLD REV
DATE	08 / 24 / 2012	09 / 27 / 2012	0.000	12.540	03 / 23 / 2021	04 / 19 / 2021
BY	FTE / JW-KA	FTE / KA	CONSTRUCTION ACCEPT & REPARTITION PG 1 TO 2 PGS		FTE / IM-KA	FTE / KA

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	I-75	SR 93A	HILLSBOROUGH	07	10 075 000	2 OF 5

7.0 8.0 9.0 10.0

ROADWAY FEATURES (LANE WIDTHS ARE AVERAGED)

INSIDE URBAN, OUTSIDE CITY
- TAMPA-ST PETERSBURG

I-75

INTERSTATE 75 / SR 93A

7.333 241 | 7.820 241,5 | 19TH AVE NE 22,961 | #0348 | 8.335 242 | 8.835 242,5 | 9.337 243 | 9.837 243,5 | 10.337 244

7.056 194.0' - 72.0'
6 - 12.0' RDWY
88.0' VEG/GRD MED
2 - 10.0' WARN INSHLD1
12.0' WARN SHLD1 - LT
10.0' WARN SHLD1 - RT
12.0' LWN SHLD2 - RT

7.416 204.0' - 72.0'
6 - 12.0' RDWY
88.0' VEG/GRD MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

8.631 302.0' - 72.0'
6 - 12.0' RDWY
186.0' VEG MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

10.169 231.0' - 72.0'
6 - 12.0' RDWY
115.0' VEG MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

INVENTORY DIRECTION → N

ROADWAY COMPOSITION 7.000

28/FC-5

28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=8,136
PI=8,559
PT=8,958
Δ=32°32'20.00"
D=0°45'
B=N00°33'48"E

PC=8,178
PI=8,611
PT=9,019
Δ=33°18'35.00"
D=0°45'

Δ=17°50'35.00"
D=0°30'
PC=10,357
PI=10,698
PT=11,033

STRUCTURE DESCRIPTION

7.116 1 - 30" X 233' CC
7.241 1 - 30" X 233' CC
7.325 1 - 24" X 252' CC
7.342 1 - 24" X 233' CC
7.434 1 - 30" X 249' CC
7.573 1 - 24" X 251' CC
7.715 1 - 30" X 250' CC
7.984 #0348 47.5' UP 7.993
8.037 1 - 30" X 245' CC
8.130 1 - 42" X 252' CC
8.783 2 - 9' X 4' X 155' CBC
8.871 1 - 9' X 4' X 159' CBC
9.285 1 - 24" X 88' CC
9.905 1 - 24" X 80' CC
10.323 1 - 24" X 80' CC

DISTRICT USE

SIS 7.000 CORRIDOR

FUN CLASS 7.000 URBAN PRIN ART INT

11.0 12.0 13.0 14.0

672

INSIDE URBAN, OUTSIDE CITY
- TAMPA-ST PETERSBURG

I-75

INTERSTATE 75 / SR 93A

10.836 244,5 | 11.336 245 | 0143 11.555 | 11.864 | 12.323 OLD BIG | 12.299 BIG | EXIT # 246 2-QUADRANT CLOVERLEAF | 0144 12.500 | 12.848 246,5 | 13.335 247 | 18.834 247,5

10075009 SB ON
10075011 SB OFF 12.193
10075008 NB OFF 11.937
10075010 NB ON 12.224
#0363
#0364
BEND RD 12.304
BEND RD 12.328

10.694 204.0' - 72.0'
6 - 12.0' RDWY
88.0' VEG/GRD MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

12.224 180.0' - 72.0'
6 - 12.0' RDWY
88.0' VEG/GRD MED
2 - 10.0' WARN INSHLD1
8.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 4.0' VG SHLD2

12.527 204.0' - 72.0'
6 - 12.0' RDWY
88.0' VEG/GRD MED
2 - 10.0' WARN INSHLD1
2 - 10.0' WARN SHLD1
2 - 12.0' LWN SHLD2

INVENTORY DIRECTION → N

ROADWAY COMPOSITION 10.500

28/FC-5

28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=N16°01'48"E

Δ=15°40'05.00"
D=0°30'
PC=12,983
PI=13,282
PT=13,577

B=N00°21'43"E

STRUCTURE DESCRIPTION

10.707 1 - 24" X 118' CC
10.796 1 - 24" X 254' CC
10.987 1 - 18" X 118' CC
11.117 1 - 18" X 113' CC
11.350 1 - 12' X 6' X 252' CBC
11.576 1 - 18" X 108' CC
11.806 1 - 40" X 266' CC
11.814 1 - 40" X 266' CC
12.048 1 - 18" X 142' CC
12.277 #0363 316.8' BR 12.337
#0364 316.8' BR 12.282 12.342
12.474 1 - 18" X 240' CC
12.508 1 - 18" X 124' CC
12.679 2 - 36" X 254' CC
12.848 1 - 18" X 134' CC
13.016 1 - 8' X 4' X 243' CBC
13.246 1 - 10' X 5' X 250' CBC
13.568 1 - 18" X 131' CC
13.880 1 - 8' X 5' X 244' CBC

DISTRICT USE

11.565 FM# 258555-15201 (MP 11.565 - MP 13,705)
1981 - MULTI-LANE NEW CONSTRUCTION

12.271 FM# 405744-15201 (MP 12.271 - MP 12.331)
2004 - BRIDGE REPAIR/REHAB

13.707 FM# 258547-15201 (MP 13,707 - MP 16,746)
1990 - NEW ROAD CONSTRUCTION

SIS 10.500 CORRIDOR

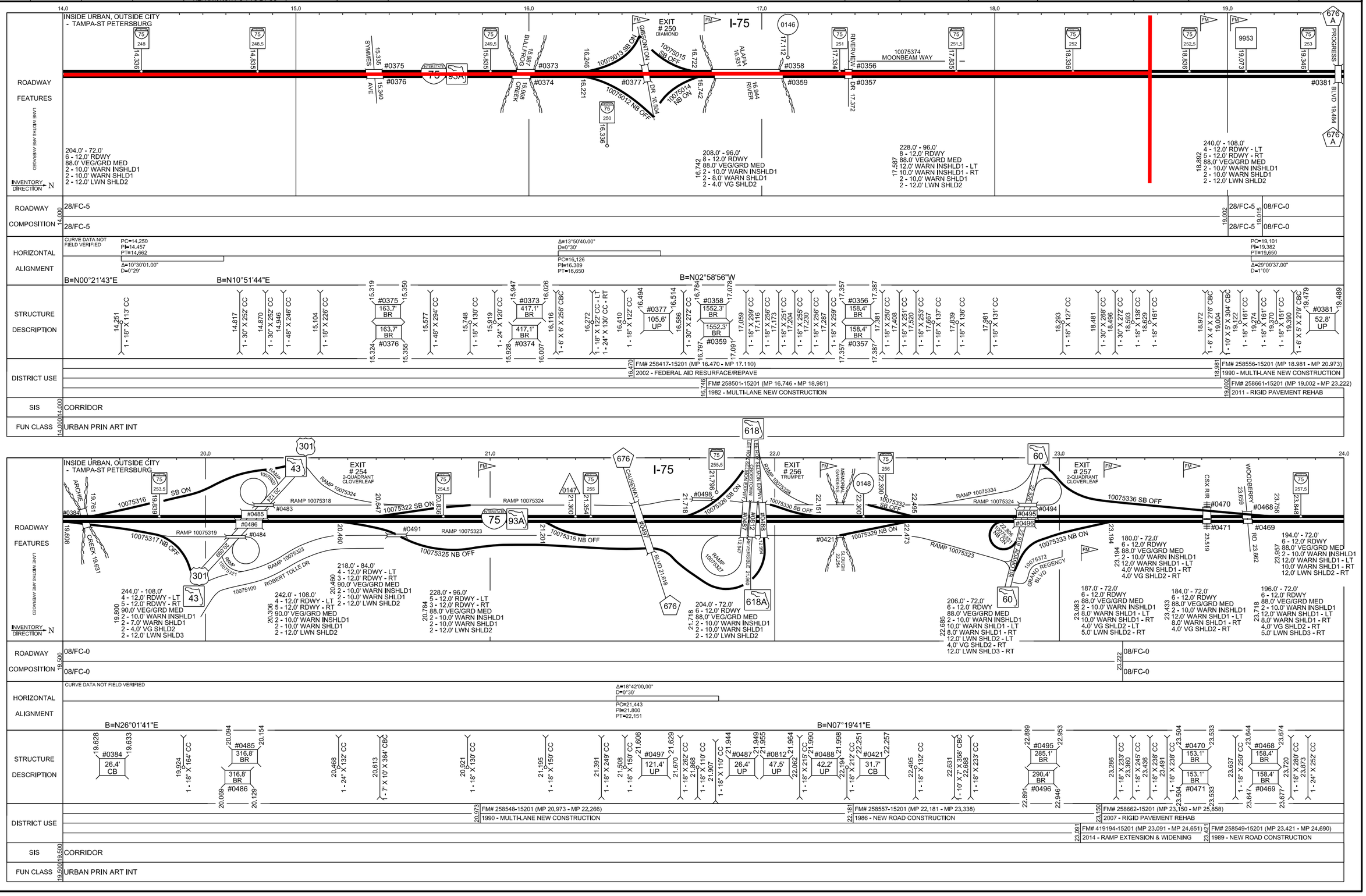
FUN CLASS 10.500 URBAN PRIN ART INT

	5 YR INV	SLD REV	INTERIM REVISIONS BMP	EMP	INV	SLD REV
DATE	08 / 24 / 2012	08 / 16 / 2017	0.000	12.540	03 / 23 / 2021	04 / 19 / 2021
BY	FTE / JW-KA	FTE / KA	CONSTRUCTION ACCEPT & REPARTITION PG 1 TO 2 PGS		FTE / IM-KA	FTE / KA

FLORIDA DEPARTMENT OF TRANSPORTATION

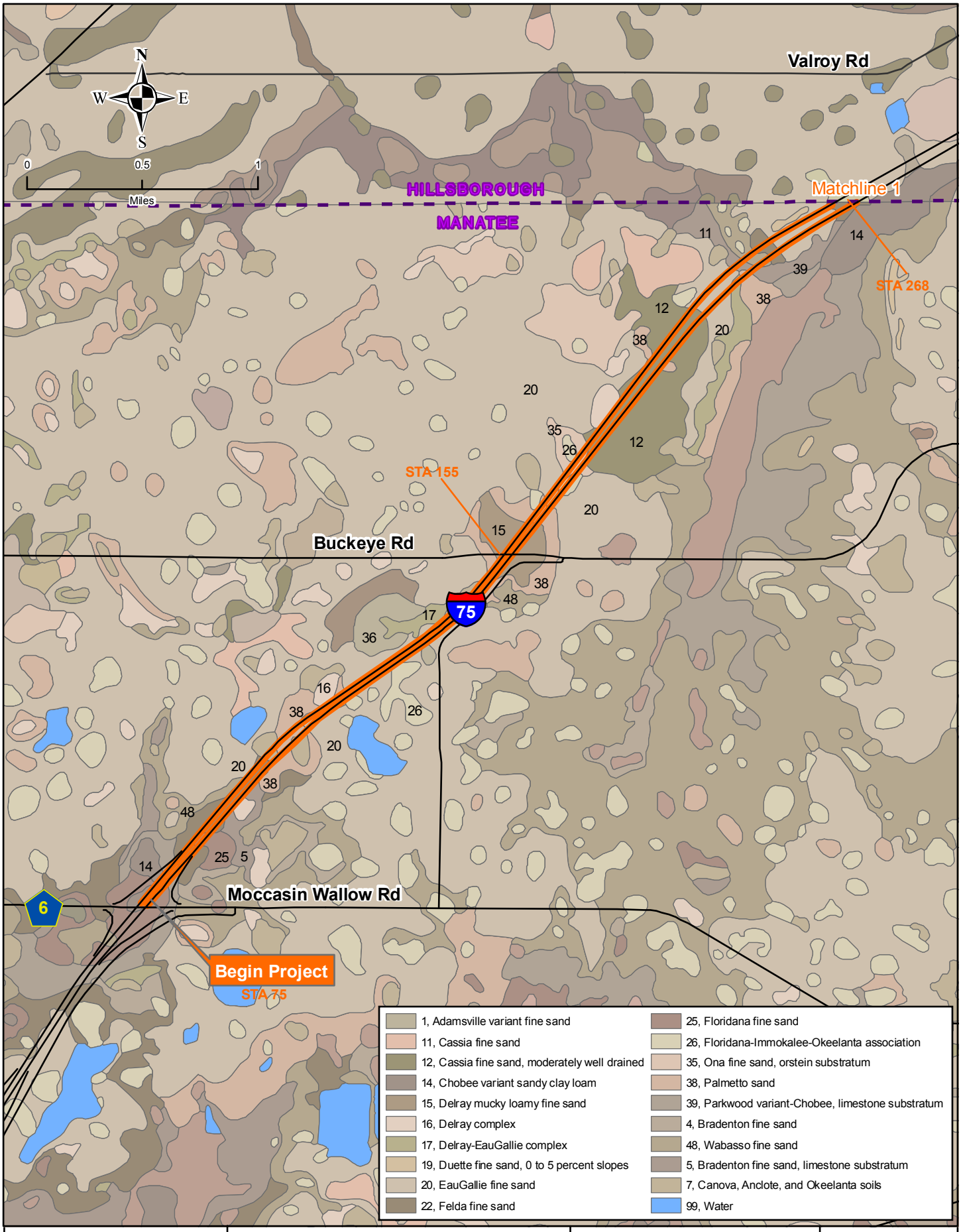
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	I-75	SR 93A	HILLSBOROUGH	07	10 075 000	3 OF 5



APPENDIX C

Existing Soils Maps



FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to US 301

WPI Segment No.: 419235-2

Hillsborough and Manatee Counties

NRCS Soils Map

Appendix C

Sheet 1 of 5



FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to US 301

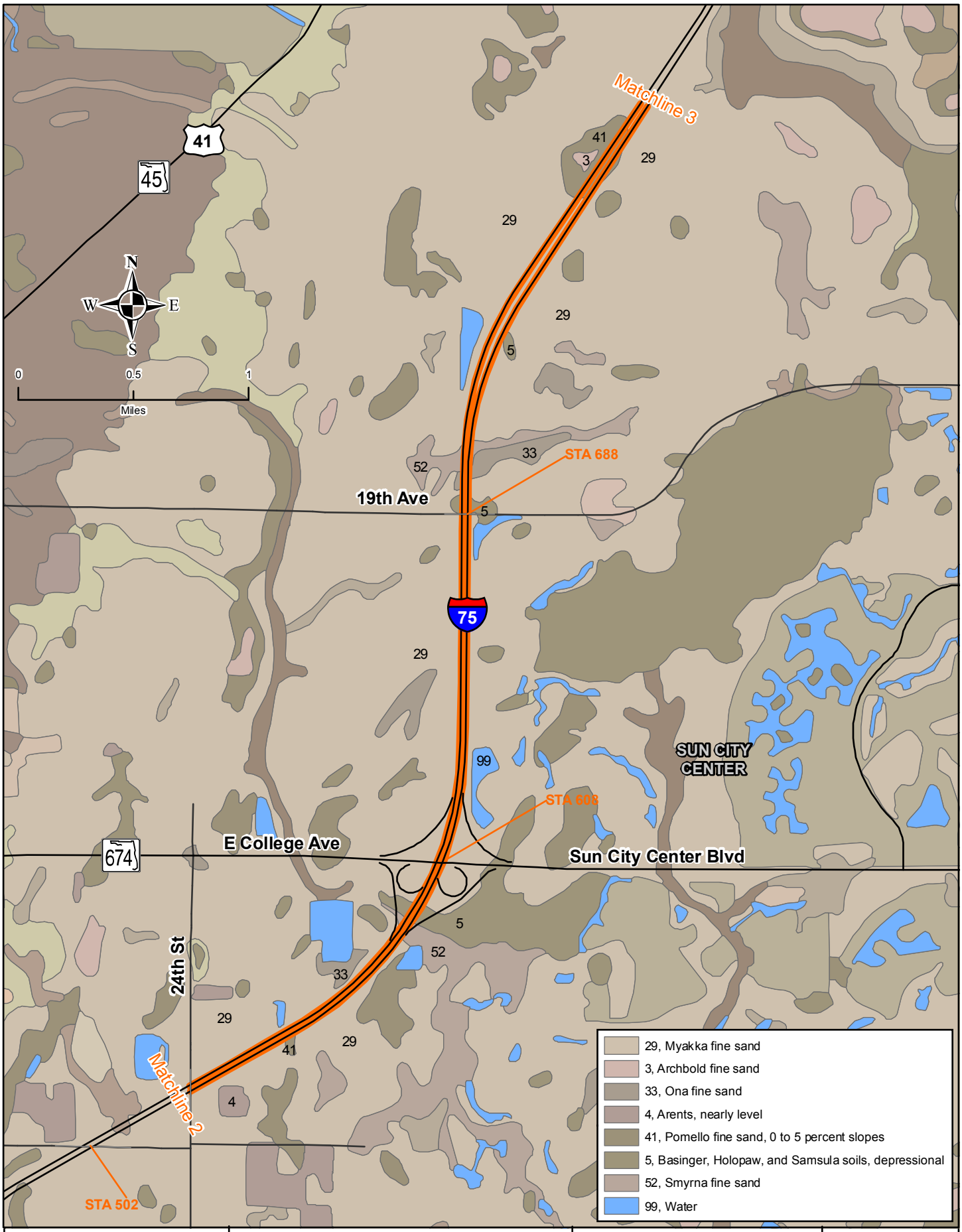
WPI Segment No.: 419235-2

Hillsborough and Manatee Counties

NRCS Soils Map

Appendix C

Sheet 2 of 5



FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to US 301

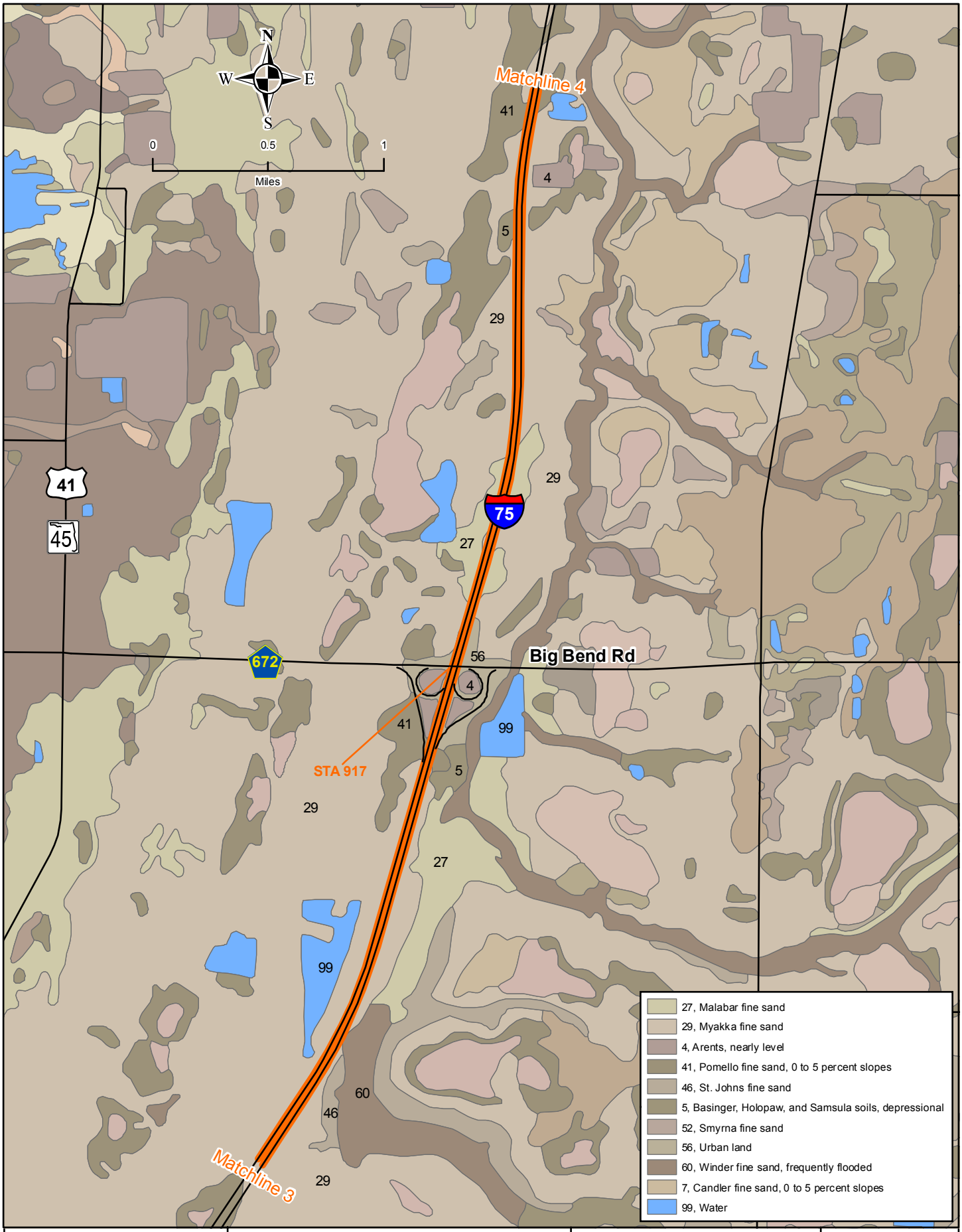
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Hillsborough and Manatee Counties

NRCS Soils Map

Appendix C

Sheet 3 of 5



FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to US 301

WPI Segment No.: 419235-2

Hillsborough and Manatee Counties

NRCS Soils Map

Appendix C

Sheet 4 of 5



FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to US 301

WPI Segment No.: 419235-2

Hillsborough and Manatee Counties

NRCS Soils Map

Appendix C

Sheet 5 of 5

APPENDIX D

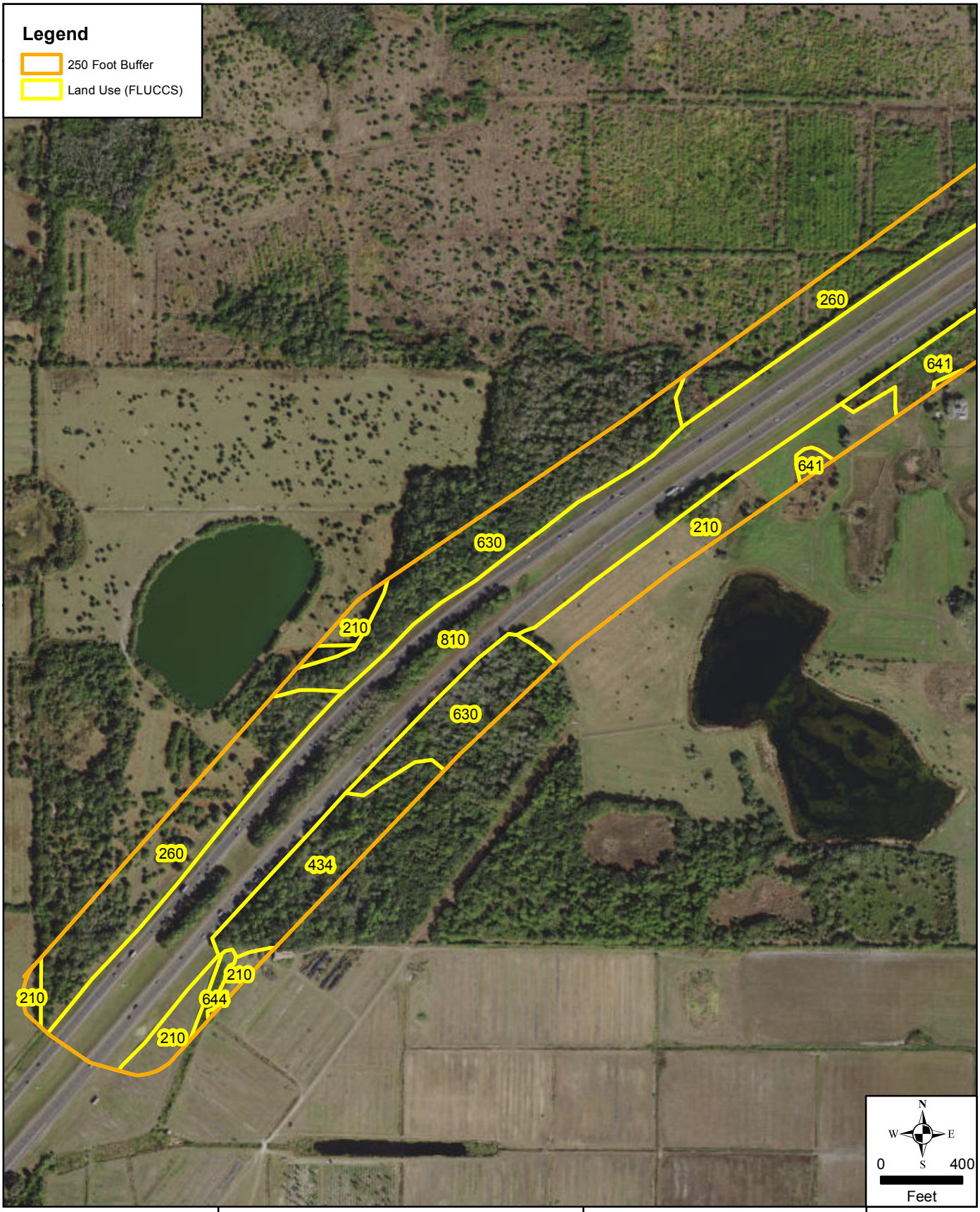
Existing Land Use Maps

Legend for Land Use Types Shown on Maps

FLUCCS	Description
110	Residential Low Density < 2 Dwelling Units
120	Residential Medium Density 2 - >5 Dwelling Units
130	Residential High Density
140	Commercial and Services
170	Institutional
180	Recreational
190	Open Land
210	Cropland and Pastureland
214	Row Crops
220	Tree Crops
240	Nurseries and Vineyards
250	Specialty Farms
260	Other Open Lands (Rural)
320	Shrub and Brushland
330	Mixed Rangeland
411	Pine Flatwoods
434	Hardwood Conifer Mixed
510	Steams and Waterways
520	Lakes
540	Bays and Estuaries
615	Stream and Lake Swamps (Bottomland)
620	Wetland Coniferous Forests
630	Wetland Forested Mixed
641	Freshwater Marshes
642	Saltwater Marshes
643	Wet Prairies
644	Emergent Aquatic Vegetation
653	Intermittent Ponds
810	Transportation
820	Communication
830	Utilities

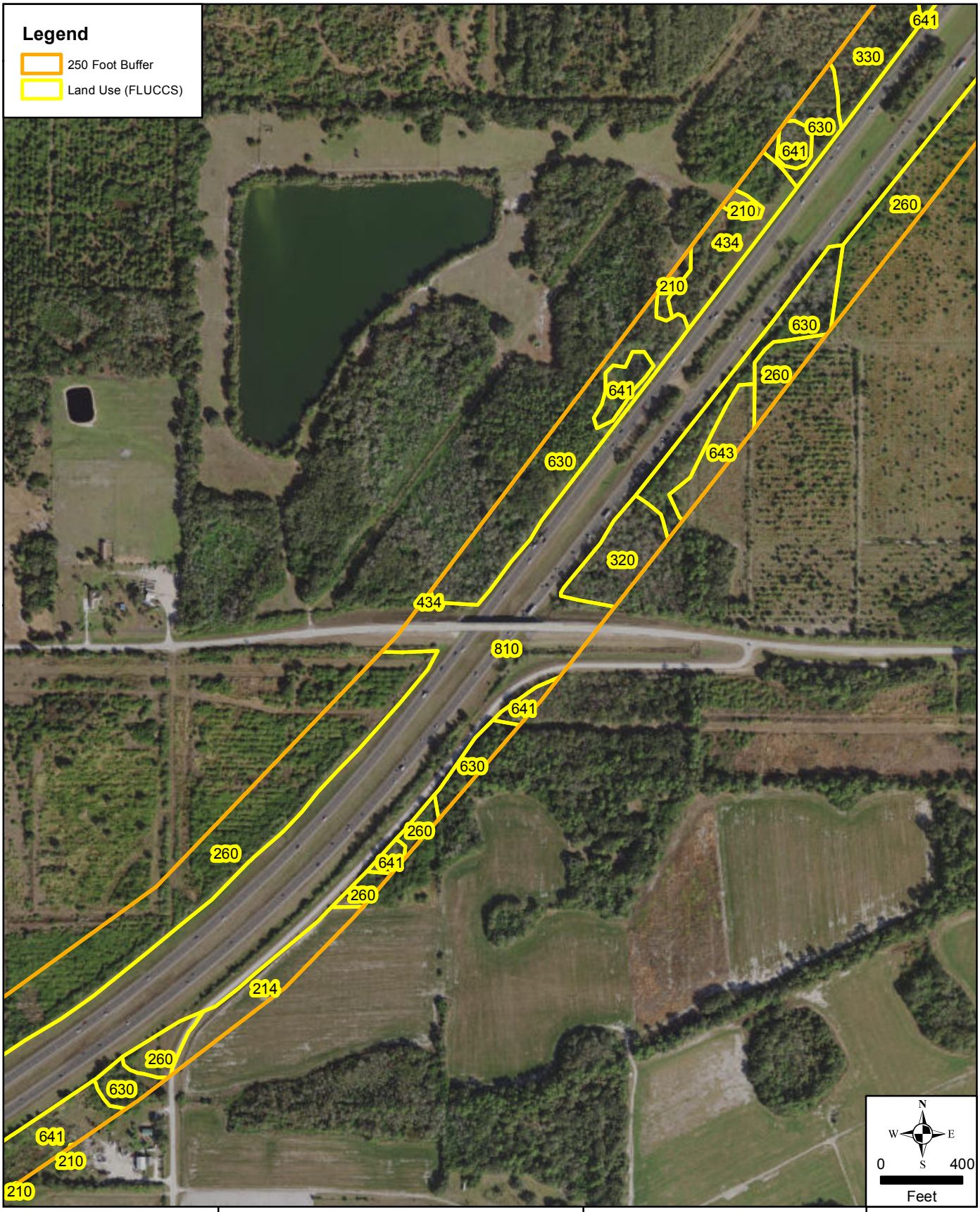
Table 2-1 Existing Land Use

FLUCCS	Description	Acreage (Approx. 500' from Centerline, and SMF and FPC sites)	Percent Cover
110	Residential Low Density < 2 Dwelling Units	190.4	5.1%
120	Residential Medium Density 2 - >5 Dwelling Units	129.8	3.5%
130	Residential High Density	141.6	3.8%
140	Commercial and Services	98.3	2.6%
170	Institutional	17.3	0.5%
180	Recreational	8.3	0.2%
190	Open Land	285.5	7.6%
210	Cropland and Pastureland	220.3	5.9%
214	Row Crops	10.2	0.3%
220	Tree Crops	3.7	0.1%
240	Nurseries and Vineyards	10.3	0.3%
250	Specialty Farms	1.4	<0.1%
260	Other Open Lands (Rural)	266.3	7.1%
320	Shrub and Brushland	69.1	1.8%
330	Mixed Rangeland	63.6	1.7%
411	Pine Flatwoods	186.2	5.0%
434	Hardwood Conifer Mixed	178.6	4.7%
510	Steams and Waterways	163.6	4.4%
520	Lakes	0.6	<0.1%
540	Bays and Estuaries	34.4	0.9%
615	Stream and Lake Swamps (Bottomland)	19.1	0.5%
620	Wetland Coniferous Forests	31.5	0.8%
630	Wetland Forested Mixed	151.9	4.0%
641	Freshwater Marshes	80.3	2.1%
642	Saltwater Marshes	14.5	0.4%
643	Wet Prairies	18.3	0.5%
644	Emergent Aquatic Vegetation	3.9	0.1%
653	Intermittent Ponds	3.3	0.1%
810	Transportation	1205.6	32.1%
820	Communication	2.6	0.1%
830	Utilities	143.8	3.8%
	Total	**3754.3**	**100.0%**



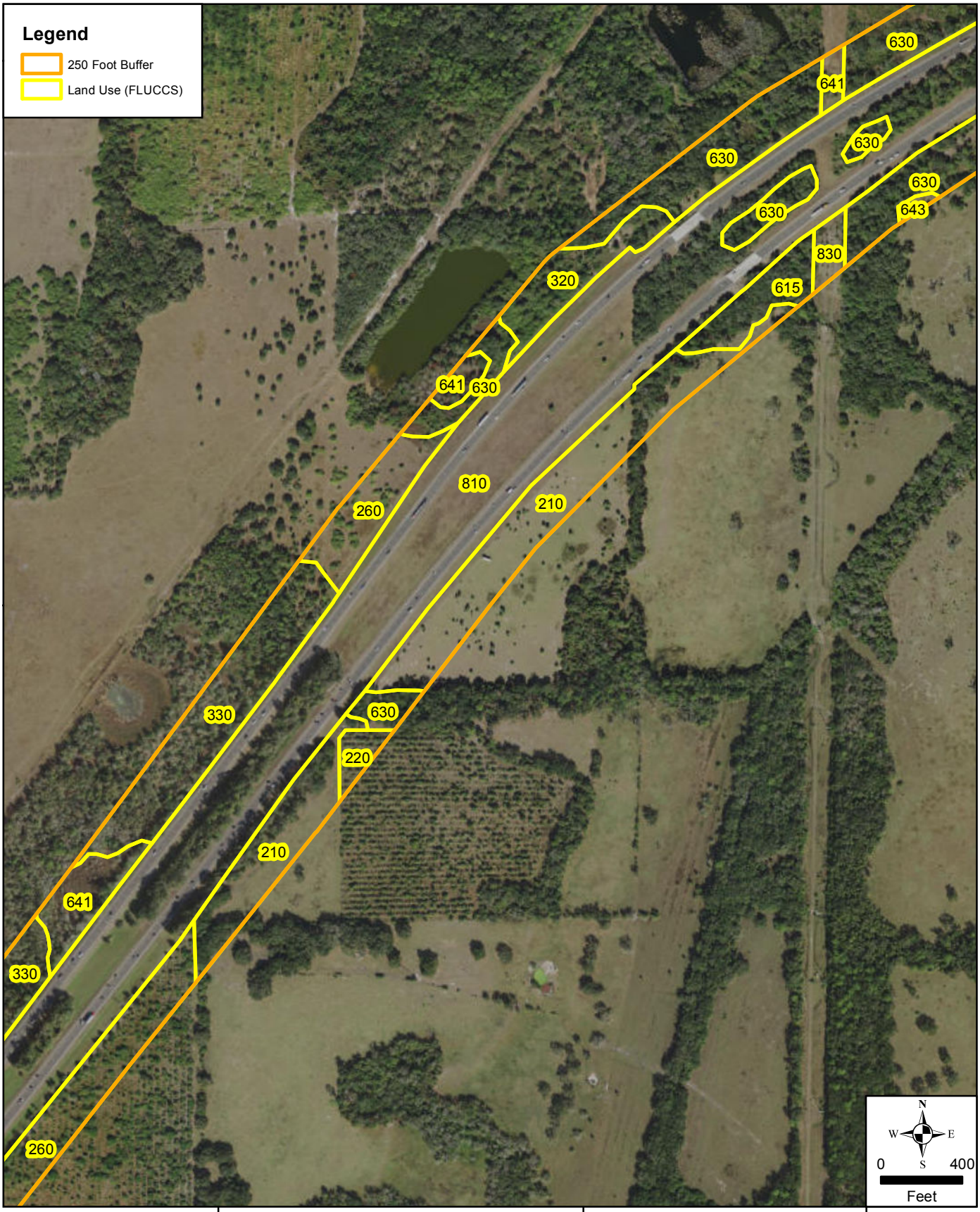
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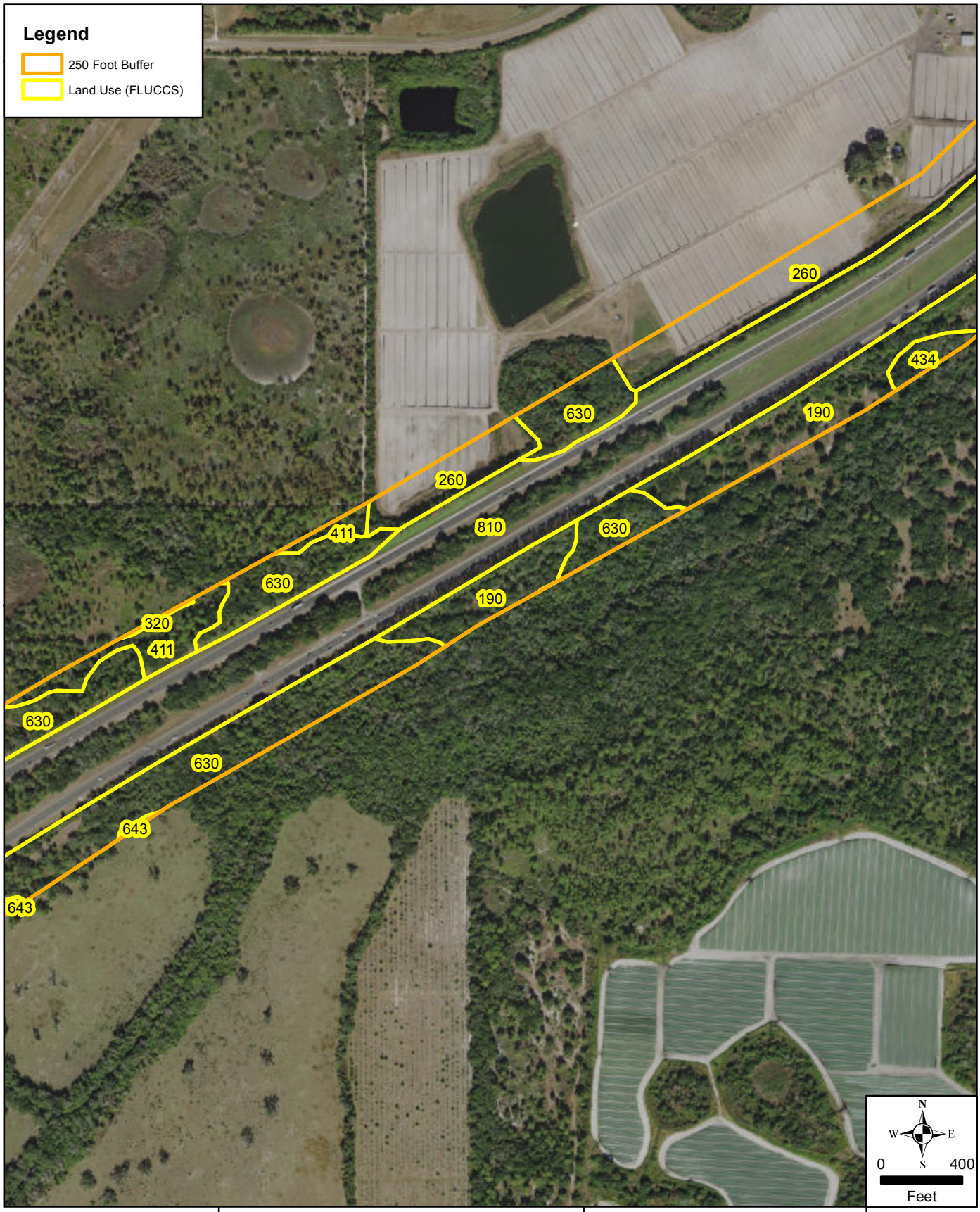
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Path (E:\Mapping\FDOT\Dist 7\I75 US301 to Mocassin Wallow Rd\2018 Re-eval\Maps\Appendix A Land Use.mxd) By: AQ Date: 9/11/2019

FDOT	I-75 (SR 93A) PD&E Study Moccasin Wallow Road to US 301 WPI Segment No.: 419235-2 Hillsborough and Manatee Counties	Land Use (FLUCCS)	Appendix D Page 3 of 20



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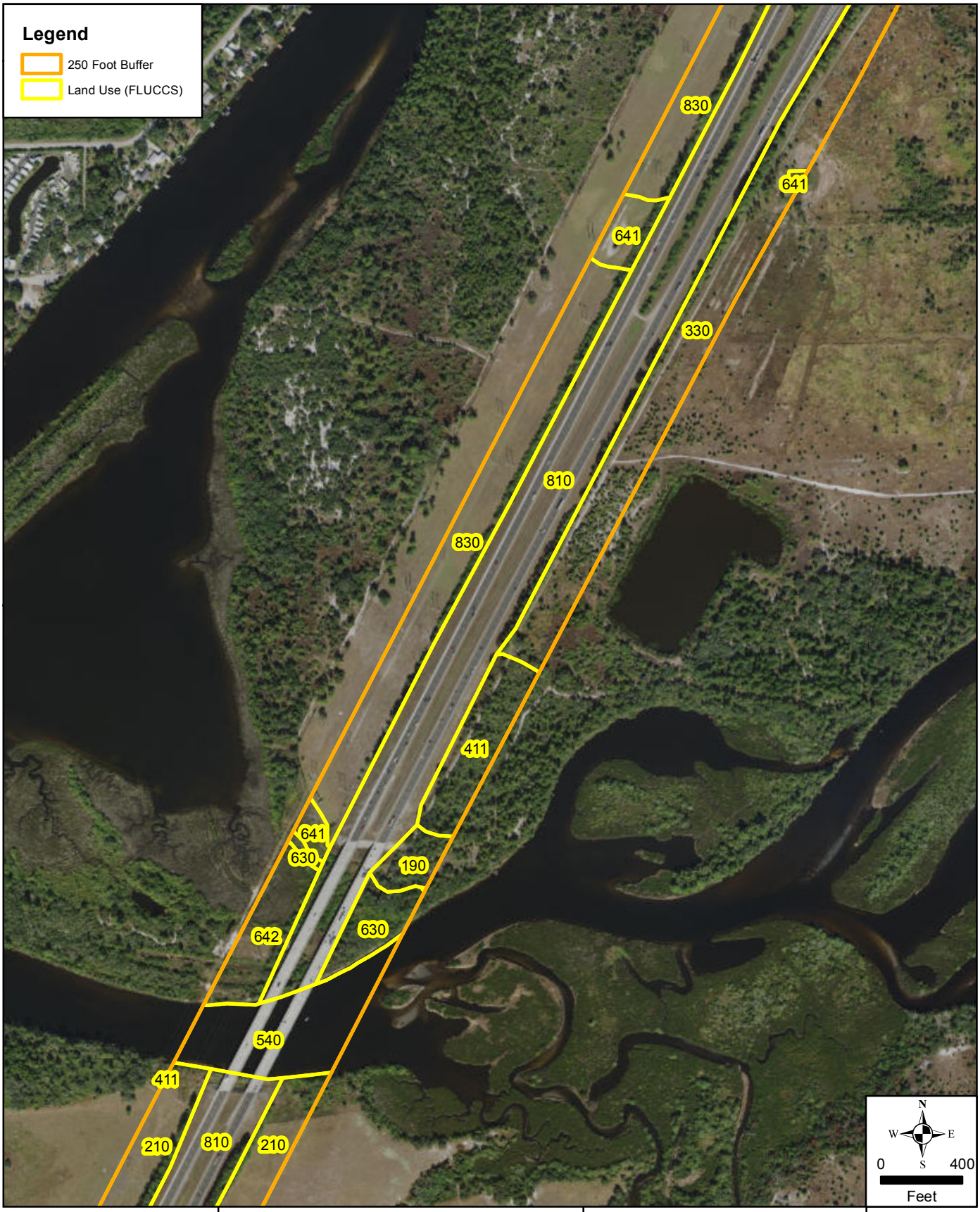


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Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

Land Use (FLUCCS)



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Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

Land Use (FLUCCS)

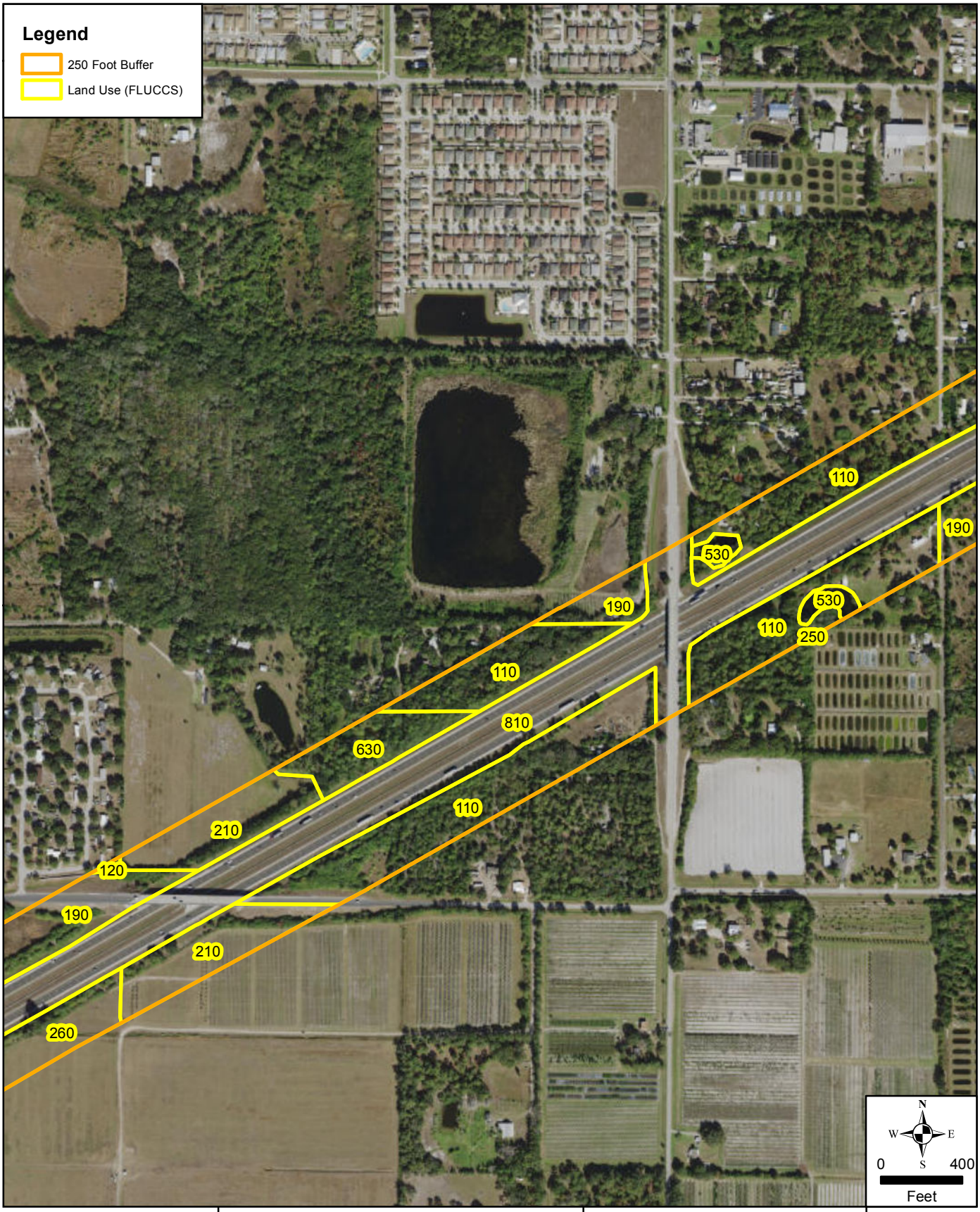


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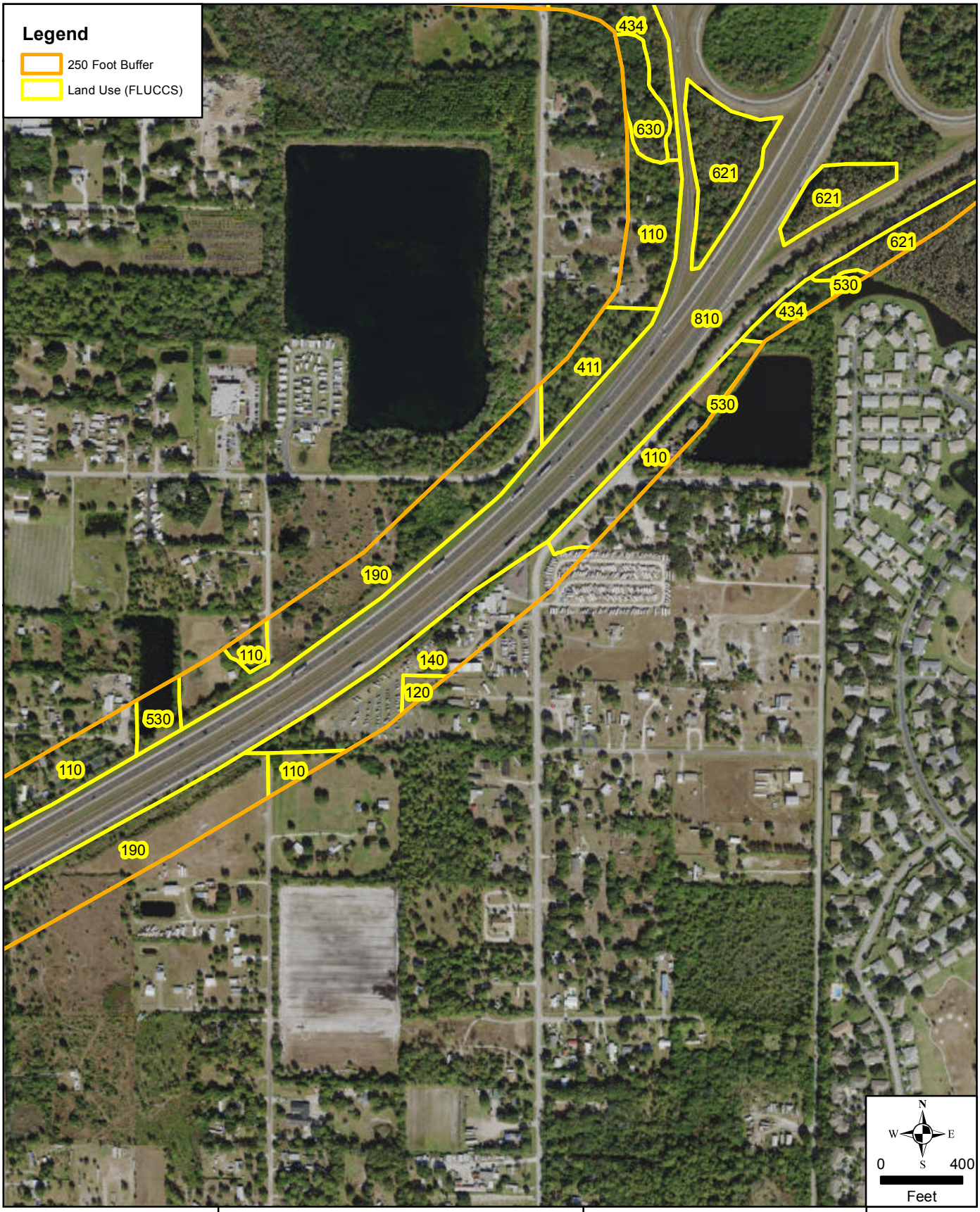


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Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

Land Use (FLUCCS)



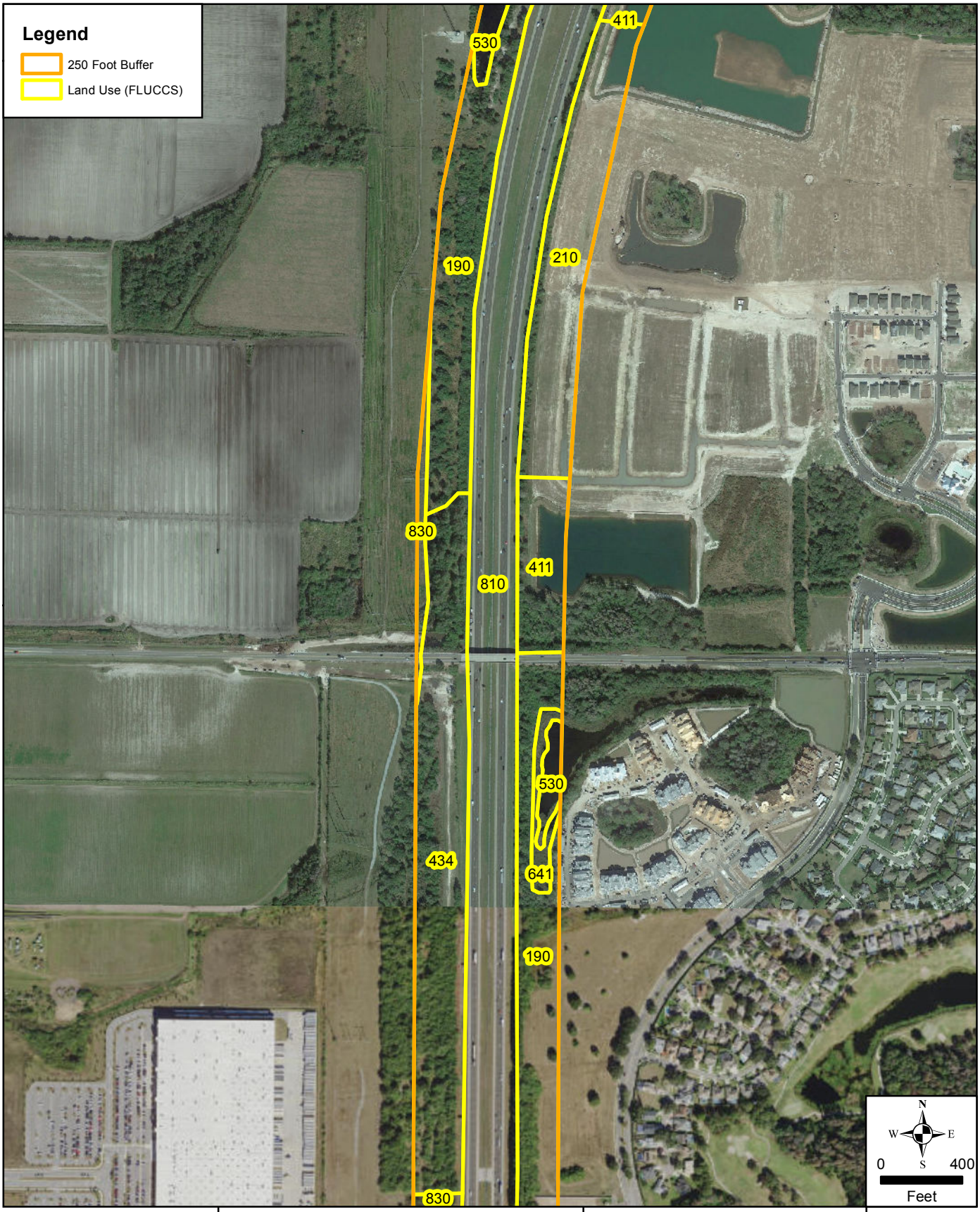
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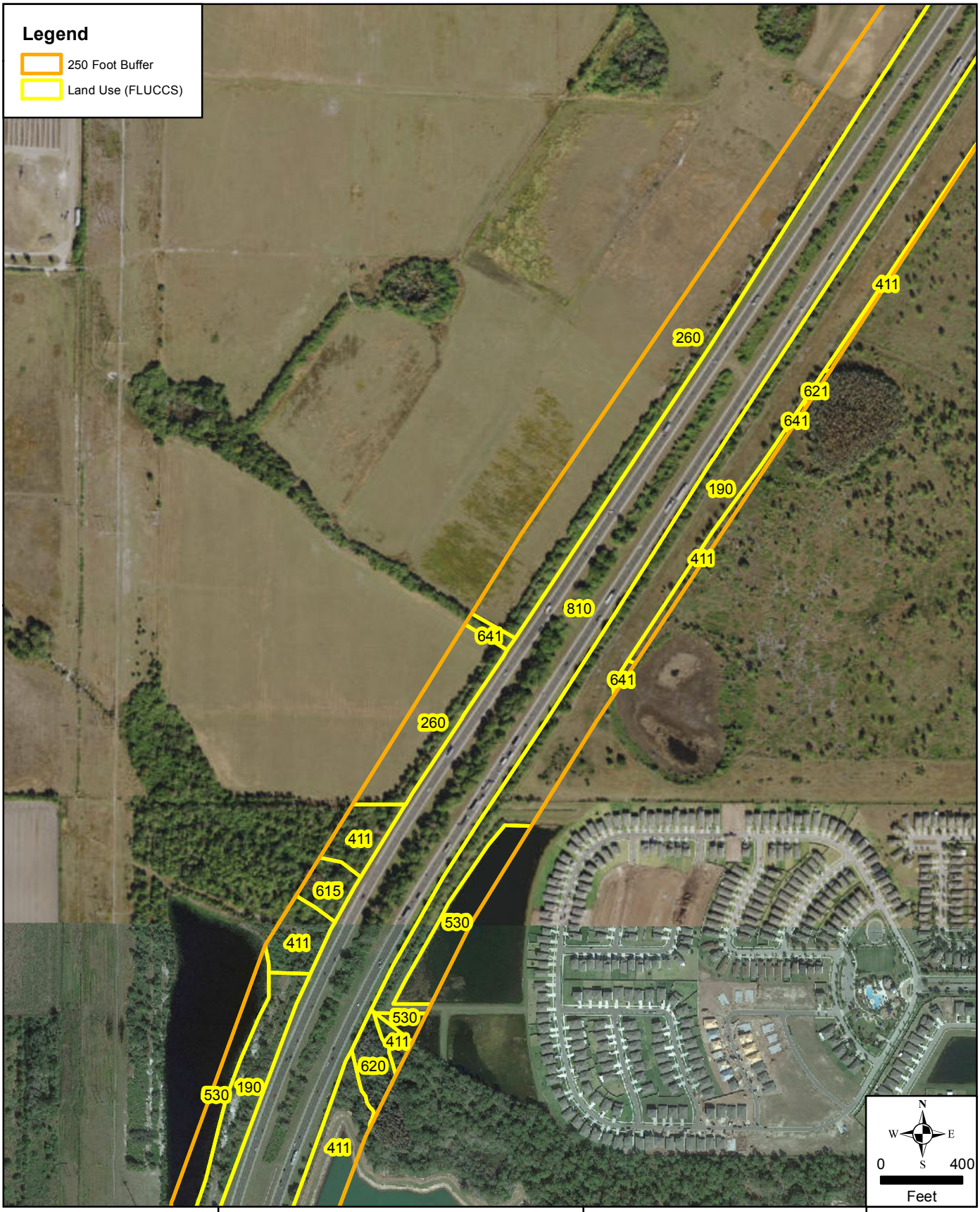


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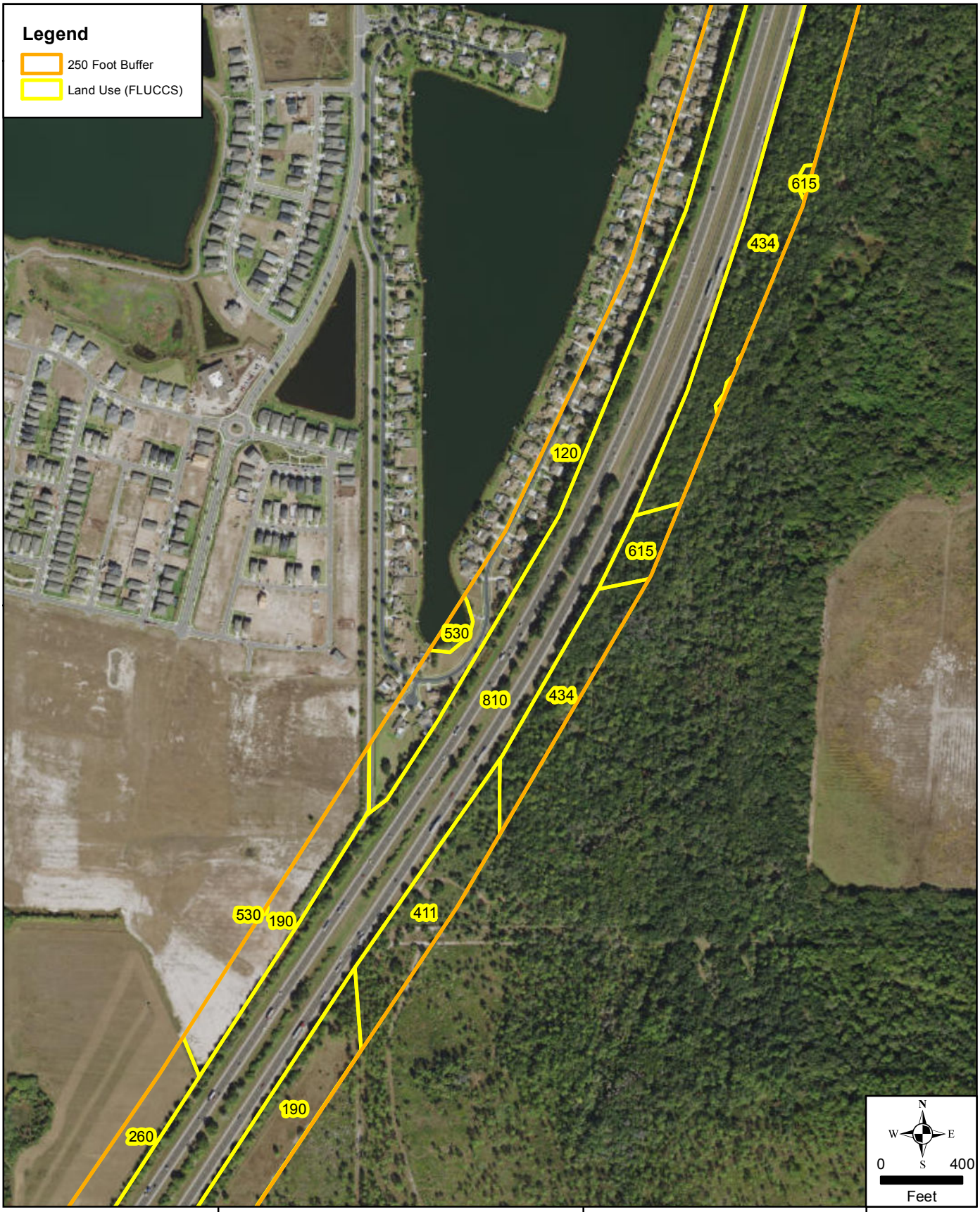


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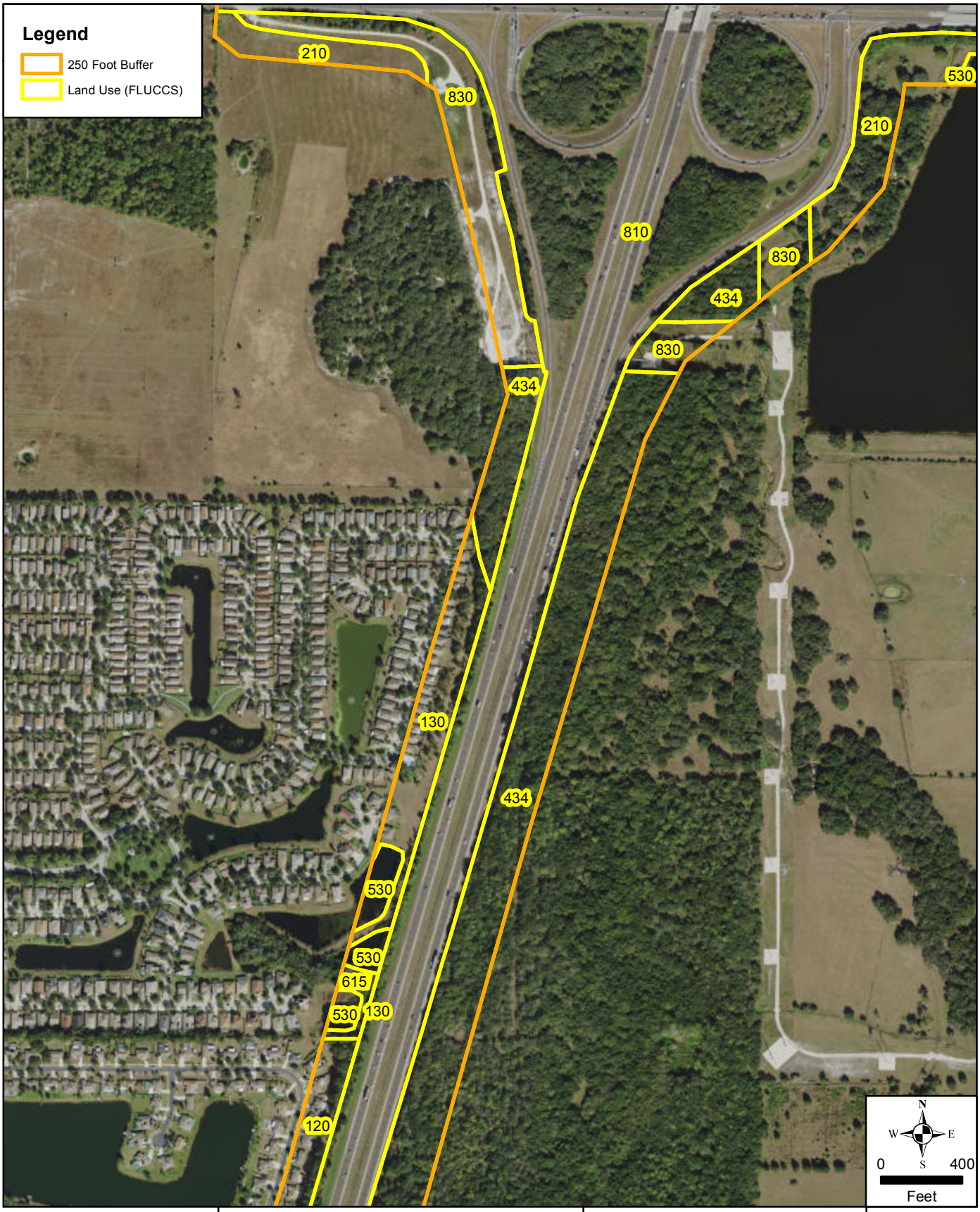
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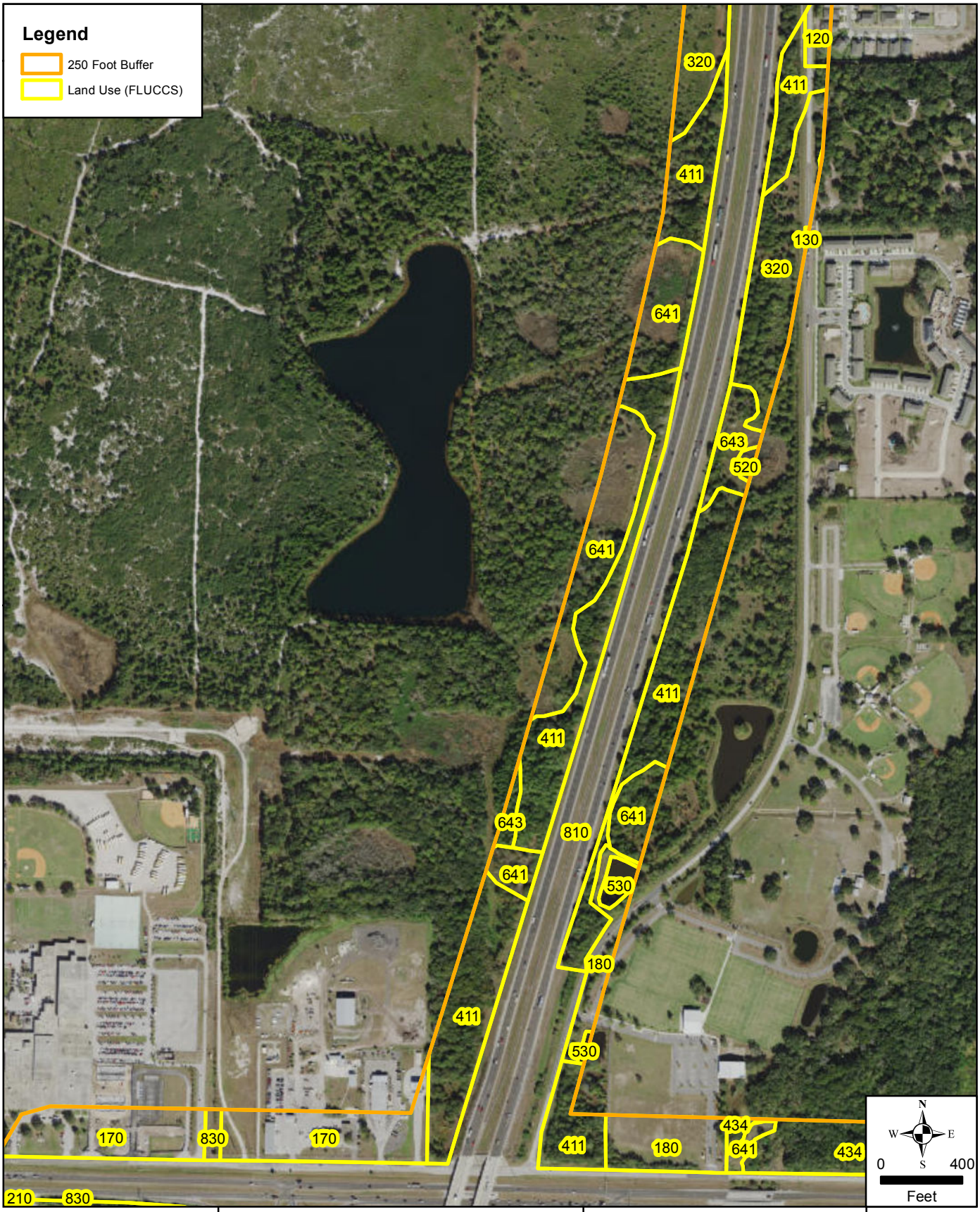


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I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

Land Use (FLUCCS)



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I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

Land Use (FLUCCS)



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I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

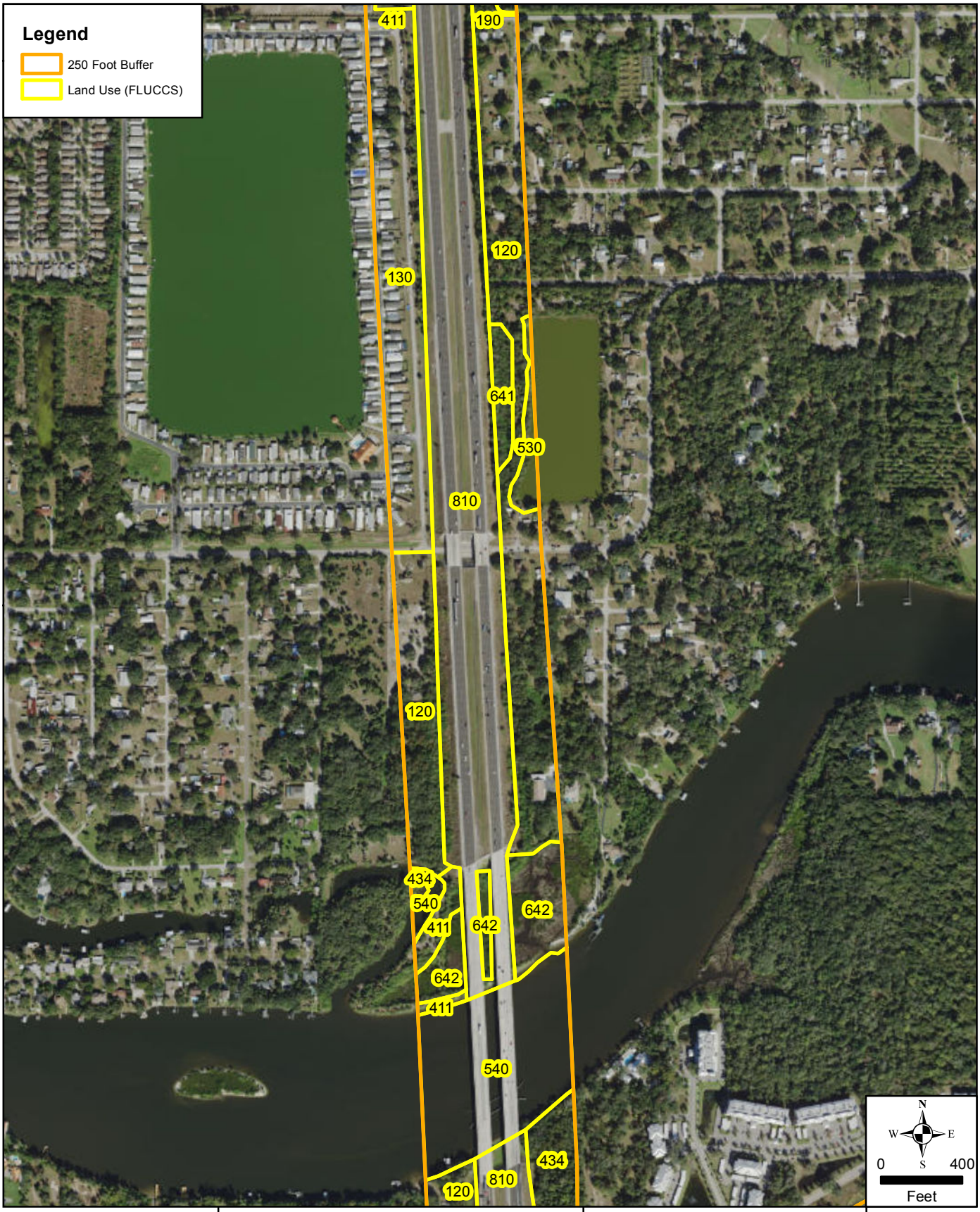
Land Use (FLUCCS)



FDOT

I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

Land Use (FLUCCS)

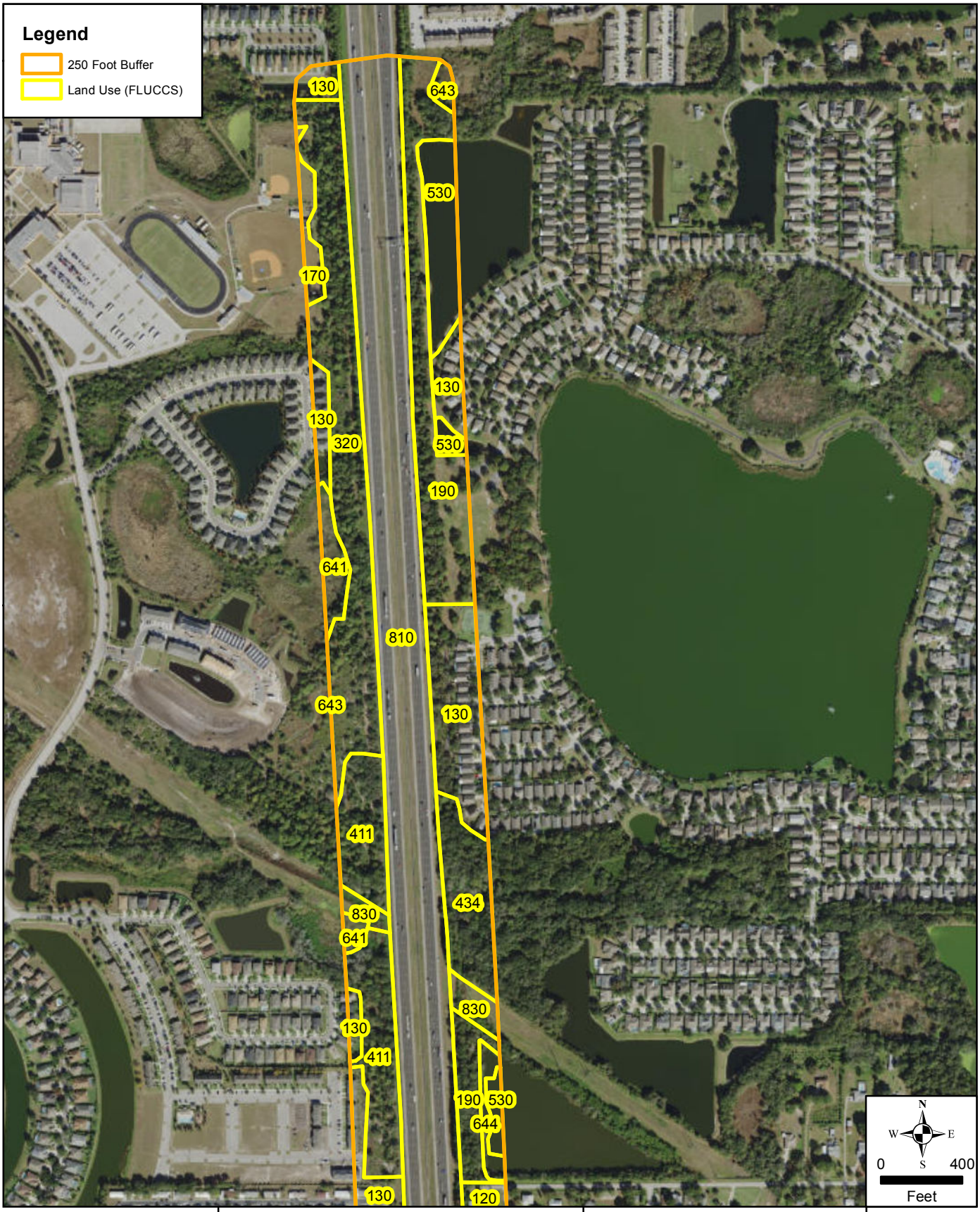


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Land Use (FLUCCS)



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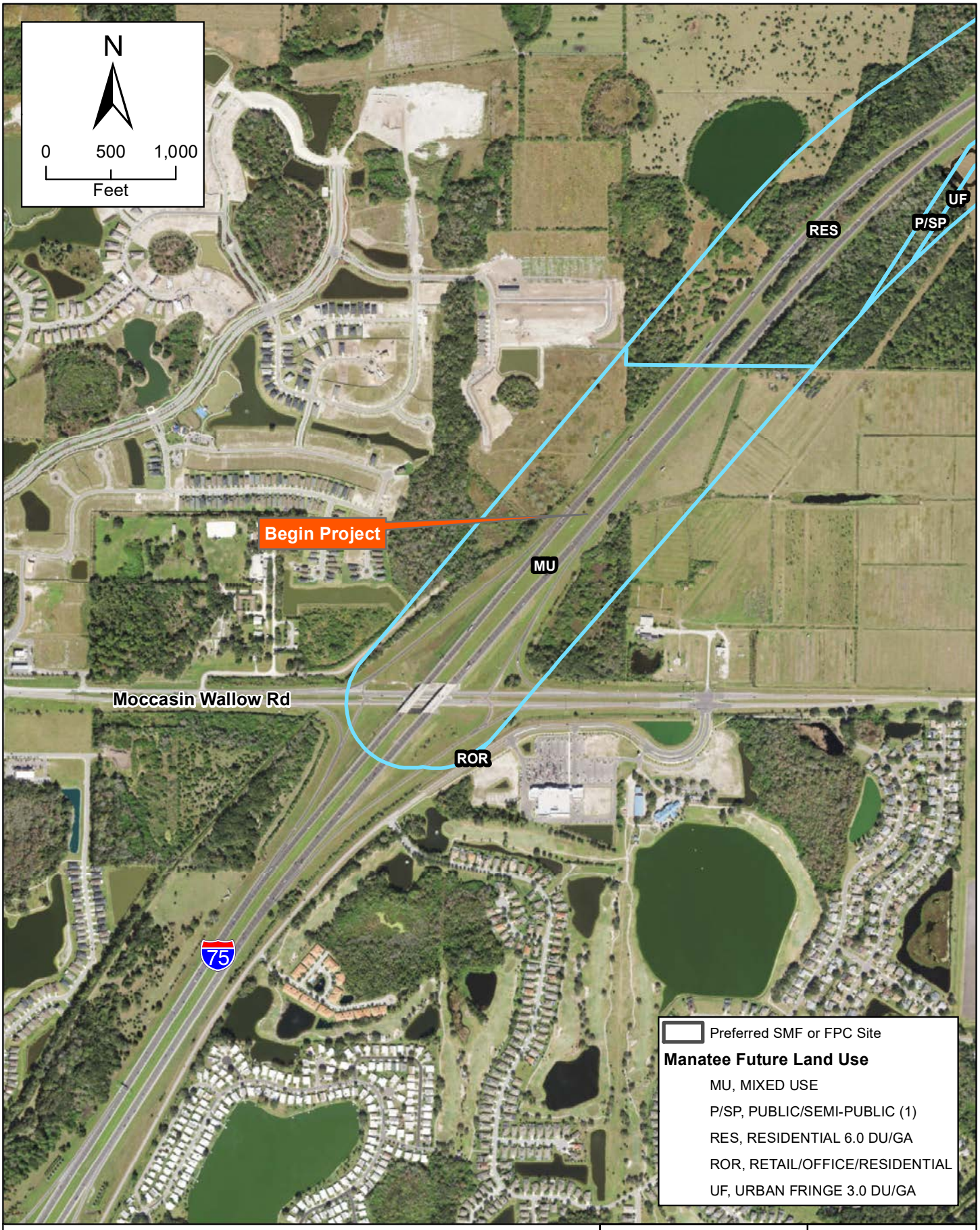
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I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to US 301
WPI Segment No.: 419235-2
Hillsborough and Manatee Counties

Land Use (FLUCCS)

APPENDIX E

Future Land Use Maps



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I-75 (SR 93A) PD&E Study

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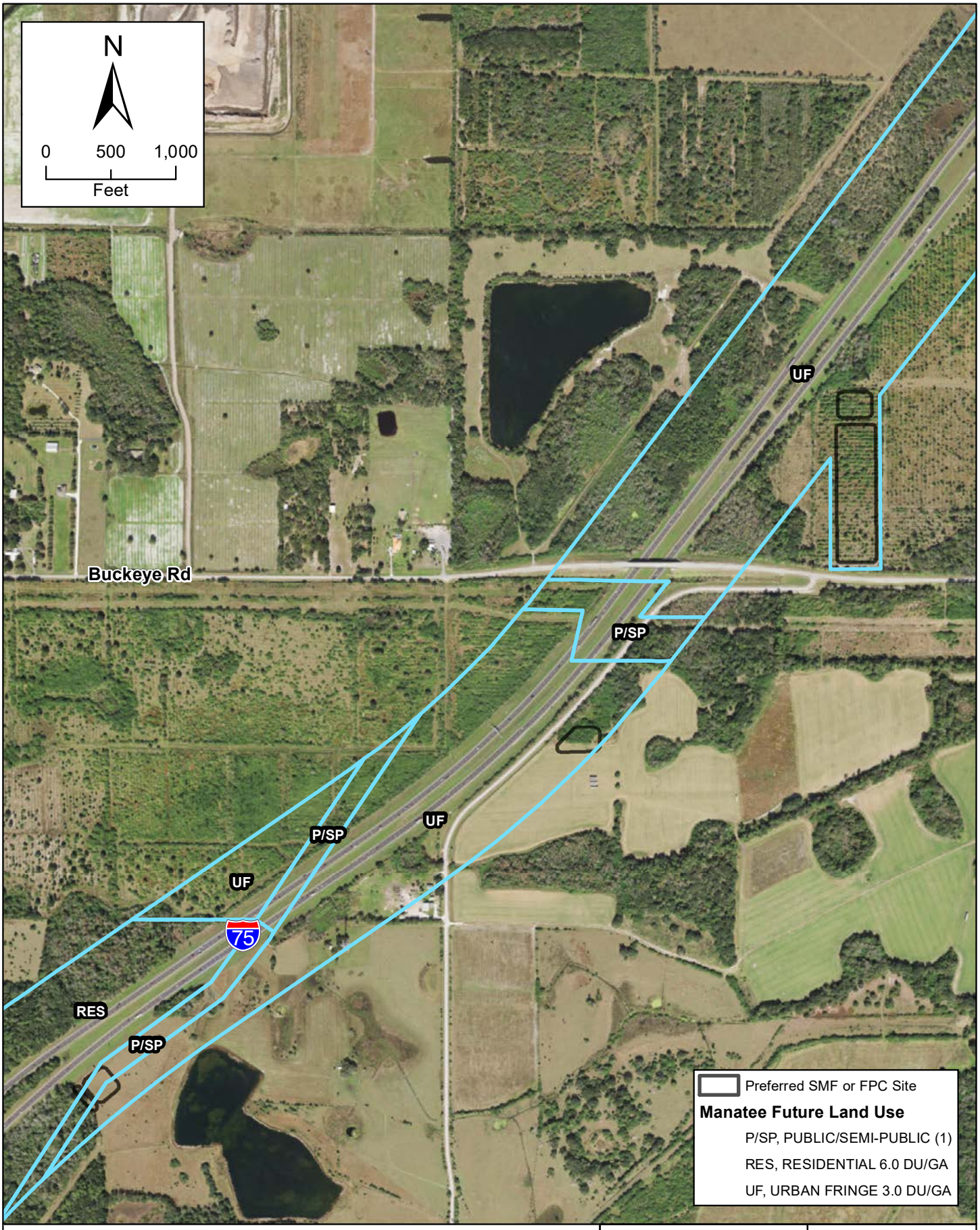
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 1 of 15



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Moccasin Wallow Road to south of US 301

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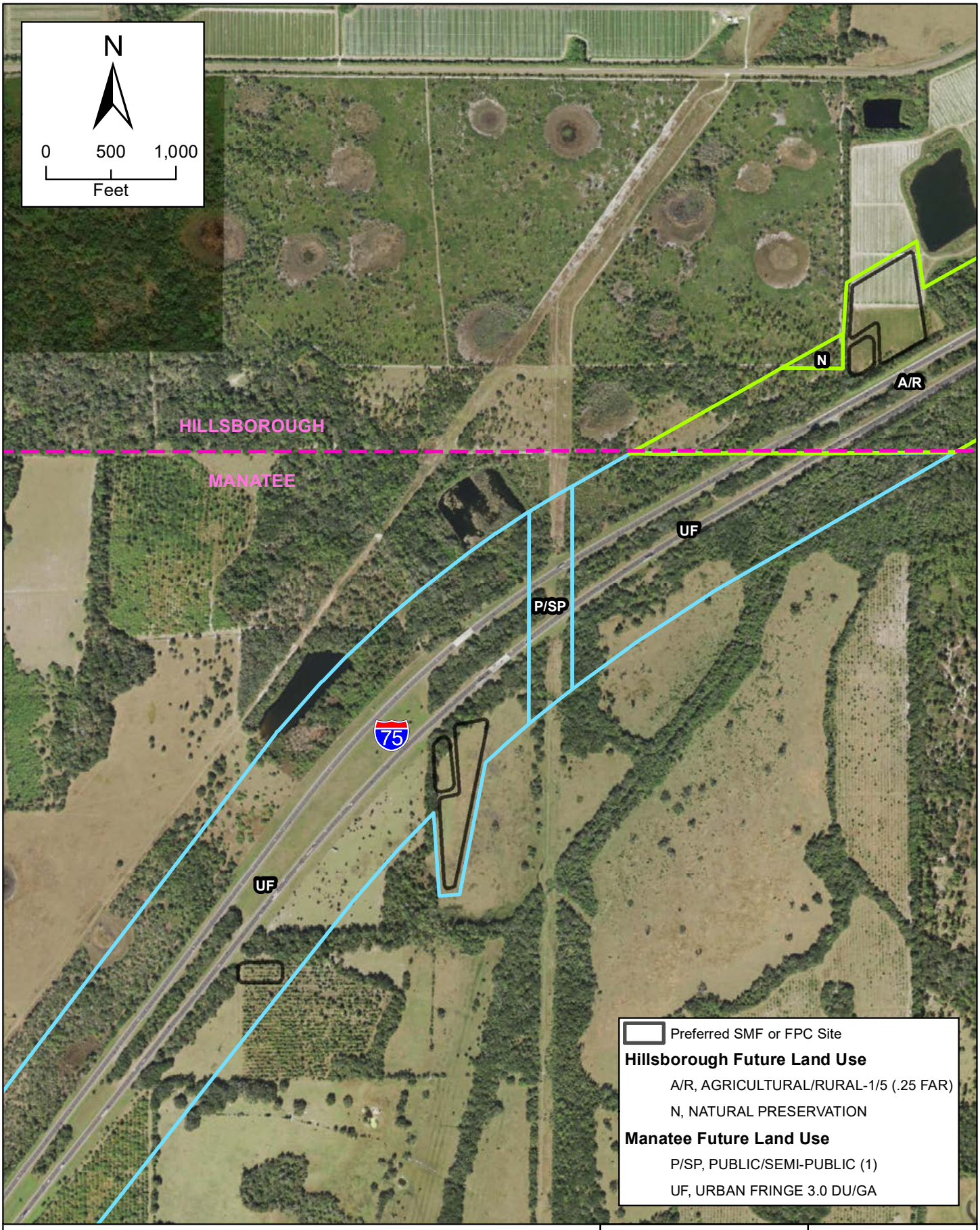
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 2 of 15



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I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

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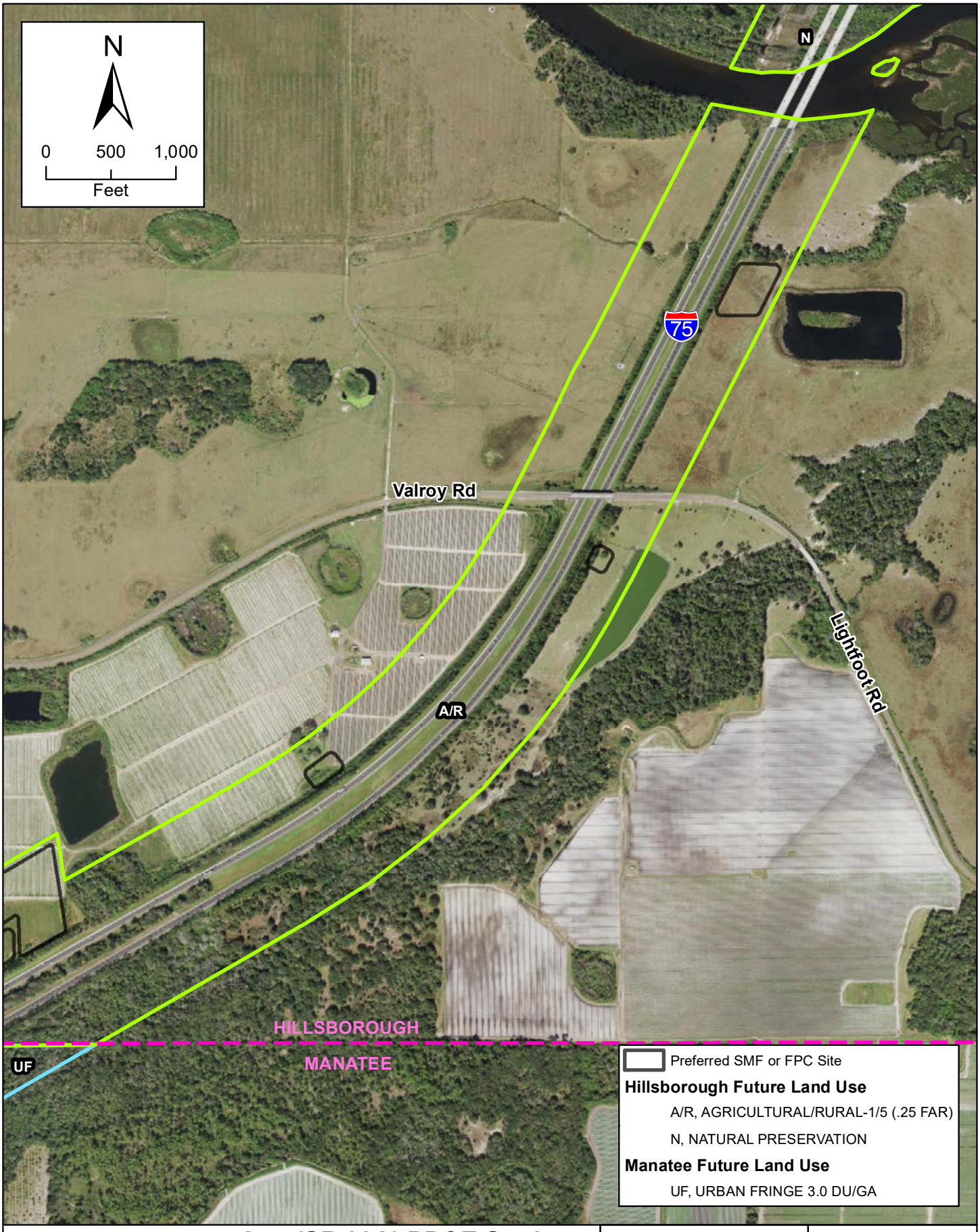
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 3 of 15



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FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

FPID: 419235-2

Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 4 of 15



Document Path: F:\PROJECT\5077075_PD&E FileCabinet\E.Environmental\E.25-GIS\Maps\MXD\FutureLandUse.mxd

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I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

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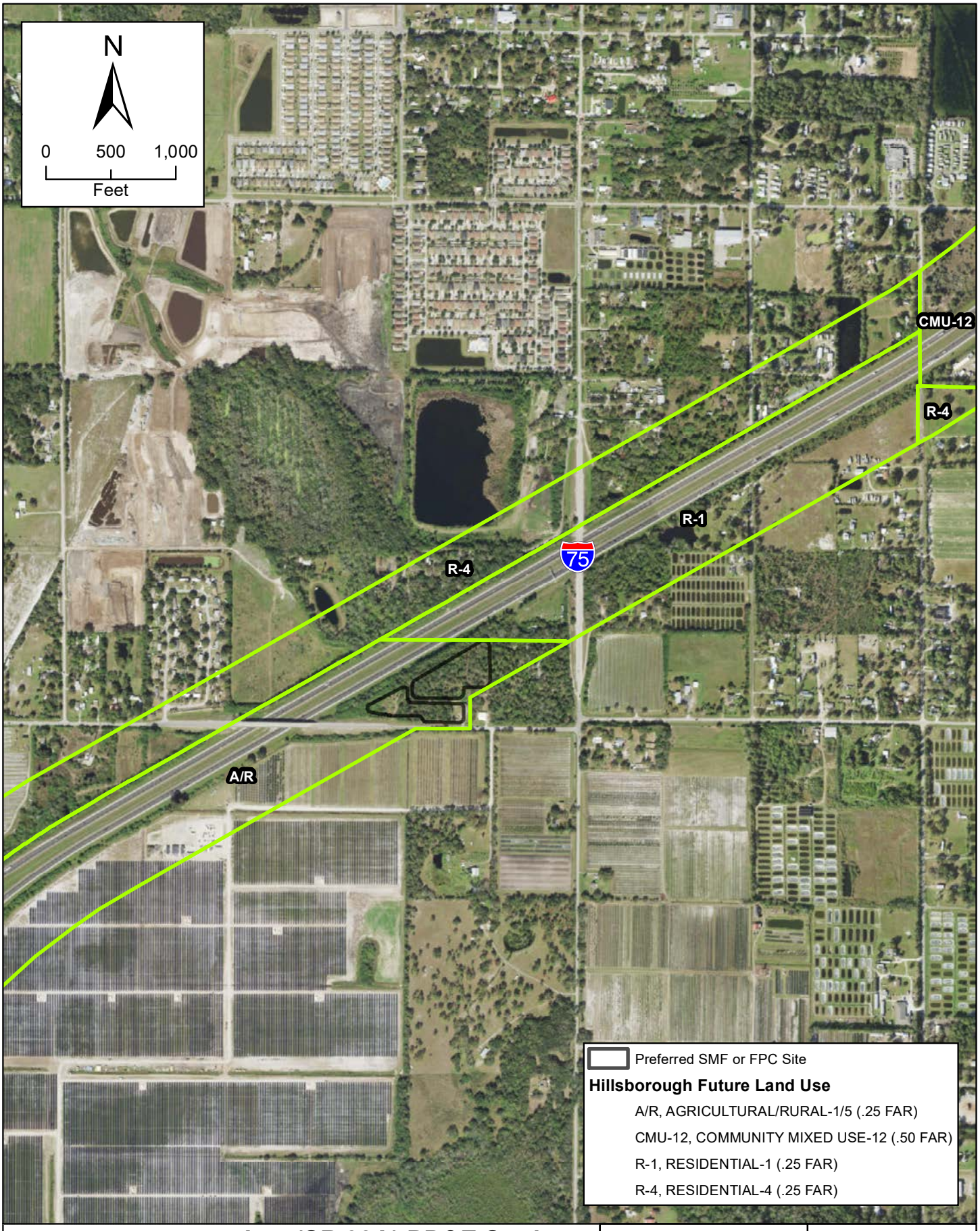
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 5 of 15



Document Path: F:\PROJECT\5077075_PD&E FileCabinet\E.EnvironmentalE.25-GIS\Maps\MXD\FutureLandUse.mxd

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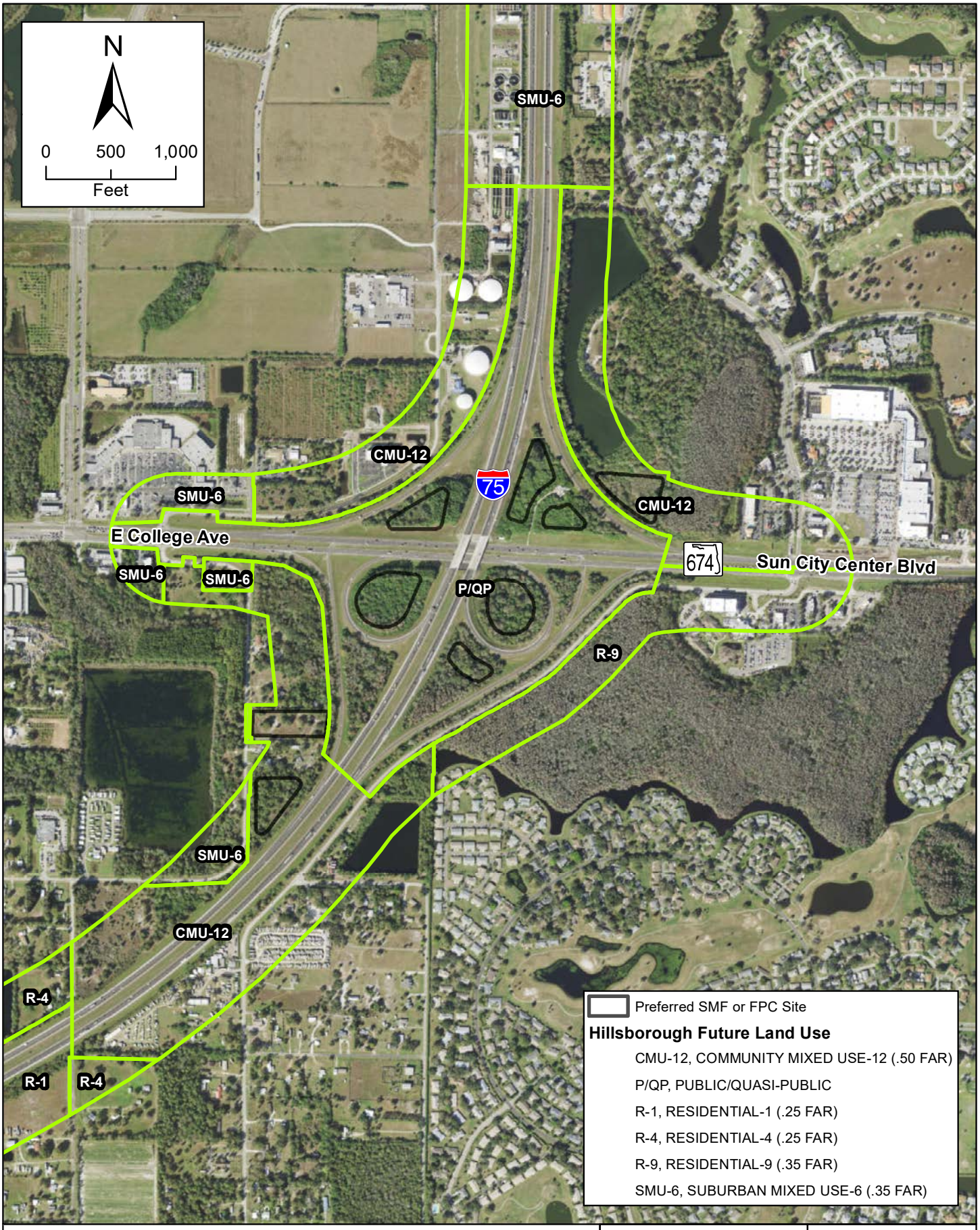
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 6 of 15



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I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

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Future Land Use Map

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Appendix E

Sheet 7 of 15



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FPID: 419235-2

Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 8 of 15



Document Path: F:\PROJECT\5077075_PD&E FileCabinet\E.EnvironmentalIE.25-GIS\Maps\MXD\FutureLandUse.mxd

FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

FPID: 419235-2

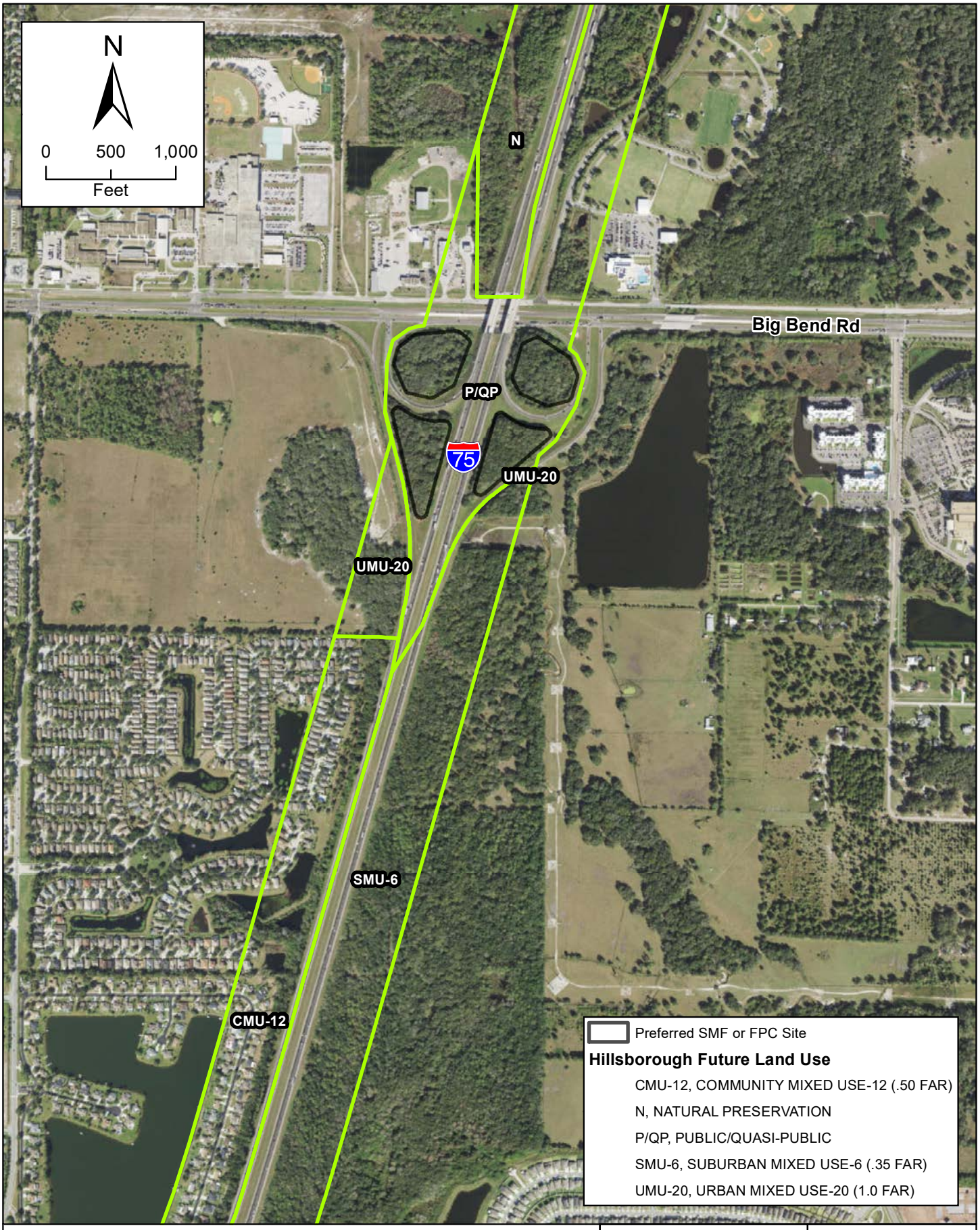
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 9 of 15



Document Path: F:\PROJECT\5077075_PD&E FileCabinet\E.EnvironmentalIE-25-GIS\Maps\MXD\FutureLandUse.mxd

FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

FPID: 419235-2

Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

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Document Path: F:\PROJECT\50770751_PD&E FileCabinet\E.EnvironmentalE.25-GIS\Maps\MXD\FutureLandUse.mxd

FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

FPID: 419235-2

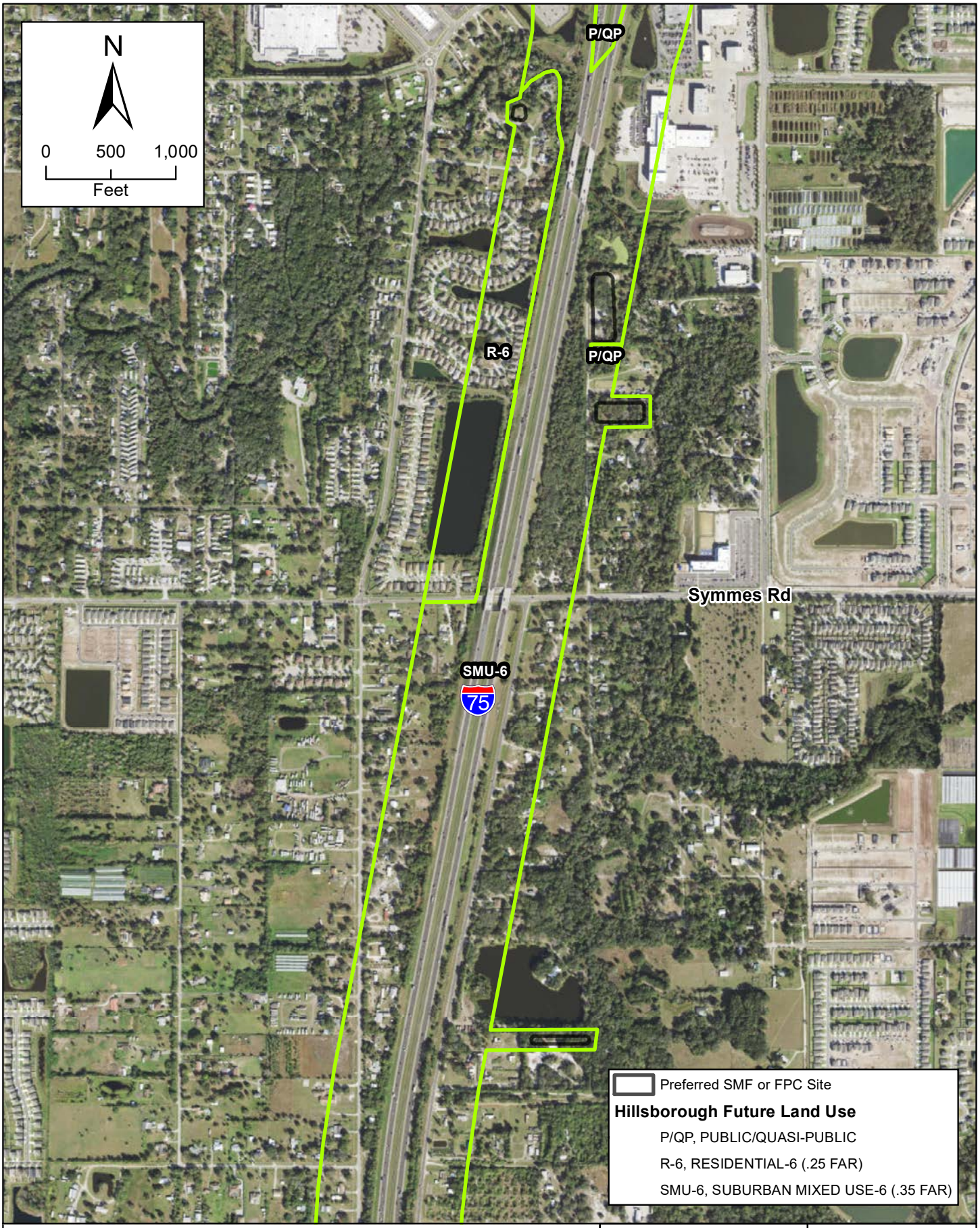
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

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Document Path: F:\PROJECT\5077075_PD&E FileCabinet\E.EnvironmentalE.25-GIS\Maps\MXD\FutureLandUse.mxd

FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

FPID: 419235-2

Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

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Document Path: F:\PROJECT\50770751_PD&E FileCabinet\E.EnvironmentalIE.25-GIS\Maps\MXD\FutureLandUse.mxd

FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

FPID: 419235-2

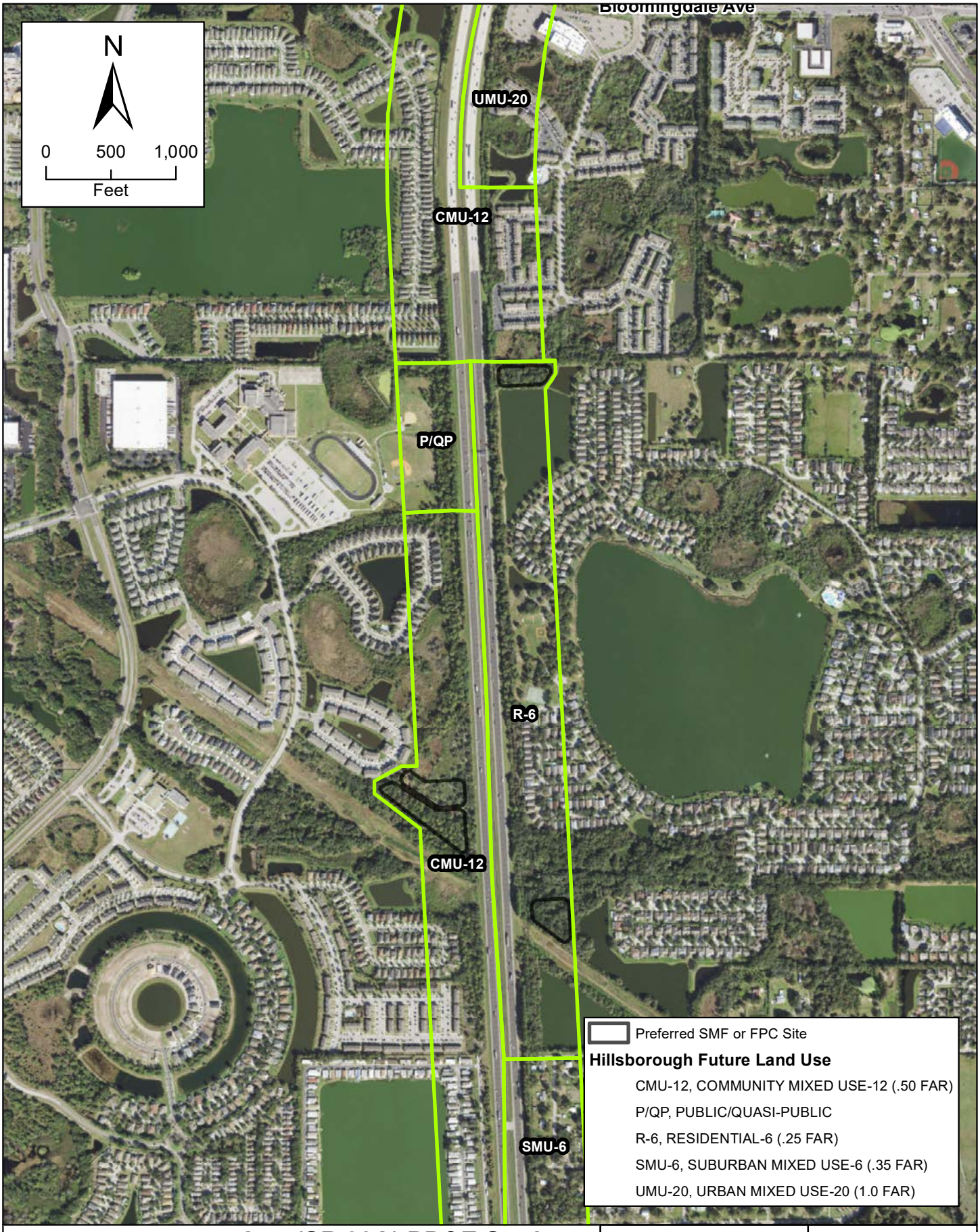
Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 13 of 15



Document Path: F:\PROJECT\50770751_PD&E FileCabinet\E.EnvironmentalE.25-GIS\Maps\MXD\FutureLandUse.mxd

FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

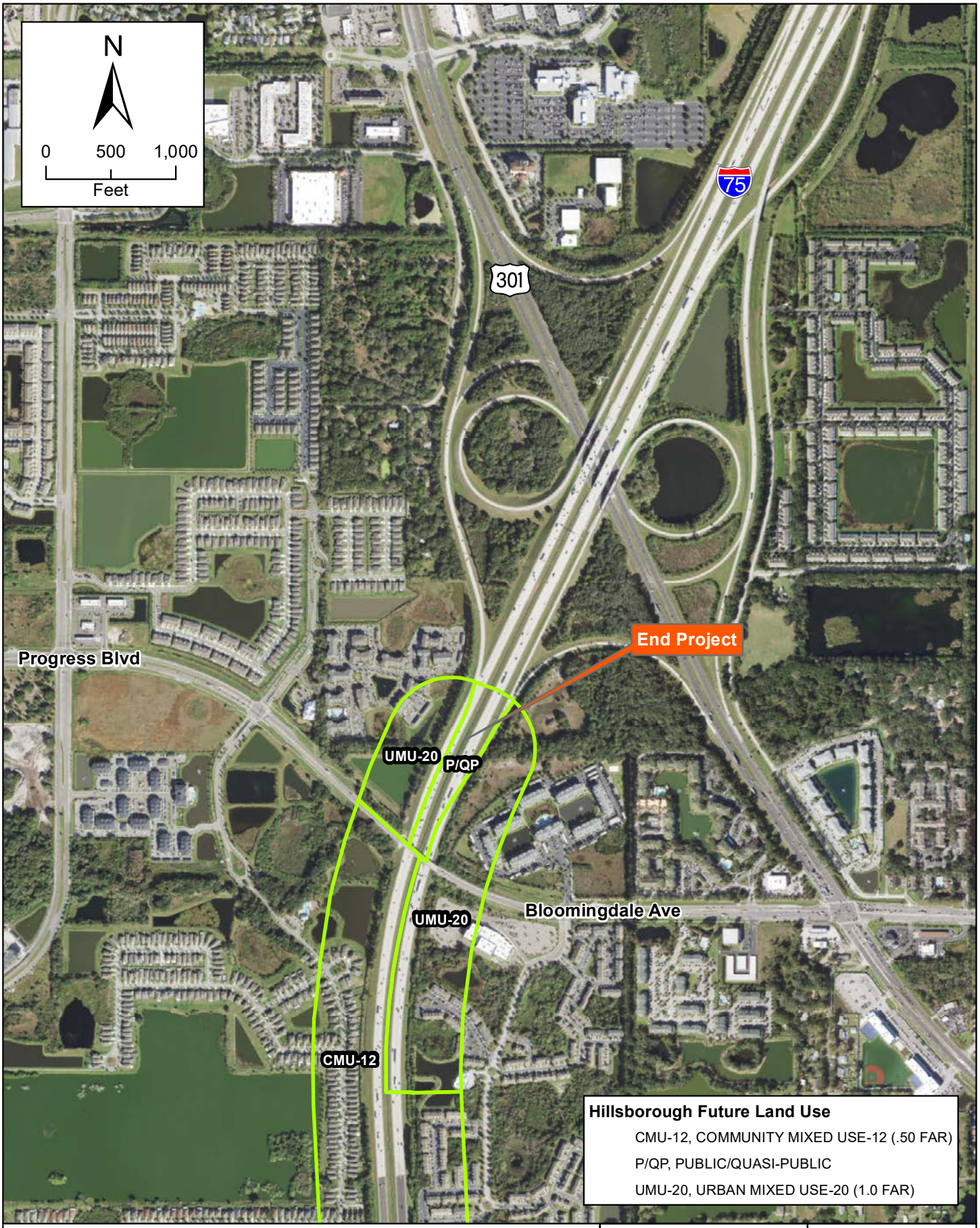
FPID: 419235-2

Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E



Document Path: F:\PROJECT\50770751_PD&E FileCabinet\E.EnvironmentalE.25-GIS\Maps\MXD\FutureLandUse.mxd

FDOT

I-75 (SR 93A) PD&E Study

Moccasin Wallow Road to south of US 301

FPID: 419235-2

Manatee and Hillsborough Counties

Future Land Use Map

Source: Hillsborough & Manatee Counties

Appendix E

Sheet 15 of 15

APPENDIX F

Traffic Volume Figures

from *Project Traffic Analysis Report*

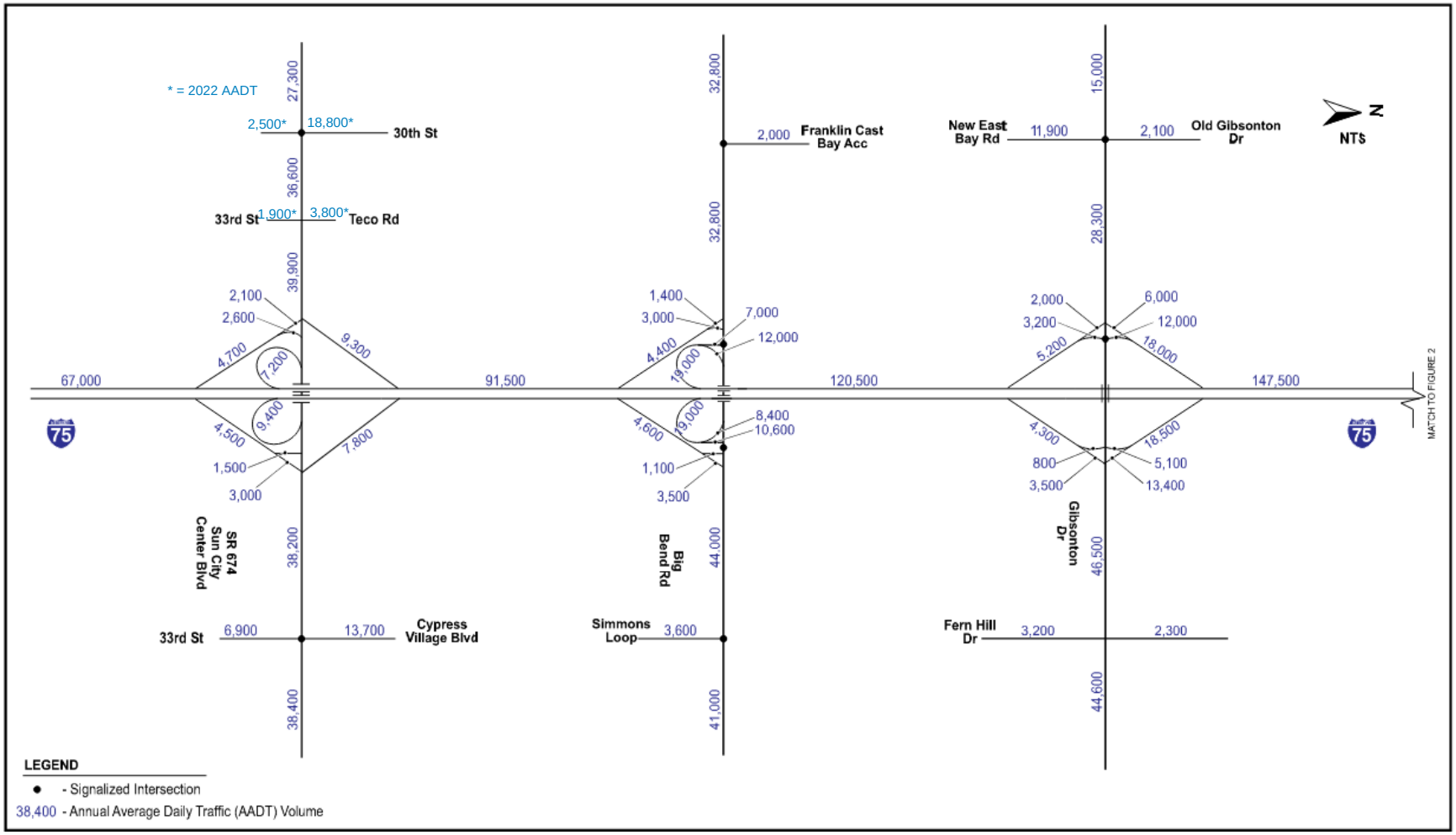


Figure 4-2 Existing (2017) Annual Average Daily Traffic (AADT) Volumes

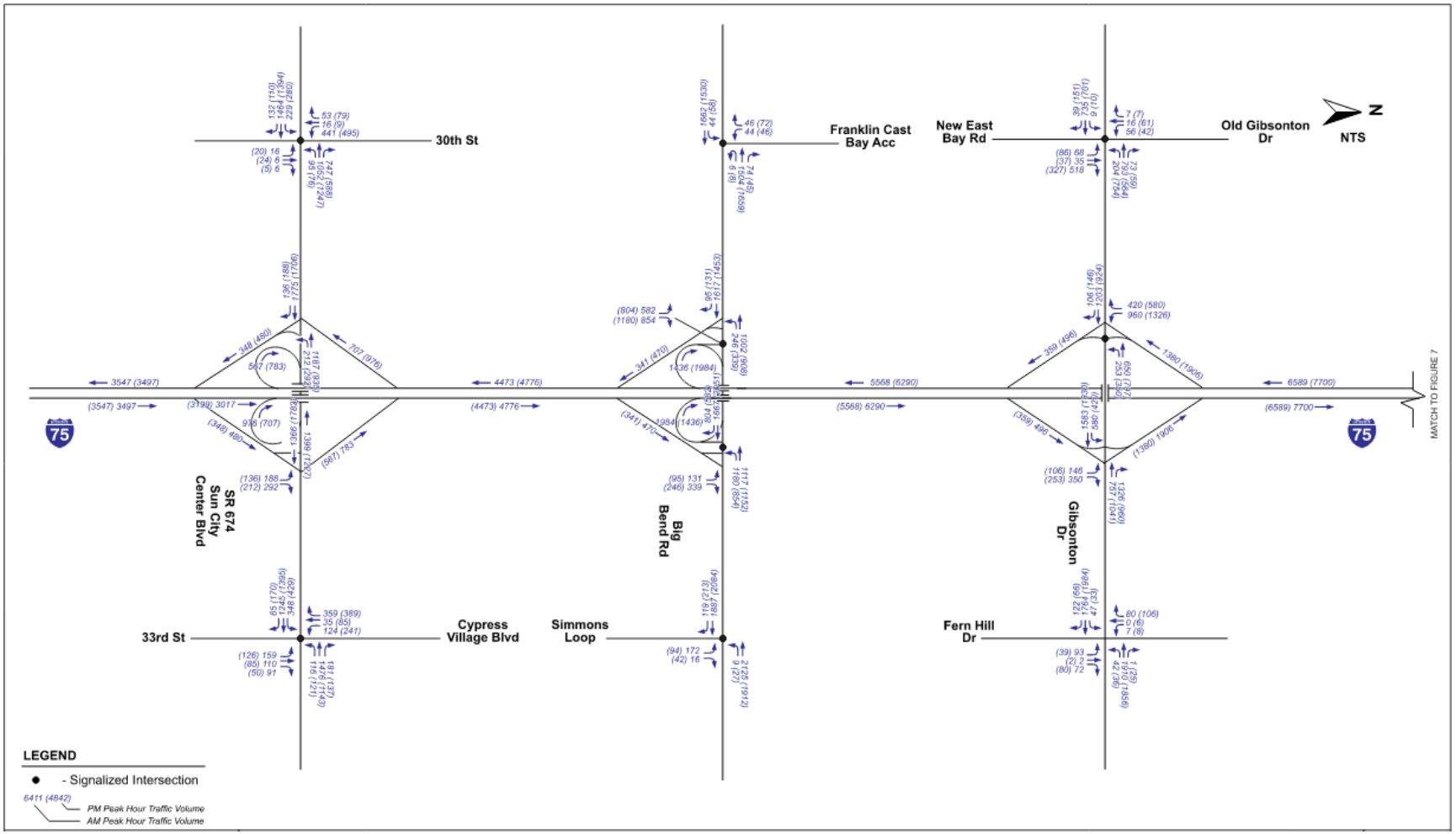


Figure 4-3 Existing Year (2017) AM/PM Peak Hour Volumes

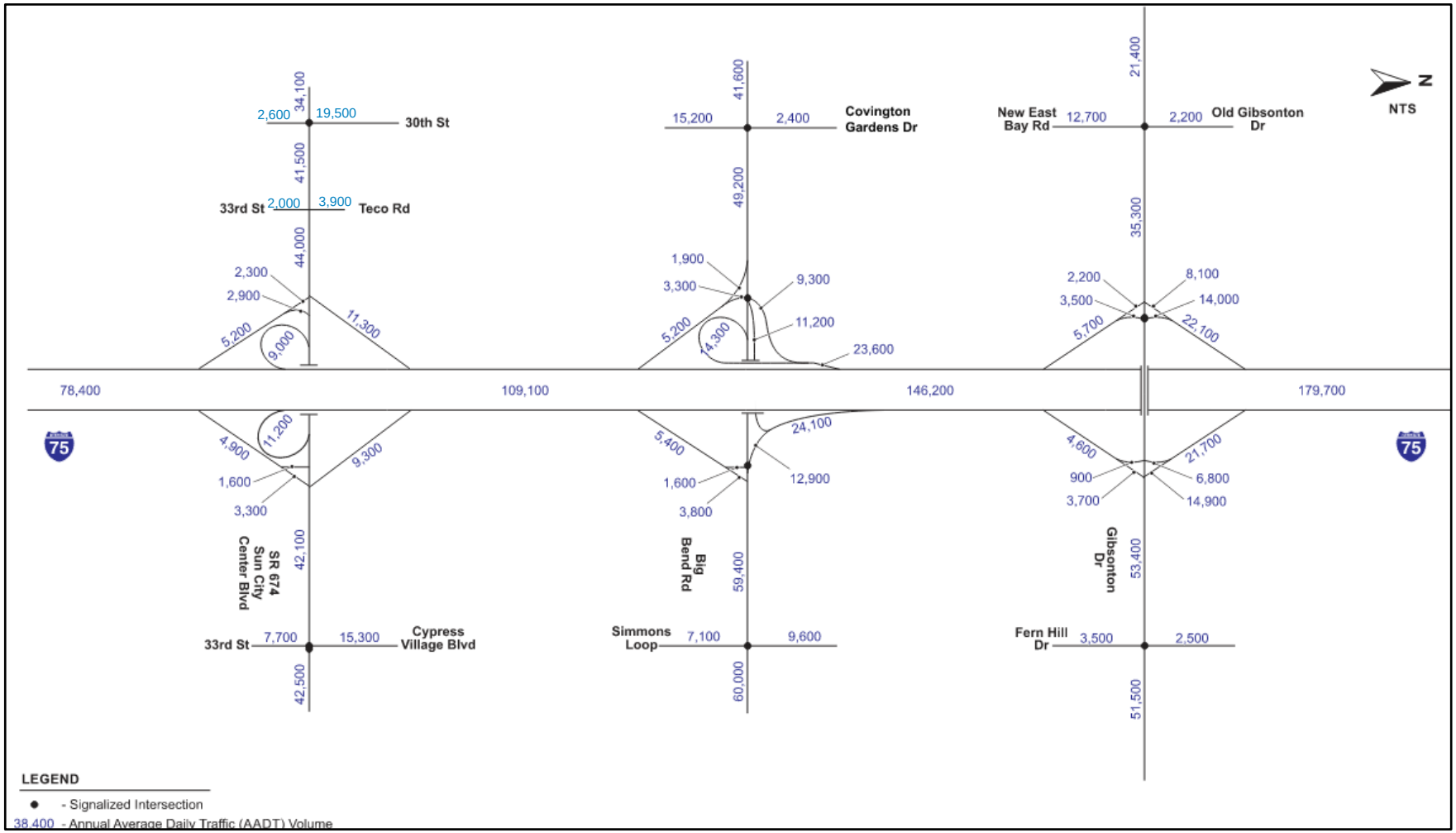


Figure 5-1 Future (2025) No-Build Annual Average Daily Traffic (AADT) Volumes

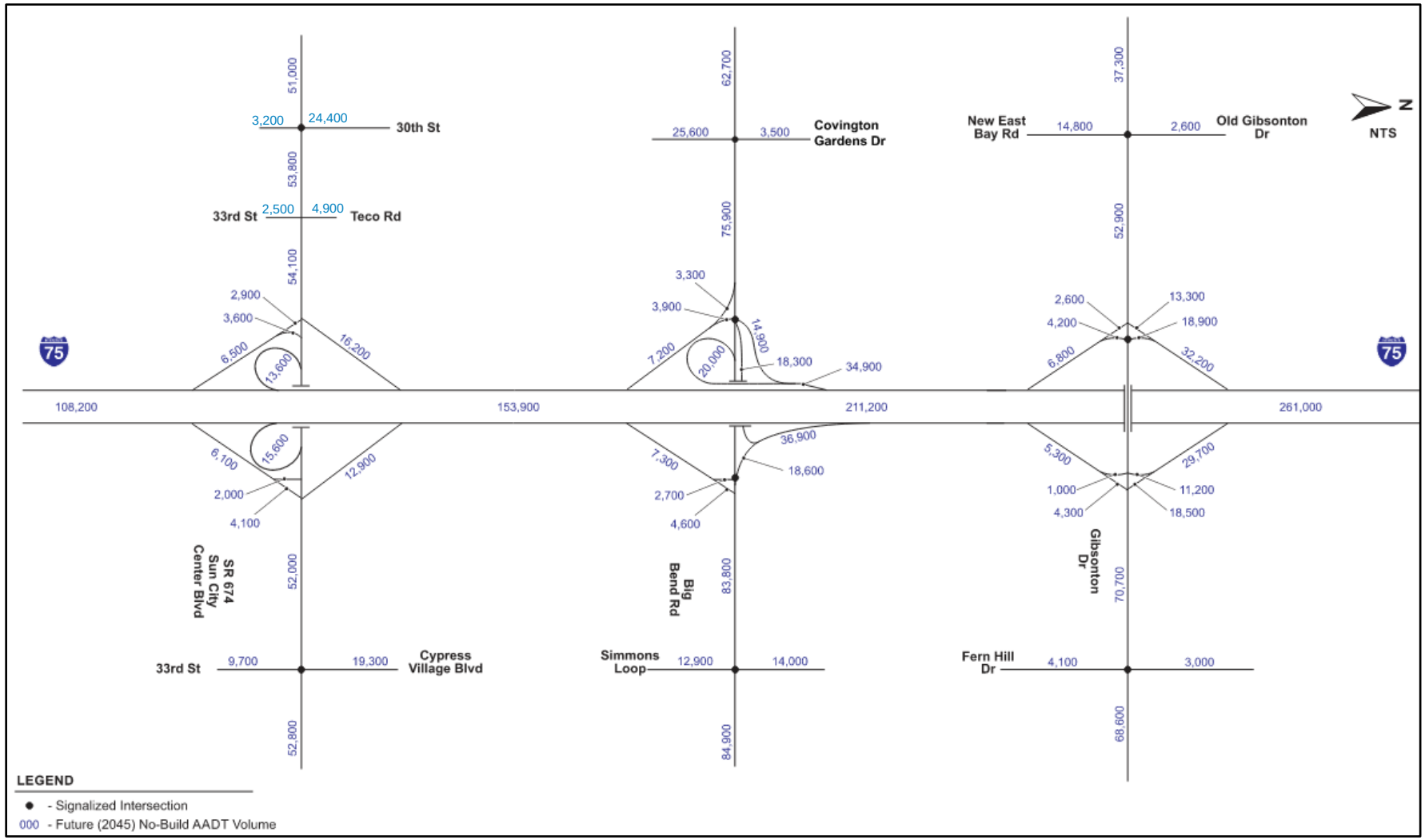


Figure 5-2 Future (2045) No-Build Annual Average Daily Traffic (AADT) Volumes

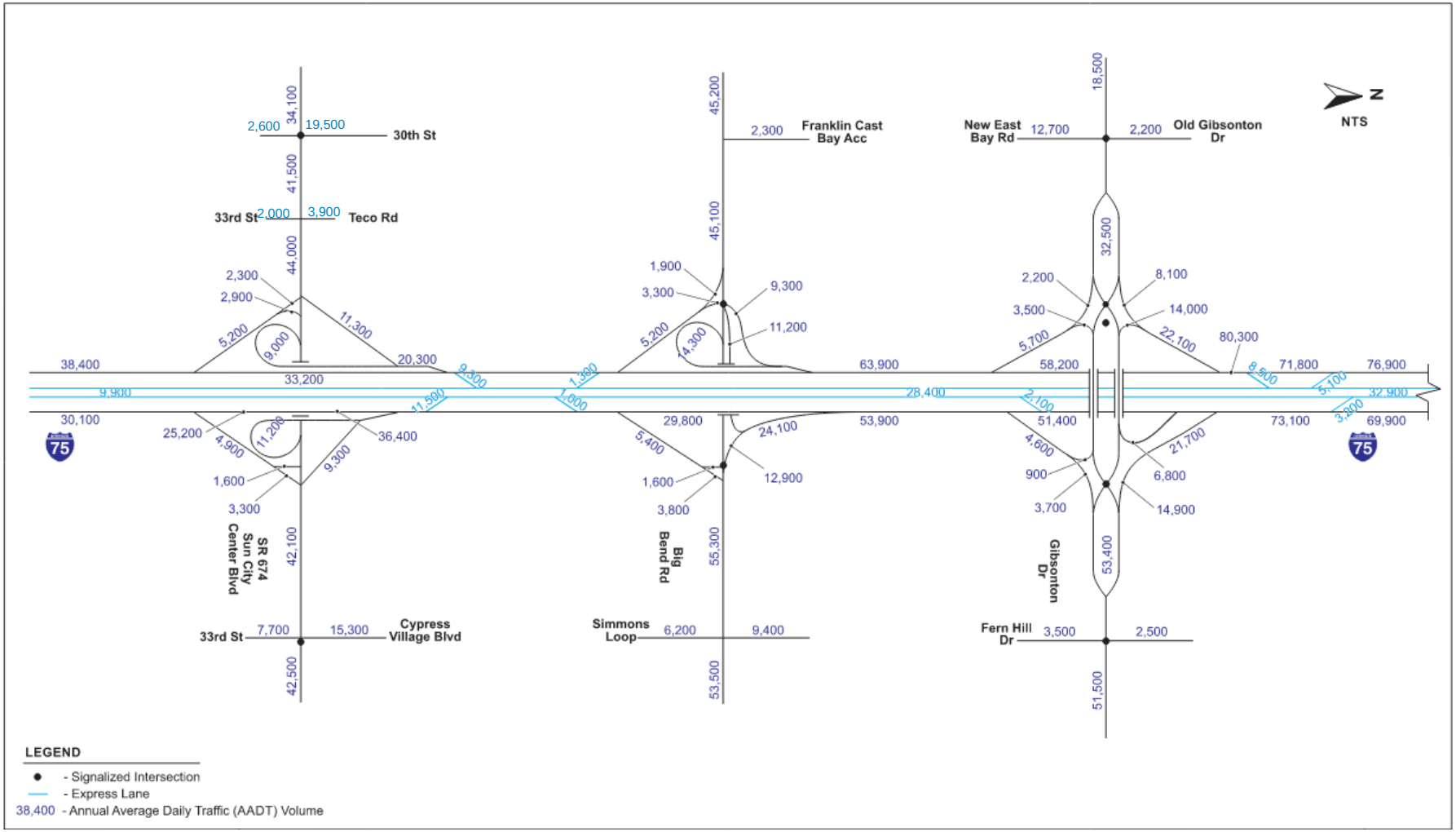


Figure 5-3 Future (2025) Build Annual Average Daily Traffic (AADT) Volumes

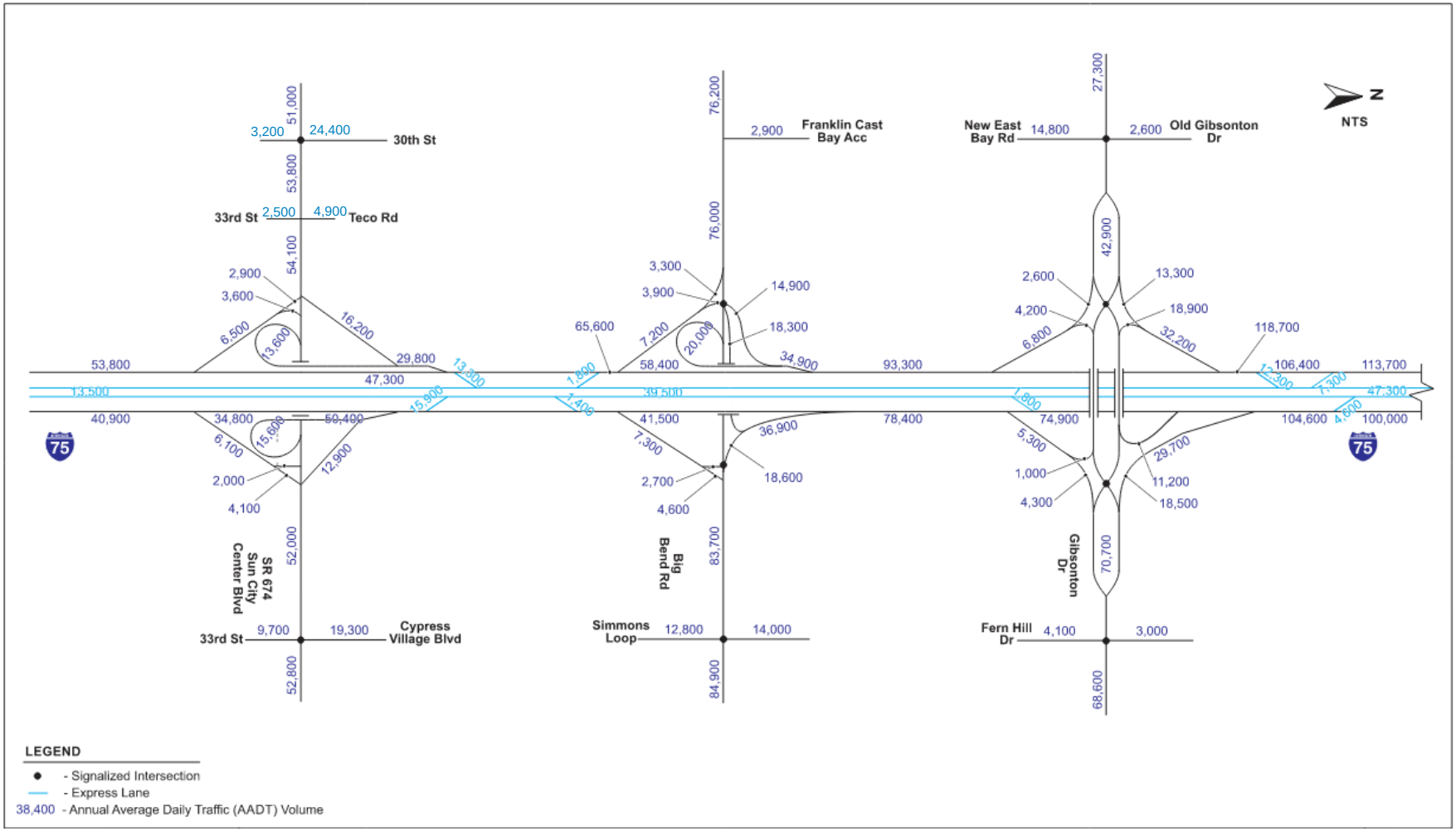


Figure 5-4 Future (2045) Build Annual Average Daily Traffic (AADT) Volumes

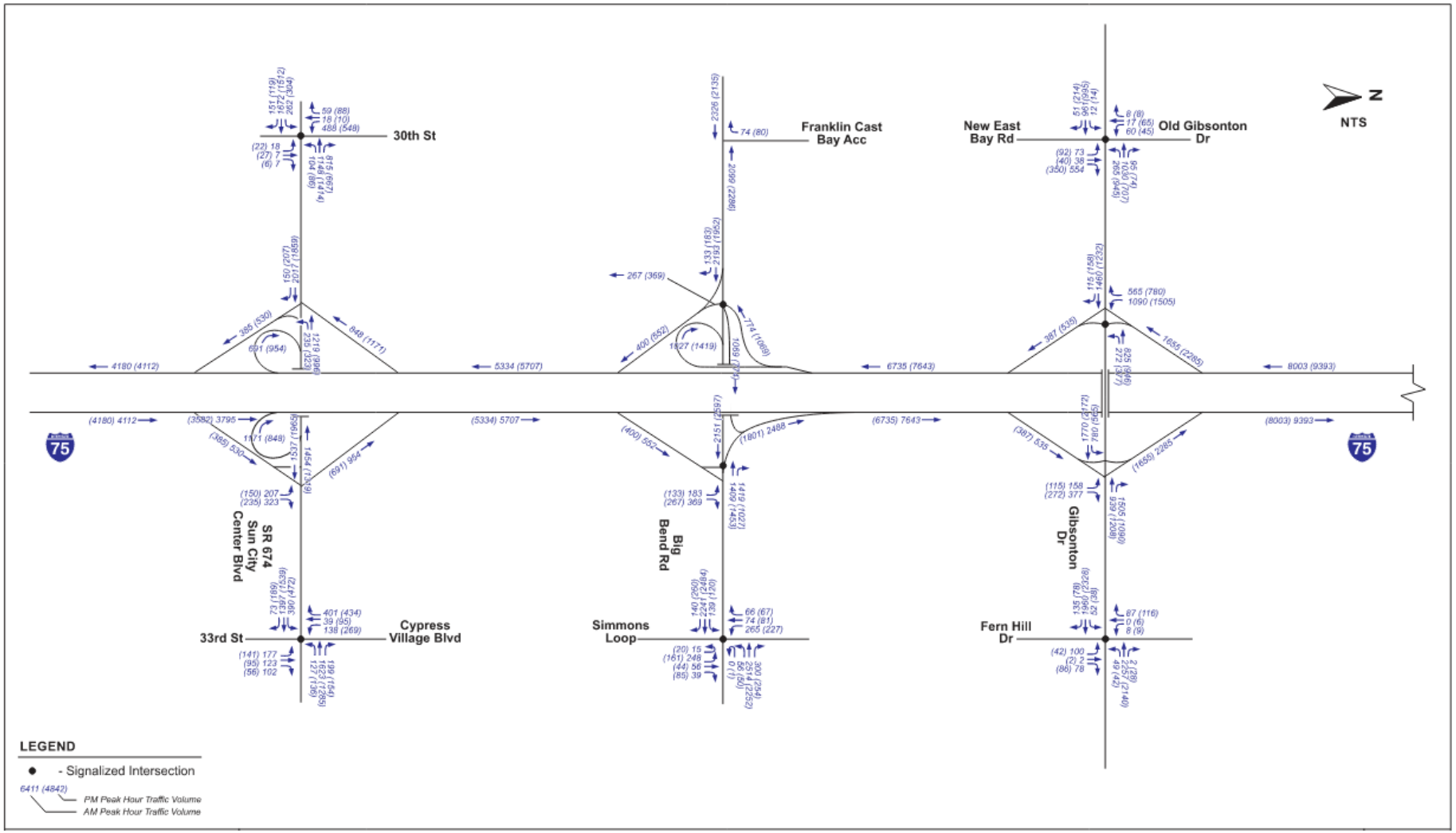


Figure 5-9 Future (2025) No-Build AM/PM Peak Hour Traffic

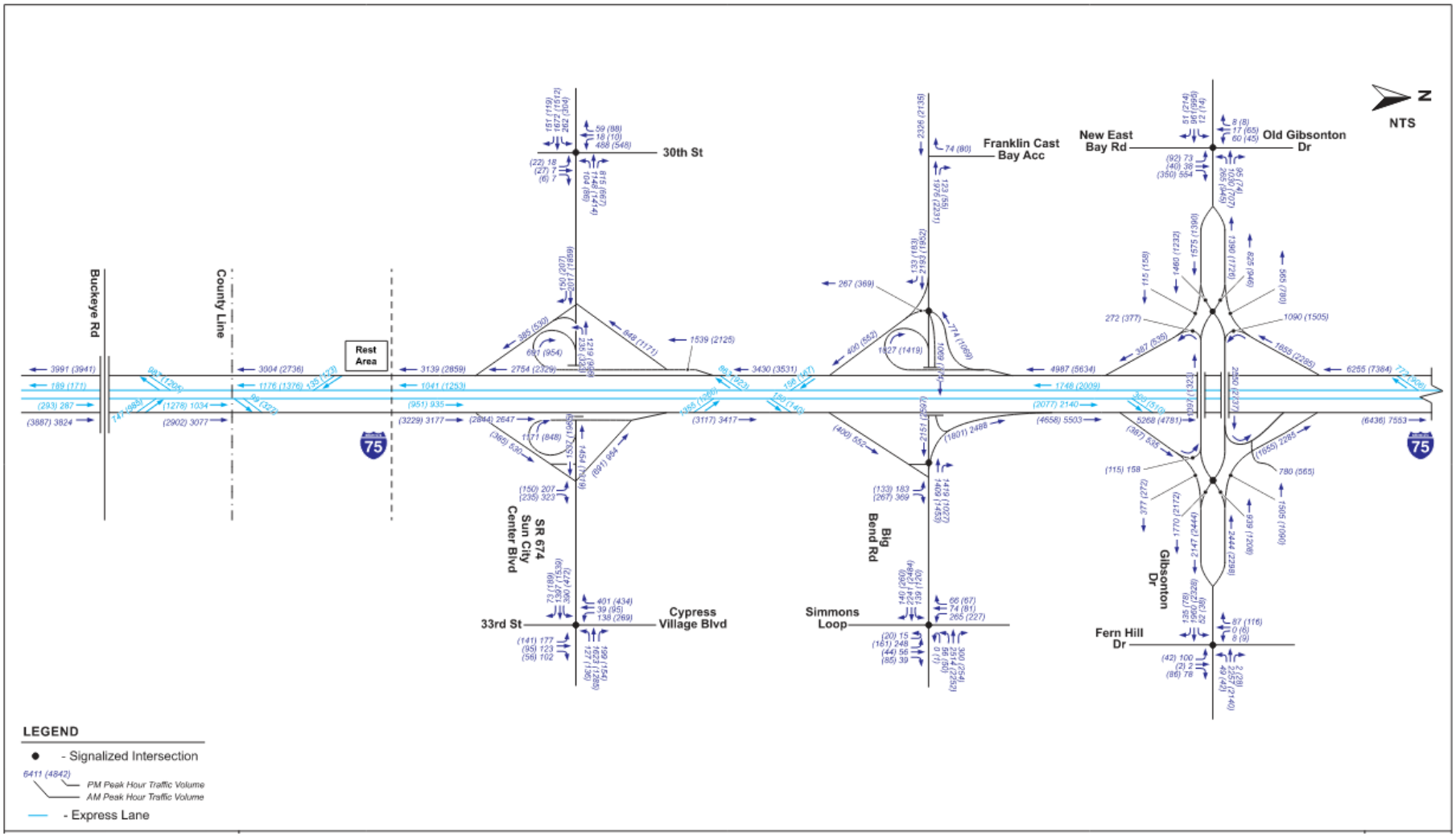


Figure 5-10 Future (2025) Build AM/PM Peak Hour Traffic

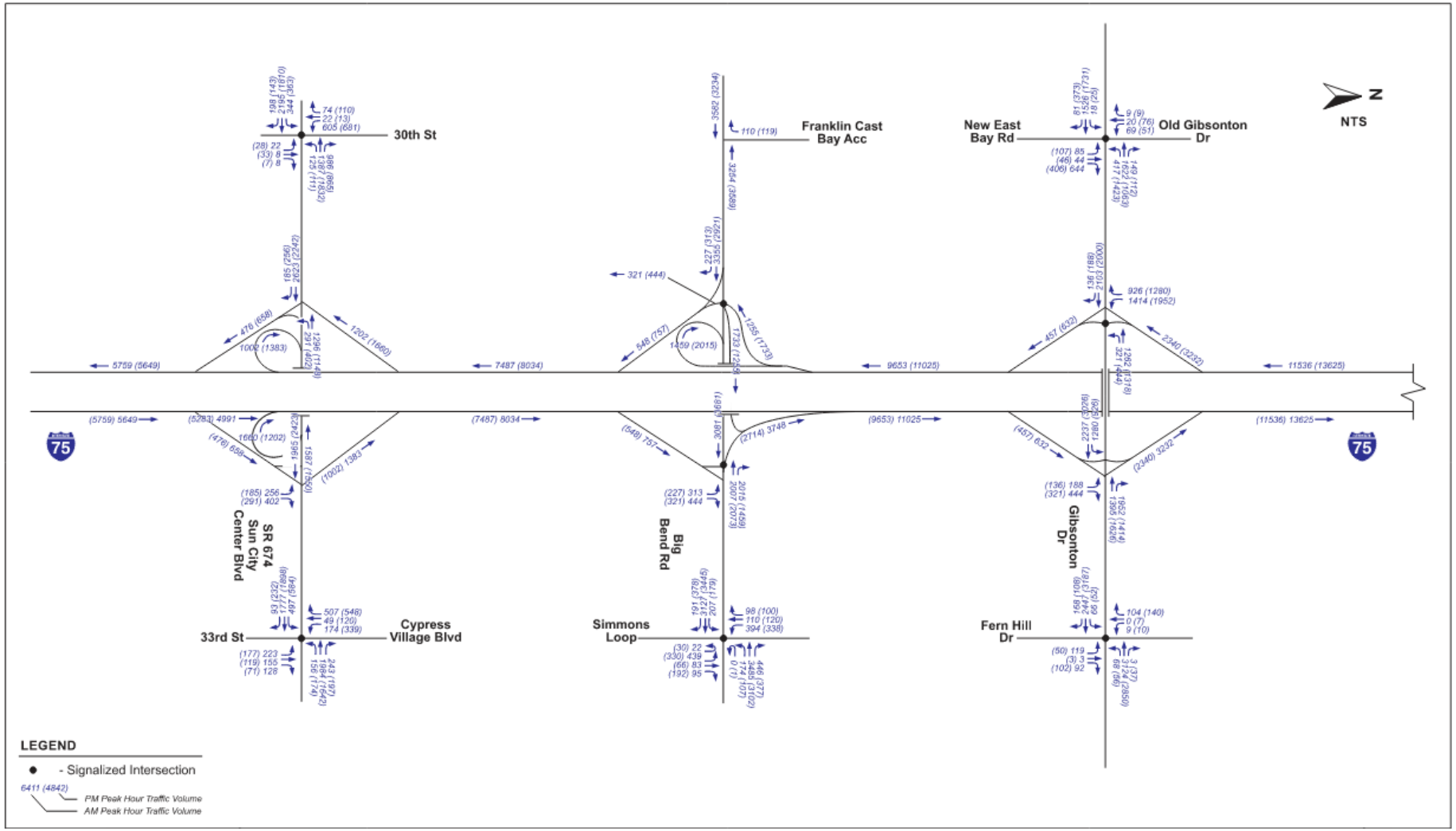


Figure 5-11 Future (2045) No-Build AM/PM Peak Hour Traffic

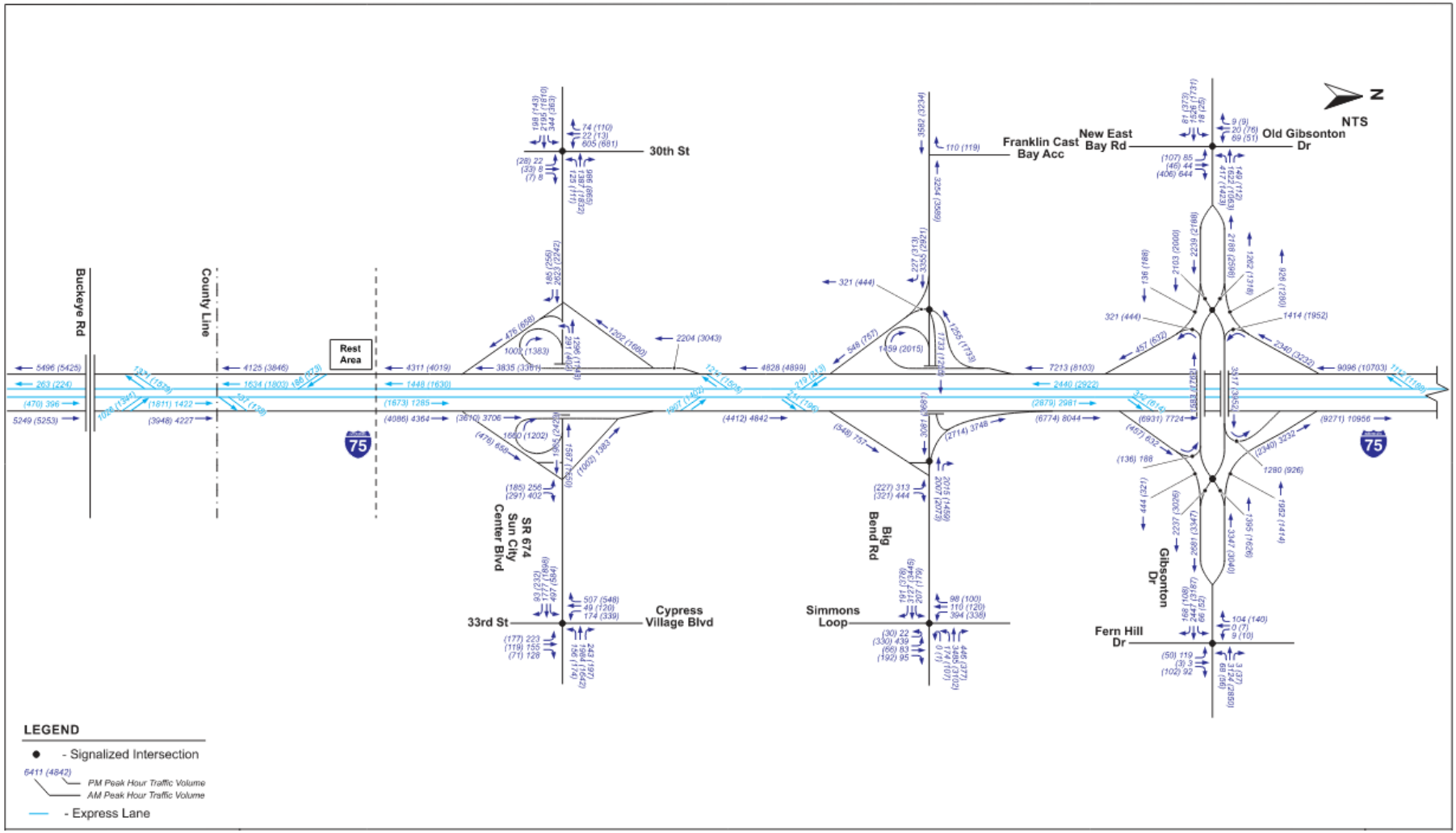


Figure 5-12 Future (2045) Build AM/PM Peak Hour Traffic

APPENDIX G

Long Range Estimates

Date: 4/28/2023 1:32:23 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 419235-5-52-01 **Letting Date:** 01/2099

Description: Tampa Bay Express-I-275/4/75 Master Plan-Ultimate Project (I-75 SR 674 to US 301) Version coded to Hillsborough Co by default Copied from LRE of TBXPRS-2-52-01 (Version 6) by Jeff Novotny 1/15/2014

District: 07 **County:** 10 HILLSBOROUGH **Market Area:** 08 **Units:** English
Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 18.849 MI

Project Manager: Marshall Hampton

Version 10 Project Grand Total **$658,475,003.49**
Description: 2023 WPUC

Sequence: 1 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.948 MI 5,005 LF

Description: MP 0.000 to MP 0.948 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes).

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.948
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	11.49	AC	$37,000.00	$425,130.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	4,237.94	CY	$27.74	$117,560.46

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	68,390.00	CY	$27.74	$1,897,138.60
	Comment: I-75 widening inside for express lanes (56' total width x 5005 LF x 6' avg height) and Egress Ramp (2355 LF ea x 14'W x 5' avg height)				

Earthwork Component Total $2,439,829.06

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	44,488.11	SY	$9.00	$400,392.99
285-712	OPTIONAL BASE,BASE GROUP 12	31,508.70	SY	$28.00	$882,243.60
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	40,039.30	SY	$4.44	$177,774.49
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	9,420.36	TN	$165.04	$1,554,736.21
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	7,707.56	TN	$165.04	$1,272,055.70
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,601.57	TN	$250.00	$400,392.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,245.67	TN	$250.00	$311,417.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,663.33	SY	$9.00	$32,969.97
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	3,663.33	SY	$28.00	$102,573.24
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,108.16	TN	$165.04	$182,890.73
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	146.53	TN	$250.00	$36,632.50
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
536-73	GUARDRAIL REMOVAL	2,500.00	LF	$1.90	$4,750.00
570-1-1	PERFORMANCE TURF	12,506.67	SY	$2.79	$34,893.61
	Comment: Clear/Grubb minus roadway widening (10' avg W x 5628'L/9=6,253.33 sy, LT: 10' avg W x 5628'L/9=6,253.33 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,001.00	EA	$150.67	$150,820.67
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				

706-1-3	RAISED PAVMT MARK, TYPE B	125.00	EA	$4.14	$517.50
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	1.90	GM	$1,473.81	$2,800.24
	Comment: Pavement Markings for Express Lanes				
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	412.50	LF	$1.24	$511.50
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.83	GM	$500.50	$1,916.92
	Comment: Pavement Markings for Express Lanes and Egress Ramp				
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	6.00	EA	$48.27	$289.62
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	1.90	GM	$1,148.00	$2,181.20
	Comment: Pavement Markings for Express Lanes				
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	1.90	GM	$6,178.67	$11,739.47
	Comment: Pavement Markings for Express Lanes				
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	412.50	LF	$4.35	$1,794.38
	Comment: Pavement Markings for Express Lanes				
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	6.00	EA	$152.81	$916.86
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.83	GM	$1,910.00	$7,315.30
	Comment: Pavement Markings for Express Lanes and Egress Ramp				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.90	GM	$5,293.91	$10,058.43
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,152.00	EA	$4.14	$4,769.28
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.79	GM	$1,100.00	$4,169.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	7.58	GM	$500.50	$3,793.79
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	3.79	GM	$5,728.00	$21,709.12
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	3.79	GM	$6,437.14	$24,396.76
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	7.58	GM	$1,910.00	$14,477.80

Roadway Component Total	$5,657,900.88

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	11,122.03	SY	$4.20	$46,712.53
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	917.57	TN	$167.59	$153,775.56
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	29.36	TN	$250.00	$7,340.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.90	GM	$1,274.00	$2,420.60

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	11,511.30	LF	$1.85	$21,295.90
104-11	FLOATING TURBIDITY BARRIER	94.79	LF	$17.75	$1,682.52
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	94.79	LF	$7.85	$744.10
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	6.89	AC	$42.80	$294.89
107-2	MOWING	6.89	AC	$90.10	$620.79

Shoulder Component Total	$237,853.90

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	10.00
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	10.00 / 10.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

285-706	OPTIONAL BASE,BASE GROUP 06	11,489.05	SY	$34.40	$395,223.32
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	917.57	TN	$167.59	$153,775.56
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	29.36	TN	$250.00	$7,340.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$1,274.00	$2,548.00
570-1-1	PERFORMANCE TURF	5,561.01	SY	$2.79	$15,515.22
	Median Component Total				$574,402.10

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-541	INLETS, DT BOT, TYPE D, <10'	17.00	EA	$6,477.00	$110,109.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	4,896.00	LF	$160.00	$783,360.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	34.00	EA	$2,087.73	$70,982.82

Box Culvert 1

Description	Value
Size	5 x 4
Length	35.00
Multiplier	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	62.70	CY	$2,109.00	$132,234.30
415-1-1	REINF STEEL- ROADWAY	6,567.00	LB	$1.53	$10,047.51

Retention Basin 1

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	SMF-7A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00	SY	$2.79	$13,503.60

Retention Basin 2

Description	Value
Size	2 AC
Multiplier	3
Depth	6.00
Description	FPC-7A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	$37,000.00	$222,000.00
120-1	REGULAR EXCAVATION	58,080.00	CY	$13.00	$755,040.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	$6,477.00	$19,431.00
425-2-71	MANHOLES, J-7, <10'	3.00	EA	$12,920.00	$38,760.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00	LF	$350.00	$58,800.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00	LF	$720.00	$432,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	3.00	EA	$16,000.00	$48,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	3,540.00	LF	$31.00	$109,740.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	$4,336.00	$13,008.00
570-1-1	PERFORMANCE TURF	29,040.00	SY	$2.79	$81,021.60

Retention Basin 3

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	SMF-8A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00	SY	$2.79	$13,503.60

Drainage Component Total $3,697,089.34

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$430.20	$1,290.60
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	26.00	AS	$1,925.00	$50,050.00
700-1-50	SINGLE POST SIGN, RELOCATE	3.00	AS	$355.00	$1,065.00
700-1-60	SINGLE POST SIGN, REMOVE	26.00	AS	$33.50	$871.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	3.00	AS	$7,280.00	$21,840.00
700-2-60	MULTI- POST SIGN, REMOVE	3.00	AS	$812.00	$2,436.00
	Signing Component Total				$77,552.60

Sequence 1 Total $12,684,627.88

Sequence: 2 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.404 MI 2,133 LF

Description: MP 0.948 to MP 1.352 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 12' full depth inside shldrs with Shldr Bar Wall

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.404
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	4.90	AC	$37,000.00	$181,300.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	1,562.71	CY	$27.74	$43,349.58

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	26,544.00	CY	$27.74	$736,330.56
	Comment: I-75 widening inside for express lanes (56' total width x 2133 LF x 6' avg height)				
	Earthwork Component Total				$960,980.14

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	18,961.07	SY	$9.00	$170,649.63
285-712	OPTIONAL BASE,BASE GROUP 12	13,429.18	SY	$28.00	$376,017.04

327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	17,064.96	SY	$4.44	$75,768.42
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	4,015.01	TN	$165.04	$662,637.25
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,285.00	TN	$165.04	$542,156.40
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	530.91	TN	$250.00	$132,727.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	682.60	TN	$250.00	$170,650.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-73	GUARDRAIL REMOVAL	2,470.00	LF	$1.90	$4,693.00
544-3-2	CRASH CUSHION, TL-3, WIDE	1.00	EA	$31,509.61	$31,509.61
570-1-1	PERFORMANCE TURF	4,762.22	SY	$2.79	$13,286.59
	Comment: Clear/Grubb minus roadway widening (10' avg W x 2143'L/9=2,381.11 sy, LT: 10' avg W x 2143'L/9=2,381.11 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	429.00	EA	$150.67	$64,637.43
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	107.00	EA	$4.14	$442.98
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.81	GM	$1,473.81	$1,193.79
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.81	GM	$500.50	$405.40
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.81	GM	$1,148.00	$929.88
	Comment: Pavement Markings for Express Lanes				
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	0.81	GM	$6,437.14	$5,214.08
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.81	GM	$1,910.00	$1,547.10
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.81	GM	$5,293.91	$4,288.07
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	491.00	EA	$4.14	$2,032.74
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.62	GM	$1,100.00	$1,782.00

710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.23	GM	$500.50	$1,616.62
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.62	GM	$5,728.00	$9,279.36
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	1.62	GM	$6,437.14	$10,428.17
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.23	GM	$1,910.00	$6,169.30
	Roadway Component Total				$2,290,062.37

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	4,740.27	SY	$4.20	$19,909.13
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	391.07	TN	$167.59	$65,539.42
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	12.51	TN	$250.00	$3,127.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.81	GM	$1,274.00	$1,031.94

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	4,906.18	LF	$1.85	$9,076.43
104-11	FLOATING TURBIDITY BARRIER	40.40	LF	$17.75	$717.10
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	40.40	LF	$7.85	$317.14
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	2.94	AC	$42.80	$125.83
107-2	MOWING	2.94	AC	$90.10	$264.89
	Shoulder Component Total				$103,076.38

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	12.00 / 12.00

Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	5,844.75	SY	$28.00	$163,653.00
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,720.72	TN	$165.04	$283,987.63
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	12.51	TN	$250.00	$3,127.50
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	4,266.00	LF	$367.00	$1,565,622.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00	GM	$1,274.00	$1,274.00
570-1-1	PERFORMANCE TURF	1,265.65	SY	$2.79	$3,531.16
	Median Component Total				$2,021,195.29

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	24.00	EA	$6,927.00	$166,248.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,688.00	LF	$160.00	$430,080.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	24.00	EA	$2,087.73	$50,105.52

Retention Basin 1

Description		Value
Size		1 AC
Multiplier		1
Depth		6.00
Description	SMF-9A	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00 SY	$2.79	$13,503.60
	Drainage Component Total			$1,053,272.03

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00 AS	$430.20	$1,290.60
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	26.00 AS	$1,925.00	$50,050.00
700-1-50	SINGLE POST SIGN, RELOCATE	3.00 AS	$355.00	$1,065.00
700-1-60	SINGLE POST SIGN, REMOVE	26.00 AS	$33.50	$871.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	3.00 AS	$7,280.00	$21,840.00
700-2-60	MULTI- POST SIGN, REMOVE	3.00 AS	$812.00	$2,436.00
	Signing Component Total			$77,552.60

Sequence 2 Total $6,506,138.81

Sequence: 3 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.686 MI 3,620 LF

Description: MP 1.352 to MP 2.299 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express lanes). 15' full depth inside shldrs with Med Bar Wall.

Special Conditions: Inside Widening Bridge #130352 (1380 LF) and Bridge #130353 (1380 LF) over Little Manatee River.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.432
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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	0.094
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	2 to 1 / 2 to 1
Existing Median Slope L/R	0 to 1 / 0 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	2 to 1 / 2 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	0.094
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	2 to 1 / 2 to 1
Existing Median Slope L/R	0 to 1 / 0 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	2 to 1 / 2 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	0.066
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	8.32	AC	$37,000.00	$307,840.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	375.62	CY	$27.74	$10,419.70

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	45,048.89	CY	$27.74	$1,249,656.21
	Comment: I-75 widening inside for express lanes (56' total width x 3620 LF x 6' avg height)				
	Earthwork Component Total				$1,567,915.91

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	35,395.24	SY	$9.00	$318,557.16
285-712	OPTIONAL BASE,BASE GROUP 12	22,789.71	SY	$28.00	$638,111.88
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	28,959.74	SY	$4.44	$128,581.25
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	6,813.58	TN	$165.04	$1,124,513.24
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	5,574.75	TN	$165.04	$920,056.74
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,158.39	TN	$250.00	$289,597.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	900.97	TN	$250.00	$225,242.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-73	GUARDRAIL REMOVAL	3,620.00	LF	$1.90	$6,878.00
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,001.00	EA	$150.67	$150,820.67
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	250.00	EA	$4.14	$1,035.00
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	1.90	GM	$1,473.81	$2,800.24
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.90	GM	$500.50	$950.95
	Comment: Pavement Markings for Express Lanes and Bridge				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	1.90	GM	$1,148.00	$2,181.20
	Comment: Pavement Markings for Express Lanes and Bridge				
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	1.37	GM	$6,437.14	$8,818.88
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.37	GM	$1,910.00	$2,616.70
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.37	GM	$5,293.91	$7,252.66
	Comment: Pavement Markings for Express Lanes				
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	1.56	GM	$4,523.00	$7,055.88
	Comment: Final Pavement Markings for Mainline and Express Lanes on Bridge				
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	1.56	GM	$5,558.37	$8,671.06
	Comment: Final Pavement Markings for Mainline and Express Lanes on Bridge				
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	1.56	GM	$1,520.00	$2,371.20
	Comment: Final Pavement Markings for Mainline and Express Lanes on Bridge				
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	1.56	GM	$4,474.00	$6,979.44
	Comment: Final Pavement Markings for Mainline and Express Lanes on Bridge				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	833.00	EA	$4.14	$3,448.62

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.74 GM	$1,100.00	$3,014.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	5.48 GM	$500.50	$2,742.74
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.74 GM	$5,728.00	$15,694.72
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	2.74 GM	$6,437.14	$17,637.76
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	5.48 GM	$1,910.00	$10,466.80
	Roadway Component Total			$3,906,096.79

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	8,044.37	SY	$4.20	$33,786.35
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	663.66	TN	$167.59	$111,222.78
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	21.24	TN	$250.00	$5,310.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.37	GM	$1,274.00	$1,745.38

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	8,325.93	LF	$1.85	$15,402.97
104-11	FLOATING TURBIDITY BARRIER	68.56	LF	$17.75	$1,216.94
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	68.56	LF	$7.85	$538.20
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	4.98	AC	$42.80	$213.14
107-2	MOWING	4.98	AC	$90.10	$448.70
	Shoulder Component Total				$172,851.46

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34

New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	12,332.02	SY	$28.00	$345,296.56
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,650.13	TN	$165.04	$602,417.46
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	21.24	TN	$250.00	$5,310.00
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	3,625.00	LF	$140.00	$507,500.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00	GM	$1,274.00	$1,274.00
	Median Component Total				$1,461,798.02

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	12.00	EA	$7,625.50	$91,506.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,880.00	LF	$160.00	$460,800.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	24.00	EA	$2,087.73	$50,105.52

Retention Basin 1

Description	Value
Size	1.5 AC
Multiplier	2
Depth	6.00
Description	SMF-10A & 11B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	$37,000.00	$111,000.00
120-1	REGULAR EXCAVATION	29,040.00	CY	$13.00	$377,520.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$6,477.00	$12,954.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	4.00	EA	$16,000.00	$64,000.00

550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,050.00	LF	$31.00	$63,550.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	14,520.00	SY	$2.79	$40,510.80
	Drainage Component Total				$1,634,780.23

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00	AS	$430.20	$860.40
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	17.00	AS	$1,925.00	$32,725.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	$355.00	$710.00
700-1-60	SINGLE POST SIGN, REMOVE	17.00	AS	$33.50	$569.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	$7,280.00	$14,560.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	$812.00	$1,624.00
	Signing Component Total				$51,048.90

BRIDGES COMPONENT

Bridge 100352

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,380.00
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100352
Removal of Existing Structures area	8,280.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$158.01**
Basic Bridge Cost	**$7,465,248.00**
Description	WIDEN EXISTING NB I-75 BRIDGE OVER LITTLE MANATEE RIVER

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	8,280.00	SF	$130.00	$1,076,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67	CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25	LB	$1.15	$15,429.84
	Bridge 100352 Total				$8,599,246.34

Bridge 100353

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES

Length (LF)	1,380.00
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100353
Removal of Existing Structures area	8,280.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$158.01**
Basic Bridge Cost	**$7,465,248.00**
Description	WIDEN EXISTING SB I-75 BRIDGE OVER LITTLE MANATEE RIVER

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	8,280.00	SF	$130.00	$1,076,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67	CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25	LB	$1.15	$15,429.84
	Bridge 100353 Total				$8,599,246.34
	Bridges Component Total				$17,198,492.68

Sequence 3 Total $25,992,983.99

Sequence: 4 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.406 MI 2,145 LF

Description: MP 2.299 to MP 2.705 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 12' full depth inside shldrs with Shldr Bar Wall

Special Conditions: Includes Express Lane Ingress Ramp (2355 LF) and I-75 Outside Widening (3962 LF) to accommodate Express Lane Ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.406
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	4.92	AC	$37,000.00	$182,040.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	1,570.44	CY	$27.74	$43,564.01

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	44,585.33	CY	$27.74	$1,236,797.05
	Comment: I-75 widening outside (12'W x 3962 LF x 6 ' avg height), Ingress Ramp (2355 LF x 14'W x 6' avg height) and I-75 widening inside for express lanes (56' total width 2145 LF x 6' avg height)				
	Earthwork Component Total				$1,462,401.06

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	19,069.01	SY	$9.00	$171,621.09
285-712	OPTIONAL BASE,BASE GROUP 12	13,505.63	SY	$28.00	$378,157.64
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	17,162.11	SY	$4.44	$76,199.77
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	4,037.86	TN	$165.04	$666,408.41
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,303.71	TN	$165.04	$545,244.30
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	686.48	TN	$250.00	$171,620.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	533.93	TN	$250.00	$133,482.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	13,994.00	SY	$9.00	$125,946.00
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. 3576 LF x 12' Mainline to accommodate Ingress Lane (includes shoulder). Quantities calculated in excel spreadsheet for project.				
285-706	OPTIONAL BASE,BASE GROUP 06	4,899.12	SY	$34.40	$168,529.73
	Comment: 3576 LF x 12' Mainline Shoulder to accommodate Ingress Lane. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	3,663.33	SY	$28.00	$102,573.24
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,118.67	TN	$165.04	$514,705.30
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. 3576 LF x 12' Mainline to accommodate Ingress Lane (includes shoulder). Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	369.04	TN	$250.00	$92,260.00
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. 3576 LF x 12' Mainline to accommodate Ingress Lane (includes shoulder). Quantities calculated in excel spreadsheet for project.				
536-73	GUARDRAIL REMOVAL	2,100.00	LF	$1.90	$3,990.00
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00	EA	$29,473.00	$29,473.00
	Comment: Attach to end of NB Express Lanes Inside Shldr Bar Wall				
570-1-1	PERFORMANCE TURF	4,766.67	SY	$2.79	$13,299.01
	Comment: Clear/Grubb minus roadway widening (10' avg W x 2145'L/9=2,383.33 sy, LT: 10' avg W x 2145'L/9=2,383.33 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	429.00	EA	$150.67	$64,637.43
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	107.00	EA	$4.14	$442.98
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.81	GM	$1,473.81	$1,193.79
	Comment: Pavement Markings for Express Lanes				

710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	412.50 LF	$1.24	$511.50
	Comment: Pavement Markings for Express Lanes			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.74 GM	$500.50	$1,371.37
	Comment: Pavement Markings for Express Lanes and Ingress Ramp			
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	7.00 EA	$48.27	$337.89
	Comment: Pavement Markings for Express Lanes			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.81 GM	$1,148.00	$929.88
	Comment: Pavement Markings for Express Lanes			
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	412.50 LF	$4.35	$1,794.38
	Comment: Pavement Markings for Express Lanes			
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	7.00 EA	$152.81	$1,069.67
	Comment: Pavement Markings for Express Lanes			
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	0.81 GM	$6,437.14	$5,214.08
	Comment: Pavement Markings for Express Lanes			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.74 GM	$1,910.00	$5,233.40
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.81 GM	$5,293.91	$4,288.07
	Comment: Pavement Markings for Express Lanes			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	494.00	EA	$4.14	$2,045.16
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.63	GM	$1,100.00	$1,793.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.25	GM	$500.50	$1,626.62
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.63	GM	$5,728.00	$9,336.64
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	1.63	GM	$6,437.14	$10,492.54
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.25	GM	$1,910.00	$6,207.50
	Roadway Component Total				$3,312,035.90

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	4,767.25	SY	$4.20	$20,022.45
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	393.30	TN	$167.59	$65,913.15
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	12.59	TN	$250.00	$3,147.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.81	GM	$1,274.00	$1,031.94

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	4,934.11	LF	$1.85	$9,128.10
104-11	FLOATING TURBIDITY BARRIER	40.63	LF	$17.75	$721.18
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	40.63	LF	$7.85	$318.95
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	2.95	AC	$42.80	$126.26
107-2	MOWING	2.95	AC	$90.10	$265.80
	Shoulder Component Total				$103,642.33

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	12.00 / 12.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	5,878.02	SY	$28.00	$164,584.56
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,730.51	TN	$165.04	$285,603.37
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	12.59	TN	$250.00	$3,147.50

521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	4,286.00	LF	$367.00	$1,572,962.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00	GM	$1,274.00	$1,274.00
570-1-1	PERFORMANCE TURF	1,272.86	SY	$2.79	$3,551.28
	Median Component Total				$2,031,122.71

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	24.00	EA	$6,927.00	$166,248.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,688.00	LF	$160.00	$430,080.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	24.00	EA	$2,087.73	$50,105.52
	Drainage Component Total				$647,555.43

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$430.20	$1,290.60
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	26.00	AS	$1,925.00	$50,050.00
700-1-50	SINGLE POST SIGN, RELOCATE	3.00	AS	$355.00	$1,065.00
700-1-60	SINGLE POST SIGN, REMOVE	26.00	AS	$33.50	$871.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	3.00	AS	$7,280.00	$21,840.00
700-2-60	MULTI- POST SIGN, REMOVE	3.00	AS	$812.00	$2,436.00
	Signing Component Total				$77,552.60

Sequence 4 Total $7,634,310.03

Sequence: 5 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.242 MI 6,560 LF

Description: MP 2.705 to MP 3.947 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes).

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.242
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	15.05	AC	$37,000.00	$556,850.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	5,552.24	CY	$27.74	$154,019.14

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	81,635.56	CY	$27.74	$2,264,570.43
	Comment: I-75 widening inside for express lanes (56' total width x 6560 LF x 6' avg height)				
	Earthwork Component Total				$2,975,439.57

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	58,309.97	SY	$9.00	$524,789.73
285-712	OPTIONAL BASE,BASE GROUP 12	41,298.04	SY	$28.00	$1,156,345.12

327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	52,478.98	SY	$4.44	$233,006.67
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	12,347.14	TN	$165.04	$2,037,771.99
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	10,102.20	TN	$165.04	$1,667,267.09
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,099.16	TN	$250.00	$524,790.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,632.68	TN	$250.00	$408,170.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	6,363.63	SY	$4.44	$28,254.52
	Comment: 4298 LF of Ramp Work to/from Rest Area (4-15' on/off & 3-12 Accel/Decel)measured in cadd design file				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,399.93	TN	$165.04	$231,044.45
	Comment: 4298 LF of Ramp Work to/from Rest Area (4-15' on/off & 3-12 Accel/Decel)measured in cadd design file				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	254.53	TN	$250.00	$63,632.50
	Comment: 4298 LF of Ramp Work to/from Rest Area (4-15' on/off & 3-12 Accel/Decel)measured in cadd design file				
536-73	GUARDRAIL REMOVAL	903.00	LF	$1.90	$1,715.70
	Comment: Guardrail quantity measured in Cadd Design File using 2017 aerials				
570-1-1	PERFORMANCE TURF	14,577.78	SY	$2.79	$40,672.01
	Comment: Clear/Grubb minus roadway widening (10' avg W x 6560'L/9=7,288.89 sy, LT: 10' avg W x 6560'L/9=7,288.89 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,265.00	EA	$150.67	$190,597.55
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	328.00	EA	$4.14	$1,357.92
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	2.48	GM	$1,473.81	$3,655.05
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.48	GM	$500.50	$1,241.24
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	2.48	GM	$1,148.00	$2,847.04
	Comment: Pavement Markings for Express Lanes				
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	2.48	GM	$6,437.14	$15,964.11
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.48	GM	$1,910.00	$4,736.80
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	2.48	GM	$5,293.91	$13,128.90
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value

Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,510.00	EA	$4.14	$6,251.40
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.97	GM	$1,100.00	$5,467.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	9.94	GM	$500.50	$4,974.97
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.97	GM	$5,728.00	$28,468.16
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	4.97	GM	$6,437.14	$31,992.59
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	9.94	GM	$1,910.00	$18,985.40
	Roadway Component Total				$7,247,127.91

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	14,577.49	SY	$4.20	$61,225.46
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,202.64	TN	$167.59	$201,550.44
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	38.48	TN	$250.00	$9,620.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.48	GM	$1,274.00	$3,159.52

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	15,087.71	LF	$1.85	$27,912.26
104-11	FLOATING TURBIDITY BARRIER	124.24	LF	$17.75	$2,205.26
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	124.24	LF	$7.85	$975.28
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$2,967.00	$5,934.00
107-1	LITTER REMOVAL	9.03	AC	$42.80	$386.48
107-2	MOWING	9.03	AC	$90.10	$813.60

	Shoulder Component Total	$313,782.30

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	10.00
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	10.00 / 10.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	15,058.55	SY	$34.40	$518,014.12
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,202.64	TN	$167.59	$201,550.44
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	38.48	TN	$250.00	$9,620.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$1,274.00	$2,548.00
570-1-1	PERFORMANCE TURF	7,288.75	SY	$2.79	$20,335.61
	Median Component Total				$752,068.17

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-541	INLETS, DT BOT, TYPE D, <10'	22.00	EA	$6,477.00	$142,494.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	6,336.00	LF	$160.00	$1,013,760.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	44.00	EA	$2,087.73	$91,860.12

Retention Basin 2

Description	Value
Size	1.5 AC
Multiplier	1
Depth	6.00
Description	SMF-13B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$37,000.00	$55,500.00
120-1	REGULAR EXCAVATION	14,520.00	CY	$13.00	$188,760.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00

425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$31.00	$31,775.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	7,260.00	SY	$2.79	$20,255.40
	Drainage Component Total				$1,748,859.43

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$430.20	$1,290.60
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	29.00	AS	$1,925.00	$55,825.00
700-1-50	SINGLE POST SIGN, RELOCATE	3.00	AS	$355.00	$1,065.00
700-1-60	SINGLE POST SIGN, REMOVE	29.00	AS	$33.50	$971.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	3.00	AS	$7,280.00	$21,840.00
700-2-60	MULTI- POST SIGN, REMOVE	3.00	AS	$812.00	$2,436.00
	Signing Component Total				$83,428.10

Sequence 5 Total $13,120,705.48

Sequence: 6 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.174 MI 921 LF

Description: MP 3.947 to MP 4.121 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 12' full depth inside shldrs with Shldr Bar Wall

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.174
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	2.11	AC	$37,000.00	$78,070.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	673.05	CY	$27.74	$18,670.41

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	11,461.33	CY	$27.74	$317,937.29
	Comment: I-75 widening inside for express lanes (56' total width x 921 LF x 6' avg height)				
	Earthwork Component Total				$414,677.70

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,185.17	SY	$9.00	$73,666.53
285-712	OPTIONAL BASE,BASE GROUP 12	5,797.15	SY	$28.00	$162,320.20

327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	7,366.66	SY	$4.44	$32,707.97
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,733.21	TN	$165.04	$286,048.98
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,418.08	TN	$165.04	$234,039.92
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	229.18	TN	$250.00	$57,295.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	294.67	TN	$250.00	$73,667.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-73	GUARDRAIL REMOVAL	921.00	LF	$1.90	$1,749.90
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00	EA	$29,473.00	$29,473.00
	Comment: Attach to end of NB Express Lanes Inside Shldr Bar Wall				
570-1-1	PERFORMANCE TURF	2,046.67	SY	$2.79	$5,710.21
	Comment: Clear/Grubb minus roadway widening (10' avg W x 921'L/9=1,023.33 sy, LT: 10' avg W x 921'L/9=1,023.33 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	184.00	EA	$150.67	$27,723.28
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	46.00	EA	$4.14	$190.44
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.34	GM	$1,473.81	$501.10
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.34	GM	$500.50	$170.17
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.34	GM	$1,148.00	$390.32
	Comment: Pavement Markings for Express Lanes				
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	0.34	GM	$6,437.14	$2,188.63
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.34	GM	$1,910.00	$649.40
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.34	GM	$5,293.91	$1,799.93
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	212.00	EA	$4.14	$877.68

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.70 GM	$1,100.00	$770.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.40 GM	$500.50	$700.70
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.70 GM	$5,728.00	$4,009.60
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	0.70 GM	$6,437.14	$4,506.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.40 GM	$1,910.00	$2,674.00
	Roadway Component Total			$1,003,830.46

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	2,046.29	SY	$4.20	$8,594.42
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	168.82	TN	$167.59	$28,292.54
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	5.40	TN	$250.00	$1,350.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.35	GM	$1,274.00	$445.90

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,117.91	LF	$1.85	$3,918.13
104-11	FLOATING TURBIDITY BARRIER	17.44	LF	$17.75	$309.56
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	17.44	LF	$7.85	$136.90
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	1.27	AC	$42.80	$54.36
107-2	MOWING	1.27	AC	$90.10	$114.43
	Shoulder Component Total				$46,183.24

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34

New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	12.00 / 12.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	2,523.08	SY	$28.00	$70,646.24
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	742.80	TN	$165.04	$122,591.71
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	5.40	TN	$250.00	$1,350.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	1,842.00	LF	$367.00	$676,014.00
570-1-1	PERFORMANCE TURF	546.36	SY	$2.79	$1,524.34
	Median Component Total				$872,126.29

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	6.00	EA	$6,927.00	$41,562.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	1,344.00	LF	$160.00	$215,040.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	12.00	EA	$2,087.73	$25,052.76
	Drainage Component Total				$282,776.67

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	5.00	AS	$1,925.00	$9,625.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$355.00	$355.00
700-1-60	SINGLE POST SIGN, REMOVE	5.00	AS	$33.50	$167.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$7,280.00	$7,280.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$812.00	$812.00
	Signing Component Total				$18,669.70

Sequence 6 Total $2,638,264.06

Sequence: 7 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.700 MI 8,977 LF

Description: MP 4.121 to MP 5.821 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 15' full depth inside shldrs with Med Bar Wall.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.700
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	20.61	AC	$37,000.00	$762,570.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	930.84	CY	$27.74	$25,821.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	111,713.78	CY	$27.74	$3,098,940.26
	Comment: I-75 widening inside for express lanes (56' total width x 8977 LF x 6' avg height)				
	Earthwork Component Total				$3,887,331.76

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	87,775.66	SY	$9.00	$789,980.94
285-712	OPTIONAL BASE,BASE GROUP 12	56,515.55	SY	$28.00	$1,582,435.40

327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	71,816.45	SY	$4.44	$318,865.04
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	16,896.81	TN	$165.04	$2,788,649.52
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	13,824.67	TN	$165.04	$2,281,623.54
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,872.66	TN	$250.00	$718,165.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,234.29	TN	$250.00	$558,572.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-73	GUARDRAIL REMOVAL	8,977.00	LF	$1.90	$17,056.30
570-1-1	PERFORMANCE TURF	19,948.89	SY	$2.79	$55,657.40
	Comment: Clear/Grubb minus roadway widening (10' AVG W x 8977'L/9=9,974.44 sy, LT: 10' AVG W x 8977'L/9=9,974.44 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,795.00	EA	$150.67	$270,452.65
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	449.00	EA	$4.14	$1,858.86
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	3.40	GM	$1,473.81	$5,010.95
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.40	GM	$500.50	$1,701.70
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	3.40	GM	$1,148.00	$3,903.20
	Comment: Pavement Markings for Express Lanes				
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	3.40	GM	$6,437.14	$21,886.28
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.40	GM	$1,910.00	$6,494.00
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	3.40	GM	$5,293.91	$17,999.29
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	2,066.00	EA	$4.14	$8,553.24
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.80	GM	$1,100.00	$7,480.00

710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	13.60	GM	$500.50	$6,806.80
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	6.80	GM	$5,728.00	$38,950.40
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	13.60	GM	$1,910.00	$25,976.00
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	6.80	GM	$5,293.91	$35,998.59
	Roadway Component Total				$9,564,077.60

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	19,949.01	SY	$4.20	$83,785.84
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,645.79	TN	$167.59	$275,817.95
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	52.67	TN	$250.00	$13,167.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.40	GM	$1,274.00	$4,331.60

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	20,647.23	LF	$1.85	$38,197.38
104-11	FLOATING TURBIDITY BARRIER	170.02	LF	$17.75	$3,017.86
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	170.02	LF	$7.85	$1,334.66
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$2,967.00	$5,934.00
107-1	LITTER REMOVAL	12.36	AC	$42.80	$529.01
107-2	MOWING	12.36	AC	$90.10	$1,113.64
	Shoulder Component Total				$427,229.44

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00

Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	30,581.84	SY	$28.00	$856,291.52
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	9,051.86	TN	$165.04	$1,493,918.97
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	52.67	TN	$250.00	$13,167.50
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	8,977.00	LF	$140.00	$1,256,780.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.00	GM	$1,274.00	$3,822.00
	Median Component Total				$3,623,979.99

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	30.00	EA	$7,625.50	$228,765.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	7,200.00	LF	$160.00	$1,152,000.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	60.00	EA	$2,087.73	$125,263.80

Retention Basin 1

Description	Value
Size	2 AC
Multiplier	2
Depth	6.00
Description	SMF-14B & 15B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	$37,000.00	$148,000.00
120-1	REGULAR EXCAVATION	38,720.00	CY	$13.00	$503,360.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$6,477.00	$12,954.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	4.00	EA	$16,000.00	$64,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,360.00	LF	$31.00	$73,160.00

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	19,360.00	SY	$2.79	$54,014.40

Retention Basin 2

Description	Value
Size	2.5 AC
Multiplier	1
Depth	6.00
Description	FPC 14B & 15B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$37,000.00	$92,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	$13.00	$314,600.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$31.00	$41,385.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	12,100.00	SY	$2.79	$33,759.00
	Drainage Component Total				$3,403,451.11

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00	AS	$430.20	$1,720.80
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	44.00	AS	$1,925.00	$84,700.00
700-1-50	SINGLE POST SIGN, RELOCATE	4.00	AS	$355.00	$1,420.00
700-1-60	SINGLE POST SIGN, REMOVE	44.00	AS	$33.50	$1,474.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	4.00	AS	$7,280.00	$29,120.00
700-2-60	MULTI- POST SIGN, REMOVE	4.00	AS	$812.00	$3,248.00
	Signing Component Total				$121,682.80

Sequence 7 Total $21,027,752.70

Sequence: 8 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.627 MI 8,591 LF

Description: MP 5.821 to MP 7.500 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 15' full depth inside shldrs with Med Bar Wall.

Special Conditions: Inside Widening Bridge #130346 (274 LF). Inside/Outside Widening Bridge #130347 (274 LF) over SR 674 (Sun City Center Blvd).

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	0.269
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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	0.314
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	2 to 1 / 2 to 1
Existing Median Slope L/R	0 to 1 / 0 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	2 to 1 / 2 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	0.314
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	2 to 1 / 2 to 1
Existing Median Slope L/R	0 to 1 / 0 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	2 to 1 / 2 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	0.730
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	39.44	AC	$37,000.00	$1,459,280.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	890.87	CY	$27.74	$24,712.73

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	106,910.22	CY	$27.74	$2,965,689.50
	Comment: I-75 widening inside for express lanes (56' total width x 8591 LF x 6' avg height)				
	Earthwork Component Total				$4,449,682.23

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	84,001.75	SY	$9.00	$756,015.75
285-712	OPTIONAL BASE,BASE GROUP 12	54,085.67	SY	$28.00	$1,514,398.76
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	68,728.70	SY	$4.44	$305,155.43
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	16,170.34	TN	$165.04	$2,668,752.91
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	13,230.28	TN	$165.04	$2,183,525.41
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,749.15	TN	$250.00	$687,287.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,138.23	TN	$250.00	$534,557.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,200.00	SY	$9.00	$37,800.00
	Comment: NB 12 FT DECEL LANE (917 LF); SB 12 FT DECEL LANE (2100 LF). QUANTITIES MEASURED IN CADD DESIGN FILE				
285-712	OPTIONAL BASE,BASE GROUP 12	4,200.00	SY	$28.00	$117,600.00
	Comment: NB 12 FT DECEL LANE (917 LF); SB 12 FT DECEL LANE (2100 LF). QUANTITIES MEASURED IN CADD DESIGN FILE				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,270.50	TN	$165.04	$209,683.32
	Comment: NB 12 FT DECEL LANE (917 LF); SB 12 FT DECEL LANE (2100 LF). QUANTITIES MEASURED IN CADD DESIGN FILE				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	168.00	TN	$250.00	$42,000.00
	Comment: NB 12 FT DECEL LANE (917 LF); SB 12 FT DECEL LANE (2100 LF). QUANTITIES MEASURED IN CADD DESIGN FILE				
536-73	GUARDRAIL REMOVAL	12,125.00	LF	$1.90	$23,037.50
	Comment: Guardrail quantity measured in Cadd Design File using 2017 aerials				
570-1-1	PERFORMANCE TURF	19,706.67	SY	$2.79	$54,981.61
	Comment: Clear/Grubb minus roadway widening (10' AVG W x 8868'L/9=9,853.33 sy, LT: 10' AVG W x 8868'L/9=9,853.33 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,776.00	EA	$150.67	$267,589.92
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	443.00	EA	$4.14	$1,834.02
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	3.25	GM	$1,473.81	$4,789.88
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.25	GM	$500.50	$1,626.62
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	3.25	GM	$1,148.00	$3,731.00
	Comment: Pavement Markings for Express Lanes				
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	3.26	GM	$6,437.14	$20,985.08
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.25	GM	$1,910.00	$6,207.50
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	3.25	GM	$5,293.91	$17,205.21
	Comment: Pavement Markings for Express Lanes				
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.20	GM	$4,523.00	$904.60
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge				
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	0.20	GM	$5,558.37	$1,111.67
	Comment: Pavement Markings for Express Lanes and Mainline on Bridge				

711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.60 GM	$1,520.00	$912.00
	Comment: Pavement Markings for Express Lanes and Mainline on Bridge			
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.10 GM	$4,474.00	$447.40
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,977.00	EA	$4.14	$8,184.78
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.51	GM	$1,100.00	$7,161.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	13.02	GM	$500.50	$6,516.51
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	6.51	GM	$5,728.00	$37,289.28
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	6.51	GM	$6,437.14	$41,905.78
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	13.02	GM	$1,520.00	$19,790.40
	Roadway Component Total				$9,582,988.35

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	19,091.31	SY	$4.20	$80,183.50
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,575.03	TN	$167.59	$263,959.28
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	50.40	TN	$250.00	$12,600.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.25	GM	$1,274.00	$4,140.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	800.00	LF	$367.00	$293,600.00
	Comment: Shldr Bar Wall along SB I-75 Mainline				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	19,759.50	LF	$1.85	$36,555.07
104-11	FLOATING TURBIDITY BARRIER	162.71	LF	$17.75	$2,888.10
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	162.71	LF	$7.85	$1,277.27
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$2,967.00	$5,934.00
107-1	LITTER REMOVAL	11.83	AC	$42.80	$506.32
107-2	MOWING	11.83	AC	$90.10	$1,065.88
	Shoulder Component Total				$702,709.93

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	29,266.97	SY	$28.00	$819,475.16
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	8,662.68	TN	$165.04	$1,429,688.71
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	50.40	TN	$250.00	$12,600.00
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	8,594.00	LF	$140.00	$1,203,160.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.00	GM	$1,274.00	$3,822.00
	Median Component Total				$3,468,745.87

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	28.00	EA	$7,625.50	$213,514.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	6,720.00	LF	$160.00	$1,075,200.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	56.00	EA	$2,087.73	$116,912.88

Retention Basin 1

Description	Value
Size	2 AC
Multiplier	4
Depth	6.00
Description	SMF-17 (1 SMF located SW quadrant, 1 SMF located NW quadrant, 2 SMFs located SE quadrant) of interchange

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	8.00	AC	$37,000.00	$296,000.00
120-1	REGULAR EXCAVATION	77,440.00	CY	$13.00	$1,006,720.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	4.00	EA	$6,477.00	$25,908.00
425-2-71	MANHOLES, J-7, <10'	4.00	EA	$12,920.00	$51,680.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	224.00	LF	$350.00	$78,400.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	800.00	LF	$720.00	$576,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	16.00	EA	$16,000.00	$256,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,720.00	LF	$31.00	$146,320.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	4.00	EA	$4,336.00	$17,344.00
570-1-1	PERFORMANCE TURF	38,720.00	SY	$2.79	$108,028.80

Retention Basin 2

Description	Value
Size	2 AC
Multiplier	2
Depth	6.00
Description	SMF-18 (3 SMFs located NE quadrant of interchange)

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	$37,000.00	$148,000.00
120-1	REGULAR EXCAVATION	38,720.00	CY	$13.00	$503,360.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$6,477.00	$12,954.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	4.00	EA	$16,000.00	$64,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,360.00	LF	$31.00	$73,160.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00

570-1-1	PERFORMANCE TURF	19,360.00	SY	$2.79	$54,014.40

Retention Basin 3

Description	Value
Size	2.5 AC
Multiplier	2
Depth	6.00
Description	FPC 17B and FPC 18A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$37,000.00	$185,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	$13.00	$629,200.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	4.00	EA	$16,000.00	$64,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,670.00	LF	$31.00	$82,770.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	24,200.00	SY	$2.79	$67,518.00

Retention Basin 4

Description	Value
Size	2.5 AC
Multiplier	1
Depth	6.00
Description	SMF-16A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$37,000.00	$92,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	$13.00	$314,600.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$31.00	$41,385.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	12,100.00	SY	$2.79	$33,759.00
	Drainage Component Total				$7,239,649.99

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00	AS	$430.20	$1,720.80

700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	41.00	AS	$1,925.00	$78,925.00
700-1-50	SINGLE POST SIGN, RELOCATE	4.00	AS	$355.00	$1,420.00
700-1-60	SINGLE POST SIGN, REMOVE	41.00	AS	$33.50	$1,373.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	4.00	AS	$7,280.00	$29,120.00
700-2-60	MULTI- POST SIGN, REMOVE	4.00	AS	$812.00	$3,248.00
	Signing Component Total				$115,807.30

LIGHTING COMPONENT

High Mast Lighting Subcomponent

Description	Value
Multiplier (Number of Poles)	18

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	9,000.00	LF	$17.00	$153,000.00
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	36.00	EA	$1,803.00	$64,908.00
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	9,000.00	LF	$1.87	$16,830.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	27,000.00	LF	$3.92	$105,840.00
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	1.00	EA	$16,389.00	$16,389.00
715-19-13	HIGH MAST LIGHT POLE, F&I, 120'	18.00	EA	$136,000.00	$2,448,000.00
715-500-2	POLE CABLE DISTRIBUTION SYS, HIGH MAST	18.00	EA	$888.00	$15,984.00
	Subcomponent Total				$2,820,951.00
	Lighting Component Total				$2,820,951.00

BRIDGES COMPONENT

Bridge 100347

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	274.00
Width (LF)	59.00
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100352
Removal of Existing Structures area	1,644.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$162.89**
Basic Bridge Cost	**$2,534,828.80**
Description	WIDEN EXISTING NB I-75 BRIDGE INSIDE (34.5') AND OUTSIDE (24.5') OVER SR 674

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	1,644.00	SF	$130.00	$213,720.00
400-2-10	CONC CLASS II, APPROACH SLABS	131.11	CY	$550.00	$72,110.50

415-1-9	REINF STEEL- APPROACH SLABS	22,944.25 LB	$1.15	$26,385.89
	Bridge 100347 Total			$2,847,045.19

Bridge 100346

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	274.00
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100346
Removal of Existing Structures area	1,644.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$162.89**
Basic Bridge Cost	**$1,482,230.40**
Description	WIDEN EXISTING SB I-75 BRIDGE OVER SR 674

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	1,644.00 SF	$130.00	$213,720.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67 CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25 LB	$1.15	$15,429.84
	Bridge 100346 Total			$1,753,548.74
	Bridges Component Total			$4,600,593.93

Sequence 8 Total $32,981,128.60

Sequence: 9 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.621 MI 3,279 LF

Description: MP 7.500 to MP 8.121 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 15' full depth inside shldrs with Med Bar Wall.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.621
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	7.53	AC	$37,000.00	$278,610.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	414.11	CY	$27.74	$11,487.41

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	67,441.33	CY	$27.74	$1,870,822.49
	Comment: I-75 widening outside (3962 LF x 12' x 6'), Egress Ramp (2355 LF x 14' x 6'), I-75 widening inside for express lanes (56' total width x 3279 LF x 6') and Aux Lane (3279 LF x 12'W x 6')				
	Earthwork Component Total				$2,160,919.90

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

160-4	TYPE B STABILIZATION	40,803.84	SY	$9.00	$367,234.56
285-712	OPTIONAL BASE,BASE GROUP 12	25,134.44	SY	$28.00	$703,764.32
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	26,231.04	SY	$4.44	$116,465.82
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	7,494.06	TN	$165.04	$1,236,819.66
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	5,049.48	TN	$165.04	$833,366.18
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,049.24	TN	$250.00	$262,310.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	990.95	TN	$250.00	$247,737.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	15,005.11	SY	$9.00	$135,045.99
	Comment: One 2355 LF x 14' Egress Lane and One 3962 LF x 12' Mainline widening to accommodate Egress Lane includes shoulder. Quantities calculated in excel spreadsheet for project.				
285-706	OPTIONAL BASE,BASE GROUP 06	5,282.67	SY	$34.40	$181,723.85
	Comment: One 3962 LF x 12' Mainline widening to accommodate Egress Lane includes shoulder. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	9,770.44	SY	$28.00	$273,572.32
	Comment: One 2355 LF x 14' Egress Lane and One 3962 LF x 12' Mainline widening to accommodate Egress Lane includes shoulder. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,315.44	TN	$165.04	$547,180.22
	Comment: One 2355 LF x 14' Engress Lane and One 3962 LF x 12' Mainline widening to accommodate Egress Lane includes shoulder. Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	357.84	TN	$250.00	$89,460.00
	Comment: One 2355 LF x 14' Egress Lane and One 3962 LF x 12' Mainline widening to accommodate Egress Lane includes shoulder. Quantities calculated in excel spreadsheet for project.				
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	100.00	LF	$28.80	$2,880.00
536-73	GUARDRAIL REMOVAL	3,279.00	LF	$1.90	$6,230.10
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00	EA	$3,335.00	$3,335.00
570-1-1	PERFORMANCE TURF	7,295.56	SY	$2.79	$20,354.61
	Comment: Clear/Grubb minus roadway widening (10' AVG W x 3283L/9=3,647.78 sy, LT: 10' AVG W x 3283'L/9=3,647.78 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	657.00	EA	$150.67	$98,990.19
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	164.00	EA	$4.14	$678.96
	Comment: RPMs for Express Lanes				
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	412.50	LF	$1.24	$511.50
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.41	GM	$500.50	$2,207.20

	Comment: Pavement Markings for Express Lanes and Egress Ramp			
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	6.00 EA	$48.27	$289.62
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	1.24 GM	$1,148.00	$1,423.52
	Comment: Pavement Markings for Express Lanes			
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	2.48 GM	$6,178.67	$15,323.10
	Comment: Pavement Markings for Express Lanes			
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	412.50 LF	$4.35	$1,794.38
	Comment: Pavement Markings for Express Lanes			
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	6.00 EA	$152.81	$916.86
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	1.24 GM	$6,437.14	$7,982.05
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.41 GM	$1,910.00	$8,423.10
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.24 GM	$5,293.91	$6,564.45
	Comment: Pavement Markings for Express Lanes			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	755.00	EA	$4.14	$3,125.70
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.48	GM	$1,100.00	$2,728.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.97	GM	$500.50	$2,487.48
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.48	GM	$5,728.00	$14,205.44
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	2.48	GM	$6,437.14	$15,964.11
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.97	GM	$1,910.00	$9,492.70
	Roadway Component Total				$5,220,588.51

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 2.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	3,763.43	SY	$34.40	$129,461.99
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	7,286.40	SY	$4.20	$30,602.88
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	300.56	TN	$167.59	$50,370.85
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	9.62	TN	$250.00	$2,405.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.24	GM	$1,274.00	$1,579.76
570-1-1	PERFORMANCE TURF	728.64	SY	$2.79	$2,032.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
534-72-101	SOUND/NOISE BARRIER-INC FOUNDATION, PERM	70,774.00	SF	$55.00	$3,892,570.00
	Comment: 3217 LF x 22' Height Noise Wall				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	7,541.42	LF	$1.85	$13,951.63
104-11	FLOATING TURBIDITY BARRIER	62.10	LF	$17.75	$1,102.28
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	62.10	LF	$7.85	$487.48
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	4.51	AC	$42.80	$193.03
107-2	MOWING	4.51	AC	$90.10	$406.35
	Shoulder Component Total				$4,128,131.17

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	0.00
New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	11,170.05	SY	$28.00	$312,761.40
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,306.20	TN	$165.04	$545,655.25
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	19.24	TN	$250.00	$4,810.00
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	3,279.00	LF	$140.00	$459,060.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00	GM	$1,274.00	$1,274.00
	Median Component Total				$1,323,560.65

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	11.00	EA	$7,625.50	$83,880.50
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,640.00	LF	$160.00	$422,400.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	22.00	EA	$2,087.73	$45,930.06

Retention Basin 1

Description	Value
Size	1.5 AC
Multiplier	2
Depth	6.00
Description	SMF-19B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	$37,000.00	$111,000.00
120-1	REGULAR EXCAVATION	29,040.00	CY	$13.00	$377,520.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$6,477.00	$12,954.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	4.00	EA	$16,000.00	$64,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,050.00	LF	$31.00	$63,550.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	14,520.00	SY	$2.79	$40,510.80

Retention Basin 2

Description	Value
Size	1.5 AC

Multiplier		1
Depth		6.00
Description	FPC-19B	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$37,000.00	$55,500.00
120-1	REGULAR EXCAVATION	14,520.00	CY	$13.00	$188,760.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$31.00	$31,775.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	7,260.00	SY	$2.79	$20,255.40

Retention Basin 3

Description	Value
Size	2.5 AC
Multiplier	1
Depth	6.00
Description	SMF-20A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$37,000.00	$92,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	$13.00	$314,600.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$31.00	$41,385.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	12,100.00	SY	$2.79	$33,759.00

Drainage Component Total $2,763,302.67

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00	AS	$430.20	$860.40
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	19.00	AS	$1,925.00	$36,575.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	$355.00	$710.00

700-1-60	SINGLE POST SIGN, REMOVE	19.00 AS	$33.50	$636.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00 AS	$7,280.00	$14,560.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00 AS	$812.00	$1,624.00
	Signing Component Total			$54,965.90

Sequence 9 Total $15,651,468.80

Sequence: 10 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.234 MI 1,235 LF

Description: MP 8.121 to MP 8.355 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 12' full depth inside shldrs with Shldr Bar Wall

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.234
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	2.84	AC	$37,000.00	$105,080.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	933.05	CY	$27.74	$25,882.81

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	18,662.22	CY	$27.74	$517,689.98
	Comment: I-75 widening inside for express lanes (56' total width x 1235 LF x 6' avg height) and Aux Lane (1235 LF x 12'W x 6' avg height)				
	Earthwork Component Total				$648,652.79

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	11
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	14,271.02	SY	$9.00	$128,439.18

285-712	OPTIONAL BASE,BASE GROUP 12	9,466.90	SY	$28.00	$265,073.20
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	9,879.94	SY	$4.44	$43,866.93
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,822.64	TN	$165.04	$465,848.51
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,901.89	TN	$165.04	$313,887.93
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	373.24	TN	$250.00	$93,310.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	395.20	TN	$250.00	$98,800.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-73	GUARDRAIL REMOVAL	1,235.00	LF	$1.90	$2,346.50
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00	EA	$29,473.00	$29,473.00
570-1-1	PERFORMANCE TURF	2,751.11	SY	$2.79	$7,675.60
	Comment: Clear/Grubb minus road widening (10' avg W x 1238'L/9=1,375.56 sy, LT: 10' avg W x 1238'L/9=1,375.56 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	248.00	EA	$150.67	$37,366.16
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	62.00	EA	$4.14	$256.68
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.46	GM	$1,473.81	$677.95
	Comment: Pavement Markings for Buffered Separated Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.46	GM	$500.50	$230.23
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.46	GM	$1,148.00	$528.08
	Comment: Pavement Markings for Express Lanes				
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	0.46	GM	$6,437.14	$2,961.08
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.46	GM	$1,910.00	$878.60
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.46	GM	$5,293.91	$2,435.20
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	9

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	316.00	EA	$4.14	$1,308.24

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.94	GM	$1,100.00	$1,034.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.11	GM	$500.50	$1,056.06
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.94	GM	$5,728.00	$5,384.32
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	0.94	GM	$6,437.14	$6,050.91
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.11	GM	$1,910.00	$4,030.10
	Roadway Component Total				$1,512,918.46

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 2.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	1,417.50	SY	$34.40	$48,762.00
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	2,744.43	SY	$4.20	$11,526.61
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	113.21	TN	$167.59	$18,972.86
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.62	TN	$250.00	$905.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.47	GM	$1,274.00	$598.78
570-1-1	PERFORMANCE TURF	274.44	SY	$2.79	$765.69

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,840.48	LF	$1.85	$5,254.89
104-11	FLOATING TURBIDITY BARRIER	23.39	LF	$17.75	$415.17
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	23.39	LF	$7.85	$183.61
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	1.70	AC	$42.80	$72.76
107-2	MOWING	1.70	AC	$90.10	$153.17
	Shoulder Component Total				$90,577.54

MEDIAN COMPONENT

User Input Data

Description	Value

Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	12.00 / 12.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	3,383.88	SY	$28.00	$94,748.64
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	996.23	TN	$165.04	$164,417.80
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	7.25	TN	$250.00	$1,812.50
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	2,470.00	LF	$367.00	$906,490.00
	Median Component Total				$1,167,468.94

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	8.00	EA	$6,927.00	$55,416.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	1,792.00	LF	$160.00	$286,720.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	16.00	EA	$2,087.73	$33,403.68
	Drainage Component Total				$376,661.59

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00	AS	$1,925.00	$11,550.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$355.00	$355.00
700-1-60	SINGLE POST SIGN, REMOVE	6.00	AS	$33.50	$201.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$7,280.00	$7,280.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$812.00	$812.00
	Signing Component Total				$20,628.20

Sequence 10 Total	$3,816,907.52

Sequence: 11 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.415 MI 7,473 LF

Description: MP 8.355 to MP 9.770 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes).

Special Conditions: Includes Express Lanes Ingress/Egress Ramps and NB I-75 Widening from SR 674 Entrance Ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.415
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	17.15	AC	$37,000.00	$634,550.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	6,494.41	CY	$27.74	$180,154.93

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	127,578.67	CY	$27.74	$3,539,032.31
	Comment: I-75 widening inside for express lanes (56' total width x 7473 LF x 6'), Ingress/Egress Ramp (2 x 2355 LF x 14'W x 6') and Aux Lane (7473 LF x 12'W x 6')				
	Earthwork Component Total				$4,353,737.24

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	11
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	86,352.17	SY	$9.00	$777,169.53
285-712	OPTIONAL BASE,BASE GROUP 12	57,283.04	SY	$28.00	$1,603,925.12
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	59,782.27	SY	$4.44	$265,433.28
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	17,079.46	TN	$165.04	$2,818,794.08
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	11,508.09	TN	$165.04	$1,899,295.17
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,391.29	TN	$250.00	$597,822.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,258.44	TN	$250.00	$564,610.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	7,326.67	SY	$9.00	$65,940.03
	Comment: One 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	7,326.67	SY	$28.00	$205,146.76
	Comment: One 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,216.32	TN	$165.04	$365,781.45
	Comment: One 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	293.07	TN	$250.00	$73,267.50
	Comment: One 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
536-73	GUARDRAIL REMOVAL	1,300.00	LF	$1.90	$2,470.00
570-1-1	PERFORMANCE TURF	16,606.67	SY	$2.79	$46,332.61
	Comment: Clear/Grubb minus roadway widening (10' avg W x 7473'L/9=8,303.33 sy, LT: 10' avg W x 7473'L/9=8,303.33 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,495.00	EA	$150.67	$225,251.65
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	374.00	EA	$4.14	$1,548.36
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	5.64	GM	$1,473.81	$8,312.29
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp				
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	825.00	LF	$1.24	$1,023.00
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.68	GM	$500.50	$3,343.34
	Comment: 3 lanes for Mainline, 2 Lanes for Express Lanes				

710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	13.00 EA	$48.27	$627.51
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	2.82 GM	$1,148.00	$3,237.36
	Comment: Pavement Markings for Express Lanes			
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	825.00 LF	$4.35	$3,588.75
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp			
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	13.00 EA	$152.81	$1,986.53
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp			
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	2.82 GM	$6,437.14	$18,152.73
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	6.68 GM	$1,910.00	$12,758.80
	Comment: Pavement Markings for Express Lanes			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	2.82 GM	$5,293.91	$14,928.83
	Comment: Pavement Markings for Express Lanes			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	9

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,911.00 EA	$4.14	$7,911.54
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	5.66 GM	$1,100.00	$6,226.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	12.74 GM	$500.50	$6,376.37
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	5.66 GM	$5,728.00	$32,420.48
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	5.66 GM	$6,437.14	$36,434.21
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	12.74 GM	$1,910.00	$24,333.40
	Roadway Component Total			$9,694,449.18

SHOULDER COMPONENT

User Input Data

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

New Paved Outside Shoulder Width L/R	0.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	8,577.10	SY	$34.40	$295,052.24
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	16,606.19	SY	$4.20	$69,746.00
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	685.01	TN	$167.59	$114,800.83
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	21.92	TN	$250.00	$5,480.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.83	GM	$1,274.00	$3,605.42
570-1-1	PERFORMANCE TURF	1,660.62	SY	$2.79	$4,633.13

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
534-72-101	SOUND/NOISE BARRIER-INC FOUNDATION, PERM	108,174.00	SF	$55.00	$5,949,570.00
	Comment: 4917 LF x 22' Avg height				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	17,187.40	LF	$1.85	$31,796.69
104-11	FLOATING TURBIDITY BARRIER	141.53	LF	$17.75	$2,512.16
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	141.53	LF	$7.85	$1,111.01
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$2,967.00	$5,934.00
107-1	LITTER REMOVAL	10.29	AC	$42.80	$440.41
107-2	MOWING	10.29	AC	$90.10	$927.13
	Shoulder Component Total				$6,485,609.02

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	10.00 / 10.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	17,154.19	SY	$34.40	$590,104.14

334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,370.01	TN	$167.59	$229,599.98
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	43.84	TN	$250.00	$10,960.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.00	GM	$1,274.00	$3,822.00
570-1-1	PERFORMANCE TURF	4,433.85	SY	$2.79	$12,370.44
	Median Component Total				$846,856.56

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	25.00	EA	$7,625.50	$190,637.50
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	7,200.00	LF	$160.00	$1,152,000.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	50.00	EA	$2,087.73	$104,386.50

Box Culvert 1

Description	Value
Size	10 x 4
Length	35.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	53.75	CY	$2,109.00	$113,358.75
415-1-1	REINF STEEL- ROADWAY	6,485.00	LB	$1.53	$9,922.05

Retention Basin 1

Description	Value
Size	2.5 AC
Multiplier	1
Depth	6.00
Description	SMF-21A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$37,000.00	$92,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	$13.00	$314,600.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$31.00	$41,385.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00

570-1-1	PERFORMANCE TURF	12,100.00	SY	$2.79	$33,759.00

Retention Basin 2

Description	Value
Size	2.5 AC
Multiplier	1
Depth	6.00
Description	SMF-22A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$37,000.00	$92,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	$13.00	$314,600.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$31.00	$41,385.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	12,100.00	SY	$2.79	$33,759.00
	Drainage Component Total				$2,929,626.71

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00	AS	$430.20	$1,720.80
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	45.00	AS	$1,925.00	$86,625.00
700-1-50	SINGLE POST SIGN, RELOCATE	4.00	AS	$355.00	$1,420.00
700-1-60	SINGLE POST SIGN, REMOVE	45.00	AS	$33.50	$1,507.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	4.00	AS	$7,280.00	$29,120.00
700-2-60	MULTI- POST SIGN, REMOVE	4.00	AS	$812.00	$3,248.00
	Signing Component Total				$123,641.30

Sequence 11 Total $24,433,920.01

Sequence: 12 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.230 MI 6,495 LF

Description: MP 9.770 to MP 11.000 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 12' full depth inside shldrs with Shldr Bar Wall

Special Conditions: Includes Express Lane Ingress Ramp (2355 LF) and I-75 Outside Widening (3962 LF) to accommodate Express Lane Ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.230
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	14.91	AC	$37,000.00	$551,670.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	4,757.75	CY	$27.74	$131,979.98

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	112,800.00	CY	$27.74	$3,129,072.00
	Comment: I-75 widening inside for express lanes (56' total width x 6495 LF x 6'), Egress Ramp (2 x 2355 LF x 14'W x 6') and Aux Lane (6495 LF x 12'W x 6')				
	Earthwork Component Total				$3,812,721.99

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 6.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	66,392.60	SY	$9.00	$597,533.40
285-712	OPTIONAL BASE,BASE GROUP 12	45,457.28	SY	$28.00	$1,272,803.84
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	51,959.42	SY	$4.44	$230,699.82
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	13,534.71	TN	$165.04	$2,233,768.54
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	10,002.19	TN	$165.04	$1,650,761.44
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,078.38	TN	$250.00	$519,595.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,789.71	TN	$250.00	$447,427.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	9,646.00	SY	$9.00	$86,814.00
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. 3962 LF x 12' Mainline to accommodate Ingress Lane (includes shoulder). Quantities calculated in excel spreadsheet for project.				
285-706	OPTIONAL BASE,BASE GROUP 06	5,282.67	SY	$34.40	$181,723.85
	Comment: 3962 LF x 12' Mainline Shoulder to accommodate Ingress Lane. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	3,663.33	SY	$28.00	$102,573.24
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,917.92	TN	$165.04	$481,573.52
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. 3962 LF x 12' Mainline to accommodate Ingress Lane (includes shoulder). Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	385.34	TN	$250.00	$96,335.00
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. 3962 LF x 12' Mainline to accommodate Ingress Lane (includes shoulder). Quantities calculated in excel spreadsheet for project.				
536-73	GUARDRAIL REMOVAL	1,750.00	LF	$1.90	$3,325.00
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00	EA	$29,473.00	$29,473.00
	Comment: Attach to end of NB Express Lanes Inside Shldr Bar Wall				
570-1-1	PERFORMANCE TURF	14,433.33	SY	$2.79	$40,268.99
	Comment: Clear/Grubb minus roadway widening (10' avg W x 6495'L/9=7,216.67 sy, LT: 10' avg W x 6495'L/9=7,216.67 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,299.00	EA	$150.67	$195,720.33
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	325.00	EA	$4.14	$1,345.50
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	2.46	GM	$1,473.81	$3,625.57
	Comment: Pavement Markings for Express Lanes				
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	412.50	LF	$1.24	$511.50

	Comment: Pavement Markings for Express Lanes			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.32 GM	$500.50	$3,163.16
	Comment: Pavement Markings for Express Lanes and Ingress Ramp			
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	6.00 EA	$48.27	$289.62
	Comment: Pavement Markings for Express Lanes			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	2.46 GM	$1,148.00	$2,824.08
	Comment: Pavement Markings for Express Lanes			
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	412.50 LF	$4.35	$1,794.38
	Comment: Pavement Markings for Express Lanes			
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	6.00 EA	$152.81	$916.86
	Comment: Pavement Markings for Express Lanes			
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	2.46 GM	$6,437.14	$15,835.36
	Comment: Pavement Markings for Express Lanes			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	6.31 GM	$1,910.00	$12,052.10
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	2.46 GM	$5,293.91	$13,023.02
	Comment: Pavement Markings for Express Lanes			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,495.00	EA	$4.14	$6,189.30
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.92	GM	$1,100.00	$5,412.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	9.84	GM	$500.50	$4,924.92
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.92	GM	$5,728.00	$28,181.76
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	4.92	GM	$6,437.14	$31,670.73
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	9.84	GM	$1,910.00	$18,794.40

Roadway Component Total $8,320,950.73

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00

New Total Outside Shoulder Width L/R	0.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 1.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	3,846.44	SY	$34.40	$132,317.54
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	14,433.17	SY	$4.20	$60,619.31
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	297.68	TN	$167.59	$49,888.19
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	19.05	TN	$250.00	$4,762.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.46	GM	$1,274.00	$3,134.04
570-1-1	PERFORMANCE TURF	721.66	SY	$2.79	$2,013.43

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
534-72-101	SOUND/NOISE BARRIER-INC FOUNDATION, PERM	116,490.00	SF	$55.00	$6,406,950.00
	Comment: 5295'L x 22' Avg Height (1276 LF & 4019 LF)				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	14,938.33	LF	$1.85	$27,635.91
104-11	FLOATING TURBIDITY BARRIER	123.01	LF	$17.75	$2,183.43
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	123.01	LF	$7.85	$965.63
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$2,967.00	$5,934.00
107-1	LITTER REMOVAL	8.94	AC	$42.80	$382.63
107-2	MOWING	8.94	AC	$90.10	$805.49
	Shoulder Component Total				$6,697,592.10

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	12.00 / 12.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	17,796.10	SY	$28.00	$498,290.80
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	5,239.24	TN	$165.04	$864,684.17
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	38.10	TN	$250.00	$9,525.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	12,990.00	LF	$367.00	$4,767,330.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$1,274.00	$2,548.00
570-1-1	PERFORMANCE TURF	3,853.66	SY	$2.79	$10,751.71
	Median Component Total				$6,153,129.68

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	42.00	EA	$6,927.00	$290,934.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	9,408.00	LF	$160.00	$1,505,280.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	42.00	EA	$2,087.73	$87,684.66

Retention Basin 1

Description	Value
Size	5 AC
Multiplier	1
Depth	6.00
Description	SMF-23A & 24A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$37,000.00	$185,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	$13.00	$629,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,860.00	LF	$31.00	$57,660.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	24,200.00	SY	$2.79	$67,518.00

Retention Basin 2

Description	Value
Size	2.5 AC
Multiplier	1
Depth	6.00
Description	FPC-24A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$37,000.00	$92,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	$13.00	$314,600.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$31.00	$41,385.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	12,100.00	SY	$2.79	$33,759.00
	Drainage Component Total				$3,836,087.57

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$430.20	$1,290.60
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	30.00	AS	$1,925.00	$57,750.00
700-1-50	SINGLE POST SIGN, RELOCATE	3.00	AS	$355.00	$1,065.00
700-1-60	SINGLE POST SIGN, REMOVE	30.00	AS	$33.50	$1,005.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	3.00	AS	$7,280.00	$21,840.00
700-2-60	MULTI- POST SIGN, REMOVE	3.00	AS	$812.00	$2,436.00
	Signing Component Total				$85,386.60

Sequence 12 Total $28,905,868.67

Sequence: 13 WDR - Widen/Resurface, Divided, Rural **Net Length:** 4.692 MI 24,774 LF

Description: MP 11.000 to MP 15.783 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 15' full depth inside shldrs with Med Bar Wall.

Special Conditions: Inside Widening Bridge #130362 & #130363 (315 LF) over Big Bend Road. Inside Widening Bridge #130376 & #130377 (165.5 LF) over Symmes Rd.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.250
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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	2.980
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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	0.462
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	56.87	AC	$37,000.00	$2,104,190.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,569.13	CY	$27.74	$71,267.67

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	308,298.67	CY	$27.74	$8,552,205.11
	Comment: I-75 widening inside for express lanes (56' total width x 24,774 LF x 6' avg height)				
	Earthwork Component Total				$10,727,662.78

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	242,232.32	SY	$9.00	$2,180,090.88
285-712	OPTIONAL BASE,BASE GROUP 12	155,964.58	SY	$28.00	$4,367,008.24
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	198,190.08	SY	$4.44	$879,963.96
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	46,629.72	TN	$165.04	$7,695,768.99
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	38,151.59	TN	$165.04	$6,296,538.41
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	7,927.60	TN	$250.00	$1,981,900.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	6,165.91	TN	$250.00	$1,541,477.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-73	GUARDRAIL REMOVAL	24,774.00	LF	$1.90	$47,070.60
570-1-1	PERFORMANCE TURF	55,053.33	SY	$2.79	$153,598.79
	Comment: Clear/Grubb minus roadway widening (10' AVG W x 24,774'L/9=27,526.67 sy, LT: 10' AVG W x 24,774'L/9=27,526.67 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	5,051.00	EA	$150.67	$761,034.17
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	1,263.00	EA	$4.14	$5,228.82
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	9.38	GM	$1,473.81	$13,824.34

	Comment: Pavement Markings for Express Lanes			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	9.38 GM	$500.50	$4,694.69
	Comment: Pavement Markings for Express Lanes			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	9.38 GM	$1,148.00	$10,768.24
	Comment: Pavement Markings for Express Lanes			
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	9.38 GM	$6,437.14	$60,380.37
	Comment: Pavement Markings for Express Lanes			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	9.38 GM	$1,910.00	$17,915.80
	Comment: Pavement Markings for Express Lanes			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	9.38 GM	$5,293.91	$49,656.88
	Comment: Pavement Markings for Express Lanes			
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.54 GM	$4,523.00	$2,442.42
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	0.54 GM	$5,558.37	$3,001.52
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.54 GM	$1,520.00	$820.80
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.54 GM	$4,474.00	$2,415.96
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	5,701.00	EA	$4.14	$23,602.14
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	18.77	GM	$1,100.00	$20,647.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	37.54	GM	$500.50	$18,788.77
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	18.77	GM	$5,728.00	$107,514.56
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	18.77	GM	$6,437.14	$120,825.12
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	37.54	GM	$1,910.00	$71,701.40

Roadway Component Total $26,438,680.37

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	55,052.80	SY	$4.20	$231,221.76
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	4,541.86	TN	$167.59	$761,170.32
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	145.34	TN	$250.00	$36,335.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	9.38	GM	$1,274.00	$11,950.12

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
534-72-101	SOUND/NOISE BARRIER-INC FOUNDATION, PERM	355,058.00	SF	$55.00	$19,528,190.00
	Comment: (3841+4614+5183+2501) LF x 22' Avg Height				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	56,979.65	LF	$1.85	$105,412.35
104-11	FLOATING TURBIDITY BARRIER	469.20	LF	$17.75	$8,328.30
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	469.20	LF	$7.85	$3,683.22
104-15	SOIL TRACKING PREVENTION DEVICE	5.00	EA	$2,967.00	$14,835.00
107-1	LITTER REMOVAL	34.11	AC	$42.80	$1,459.91
107-2	MOWING	34.11	AC	$90.10	$3,073.31
	Shoulder Component Total				$20,705,659.29

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	0.00
New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	84,395.94	SY	$28.00	$2,363,086.32
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	24,980.21	TN	$165.04	$4,122,733.86
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	145.34	TN	$250.00	$36,335.00
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	24,774.00	LF	$140.00	$3,468,360.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	9.00	GM	$1,274.00	$11,466.00
	Median Component Total				$10,001,981.18

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	86.00	EA	$7,625.50	$655,793.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	20,640.00	LF	$160.00	$3,302,400.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	172.00	EA	$2,087.73	$359,089.56

Retention Basin 1

Description	Value
Size	20 AC
Multiplier	1
Depth	6.00
Description	SMF-25: 2 SMFS LOCATED SW QUADRANT OF INTERCHANGE AND 2 SMFS LOCATED SE QUADRANT OF INTERCHANGE BIG BEND ROAD

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	20.00	AC	$37,000.00	$740,000.00
120-1	REGULAR EXCAVATION	193,600.00	CY	$13.00	$2,516,800.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	$6,477.00	$19,431.00
425-2-71	MANHOLES, J-7, <10'	3.00	EA	$12,920.00	$38,760.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	152.00	LF	$350.00	$53,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00	LF	$720.00	$432,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	3.00	EA	$16,000.00	$48,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	4,420.00	LF	$31.00	$137,020.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	6.00	EA	$4,336.00	$26,016.00
570-1-1	PERFORMANCE TURF	96,800.00	SY	$2.79	$270,072.00

Retention Basin 2

Description		Value
Size		2.5 AC
Multiplier		1
Depth		6.00
Description	SMF-26B	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$37,000.00	$92,500.00
120-1	REGULAR EXCAVATION	24,200.00	CY	$13.00	$314,600.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$31.00	$41,385.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	12,100.00	SY	$2.79	$33,759.00

Retention Basin 3

Description		Value
Size		2 AC
Multiplier		1
Depth		6.00
Description	FPC-26B	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$37,000.00	$74,000.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$13.00	$251,680.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$31.00	$36,580.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	9,680.00	SY	$2.79	$27,007.20

Retention Basin 4

Description		Value
Size		1.5 AC
Multiplier		1
Depth		6.00
Description	FPC-27A	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$37,000.00	$55,500.00
120-1	REGULAR EXCAVATION	14,520.00	CY	$13.00	$188,760.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$31.00	$31,775.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	7,260.00	SY	$2.79	$20,255.40

Retention Basin 5

Description		Value
Size		2 AC
Multiplier		1
Depth		6.00
Description	FPC-28A	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$37,000.00	$74,000.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$13.00	$251,680.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$31.00	$36,580.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	9,680.00	SY	$2.79	$27,007.20

Retention Basin 6

Description		Value
Size		2 AC
Multiplier		1
Depth		6.00
Description	SMF-29B	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$37,000.00	$74,000.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$13.00	$251,680.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00

430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$31.00	$36,580.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	9,680.00	SY	$2.79	$27,007.20

Retention Basin 7

Description	Value
Size	1.5 AC
Multiplier	1
Depth	6.00
Description	FPC-29B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$37,000.00	$55,500.00
120-1	REGULAR EXCAVATION	14,520.00	CY	$13.00	$188,760.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$31.00	$31,775.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	7,260.00	SY	$2.79	$20,255.40
	Drainage Component Total				$12,055,850.87

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	10.00	AS	$430.20	$4,302.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	113.00	AS	$1,925.00	$217,525.00
700-1-50	SINGLE POST SIGN, RELOCATE	10.00	AS	$355.00	$3,550.00
700-1-60	SINGLE POST SIGN, REMOVE	113.00	AS	$33.50	$3,785.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	10.00	AS	$7,280.00	$72,800.00
700-2-60	MULTI- POST SIGN, REMOVE	10.00	AS	$812.00	$8,120.00
	Signing Component Total				$310,082.50

BRIDGES COMPONENT

Bridge 100364

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	315.00
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100364
Removal of Existing Structures area	1,890.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$162.10**
Basic Bridge Cost	**$1,704,024.00**
Description	WIDEN EXISTING NB I-75 BRIDGE OVER BIG BEND ROAD

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	1,890.00 SF	$130.00	$245,700.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67 CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25 LB	$1.15	$15,429.84
	Bridge 100364 Total			$2,007,322.34

Bridge 100363

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	315.00
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100363
Removal of Existing Structures area	1,890.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$162.10**
Basic Bridge Cost	**$1,704,024.00**
Description	WIDEN EXISTING SB I-75 BRIDGE OVER BIG BEND ROAD. WIDENING ALLOWS FOR PROPOSED 2-LANE SB OFF-RAMP TO BBR

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	1,890.00 SF	$130.00	$245,700.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67 CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25 LB	$1.15	$15,429.84
	Bridge 100363 Total			$2,007,322.34

Bridge 100376

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES

Length (LF)	165.50
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100376
Removal of Existing Structures area	993.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$166.89**
Basic Bridge Cost	**$895,288.80**
Description	WIDEN EXISTING NB I-75 BRIDGE OVER SYMMES ROAD

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	993.00 SF	$130.00	$129,090.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67 CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25 LB	$1.15	$15,429.84
	Bridge 100376 Total			$1,081,977.14

Bridge 100375

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	165.50
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100375
Removal of Existing Structures area	993.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$166.89**
Basic Bridge Cost	**$895,288.80**
Description	WIDEN EXISTING SB I-75 BRIDGE OVER SYMMES ROAD

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	993.00 SF	$130.00	$129,090.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67 CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25 LB	$1.15	$15,429.84
	Bridge 100375 Total			$1,081,977.14
	Bridges Component Total			$6,178,598.96

Sequence 13 Total $86,418,515.95

Sequence: 14 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.894 MI 4,720 LF

Description: MP 15.783 to MP 17.049 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). Full depth shldrs with Med Bar Wall.

Special Conditions: Inside Widening Bridge #130373 & #130374 (414 LF) over Bullfrog Creek. Inside Widening Bridge #130358 & #130359 (1552.5 LF) over Alafia River.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.894
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	10.84	AC	$37,000.00	$401,080.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	596.16	CY	$27.74	$16,537.48

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	55,053.70	CY	$27.74	$1,527,189.64
	Comment: I-75 widening inside for express lanes (56' total width x 4720 LF x 5' avg height) and Egress Ramp (2355 LF x 14'W x 5' avg height)				
	Earthwork Component Total				$1,944,807.12

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	11
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	58,735.19	SY	$9.00	$528,616.71
285-712	OPTIONAL BASE,BASE GROUP 12	36,179.83	SY	$28.00	$1,013,035.24
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	37,758.34	SY	$4.44	$167,647.03
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	10,787.35	TN	$165.04	$1,780,344.24
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	7,268.48	TN	$165.04	$1,199,589.94
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,510.33	TN	$250.00	$377,582.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,426.43	TN	$250.00	$356,607.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,663.33	SY	$9.00	$32,969.97
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	3,663.33	SY	$28.00	$102,573.24
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,108.16	TN	$165.04	$182,890.73
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	146.53	TN	$250.00	$36,632.50
	Comment: One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
339-1	MISCELLANEOUS ASPHALT PAVEMENT	28.00	TN	$955.00	$26,740.00
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	500.00	LF	$28.80	$14,400.00
	Comment: For NB I-75 Bridge Abutment due to outside widening				
536-73	GUARDRAIL REMOVAL	2,740.00	LF	$1.90	$5,206.00
536-85-20	GUARDRAIL END TREAT-TRAILING ANCHORAGE	1.00	EA	$1,619.16	$1,619.16
	Comment: For NB I-75 Bridge Abutment due to outside widening				
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00	EA	$3,335.00	$3,335.00
	Comment: For NB I-75 Bridge Abutment due to outside widening				
570-1-1	PERFORMANCE TURF	10,488.89	SY	$2.79	$29,264.00
	Comment: Clear/Grubb minus roadway widening (10' AVG W x 4720'L/9=5,244.44 sy, LT: 10' AVG W x 4720'L/9=5,244.44 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,337.00	EA	$150.67	$201,445.79
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	334.00	EA	$4.14	$1,382.76
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	1.78	GM	$1,473.81	$2,623.38

	Comment: Pavement Markings for Express Lanes and Egress Ramp			
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	412.50 LF	$1.24	$511.50
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.71 GM	$500.50	$1,856.86
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	6.00 EA	$48.27	$289.62
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	1.78 GM	$1,148.00	$2,043.44
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	1.78 GM	$6,178.67	$10,998.03
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	412.50 LF	$4.35	$1,794.38
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	6.00 EA	$152.81	$916.86
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	2.23 GM	$6,437.14	$14,354.82
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.71 GM	$1,910.00	$7,086.10
	Comment: Pavement Markings for Express Lanes and Egress Ramp			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.78 GM	$5,293.91	$9,423.16
	Comment: Pavement Markings for Express Lanes			
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2.23 GM	$4,523.00	$10,086.29
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	2.23 GM	$5,558.37	$12,395.17
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	2.98 GM	$1,520.00	$4,529.60
	Comment: Pavement Markings for Express Lanes and Mainline On Bridge			
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.75 GM	$4,474.00	$3,355.50
	Comment: Pavement Markings for Express Lanes on Bridges			

Pavement Marking Subcomponent

Description	Value

Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	9

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,207.00	EA	$4.14	$4,996.98
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.58	GM	$1,100.00	$3,938.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	8.05	GM	$500.50	$4,029.02
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	3.58	GM	$5,728.00	$20,506.24
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	3.58	GM	$6,437.14	$23,044.96
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	8.05	GM	$1,910.00	$15,375.50
	Roadway Component Total				$6,216,037.73

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 2.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	5,417.27	SY	$34.40	$186,354.09
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	10,488.43	SY	$4.20	$44,051.41
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	432.65	TN	$167.59	$72,507.81
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	13.84	TN	$250.00	$3,460.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.79	GM	$1,274.00	$2,280.46
570-1-1	PERFORMANCE TURF	1,048.84	SY	$2.79	$2,926.26

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
534-72-101	SOUND/NOISE BARRIER-INC FOUNDATION, PERM	40,568.00	SF	$55.00	$2,231,240.00
	Comment: 1844 x 22' Avg Height				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	10,855.52	LF	$1.85	$20,082.71
104-11	FLOATING TURBIDITY BARRIER	89.39	LF	$17.75	$1,586.67
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	89.39	LF	$7.85	$701.71
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	6.50	AC	$42.80	$278.20
107-2	MOWING	6.50	AC	$90.10	$585.65
	Shoulder Component Total				$2,569,021.97

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	0.00
New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	16,078.76	SY	$28.00	$450,205.28
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	4,759.12	TN	$165.04	$785,445.16
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	27.69	TN	$250.00	$6,922.50
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	4,117.00	LF	$140.00	$576,380.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$1,274.00	$2,548.00
	Median Component Total				$1,821,500.94

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	15.00	EA	$7,625.50	$114,382.50
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	3,600.00	LF	$160.00	$576,000.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	30.00	EA	$2,087.73	$62,631.90

Retention Basin 1

Description	Value

Size	2 AC
Multiplier	2
Depth	6.00
Description	SMF-30(2) AND SMF-30(4) LOCATED IN SW QUADRANT OF INTERCHANGE

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	$37,000.00	$148,000.00
120-1	REGULAR EXCAVATION	38,720.00	CY	$13.00	$503,360.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$6,477.00	$12,954.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,360.00	LF	$31.00	$73,160.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	19,360.00	SY	$2.79	$54,014.40

Retention Basin 2

Description	Value
Size	5 AC
Multiplier	1
Depth	6.00
Description	SMF-30(1) AND SMF-30(3) LOCATED IN SE QUADRANT OF INTERCHANGE

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$37,000.00	$185,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	$13.00	$629,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,860.00	LF	$31.00	$57,660.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	24,200.00	SY	$2.79	$67,518.00

Retention Basin 3

Description	Value
Size	2 AC
Multiplier	3
Depth	6.00
Description	SMF-31(2) LOCATED IN NW QUADRANT OF INTERCHANGE

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.00	AC	$37,000.00	$222,000.00
120-1	REGULAR EXCAVATION	58,080.00	CY	$13.00	$755,040.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	$6,477.00	$19,431.00
425-2-71	MANHOLES, J-7, <10'	3.00	EA	$12,920.00	$38,760.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	168.00	LF	$350.00	$58,800.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	600.00	LF	$720.00	$432,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	3,540.00	LF	$31.00	$109,740.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	3.00	EA	$4,336.00	$13,008.00
570-1-1	PERFORMANCE TURF	29,040.00	SY	$2.79	$81,021.60

Retention Basin 4

Description	Value
Size	2 AC
Multiplier	2
Depth	6.00
Description	SMF-31(1) AND SMF-31(3) LOCATED IN SW QUADRANT OF INTERCHANGE

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00	AC	$37,000.00	$148,000.00
120-1	REGULAR EXCAVATION	38,720.00	CY	$13.00	$503,360.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$6,477.00	$12,954.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,360.00	LF	$31.00	$73,160.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	19,360.00	SY	$2.79	$54,014.40
	Drainage Component Total				$6,073,968.71

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00	AS	$430.20	$860.40
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	22.00	AS	$1,925.00	$42,350.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	$355.00	$710.00
700-1-60	SINGLE POST SIGN, REMOVE	22.00	AS	$33.50	$737.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	$7,280.00	$14,560.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	$812.00	$1,624.00
	Signing Component Total				$60,841.40

BRIDGES COMPONENT

Bridge 100374

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	414.00
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100374
Removal of Existing Structures area	2,484.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$160.83**
Basic Bridge Cost	**$2,239,574.40**
Description	WIDEN INSIDE EXISTING NB I-75 BRIDGE OVER BULLFROG CREEK

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	2,484.00	SF	$130.00	$322,920.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67	CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25	LB	$1.15	$15,429.84
	Bridge 100374 Total				$2,620,092.74

Bridge 100373

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	414.00
Width (LF)	34.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100373
Removal of Existing Structures area	2,484.00
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$160.83**
Basic Bridge Cost	**$2,239,574.40**
Description	WIDEN INSIDE EXISTING SB I-75 BRIDGE OVER BULLFROG CREEK

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	2,484.00	SF	$130.00	$322,920.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67	CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25	LB	$1.15	$15,429.84
	Bridge 100373 Total				$2,620,092.74

Bridge 100359

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,552.50
Width (LF)	34.50
Type	High Level, Widen
Cost Factor	1.28
Structure No.	100359
Removal of Existing Structures area	9,315.00
Default Cost per SF	$150.00
Factored Cost per SF	$192.00
Final Cost per SF	**$193.08**
Basic Bridge Cost	**$10,283,760.00**
Description	WIDEN EXISTING NB I-75 BRIDGE OVER ALAFIA RIVER

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	9,315.00	SF	$130.00	$1,210,950.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67	CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25	LB	$1.15	$15,429.84
	Bridge 100359 Total				$11,552,308.34

Bridge 100358

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,552.50
Width (LF)	34.50
Type	High Level, Widen
Cost Factor	1.28
Structure No.	100358
Removal of Existing Structures area	9,315.00
Default Cost per SF	$150.00
Factored Cost per SF	$192.00
Final Cost per SF	**$193.08**
Basic Bridge Cost	**$10,283,760.00**
Description	WIDEN EXISTING SB I-75 BRIDGE OVER ALAFIA RIVER

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	9,315.00	SF	$130.00	$1,210,950.00
400-2-10	CONC CLASS II, APPROACH SLABS	76.67	CY	$550.00	$42,168.50
415-1-9	REINF STEEL- APPROACH SLABS	13,417.25	LB	$1.15	$15,429.84
	Bridge 100358 Total				$11,552,308.34
	Bridges Component Total				$28,344,802.16

Sequence 14 Total $47,030,980.03

Sequence: 15 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.770 MI 9,346 LF

Description: MP 17.049 to MP 18.849 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 15' full depth inside shldrs with Med Bar Wall.

Special Conditions: Earthwork alignments 3 thru 7 cover I-75 mainline widening to the outside due to the Express Lanes Ingress/Egress Ramps. Inside Widening Bridge #130356 & #130357 (159.58 LF) over Riverview Dr.

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	0.271
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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	1.499
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	4 to 1 / 4 to 1
Existing Median Slope L/R	0 to 1 / 0 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	3 to 1 / 3 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
110-1-1	CLEARING & GRUBBING	42.91	AC	$37,000.00	$1,587,670.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,030.49	CY	$27.74	$56,325.79

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	187,466.22	CY	$27.74	$5,200,312.94
	Comment: I-75 widening inside for express lanes (56' total width x 9346 LF x 6'), 2 Ingress/1 Egress Ramp (3 x 2355LFx14'Wx6'),I-75 SB widening (9346LFx12'Wx10'), I-75 NB widening (2866LFx12'x6')				

Earthwork Component Total $6,844,308.73

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	14
Existing Roadway Pavement Width L/R	48.00 / 48.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	141,230.38	SY	$9.00	$1,271,073.42
285-712	OPTIONAL BASE,BASE GROUP 12	84,447.46	SY	$28.00	$2,364,528.88
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	99,692.03	SY	$4.44	$442,632.61
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	25,130.70	TN	$165.04	$4,147,570.73
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	19,190.72	TN	$165.04	$3,167,236.43
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	3,987.68	TN	$250.00	$996,920.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	3,323.07	TN	$250.00	$830,767.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,990.00	SY	$9.00	$98,910.00
	Comment: Two 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	10,990.00	SY	$28.00	$307,720.00
	Comment: Two 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,324.48	TN	$165.04	$548,672.18
	Comment: Two 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	439.60	TN	$250.00	$109,900.00
	Comment: Two 2355 LF x 14' Ingress Lane and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
536-73	GUARDRAIL REMOVAL	9,346.00	LF	$1.90	$17,757.40
570-1-1	PERFORMANCE TURF	20,388.89	SY	$2.79	$56,885.00
	Comment: Clear/Grubb minus roadway widening (10' AVG W x 9175L/9=10,194.44 sy, LT: 10' AVG W x 9175'L/9=10,194.44 sy, RT)				

704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	1,867.00 EA	$150.67	$281,300.89
	Comment: Used in NB/SB Buffer Separated Area 10? Spacing			
706-1-3	RAISED PAVMT MARK, TYPE B	467.00 EA	$4.14	$1,933.38
	Comment: RPMs for Express Lanes			
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	3.46 GM	$1,473.81	$5,099.38
	Comment: Pavement Markings for Express Lanes			
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	1,237.50 LF	$1.24	$1,534.50
	Comment: Pavement Markings for Ingress/Egress Ramp (3 total)			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	7.32 GM	$500.50	$3,663.66
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp (3 total)			
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	19.00 EA	$48.27	$917.13
	Comment: Pavement Markings for Express Lanes			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	3.46 GM	$1,148.00	$3,972.08
	Comment: Pavement Markings for Express Lanes			
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	0.06 GM	$6,178.67	$370.72
	Comment: Pavement Markings for Express Lanes			
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	1,237.50 LF	$4.35	$5,383.12
	Comment: Pavement Markings for Ingress/Egress Ramp (3 total)			
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	19.00 EA	$152.81	$2,903.39
	Comment: Pavement Markings for Express Lanes			
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	3.46 GM	$6,437.14	$22,272.50
	Comment: Pavement Markings for Express Lanes			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	7.32 GM	$1,910.00	$13,981.20
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp (3 total)			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	3.46 GM	$5,293.91	$18,316.93
	Comment: Pavement Markings for Express Lanes			
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.06 GM	$4,523.00	$271.38
	Comment: Pavement Markings for Express Lanes and Mainline Bridge			
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	0.06 GM	$5,558.37	$333.50
	Comment: Pavement Markings for Express Lanes and Mainline Bridge			
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.48 GM	$1,520.00	$729.60
	Comment: Pavement Markings for Express Lanes and Mainline Bridge			
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.06 GM	$4,474.00	$268.44
	Comment: Pavement Markings for Express Lanes and Mainline Bridge			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	12

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	3,107.00	EA	$4.14	$12,862.98
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	7.08	GM	$1,100.00	$7,788.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	21.24	GM	$500.50	$10,630.62
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	7.08	GM	$5,728.00	$40,554.24
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	7.08	GM	$6,437.14	$45,574.95
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	21.24	GM	$1,910.00	$40,568.40
	Roadway Component Total				$14,881,805.15

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	21,454.56	SY	$34.40	$738,036.86
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,713.46	TN	$167.59	$287,158.76
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	54.83	TN	$250.00	$13,707.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.54	GM	$1,274.00	$4,509.96
570-1-1	PERFORMANCE TURF	4,153.83	SY	$2.79	$11,589.19

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
534-72-101	SOUND/NOISE BARRIER-INC FOUNDATION, PERM	256,850.00	SF	$55.00	$14,126,750.00
	Comment: (7705 LF + 3970 LF) x 22' Avg Height				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	21,496.09	LF	$1.85	$39,767.77
104-11	FLOATING TURBIDITY BARRIER	177.01	LF	$17.75	$3,141.93
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	177.01	LF	$7.85	$1,389.53
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$2,967.00	$5,934.00
107-1	LITTER REMOVAL	12.87	AC	$42.80	$550.84
107-2	MOWING	12.87	AC	$90.10	$1,159.59
	Shoulder Component Total				$15,233,695.93

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	31,839.14	SY	$28.00	$891,495.92
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	9,424.01	TN	$165.04	$1,555,338.61
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	54.83	TN	$250.00	$13,707.50
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	9,176.00	LF	$140.00	$1,284,640.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00	GM	$1,274.00	$5,096.00
	Median Component Total				$3,750,278.03

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	31.00	EA	$7,625.50	$236,390.50
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	8,184.00	LF	$160.00	$1,309,440.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	62.00	EA	$2,087.73	$129,439.26

Retention Basin 1

Description	Value

Size	2 AC
Multiplier	1
Depth	6.00
Description	SMF-32A & 33A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$37,000.00	$74,000.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$13.00	$251,680.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$31.00	$36,580.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	9,680.00	SY	$2.79	$27,007.20

Retention Basin 2

Description	Value
Size	2 AC
Multiplier	1
Depth	6.00
Description	SMF-34B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.00	AC	$37,000.00	$74,000.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$13.00	$251,680.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$31.00	$36,580.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	9,680.00	SY	$2.79	$27,007.20

Retention Basin 3

Description	Value
Size	2 AC
Multiplier	1
Depth	6.00
Description	SMF-35B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

110-1-1	CLEARING & GRUBBING	2.00	AC	$37,000.00	$74,000.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$13.00	$251,680.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-554-100	STRAIGHT CONC ENDW 54", SINGLE, 0 ROUND	1.00	EA	$12,724.41	$12,724.41
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,180.00	LF	$31.00	$36,580.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	9,680.00	SY	$2.79	$27,007.20

Retention Basin 4

Description	Value
Size	1.5 AC
Multiplier	2
Depth	6.00
Description	FPC-34A & 35A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	$37,000.00	$111,000.00
120-1	REGULAR EXCAVATION	29,040.00	CY	$13.00	$377,520.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00	EA	$6,477.00	$12,954.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$350.00	$39,200.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,050.00	LF	$31.00	$63,550.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	14,520.00	SY	$2.79	$40,510.80

Retention Basin 5

Description	Value
Size	1.5 AC
Multiplier	1
Depth	6.00
Description	SMF-36A (SMF IS OUTSIDE OF PROJECT LIMITS)

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$37,000.00	$55,500.00
120-1	REGULAR EXCAVATION	14,520.00	CY	$13.00	$188,760.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00

430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00 EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00 LF	$31.00	$31,775.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	7,260.00 SY	$2.79	$20,255.40
	Drainage Component Total			$4,917,786.88

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	4.00 AS	$430.20	$1,720.80
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	42.00 AS	$1,925.00	$80,850.00
700-1-50	SINGLE POST SIGN, RELOCATE	4.00 AS	$355.00	$1,420.00
700-1-60	SINGLE POST SIGN, REMOVE	42.00 AS	$33.50	$1,407.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	4.00 AS	$7,280.00	$29,120.00
700-2-60	MULTI- POST SIGN, REMOVE	4.00 AS	$812.00	$3,248.00
	Signing Component Total			$117,765.80

BRIDGES COMPONENT

Bridge 100357

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	159.58
Width (LF)	40.00
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100357
Removal of Existing Structures area	957.48
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$167.26**
Basic Bridge Cost	**$1,000,885.76**
Description	WIDEN EXISTING NB I-75 BRIDGE OVER RIVERVIEW DRIVE

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	957.48 SF	$130.00	$124,472.40
400-2-10	CONC CLASS II, APPROACH SLABS	88.89 CY	$550.00	$48,889.50
415-1-9	REINF STEEL- APPROACH SLABS	15,555.75 LB	$1.15	$17,889.11
	Bridge 100357 Total			$1,192,136.77

Bridge 100356

Description	Value

Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	159.58
Width (LF)	62.50
Type	Medium Level, Widen
Cost Factor	1.12
Structure No.	100356
Removal of Existing Structures area	657.48
Default Cost per SF	$140.00
Factored Cost per SF	$156.80
Final Cost per SF	**$174.06**
Basic Bridge Cost	**$1,563,884.00**
Description	WIDEN EXISTING SB 1-75 OVER RIVERVIEW DRIVE

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	657.48	SF	$130.00	$85,472.40
400-2-10	CONC CLASS II, APPROACH SLABS	138.89	CY	$550.00	$76,389.50
415-1-9	REINF STEEL- APPROACH SLABS	24,305.75	LB	$1.15	$27,951.61

Bridge X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-5-22	CONC TRAF RAIL- BRIDGE, 8' NOISE WALL	159.58	LF	$425.00	$67,821.50
	Comment: Noise Wall on SB I-75 Bridge over Riverview Dr.				
	Bridge 100356 Total				$1,821,519.01
	Bridges Component Total				$3,013,655.78

RETAINING WALLS COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-8-7	CONC BARRIER, W/JUNCT SL, 36 SS	324.00	LF	$376.00	$121,824.00

Retaining Wall 1

Description	Value
Length	236.00
Begin height	20.00
End Height	5.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	2,950.00	SF	$47.00	$138,650.00

Retaining Wall 2

Description	Value
Length	88.00
Begin height	20.00
End Height	20.00

Multiplier 1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	1,760.00	SF	$47.00	$82,720.00
	Retaining Walls Component Total				$343,194.00

Sequence 15 Total $49,102,490.30

Sequence: 16 RSU - Resurfacing, Undivided **Net Length:** 0.122 MI 645 LF

Description: Ramp #10075002 Mill/Resurface 15 ft Ramp from NB I-75 to EB/WB SR 674 based on Cadd Design File.

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	15.00 / 0.00
Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	1,075.36	SY	$4.44	$4,774.60
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	207.01	TN	$165.04	$34,164.93
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	43.01	TN	$250.00	$10,752.50

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.24	GM	$1,100.00	$264.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.24	GM	$5,728.00	$1,374.72
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.24	GM	$5,293.91	$1,270.54
	Roadway Component Total				$52,601.29

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 4.00
Paved Outside Shoulder Width L/R	4.00 / 2.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	430.14	SY	$4.20	$1,806.59
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	35.49	TN	$167.59	$5,947.77
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.79	TN	$250.00	$947.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.24	GM	$1,274.00	$305.76
570-1-1	PERFORMANCE TURF	430.14	SY	$2.79	$1,200.09

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,290.00	LF	$1.85	$2,386.50
104-11	FLOATING TURBIDITY BARRIER	12.22	LF	$17.75	$216.90
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	12.22	LF	$7.85	$95.93
104-18	INLET PROTECTION SYSTEM	1.00	EA	$122.75	$122.75
107-1	LITTER REMOVAL	0.30	AC	$42.80	$12.84
107-2	MOWING	0.30	AC	$90.10	$27.03
	Shoulder Component Total				$13,069.67

Sequence 16 Total $65,670.96

Sequence: 17 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.111 MI 588 LF

Description: Ramp #10075002 Mill/Resurface 15 ft Ramp from NB I-75 at WB SR 674 based on Cadd Design File. Widen ramp 9' to the inside.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.111
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	6.00 % / 6.00 %
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	0.40	AC	$37,000.00	$14,800.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	146.30	CY	$27.74	$4,058.36

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	1,176.00	CY	$27.74	$32,622.24
	Comment: Widen ramp to inside (588 LF x 9'W x 6' avg height)				
	Earthwork Component Total				$51,480.60

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Existing Roadway Pavement Width L/R	0.00 / 15.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	9.00 / 0.00
Widened Structural Spread Rate	440
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,895.29	SY	$9.00	$17,057.61
285-712	OPTIONAL BASE,BASE GROUP 12	609.76	SY	$28.00	$17,073.28
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	980.32	SY	$4.44	$4,352.62
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	188.71	TN	$165.04	$31,144.70

334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	129.40 TN	$165.04	$21,356.18
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	39.21 TN	$250.00	$9,802.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	23.53 TN	$250.00	$5,882.50

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	15.00	EA	$4.14	$62.10
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.22	GM	$1,100.00	$242.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.11	GM	$500.50	$55.06
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.22	GM	$5,728.00	$1,260.16
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.11	GM	$1,910.00	$210.10
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.22	GM	$5,293.91	$1,164.66
	Roadway Component Total				$109,663.47

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	6.00 / 6.00
New Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 2.00
Existing Paved Outside Shoulder Width L/R	2.00 / 4.00
New Paved Outside Shoulder Width L/R	4.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	958.10	SY	$34.40	$32,958.64
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	392.13	SY	$4.20	$1,646.95
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	75.48	TN	$167.59	$12,649.69
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	3.45	TN	$250.00	$862.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.22	GM	$1,274.00	$280.28
570-1-1	PERFORMANCE TURF	392.13	SY	$2.79	$1,094.04

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,352.84	LF	$1.85	$2,502.75
104-11	FLOATING TURBIDITY BARRIER	11.14	LF	$17.75	$197.74
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	11.14	LF	$7.85	$87.45
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
104-18	INLET PROTECTION SYSTEM	1.00	EA	$122.75	$122.75
107-1	LITTER REMOVAL	0.27	AC	$42.80	$11.56
107-2	MOWING	0.27	AC	$90.10	$24.33
	Shoulder Component Total				$55,405.68

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	3.00	AS	$1,925.00	$5,775.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$355.00	$355.00
700-1-60	SINGLE POST SIGN, REMOVE	3.00	AS	$33.50	$100.50
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$5,274.00	$5,274.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$812.00	$812.00
	Signing Component Total				$12,746.70

Sequence 17 Total $229,296.45

Sequence: 18 NUR - New Construction, Undivided, Rural **Net Length:** 0.315 MI 1,663 LF

Description: Ramp #10075003 Reconstruct 15 ft Ramp from EB/WB SR 674 to SB I-75 based on Cadd Design File.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	25.00 / 25.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.315
Top of Structural Course For Begin Section	106.00
Top of Structural Course For End Section	106.00
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	1.91	AC	$37,000.00	$70,670.00
120-6	EMBANKMENT	11,517.97	CY	$27.74	$319,508.49
	Earthwork Component Total				$390,178.49

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	0.00 / 15.00
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	4,989.60	SY	$9.00	$44,906.40
285-712	OPTIONAL BASE,BASE GROUP 12	2,832.98	SY	$28.00	$79,323.44
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	609.84	TN	$165.04	$100,647.99
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	110.88	TN	$250.00	$27,720.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.63 GM	$1,100.00	$693.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.63 GM	$5,728.00	$3,608.64
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.63 GM	$5,293.91	$3,335.16
	Roadway Component Total			$260,234.63

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 4.00
Paved Outside Shoulder Width L/R	4.00 / 2.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	1,230.77	SY	$34.40	$42,338.49
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	91.48	TN	$167.59	$15,331.13
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	9.76	TN	$250.00	$2,440.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.63	GM	$1,274.00	$802.62
570-1-1	PERFORMANCE TURF	1,108.80	SY	$2.79	$3,093.55

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	4,324.32	LF	$1.85	$7,999.99
104-11	FLOATING TURBIDITY BARRIER	78.75	LF	$17.75	$1,397.81
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	78.75	LF	$7.85	$618.19
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	3.82	AC	$42.80	$163.50
107-2	MOWING	3.82	AC	$90.10	$344.18
	Shoulder Component Total				$77,496.46

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	7.00	AS	$1,925.00	$13,475.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$7,280.00	$7,280.00
	Signing Component Total				$21,185.20

Sequence 18 Total	$749,094.78

Sequence: 19 NUR - New Construction, Undivided, Rural **Net Length:** 0.400 MI 2,113 LF

Description: Ramp #10075004 Construct 15 ft Accel Lane (minus bridge widening and length) from EB SR 674 to NB I-75 based on Cadd Design File. Includes MSE wall. Full depth inside/outside shldrs.

Special Conditions: Clearing/Grubbing calculated in I-75 Mainline MP 5.823 to MP 7.363. Bridge widening #100347 calculated in I-75 Mainline MP 5.823 to MP 7.363.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	25.00 / 25.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.120
Top of Structural Course For Begin Section	110.00
Top of Structural Course For End Section	125.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Outside Shoulder Cross Slope L/R	0.00 % / 6.00 %
Roadway Cross Slope L/R	0.00 % / 2.00 %
Alignment Number	2
Distance	0.280
Top of Structural Course For Begin Section	125.00
Top of Structural Course For End Section	106.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Outside Shoulder Cross Slope L/R	0.00 % / 6.00 %
Roadway Cross Slope L/R	0.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.42	AC	$37,000.00	$89,540.00
120-6	EMBANKMENT	24,270.79	CY	$27.74	$673,271.71
	Earthwork Component Total				$762,811.71

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	0.00 / 15.00
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	6,339.17	SY	$9.00	$57,052.53
285-712	OPTIONAL BASE,BASE GROUP 12	3,599.24	SY	$28.00	$100,778.72
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	774.79	TN	$165.04	$127,871.34
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	140.87	TN	$250.00	$35,217.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	12.00	TN	$955.00	$11,460.00
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	1,635.00	LF	$140.00	$228,900.00
	Comment: Median Barrier Wall between Mainline and Ramp minus bridge widening				
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	360.00	LF	$28.80	$10,368.00
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	1.00	EA	$3,602.80	$3,602.80
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00	EA	$3,335.00	$3,335.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.80	GM	$1,100.00	$880.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.80	GM	$5,728.00	$4,582.40
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.80	GM	$5,293.91	$4,235.13
	Roadway Component Total				$588,283.42

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	6.00 / 6.00
Structural Spread Rate	440
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	2,972.37	SY	$28.00	$83,226.36
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	619.83	TN	$165.04	$102,296.74
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	12.40	TN	$250.00	$3,100.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.80	GM	$1,274.00	$1,019.20

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	360.00	LF	$38.50	$13,860.00

521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	138.00 LF	$367.00	$50,646.00

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,493.95 LF	$1.85	$10,163.81
104-11	FLOATING TURBIDITY BARRIER	100.05 LF	$17.75	$1,775.89
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	100.05 LF	$7.85	$785.39
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	4.85 AC	$42.80	$207.58
107-2	MOWING	4.85 AC	$90.10	$436.98
	Shoulder Component Total			$270,484.96

DRAINAGE COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	2.00 EA	$7,950.00	$15,900.00
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	5.00 EA	$7,625.50	$38,127.50
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	5.00 EA	$6,927.00	$34,635.00
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	360.00 LF	$180.00	$64,800.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	1,536.00 LF	$160.00	$245,760.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	80.00 LF	$275.00	$22,000.00
	Comment: 40 LF PER INLET. DRAIN TO PROPOSED SMF-18			
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	1.00 EA	$2,087.73	$2,087.73
430-984-133	MITERED END SECT, OPTIONAL RD, 30" SD	2.00 EA	$4,237.87	$8,475.74
	Drainage Component Total			$431,785.97

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	9.00 AS	$1,925.00	$17,325.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	$7,280.00	$7,280.00
	Signing Component Total			$25,035.20

RETAINING WALLS COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-8-7	CONC BARRIER, W/JUNCT SL, 36 SS	1,115.00	LF	$376.00	$419,240.00

Retaining Wall 1

Description	Value
Length	263.00
Begin height	10.00
End Height	20.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	3,945.00	SF	$47.00	$185,415.00

Retaining Wall 2

Description	Value
Length	851.00
Begin height	20.00
End Height	5.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	10,637.50	SF	$47.00	$499,962.50

Retaining Walls Component Total $1,104,617.50

Sequence 19 Total $3,183,018.76

Sequence: 20 NDR - New Construction, Divided, Rural **Net Length:** 0.776 MI 4,098 LF

Description: Ramp #10075005 Construct 24 ft Ramp, New Bridge and MSE Walls from SB I-75 to EB SR 674 based on Cadd Design File. Full depth inside/outside shldrs.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	40.00 / 40.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.329
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	120.00
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	0.00 % / 0.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 5.00 %
Roadway Cross Slope L/R	2.00 % / 0.00 %
Alignment Number	2
Distance	0.311
Top of Structural Course For Begin Section	120.00
Top of Structural Course For End Section	110.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 0 to 1
Median Slope L/R	0 to 1 / 0 to 1
Median Shoulder Cross Slope L/R	0.00 % / 0.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 5.00 %
Roadway Cross Slope L/R	2.00 % / 0.00 %
Alignment Number	3
Distance	0.136
Top of Structural Course For Begin Section	100.00
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	4 to 1 / 4 to 1
Median Slope L/R	0 to 1 / 0 to 1
Median Shoulder Cross Slope L/R	0.00 % / 0.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 5.00 %
Roadway Cross Slope L/R	2.00 % / 0.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	7.52 AC	$37,000.00	$278,240.00
120-6	EMBANKMENT	147,199.12 CY	$27.74	$4,083,303.59
	Earthwork Component Total			$4,361,543.59

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	27,318.72	SY	$9.00	$245,868.48
285-712	OPTIONAL BASE,BASE GROUP 12	11,528.50	SY	$28.00	$322,798.00
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,404.05	TN	$165.04	$396,764.41
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	437.10	TN	$250.00	$109,275.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	30.40	TN	$955.00	$29,032.00
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	902.00	LF	$28.80	$25,977.60
536-8-113	GUARDRL TRANS CONN TO RIGID BA, F&I, TR	1.00	EA	$1,634.32	$1,634.32
536-85-26	GUARDRAIL END TREATMENT-TYPE CRT	1.00	EA	$2,437.38	$2,437.38
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.66	GM	$500.50	$830.83
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.66	GM	$1,910.00	$3,170.60

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	105.00	EA	$4.14	$434.70
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.55	GM	$1,100.00	$1,705.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.55	GM	$5,728.00	$8,878.40
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.55	GM	$5,293.91	$8,205.56
	Roadway Component Total				$1,157,012.28

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 8.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	12.00 / 8.00
Structural Spread Rate	440
Friction Course Spread Rate	80

Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	9,406.75	SY	$34.40	$323,592.20
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,003.37	TN	$165.04	$330,636.18
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	24.04	TN	$250.00	$6,010.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.55	GM	$1,274.00	$1,974.70

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	902.00	LF	$38.50	$34,727.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	2,533.00	LF	$367.00	$929,611.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	10,654.30	LF	$1.85	$19,710.46
104-11	FLOATING TURBIDITY BARRIER	194.02	LF	$17.75	$3,443.86
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	194.02	LF	$7.85	$1,523.06
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
104-18	INLET PROTECTION SYSTEM	5.00	EA	$122.75	$613.75
107-1	LITTER REMOVAL	18.81	AC	$42.80	$805.07
107-2	MOWING	18.81	AC	$90.10	$1,694.78
	Shoulder Component Total				$1,657,309.06

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	992.00	LF	$160.00	$158,720.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	1.00	EA	$2,080.00	$2,080.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-701	INLETS, GUTTER, TYPE S, <10'	3.00	EA	$7,950.00	$23,850.00
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	8.00	EA	$6,927.00	$55,416.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	120.00	LF	$160.00	$19,200.00
	Comment: 40 LF per Type S Inlet to drain to SMF-17(3)				
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	104.00	LF	$250.00	$26,000.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	3.00	EA	$2,087.73	$6,263.19
430-984-138	MITERED END SECT, OPTIONAL RD, 36" SD	1.00	EA	$5,224.17	$5,224.17

	Drainage Component Total	$296,753.36

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00 AS	$430.20	$860.40
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	20.00 AS	$1,925.00	$38,500.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00 AS	$7,280.00	$14,560.00
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	5.00 AS	$7,073.00	$35,365.00
	Signing Component Total			$89,285.40

BRIDGES COMPONENT

Bridge 10034X

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	274.00
Width (LF)	47.08
Type	Medium Level
Cost Factor	1.20
Structure No.	100001
Removal of Existing Structures area	0.00
Default Cost per SF	$130.00
Factored Cost per SF	$156.00
Final Cost per SF	**$162.09**
Basic Bridge Cost	**$2,012,387.52**
Description	NEW 2-LANE BRIDGE #100XXX FOR RAMP 10075005

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	104.62 CY	$550.00	$57,541.00
415-1-9	REINF STEEL- APPROACH SLABS	18,308.50 LB	$1.15	$21,054.78
	Bridge 10034X Total			$2,090,983.30
	Bridges Component Total			$2,090,983.30

RETAINING WALLS COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-8-7	CONC BARRIER, W/JUNCT SL, 36 SS	662.00 LF	$376.00	$248,912.00

Retaining Wall 1

Description	Value
Length	344.00
Begin height	10.00
End Height	20.00

Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	5,160.00	SF	$47.00	$242,520.00

Retaining Wall 2

Description	Value
Length	318.00
Begin height	20.00
End Height	10.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	4,770.00	SF	$47.00	$224,190.00

Retaining Wall 3

Description	Value
Length	48.00
Begin height	20.00
End Height	20.00
Multiplier	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	1,920.00	SF	$47.00	$90,240.00
	Retaining Walls Component Total				$805,862.00

Sequence 20 Total $10,458,748.99

Sequence: 21 NUR - New Construction, Undivided, Rural **Net Length:** 0.766 MI 4,044 LF

Description: Ramp #10075006 Construct new 24 ft Ramp from WB 674 to NB I-75 based on Cadd Design File.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 60.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.766
Top of Structural Course For Begin Section	115.00
Top of Structural Course For End Section	106.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	0 to 1 / 4 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	5.57	AC	$37,000.00	$206,090.00
120-6	EMBANKMENT	94,870.02	CY	$27.74	$2,631,694.35
	Earthwork Component Total				$2,837,784.35

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	19,770.43	SY	$9.00	$177,933.87
285-712	OPTIONAL BASE,BASE GROUP 12	11,080.43	SY	$28.00	$310,252.04
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,372.45	TN	$165.04	$391,549.15
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	431.35	TN	$250.00	$107,837.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	1,185.00	LF	$140.00	$165,900.00
	Comment: Median Bar Wall separating Mainline from new 2-Lane On-Ramp				

Pavement Marking Subcomponent

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

Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	103.00	EA	$4.14	$426.42
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.53	GM	$1,100.00	$1,683.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.77	GM	$500.50	$385.38
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.53	GM	$5,728.00	$8,763.84
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.77	GM	$1,910.00	$1,470.70
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.53	GM	$5,293.91	$8,099.68
	Roadway Component Total				$1,174,301.59

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Paved Outside Shoulder Width L/R	6.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	7,485.80	SY	$34.40	$257,511.52
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	593.11	TN	$167.59	$99,399.30
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	23.72	TN	$250.00	$5,930.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.53	GM	$1,274.00	$1,949.22
570-1-1	PERFORMANCE TURF	1,797.31	SY	$2.79	$5,014.49

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	10,514.28	LF	$1.85	$19,451.42
104-11	FLOATING TURBIDITY BARRIER	191.48	LF	$17.75	$3,398.77
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	191.48	LF	$7.85	$1,503.12
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	9.28	AC	$42.80	$397.18
107-2	MOWING	9.28	AC	$90.10	$836.13
	Shoulder Component Total				$398,358.15

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	332.43	SY	$2.79	$927.48

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	4.00	EA	$7,625.50	$30,502.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	1,176.00	LF	$160.00	$188,160.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	120.00	LF	$275.00	$33,000.00
430-982-133	MITERED END SECT, OPTIONAL RD, 30" CD	2.00	EA	$3,438.42	$6,876.84
	Drainage Component Total				$259,466.32

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00	AS	$430.20	$860.40
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	16.00	AS	$1,925.00	$30,800.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	$7,280.00	$14,560.00
	Signing Component Total				$46,220.40

Sequence 21 Total $4,716,130.81

Sequence: 22 NUR - New Construction, Undivided, Rural **Net Length:** 0.463 MI 2,447 LF

Description: Ramp #10075007 Construct New 15 ft Ramp from SB I-75 to WB SR 674 based on Cadd Design File

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EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	25.00 / 25.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.463
Top of Structural Course For Begin Section	106.00
Top of Structural Course For End Section	115.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	4 to 1 / 4 to 1
Outside Shoulder Cross Slope L/R	5.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.81	AC	$37,000.00	$103,970.00
120-6	EMBANKMENT	38,856.19	CY	$27.74	$1,077,870.71
	Earthwork Component Total				$1,181,840.71

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	0.00 / 15.00
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	7,340.26	SY	$9.00	$66,062.34
285-712	OPTIONAL BASE,BASE GROUP 12	4,167.63	SY	$28.00	$116,693.64
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	897.14	TN	$165.04	$148,063.99
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	163.12	TN	$250.00	$40,780.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.93	GM	$1,100.00	$1,023.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.93	GM	$5,728.00	$5,327.04
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.93	GM	$5,293.91	$4,923.34
	Roadway Component Total				$382,873.35

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	6.00 / 6.00
Total Outside Shoulder Perf. Turf Width L/R	4.00 / 2.00
Paved Outside Shoulder Width L/R	2.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	1,810.60	SY	$34.40	$62,284.64
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	134.57	TN	$167.59	$22,552.59
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	14.35	TN	$250.00	$3,587.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.93	GM	$1,274.00	$1,184.82
570-1-1	PERFORMANCE TURF	1,631.17	SY	$2.79	$4,550.96

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	6,361.56	LF	$1.85	$11,768.89
104-11	FLOATING TURBIDITY BARRIER	115.85	LF	$17.75	$2,056.34
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	115.85	LF	$7.85	$909.42
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	5.62	AC	$42.80	$240.54
107-2	MOWING	5.62	AC	$90.10	$506.36
	Shoulder Component Total				$112,609.06

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	336.00	LF	$175.70	$59,035.20
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	72.00	LF	$250.00	$18,000.00
430-536-100	STRAIGHT CONC ENDW 36", SINGLE, 0 ROUND	1.00	EA	$5,705.00	$5,705.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00	EA	$2,080.00	$35,360.00

570-1-1	PERFORMANCE TURF	293.85 SY	$2.79	$819.84
	Drainage Component Total			$118,920.04

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	10.00 AS	$1,925.00	$19,250.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	$7,280.00	$7,280.00
	Signing Component Total			$26,960.20

Sequence 22 Total $1,823,203.36

Sequence: 23 MIS - Miscellaneous Construction **Net Length:** 18.600 MI 98,208 LF

Description: Revised ITS, Signage, Toll Quantities provided by FDOT 04/18/23

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	6.00 AS	$5,274.00	$31,644.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	5.00 AS	$7,073.00	$35,365.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	6.00 AS	$9,317.00	$55,902.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-2-17	MULTI- POST SIGN, F&I GM, 201-300 SF	10.00 AS	$17,034.00	$170,340.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-2-18	MULTI- POST SIGN, F&I GM, 301-400 SF	2.00 AS	$25,332.29	$50,664.58
	Comment: New Pay item and quantity 04/19/23. Unit cost is Market Value. No unit cost TBNext FDOT Base unit Price for Section 10.			
700-2-60	MULTI- POST SIGN, REMOVE	35.00 AS	$812.00	$28,420.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-201	SIGN PANEL, F&I OM, UP TO 12 SF	18.00 EA	$702.00	$12,636.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-202	SIGN PANEL, F&I OM, 12-20 SF	13.00 EA	$1,227.08	$15,952.04
	Comment: New Pay item and quantity 04/19/23. Unit cost is Market Value. No unit cost TBNext FDOT Base unit Price for Section 10.			
700-3-205	SIGN PANEL, F&I OM, 51-100 SF	13.00 EA	$3,784.00	$49,192.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-206	SIGN PANEL, F&I OM, 101-200 SF	4.00 EA	$5,700.00	$22,800.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-207	SIGN PANEL, F&I OM, 201-300 SF	18.00 EA	$9,494.00	$170,892.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-208	SIGN PANEL, F&I OM, 301-400 SF	13.00 EA	$13,127.00	$170,651.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-209	SIGN PANEL, F&I OM, 401-500 SF	2.00 EA	$17,305.00	$34,610.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-211	SIGN PANEL, F&I OM, 601 SF AND GREATER	6.00 EA	$23,020.00	$138,120.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-3-601	SIGN PANEL, REMOVE, UP TO 12 SF	3.00 EA	$44.39	$133.17
	Comment: New Pay item and quantity 04/19/23. Unit cost is Market Value. No unit cost TBNext FDOT Base unit Price for Section 10.			
700-3-603	SIGN PANEL, REMOVE, 21-30 SF	5.00 EA	$151.47	$757.35
	Comment: New Pay item and quantity 04/19/23. Unit cost is Market Value. No unit cost TBNext FODT Base			

	unit Price for Section 10.			
700-3-607	SIGN PANEL, REMOVE, 201-300 SF	9.00 EA	$994.70	$8,952.30
	Comment: New Pay item and quantity 04/19/23. Unit cost is Market Value. No unit cost TBNext FDOT Base unit Price for Section 10.			
700-4-113	OH STATIC SIGN STR, F&I, C 31-40 FT	10.00 EA	$104,907.00	$1,049,070.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT	7.00 EA	$160,000.00	$1,120,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-4-125	OH STATIC SIGN STR, F&I, S 51-100 FT	1.00 EA	$240,000.00	$240,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-4-126	OH STATIC SIGN STR, F&I, S 101-150 FT	23.00 EA	$275,000.00	$6,325,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-4-611	OH STATIC SIGN STR, SHALLOW REMOVE, CANT	3.00 EA	$15,675.00	$47,025.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-4-621	OH STATIC SIGN STR, SHALLOW REMOVE, SPAN	1.00 EA	$19,750.00	$19,750.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-4-640	OH STATIC SIGN STR, REMOVE, BRIDGE MOUNT	2.00 EA	$2,589.81	$5,179.62
	Comment: New Pay item and quantity 04/19/23. Unit cost is Market Value. No unit cost TBNext FDOT Base unit Price for Section 10.			
700-6-11	HIGHLIGHTED SIGN, F&I GM-AC, <12 SF	16.00 AS	$5,712.00	$91,392.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-7-132	EMBED DYNAMIC MESS SIGN, F&I, FULL,12-20	18.00 EA	$30,000.00	$540,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-8-135	FRONT ACC DYN MESS SIGN, F&I, FUL,51-100	9.00 EA	$75,866.00	$682,794.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-9-137	WALK-IN DYN MESS SIGN,F&I, FULL,201-	7.00 EA	$137,090.00	$959,630.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-9-600	WALK-IN DYN MESS SIGN, REMOVE	4.00 EA	$4,038.00	$16,152.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-10-115	DMS SUPPORT STRUCTURE, SPAN, 51-100 FT	5.00 EA	$180,000.00	$900,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-10-122	DMS SUPPORT STRUCTURE, CANT, 21-30 FT	16.00 EA	$72,000.00	$1,152,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
700-10-600	DMS SUPPORT STRUCTURE, REMOVE	4.00 EA	$21,700.00	$86,800.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
BEAGAT	BARRIER EMERGENCY ACCESS GATE	12.00 LS	$225,000.00	$2,700,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			

	Signing Component Total	$16,931,824.06

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	Miscellaneous
Multiplier	1
Description	

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
639-6-1	ELECTRICAL POWER SERVICE-TRANSF, F&I	129.00	EA	$2,150.00	$277,350.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
641-2-12	PREST CNC POLE,F&I,TYP P-II SRV POLE	65.00	EA	$1,572.00	$102,180.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
641-2-13	PREST CNC POLE,F&I,TYP P-III	65.00	EA	$8,500.00	$552,500.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
649-2-605	STEEL CCTV POLE, REMOVE POLE- COMP/DEEP	3.00	EA	$6,561.80	$19,685.40
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
660-7-21	VEH DET SYS- WRONG WAY FOR EXIT, 1-2, AC	8.00	EA	$83,820.00	$670,560.00
	Comment: Revised 04/19/23 from 04/06/22 quantities. Quantity unchanged from 2022				
685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, F&I	129.00	EA	$1,050.00	$135,450.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
	Signalizations Component Total				$1,757,725.40

INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT

Description of Work

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	207,201.00	LF	$17.00	$3,522,417.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	14,230.00	LF	$33.60	$478,128.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
630-2-14	CONDUIT, F& I, ABOVEGROUND	1,360.00	LF	$36.15	$49,164.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
630-2-15	CONDUIT, F& I, BRIDGE MOUNT	2,430.00	LF	$40.75	$99,022.50
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
633-1-121	FIBER OPTIC CABLE, F&I, UG,2-12	13,942.00	LF	$4.31	$60,090.02
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-144	253,051.00	LF	$6.42	$1,624,587.42
	Comment: Revised 04/19/23 from 04/06/22 quantities.				

633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	2,357.00 EA	$55.20	$130,106.40
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	66.00 EA	$972.25	$64,168.50
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
633-3-12	FIBER OPTIC CONN HDWR, SPLICE TRAY	195.00 EA	$71.95	$14,030.25
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
633-3-14	FIBER OPTIC CONN HDWR, BUFFER TUBE FAN O	129.00 EA	$94.50	$12,190.50
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
633-3-15	FIBER OPTIC CONN HDWR, PRETERM PATCH PAN	129.00 EA	$1,901.00	$245,229.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
633-8-1	MULTI-CONDUCTOR COMMUNICATION CABLE, F&I	15,150.00 LF	$5.20	$78,780.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	308.00 EA	$1,490.00	$458,920.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	83.00 EA	$1,803.00	$149,649.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	66.00 EA	$5,062.00	$334,092.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
639-1-121	ELECTRICAL POWER SRV,F&I, UG,FUR BY POWE	14.00 AS	$3,649.00	$51,086.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
639-2-1	ELECTRICAL SERVICE WIRE, F&I	166,073.00 LF	$8.45	$1,403,316.85
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
639-3-11	ELEC SERV DISCON, F&I, POLE MNT	129.00 EA	$1,387.00	$178,923.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
641-3-163	CONCRETE CCTV POLE, FUR & INS W/LOW	64.00 EA	$20,016.00	$1,281,024.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
660-3-11	VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB	91.00 EA	$5,614.00	$510,874.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
660-3-12	VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO	91.00 EA	$8,935.00	$813,085.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
676-2-122	ITS CABINET- F&I, POLE, 336S	94.00 EA	$9,453.00	$888,582.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
676-2-143	ITS CABINET- F&I, BASE, 334	35.00 EA	$9,330.00	$326,550.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
676-2-600	ITS CABINET- REMOVE	8.00 EA	$666.70	$5,333.60
	Comment: Revised 04/19/23 from 04/06/22 quantities. Quantity remains unchanged from 2022			
676-3-10	SMALL EQUIPMENT ENCLOSURE, F&I,>10X13X11	8.00 EA	$1,400.00	$11,200.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
682-1-113	ITS CCTV CAMERA, F&I, DOME ENCL-PRESS	85.00 EA	$7,462.00	$634,270.00

	Comment: New pay item 04/19/23. Replaces 2022 pay item 682-1-133			
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	129.00 EA	$3,839.50	$495,295.50
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
684-2-1	DEVICE SERVER, F&I	91.00 EA	$1,205.00	$109,655.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
685-1-11	UPS POWER SUPPLY, F&I, LINE INTERACTIVE	129.00 EA	$5,250.00	$677,250.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
639 5 2	EMERGENCY GENERATOR POWER-PERMANENT	6.00 EA	$217,000.00	$1,302,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities. Pay Item no longer valid as of June 2015. Cost from 2020 TBNext Base unit Price			
688 1 10	ROAD WEATHER INFORMATION SYSTEM	2.00 EA	$70,000.00	$140,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities. Pay Item pending in the current 2021 BOE. Cost from 2022 TBNext Base unit Price			
BEAGAT	BARRIER ACCESS EMERGENCY ACCESS GATE	5.00 LS	$225,000.00	$1,125,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities. Quantity unchanged from 2022			
	Intelligent Traffic System (ITS) Component Total			$17,274,019.54

LIGHTING COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-16	CONDUIT, F& I, EMBEDDED-BARR./RAILINGS	6,330.00 LF	$18.80	$119,004.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
	Lighting Component Total			$119,004.00

ARCHITECTURAL COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
735-74-1	TOLL PLAZA, LOCATION 1	6.00 LS	$1,150,000.00	$6,900,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities. Quantity unchanged from 2022			
	Architectural Component Total			$6,900,000.00

Sequence 23 Total $42,982,573.00

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FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 419235-5-52-01 **Letting Date:** 01/2099

Description: Tampa Bay Express-I-275/4/75 Master Plan-Ultimate Project (I-75 SR 674 to US 301) Version coded to Hillsborough Co by default Copied from LRE of TBXPRS-2-52-01 (Version 6) by Jeff Novotny 1/15/2014

District: 07 **County:** 10 HILLSBOROUGH **Market Area:** 08 **Units:** English
Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 18.849 MI

Project Manager: Marshall Hampton

Version 10 Project Grand Total **$658,475,003.49**
Description: 2023 WPUC

Project Sequences Subtotal			**$442,153,799.94**
102-1	Maintenance of Traffic	10.00 %	$44,215,379.99
101-1	Mobilization	10.00 %	$48,636,917.99
Project Sequences Total			**$535,006,097.92**
Project Unknowns		15.00 %	$80,250,914.69
Design/Build		7.00 %	$43,067,990.88

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 10 Project Grand Total					**$658,475,003.49**

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FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 419235-7-52-01 **Letting Date:** 01/2099

Description: Tampa Bay Express-I-275/4/75 Master Plan-Ultimate Project (I-75 SR 674 to US 301). Had been coded to Hills Co by default. Manatee Co segment Moccasin Wallow Rd to Hills Co Line - goes with 419235-5.

District: 07 **County:** 13 MANATEE - Adjacent **Market Area:** 10 **Units:** English
Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 3.660 MI

Project Manager: Marshall Hampton

Version 5 Project Grand Total **$95,966,807.74**
Description: 2023 WPUC

Sequence: 1 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.426 MI 2,250 LF

Description: MP 16.911 to MP 17.337 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes).

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.426
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	5.16	AC	$37,000.00	$190,920.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	1,904.39	CY	$27.74	$52,827.78

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	28,000.00	CY	$27.74	$776,720.00
	Comment: I-75 widening for express lanes (56' total width x 2,250 LFx x 6' avg height)				

Earthwork Component Total $1,020,467.78

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	19,998.29	SY	$9.00	$179,984.61
285-712	OPTIONAL BASE,BASE GROUP 12	14,163.79	SY	$28.00	$396,586.12
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	17,998.46	SY	$4.44	$79,913.16
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	4,234.64	TN	$165.04	$698,884.99
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,464.70	TN	$165.04	$571,814.09
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	559.95	TN	$250.00	$139,987.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	719.94	TN	$250.00	$179,985.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	5,000.00	SY	$2.79	$13,950.00
	Comment: 10' avg W 2250'L/9=2500 sy, LT: 10' avg W x 2250'L/9=2500 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	450.00	EA	$150.67	$67,801.50
	Comment: Used in NB/SB Buffer Separated Area 10? Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	113.00	EA	$4.14	$467.82
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.84	GM	$1,473.81	$1,238.00
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.84	GM	$500.50	$420.42
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.84	GM	$1,148.00	$964.32
	Comment: Pavement Marking for inside Express Lanes				
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	0.84	GM	$6,178.67	$5,190.08
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.84	GM	$1,910.00	$1,604.40
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.84	GM	$5,293.91	$4,446.88
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	518.00	EA	$4.14	$2,144.52
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.70	GM	$1,100.00	$1,870.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.41	GM	$500.50	$1,706.71
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	1.70	GM	$6,437.14	$10,943.14
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.41	GM	$1,910.00	$6,513.10
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.70	GM	$5,293.91	$8,999.65
	Roadway Component Total				$2,375,416.01

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	4,999.57	SY	$4.20	$20,998.19
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	412.46	TN	$167.59	$69,124.17
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	13.20	TN	$250.00	$3,300.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.85	GM	$1,274.00	$1,082.90

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,174.56	LF	$1.85	$9,572.94
104-11	FLOATING TURBIDITY BARRIER	42.61	LF	$17.75	$756.33
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	42.61	LF	$7.85	$334.49

104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	3.10	AC	$42.80	$132.68
107-2	MOWING	3.10	AC	$90.10	$279.31
	Shoulder Component Total				$108,548.01

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	10.00
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	10.00 / 10.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	5,164.56	SY	$34.40	$177,660.86
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	412.46	TN	$167.59	$69,124.17
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	13.20	TN	$250.00	$3,300.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00	GM	$1,274.00	$1,274.00
570-1-1	PERFORMANCE TURF	2,499.79	SY	$2.79	$6,974.41
	Median Component Total				$258,333.44

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-541	INLETS, DT BOT, TYPE D, <10'	8.00	EA	$6,477.00	$51,816.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,304.00	LF	$160.00	$368,640.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	16.00	EA	$2,080.00	$33,280.00

Retention Basin 1

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	SMF-1C

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00	SY	$2.79	$13,503.60

Retention Basin 2

Description	Value
Size	.5 AC
Multiplier	1
Depth	6.00
Description	FPC-1C

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50	AC	$37,000.00	$18,500.00
120-1	REGULAR EXCAVATION	4,840.00	CY	$13.00	$62,920.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	600.00	LF	$31.00	$18,600.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	2,420.00	SY	$2.79	$6,751.80

Drainage Component Total $1,170,679.31

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	11.00	AS	$1,925.00	$21,175.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$355.00	$355.00
700-1-60	SINGLE POST SIGN, REMOVE	11.00	AS	$33.50	$368.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$7,280.00	$7,280.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$812.00	$812.00

Signing Component Total	$30,420.70
Sequence 1 Total	$4,963,865.25

Sequence: 2 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.150 MI 792 LF

Description: MP 17.337 to MP 17.487 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 12' full depth inside shldrs with Shldr Bar Wall.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.150
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	0.00 % / 0.00 %
Front Slope L/R	4 to 1 / 4 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	0.00 % / 0.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.82	AC	$37,000.00	$67,340.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	580.21	CY	$27.74	$16,095.03

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	9,856.00	CY	$27.74	$273,405.44
	Comment: I-75 widening inside for express lanes (56' total width x 792 LF 6' avg height)				
	Earthwork Component Total				$356,840.47

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	7,040.00	SY	$9.00	$63,360.00
285-712	OPTIONAL BASE,BASE GROUP 12	4,986.08	SY	$28.00	$139,610.24

327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	6,336.00	SY	$4.44	$28,131.84
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,490.72	TN	$165.04	$246,028.43
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,219.68	TN	$165.04	$201,295.99
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	253.44	TN	$250.00	$63,360.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	197.12	TN	$250.00	$49,280.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00	EA	$29,473.00	$29,473.00
570-1-1	PERFORMANCE TURF	1,768.89	SY	$2.79	$4,935.20
	Comment: 10' avg W x 796'L/9=884.44 sy, LT: 10' avg W x 796'L/9=884.44 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	159.00	EA	$150.67	$23,956.53
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	40.00	EA	$4.14	$165.60
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.30	GM	$1,473.81	$442.14
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.31	GM	$500.50	$155.16
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.31	GM	$1,148.00	$355.88
	Comment: Pavement Markings for Express Lanes				
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	0.31	GM	$6,178.67	$1,915.39
	Comment: Pavement Markings for Buffered Separated Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.31	GM	$1,910.00	$592.10
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.31	GM	$5,293.91	$1,641.11
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	182.00	EA	$4.14	$753.48
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.60	GM	$1,100.00	$660.00

710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.20 GM	$500.50	$600.60
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.60 GM	$5,728.00	$3,436.80
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	0.60 GM	$6,437.14	$3,862.28
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.20 GM	$1,910.00	$2,292.00
	Roadway Component Total			$866,303.77

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	1,760.00	SY	$4.20	$7,392.00
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	145.20	TN	$167.59	$24,334.07
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.65	TN	$250.00	$1,162.50
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.30	GM	$1,274.00	$382.20

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,821.60	LF	$1.85	$3,369.96
104-11	FLOATING TURBIDITY BARRIER	15.00	LF	$17.75	$266.25
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	15.00	LF	$7.85	$117.75
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	1.09	AC	$42.80	$46.65
107-2	MOWING	1.09	AC	$90.10	$98.21
	Shoulder Component Total				$40,136.59

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	12.00 / 12.00

Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	2,170.08	SY	$28.00	$60,762.24
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	638.88	TN	$165.04	$105,440.76
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	4.65	TN	$250.00	$1,162.50
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	1,592.00	LF	$367.00	$584,264.00
570-1-1	PERFORMANCE TURF	469.92	SY	$2.79	$1,311.08
	Median Component Total				$752,940.58

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	6.00	EA	$6,927.00	$41,562.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	672.00	LF	$160.00	$107,520.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	6.00	EA	$2,080.00	$12,480.00
	Drainage Component Total				$162,683.91

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	4.00	AS	$1,925.00	$7,700.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$355.00	$355.00
700-1-60	SINGLE POST SIGN, REMOVE	4.00	AS	$33.50	$134.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$7,280.00	$7,280.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$812.00	$812.00
	Signing Component Total				$16,711.20

Sequence 2 Total $2,195,616.52

Sequence: 3 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.387 MI 2,043 LF

Description: MP 17.487 to MP 17.874 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 15' full depth inside shldrs with Med Bar Wall.

Special Conditions: Med Barrier Wall Separated Express Lanes

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.387
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	4.69	AC	$37,000.00	$173,530.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	211.90	CY	$27.74	$5,878.11

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	25,424.00	CY	$27.74	$705,261.76
	Comment: I-75 widening inside for express lanes (56' total width x 2,043 LF x 6' avg height)				
	Earthwork Component Total				$884,669.87

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

160-4	TYPE B STABILIZATION	19,974.36	SY	$9.00	$179,769.24
285-712	OPTIONAL BASE,BASE GROUP 12	12,860.76	SY	$28.00	$360,101.28
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	16,342.66	SY	$4.44	$72,561.41
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,845.06	TN	$165.04	$634,588.70
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,145.96	TN	$165.04	$519,209.24
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	508.44	TN	$250.00	$127,110.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	653.71	TN	$250.00	$163,427.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	4,540.00	SY	$2.79	$12,666.60
	Comment: 10' avg W x 2043'L/9=2,270 sy, LT: 10' avg W x 2043'L/9=2,270 sy RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	409.00	EA	$150.67	$61,624.03
	Comment: Used in NB/SB Buffer Separated Area 10? Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	102.00	EA	$4.14	$422.28
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.77	GM	$1,473.81	$1,134.83
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.77	GM	$500.50	$385.38
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.77	GM	$1,148.00	$883.96
	Comment: Pavement Markings for Express Lanes				
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	0.77	GM	$6,178.67	$4,757.58
	Comment: Pavement Markings for Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.77	GM	$1,910.00	$1,470.70
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.77	GM	$5,293.91	$4,076.31
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	470.00	EA	$4.14	$1,945.80
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.55	GM	$1,100.00	$1,705.00

710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	3.10 GM	$500.50	$1,551.55
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.55 GM	$5,728.00	$8,878.40
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	1.55 GM	$6,437.14	$9,977.57
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.10 GM	$1,910.00	$5,921.00
	Roadway Component Total			$2,174,168.37

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	4,539.63	SY	$4.20	$19,066.45
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	374.52	TN	$167.59	$62,765.81
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	11.98	TN	$250.00	$2,995.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.77	GM	$1,274.00	$980.98

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	4,698.51	LF	$1.85	$8,692.24
104-11	FLOATING TURBIDITY BARRIER	38.69	LF	$17.75	$686.75
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	38.69	LF	$7.85	$303.72
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	2.81	AC	$42.80	$120.27
107-2	MOWING	2.81	AC	$90.10	$253.18
	Shoulder Component Total				$98,831.40

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	16.00 / 16.00
New Paved Median Shoulder Width L/R	15.00 / 15.00

Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	6,959.25	SY	$28.00	$194,859.00
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,059.86	TN	$165.04	$339,959.29
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	11.98	TN	$250.00	$2,995.00
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	2,043.00	LF	$140.00	$286,020.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00	GM	$1,274.00	$1,274.00
	Median Component Total				$825,107.29

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-790	INLETS, MED BARRIER, TYPE 2, <=10'	7.00	EA	$5,057.00	$35,399.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,016.00	LF	$160.00	$322,560.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	14.00	EA	$2,080.00	$29,120.00
	Drainage Component Total				$388,200.91

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$430.20	$430.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	10.00	AS	$1,925.00	$19,250.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$355.00	$355.00
700-1-60	SINGLE POST SIGN, REMOVE	10.00	AS	$33.50	$335.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$7,280.00	$7,280.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$812.00	$812.00
	Signing Component Total				$28,462.20

Sequence 3 Total $4,399,440.04

Sequence: 4 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.581 MI 3,068 LF

Description: MP 17.874 to MP 18.455 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes). 12' full depth inside shldrs with Shldr Bar Wall.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.581
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	0.00 % / 0.00 %
Front Slope L/R	4 to 1 / 4 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	0.00 % / 0.00 %
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	7.04	AC	$37,000.00	$260,480.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,247.36	CY	$27.74	$62,341.77

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	38,179.56	CY	$27.74	$1,059,100.99
	Comment: I-75 widening inside for express lanes (56' total width x 3,068 LF x 6' avg height)				
	Earthwork Component Total				$1,381,922.76

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	27,272.96	SY	$9.00	$245,456.64
285-712	OPTIONAL BASE,BASE GROUP 12	19,316.07	SY	$28.00	$540,849.96

327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	24,545.66	SY	$4.44	$108,982.73
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	5,775.05	TN	$165.04	$953,114.25
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	4,725.04	TN	$165.04	$779,820.60
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	981.83	TN	$250.00	$245,457.50
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	763.64	TN	$250.00	$190,910.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
544-3-1	CRASH CUSHION, TL-3, NARROW	1.00	EA	$29,473.00	$29,473.00
570-1-1	PERFORMANCE TURF	6,817.78	SY	$2.79	$19,021.61
	Comment: 10' avg W x 3068'L/9=3,408.89 sy, LT: 10' avg W x 3068'L/9=3,408.89 sy, RT)				
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	614.00	EA	$150.67	$92,511.38
	Comment: Used in NB/SB Buffer Separated Area 10' Spacing				
706-1-3	RAISED PAVMT MARK, TYPE B	152.00	EA	$4.14	$629.28
	Comment: RPMs for Express Lanes				
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	1.36	GM	$1,473.81	$2,004.38
	Comment: Pavement Markings for Express Lanes				
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.36	GM	$500.50	$680.68
	Comment: Pavement Markings for Express Lanes				
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	1.36	GM	$1,148.00	$1,561.28
	Comment: Pavement Markings for Express Lanes				
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	1.36	GM	$6,178.67	$8,402.99
	Comment: Pavement Markings for Buffered Separated Express Lanes				
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.36	GM	$1,910.00	$2,597.60
	Comment: Pavement Markings for Express Lanes				
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	1.36	GM	$5,293.91	$7,199.72
	Comment: Pavement Markings for Express Lanes				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	706.00	EA	$4.14	$2,922.84
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.32	GM	$1,100.00	$2,552.00

710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.65 GM	$500.50	$2,327.33
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.32 GM	$5,728.00	$13,288.96
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	2.32 GM	$6,437.14	$14,934.16
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.65 GM	$1,910.00	$8,881.50
	Roadway Component Total			$3,273,580.39

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	6,818.24	SY	$4.20	$28,636.61
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	562.50	TN	$167.59	$94,269.38
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	18.00	TN	$250.00	$4,500.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.16	GM	$1,274.00	$1,477.84

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	7,056.88	LF	$1.85	$13,055.23
104-11	FLOATING TURBIDITY BARRIER	58.11	LF	$17.75	$1,031.45
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	58.11	LF	$7.85	$456.16
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,967.00	$2,967.00
107-1	LITTER REMOVAL	4.22	AC	$42.80	$180.62
107-2	MOWING	4.22	AC	$90.10	$380.22
	Shoulder Component Total				$146,954.51

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	12.00 / 12.00

Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	605
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-712	OPTIONAL BASE,BASE GROUP 12	8,406.89	SY	$28.00	$235,392.92
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,475.02	TN	$165.04	$408,477.30
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	18.00	TN	$250.00	$4,500.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	6,136.00	LF	$367.00	$2,251,912.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	1.00	GM	$1,274.00	$1,274.00
570-1-1	PERFORMANCE TURF	1,820.47	SY	$2.79	$5,079.11
	Median Component Total				$2,906,635.33

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-881	INLETS, BARRIER WALL, RIG, C&G, <=10'	24.00	EA	$6,927.00	$166,248.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,688.00	LF	$160.00	$430,080.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	24.00	EA	$2,080.00	$49,920.00

Retention Basin 1

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	SMF-2B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00 SY	$2.79	$13,503.60
	Drainage Component Total			$1,053,086.51

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00 AS	$430.20	$860.40
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	17.00 AS	$1,925.00	$32,725.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00 AS	$355.00	$710.00
700-1-60	SINGLE POST SIGN, REMOVE	17.00 AS	$33.50	$569.50
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00 AS	$7,280.00	$14,560.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00 AS	$812.00	$1,624.00
	Signing Component Total			$51,048.90

Sequence 4 Total $8,813,228.40

Sequence: 5 WDR - Widen/Resurface, Divided, Rural **Net Length:** 2.082 MI 10,995 LF

Description: MP 18.455 to MP 20.571 Mill/Resurface exist lanes (36' width) NB/SB I-75. Widen to inside (28' lt/rt for Express Lanes).

Special Conditions: Inside Widening Bridge #130105 (180 LF) and Bridge #130106 (180 LF) over Curiosity Creek.

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.552
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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	0.530
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
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	0 to 1 / 0 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	4 to 1 / 4 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
110-1-1	CLEARING & GRUBBING	25.24 AC	$37,000.00	$933,880.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	9,307.37 CY	$27.74	$258,186.44

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	145,651.85 CY	$27.74	$4,040,382.32
	Comment: I-75 widening inside for express lanes (Align 1 56' total width x 8195 LF x 6' Avg Height) (Align 2 2798 LF x 56' total width x 5' Avg Height). Ingress/Egress Ramps (2355 LFx2x14'Wx6 Avg Height)			

Earthwork Component Total $5,232,448.76

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	10
Existing Roadway Pavement Width L/R	36.00 / 36.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Inside Pavement Width L/R	28.00 / 28.00
Widened Structural Spread Rate	605
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	97,733.97	SY	$9.00	$879,605.73
285-712	OPTIONAL BASE,BASE GROUP 12	69,220.09	SY	$28.00	$1,938,162.52
327-70-22	MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT	87,960.58	SY	$4.44	$390,544.98
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	20,695.17	TN	$165.04	$3,415,530.86
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	16,932.41	TN	$165.04	$2,794,524.95
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	3,518.42	TN	$250.00	$879,605.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,736.55	TN	$250.00	$684,137.50

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	7,326.67	SY	$9.00	$65,940.03
	Comment: One 2355 LF x 14' Ingress Land and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
285-712	OPTIONAL BASE,BASE GROUP 12	7,326.67	SY	$28.00	$205,146.76
	Comment: One 2355 LF x 14' Ingress Land and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,216.32	TN	$165.04	$365,781.45
	Comment: One 2355 LF x 14' Ingress Land and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	293.07	TN	$250.00	$73,267.50
	Comment: One 2355 LF x 14' Ingress Land and One 2355 LF x 14' Egress Lane to/from Express Lanes to Mainline. Quantities calculated in excel spreadsheet for project.				
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	200.00	LF	$28.80	$5,760.00
536-73	GUARDRAIL REMOVAL	200.00	LF	$3.50	$700.00
	Comment: Guardrail quantity measured in Cadd Design File using 2017 aerials				
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	4.00	EA	$3,335.00	$13,340.00

570-1-1	PERFORMANCE TURF	24,433.33 SY	$2.79	$68,168.99
	Comment: 10' avg W x 10995'L/9=12,216.67 sy, LT: 10' avg W x 10995'L/9=12,216.67 sy, RT)			
704-1-1	TUBULAR MARKER, DURABLE, 36" WHITE POST	2,235.00 EA	$150.67	$336,747.45
	Comment: Used in NB/SB Buffer Separated Area 10? Spacing			
706-1-3	RAISED PAVMT MARK, TYPE B	559.00 EA	$4.14	$2,314.26
	Comment: RPMs for Express Lanes			
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	4.16 GM	$1,473.81	$6,131.05
	Comment: Pavement Markings for Express Lanes			
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	825.00 LF	$1.24	$1,023.00
	Comment: Pavement Markings for Express Lanes			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	8.02 GM	$500.50	$4,014.01
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramps			
710-11-160	PAINTED PAVT MARK,STD,WHITE, MESSAGE	13.00 EA	$48.27	$627.51
	Comment: Pavement Markings for Express Lanes			
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	4.16 GM	$1,148.00	$4,775.68
	Comment: Pavement Markings for Express Lanes			
711-11-102	THERMOPLASTIC, STD, WHITE, SOLID, 8"	4.16 GM	$6,178.67	$25,703.27
	Comment: Pavement Markings for Express Lanes			
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	825.00 LF	$5.77	$4,760.25
	Comment: Pavement Markings for Express Lanes			
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	13.00 EA	$152.81	$1,986.53
	Comment: Pavement Markings for Express Lanes			
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	8.02 GM	$1,910.00	$15,318.20
	Comment: Pavement Markings for Express Lanes and Ingress/Egress Ramp			
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	4.16 GM	$5,293.91	$22,022.67
	Comment: Pavement Markings for Express Lanes			
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.13 GM	$4,523.00	$587.99
	Comment: Pavement Markings for Express Lanes on Bridge			
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	0.13 GM	$5,558.37	$722.59
	Comment: Pavement Markings for Express Lanes on Bridge			
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.13 GM	$1,520.00	$197.60
	Comment: Pavement Markings for Express Lanes on Bridge			
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.13 GM	$4,474.00	$581.62
	Comment: Pavement Markings for Express Lanes on Bridge			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	8

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	2,530.00	EA	$4.14	$10,474.20
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.33	GM	$1,100.00	$9,163.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	16.66	GM	$500.50	$8,338.33
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	8.33	GM	$5,728.00	$47,714.24
711-15-102	THERMOPLASTIC, STD-OP, WHITE, SOLID, 8"	8.33	GM	$6,437.14	$53,621.38
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	16.66	GM	$1,910.00	$31,820.60
	Roadway Component Total				$12,368,861.70

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	10.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	24,433.49	SY	$4.20	$102,620.66
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	2,015.76	TN	$167.59	$337,821.22
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	64.50	TN	$250.00	$16,125.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.16	GM	$1,274.00	$5,299.84

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	570.00	LF	$367.00	$209,190.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	25,288.67	LF	$1.85	$46,784.04

104-11	FLOATING TURBIDITY BARRIER	208.24	LF	$17.75	$3,696.26
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	208.24	LF	$7.85	$1,634.68
104-15	SOIL TRACKING PREVENTION DEVICE	3.00	EA	$2,967.00	$8,901.00
107-1	LITTER REMOVAL	15.14	AC	$42.80	$647.99
107-2	MOWING	15.14	AC	$90.10	$1,364.11
	Shoulder Component Total				$734,084.80

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	88.00
Performance Turf Width	10.00
New Total Median Shoulder Width L/R	12.00 / 12.00
New Paved Median Shoulder Width L/R	10.00 / 10.00
Existing Total Median Shoulder Width L/R	12.00 / 12.00
Existing Paved Median Shoulder Width L/R	10.00 / 10.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	25,239.80	SY	$34.40	$868,249.12
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	2,015.76	TN	$167.59	$337,821.22
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	64.50	TN	$250.00	$16,125.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00	GM	$1,274.00	$5,096.00
570-1-1	PERFORMANCE TURF	12,216.75	SY	$2.79	$34,084.73
	Median Component Total				$1,261,376.07

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	402.12	SY	$2.79	$1,121.91

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-541	INLETS, DT BOT, TYPE D, <10'	36.00	EA	$6,477.00	$233,172.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	10,368.00	LF	$160.00	$1,658,880.00
430-982-129	MITERED END SECT, OPTIONAL RD, 24" CD	72.00	EA	$2,080.00	$149,760.00

Retention Basin 1

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	SMF-3A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00	SY	$2.79	$13,503.60

Retention Basin 2

Description	Value
Size	5 AC
Multiplier	1
Depth	6.00
Description	FPC-3A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$37,000.00	$185,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	$13.00	$629,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,860.00	LF	$31.00	$57,660.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	24,200.00	SY	$2.79	$67,518.00

Retention Basin 3

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	SMF-4A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00

430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00	SY	$2.79	$13,503.60

Retention Basin 4

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	SMF-5A, SMF-6A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,000.00	$37,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$13.00	$125,840.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$12,920.00	$12,920.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$720.00	$144,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	1.00	EA	$16,000.00	$16,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$31.00	$26,040.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,336.00	$4,336.00
570-1-1	PERFORMANCE TURF	4,840.00	SY	$2.79	$13,503.60

Retention Basin 5

Description	Value
Size	5 AC
Multiplier	1
Depth	6.00
Description	FPC-5A, FPC-6A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$37,000.00	$185,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	$13.00	$629,200.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,477.00	$6,477.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$12,920.00	$25,840.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$350.00	$19,600.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$720.00	$288,000.00
430-560-100	STRAIGHT CONC ENDW 60", SINGLE, 0 ROUND	2.00	EA	$16,000.00	$32,000.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,860.00	LF	$31.00	$57,660.00

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	$4,336.00	$8,672.00
570-1-1	PERFORMANCE TURF	24,200.00 SY	$2.79	$67,518.00
	Drainage Component Total			$5,884,017.71

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	5.00 AS	$430.20	$2,151.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	50.00 AS	$1,925.00	$96,250.00
700-1-50	SINGLE POST SIGN, RELOCATE	5.00 AS	$355.00	$1,775.00
700-1-60	SINGLE POST SIGN, REMOVE	50.00 AS	$33.50	$1,675.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	5.00 AS	$7,280.00	$36,400.00
700-2-60	MULTI- POST SIGN, REMOVE	5.00 AS	$812.00	$4,060.00
	Signing Component Total			$142,311.00

BRIDGES COMPONENT

Bridge 130105

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	180.00
Width (LF)	36.75
Type	Low Level, Widen
Cost Factor	1.30
Structure No.	130105
Removal of Existing Structures area	1,080.00
Default Cost per SF	$120.00
Factored Cost per SF	$156.00
Final Cost per SF	**$165.28**
Basic Bridge Cost	**$1,031,940.00**
Description	WIDEN SB EXISTING BRIDGE OVER CURIOSITY CREEK FOR MAINLINE AND EXPRESS LANES.

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	1,080.00 SF	$130.00	$140,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	81.67 CY	$550.00	$44,918.50
415-1-9	REINF STEEL- APPROACH SLABS	14,292.25 LB	$1.15	$16,436.09
	Bridge 130105 Total			$1,233,694.59

Bridge 103106

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	180.00
Width (LF)	36.75

Type	Low Level, Widen
Cost Factor	1.30
Structure No.	103106
Removal of Existing Structures area	1,080.00
Default Cost per SF	$120.00
Factored Cost per SF	$156.00
Final Cost per SF	**$165.28**
Basic Bridge Cost	**$1,031,940.00**
Description	WIDEN NB EXISTING BRIDGE OVER CURIOSITY CREEK FOR MAINLINE AND EXPRESS LANES.

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	1,080.00 SF	$130.00	$140,400.00
400-2-10	CONC CLASS II, APPROACH SLABS	81.67 CY	$550.00	$44,918.50
415-1-9	REINF STEEL- APPROACH SLABS	14,292.25 LB	$1.15	$16,436.09
	Bridge 103106 Total			$1,233,694.59
	Bridges Component Total			$2,467,389.18

Sequence 5 Total $28,090,489.22

Sequence: 6 MIS - Miscellaneous Construction **Net Length:** 3.660 MI 19,325 LF

Description: ITS, Signage, Toll Quantities provided by Lochner 04/20/23

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$5,274.00	$5,274.00
	Comment: New 2023 Pay Item and Unit cost				
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	5.00	AS	$9,317.00	$46,585.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-2-17	MULTI- POST SIGN, F&I GM, 201-300 SF	3.00	AS	$17,034.00	$51,102.00
	Comment: New 2023 Pay Item and Unit cost				
700-2-60	MULTI- POST SIGN, REMOVE	9.00	AS	$812.00	$7,308.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-3-201	SIGN PANEL, F&I OM, UP TO 12 SF	7.00	EA	$702.00	$4,914.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-3-202	SIGN PANEL, F&I OM, 12-20 SF	5.00	EA	$1,366.10	$6,830.50
	Comment: New 2023 Pay Item. Market Value Unit Cost as not available in TBNext FDOT Base Unit Price.				
700-3-205	SIGN PANEL, F&I OM, 51-100 SF	8.00	EA	$3,784.00	$30,272.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-3-206	SIGN PANEL, F&I OM, 101-200 SF	5.00	EA	$5,700.00	$28,500.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-3-207	SIGN PANEL, F&I OM, 201-300 SF	10.00	EA	$9,494.00	$94,940.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-3-208	SIGN PANEL, F&I OM, 301-400 SF	7.00	EA	$13,127.00	$91,889.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-3-209	SIGN PANEL, F&I OM, 401-500 SF	3.00	EA	$17,305.00	$51,915.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.				
700-3-211	SIGN PANEL, F&I OM, 601 SF AND GREATER	4.00	EA	$23,020.00	$92,080.00
	Comment: New 2023 Pay Item and Unit cost				
700-3-603	SIGN PANEL, REMOVE, 21-30 SF	1.00	EA	$100.00	$100.00
	Comment: New 2023 Pay Item. Market Value Unit Cost as not available in TBNext FDOT Base Unit Price.				
700-3-607	SIGN PANEL, REMOVE, 201-300 SF	2.00	EA	$1,085.56	$2,171.12
	Comment: New 2023 Pay Item. Market Value Unit Cost as not available in TBNext FDOT Base Unit Price.				
700-4-113	OH STATIC SIGN STR, F&I, C 31-40 FT	8.00	EA	$104,907.00	$839,256.00
	Comment: New 2023 Pay Item and Unit cost				
700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT	4.00	EA	$160,000.00	$640,000.00
	Comment: New 2023 Pay Item and Unit cost				
700-4-126	OH STATIC SIGN STR, F&I, S 101-150 FT	12.00	EA	$275,000.00	$3,300,000.00
	Comment: New 2023 Pay Item and Unit cost				

700-4-611	OH STATIC SIGN STR, SHALLOW REMOVE, CANT	2.00 EA	$15,675.00	$31,350.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
BEAGAT	BARRIER EMERGENCY ACCESS GATE	12.00 LS	$225,000.00	$2,700,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
	Signing Component Total			$8,024,486.62

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	Miscellaneous
Multiplier	1
Description	

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
639-6-1	ELECTRICAL POWER SERVICE-TRANSF, F&I	56.00 EA	$2,150.00	$120,400.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
641-2-12	PREST CNC POLE,F&I,TYP P-II SRV POLE	56.00 EA	$1,572.00	$88,032.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
641-2-13	PREST CNC POLE,F&I,TYP P-III	33.00 EA	$8,500.00	$280,500.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
649-2-605	STEEL CCTV POLE, REMOVE POLE- COMP/DEEP	6.00 EA	$6,561.80	$39,370.80
	Comment: Revised 04/06/22 from 03/12/21 quantities			
682-1-113	ITS CCTV CAMERA, F&I, DOME ENCL-PRESS	21.00 EA	$7,462.00	$156,702.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, F&I	56.00 EA	$1,050.00	$58,800.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
	Signalizations Component Total			$743,804.80

INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT

Description of Work

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	31,403.00 LF	$17.00	$533,851.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	16,909.00 LF	$33.60	$568,142.40
	Comment: Revised 04/06/22 from 03/12/21 quantities			
630-2-14	CONDUIT, F& I, ABOVEGROUND	2,935.00 LF	$36.15	$106,100.25
	Comment: Revised 04/06/22 from 03/12/21 quantities			

633-1-121	FIBER OPTIC CABLE, F&I, UG,2-12	13,989.00 LF	$4.31	$60,292.59
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-144	69,943.00 LF	$6.42	$449,034.06
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	2,048.00 EA	$55.20	$113,049.60
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	56.00 EA	$972.25	$54,446.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-3-12	FIBER OPTIC CONN HDWR, SPLICE TRAY	248.00 EA	$71.95	$17,843.60
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-3-14	FIBER OPTIC CONN HDWR, BUFFER TUBE FAN O	48.00 EA	$94.50	$4,536.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-3-15	FIBER OPTIC CONN HDWR, PRETERM PATCH PAN	56.00 EA	$1,901.00	$106,456.00
	Comment: Revised 04/06/22 from 03/12/21 quantities1			
633-3-16	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE	24.00 EA	$2,233.00	$53,592.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-3-17	FIBER OPTIC CONN HDWR, CONNECTOR PANEL	24.00 EA	$176.00	$4,224.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
633-8-1	MULTI-CONDUCTOR COMMUNICATION CABLE, F&I	33,500.00 LF	$5.20	$174,200.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	155.00 EA	$1,490.00	$230,950.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	104.00 EA	$1,803.00	$187,512.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	56.00 EA	$5,062.00	$283,472.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
639-1-121	ELECTRICAL POWER SRV,F&I, UG,FUR BY POWE	2.00 AS	$3,649.00	$7,298.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
639-2-1	ELECTRICAL SERVICE WIRE, F&I	41,065.00 LF	$8.45	$346,999.25
	Comment: Revised 04/06/22 from 03/12/21 quantities			
639-3-11	ELEC SERV DISCON, F&I, POLE MNT	56.00 EA	$1,387.00	$77,672.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
641-3-163	CONCRETE CCTV POLE, FUR & INS W/LOW	8.00 EA	$20,016.00	$160,128.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
660-3-11	VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB	44.00 EA	$5,614.00	$247,016.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
660-3-12	VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO	44.00 EA	$8,935.00	$393,140.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
676-2-122	ITS CABINET- F&I, POLE, 336S	41.00 EA	$9,453.00	$387,573.00

	Comment: Revised 04/06/22 from 03/12/21 quantities			
676-2-143	ITS CABINET- F&I, BASE, 334	15.00 EA	$9,330.00	$139,950.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
676-2-600	ITS CABINET- REMOVE	2.00 EA	$666.70	$1,333.40
	Comment: Revised 04/06/22 from 03/12/21 quantities			
676-3-10	SMALL EQUIPMENT ENCLOSURE, F&I,>10X13X11	6.00 EA	$1,400.00	$8,400.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
682-1-113	ITS CCTV CAMERA, F&I, DOME ENCL-PRESS	21.00 EA	$7,462.00	$156,702.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	56.00 EA	$3,839.50	$215,012.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
684-2-1	DEVICE SERVER, F&I	44.00 EA	$1,205.00	$53,020.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			
685-1-11	UPS POWER SUPPLY, F&I, LINE INTERACTIVE	56.00 EA	$5,250.00	$294,000.00
	Comment: Revised 04/06/22 from 03/12/21 quantities			

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
639 5 2	EMERGENCY GENERATOR POWER-PERMANENT	2.00 EA	$217,000.00	$434,000.00
	Comment: Revised 04/06/22 from 03/12/21 quantities. Pay Item no longer valid as of June 2015. Cost from 2020 TBNext Base unit Price			
684-90-12	NETWORK DEVICE, MASTER HUB ETHERNET SWITCH, LAYER 3, PROJECT 439853-1-52-01	2.00 EA	$16,500.00	$33,000.00
	Comment: Revised 04/06/22 from 03/12/21 quantities.			
688 1 10	ROAD WEATHER INFORMATION SYSTEM	1.00 EA	$70,000.00	$70,000.00
	Comment: Revised 04/06/22 from 03/12/21 quantities. Cost from 2022 TBNext Base unit Price			
	Intelligent Traffic System (ITS) Component Total			$5,972,945.15

ARCHITECTURAL COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
735-74-1	TOLL PLAZA, LOCATION 1	1.00 LS	$1,150,000.00	$1,150,000.00
	Comment: Revised 04/19/23 from 04/06/22 quantities.			
	Architectural Component Total			$1,150,000.00

Sequence 6 Total $15,891,236.57

Date: 4/28/2023 3:01:11 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 419235-7-52-01 **Letting Date:** 01/2099

Description: Tampa Bay Express-I-275/4/75 Master Plan-Ultimate Project (I-75 SR 674 to US 301). Had been coded to Hills Co by default. Manatee Co segment Moccasin Wallow Rd to Hills Co Line - goes with 419235-5.

District: 07 **County:** 13 MANATEE - Adjacent **Market Area:** 10 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 3.660 MI

Project Manager: Marshall Hampton

Version 5 Project Grand Total **$95,966,807.74**

Description: 2023 WPUC

Project Sequences Subtotal			**$64,353,876.00**
102-1	Maintenance of Traffic	10.00 %	$6,435,387.60
101-1	Mobilization	10.00 %	$7,078,926.36
Project Sequences Total			**$77,868,189.96**
Project Unknowns		15.00 %	$11,680,228.49
Design/Build		7.00 %	$6,268,389.29

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					**$150,000.00**
Version 5 Project Grand Total					**$95,966,807.74**

Date: 2/13/2024 9:19:06 AM

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 437650-2-52-01 **Letting Date:** 11/2028

Description: I-75/SR 93A AT GIBSONTON DRIVE

District: 07 **County:** 10 HILLSBOROUGH

Project Manager: Mark Dunn

Version 13 Project Grand Total **$102,518,820.77**

Description: NTP LRE Update

EARTHWORK COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	40.29	AC	$63,368.97	$2,553,135.81
120-1	REGULAR EXCAVATION	5,686.37	CY	$36.32	$206,528.96
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	26,225.66	CY	$108.38	$2,842,337.03
120-6	EMBANKMENT	289,176.18	CY	$39.46	$11,410,892.06
	Earthwork Component Total				$17,012,893.86

ROADWAY COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
160-4	TYPE B STABILIZATION	116,981.51	SY	$21.31	$2,492,875.99
285-709	OPTIONAL BASE,BASE GROUP 09	80,287.42	SY	$46.60	$3,741,393.77
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	15,706.47	SY	$5.28	$82,930.17
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	48,455.18	SY	$3.42	$165,716.72
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	17,505.07	TN	$173.37	$3,034,853.98
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,338.22	TN	$232.88	$544,524.68
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	6,753.79	TN	$206.05	$1,391,618.43
339-1	MISCELLANEOUS ASPHALT PAVEMENT	196.66	TN	$431.80	$84,917.78
524-2-2	CONC SLOPE PAVT, NR, 4"	1,000.00	SY	$128.76	$128,760.00
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	5,830.00	LF	$28.89	$168,428.70
536-8-111	CUARDR CONN TO RIGID BA, F&I, APPR N2	1.00	EA	$3,143.19	$3,143.19
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	4.00	EA	$3,750.15	$15,000.60
536-85-24	GUARDRAIL END TREATMENT- PARA APP TERM	3.00	EA	$3,537.27	$10,611.81
706-1-3	RAISED PAVMT MARK, TYPE B	1,853.00	EA	$4.40	$8,153.20

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	25.29	GM	$1,264.80	$31,986.78
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	17.53	GM	$538.10	$9,432.90
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	4.12	GM	$547.75	$2,256.74
713-103-101	PERMANENT TAPE, WHITE,SOLID,6" CONC BR	0.13	GM	$31,650.31	$4,114.54
713-103-131	PERMANENT TAPE, WHITE,SKIP/D,6" FOR CONC	0.19	GM	$11,294.42	$2,145.94
713-103-201	PERMANENT TAPE, YELLOW,SOLID,6" CONC BR	0.42	GM	$31,719.00	$13,321.98
	Roadway Component Total				$11,936,187.90

SHOULDER COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
104-10-3	SEDIMENT BARRIER	42,689.63	LF	$2.44	$104,162.71
104-11	FLOATING TURBIDITY BARRIER	686.09	LF	$14.49	$9,941.43
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	686.09	LF	$6.59	$4,521.33
104-15	SOIL TRACKING PREVENTION DEVICE	16.00	EA	$3,496.11	$55,937.76
104-18	INLET PROTECTION SYSTEM	37.00	EA	$136.14	$5,037.18
107-1	LITTER REMOVAL	44.41	AC	$43.65	$1,938.52
107-2	MOWING	44.41	AC	$80.34	$3,567.91
285-704	OPTIONAL BASE,BASE GROUP 04	18,628.18	SY	$22.14	$412,427.92
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	7,278.19	SY	$4.04	$29,403.89
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,677.92	TN	$173.37	$290,901.01
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	82.49	TN	$232.88	$19,210.27
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	244.61	TN	$206.05	$50,401.91
520-1-10	CONCRETE CURB & GUTTER, TYPE F	6,850.28	LF	$51.74	$354,433.50
520-6	SHOULDER GUTTER- CONCRETE	3,000.00	LF	$45.89	$137,670.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	4,649.71	SY	$74.83	$347,937.79
570-1-1	PERFORMANCE TURF	10,637.11	SY	$2.52	$26,805.52
	Shoulder Component Total				$1,854,298.65

MEDIAN COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
285-704	OPTIONAL BASE,BASE GROUP 04	4,894.01	SY	$22.14	$108,353.38
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	8,767.03	SY	$4.04	$35,418.80
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	590.36	TN	$173.37	$102,350.71

337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	371.12	TN	$232.88	$86,426.43
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	99.01	TN	$206.05	$20,401.01
520-1-7	CONCRETE CURB & GUTTER, TYPE E	6,850.27	LF	$46.90	$321,277.66
520-5-16	TRAF SEP CONC-TYPE I, 8.5' WIDE	572.00	LF	$169.80	$97,125.60
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	1,260.00	LF	$330.63	$416,593.80
570-1-1	PERFORMANCE TURF	9,966.21	SY	$2.52	$25,114.84
	Median Component Total				$1,213,062.23

DRAINAGE COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	21.56	AC	$63,368.97	$1,366,234.99
120-1	REGULAR EXCAVATION	207,999.00	CY	$36.32	$7,554,523.68
400-2-1	CONC CLASS II, CULVERTS	21.75	CY	$1,655.12	$35,998.86
425-1-351	INLETS, CURB, TYPE P-5, <10'	25.00	EA	$9,228.03	$230,700.75
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00	EA	$8,229.46	$8,229.46
425-1-451	INLETS, CURB, TYPE J-5, <10'	7.00	EA	$13,594.22	$95,159.54
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00	EA	$6,567.06	$6,567.06
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$6,492.13	$6,492.13
425-1-551	INLETS, DT BOT, TYPE E, <10'	4.00	EA	$7,987.37	$31,949.48
425-2-41	MANHOLES, P-7, <10'	3.00	EA	$7,377.61	$22,132.83
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$11,030.72	$11,030.72
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	2,024.00	LF	$164.64	$333,231.36
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	696.00	LF	$199.23	$138,664.08
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	504.00	LF	$244.00	$122,976.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	584.00	LF	$288.23	$168,326.32
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$327.38	$18,333.28
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	408.00	LF	$404.09	$164,868.72
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$715.27	$143,054.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	91.00	EA	$2,820.58	$256,672.78
524-1-1	CONCRETE DITCH PAVT, NR, 3"	928.00	SY	$97.54	$90,517.12
570-1-1	PERFORMANCE TURF	59,467.67	SY	$2.52	$149,858.53
	Drainage Component Total				$10,955,521.69

SIGNING COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	28.00	AS	$482.70	$13,515.60
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	66.00	AS	$1,713.99	$113,123.34

700-1-50	SINGLE POST SIGN, RELOCATE	5.00	AS	$294.05	$1,470.25
700-1-60	SINGLE POST SIGN, REMOVE	34.00	AS	$42.90	$1,458.60
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$5,433.99	$5,433.99
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	14.00	AS	$5,887.25	$82,421.50
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	5.00	AS	$8,723.34	$43,616.70
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	1.00	AS	$14,362.75	$14,362.75
700-2-60	MULTI- POST SIGN, REMOVE	5.00	AS	$934.25	$4,671.25
700-3-108	SIGN PANEL, F&I GM, 301-400 SF	2.00	EA	$13,977.90	$27,955.80
700-3-206	SIGN PANEL, F&I OM, 101-200 SF	11.00	EA	$6,240.58	$68,646.38
700-3-207	SIGN PANEL, F&I OM, 201-300 SF	17.00	EA	$9,819.96	$166,939.32
700-3-208	SIGN PANEL, F&I OM, 301-400 SF	1.00	EA	$12,257.12	$12,257.12
700-3-209	SIGN PANEL, F&I OM, 401-500 SF	2.00	EA	$17,658.30	$35,316.60
700-3-211	SIGN PANEL, F&I OM, 601 SF AND GREATER	1.00	EA	$23,485.66	$23,485.66
700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT	12.00	EA	$146,190.98	$1,754,291.76
700-4-125	OH STATIC SIGN STR, F&I, S 51-100 FT	1.00	EA	$214,616.02	$214,616.02
700-4-126	OH STATIC SIGN STR, F&I, S 101-150 FT	1.00	EA	$237,279.47	$237,279.47
700-13-15	RETROREFLECTIVE SIGN STRIP-F&I, 5'	8.00	EA	$98.78	$790.24
700-141-141	EHSA, AC, GROUND MT, HIGHLITED<12, <12SF	8.00	EA	$12,329.16	$98,633.28
700-141-360	EHSA, AC, OVHD MT, BOS <12SF	2.00	EA	$8,243.62	$16,487.24
	Signing Component Total				$2,936,772.87

LIGHTING COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	9,440.00	LF	$20.09	$189,649.60
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	6,000.00	LF	$34.91	$209,460.00
630-2-14	CONDUIT, F& I, ABOVEGROUND	300.00	LF	$40.68	$12,204.00
630-2-15	CONDUIT, F& I, BRIDGE MOUNT	2,100.00	LF	$37.46	$78,666.00
630-2-16	CONDUIT, F& I, EMBEDDED-BARR./RAILINGS	700.00	LF	$13.43	$9,401.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	86.00	EA	$1,256.26	$108,038.36
635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	36.00	EA	$588.24	$21,176.64
635-3-13	JUNCTION BOX, FURNISH & INSTALL, EMBED	8.00	EA	$607.37	$4,858.96
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	3.00	AS	$3,898.22	$11,694.66
715-1-11	LIGHTING CONDUCTORS,F&I,INSUL, NO.10 OR<	3.00	LF	$1.58	$4.74
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	64,980.00	LF	$3.40	$220,932.00
715-1-60	LIGHTING CONDUCTORS,R&D, CONT OWNS	2,000.00	LF	$0.97	$1,940.00
715-11-125	LUMINAIRE,F&I,UNDER DECK, WALL MOUNT	16.00	EA	$1,604.96	$25,679.36
715-11-211	LUMINAIRE ,F&I-REP EXIST, RDWY, COBRA H	7.00	EA	$1,795.42	$12,567.94

715-61-352	LIGHT POLE CMPLT,STD,F&I, 40'MH,15'ARM L	36.00	EA	$9,881.88	$355,747.68
715-61-452	LIGHT POLE CMPLT,STD,F&I, 45'MH,15'ARM L	12.00	EA	$12,065.36	$144,784.32
715-63-321	LIGHT POLE CMPLT,DBL,F&I, 40'MH,10'ARMS	8.00	EA	$17,150.00	$137,200.00
715-65-466	LIGHT POLE CMPLT,UTILITY CONF,F&I, 45'MH	5.00	EA	$11,048.92	$55,244.60
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	60.00	EA	$732.90	$43,974.00
715-500-2	POLE CABLE DISTRIBUTION SYS, HIGH MAST	17.00	EA	$904.99	$15,384.83
715-500-3	POLE CABLE DISTRIBUTION SYS, WALL MOUNT	24.00	EA	$618.62	$14,846.88
	Lighting Component Total				$1,673,455.57

SIGNALIZATIONS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
611-1-1	ITSFM SUBSURFACE DOCUMENTATION- PROJ LEN	6.00	MI	$2,338.51	$14,031.06
611-2-1	ITSFM LOCATION DOCUMENTATION-INTERS	4.00	EA	$1,825.57	$7,302.28
611-2-2	ITSFM LOCATION DOCUMENTATION-ITS SITE	24.00	EA	$1,389.75	$33,354.00
630-2-11	CONDUIT, F& I, OPEN TRENCH	2,250.00	LF	$20.09	$45,202.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	700.00	LF	$34.91	$24,437.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	3.00	PI	$10,111.47	$30,334.41
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	46.00	EA	$1,256.26	$57,787.96
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	2.00	EA	$5,443.83	$10,887.66
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	3.00	AS	$3,914.61	$11,743.83
639-2-1	ELECTRICAL SERVICE WIRE, F&I	150.00	LF	$9.02	$1,353.00
641-2-12	PREST CNC POLE,F&I,TYP P-II SRV POLE	8.00	EA	$1,913.40	$15,307.20
641-2-14	PREST CNC POLE,F&I,TYP P-IV	6.00	EA	$16,417.50	$98,505.00
641-2-16	PREST CNC POLE,F&I,TYP P-VI	4.00	EA	$12,835.61	$51,342.44
641-2-80	PREST CNC POLE, REMOVE COMPLETE	3.00	EA	$5,333.17	$15,999.51
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2.00	EA	$2,356.10	$4,712.20
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	4.00	EA	$71,295.53	$285,182.12
649-21-6	STEEL MAST ARM ASSEMBLY, F&I, 50'	1.00	EA	$78,881.10	$78,881.10
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	10.00	EA	$81,719.57	$817,195.70
649-21-15	STEEL MAST ARM ASSEMBLY, F&I, 70'	1.00	EA	$90,932.86	$90,932.86
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	3.00	EA	$92,738.03	$278,214.09
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	48.00	AS	$1,382.10	$66,340.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED	48.00	AS	$813.67	$39,056.16

	COUNT, 1 WAY				
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	8.00	EA	$667.18	$5,337.44
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	8.00	AS	$1,365.87	$10,926.96
660-3-11	VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB	2.00	EA	$5,824.42	$11,648.84
660-3-12	VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO	10.00	EA	$10,803.21	$108,032.10
660-3-41	VEHICLE DETECTION SYS- MICR, REL CAB EQU	1.00	EA	$1,000.64	$1,000.64
660-3-42	VEHICLE DETECTION SYSTEM-MICRO,REL,ABOV	4.00	EA	$2,652.94	$10,611.76
660-7-21	VEH DET SYS- WRONG WAY FOR EXIT, 1-2, AC	2.00	EA	$73,832.41	$147,664.82
663-1-111	SIGNAL PRIO & PREEMP, F&I, OPT,CAB E	2.00	EA	$8,090.79	$16,181.58
663-1-112	SIGNAL PRIO & PREEMP, F&I, OPTICAL,DETEC	10.00	EA	$2,253.89	$22,538.90
663-1-400	SIGNAL PRIO & PREEMP, RELOCATE	2.00	EA	$1,399.76	$2,799.52
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	34.00	EA	$320.59	$10,900.06
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	4.00	AS	$45,246.44	$180,985.76
685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, F&I	22.00	EA	$1,108.43	$24,385.46
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	16.00	EA	$275.80	$4,412.80
	Signalizations Component Total				$2,635,529.52

INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	35,625.00	LF	$20.09	$715,706.25
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	1,540.00	LF	$34.91	$53,761.40
630-2-15	CONDUIT, F& I, BRIDGE MOUNT	9,300.00	LF	$37.46	$348,378.00
633-1-121	FIBER OPTIC CABLE, F&I, UG,2-12	6,000.00	LF	$3.76	$22,560.00
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-144	40,000.00	LF	$4.76	$190,400.00
633-1-620	FIBER OPTIC CABLE, REM, UG	11,616.00	LF	$1.05	$12,196.80
633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	1,128.00	EA	$49.01	$55,283.28
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	26.00	EA	$1,022.44	$26,583.44
633-3-12	FIBER OPTIC CONN HDWR, SPLICE TRAY	94.00	EA	$67.91	$6,383.54
633-3-15	FIBER OPTIC CONN HDWR, PRETERM PATCH PAN	12.00	EA	$2,101.62	$25,219.44
633-6	FIBER OPTIC CABLE LOCATOR	700.00	DA	$252.70	$176,890.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	52.00	EA	$1,256.26	$65,325.52
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	20.00	EA	$2,698.01	$53,960.20
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	22.00	EA	$5,443.83	$119,764.26
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	5.00	AS	$3,898.22	$19,491.10
639-2-1	ELECTRICAL SERVICE WIRE, F&I	7,920.00	LF	$9.02	$71,438.40
639-2-6	ELECTRICAL SERVICE WIRE, REMOVE	1,228.00	LF	$1.27	$1,559.56

639-3-11	ELEC SERV DISCON, F&I, POLE MNT	12.00	EA	$1,496.97	$17,963.64
639-6-121	ELEC POWER SERV-TRANSF,F&I,5-10KVA,1P,CU	12.00	EA	$3,069.31	$36,831.72
639-6-201	ELEC POWER SERV-TRANSF, REP, <25 KVA,CU	5.00	EA	$6,287.49	$31,437.45
641-3-163	CONCRETE CCTV POLE, FUR & INS W/LOW	3.00	EA	$35,943.23	$107,829.69
641-3-180	CONCRETE CCTV POLE, FUR & INS W/LOW	2.00	EA	$40,322.92	$80,645.84
660-3-11	VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB	8.00	EA	$5,824.42	$46,595.36
660-3-12	VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO	8.00	EA	$10,803.21	$86,425.68
660-6-121	VEHICLE DETECTION SYSTEM- AVI B,F&I, CAB	2.00	EA	$3,141.63	$6,283.26
660-6-122	VEHICLE DETECTION SYSTEM- AVI B,F&I, ABO	2.00	EA	$9,956.07	$19,912.14
676-2-122	ITS CABINET- F&I, POLE, 336S	10.00	EA	$8,111.90	$81,119.00
676-2-143	ITS CABINET- F&I, BASE, 334	2.00	EA	$10,957.59	$21,915.18
682-1-133	ITS CCTV CAMERA, F&I, DOME ENCL-NP.	5.00	EA	$7,633.64	$38,168.20
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	22.00	EA	$4,569.53	$100,529.66
685-1-11	UPS POWER SUPPLY, F&I, LINE INTERACTIVE	22.00	EA	$5,675.13	$124,852.86
	Intelligent Traffic System (ITS) Component Total				$2,765,410.87

BRIDGES COMPONENT

Bridge Type: Medium Level

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	95.56	CY	$625.27	$59,750.80

Bridge No. RAMP Type=MLB Length=1555.2 FT Width=43 FT

Bridge Basic Cost based on Factored Cost $149.50 SF $9,997,603.20

Bridge Final Cost Per SF $150.72

Bridge Type: Misc/Rehab

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
108-2	MONITOR EXISTING STRUCTURES-VIBRA	1.00	LS	$14,412.28	$14,412.28
400-9-1	BRIDGE DECK PLANING	3,452.00	SY	$6.26	$21,609.52
415-1-5	REINF STEEL- SUBSTRUCTURE	9,045.00	LB	$1.41	$12,753.45
415-1-9	REINF STEEL- APPROACH SLABS	35,973.00	LB	$1.30	$46,764.90
461-114-13	MULTIROT BRNG ASM EX, F&I, 501-750KIPS	22.00	EA	$9,488.17	$208,739.74
515-4-2	BULLET RAIL, DOUBLE RAIL	396.00	LF	$56.30	$22,294.80
521-5-13	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE	1,188.00	LF	$117.01	$139,007.88

110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	31,080.00	SF	$39.60	$1,230,768.00
108-1	MONITOR EXISTING STRUCTURES-SETTL	1.00	LS	$12,031.68	$12,031.68
400-7-1	BRIDGE DECK GROOVING	3,453.00	SY	$5.77	$19,923.81

Bridge No. 001

Bridge Type: Overpass Bridge

Pay Items

Pay Item	Description	Total Unit Quantity		Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	26,316.50	LB	$1.30	$34,211.45

Bridge No. W_GIB Type=OPB Length=330 FT Width=67.67 FT

Bridge Basic Cost based on Factored Cost $144.00 SF $3,215,678.40

Bridge Final Cost Per SF $149.74

Bridge Type: Medium Level, Widen

Pay Items

Pay Item	Description	Total Unit Quantity		Weighted Avg. Unit Price	Total Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	2,878.00	SF	$39.60	$113,968.80

Bridge No. NB03 Type=MLW Length=158.4 FT Width=29 FT

Bridge Basic Cost based on Factored Cost $170.80 SF $784,586.88

Bridge Final Cost Per SF $183.41

Bridge No. NB-BUL Type=MLW Length=417.1 FT Width=17 FT

Bridge Basic Cost based on Factored Cost $170.80 SF $1,211,091.56

Bridge Final Cost Per SF $176.45

Bridge Type: Misc/Rehab

Pay Items

Pay Item	Description	Total Unit Quantity		Weighted Avg. Unit Price	Total Amount
400-4-5	CONC CLASS IV, SUBSTRUCTURE	67.00	CY	$1,705.25	$114,251.75

Bridge No. 001

Bridge Type: Medium Level, Widen

Pay Items

Pay Item	Description	Total Unit Quantity		Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	102.22	CY	$625.27	$63,915.10

Bridge No. NB03 Type=MLW Length=158.4 FT Width=29 FT

Bridge Basic Cost based on Factored Cost $170.80 SF $784,586.88

Bridge Final Cost Per SF $183.41

Bridge No. NB-BUL Type=MLW **Length=417.1 FT Width=17 FT**

Bridge Basic Cost based on Factored Cost $170.80 SF $1,211,091.56

Bridge Final Cost Per SF $176.45

Bridge Type: Misc/Rehab

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-4-4	CONC CLASS IV, SUPERSTRUCTURE	815.00	CY	$1,688.47	$1,376,103.05
461-113-13	MULTIROT BRNG ASM FX, F&I, 501-750KIPS	11.00	EA	$8,000.00	$88,000.00

EX-Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
JACK1	BRIDGE JACKING	1.00	LS	$400,000.00	$400,000.00

Bridge No. 001

Bridge Type: Medium Level, Widen

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	17,888.50	LB	$1.30	$23,255.05

Bridge No. NB03 Type=MLW **Length=158.4 FT Width=29 FT**

Bridge Basic Cost based on Factored Cost $170.80 SF $784,586.88

Bridge Final Cost Per SF $183.41

Bridge No. NB-BUL Type=MLW **Length=417.1 FT Width=17 FT**

Bridge Basic Cost based on Factored Cost $170.80 SF $1,211,091.56

Bridge Final Cost Per SF $176.45

Bridge Type: Misc/Rehab

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	205.56	CY	$625.27	$128,530.50
415-1-4	REINF STEEL- SUPERSTRUCTURE	163,074.00	LB	$1.22	$198,950.28
458-1-21	BRIDGE DECK EXPANSION JNT, REHAB,POURED	220.00	LF	$71.08	$15,637.60

Bridge No. 001

Bridge Type: Medium Level

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	16,723.00	LB	$1.30	$21,739.90

Bridge No. RAMP Type=MLB **Length=1555.2 FT** **Width=43 FT**

Bridge Basic Cost based on Factored Cost $149.50 SF $9,997,603.20
Bridge Final Cost Per SF $150.72

Bridge Type: Overpass Bridge

Pay Items

Pay Item	Description	Total Unit Quantity		Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	150.38	CY	$625.27	$94,028.10

Bridge No. W_GIB Type=OPB Length=330 FT Width=67.67 FT
Bridge Basic Cost based on Factored Cost $144.00 SF $3,215,678.40
Bridge Final Cost Per SF $149.74

Bridges Component Total $19,669,608.48

RETAINING WALLS COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity		Weighted Avg. Unit Price	Total Amount
521-8-3	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP	530.00	LF	$347.43	$184,137.90
548-12	RET WALL SYSTEM, PERM, EX BARRIER	18,250.00	SF	$40.02	$730,365.00

Retaining Walls Component Total $914,502.90

Date: 2/13/2024 9:19:06 AM

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 437650-2-52-01 **Letting Date:** 11/2028

Description: I-75/SR 93A AT GIBSONTON DRIVE

District: 07 **County:** 10 HILLSBOROUGH

Project Manager: Mark Dunn

Version 13 Project Grand Total **$102,518,820.77**
Description: NTP LRE Update

Project Sequences Subtotal **$73,567,244.54**

102-1	MAINTENANCE OF TRAFFIC	10.00	$7,356,724.45
101-1	MOBILIZATION	10.00	$8,092,396.90

Project Sequences Total **$89,016,365.89**

Project Unknowns	15.00%	$13,352,454.88
Design/Build	0.00%	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					$150,000.00

Version 13 Project Grand Total **$102,518,820.77**

APPENDIX H

District Approved Typical Section Package

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

PD&E TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 419235-2-22-01

MANATEE COUNTY (13075000)/HILLSBOROUGH COUNTY (10075000)
STATE ROAD NO. 93A (I-75)
FROM MOCCASIN WALLOW RD (CR 6) TO SOUTH OF US 301 / SR 43



FDOT DISTRICT DESIGN ENGINEER

Daniel M Lauricello
2022.06.28 14:14:50 -04'00'

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

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

Ronald A Chin

Digitally signed by: Ronald A Chin
DN: CN = Ronald A Chin C = US O = FLORIDA DEPARTMENT OF TRANSPORTATION
Date: 2022.07.27 14:42:25 -04'00'

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

Justin P Hall

Digitally signed by Justin P Hall
Date: 2022.05.31 16:45:36 -04'00'

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

PROJECT LOCATION URL:	https://tinyurl.com/2dan9mad
PROJECT LIMITS:	BEGIN MP 16.800 - END MP 18.600
EXCEPTIONS:	NONE
BRIDGE LIMITS:	BR#130105/130106 MP 20.041 - MP 20.008
	BR#100353/100352 MP 1.902 - MP 2.164
	BR#100346/100347 MP 6.432 - MP 6.484
	BR#100363/100364 MP 12.277 - MP 12.337
	BR#100375/100376 MP 15.324 - MP 15.355
	BR#100373/100374 MP 15.928 - MP 16.007
	BR#100358/100359 MP 16.784 - MP 17.078
	BR#100356/100357 MP 17.357 - MP 17.387
RAILROAD CROSSING:	NONE

APPROVED BY:

JEFFREY S. NOVOTNY LICENSE No 51083 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Jeffrey S Novotny

Digitally signed by Jeffrey S Novotny
Date: 2022.04.19 16:42:40 -04'00'

ON THE DATE ADJACENT TO THE SEAL

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

American
Consulting Engineers of Florida, LLC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Jeffrey S. Novotny, P.E. 51083

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

INDEX OF SHEETS

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO. 1
3	TYPICAL SECTION NO. 2

SHEET NO.
1

4/19/2022 3:24:10 PM Sbilla
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

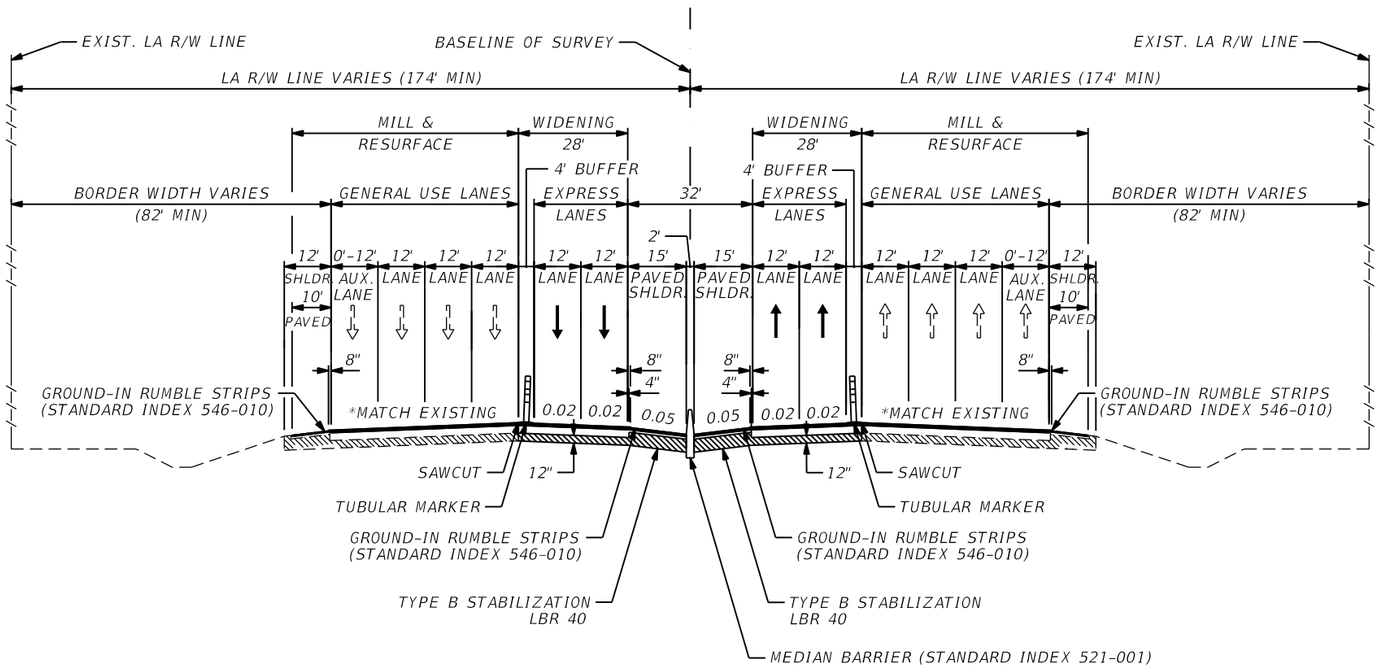
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

BRIDGE WIDTH
VERTICAL CLEARANCE
VERTICAL ALIGNMENT
STOPPING SIGHT DISTANCE
BORDER WIDTH

TYPICAL SECTION No. 1



NOTE:
AUX. LANE FROM STATIONS
NB: 1153+90.71 TO 1249+03.46
SB: 1153+13.65 TO 1249+03.46

TYPICAL SECTION

STA. 97+50.90 TO STA. 162+20.14
STA. 318+35.22 TO STA. 411+28.79
STA. 476+88.71 TO STA. 709+76.68
STA. 784+48.48 TO STA. 1249+03.46

* MATCH EXISTING CROSS SLOPE. SURVEY DATA NOT AVAILABLE. AS-BUILT PLANS SHOW 2% SLOPED TO THE OUTSIDE FOR NORMAL CROWN SECTIONS.

TRAFFIC DATA

CURRENT YEAR * = 2017 AADT = 147,500
ESTIMATED OPENING YEAR = 2025 AADT = 179,700
ESTIMATED DESIGN YEAR = 2045 AADT = 261,000
K = 9.0% D = 58% T = 4.0% (24 HOUR)
DESIGN HOUR T = 2.0%
TARGET SPEED = 70 MPH
DESIGN SPEED = 70 MPH
POSTED SPEED = 70 MPH
* 2017 DATE OF THE TRAFFIC STUDY

THE INFORMATION INCLUDED IN THIS PD&E TYPICAL SECTION PACKAGE IS BASED ON THE BEST AVAILABLE INFORMATION AND CRITERIA IS BASED ON THE FLORIDA DESIGN MANUAL AT THE DATE OF SUBMITTAL. THE PD&E TYPICAL SECTION PACKAGE IS SUBJECT TO CHANGE. THE PD&E TYPICAL SECTIONS ARE NOT SUITABLE FOR CONSTRUCTION.

FINANCIAL PROJECT ID	SHEET NO.
419235-2-22-01	2

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

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

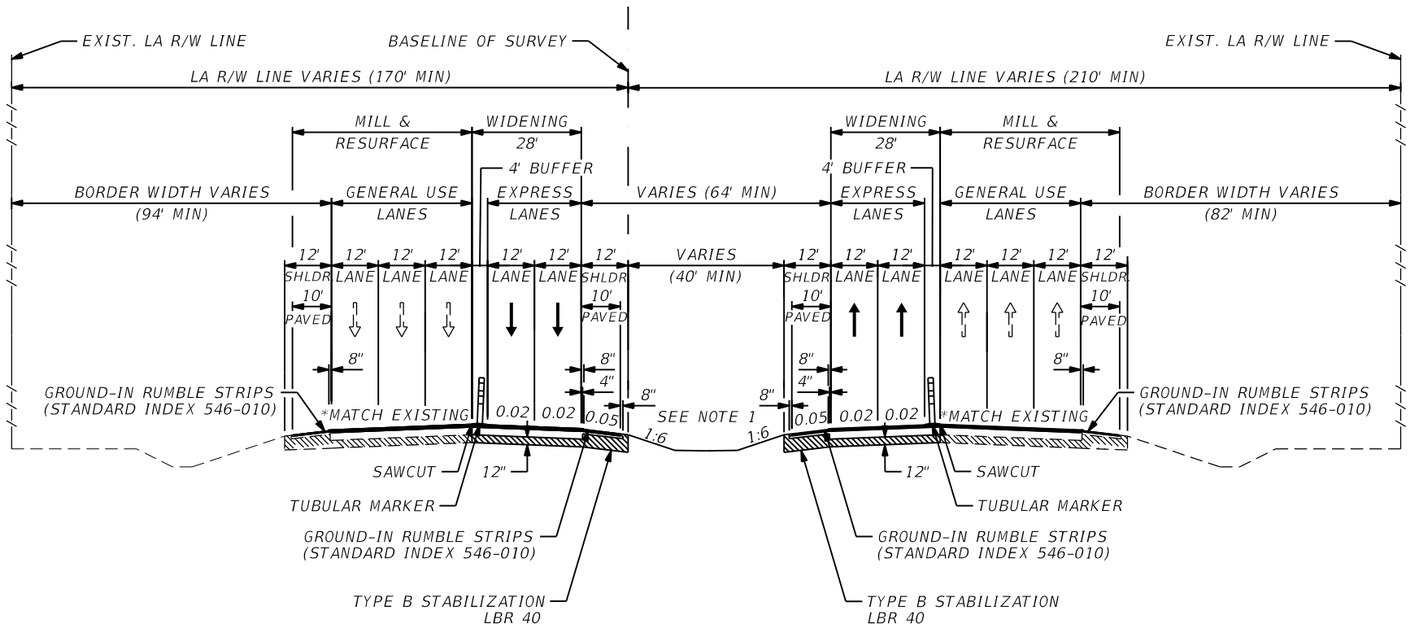
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

BRIDGE WIDTH
VERTICAL CLEARANCE
VERTICAL ALIGNMENT
BORDER WIDTH

TYPICAL SECTION No. 2



TYPICAL SECTION

STA. 75+02.60 TO STA. 97+50.90
STA. 162+20.14 TO STA. 318+35.22
STA. 411+28.79 TO STA. 476+88.71
STA. 709+76.68 TO STA. 784+48.48

* MATCH EXISTING CROSS SLOPE. SURVEY DATA NOT AVAILABLE. AS-BUILT PLANS SHOW 2% SLOPED TO THE OUTSIDE FOR NORMAL CROWN SECTIONS.

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NOTE:
1. IN AREAS WHERE THERE WILL BE NO EXISTING VEGETATION REMAINING IN THE MEDIAN, GUARDRAIL, OR CABLE BARRIER WILL BE INSTALLED; THE LOCATION IN THE MEDIAN WILL BE DETERMINED IN THE DESIGN PHASE.

FINANCIAL PROJECT ID	SHEET NO.
419235-2-22-01	3

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