

February 2024



Florida Department of Transportation – District One

Technical Scope and LRE

**Technical Scope, Scope Analysis for Long Range Estimate
(LRE) for**

FPID 453561-1-52-01

SR 93 / I-275 from S of US 19 to N of US 19

Manatee County, Florida



Candidate Project RRR Scope

To: Lavenia Toole, PE
 From: Felicia Pannell, PE

February 12, 2024

RE: SR 93 / I-275 from the Terra Ceia River Bridge to US 19 TECHNICAL SCOPE

State Road Number: SR 93 / I-275
 Section Number: 13175-000
 County: Manatee County
 Project Limits: SR 93 / I-275 from S of US 19 to N of US 19
 Begin MP/End MP: 3.553 to 5.233
 Project Length: 1.680 miles
 FPID No.: 453561-1
 Work Mix: 0012 (Resurfacing)

1. Existing R/W Map Project Numbers:	13175-2402 (1970-1979)
2. Old Construction Project Numbers:	420241-1 (2009) RRR MP 3.884 to MP 5.233
3. Proposed projects within the same limits (such as safety, sidewalk or drainage projects):	N/A
4. Adjacent Projects:	449187-1 RRR (2025) RRR MP 1.347 to MP 3.553 201015-2 (2006) RRR MP 1.347 to 3.566 453560 -1 (2028) RRR MP 9.194 to MP 10.005 449120-1 (2025) POP MP 8.472 to MP 9.194 13130000 420238-1 (2009) RRR MP 9.164 to MP 11.982 13130000 13130402 – 429151-1 (2014) RRR MP 0.000 to MP 0.526
5. Additional R/W Required?	No
6. Level of Community Awareness Plan:	Level 1
7. Are there any bridges within the limits?	Yes; 130125, 130126, 130127, 130128
8. Are there any RR Crossings within the project limits or in the vicinity?	No
9. Are there any Airports within 5-miles?	No
10. Storm Water Management Jurisdiction:	Southwest Florida Water Management District
11. AADT:	47,000 AADT (2022); Truck %= 6.5-
12. Are there any old houses or buildings adjacent to the project?	No
13. Number of Existing Utilities:	3 Utilities: FP&L – Electric; Manatee County – Reclaimed Water, Sewer, Water; Transcore – Electric, Fiber
14. Any Special MOT concerns?	No
15. Any Construction concerns?	No
16. Posted/Design Speed Limits:	420241-1 (2009) Design/Posted Speed 70 mph
17. SIS Facility?/Context Classification:	Yes / LA – Limited Access

The purpose of candidate project scope is to support the development of a long-range estimate (LRE) within the 5-year work program. There are a significant amount of planning assumptions made in order to develop and process the LRE. The district design project manager and engineer are responsible for verifying all items in the scope and shall review the project for conformance with all applicable criteria and standards. The Design Project Manager shall be notified of any proposed deviations from the scope. The Design Project Manager shall coordinate the proposed deviations with the scoping team and the District Roadway Design Engineer for approval.

Project Location Map:



Intent and Nature of Project:

This is a Resurfacing, Restoration, and Rehabilitation (RRR) project that is intended to extend the service life of the existing roadway. This project was identified as a result of deficient pavement conditions noted in the 2022 Pavement Condition Survey. Additional improvements to this roadway shall adhere to the standards set forth in the 2024 FDOT Design Manual (FDM).

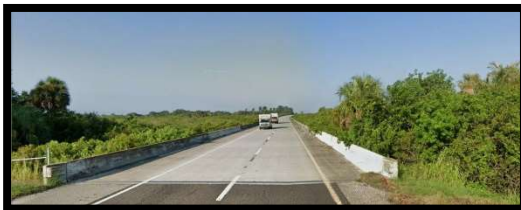
Project Abstract

Milling and resurfacing on SR 93 / I-275 from south of US 19 to north of US 19.

Project Description:

- This is a RRR project. Mill and resurface existing roadway and paved shoulders. Mill and resurface existing ramps within project limits. Update and replace existing guardrail as needed within project limits.

- Northbound and Southbound: Begin the project at MP 3.553, south of US 19. The project then proceeds northbound for 1.680 miles to MP 5.233, to the north of US 19. The exact project limits will need to be confirmed during design. The intent is that the beginning of 453561-1-52-01 match the end of FPID 449187-1-52-01 and the end of FPID 453561-1-52-01 will connect to the beginning of FPID 453560-1-52-01.
- The typical section consists of (2) 12 ft wide travel lanes southbound and (2) 12 ft wide lanes northbound. The outside shoulder width is 12 ft (10 ft paved). The inside shoulder width is 12 ft (4 ft paved). There is a 90 ft width grassed median.
- There are two (2) ramps at the US 19 and I-275 junction at approximate MP 5.233. However, the intent at this time is to include the ramp milling and resurfacing in a separate project. A 4P scope has been prepared under FPID 449120-1 for the NB US 19 ramp. Consideration may be given during design to making these goes/with projects if the letting years can be adjusted.
- This project will be contained within the existing right-of-way limits.
- The existing posted speed varies from 65 to 70 miles per hour (mph) and the design speed is 70 miles per hour (mph).
- Please advise District Landscape Architect if there is found to be impacts to existing landscaping; especially for on-ramps or off-ramps at interchanges.
- Design will need to coordinate with Maintenance (Asset Management) to determine the litter removal and mowing limits for the construction contract. In some projects, the median is the only area included in the construction project since the asset management contractors will continue the area on the borders of the roadway.



Begin Project MP 3.553 SLD 13175.000
Southbound, looking north



Begin Project MP 3.553 SLD 13175.000
Northbound, looking north



Begin Resurfacing MP 3.884 SLD 13175.000
Southbound, looking north



Begin Resurfacing MP 3.884 SLD 13175.000
Northbound, looking north



End Project MP 5.233 SLD 13175.000
Southbound, looking south



End Project MP 5.233 SLD 13175.000
Northbound, looking south

Roadway Scope Items:

- The 2024 FDOT Design Manual was used to develop this scope report as well as the Florida Department of Transportation (FDOT) 2024-25 Standard Plans for Road and Bridge Construction and the 2024 FDOT Flexible Pavement Design Manual (FPDM).
- The existing roadway components include only vehicular elements. Pedestrian and bicycle elements are not present on interstate system.
- Pavement Condition Assessment had not been completed by the Florida Department of Transportation (FDOT) at the time of this report. It is recommended that flexible pavement be used for rehabilitation. For the Long Range Estimate (LRE) assume the project begins at the south end of the Terra Ceia River bridge at MP 3.553, then proceeds north for 1.680 miles to US 19 at MP 5.233. Please note that the milling and resurfacing will begin at the north end of the bridge at MP 3.884.
- **Mainline Travel Lane and Shoulder Pavement:** For budget purposes, the LRE assumes the mainline travel lanes throughout the project limits should be milled 3 ¾" and resurfaced with 3" Type SP-12.5 (Traffic E, PG 76-22) and ¾" FC-5 (PG 76-22). Existing paved shoulders will be milled 2 ¼" and resurfaced with 1 ½" FC-12.5 (Traffic E, PG 76-22). The inside and outside shoulders will have 8" overlap of ¾" FC-5 (PG 76-22) pavement. The shoulders will also have ground in rumble strips. Limits of milling and resurfacing include all travel lanes and shoulders. Limits are to be confirmed during the design phase.
- FDOT will provide the Pavement Coring Report, ESAL calculations and Resilient Modulus Values for further analysis. The project designer will prepare the Pavement Design Package per FPDM. Any pavement design used in this scope evaluates old as-built information and is used for budget purposes only.
- This section of roadway was milled and resurfaced in 2009 under FM Project 420241-1-52-01. The cross slopes were resurfaced to 0.02 cross slope. It is recommended that the project manager re-evaluate the existing cross slopes during the plans preparation period to determine if cross slope corrections will be required.
- **Horizontal Curves/Superelevation:** There are two (2) existing horizontal curves within the project limits as shown on SLD 13175000. FDM Table 210.9.1 indicates that these curves require superelevation. The as-built plans 420241-1-52-01 showed $e = 0.04$ for both curves. It is recommended the cross slopes in the vicinity of these curves be analyzed to determine the existing superelevation. The superelevation should be evaluated according to FDM 210.9.2 to determine if correction is needed. Curves as shown in the SLD:
 - $PI=4.142, D=1^{\circ}00', \Delta=49^{\circ}20'00''$
 - $PI=5.097, D=1^{\circ}26', \Delta=20^{\circ}49'00''$
- **Ramp Limits and Pavement:** The following ramps are within the project limits at the US 19 interchange:
 - # 13130402, MP 5.107, I-275 SB to US 19 SB, 2-lane ramp.
 - # 13130000, MP 5.233, US 19 NB to I-275 NB, 2-lane ramp.The intent at this time is to resurface the ramps in a separate project. Resurfacing will only be needed up to the gore points NB and SB. Limits of ramp milling and resurfacing are to be confirmed during the design phase.
- **Guardrail:** There is existing guardrail and cable barrier within the project limits that is to be evaluated for condition and compliance with current standards. The LRE does not include any budget for this. If guardrail is found to need to be replaced this will need to be brought to the District Design Engineer. All End Anchorage Assemblies are to be evaluated to see if they are complying with current Standard Plans Index 536-001 and 536-002. Listed below is the location

and approximate length of cable barrier and guardrail:

- There is existing cable barrier along the northbound median shoulder of the roadway:
 - The cable barrier begins north of the Terra Ceia River bridge at approximate MP 3.898 to south of the US 19 NB overpass bridge at approximate MP 4.535 (2550 ft).
 - The cable barrier resumes north of the US 19 NB overpass bridge at approximate MP 4.746 and runs to south of US 19 at approximate MP 5.233 (2450 ft).
 - The cable barrier should be evaluated for condition. If there are any questions about the condition discuss the appropriate course of action for replacement or upgrade with the FDOT project manager.
 - Quantities were included in the LRE for full replacement of the existing cable barrier if needed.
- Northbound Bridge Approach Guardrail:
 - Terra Ceia River bridge, MP 3.898 (295 ft left departure), (285 ft right departure).
 - Abel Road bridge, MP 3.971 (525 ft right departure).
 - US 19 Overpass bridge, MP 4.641 (375 ft left approach), (400 ft right approach), (950 ft right departure).
- Southbound Bridge Approach Guardrail:
 - Terra Ceia River bridge, MP 3.898 (300 ft left approach), (400 ft right approach).
 - Abel Road bridge, MP 3.974 (375 ft left approach), (800 ft right approach).
 - US 19 Overpass bridge, MP 4.641 (400 ft left approach), (1300 ft right approach), (125 ft left departure), (500 ft right departure).
- Provide 25 ft of thrie beam guardrail transition along with bridge anchorage assemblies at all bridge attachment points, in compliance with current Florida Department of Transportation (FDOT) 2022-23, Standard Plans for Road and Bridge Construction, Index 536-001 and 536-002. The remaining guardrail for the bridge approaches is to be W beam.
- **Shoulder Gutter:** There is existing shoulder gutter within the project limits that is to be evaluated for condition. The LRE does not include any budget for this. If a shoulder gutter is found to need to be replaced this will need to be brought to the District Design Engineer.
Listed below is the location and approximate length of shoulder gutter:
 - Northbound Shoulder Gutter:
 - Terra Ceia River bridge, MP 3.898 (right departure, 200 ft).
 - Abel Road bridge, MP 3.971 (right departure, 490 ft).
 - US 19 Overpass bridge, MP 4.641 (right approach, 140 ft), (right departure, 840 ft).
 - Southbound Shoulder Gutter:
 - Terra Ceia River bridge, MP 3.884 (left approach, 230 ft).
 - US 19 Overpass bridge, MP 4.641 (right approach, 840 ft).

Traffic Monitoring Sites:

- There are no existing traffic monitoring sites within the project limits.

Access Management:

- The interstate is limited access right-of-way so there is no access management anticipated.

Multi-Modal transportation Scope Items:

- None

Rail Road Crossings:

- There are no existing railroad crossings within the project limits.

Design Variation/Exception:

- No design variations or exceptions are anticipated for this project.

Drainage Scope Items:

The existing drainage consists of an open system with ditch conveyance of roadway runoff and minor shoulder gutter storm drain at bridges ramps. The project generally consists of milling and resurfacing with some guardrail replacement. There are no sidewalk or bicycles within Interstate. There are locations where the front slope of road embankment will need reshaping. Some areas along the project have linear stormwater facilities. If reshaping impacts these facilities, the volume will need to be replaced. Some high fill areas have 2:1 slopes that need to be revisited to ensure that no erosion is occurring. In areas where cable barrier may need to be replaced, sufficient positive drainage will need to be addressed. The project may need cross slope correction requiring the hydroplaning to be analyzed. There are no apparent drainage issues, however, include a rainy day visit to determine drainage facilities are functioning correctly.

- All drainage structure end treatment is outside the clear zone or protected by guard rail for the entire project.

Permitting/Environmental Scope Items:

- Coordinate with FDOT for determination of Environmental Permits for review and concurrence during the design process, considering the below descriptions of work and conditions;
 - Conduct an on-site environmental assessment including wetland delineation.
 - Records indicate that rare species or suitable habitat may exist within or near the project limits.
- This project is anticipated to exceed one acre of soil disturbing activities and will require NPDES coverage under the FDEP Generic Permit for Stormwater Discharge from Large and Small Construction Activities.
- This project is anticipated to be exempt from WMD permitting under FAC 62-330.051 (4)(c), as it is limited to pavement resurfacing and safety modifications. A permit exemption request will be needed.

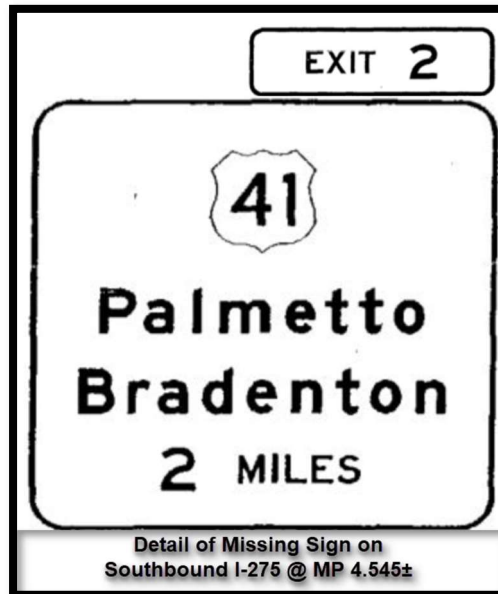
Utility Scope Items:

- Utility coordination will be required to determine if adjustments are necessary to ensure there are no conflicts with the proposed construction.
- SUE at guardrail and multi-post signs as needed.

Signing Scope Items:

- All existing signing should be evaluated for possible replacement to ensure signs meet current design criteria for size, placement, and reflectivity. See FDOT Standard Plans, FDOT Design Manual (FDM), Traffic Engineering Manual (TEM), and/or Manual on Uniform Traffic Control Devices (MUTCD) for guidelines.
- There are two multi-column signs in this project (see photos following). Of these, the first one is an oversized confirming route marker for South I-275. This sign is extremely faded and should be replaced. Standard sign sizes for this type of assembly will fit on a single-column assembly. The

second two-column sign assembly was down at the time of this photo inventory. The aerial view in Google showing the downed sign was dated December 2022, and the ground view dated July 2023 still shows it missing. Replace assembly as shown in the design detail shown following.



- There are three overhead sign structures within the project with a single sign panel attached to each (see photos following). Evaluate sign panels for possible replacement. If replaced, an ancillary structural evaluation should be requested from the District Structures office to ensure the structures may be reused. If the structures fail the evaluation, they should be replaced.



Pavement Marking Scope Items:

- Restripe roadway per current Standard Plans, FDM, and MUTCD.
- Use permanent tape for markings on concrete bridge surfaces.
- Use standard thermoplastic for all 18" chevrons.
- Use standard (open grade) thermoplastic for all other markings within this project.
- Use 16" ground-in rumble strips on shoulder and median edges.

Object Marker and Delineator Scope Items:

- Evaluate the condition of all existing object markers within the project. Replace if needed.

Lighting Scope Items:

- Lighting is not expected as part of this project.

Geotechnical Scope Items:

- Geotechnical exploration is needed for drainage, signing and lighting structures on this project.

Structural Scope Items:

- No structural issues are anticipated for structures located within the project limits.
- Per section 261.8 of the FDM, an Ancillary Structures Report shall be provided for all existing overhead and cantilever signs, signal, HMLP lighting and ITS support structures within the project limits.
- Per FDM 260.9, an engineering analysis and report is required to evaluate the structural and functional adequacy of the existing bridge. Coordinate with the District Structures Office to determine the scope of the engineering analysis and report.

Right-of-Way Scope Items:

- ROW impacts are not expected on this project.

Survey Required:

- Obtain 3D survey prior to beginning design.

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 453561-1-52-01

Letting Date: 07/2026

Description: I-275 FROM S OF US19 TO N OF US19

District: 01 **County:** 13 MANATEE **Market Area:** 10 **Units:** English

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.349 MI

Project Manager: JMK-

Version 4-P Project Grand Total **\$3,591,846.59**

Description: Scope Reduction per CO - Removed HTCB-not connected to guardrail per Markups with Percents reduced to 5/5/5 - Copied from Version 1P-9/28/23

Sequence: 1 RSD - Resurfacing, Divided

Net Length: 1.349 MI
7,123 LF

Description: I-275 (SR 93) from MP 3.884 to MP 5.233, Milling & Resurfacing.

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	330
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-20	MILLING EXIST ASPH PAVT,3 3/4" AVG DEPTH	37,987.84 SY	\$4.08	\$154,990.39
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	6,267.99 TN	\$153.37	\$961,321.63
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,519.51 TN	\$193.85	\$294,557.01

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	373.75 TN	\$370.42	\$138,444.48
520-6	SHOULDER GUTTER- CONCRETE	770.00 LF	\$52.45	\$40,386.50
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	7,475.00 LF	\$29.06	\$217,223.50
536-8-122	GUARDRA CONN TO RIGID BA, F&I, APP E3	7.00 EA	\$4,951.40	\$34,659.80
536-8-123	APPROACH TRANS CONN TO RIGID BA, F&I, ET	10.00 EA	\$3,079.69	\$30,796.90
536-73	GUARDRAIL REMOVAL	7,475.00 LF	\$3.64	\$27,209.00
536-85-20	GUARDRAIL END TREAT- TRAILING ANCHORAGE	5.00 EA	\$1,770.93	\$8,854.65
536-85-24	GUARDRAIL END TREATMENT- PARA APP TERM	7.00 EA	\$3,623.27	\$25,362.89
710-11-102	PAINTED PAVT MARK,STD,WHITE,SOLID,8"	0.30 GM	\$1,497.53	\$449.26
710-11-124	PAINTED PAVT MARK,STD,WHITE,SOLID, 18"	670.00 LF	\$1.13	\$757.10

710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	2.40 GM	\$1,117.94	\$2,683.06
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	670.00 LF	\$5.01	\$3,356.70
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	0.30 GM	\$6,091.21	\$1,827.36
713-103-101	PERMANENT TAPE, WHITE,SOLID,6" CONC BR	0.50 GM	\$42,643.83	\$21,321.92
713-103-131	PERMANENT TAPE, WHITE,SKIP/D,6" FOR CONC	0.50 GM	\$10,752.80	\$5,376.40
713-103-201	PERMANENT TAPE, YELLOW,SOLID,6" CONC BR	0.50 GM	\$42,643.83	\$21,321.92
713-103-331	PERMANENT TAPE, BLACK,SKIP/D,6" FOR CONC	0.50 GM	\$10,521.98	\$5,260.99

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	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	546.00	EA	\$3.78	\$2,063.88
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.70	GM	\$1,117.30	\$3,016.71
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.70	GM	\$498.41	\$1,345.71
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2.70	GM	\$4,679.10	\$12,633.57
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	2.70	GM	\$1,202.74	\$3,247.40
711-16-201	THERMOPLASTIC, STD- OTH,YELLOW, SOLID, 6"	2.70	GM	\$4,667.51	\$12,602.28
Roadway Component Total					\$2,031,071.01

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.67 / 12.67
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
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 1/2No. 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	15,828.27	SY	\$3.50	\$55,398.94
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,305.83	TN	\$153.37	\$200,275.15

337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	41.79 TN	\$193.85	\$8,100.99
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.70 GM	\$1,152.91	\$3,112.86
570-1-1	PERFORMANCE TURF	4,226.15 SY	\$5.19	\$21,933.72

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	14,246.00 LF	\$2.48	\$35,330.08
104-11	FLOATING TURBIDITY BARRIER	134.90 LF	\$10.51	\$1,417.80
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	134.90 LF	\$4.82	\$650.22
107-1	LITTER REMOVAL	9.81 AC	\$86.81	\$851.61
107-2	MOWING	9.81 AC	\$95.60	\$937.84

Shoulder Component Total \$328,009.22

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Performance Turf Width	5.34
Total Median Shoulder Width L/R	10.00 / 10.00
Paved Median Shoulder Width L/R	6.00 / 6.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	O
Rumble Strips 1/2 No. 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	9,496.96 SY	\$3.50	\$33,239.36
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	783.50 TN	\$153.37	\$120,165.40
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	41.79 TN	\$193.85	\$8,100.99
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	3.00 GM	\$1,152.91	\$3,458.73
570-1-1	PERFORMANCE TURF	4,226.15 SY	\$5.19	\$21,933.72

Median Component Total \$186,898.20

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	9.00 AS	\$1,391.90	\$12,527.10
700-1-60	SINGLE POST SIGN, REMOVE	8.00 AS	\$32.97	\$263.76
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	\$6,455.77	\$6,455.77
700-2-60	MULTI- POST SIGN, REMOVE	2.00 AS	\$861.96	\$1,723.92

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
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705-10-1	OBJECT MARKER, TYPE 1	3.00 EA	\$204.27	\$612.81
705-10-2	OBJECT MARKER, TYPE 2	3.00 EA	\$278.99	\$836.97
705-10-3	OBJECT MARKER, TYPE 3	9.00 EA	\$198.04	\$1,782.36
Signing Component Total				\$24,202.69

Sequence 1 Total \$2,570,181.12

Sequence: 2 MIS - Miscellaneous Construction

Net Length: 1,349 MI
7,123 LF

Description: Overhead Signing from MP 3.884 to MP 5.233

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-3-608	SIGN PANEL, REMOVE, 301-400 SF	1.00	EA	\$750.00	\$750.00
700-4-113	OH STATIC SIGN STR, F&I, C 31-40 FT	1.00	EA	\$103,569.94	\$103,569.94
700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT	1.00	EA	\$134,944.60	\$134,944.60

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-3-205	SIGN PANEL, F&I OM, 51-100 SF	2.00	EA	\$7,537.92	\$15,075.84
700-3-208	SIGN PANEL, F&I OM, 301-400 SF	1.00	EA	\$18,843.66	\$18,843.66
700-3-605	SIGN PANEL, REMOVE, 51-100 SF	2.00	EA	\$691.95	\$1,383.90
700-4-112	OH STATIC SIGN STR, F&I, C 21-30 FT	1.00	EA	\$103,680.75	\$103,680.75
700-4-612	OH STATIC SIGN STR, DEEP REMOVE, CANT	3.00	EA	\$37,050.15	\$111,150.45

Signing Component Total \$489,399.14

Sequence 2 Total \$489,399.14

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 453561-1-52-01

Letting Date: 07/2026

Description: I-275 FROM S OF US19 TO N OF US19

District: 01 **County:** 13 MANATEE **Market Area:** 10 **Units:** English

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.349 MI

Project Manager: JMK-

Version 4-P Project Grand Total **\$3,591,846.59**

Description: Scope Reduction per CO - Removed HTCB-not connected to guardrail per Markups with Percents reduced to 5/5/5 - Copied from Version 1P-9/28/23

Resurfacing Lane Mile Cost	\$665,156.78
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Project Sequences Subtotal	\$3,059,580.26
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102-1	Maintenance of Traffic	5.00 %	\$152,979.01
101-1	Mobilization	5.00 %	\$160,627.96

Project Sequences Total	\$3,373,187.23
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Project Unknowns	5.00 %	\$168,659.36
Design/Build	0.00 %	\$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	\$50,000.00	\$50,000.00

Project Non-Bid Subtotal	\$50,000.00
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Version 4-P Project Grand Total	\$3,591,846.59
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