



**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

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SECRETARY

Florida Design Manual Criteria	
<b>Segment:</b>	1
<b>Roadway ID:</b>	12060000
<b>From MP:</b>	12.107
<b>To MP:</b>	17.023
<b>Design Control:</b>	[Design_Control]
<b>Allowable Design Speed Range (mph):</b>	[C3C:35-55]
<b>SIS Minimum Design Speed (mph):</b>	[SIS_Min_Design_Speed]
<b>Min. Travel Lane &amp; Aux. Lane Width (ft):</b>	[Min_Travel_Aux_Width]
<b>Two-Way Left Turn Lane:</b>	[Two_way_left_turn_lane]
<b>Median Width:</b>	[Median_Width]
<b>Sidewalk Width:</b>	6
<b>Bicycle Facility Recommendation:</b>	Buffered bike lane entire corridor (currently in eastern part of corridor) or physical separation, guidelines across busy intersections for bike lane lines. Tamiami / Cleveland Intersection needs support for bike lanes. grpaint, delineators, dashed line)

Context Classification Review	
<b>Segment:</b>	1
<b>Roadway ID:</b>	12060000
<b>From MP:</b>	12.107
<b>To MP:</b>	17.023
<b>Current Context Classification:</b>	C3C
<b>Proposed Context Classification:</b>	[Proposed_Context_Class]
<b>Future Context Classification:</b>	C3C

<b>Roadway Connectivity</b>	<b>Intersection Density (Intersections/Mile<sup>2</sup>):</b>	<100
	<b>Block Perimeter (ft):</b>	N/A
	<b>Block Length (ft):</b>	N/A

<b>Land Use:</b>	Commercial
<b>Building Height:</b>	1
<b>Building Placement:</b>	Large Setbacks, Some Homes close to road

<b>Fronting Uses:</b>	No
<b>Location of Off-Street Parking:</b>	Front and Side
<b>Population Density (per acre):</b>	[Pop_Density]
<b>Employment Density (per acre):</b>	[Emp_Density]
<b>Distinguishing Characteristics:</b>	Grid network is not present and land use along corridor is primarily commercial with residential in spots.

**Comments:**Consider Bus Pullouts

Approved By:  
 Erica McCaughey 3.19.25

Target Speed Review	
<b>Segment:</b>	1
<b>Roadway ID:</b>	12060000
<b>From MP:</b>	12.107
<b>To MP:</b>	17.023
<b>Existing Design Speed (mph):</b>	[Design_Speed]
<b>Existing Posted Speed (mph):</b>	55/40/50
<b>FDM Design Speed Range (mph):</b>	[35-55]
<b>Current Context Classification:</b>	C3C
<b>Proposed Context Classification:</b>	[Proposed_Context_Class]
<b>Future Context Classification:</b>	C3C
<b>SIS Designation:</b>	No Designation
<b>Fronting Uses:</b>	No
<b>Cross Section Elements:</b>	4 ft Bike Lane
<b>Access Classification:</b>	[Access_Classification]
<b>Transit Services:</b>	Transit stops frequently
<b>Ped/Bike Generators:</b>	Schools Commercial, Transit
<b>Vulnerable Users/ Safety Challenges/ Crashes:</b>	Top Crash Corridor in County

<b>Target Speed (mph):</b>	40
<b>Potential Treatments for Achieving Target Speeds:</b>	Lane Narrowing, Horizontal Deflection, Street Trees, Pedestrian Refuge Islands, PHBs

**Comments:**C3C Start at 35 and Justify Increase. This corridor is not appropriate for slow speed at 35 because it is a heavy volume corridor with lots of commercial activity and low fronting uses. 40 would be top speed appropriate if bicycle users on roadway.