

DRAFT SUMMARY REPORT

PURPOSE OF THE REPORT

The purpose of the report is to investigate the feasibility of incorporating a new interchange near Seville Boulevard / Druid Road and US 19 with related facilities as a minimal segment to meet some of the deficiencies outlined in the 2020 Florida Intrastate Highway System (FIHS) Needs Plan for US 19.

BACKGROUND

Upgrading of the US 19 corridor to an enhanced arterial with frontage lanes and grade separations at major intersections has long been a goal of the Pinellas County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan. In 1990, a Project Development and Environment (PD&E) Study was approved by the Federal Highway Administration (FHWA) for implementing the partially controlled access concept from Gandy Boulevard in Pinellas County to Alternate US 19 in Pasco County. Due to financial constraints over the last 10 years, few segments of the recommended alternative have been implemented along the corridor with large portions remaining for future improvements. The necessary improvements and associated costs to improve traffic operations along the remaining segments of US 19 were identified in the 2020 FIHS Needs Plan. In 2000, a Cost Estimate Update Study was completed that developed a mainline with frontage lane system concept that minimized right-of-way requirements to improve traffic operations along US 19 from 78th Avenue to Live Oak Street in Pinellas County.

This Seville Boulevard and Druid Road/US 19 Interchange Feasibility Study reviews the construction, operational improvements, and design considerations for the option of closing the existing median of US 19 at Seville Boulevard, as well as the options for incorporating a new interchange with frontage lanes near Seville Boulevard / Druid Road and US 19 as part of the overall improvement plan for US 19. The interchange design options are based upon a new design concept that was developed to minimize the right-of-way needs associated with implementing the improvements. The

improvement options were investigated and key findings of the study are summarized in this report.

The Seville Boulevard area is one of four locations along US 19 that are being investigated as possible sites for new interchanges. The other locations include Enterprise Road, 118th Avenue, and Curlew Road. The results of these feasibility investigations will be documented in separate summary reports.

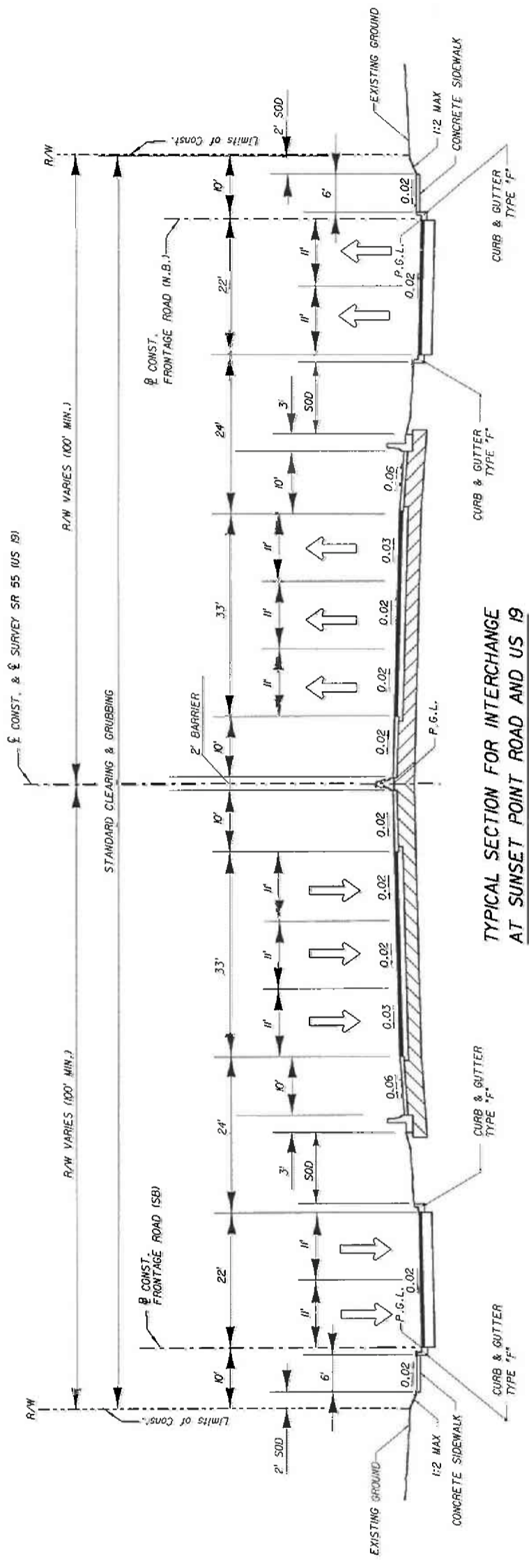
STUDY METHODOLOGY

The methodology for investigating the feasibility of a new interchange near Seville Boulevard/Druid Road and US 19 includes the utilization of the design concept developed by H.W. Lochner, Inc. for the US 19 interchanges with Sunset Point Road and N.E. Coachman Road in Pinellas County. This concept has been endorsed by the Pinellas County MPO. The new design concept minimizes right-of-way needs by providing all the required improvements within the existing 200-foot wide right-of-way corridor. Therefore, right-of-way needs will be minimized for construction and drainage easements, corner clips, and storm water management facility (SWMF) locations.

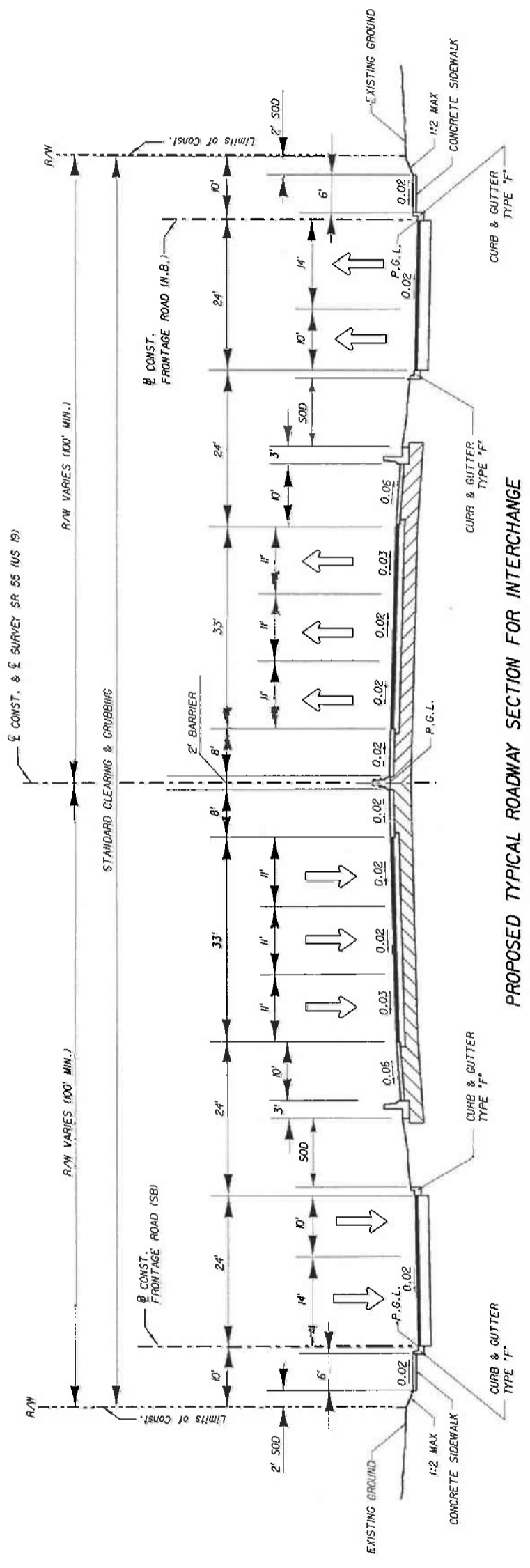
In general, the methodology utilizes the roadway plan of the US 19 interchange at Sunset Point Road as a guide template to layout the conceptual design and to develop construction cost estimates. The estimated quantities are based upon the actual final design of a new interchange at Sunset Point Road. Where applicable, quantities were modified to suit specific locations different from the typical roadway plan and profile.

PRELIMINARY CONCEPTUAL PLAN

Utilizing the new concept, a revised typical section was developed for the Seville Boulevard/Druid Road/US 19 interchange and related improvements, as shown in Exhibit S-1. This typical section includes three lanes in each direction on the US 19 mainline and a one-way, two-lane frontage lane system along each side of the US 19 mainline. Mainline lanes are designed with 11-foot lanes. Frontage lanes are designed with a 14-foot undesignated outside lane to accommodate bicycle usage and a 10-foot inside lane. To accommodate the wider outside frontage lane within the same right-of-way, the inside mainline shoulders are reduced to 8-feet and the inside frontage lanes



TYPICAL SECTION FOR INTERCHANGE
AT SUNSET POINT ROAD AND US 19



PROPOSED TYPICAL ROADWAY SECTION FOR INTERCHANGE
AT SEVILLE BOULEVARD AND US 19

NOT TO SCALE

Seville Blvd/U.S. 19 Interchange Feasibility Study
Pinellas County

Typical Roadway Section
Minimized ROW Concept

PRELIMINARY
SUBJECT TO CHANGE

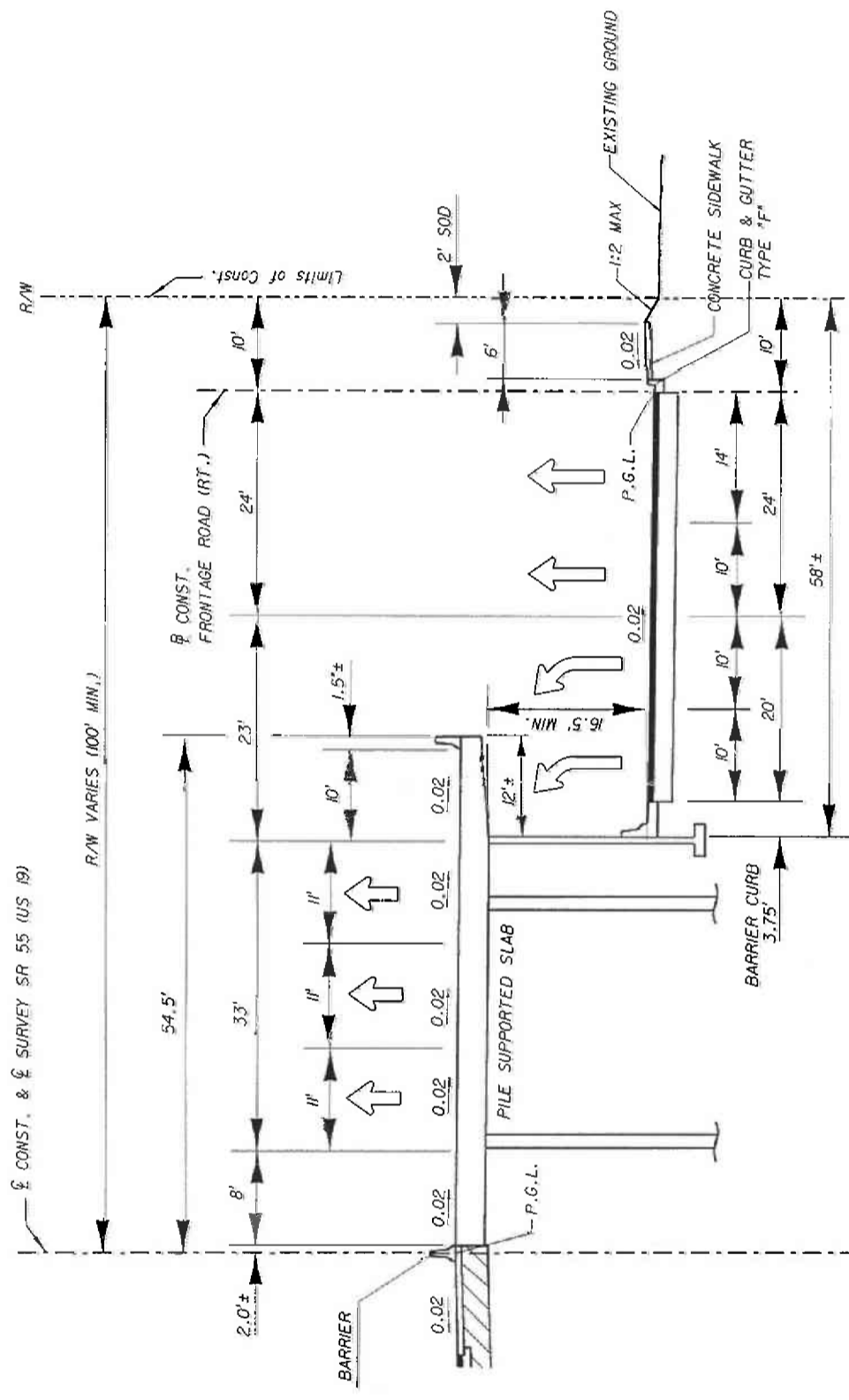
Exhibit
S-1

are reduced to 10-feet. A previously developed typical section, without including undesignated bicycle lanes on the frontage lane system, for the new interchange at Sunset Point Road is also shown in Exhibit S-1 for comparison purposes. Due to right-of-way constraints at the intersection locations, a proposed typical section for the interchange at the overpass areas was developed with a cantilever pile supported slab and is shown in Exhibit S-2.

In developing the conceptual plan, the following assumptions were made and discussed with the Florida Department of Transportation (FDOT) District Seven Office.

- All ramp touchdown points should be developed to allow for maximum direct access for driveways to US 19.
- A minimum vertical grade separation profile will be developed.
- Approach turn-lane assignments on the frontage lane system at the Sunset Point Road intersection were assumed for the Seville Boulevard and Druid Road intersections. A detailed traffic analysis will be required to determine design level traffic, identify future turn-lane assignments for the intersections along the proposed improvements, and determine operational details for the corridor.
- The new overpass was located at Druid Road to minimize right-of-way impacts.
- Right-of-way needs will be minimized. The amount of right-of-way required will be estimated. Costs associated with the right-of-way acquisition will be determined by the FDOT District Seven Office and included in the report.
- Construction cost estimates will be developed. These estimates include construction-related costs and contingencies. They do not include planning, environmental, design, construction administration, inspection, or project administration costs.
- SWMF surface area requirements will be estimated based on typical conditions. Typical costs for these facilities will be included in the construction estimate. FDOT District Seven Office will provide general right-of-way estimates for these facilities. However, exact SWMF facility locations will be developed in subsequent project phases.

**PRELIMINARY
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PROPOSED TYPICAL SECTION AT OVERPASS FOR INTERCHANGE
AT SEVILLE BOULEVARD AND US 19

PRELIMINARY
SUBJECT TO CHANGE

NOT TO SCALE

Seville Blvd/U.S. 19 Interchange Feasibility Study
Pinellas County

Typical Section At Overpass
Minimized ROW Concept - Cantilever Pile Supported Slab

Exhibit

S-2

Using an optimal three percent maximum grade and the revised typical section, two preliminary conceptual plans for a new interchange near Seville Boulevard/Druid Road along US 19 were developed. These plans utilized the new minimized right-of-way concept within the framework of the preferred alternative from the previous PD&E Study. In addition, the option of simply closing the existing median opening at Seville Boulevard and removing the existing traffic signal was examined. Exhibit S-3 illustrates Option A as the conceptual plan for a median closure and removal of the traffic signal at Seville Boulevard. Exhibit S-4 illustrates Option B as the minimum preliminary conceptual plan for a new overpass at Druid Road to reduce right-of-way impacts within the study limits. Exhibit S-5 illustrates Option C as an extended preliminary conceptual plan with a new interchange at SR 60, as well as a new overpass at Druid Road within the study limits. Option D is a new SR 60 interchange alternative that closes the existing median opening at Seville Boulevard and does not add any overpass at Seville Boulevard/Druid Road. This option, as illustrated in Exhibit S-6, was developed to determine if a new interchange at SR 60 would provide sufficient capacity to warrant the elimination of the median opening at Seville Boulevard.

KEY FINDINGS

The key findings associated with each preliminary conceptual plan are summarized in Exhibits S-3, S-4, S-5 and S-6, along with a brief description of the option, associated construction costs, and right-of-way needs for the conceptual plans. A comparison of these findings by categories is presented in Table S-1.

CONCLUSIONS

The overall benefit of the various alternatives can not be sufficiently evaluated to determine the most promising alternative without additional traffic operational data. A traffic operational analysis is suggested for the overall corridor area before a specific alternative is recommended.

For the selected alternative, further operational analyses should be completed to determine future turn-lane assignment for each approach at the Seville Road and Druid

Road/US 19 Frontage Lane intersections and for the SR 60 intersections as well as queuing and weaving analyses before the final design of the selected alternative.

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Improvement: Improve at-grade intersection operations at Seville Blvd. by closing median opening and removing traffic signal.

Cost:

- > Construction: \$67,500
- > Right of Way: \$ 0

Assumptions:

- > Right-in and right-out operations will remain for Seville Blvd. access to US 19.
- > No change to US 19 travel lanes and SR 60 interchange.

Benefits:

- > Improves traffic flow along US 19 through the Seville Blvd. area by removing traffic signal and closing median opening.
- > No access to US 19 is prohibited.
- > Least Cost Alternative

Changes:

- > Traffic from the east side of US 19 that want to go southbound will have to make a U-turn at SR 60.
- > Similarly, traffic on the west side of US 19 that want to go northbound will have to make a U-turn at the next median opening.



Improvement: Improve at-grade intersection at Seville Blvd. with a new overpass at Druid Rd. and relocation of mainline US 19 on- and off-ramps south of Seville Blvd.

Cost:

- > Construction: \$12,420,000
- > Right of Way: \$ 9,930,000

Assumptions:

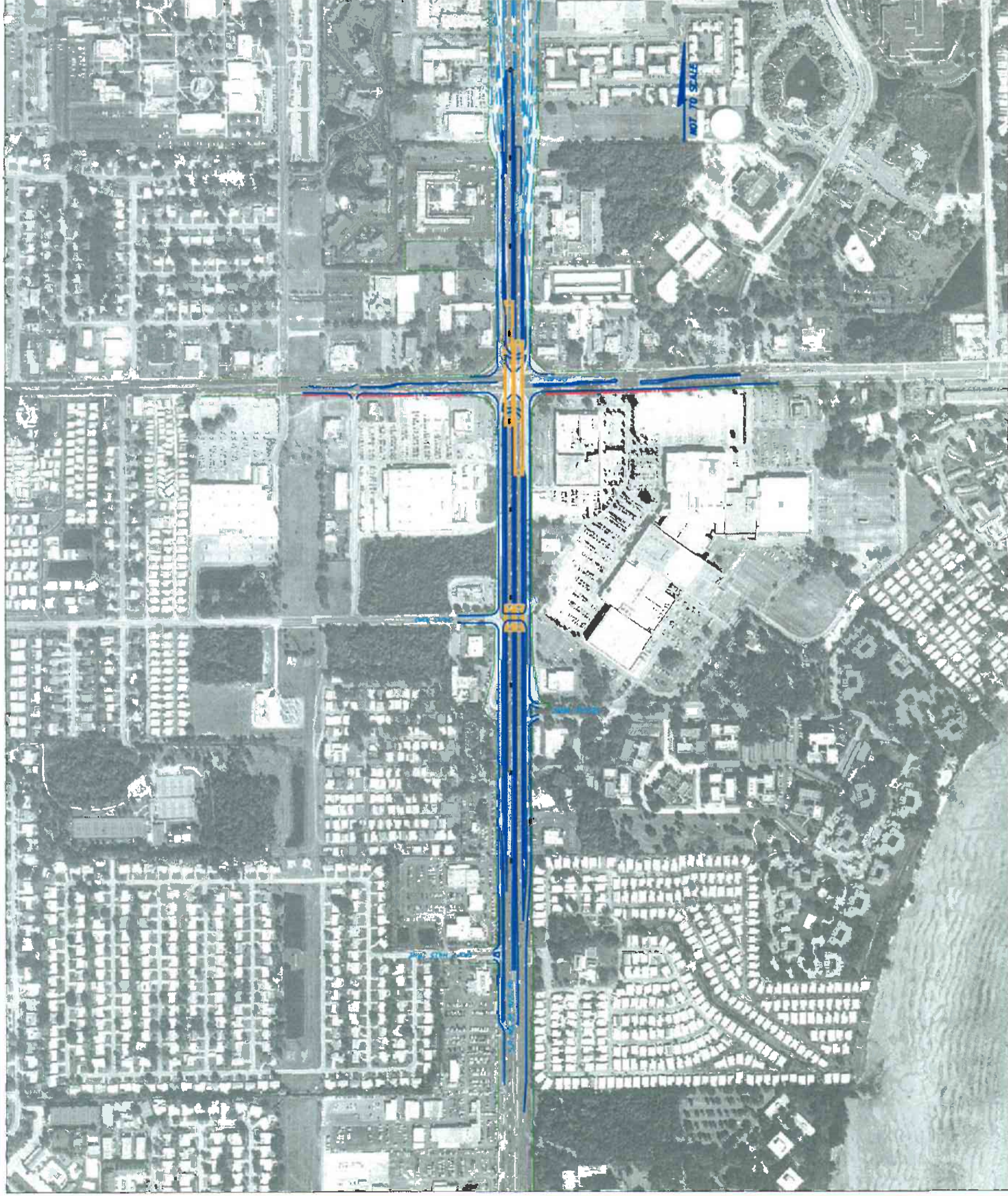
- > Temporary construction easements may be required.
- > Storm water management facility sizes are based on typical conditions.
- > Three lanes on US 19 in each direction and one-way, two-lane frontage lane system along US 19.
- > No change to SR 60 interchange.

Benefits:

- > Improves traffic flow along US 19 through the Seville Blvd. area by providing an overpass at Druid Rd. and removing signal at Seville Blvd.
- > Provide continuous frontage lane access system from Tropic Hills Drive to SR 60.
- > Provide undesignated bicycle lanes along frontage lane system.

Changes:

- > On- and Off-ramps south of SR 60 are relocated to vicinity of Tropic Hills Drive.
- > Possible traffic operational issues with Seville Blvd./Druid Rd. access/egress.
- > Nine driveways will have access to US 19 through a frontage lane system.
- > Two median openings will be closed.
- > Tropic Hills Drive and Seville Blvd. have access to US 19 frontage lanes.



Improvement: Rebuild the interchange at SR 60 and add a new overpass at Druid Road to replace the at-grade intersection at Seville Boulevard.

Cost:

- > Construction: \$ 25,540,000
- > Right of Way: \$ 14,940,000

Assumptions:

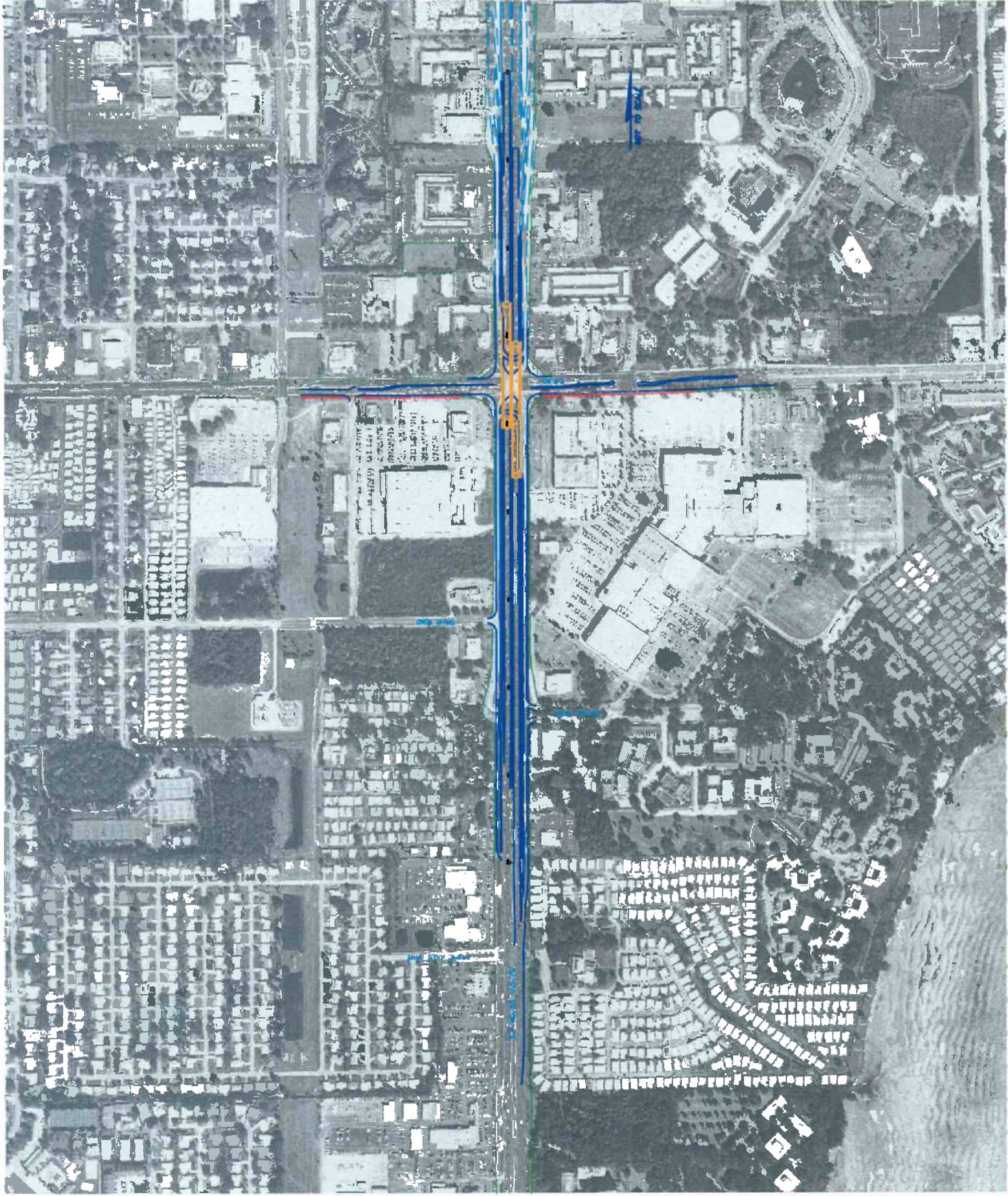
- > Temporary construction easements may be required.
- > Storm water management facility sizes are based on typical conditions.
- > Three lanes on US 19 in each direction and one-way, two-lane frontage lane system along US 19.
- > No median opening at Seville Boulevard.

Benefits:

- > Improves traffic flow along US 19 through the Seville Boulevard area by rebuilding the SR 60 interchange, adding a new overpass at Druid Road and closing the median opening at Seville Boulevard.
- > Provide continuous frontage lane access system from Tropic Hills Drive north tie into new frontage lanes for the Drew Street Project.
- > Provide undesignated bicycle lanes along frontage lane system.

Changes:

- > On-and Off-ramps south of SR 60 are relocated to vicinity of Tropic Hills Drive.
- > Nine driveways will have access to US 19 through a frontage lane system.
- > Two median openings will be closed.
- > Tropic Hills Drive and Seville Boulevard have access to US 19 frontage lanes.
- > The short existing two-way frontage lanes on the west side of US 19 between Druid Road and Seville Boulevard are changed to one-way.



Improvement: Rebuild the interchange at SR 60 to provide more horizontal clearance and closed median opening at Seville Boulevard.

Cost:

- > Construction: \$19,890,000
- > Right of Way: \$ 14,940,000

Assumptions:

- > Temporary construction easements may be required.
- > Storm water management facility sizes are based on typical conditions.
- > Three lanes on US 19 in each direction and one-way, two-lane frontage lane system along US 19.
- > No median opening at Seville Boulevard

Benefits:

- > Improves traffic flow along US 19 through the Seville Boulevard area by rebuilding the interchange at SR 60 and removing signal and closing the median opening at Seville Boulevard
- > Provide continuous frontage lane access system from south of Seville Boulevard to tie into the new frontage lanes for the Drew Street Project.

- > Provide undesignated bicycle lanes along frontage lane system.

Changes:

- > On-and Off-ramps south of SR 60 are relocated to south of Seville Boulevard
- > Possible traffic operational issues for access to/from Seville Boulevard and Druid Road
- > Six driveways will have access to US 19 through a frontage lane system.
- > Two median openings will be closed.
- > Druid Road and Seville Boulevard have access to US 19 frontage lanes.
- > The short existing two-way frontage lanes on the west side of US 19 between Druid Road and Seville Boulevard are changed to one-way.

**TABLE S-1
COMPARISON OF SEVILLE BOULEVARD/DRUID ROAD/US 19 INTERCHANGE OPTIONS**

Comparison Categories	Option A: Median Closure at Seville Blvd	Option B: Minimum Segment Druid Rd. Overpass	Option C: Expanded Segment SR 60 and Druid Rd. Overpass	Option D: SR 60 Interchange Only
<p>Transportation</p> <p>Operations</p>	<p>Improves US 19 mainline flow through the Seville Blvd. area by removing the existing median opening and traffic signal and allowing only right-in/right-out movements at Seville Blvd. The SR 60 Interchange remains unchanged.</p> <p>Existing on- and off-ramps south of SR 60 does not change.</p> <p>Existing frontage lanes along US 19 will not be changed.</p>	<p>Improves US 19 mainline flow through the Seville Blvd. area by providing a new overpass at Druid Rd., removing the existing median opening and traffic signal at Seville Blvd. and allowing flow across US 19 at the Druid Rd. interchange remains unchanged.</p> <p>Existing on- and off-ramps south of SR 60 will be relocated south of the new Druid Rd. overpass.</p> <p>Existing frontage lanes along US 19 will be extended south to about Tropic Hills Dr.</p>	<p>Improves US 19 mainline flow through the SR 60/Seville Blvd. area by removing the existing median opening and traffic signal at Seville Blvd., allowing only right-in/right-out movements at Seville Blvd., adding the third southbound lane on US 19 and provides extra capacity at the SR 60 / frontage lane intersections and allows flow across US 19 at the Druid Rd. underpass.</p> <p>Existing on- and off-ramps south of SR 60 will be relocated south of the new Druid Rd. overpass.</p> <p>Existing frontage lanes along US 19 will be extended south to about Tropic Hills Dr.</p>	<p>Improves US 19 mainline flow through the SR 60/Seville Blvd. area by removing the existing median opening and traffic signal at Seville Blvd., allowing only right-in/right-out movements at Seville Blvd. and adding the third southbound lane on US 19 and provides extra capacity at the SR 60 / frontage lane intersections</p> <p>Existing on- and off-ramps south of SR 60 will be relocated south of Seville Blvd. because of the longer structure over SR 60.</p> <p>Existing frontage lanes along US 19 will be extended south to about Tropic Hills Dr.</p>

**PRELIMINARY
SUBJECT TO CHANGE**

TABLE S-1 Continued
COMPARISON OF SEVILLE BOULEVARD/DRUID ROAD/US 19 INTERCHANGE OPTIONS

Comparison Categories	Option A: Median Closure at Seville Blvd.	Option B: Minimum Segment Druid Rd. Overpass	Option C: Expanded Segment SR 60 and Druid Rd. Overpass	Option D: SR 60 Interchange Only
Transportation Operations Continued	Northbound traffic from west side of US 19 will have to make a U-turn at next available median opening. Southbound traffic from east side of US 19 at Seville Blvd. will have to make a U-turn through the SR 60 signal.	Northbound traffic from either Seville Blvd. or Druid Rd. will have to make a right turn on eastbound SR 60 and then a U-turn at the next median opening and proceed to the northbound frontage lanes along US 19. No through lanes can be provided at the SR 60/US 19 frontage lane intersections without substantial rebuilding of the interchange. With a Druid Rd. overpass, southbound traffic on US 19 destined for Seville Blvd. must make a U-turn at the next median opening south of Seville Blvd.	Northbound traffic from Seville Blvd./Druid Rd. can use the new frontage thru lanes at SR 60 and proceed along the northbound frontage lanes to the next entrance ramp to the mainline lanes of US 19. With a Druid Rd. overpass, southbound traffic on US 19 destined for Seville Blvd. must make a U-turn at the next median opening south of Seville Blvd.	Northbound traffic from west side of US 19 will have to make a U-turn at next available median opening. Southbound traffic from east side of US 19 at Seville Blvd. can use the new U-turn at SR 60. Northbound traffic from Seville Blvd. can use the new frontage thru lanes at SR 60 and proceed to the entrance ramp to the US 19 mainline. With no overpass at Druid Rd. or Seville Blvd. some US 19 traffic will have to make a U-turn at the next median opening south of Seville Blvd. or use the U-turn at SR 60 to access Seville Blvd. and Druid Rd.
Driveways / Median Openings	No driveway access to US 19 will be modified with this option.	Access for 9 driveways will be relocated to the new frontage lanes along US 19.	Access for 9 driveways will be relocated to the new frontage lanes along US 19.	Access for 6 driveways will be relocated to the new frontage lanes along US 19.

PRELIMINARY
SUBJECT TO CHANGE

TABLE S-1 Continued
COMPARISON OF SEVILLE BOULEVARD/DRUID ROAD/US 19 INTERCHANGE OPTIONS

Comparison Categories	Option A: Median Closure at Seville Blvd.	Option B: Minimum Segment Druid Rd. Overpass	Option C: Expanded Segment SR 60 and Druid Rd. Overpass	Option D: SR 60 Interchange Only
Transportation				
Driveways / Median Openings Continued	Only the Seville Blvd. median will be closed with this option.	Two median openings including the median opening at Tropic Hills Dr. will be closed as part of this alternative. A new overpass at Druid Rd. will replace the Seville Blvd. median opening.	Two median openings including the median opening at Tropic Hills Dr. will be closed as part of this alternative. The Seville Blvd. median opening will be moved to Druid Rd. A U-turn will also be added at SR 60.	Two median openings will be closed as part of this alternative including the Seville Blvd. opening. A U-turn will be added at SR 60. The median opening at Tropic Hills Dr. will be unchanged.
Bicycle	No change from existing.	An undesignated 14-foot outside lane will be provided along the frontage lane system for the Seville Blvd./Druid Rd. interchange to near Tropic Hills Dr.	An undesignated 14-foot outside lane will be provided along the frontage lane system for the Seville Blvd./Druid Rd. interchange to near Tropic Hills Dr.	An undesignated 14-foot outside lane will be provided along the frontage lane system for the Seville Blvd./Druid Rd. interchange to near Tropic Hills Dr.
Financial Considerations				
Construction	\$ 70,000	\$ 12,420,000	\$ 25,540,000	\$ 19,890,000
Right-of-Way	\$ 0	\$ 9,930,000	\$ 14,940,000	\$ 14,940,000
Maintenance of Traffic	The construction of this option would not require any substantial maintenance of traffic measures.	A construction easement or additional right-of-way may be necessary to maintain traffic during the construction of the new overpass.	A construction easement or additional right-of-way may be necessary to maintain traffic during the reconstruction of the SR 60 interchange and the new overpass.	A construction easement or additional right-of-way may be necessary to maintain traffic during the reconstruction of the new SR 60 interchange.

PRELIMINARY
SUBJECT TO CHANGE

TABLE S-1 Continued
COMPARISON OF SEVILLE BOULEVARD/DRUID ROAD/US 19 INTERCHANGE OPTIONS

Comparison Categories	Option A: Median Closure at Seville Blvd.	Option B: Minimum Segment Druid Rd. Overpass	Option C: Expanded Segment SR 60 and Druid Rd. Overpass	Option D: SR 60 Interchange Only
Maintenance of Traffic Continued		It is assumed that a minimum of 3 lanes in each direction will be used. These lanes will be built along the frontage lanes to provide space to construct the new overpass and will have to extend through the SR 60 intersection.	It is assumed that a minimum of 3 lanes will be maintained. These lanes will be built along the frontage lanes to provide space to construct the new overpass and interchange and will extend across, as well as north and south of SR 60.	It is assumed that a minimum of 3 lanes will be maintained. These lanes will be built along the frontage lanes to provide space to construct the new interchange and will extend across, as well as north and south of SR 60.
Other Issues	Only right in/right out will be allowed at the Seville Blvd./Druid Rd. intersection. Further traffic analysis will be required to verify approach lane assignments at frontage lane intersections and weaving lengths at ramp locations where necessary.	The short two-way frontage lanes on the west side of US 19 between Druid Rd. and Seville Blvd. will be converted to one-way frontage lanes. Since no ramps will be provided between SR 60 and the Druid Rd. overpass, the minimum cross section with a cantilevered section will fit into the existing right-of-way.	The short two-way frontage lanes on the west side of US 19 between Druid Rd. and Seville Blvd. will be converted to one-way frontage lanes. Right-of-way along the south side of SR 60 is needed to provide the double left turn lanes on SR 60 to the frontage lanes along US 19. Additional right-of-way may also be needed to maintain the left turn lanes at the first signalized median opening east of US 19.	The short two-way frontage lanes on the west side of US 19 between Druid Rd. and Seville Blvd. will be converted to one-way frontage lanes. Right-of-way along the south side of SR 60 is needed to provide the double left turn lanes on SR 60 to the frontage lanes along US 19. Additional right-of-way may also be needed to maintain the left turn lanes at the first signalized median opening east of US 19.

PRELIMINARY
SUBJECT TO CHANGE

APPENDIX

CONCEPTUAL COST ESTIMATES AND LARGE SCALE ALTERNATIVE LAYOUTS

**PRELIMINARY
SUBJECT TO CHANGE**

**US 19 at-grade segment south of Seville Blvd.
Option A**

Pay Items		Unit	Mainline SR 55 (US 19)		
			Quantity	Unit Cost	Cost
	Signing	LS	1	\$500.00	\$500
	Attenuator	EA	1	\$23,600.00	\$23,600
520- 1- 6	Type E Curb & Gutter	FT	950	\$9.15	\$8,693
521-1	Barrier Wall (CIP)	FT	285.00	\$45.00	\$12,825
575- 1	Sod	SY	866.7	\$2.10	\$1,820
710- 23- 61	Edge Stripe	NM	0.308	\$504.00	\$155
	Signal Removal	LS	1.000	\$5,500.00	\$5,500
	Subtotal				\$53,093
	MOT	%		5%	\$2,655
	Mobilization	%		10%	\$5,575
	Subtotal				\$61,323
	Contingencies (Unknown Factors)	%		10%	\$6,132
	TOTAL				\$67,455

**PRELIMINARY
SUBJECT TO CHANGE**

**Seville Road/SR 60 Interchange
Option B**

Begin STA 94850.000
End STA 97450.000
Embankment Length (ft) 2,600

PRELIMINARY
SUBJECT TO CHANGE

Pay Items	Unit	Grade Separation Mainline SR 55 (US 19)		Frontage Roads		Druid Road Intersection		Total Cost
		Quantity	Unit Cost	Quantity	Unit Cost	Quantity	Unit Cost	
Signling	LS	1	\$17,235.00	1	\$17,235.00			\$34,470
Lighting	LS	1	\$86,175.00	1	\$72,141.00			\$158,316
MSE Wall	SF	89,426.00	\$28.50		\$2,548,641			\$2,548,641
Temp MSE Wall (MOT)	SF	33,800.00	\$17.25		\$583,050			\$583,050
Retaining Wall	CY			73.86	\$370.00			\$27,330
Northbound Bridge	SF	6,300.00	\$100.00		\$630,000			\$630,000
Southbound Bridge	SF	6,300.00	\$100.00		\$630,000			\$630,000
Approach Slabs	EA	4	\$13,337.78		\$53,351			\$53,351
Ovhd. Camfl. Sign	EA	1	\$37,119.00	1	\$37,119.00			\$74,238
Ovhd. Truss Sign	EA	1	\$86,866.00		\$86,866			\$86,866
Attenuator	EA							\$0
Clearing & Grubbing	AC	11,937,557	\$6,087.95		\$72,675			\$72,675
Embankment	CY	162,892.59	\$10.00	4,622.2	\$10.00			\$46,222
Type B Stabilization	SY	28,888.9	\$2.10	16,177.8	\$2.10	645.33	\$2.10	\$1,355
Optional Base 6	SY	10,302.22	\$5.75		\$59,238			\$59,238
Optional Base 7	SY			13,866.7	\$5.80	586.67	\$5.80	\$83,830
Optional Base 9	SY							\$0
Optional Base 10	SY	17,893.33	\$8.00		\$143,147			\$143,147
Tack Coat	GA	2,147	\$1.00	1,664	\$1.00			\$3,811
SuperPave Traffic C	TN	5,056.2	\$50.00	2,080.0	\$50.00			\$361,210
Friction Course FC-5	TN	1,127.8	\$58.95		\$66,484			\$66,484
Friction Course FC-6	TN			1,109.3	\$63.50	46.9	\$63.50	\$73,419
Type E Curb & Gutter	FT			10,400	\$9.15	284.00	\$9.15	\$97,576
Type F Curb & Gutter	FT	2,500.00	\$45.00		\$112,500			\$112,500
Barrier Wall(CIP)	FT			0.00	\$70.00			\$0
Barrier Wall(Rigid C&G)	FT			3,466.7	\$21.00	821.3	\$21.00	\$17,248
Sidewalk 100mm	SY			323.6	\$25.00			\$8,089
Sidewalk 150mm	SY			11,941.29	\$2.10			\$25,077
Sod	SY			130	\$4.25			\$553
RPM	EA	260	\$4.25		\$1,105			\$1,658
Center Stripe	GM	0.739	\$281.00	0.246	\$69			\$277
Edge Stripe	NM	1,970	\$504.00	1,970	\$504.00			\$1,986
Signalization System	EA					1	\$110,000.00	\$110,000
Subtotal								\$7,908,430
Stormwater Pond	LS	3.7 ac	\$137,500.00		\$512,750			\$137,500
Drainage System	LS	1	\$640,152		\$640,152	1	\$25,000.00	\$665,152
Total Roadway								\$8,711,082
MOT	%		5%		\$392,549		5%	\$435,554
Mobilization	%		10%		\$824,354		10%	\$914,664
Subtotal								\$10,061,300
Contingencies (Unknown Factors)	%		10%		\$906,789		10%	\$1,006,129
TOTAL					\$9,974,561		\$211,919	\$11,067,429

At-grade Subtotal

Project Total =

\$1,350,980

\$12,418,409

**US 19 at-grade segment south of Seville Blvd.
Option B**

At-Grade Length (in feet)	715,000 (ft)	Mainline SR 55 (US 19)		1 Ramps @ 350 LF each		Frontage Roads		Total Cost
		Unit	Quantity	Unit Cost	Quantity	Unit Cost	Quantity	
Lighting	LS	1	\$8,054.00					\$8,054.00
Lighting	LS	1	\$33,712.00					\$33,712.00
Overhd. Cantl. Sign	EA	1	\$37,119.00					\$37,119.00
Overhd. Truss Sign	EA	1	\$86,866.00					\$86,866.00
Attenuator	EA	1	\$23,600.00					\$23,600.00
Retaining Wall	CY			1	\$23,600.00			\$23,600.00
Cleaning & Grabbing	AC	6.21	\$6,087.95					\$37,805
Embankment	CY	3,757	\$37,574					\$13,630
Type B Stabilization	SY	11,906	\$2.10	1,050	\$2.10			\$2,205
Optional Base 6	SY	4,285.6	\$5.75	467	\$5.75			\$2,683
Optional Base 7	SY							\$5.80
Optional Base 9	SY							\$3,519
Optional Base 10	SY	9,043.3	\$8.00	607	\$5.80			\$72,347
Tack Coat	GA	1,085	\$1.00	89	\$1.00			\$89
SuperPave Traffic C	TN	2,463.4	\$50.00	134.2	\$50.00			\$6,710
Friction Course FC-5	TN	533.1	\$58.95	42.0	\$58.95			\$2,476
Friction Course FC-6	TN							\$33,902
Type F Curb & Gutter	FT							\$20,320
Barrier Wall (CIP)	FT	475.00	\$45.00					\$20,320
Barrier Wall (Plain Shldr)	FT	400.00	\$80.00					\$33,955
Sidewalk 100mm	SY							\$25,900
Sidewalk 150mm	SY							\$1,867
Sod	SY							\$11,719
RPM	EA	106.5	\$4.25					\$100
Center Stripe	GM	0.236	\$281.00					\$66
Edge Stripe	NM	0.778	\$504.00					\$392
Subtotal			\$596,658	0.133	\$504.00			\$67
Stormwater Pond	LS		\$0					\$41,349
Drainage System	LS	1	\$176,041.67					\$176,042
Total Roadway			\$772,730					\$41,349
MOT	%		5%					\$2,067
Mobilization	%		10%					\$4,342
Subtotal			\$892,504					\$47,758
Contingencies (Unknown Factors)	%		10%					\$89,250
TOTAL			\$981,54					\$52,534
								\$316,693
								\$28,790
								\$287,902
								\$249,266
								\$12,463
								\$26,173
								\$11,652
								\$1,228,164
								\$122,816
								\$1,350,980

**PRELIMINARY
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**Seville Road/SR 60 Interchange
Option C**

Begin STA 95250.000
End STA 99280.000
Embankment Length (ft) 4,030
Frontage Length (ft) 2840

Pay Items	Grade Separation Mainline SR 55 (US 18)			Frontage Roads			Druid Road Intersection			SR 60 Single Point Intersection			Total Cost
	Unit	Quantity	Cost	Unit	Quantity	Cost	Unit	Quantity	Cost	Unit	Quantity	Cost	
Signing	LS	1	\$26,715.00										\$100,771
Lighting	LS	1	\$133,571.00										\$212,371
MSE Wall	SF	118,826.00	\$28.50										\$3,380,841
Temp MSE Wall (MOT)	SF	39,035.00	\$17.25										\$673,354
Retaining Wall	CY			80.68		\$370.00							\$29,852
Northbound Bridge (Druid)	SF	6,300.00	\$100.00										\$630,000
Southbound Bridge (Druid)	SF	6,300.00	\$100.00										\$630,000
Northbound Bridge (SR60)	SF	27,720.00	\$100.00										\$2,772,000
Southbound Bridge (SR60)	SF	27,720.00	\$100.00										\$2,772,000
NB Pile Supported Slab (SR60)	SF	17,640.00	\$75.00										\$1,323,000
SB Pile Supported Slab (SR60)	SF	14,175.00	\$75.00										\$1,063,125
Approach Slabs	EA	8	\$13,337.78										\$106,702
Ovhd. Cant. Sign	EA	1	\$37,119.00										\$111,357
Ovhd. Truss Sign	EA	1	\$86,866.00										\$86,866
Attenuator	EA												\$0
Cleaning & Grubbing	AC	18,503214	\$6,087.95										\$112,647
Embankment	CY	195,213.70	\$10.00										\$2,002,626
Type B Stabilization	SY	37,752.0	\$2.10	5,048.9		\$10.00							\$50,489
Optional Base 6	SY	13,287.33	\$5.75	17,871.1		\$2.10							\$37,109
Optional Base 7	SY			15,146.7		\$5.80							\$87,851
Optional Base 9	SY												\$3,403
Optional Base 10	SY	23,078.00	\$8.00										\$184,624
Tack Coat	GA	2,769	\$1.00	1,818		\$1.00							\$1,818
SuperPave Traffic C	TN	6,521.3	\$50.00	2,272.0		\$50.00							\$113,600
Friction Course FC-5	TN	1,454.8	\$58.95										\$85,749
Friction Course FC-6	TN			1,211.7		\$63.50							\$76,943
Type E Curb & Gutter	FT			11,380		\$9.15							\$103,944
Type F Curb & Gutter	FT	3,490.00	\$45.00										\$157,050
Barrier Wall(CIP)	FT												\$0
Barrier Wall(Rigid C&G)	FT												\$0
Sidewalk 100mm	SY			500.00		\$70.00							\$35,000
Sidewalk 150mm	SY			3,786.7		\$21.00							\$79,520
Sod	SY			388.2		\$25.00							\$9,956
RPM	SY			13,043.56		\$2.10							\$27,391
Center Stripe	EA	403	\$4.25	142		\$4.25							\$604
Edge Stripe	GM	1,145	\$281.00	0.269		\$281.00							\$76
Signalization System	NM	3,053	\$504.00	2,152		\$504.00							\$1,084
Subtotal	EA												\$1,084
Stormwater Pond	LS	3.7 ac	\$137,500.00										\$510,000
Drainage System	LS	1	\$992,235										\$1,100,000
Total Roadway			\$1,745,324										\$1,100,000
MOT	%												\$279,514
Mobilization	%												\$50,000
Subtotal			\$2,049,585										\$1,646
Contingencies (Unknown Factors)	%												\$181,104
TOTAL			\$22,545,434										\$199,214
													\$110,000
													\$279,514
													\$50,000
													\$229,514
													\$16,476
													\$34,599
													\$380,589
													\$2,201,284
													\$24,214,128

SR 60 Widening
At-grade Subtotal
Project Total =

**PRELIMINARY
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\$551,706.00
\$1,329,991
\$25,544,119

US 19 at-grade segment south of Seville Blvd.
Option C

At-Grade Length (in feet)	660,000	(ft)	Mainline SR 55 (US 19)		1 Ramps @ 350 LF each		Frontage Roads		Total Cost
			Quantity	Unit Cost	Quantity	Unit Cost	Quantity	Unit Cost	
110- 1- 1	Signing	LS	1	\$7,690.00					\$7,690
120- 6	Lighting	LS	1	\$32,186.00					\$32,186
160-4	Ovhd. Canlt. Sign	EA	1	\$37,119.00					\$37,119
285-706	Ovhd. Truss Sign	EA	1	\$86,866.00					\$86,866
285-707	Attenuator	EA	1	\$23,600.00					\$23,600
285-709	Retaining Wall	CY	1	\$23,600.00	1	\$23,600.00			\$23,600
300- 1- 3	Cleaning & Grubbing	AC	4.29	\$6,087.95					\$26,135
334- 1- 13	Embankment	CY	3,341	\$10.00					\$33,407
337- 7- 5	Type B Stabilization	SY	10,511	\$2.10	1,050	\$2.10			\$22,073
520- 1- 2	Optional Base 6	SY	3,764.4	\$5.75	467	\$5.75			\$21,646
521- 1	Optional Base 7	SY							
522- 2	Optional Base 9	SY							
522- 1	Optional Base 10	SY							
522- 2	Tack Coat	GA	7,773.3	\$8.00	89	\$8.00			\$62,187
522- 1	SuperPave Traffic C	TN	933	\$1.00	89	\$1.00			\$933
522- 2	Friction Course FC-5	TN	2,125.4	\$50.00	134.2	\$50.00			\$106,270
521- 1	Friction Course FC-6	TN	461.5	\$58.95	42.0	\$58.95			\$27,205
521- 1	Type F Curb & Gutter	FT							
521- 1	Barrier Wall (CJP)	FT	875	\$45.00					\$39,375
521- 72- 6	Barrier Wall(Plain Shldr)	FT	250.00	\$80.00					\$20,000
522- 2	Sidewalk 100mm	SY							
522- 2	Sidewalk 150mm	SY							
575- 1	Sod	SY							
706- 1- 12	RPM	EA	93.5	\$4.25					\$397
710- 21	Center Stripe	GM	0.208	\$281.00					\$59
710- 23- 61	Edge Stripe	NM	0.708	\$504.00	0.133	\$504.00			\$357
	Subtotal								\$547,505
	Stormwater Pond	LS							\$0
	Drainage System	LS	1	\$162,500.00					\$162,500
	Total Roadway								\$710,005
	MOT	%		5%					\$35,500
	Mobilization	%		10%					\$74,551
	Subtotal								\$820,056
	Contingencies (Unknown Factors)	%		10%					\$82,006
	TOTAL								\$902,062
									\$52,534
									\$41,349
									\$2,067
									\$4,342
									\$47,758
									\$4,776
									\$12,595.00
									\$52,718.00
									\$37,119.00
									\$12,595.00
									\$12,595.00
									\$52,718.00
									\$37,119.00
									\$12,595.00
									\$12,595.00
									\$13,333
									\$10,173
									\$24,329
									\$23,200
									\$3,519
									\$3,519
									\$1,502
									\$142,980
									\$29,681
									\$20,320
									\$34,770
									\$20,000
									\$26,600
									\$2,489
									\$11,188
									\$497
									\$71
									\$825
									\$884,324
									\$0
									\$162,500
									\$1,046,824
									\$62,341
									\$109,917
									\$1,209,082
									\$120,909
									\$1,329,991

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**US 19 Seville Blvd./ SR 60 Widening
Option C**

Widening Length (in feet)		2300.000	(ft)	Mainline SR 55 (US 19)	
Pay Items	Unit	Quantity	Unit Cost	Cost	
Signing	LS	1	\$15,247.00	\$15,247	
Lighting	LS	1	\$63,817.00	\$63,817	
Ovhd. Cantl. Sign	EA	1	\$37,119.00	\$37,119	
Retaining Wall	CY	65.34	\$370.00	\$24,176	
Clearing & Grubbing	AC	2.64	\$6,087.95	\$16,072	
Embankment	CY	420	\$10.00	\$4,204	
Type B Stabilization	SY	1,606	\$2.10	\$3,372	
Optional Base 7	SY	1,261	\$5.80	\$7,314	
Tack Coat	GA	151	\$1.00	\$151	
SuperPave Traffic C	TN	189.2	\$50.00	\$9,460	
Friction Course FC-6	TN	100.9	\$63.50	\$6,407	
Type F Curb & Gutter	FT	2500	\$9.15	\$22,875	
Type E Curb & Gutter	FT	1150	\$9.15	\$10,523	
Barrier Wall (CIP)	FT	0	\$45.00	\$0	
Barrier Wall(Plain Shldr)	FT	0.00	\$80.00	\$0	
Sidewalk 100mm	SY	1666.6667	\$21.00	\$35,000	
Traffic Separator	LF	1200	\$20.00	\$24,000	
Sod	SY	1111.1111	\$2.10	\$2,333	
RPM	EA	243.75	\$4.25	\$1,036	
Center Stripe	GM	0.462	\$281.00	\$130	
Edge Stripe	NM	1.998	\$504.00	\$1,007	
Subtotal				\$284,243	
Stormwater Pond	LS			\$0	
Drainage System	LS	1	\$150,000.00	\$150,000	
Total Roadway				\$434,243	
MOT	%		5%	\$21,712	
Mobilization	%		10%	\$45,596	
Subtotal				\$501,551	
Contingencies (Unknown Factors)	%		10%	\$50,155	
TOTAL				\$551,706	

**PRELIMINARY
SUBJECT TO CHANGE**

**Seville Road/SR 60 Interchange
Option D**

Begin STA 99100.000
End STA 99280.000
Embankment Length (ft) 3,180
Frontage Length (ft) 1900

PRELIMINARY
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Pay Items	Unit	Grade Separation		Frontage Roads		SR 60 Single Point Intersection		Total Cost
		Quantity	Unit Cost	Quantity	Unit Cost	Quantity	Unit Cost	
Signing	LS	1	\$21,080.00					\$21,080.00
Lighting	LS	1	\$105,398.00					\$105,398.00
MSE Wall	SF	71,828.00	\$28.50	1	\$52,718.00			\$2,047,098
Temp MSE Wall (MOT)	SF	17,380.00	\$17.25					\$299,805
Retaining Wall	CY			53.98	\$370.00			\$19,972
Northbound Bridge (SR60)	SF	27,720.00	\$100.00					\$2,772,000
Southbound Bridge (SR60)	SF	27,720.00	\$100.00					\$2,772,000
NB Pile Supported Slab (SR60)	SF	17,640.00	\$75.00					\$1,323,000
SB Pile Supported Slab (SR60)	SF	14,175.00	\$75.00					\$1,063,125
Approach Slabs	EA	4	\$13,337.78					\$53,351
Ovhd. Cant. Sign	EA	1	\$37,119.00	2	\$37,119.00			\$74,238
Ovhd. Truss Sign	EA	1	\$86,866.00					\$86,866
Attenuator	EA							\$0
Clearing & Grubbing	AC	14,600.551	\$6,087.95					\$88,887
Embankment	CY	97,276.30	\$10.00	3,377.8	\$10.00			\$33,778
Type B Stabilization	CY	29,085.3	\$2.10	13,115.6	\$2.10	5,088.89	\$2.10	\$10,687
Optional Base 6	SY	10,374.00	\$5.75					\$59,651
Optional Base 7	SY							\$0
Optional Base 9	SY							\$0
Optional Base 10	SY							\$0
Tack Coat	GA	18,018.00	\$8.00					\$144,144
SuperPave Traffic C	TN	2,162	\$1.00	1,368	\$1.00	611	\$1.00	\$3,530
Friction Course FC-5	TN	5,091.5	\$50.00	1,710.3	\$50.00	763.3	\$50.00	\$378,255
Friction Course FC-6	TN	1,135.7	\$58.95					\$66,950
Type E Curb & Gutter	FT			912.2	\$63.50	407.1	\$63.50	\$25,851
Type F Curb & Gutter	FT					200	\$9.15	\$1,832
Barrier Wall(Rigid C&G)	FT	2,740.00	\$45.00	7,600	\$9.15	1,100.00	\$9.15	\$70,065
Sidewalk 100mm	SY			500.00	\$70.00			\$35,000
Sidewalk 150mm	SY			2,533.3	\$21.00	2,630.0	\$21.00	\$55,230
Sod	SY			298.7	\$25.00			\$7,467
RPM	EA	318	\$4.25	8,726.33	\$2.10			\$18,325
Center Stripe	GM	0.903	\$281.00	95	\$4.25			\$404
Edge Stripe	NM	2.409	\$504.00	0.180	\$281.00			\$51
Signalization System	EA			1.439	\$504.00			\$725
Subtotal			\$12,357,173		\$616,497		\$110,000	\$13,253,184
Stormwater Pond	LS	3.7 ac	\$137,500.00					\$137,500
Drainage System	LS	1	\$782,955					\$832,955
Total Roadway			\$13,277,628		\$616,497		\$329,514	\$14,223,639
MOT	%		5%		\$30,825		5%	\$16,476
Mobilization	%		10%		\$64,732		10%	\$34,599
Subtotal			\$15,335,660		\$712,054		\$380,589	\$16,428,303
Contingencies (Unknown Factors)	%		10%		\$71,205		10%	\$38,059
TOTAL			\$16,869,226		\$783,259		\$418,648	\$18,071,133

\$551,706.00
\$1,823,624
\$19,594,757

US 19 at-grade segment south of Seville Blvd.
Option D

At-Grade Length (in feet)	Pay Items	(ft)	Mainline SR 55 (US 19)			Ramps @ 350 LF each			Frontage Roads			Total Cost
			Quantity	Unit	Cost	Quantity	Unit	Cost	Quantity	Unit	Cost	
110- 1- 1	Signing	LS	1		\$11,932.00						\$11,932	
120- 6	Lighting	LS	1		\$49,944.00						\$49,944	
160-4	Ovhd. Cantl. Sign	EA	1		\$37,119.00						\$37,119	
285-707	Ovhd. Truss Sign	EA	1		\$86,986.00						\$86,986	
285-707	Attenuator	EA	1		\$23,600.00						\$23,600	
285-709	Retaining Wall	CY		1	\$23,600.00						\$23,600	
285-710	Clearing & Grubbing	AC	6.49		\$6,087.95						\$38,482	
300- 1- 3	Embankment	CY	5,193		\$10.00						\$51,926	
334- 1- 13	Type B Stabilization	SY	18,111		\$2.10	1,050		\$2,205	2,000		\$71,926	
337- 7- 5	Optional Base 6	SY	5,711.1		\$5.75	467		\$2,683	7,156		\$15,027	
337- 7- 6	Optional Base 7	SY									\$35,522	
520- 1- 2	Optional Base 9	SY									\$34,800	
521- 1	Optional Base 10	SY									\$3,519	
521- 72- 6	Tack Coat	GA	11,286.7		\$8.00	89		\$89	720		\$720	
522- 1	SuperPave Traffic C	TN	1,352		\$1.00	134.2		\$6,710	900.0		\$45,000	
522- 2	Friction Course FC-5	TN	679.1		\$88.95	42.0		\$2,476			\$2,476	
522- 2	Friction Course FC-6	TN										
521- 1	Type F Curb & Gutter	FT	650		\$45.00				480.0		\$30,480	
521- 72- 6	Barrier Wall(Plain Slid)	FT							5,200		\$47,580	
522- 1	Sidewalk 100mm	SY	1,200.00		\$80.00						\$96,000	
522- 2	Sidewalk 150mm	SY										
575- 1	Sod	SY										
706- 1- 12	RPM	EA	141.25		\$4.25				1,733.3		\$36,400	
710- 21	Center Stripe	GMI	0.320		\$281.00				149.3		\$3,733	
710- 23- 61	Edge Stripe	NM	1.070		\$504.00	0.133		\$67	5,970.64		\$12,538	
	Subtotal				\$780,843			\$41,349			\$342,333	
	Stormwater Pond	LS			\$0						\$0	
	Drainage System	LS	1		\$270,833.33			\$41,349			\$270,833	
	Total Roadway				\$1,051,676			\$41,349			\$1,435,358	
	MOT	%			5%			\$2,067			\$71,768	
	Mobilization	%			10%			\$4,342			\$150,713	
	Subtotal				\$1,214,669			\$47,758			\$1,657,839	
	Contingencies (Unknown Factors)	%			10%			\$4,776			\$165,785	
	TOTAL				\$1,336,155			\$52,534			\$1,823,624	

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US 19 Seville Blvd./ SR 60 Widening Option D

Widening		Mainline SR 55 (US 19)	
Length (in feet)	2300.000	(ft)	2300.000
Pay Items	Unit	Quantity	Unit Cost
110- 1- 1	LS	1	\$15,247.00
120- 6	LS	1	\$63,817.00
160-4	EA	1	\$37,119.00
285-707	CY	65.34	\$370.00
300- 1- 3	AC	2.64	\$6,087.95
334- 1-13	CY	420	\$10.00
337- 7- 6	SY	1,606	\$2.10
520- 1- 2	SY	1,261	\$5.80
520- 1- 6	GA	151	\$1.00
521-1	TN	189.2	\$50.00
521-72- 6	TN	100.9	\$63.50
522- 1	FT	2500	\$9.15
522- 2	FT	1150	\$9.15
575- 1	FT	0	\$45.00
706- 1-12	FT	0.00	\$80.00
710- 21	SY	1666.6667	\$21.00
710-23- 61	SY	1200	\$20.00
	EA	1111.1111	\$2.10
	EA	243.75	\$4.25
	GM	0.462	\$281.00
	NM	1.998	\$504.00
			\$284,243
			\$0
	LS	1	\$150,000.00
			\$434,243
			5%
			10%
			\$501,551
			\$50,155
			\$551,706

PRELIMINARY
SUBJECT TO CHANGE