

**December 2025**



**Florida Department of Transportation – District One**

# **Technical Scope and LRE**

**Technical Scope, Scope Analysis for Social and Environmental  
Issues, and Long Range Estimate (LRE) for**

**FPID 456252-1-52-01**

**SR 600 (US 92) From E of Churchhill Ave. to W of Sloan Ave.**

**Polk County, Florida**



**Candidate Project RRR Scope**

December 31, 2025

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

**RE: SR 600 (US 92) From E of Churchhill Ave to S of Sloan Ave. TECHNICAL SCOPE**

State Road Number: SR 600  
 Section Number: 16010000  
 County: Polk County  
 Project Limits: SR 600 (US 92) From E of Churchhill Ave to S of Sloan Ave.  
 Begin MP/End MP: 2.469 to 5.309  
 Section Equation: N/A  
 Project Length: 2.840 miles  
 FPID No.: 456252-1  
 Work Mix: 0012 (Resurfacing)  
 Criteria: Current Manuals and Design Standards for 25/26

1. Existing R/W Map Project Numbers:	1601-106 (1944), 16010-2511(1987), 1610 16100-2503(1968), 1610-201(1949), 16501-2604(1973),16501-2603(1962), 16310-00092003)
2. Old Construction Project Numbers:	431206-1 (2016) RRR MP 2.469 to MP 5.132, 435108 (2018) Sidewalk MP 2.359-3.917, 422666-1 RRR (2008) MP 2.426 to MP 5.337, 197645-1 for Sloan Ave asbuilts (2002) New Road MP 0.587-1.050
3. Adjacent Projects:	451473-1 (2027) POP MP 0.023-MP 2.469 451486-1 (Candidate) POP MP 5.309-5.337;16060 MP12.201-12.222; 16310 MP 0.000-1.809 441556-1 Wabash Intersection(2021)
4. Proposed projects within the same limits (such as safety, sidewalk or drainage projects):	433558-2 (2027) Add lanes and recon MP0.000-4.131 (concept plans only - no design plans currently) (Potential goes with)
5. Additional R/W Required?	No
6. Level of Community Awareness Plan:	Level 1
7. Are there any bridges within the limits?	Yes; BR 120026
8. Are there any RR Crossings within the project limits or in the vicinity?	Yes; RR# 908373-L Crossing
9. Are there any Airports within 5-miles?	Yes; Lakeland Linder International Airport
10. Storm Water Management Jurisdiction:	Southwest Florida WMD
11. AADT (ESAL Data):	20,100 AADT (2025); Truck %=10.3
12. Are there any old houses or buildings adjacent to the project?	No

13. Number of Existing Utilities:	12 Utilities: Charter – CATV; City of Lakeland – Electric, Fiber, Wastewater, Water; Duke – Fiber; Frontier – CATV, Comm Lines; Kinder Morgan – Fuel Oil Pipeline; Lumen – Fiber; MCI – Comm Lines, Fiber; Summit – Fiber, Telephone; Tillman – Fiber; TECO – Gas; Uniti – Fiber; Zayo Group - Fiber
14. Preliminary MOT Consideration: (Construction Office will supply this)	TBD
15. Posted/Design/Target Speed Limits	Design Speed = 45 MPH Posted/Target Speed = 45 MPH
16. SIS Facility? / Context Classification:	No/ C3C MP 2.469 - MP 3.639 MP 4.131 – MP 5.309 C4 MP 3.639 - MP 4.131
17. Access Classification:	5 - RESTRICTIVE w/440 ft. Signal Spacing MP 2.469 - MP 5.309
18. Resilient Modulus:	TBD
19. Smoothness Class (To be included on Typical Section Sheets in Design Plans):	Not available at this time.
20. List Non-ADA Compliant Curb Ramps Identified by Safety: (All ADA items should be evaluated during design when the field review is conducted).	No RSA or documented issues at this time.
21. Safety Top 20:	No
22. State Materials Review for Pav't Design	Yes (Concurred with 7/30/25)

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.

## Project Location Map:



### Project limits:

The proposed limits of the project begin on SR 600 (US 92) from east of Churchill Ave. at MP 2.469 and proceed east to south of Sloan Ave. at MP 5.309 for a total of 2.840 miles.

### Project Description:

- This is a RRR project with milling and resurfacing of the existing roadway mainline and any side street connections. Other improvements include
  - Reconstructing curb ramps that are not ADA compliant,
  - Replacing sidewalk that is broken and not ADA compliant,
  - Drainage inlet repair and evaluate grate at Brunnell
  - Updating the bus stop locations with boarding and alignment pads if needed,
  - Updating signing and marking at railroad crossing RR# 908373-L
  - Update the signals for FDM RRR criteria – 4 signals – includes 2 new mast arms at Strain Blvd and signal replacement at Brunnell Parkway
  - Update the intersection lighting at the signals for FDM requirements (Wabash recently had some updates)
  - Evaluate wide driveways for making clear pedestrian path
- Please reference Approved Typical Section Package (TSP) for lane configurations.

- The speed meetings were held on 4/23/25. The design and posted are to remain 45 mph. The project target speed is set to match the posted speed at 45 mph and the aspirational target speed from planning was 40 mph.
- The Context meeting was held on 4/25/25. The typical section was approved and it was noted to coordinate with the 433558-2 project to avoid duplicating efforts.
- The project 433558-2 will be a goes with for this project. It provides turn lane lengthening and median opening changes throughout the project limits. Design will need to coordinate to avoid duplicating any elements. This project currently does not include the signal updates since they are to be covered by the RRR 456252.

#### **Roadway Scope Items:**

- This proposed SR 600 RRR project segment was milled and resurfaced in 2008 within the same limits for the existing typical section under FPID 431206-1-52-01. The as-built plans for FPID 431206-1-52-01 show two (2) horizontal curves. Per the as-built plans for FPID 435108-1-52-01 the curve between MP 3.395 and 3.514 is not superelevated. The superelevation information for the curve between MP 4.790 and 4.971 is not known from the review of the available as-built plans. The typical section in the as-built plans for FPID 431206-1-52-01 also calls for the cross slope to match existing. Design should re-evaluate cross slopes and superelevation during the plans preparation period to determine if corrections will be required.
- There will not be any contingency in the LRE budget for any of the concrete items (curb and gutter, sidewalk, separators, etc.). Design will need to evaluate those items (for any repairs or not being ADA compliant) and present the list of items to Kevin Ingle for approval. Once approved, then design will look for funding.

#### **Pavement Description:**

##### Mainline Milling and Resurfacing:

- For budget purposes, the LRE assumes mainline through lanes, and turn lanes throughout the project limits be milled 3 ½" and resurfaced with 2" SP 12.5 (Traffic C, PG 76-22) and 1 ½" FC-12.5 (Traffic C, PG 76-22).
- The segment of SR 600 between MP 4.031 and MP 4.231, the limits of FPID 429813-1 featuring improvements at the intersection of SR 600 and Wabash Avenue, is not included in the mainline milling and resurfacing quantities for the LRE.

##### Side Street Milling and Resurfacing:

- There are 22 existing asphalt side streets shown on the Straight-Line Diagram. For budget purposes, the side streets are recommended to be milled 1½" and resurfaced with 1½" SP-12.5 (Traffic C, PG 76-22), except at the signalized intersections of:
  - US 92/SR 600 and Publix Entrance (MP 2.951)
  - US 92/SR 600 and Strain Boulevard (MP 4.288)
  - US 92/SR 600 and Brunnell Parkway (MP 4.732)
 For the signalized intersections, the side streets are recommended to be milled 3 ½" and resurfaced with 2" SP 12.5 (Traffic C, PG 76-22) and 1 ½" FC-12.5 (Traffic C, PG 76-22).
- In accordance with FDM Chapter 214 and the Standard Plans Index 330-001, it is recommended that all side streets be resurfaced to the back of the furthest return, right of way, or existing pavement joint, whichever is greater.

##### Turnout/Driveway Milling and Resurfacing:

- For budget purposes, the LRE assumes driveways be milled 1½" and resurfaced with 1½" SP-12.5 (Traffic C, PG 76-22).

**Keyhole Widening:**

Location	Existing keyhole? (Yes or No)	Recommend adding keyhole? (Yes or No)
EB right turn lane at Publix Entrance (MP 3.091)	No	No
WB right turn lane at Publix Entrance (MP 3.168)	No	No
WB right turn lane at Publix Entrance (MP 3.294)	No	No
WB right turn lane at Wabash Avenue	No	No
EB right turn lane at Strain Boulevard	No	No

Note: A keyhole is required in accordance with the FDM Chapter 223.1, section 223.2.1.3. However, there are no existing bicycle lanes along the roadway, and the existing R/W for this roadway is very constrained. For these reasons, widening to provide keyhole lanes is not recommended. A design variation will be required for the right-hand lanes to remain with no keyhole.

**Roadway Guardrail:**

- There is guardrail within the project limits on the approach to the bridge over Winston Creek (Bridge No. 160026) and Railroad Crossing 908373-L. The guardrail was installed at this location as part of FPID 431206-1 in 2016. The designer is to evaluate the condition of the guardrail to determine if it needs to be replaced.

**Horizontal Curves/Superelevation:**

- The design speed for this project is proposed to be equal to the posted speed of 45 mph. It is recommended that the design engineer analyze curve data superelevation rates based on the actual field survey to verify minimum criteria is met. A design variation will be required if consideration is given to keep the existing deficiency.

Curve No.	DS	SLD PC MP	SLD PT MP	Degree of Curvature/ Deflection Angle	As-Built Radius (ft)	As-Built SE (e)	SLD SE (e)	FDM SE (e)
1 (Listed on SLD)	45 mph	3.395	3.514	1°00'00" Δ = 6°16'00"	5,729.58	NC	N/A	NC
2 (Listed on SLD)	45 mph	4.790	4.971	1°00'00" Δ = 9°33'00"	5,526.91	N/A	N/A	NC

**Access Management Scope Items:**

- No median changes have been proposed.
- Driveways/Turnouts:
  - Operations would like to reestablish as a pedestrian corridor in the area with 3 wide driveways on the south side just south of Brunnell. No clear pedestrian path through because there are so many wide driveways. Design is to evaluate but if there is not a documented crash issue then it will remain as is.

**Multi-Modal transportation Scope Items:**

- Sidewalk drop off issues, cracking, and curb ramp issues were observed along with local depressions between the Silver Moon Drive-in Theatre and Wabash Avenue. The designer is to coordinate with FDOT Maintenance on the observed drop issues and cracking. Curb ramps will

need to be constructed in accordance with the Americans with Disabilities Act (ADA), Chapter 222 of the FDM, and Standard Plans Index 522-002. For budget purposes, the LRE assumes broken and/or non-ADA compliant curb ramps be replaced.

- There are transit stops within the project limits. Transit has requested the following:
  1. EB SR 600 at Holiday Boulevard – provide boarding and alighting pads.
  2. WB SR 600 at Holiday Boulevard – provide boarding and alighting pads.
  3. WB SR 600 East of Silver Moon Drive – provide sidewalk connection to exits and bench pad behind existing sidewalk.
  4. WB SR 600 at Meadowbrook Avenue – verify the existing bench is placed outside of the clear zone.
  5. WB SR 600 East of Railroad Crossing 908373-L – provide boarding and alighting pads.
  6. WB SR 600 West of Gopher Ridge Road – provide boarding and bench pads.
  7. EB SR 600 East of Gopher Ridge Road – provide boarding and alighting pads.
  8. EB SR 600 at Twin Lakes Circle - provide boarding and alighting pads.
  9. WB SR 600 at Markell Boulevard – provide boarding and alighting pads.
  10. WB SR 600 at West Imperial Drive - provide boarding and alighting pads.
  11. WB SR 600 at North Chestnut Road – provide bench pad
  12. EB SR 600 at Flint Avenue – provide boarding and alighting pads.
  13. WB SR 600 at Flint Avenue - provide boarding and alighting pads.

For budget purposes, the LRE accounts for these items requested by Transit.

**Design Variation/Exception:**

- A design variation will be required for:
  - A TWLTL width less than 12 feet at 45 mph per Table 210.2.1 of the FDM.
  - The segment of SR 600 between MP 4.168 and MP 5.309 where the existing lane width is less than 11 feet at 45 mph per Table 210.2.1 of the FDM.
  - No bicycle facility/keyhole per Section 223 of the FDM.
  - Sidewalk width being less than six (6) feet per Table 222.2.1 of the FDM for C3 and C4 Context Classifications.
  - The width of the bridge over Winston Creek (Bridge No. 160026) being less than the minimum width defined in Table 260.9.1 of the FDM for an undivided bridge with an AADT greater than 750.
- Possible design variations may be needed for cross slope correction and superelevation if the survey determines that the criteria are not met.

**Drainage Scope Items:**

- Review the existing easement just west of Markell Boulevard to determine if concrete ditch lining is necessary.



- Broken Inlet/Grate near Bus Stop at N Westgate Avenue



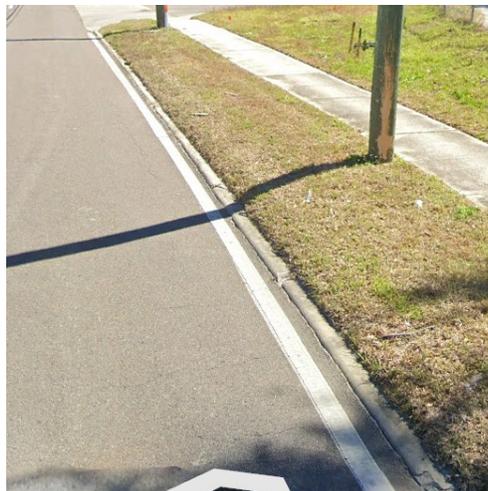
- Broken Inlet/Grate near west of Brunnell Parkway



- Broken Inlet/Grate at Brunnell Parkway



- Coordinate with maintenance on the status of the ditch erosion and inlet repairs and, if necessary, include them in the proposed project.
- There are no other apparent drainage issues; however, include a rainy-day visit to determine whether drainage facilities are functioning correctly and provide positive drainage.



**Permitting:**

- This project is not anticipated to exceed one acre of soil disturbing activities and will not require NPDES coverage under the FDEP Generic Permit for Stormwater Discharge from Large and Small Construction Activities.

**SUE Items:**

- Anticipated for new signal mast arms, lighting foundations, potentially for new drainage structures if design proposes new locations for repairs.

**Signing Scope Items:**

- There is one two-post sign within the project limits. This is an advance street name sign for eastbound US 92 west of Wabash Ave. that includes the intersections of Wabash Ave. and Strain Blvd. (1<sup>st</sup> signal and 2<sup>nd</sup> signal) on the same panel. This sign should be evaluated for possible replacement. Other advance street name signs are on single-post cantilevers within the project. All should be considered for replacement.
- There is an overhead sign panel on the east approach to Wabash Ave. This is a RIGHT TURN ONLY (R3-53) sign on an existing mast arm assembly. This sign should be replaced. Consider replacing structure with a cantilever sign structure.

**Pavement Marking Scope Items:**

- Include Railroad Dynamic Envelope (RDE) preformed markings at RR Xing #908373-L MP 2.886 (Sect. 16010000).

**Object Marker and Delineator Scope Items:** Standard use anticipated.

**Signalization Scope Items:**

Signal scoping items and recommendations are limited to the following:

- Required improvements listed within section 114 of the FDM and RDB 22-01.
- Items specifically recommended by District Safety that advance safety countermeasures.
- Recommended replacement of 4-bolt existing signal structures that will have additional load being added, shall be replaced with a 6-bolt signal structure.
- Existing support structures should be evaluated for load capacity and signs of distress and replaced if the existing signal structure is found to be deficient.
- Requests from District TSM&O for ITS related improvements or additions.

Existing traffic signal related features outside the project limits will not be included in the scope.

Existing field conditions described in this report represent the conditions present at the time of scoping. All traffic signal related recommendations listed within this scope shall follow the latest design guidelines as outlined in the FDM, Standard Plans, MUTCD, TEM, MUTS and Structures Design Manual.

The following signalized intersections fall within the limits of the begin and end mile posts and or construction limits for this RRR scope:

**Signal Location 1:**

SR 600 (US 92)  
at ENT to Publix  
MP: 2.950  
Signal ID: 573

**Signal Location 2:**

SR 600 (US 92)  
at Wabash Ave (SR517/US 92)  
MP: 4.131  
Signal ID: 574

**Signal Location 3:**

SR 600 (US 92)  
at Strain Blvd  
MP: 4.288  
Signal ID: 575

**Signal Location 4:**

SR 600 (US 92)  
at N Brunnell Pkwy  
MP: 4.732  
Signal ID: 576

**Maintaining Agency: Lakeland**

**Roadway safety audit impacts:** To be provided at a future date.

**Signal Location 1:**

SR 600 (US 92)

at ENT to Publix

**District Safety recommendations:**

- Separate pedestrian push-buttons at all crossing.
- Provide dilemma zone loops at all intersections for each SR 600 approach lane(s).

**District TSM&O recommendations:**

- Provide NEMA / ATC standard controller.
- Upgrade existing ethernet switches.

**Roadway Safety Audit (RSA) impacts:**

- To be provided at a later date.

**Additional scoping items and recommended design considerations:**

**Structural support:**

- The existing support structures should be evaluated for load capacity and signs of distress. Evaluate existing mast arm structures in accordance with FDM 261.8. Replacement shall be considered if the existing signal structure is found to be deficient.

**Controller and cabinet:**

- District TSM&O is requesting that the controller be upgraded to a NEMA / ATC standard. Should the request be granted, coordinate with the maintaining agency specifications for any sole sourced controller and cabinet related equipment. District One policy is to provide UPS battery backup for all controllers and cabinets. Provide UPS battery backup and coordinate UPS placement and mounting preferences with the maintaining agency.
- District TSM&O is requesting that the existing ethernet switch in the traffic signal cabinet be replaced. Confirm and coordinate equipment compatibility with the Maintaining Agency.

**Signal heads:**

- Recommend providing 4-section arrowed signal heads for eastbound and westbound left turning movements.
- Recommend replacing or adding backplates on existing signal head assemblies that have missing, damaged or backplates without reflectorized borders. Per FDM 232.1.5, provide backplates with retroreflective borders for all overhead signal heads. Should the structure remain and the addition of backplates negatively affect structural load capacity, consideration should be given for the use of flexible backplates (TEM section 3.9).

**Overhead signs:**

- For enhanced pedestrian safety, consider adding overhead mounted R10-15a signs (per TEM 2.44.3) for all approaches.

**Internally illuminated street name signs:**

- No recommendations provided.

**Vehicle detection:**

- Maintain existing radar detection equipment.

- Provide dilemma zone loops in advance of the intersection for SR 600 eastbound and westbound.

**Traffic monitoring and associated technologies:**

- No recommendations provided.

**Pedestrian assemblies and detection:**

- Recommend separating pedestrian detector push buttons from shared pedestrian signal detector posts and replacing or relocating pedestrian assemblies that do not meet ADA location requirements. Replacement or upgrades of the existing pedestrian assemblies and push button locations shall follow ADA, FDOT Standard Plans and MUTCD guidelines.

**Emergency preemption:**

- No recommendations provided.

**Power source and service type:**

- No recommendations provided.

**Fiber interconnect: ATMS / TMC communications:**

- District TSM&O is requesting replacement of the controller and cabinet, it will be necessary to upgrade, replace or relocate ITS items. Confirm and coordinate equipment compatibility and reconnection methods with the maintaining agency.

**Signal Location 2:**

SR 600 (US 92)

at Wabash Ave (SR517/US 92)

**District Safety recommendations:**

- Provide dilemma zone loops at all intersections for each SR 600 approach lane(s).

**District TSM&O recommendations:**

- Provide NEMA / ATC standard controller.
- Upgrade existing ethernet switches.

**Roadway Safety Audit (RSA) impacts:**

- To be provided at a later date.

**Additional scoping items and recommended design considerations:**

**Structural support:**

- The existing support structures should be evaluated for load capacity and signs of distress. Evaluate existing mast arm structures in accordance with FDM 261.8. Replacement shall be considered if the existing signal structure is found to be deficient.

**Controller and cabinet:**

- District TSM&O is requesting that the controller be upgraded to a NEMA / ATC standard. Should the request be granted, coordinate with the maintaining agency specifications for any sole sourced controller and cabinet related equipment. District One policy is to provide UPS battery backup for all controllers and cabinets. Provide UPS battery backup and coordinate UPS placement and mounting preferences with the maintaining agency.
- District TSM&O is requesting that the existing ethernet switch in the traffic signal cabinet be replaced. Confirm and coordinate equipment compatibility with the Maintaining Agency.

**Signal heads:**

- Recommend replacing or adding backplates on existing signal head assemblies that have missing, damaged or backplates without reflectorized borders. Per FDM 232.1.5, provide backplates with retroreflective borders for all overhead signal heads. Should the structure remain and the addition of backplates negatively affect structural load capacity, consideration should be given for the use of flexible backplates (TEM section 3.9).

**Overhead signs:**

- For enhanced pedestrian safety, consider adding overhead mounted R10-15a signs (per TEM 2.44.3) for all approaches.

**Internally illuminated street name signs:**

- No recommendations provided.

**Vehicle detection:**

- Maintain existing video detection equipment.
- Provide dilemma zone loops in advance of the intersection for SR 600 eastbound and westbound. In addition, provide dilemma zone loops in advance of the intersection for Wabash Ave (SR 92) southbound.

**Traffic monitoring and associated technologies:**

- No recommendations provided.

**Pedestrian assemblies and detection:**

- No recommendations provided.

**Emergency preemption:**

- No recommendations provided.

**Power source and service type:**

- No recommendations provided.

**Fiber interconnect: ATMS / TMC communications:**

- District TSM&O is requesting replacement of the controller and cabinet, it will be necessary to upgrade, replace or relocate ITS items. Confirm and coordinate equipment compatibility and reconnection methods with the maintaining agency.

**Signal Location 3:**

SR 600 (US 92)

at Strain Blvd

**District Safety recommendations:**

- Separate pedestrian push-buttons at NE, SE, and SW corners.
- Replace existing 4-bolt structures with new 6-bolt structures.
- Provide dilemma zone loops at all intersections for each SR 600 approach lane(s).

**District TSM&O recommendations:**

- Provide NEMA / ATC standard controller.
- Upgrade existing ethernet switches.

**Roadway Safety Audit (RSA) impacts:**

- To be provided at a later date.

### **Additional scoping items and recommended design considerations:**

#### **Structural support:**

- The existing mast arm support structures residing at this intersection were designed with four bolt connection methods. Historically, this bolt pattern or configuration has proved inadequate against current standards for wind loading. The four-bolt pattern is also indicative that the structure is of an older design and may be nearing the end of its design service life. This scope proposes to add load to the mast arms to reduce the amount of left turn crashes and to protect pedestrians. Follow condition evaluation and structural analysis guidance provided in FDM 261.8. Replacement shall be considered if the existing signal structures are found to be deficient. Coordinate painted mast arm policy with District TSM&O and with the maintaining agency.

#### **Controller and cabinet:**

- District TSM&O is requesting that the controller be upgraded to a NEMA / ATC standard. Should the request be granted, coordinate with the maintaining agency specifications for any sole sourced controller and cabinet related equipment. District One policy is to provide UPS battery backup for all controllers and cabinets. Provide UPS battery backup and coordinate UPS placement and mounting preferences with the maintaining agency.
- District TSM&O is requesting that the existing ethernet switch in the traffic signal cabinet be replaced. Confirm and coordinate equipment compatibility with the Maintaining Agency.

#### **Signal heads:**

- Recommend providing 4-section arrowed signal heads for all left turning movements.
- With the recommendation for new structures, replacement of the existing signal head assemblies is also recommended. Per FDM 232.1.5, provide backplates with retroreflective borders for all overhead signal heads. Review and coordinate the planned SOP with TSM&O. Follow MUTCD guidance (section 4D.11) for the number of signal faces on an approach. Utilize 4-section signal heads with FYA where appropriate for protected / permissive movements.

#### **Overhead signs:**

- Should an existing the 4-bolt mast arm be replaced, replacement of the existing overhead signage is recommended.
- Consideration should be given to placing FTP-85-13 signs adjacent to any proposed 4-section heads.
- For enhanced pedestrian safety, consider adding overhead mounted R10-15a signs (per TEM 2.44.3) for all approaches.

#### **Internally illuminated street name signs:**

- To facilitate all named roadways, recommend adding internally illuminated signs where appropriate or where they are missing. Follow TEM and FDM guidelines to ensure appropriate letter and sign sizing. Coordinate sign and mounting preferences with the maintaining agency.

#### **Vehicle detection:**

- Provide new video detection equipment on mast arms for all approaches.
- Provide dilemma zone loops in advance of the intersection for SR 600 eastbound and westbound.

#### **Traffic monitoring and associated technologies:**

- No recommendations provided.

#### **Pedestrian assemblies and detection:**

- Recommend separating pedestrian detector push buttons from shared pedestrian signal detector posts and replacing or relocating pedestrian assemblies that do not meet ADA

location requirements. Replacement or upgrades of the existing pedestrian assemblies and push button locations shall follow ADA, FDOT Standard Plans and MUTCD guidelines.

**Emergency preemption:**

- No recommendations provided.

**Power source and service type:**

- No recommendations provided.

**Fiber interconnect: ATMS / TMC communications:**

- District TSM&O is requesting replacement of the controller and cabinet, it will be necessary to upgrade, replace or relocate ITS items. Confirm and coordinate equipment compatibility and reconnection methods with the maintaining agency.

**Signal Location 4:**

SR 600 (US 92)

at N Brunnell Pkwy

**District Safety recommendations:**

- Separate pedestrian push-buttons at all crossing.
- Replace missing backplate.
- Provide dilemma zone loops at all intersections for each SR 600 approach lane(s).

**District TSM&O recommendations:**

- Provide NEMA / ATC standard controller.
- Upgrade existing ethernet switches.

**Roadway Safety Audit (RSA) impacts:**

- To be provided at a later date.

**Additional scoping items and recommended design considerations:**

**Structural support:**

- Per FDM 232.8, mast arms placed diagonally to traffic are not allowed. Therefore, it is recommended to replace the existing diagonal configuration. Additionally, the existing mast arm support structures residing at this intersection were designed with four bolt connection methods. Historically, this bolt pattern or configuration has proved inadequate against current standards for wind loading. The four-bolt pattern is also indicative that the structure is of an older design and may be nearing the end of its design service life.
- Provide new traffic signal single mast arm assemblies on the SE, SW, and NW corners of the intersection. New assemblies shall comply with FDM 232 and FDM 261 guidelines.

**Controller and cabinet:**

- District TSM&O is requesting that the controller be upgraded to a NEMA / ATC standard. Should the request be granted, coordinate with the maintaining agency specifications for any sole sourced controller and cabinet related equipment. District One policy is to provide UPS battery backup for all controllers and cabinets. Provide UPS battery backup and coordinate UPS placement and mounting preferences with the maintaining agency.
- District TSM&O is requesting that the existing ethernet switch in the traffic signal cabinet be replaced. Confirm and coordinate equipment compatibility with the Maintaining Agency.

**Signal heads:**

- Provide new traffic signal heads per FDM 232 requirements. New traffic signal heads shall include backplates with retroreflective borders.

**Overhead signs:**

- Provide static signage in accordance with MUTCD sections 2B and 4A.
- For enhanced pedestrian safety, consider adding overhead mounted R10-15a signs (per TEM 2.44.3) for all approaches.

**Internally illuminated street name signs:**

- Provide internally illuminated signs. Follow TEM and FDM guidelines to ensure appropriate letter and sign sizing. Coordinate sign and mounting preferences with the maintaining agency.

**Vehicle detection:**

- Based on the maintaining agency’s preferences, it is recommended to utilize video vehicle detection devices for stop bar detection zones. Coordinate preferences and any sole sourced or proprietary equipment requirements with the maintaining agency.
- Provide dilemma zone loops in advance of the intersection for SR 600 eastbound and westbound.

**Traffic monitoring and associated technologies:**

- Provide a new CCTV camera at the intersection. Coordinate location, mounting preferences and any sole sourced or proprietary equipment preferences with the maintaining agency.

**Pedestrian assemblies and detection:**

- No recommendations provided.

**Emergency preemption:**

- No recommendations provided.

**Power source and service type:**

- No recommendations provided.

**Fiber interconnect: ATMS / TMC communications:**

- District TSM&O is requesting replacement of the controller and cabinet, it will be necessary to upgrade, replace or relocate ITS items. Confirm and coordinate equipment compatibility and reconnection methods with the maintaining agency.

**Lighting Scope Items:**

Lighting scoping items and recommendations are limited to the following criteria:

- Items specifically recommended by District Safety that advance safety countermeasures.
- Ensure lighting at indicated intersections meets FDM 231 guidelines for the intersection, pedestrian crosswalks, and side street approaches.

The locations listed below have been identified as meeting this criterion:

**Intersection Location 1:**

SR 600 (US 92)  
at ENT to Publix  
MP: 2.950

**Intersection Location 2:**

SR 600 (US 92)  
at Wabash Ave (SR517/US 92)  
MP: 4.131

**Intersection Location 3:**

SR 600 (US 92)  
at Strain Blvd  
MP: 4.288

**Intersection Location 4:**

SR 600 (US 92)  
at N Brunnell Pkwy  
MP: 4.732

**District Safety recommendations:**

District One Safety Department has identified the intersections listed above as locations where existing lighting features may be insufficient for pedestrian safety and nighttime visibility. Review and analyze the existing lighting features and consider the following recommended countermeasures:

- Update existing and/or add lighting infrastructure at the intersections and for each approach leg to current FDOT FDM standards.

**Roadway Safety Audit (RSA) impacts:**

To be provided at a future date.

**Additional scoping items and recommended design considerations:**

The following guidance and recommendations apply for rebuilt intersections as well as areas identified as needing lighting upgrades or retrofit by D1 Safety:

- At locations where lighting improvements are recommended, the existing and proposed intersection lighting should be assessed with a complete lighting analysis to ensure minimum vertical and horizontal illumination values are met. Utilize lighting design criteria based on the latest FDOT FDM, Standard Specifications and Standard Plans for Road and Bridge Construction. Per RDM 16-02 and Standard Spec 992, LED light fixtures shall be used.
- Lighting on each approach leg beyond the intersection limits shall be evaluated and upgraded to meet FDOT FDM standards.
- Existing light poles and/or mast arm–mounted luminaires that are not in optimal locations to adequately illuminate pedestrian crosswalks should be evaluated for potential relocation, removal, or replacement.
- Existing light poles and foundations to remain shall be evaluated for signs of distress in accordance with FDM 261. If found deficient, replacement shall be considered.
- Coordinate luminaire types with the Maintaining Agency. Only light fixtures listed on the Department’s Approved Product List are permitted.
- Replace any existing high pressure sodium (HPS) luminaires with new LED luminaires.
- Replace any traditional luminaires retrofitted with LED lamps with new LED luminaires.
- The luminaire housing color for all new and replacement installations shall match the color of the pole on which they are mounted.
- During the design phase, assess whether new luminaire locations can be powered by extending existing lighting circuits instead of installing a new service point.
- Coordinate any new power source locations and requirements with UAO.
- Coordinate any new lighting locations around existing utilities and with UAO.
- Coordinate with the traffic signal design team regarding any potential shared facilities, such as directional bores, luminaire support structures, and power service poles.
- Coordinate lighting maintenance agreement with the District Maintenance Office and the Maintaining Agency.

**Structural Scope Items:**

- Per section 261.8 of the FDM, if we are modifying any of the existing structures an Ancillary Structures Report will need to be provided for all existing sign, signal, lighting, and ITS support structures within the project limits.

- New mast arms at Strain Blvd.
  - Lighting updates at signalized intersections. Design will need to verify if new foundations are proposed but for budget purposes the LRE assumes at least one new pole.
- Bridge Joints: N/A
- Bridge Culvert #160026 MP 2.870 TO MP 2.876 - Box Culvert 31.7' at Winston Creek: No changes noted.

## Scope Analysis for Social and Environmental Issues

<b>FPID No:</b>	456252-1	<b>County:</b>	Polk	<b>City:</b>	Lakeland
<b>Project Limits:</b>	<b>SR 600 (US 92) from east of Churchill Avenue to south of Sloan Avenue</b>				
<b>Section:</b>	16010-000	<b>Length of Project:</b>	2.840		
<b>Begin MP:</b>	2.469	<b>End MP:</b>	5.309		
<b>Scope:</b>	Resurfacing, Restoration, and Rehabilitation (RRR)				
<b>Review Date:</b>	5/20/2025 – B. Feagle	<b>Anticipated NEPA COA:</b>	Type 1 CE / NMSA		

### Potential Cost or Schedule Impacts

**Social:** 9% of the population is designated as limited English proficiency (LEP); therefore, translation services must be provided through verbal interpretation and written translation of vital documents.

**Archaeological and Historical Resources:** Five National Register of Historic Places (NRHP) eligible historic structures, associated with the Silver Moon Drive-In, are located within the project limits.

**Section 4(f):** Due to the proximity of NRHP-eligible properties, a Section 4(f) evaluation is anticipated.

**Wood stork:** If the project has wetland impacts greater than 0.5 acres, impacts must be compensated at a wetland mitigation bank or created and restored onsite.

### Social and Economic Resources

**Social:** The minority population accounts for 33% of the population of the area with 25% of the population residing below poverty level.

**Land Use Changes:** The current land use consists of high-density residential, industrial, and commercial areas, which is consistent with the future land uses of business park, residential, industrial and mixed commercial; therefore, the project is not expected to result in land use changes.

**Mobility:** The project contains four bus transit routes and is not expected to affect mobility.

**Community Cohesion:** The project area contains the Silver Moon Drive-In Theater, a religious center, and seven mobile home parks. The project is not expected to affect community services or cohesion.

**Relocation Potential:** Right-of-way is not required; therefore, relocations are not anticipated.

**Farmlands:** While farmland of unique importance are present, the project is not subject to the provisions of the *Farmland Protection Policy Act of 1981* as the project is located in the Lakeland urbanized area.

### Cultural Resources

**Archaeological and Historical Resources:** A preliminary review of the Florida Master Site File (FMSF) records revealed three historic sites, eight resource groups, one historic bridge that is ineligible, and 50 historic standing structures. In the project area, 68 structures were built prior to 1970.

One of three historic sites, Lake Bonnet (PO04121) has insufficient information. Of the eight resource groups, two are eligible for listing on the NRHP: South Florida Railroad (CSX RR) (PO07219) and Silver Moon Drive-In (PO07950).

Of the 50 historic structures, the Silver Moon Drive-In (PO06530) and associated facilities including the Projection Booth (PO07951), Concession Stand (PO07952), Ticket Booth (PO07953), and Sign Post/Marquee (PO07954) are all eligible for listing on the NRHP.

The project will be reviewed during the Design Phase for involvement with archaeological and historical resources; coordination with the State Historic Preservation Officer (SHPO) will be required.

**Section 4(f):** Due to the proximity of NRHP-eligible properties, a Section 4(f) evaluation is anticipated.

### **Natural Resources**

**Wetlands and Other Surface Waters:** Riverine, freshwater marshes, and wetlands hardwood forest areas appear to be present in the project area; a Design-phase field review of these areas is recommended.

**Essential Fish Habitat:** No Essential Fish Habitat (EFH) is present within the project area.

**Floodplains:** The majority of the project is located outside of the 100-year floodplain.

**Sole Source Aquifer:** The project area is not associated with a sole source aquifer.

**Wild and Scenic Rivers:** No Wild and Scenic Rivers are identified within the project area.

**Coastal Barrier Resources:** No Coastal Barrier Resource Act (CBRA) areas are within the project area.

**Protected Species and Habitat:** The project area was reviewed for potential impacts to wildlife and habitat resources, including federal and state protected species in accordance with Section 7 of the Endangered Species Act (ESA, 1973), as amended, and Chapter 68A-27 Florida Administrative Code (FAC).

The anticipated determinations of effects utilized applicable species keys and the 2024 FDOT *Programmatic Approach for Minor Transportation Activities* for landscaping (B3); replacement of signs, signals or lighting (B4); drainage repair or improvements (B7); minor bridge maintenance (B9); resurfacing pavement (B12), and vegetation management (B14).

Species survey, elevated review, coordination, or consultation is expected for the following species:

**Wood stork:** The project is located within the 18.6-mile core foraging area of the Lone Palm, Lake Somerset, and Mulberry Northeast wood stork colonies. It appears the project has the potential to impact suitable foraging habitat. If the project has wetland impacts greater than 0.5 acres, impacts must be compensated at a wetland mitigation bank or created and restored onsite.

Due to the lack of suitable habitat and prior occurrences, the project is expected to result in a determination of *no effect/no adverse effect* and no further coordination is expected for the following species:

#### **Federal Species**

- Blue-tailed mole skink
- Crested caracara
- Eastern black rail
- Eastern indigo snake
- Everglade snail kite
- Florida grasshopper sparrow
- Florida scrub-jay
- Red-cockaded woodpecker
- Sand skink
- Lake Wales Ridge Plants

#### **State or Non-Listed Species**

- Florida sandhill crane
- Florida burrowing owl
- Southeastern American kestrel
- Wading birds (reddish egret, little blue heron, roseate spoonbill, tricolored heron)
- Bald eagle
- Florida pine snake
- Short-tailed snake
- Gopher tortoise
- Florida black bear

### **Physical Resources**

**Noise:** The project meets the criteria for a Type III project established in 23 CFR 772; therefore, analysis of highway traffic noise is not required.

**Air Quality:** As this project will not impact traffic volumes, no changes to air quality are anticipated.

**Contamination:** The project buffer area includes hazardous waste facilities, petroleum contamination monitoring sites, storage tank contamination monitoring sites, a wastewater facility, biomedical waste sites, a superfund hazardous waste site, and toxic release inventory sites. The project will be reviewed for contamination during the Design Phase; it is anticipated a Contamination Technical Memorandum will be prepared and Level 2 testing may be required.

**Utilities and Railroads:** The project area includes Bridge #160026 (ca. 1945), a public water supply plant, three transmission power lines, and an FGT gas pipeline.

**Navigation:** No navigable waterways are located within the project limits.

# FDOT Long Range Estimating System - Production

## R3: Project Details by Sequence Report

**Project:** 456252-1-52-01

**Letting Date:** 07/2028

**Description:** SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST

**District:** 01      **County:** 16 POLK      **Market Area:** 08      **Units:** English

**Contract Class:** 1   **Lump Sum Project:** N      **Design/Build:** N      **Project Length:** 2.840 MI

**Project Manager:** NEM-LAT-4P

**Version 4-P Project Grand Total**

**\$7,815,413.18**

**Description:** Copy V3 - changes requested in TRM 9/29/25 - Singal replacement Brunnell Pkwy - TSM&O  
update for FRAME - 1/9/26

**Sequence:** 1 RSU - Resurfacing, Undivided

**Net Length:** 1.699 MI  
8,971 LF

**Description:** POP seq 1 - MP 2.469 to MP 4.168 - E of Churchill Ave to W of S Wabash Ave - 2 lane undivided  
- M&R, pavement markings, detectable warnings

### ROADWAY COMPONENT

**User Input Data**

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	165

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	23,921.92 SY	\$3.77	\$90,185.64
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,631.41 TN	\$191.94	\$505,072.84
337-7-83	ASPH CONC FC, TRAFFIC C, FC- 12.5, PG 76-22	1,973.56 TN	\$187.25	\$369,549.11

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH <b>Comment:</b> Aux. lanes	6,218.14 SY	\$3.77	\$23,442.39
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH <b>Comment:</b> Sidestreets and driveways within R/W	6,454.89 SY	\$8.57	\$55,318.41
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22 <b>Comment:</b> Aux. lanes	1,379.98 TN	\$191.94	\$264,873.36
337-7-83	ASPH CONC FC, TRAFFIC C, FC- 12.5, PG 76-22 <b>Comment:</b> Aux. lanes	350.64 TN	\$187.25	\$65,657.34
527-2	DETECTABLE WARNINGS	1,271.00 SF	\$36.88	\$46,874.48
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	1.00 LS	\$24,243.41	\$24,243.41
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	5,260.00 LF	\$4.30	\$22,618.00

711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	440.00 LF	\$5.45	\$2,398.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	660.00 LF	\$7.45	\$4,917.00
711-11-141	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"	0.36 GM	\$3,085.82	\$1,110.90
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	9.00 EA	\$201.12	\$1,810.08
711-11-241	THERMOPLASTIC, STD, YELLOW, DOT / GUIDE, 6"	0.25 GM	\$3,171.74	\$792.94
711-12-170	THERMOPLASTIC, REFURBISH, WHITE, ARROWS	80.00 EA	\$76.01	\$6,080.80
711-12-224	THERMOPLASTIC, REFURB, YELLOW, SOLID, 18"	670.00 LF	\$7.31	\$4,897.70
711-14-125	THERMOPLASTIC, PREFORM, WHITE, SOLID, 24"	1,520.00 LF	\$18.70	\$28,424.00
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	1.00 EA	\$252.70	\$252.70
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	1.00 EA	\$137.21	\$137.21
711-14-191	THERMOPLASTIC, PREF, WHITE C, RR DYN ENV	32.00 LF	\$6.91	\$221.12
711-14-193	THERMOPLASTIC, PREF, WHITE C, RR DYN ENV	200.00 LF	\$13.82	\$2,764.00
711-16-102	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8"	0.21 GM	\$7,281.16	\$1,529.04
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	2.14 GM	\$1,718.53	\$3,677.65
711-16-133	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 12"	0.07 GM	\$3,903.44	\$273.24
711-16-201	THERMOPLASTIC, STD-OTH, YELLOW, SOLID, 6"	4.89 GM	\$5,859.60	\$28,653.44

#### 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	229.00	EA	\$4.89	\$1,119.81
710-11-101	PAINTED PAVT MARK, STD, WHITE, SOLID, 6"	3.40	GM	\$1,489.10	\$5,062.94
710-11-231	PAINTED PAVT MARK, STD, YELLOW, SKIP, 6"	1.70	GM	\$556.22	\$945.57
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	3.40	GM	\$5,900.69	\$20,062.35
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"	1.70	GM	\$2,094.07	\$3,559.92

#### Roadway Component Total

\$1,586,525.39

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	0
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2 No. of Sides	0

#### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	9,967.47	SY	\$8.57	\$85,421.22
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	822.32	TN	\$187.25	\$153,979.42
570-1-1	PERFORMANCE TURF	5,322.63	SY	\$5.28	\$28,103.49

#### Erosion Control

##### Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	29,900.00	LF	\$1.75	\$52,325.00
104-11	FLOATING TURBIDITY BARRIER	169.90	LF	\$16.44	\$2,793.16
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	169.90	LF	\$7.24	\$1,230.08
104-18	INLET PROTECTION SYSTEM	4.00	EA	\$140.33	\$561.32
107-1	LITTER REMOVAL	4.11	AC	\$49.51	\$203.49
107-2	MOWING	4.11	AC	\$87.87	\$361.15

**Shoulder Component Total** \$324,978.33

### SIGNALIZATIONS COMPONENT

#### Signalization 1

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Entrance at Publix

#### X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	2.00	AS	\$1,351.83	\$2,703.66

#### Signalization 2

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Wabash Ave

#### X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	4.00	AS	\$1,351.83	\$5,407.32

#### Signalization 3

Description	Value
Type	Miscellaneous
Multiplier	1

Description Strain Blvd

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	4.00	EA	\$704.50	\$2,818.00

**Signalization 4**

Description	Value
Type	Miscellaneous
Multiplier	1
Description	N Brunell Pkwy

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	4.00	EA	\$704.50	\$2,818.00

**Signalizations Component Total** \$13,746.98

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**Sequence 1 Total** \$1,925,250.70

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Sequence: 2 RSU - Resurfacing, Undivided

Net Length: 1.141 MI  
6,024 LF

Description: POP seq 2 - MP 4.168 to MP 5.309 - from W of S Wabash Ave to S of Sloan Ave - 4 lane undivided - M&R, pavement markings, detectable warnings

### ROADWAY COMPONENT

#### User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	22.00 / 22.00
Structural Spread Rate	220
Friction Course Spread Rate	165

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	29,453.01 SY	\$3.77	\$111,037.85
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	3,239.83 TN	\$191.94	\$621,852.97
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	2,429.87 TN	\$187.25	\$454,993.16

#### 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	3

#### Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	770.00 EA	\$4.89	\$3,765.30
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.28 GM	\$1,489.10	\$3,395.15
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	3.42 GM	\$556.22	\$1,902.27
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2.28 GM	\$5,900.69	\$13,453.57
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2.28 GM	\$5,900.69	\$13,453.57
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"	3.42 GM	\$2,094.07	\$7,161.72

**Roadway Component Total**

**\$1,231,015.56**

### SHOULDER COMPONENT

#### User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80

Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2 No. of Sides	0

**Erosion Control**

**Pay Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	114.10 LF	\$7.24	\$826.08
104-18	INLET PROTECTION SYSTEM	3.00 EA	\$140.33	\$420.99
107-1	LITTER REMOVAL	2.76 AC	\$49.51	\$136.65
107-2	MOWING	2.76 AC	\$87.87	\$242.52
<b>Shoulder Component Total</b>				<b>\$1,626.24</b>

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<b>Sequence 2 Total</b>	<b>\$1,232,641.80</b>
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Sequence: 3 MIS - Miscellaneous Construction

Net Length: 2.840 MI  
14,995 LF

Description: RRR items not included in POP - signing, drainage, sidewalk for blocked drainage, transit B&A pad, guardrail

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**ROADWAY COMPONENT**

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC <b>Comment:</b> Reconstructing sidewalk for blocked drainage; boarding alighting pad (271 SY)	296.00 SY	\$55.41	\$16,401.36
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" <b>Comment:</b> Reconstructing sidewalk for blocked drainage (25 SY); boarding alighting pad (271 SY)	296.00 SY	\$119.49	\$35,369.04
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	660.00 LF	\$25.91	\$17,100.60
536-8-111	GUARDR CONN TO RIGID BA, F&I, APPR N2	4.00 EA	\$3,290.50	\$13,162.00
536-73	GUARDRAIL REMOVAL	660.00 LF	\$2.55	\$1,683.00
536-85-20	GUARDRAIL END TREAT-TRAILING ANCHORAGE	2.00 EA	\$1,476.54	\$2,953.08
536-85-26	GUARDRAIL END TREATMENT-TYPE CRT	3.00 EA	\$2,987.65	\$8,962.95
<b>Roadway Component Total</b>				<b>\$95,632.03</b>

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**DRAINAGE COMPONENT**

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-201	INLETS, CURB, TYPE 9, <10'	3.00 EA	\$10,308.35	\$30,925.05
524-1-2	CONCRETE DITCH PAVT, NR, 4"	82.20 SY	\$142.45	\$11,709.39
<b>Drainage Component Total</b>				<b>\$42,634.44</b>

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**SIGNING COMPONENT**

**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	75.00 EA	\$597.76	\$44,832.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	2.00 EA	\$1,903.86	\$3,807.72
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	74.00 EA	\$50.29	\$3,721.46
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00 EA	\$7,290.30	\$14,580.60
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	1.00 EA	\$1,249.55	\$1,249.55
700-3-602	SIGN PANEL, REMOVE, 12-20 SF	1.00 EA	\$105.44	\$105.44

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-912	SNGL GRND SIGN AS, F&I CANTI GM, 12-20	1.00 EA	\$3,311.58	\$3,311.58
700-1-913	SNGL GRND SIGN AS, F&I CANTI GM, 20.1-30	1.00 EA	\$4,377.57	\$4,377.57

700-3-202	SIGN PANEL, F&I OM, 12-20 SF	1.00 EA	\$1,441.04	\$1,441.04
700-4-112	OH STATIC SIGN STR, F&I, C 21-30 FT	1.00 EA	\$115,997.99	\$115,997.99
705-10-2	OBJECT MARKER, TYPE 2	10.00 EA	\$169.61	\$1,696.10
705-10-3	OBJECT MARKER, TYPE 3	4.00 EA	\$238.59	\$954.36
706-1-3	RAISED PAVMT MARK, TYPE B	1,900.00 EA	\$4.89	\$9,291.00
<b>Signing Component Total</b>				<b>\$205,366.41</b>

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**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	Miscellaneous
Multiplier	1
Description	Removal of mast arm from signing

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
649-26-5	STEEL MAST ARM ASSEMBLY, REMOVE	1.00 EA	\$8,819.59	\$8,819.59
<b>Comment:</b> Removal of signing mast arm assembly				

**Signalizations Component Total** **\$8,819.59**

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**Sequence 3 Total** **\$352,452.47**

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Sequence: 4 MIS - Miscellaneous Construction

Net Length: 2.840 MI  
14,995 LF

Description: Hardened Centerlines - all 4 signalized intersections - 2 need additional ped poles

**ROADWAY COMPONENT**

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	223.56	SY	\$55.41	\$12,387.46
520-1-10	CONCRETE CURB & GUTTER, TYPE F	196.00	LF	\$96.57	\$18,927.72
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	207.78	SY	\$119.49	\$24,827.63
527-2	DETECTABLE WARNINGS	216.00	SF	\$36.88	\$7,966.08
570-1-2	PERFORMANCE TURF, SOD	240.30	SY	\$11.41	\$2,741.82
704-1-4	TUBULAR MARKER, 36" YELLOW POST	108.00	EA	\$229.06	\$24,738.48
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	1,414.00	LF	\$4.30	\$6,080.20
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	1,482.33	LF	\$7.45	\$11,043.36
711-15-201	THERMOPLASTIC, STD- OP,YELLOW, SOLID, 6"	0.02	GM	\$6,718.05	\$134.36
<b>Roadway Component Total</b>					<b>\$108,847.11</b>

**SIGNALIZATIONS COMPONENT**

**Signalization 1**

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Wabash Ave

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	60.00	LF	\$20.75	\$1,245.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	280.00	LF	\$39.51	\$11,062.80
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$12,578.81	\$12,578.81
632-7-6	SIGNAL CABLE, REMOVE- INTERSECTION	1.00	PI	\$1,954.73	\$1,954.73
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	17.00	EA	\$1,697.47	\$28,856.99
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	6.00	EA	\$2,896.95	\$17,381.70
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	6.00	EA	\$468.84	\$2,813.04
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	6.00	AS	\$1,022.09	\$6,132.54
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	6.00	EA	\$301.79	\$1,810.74
671-2-40	TRAFFIC CONTROLLER, MODIFY	1.00	EA	\$2,562.89	\$2,562.89

**Signalization 2**

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Brunnell Parkway

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-2-11	CONDUIT, F& I, OPEN TRENCH	30.00	LF	\$20.75	\$622.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	125.00	LF	\$39.51	\$4,938.75
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$12,578.81	\$12,578.81
632-7-6	SIGNAL CABLE, REMOVE- INTERSECTION	1.00	PI	\$1,954.73	\$1,954.73
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	7.00	EA	\$1,697.47	\$11,882.29
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2.00	EA	\$2,896.95	\$5,793.90
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	2.00	EA	\$468.84	\$937.68
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	2.00	AS	\$1,022.09	\$2,044.18
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	2.00	EA	\$301.79	\$603.58
671-2-40	TRAFFIC CONTROLLER, MODIFY	1.00	EA	\$2,562.89	\$2,562.89
	<b>Signalizations Component Total</b>				<b>\$130,318.55</b>

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**Sequence 4 Total****\$239,165.66**

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Sequence: 5 MIS - Miscellaneous Construction

Net Length: 2.840 MI  
14,995 LF

Description: Signal updates - Ent at Publix, Wabash Ave, N Brunell Pkwy

**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	Miscellaneous
Multiplier	1
Description	Entrance at Publix

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
611-1-1	ITSFM SUBSURFACE DOCUMENTATION- PROJ LEN	2.84	MI	\$3,955.24	\$11,232.88
611-2-1	ITSFM LOCATION DOCUMENTATION- INTERS	1.00	EA	\$2,694.87	\$2,694.87
630-2-11	CONDUIT, F& I, OPEN TRENCH	660.00	LF	\$20.75	\$13,695.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	50.00	LF	\$39.51	\$1,975.50
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$12,578.81	\$12,578.81
635-2-19	PULL & SPLICE BOX,F&I,DIMENSIONS PER UAO	2.00	EA	\$2,465.49	\$4,930.98
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2.00	EA	\$2,896.95	\$5,793.90
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	1.00	EA	\$468.84	\$468.84
650-1-16	VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 1 W	2.00	AS	\$2,443.67	\$4,887.34
650-1-70	VEHICULAR TRAFFIC SIGNAL, RELOCATE	4.00	AS	\$1,353.72	\$5,414.88
650-2-102	VEHIC SIGNAL AUX, REP/RETROFIT- F&I, BAC	2.00	EA	\$598.26	\$1,196.52
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	2.00	AS	\$1,022.09	\$2,044.18
653-1-60	PEDESTRIAN SIGNAL, REMOVE	2.00	AS	\$179.90	\$359.80
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	2.00	EA	\$301.79	\$603.58
665-1-60	PEDESTRIAN DETECTOR, REMOVE	2.00	EA	\$89.68	\$179.36

**Signalization 2**

<b>Description</b>	<b>Value</b>
Type	Miscellaneous
Multiplier	1
Description	Wabash Ave

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	560.00	LF	\$20.75	\$11,620.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	490.00	LF	\$39.51	\$19,359.90
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$12,578.81	\$12,578.81
635-2-19	PULL & SPLICE BOX,F&I,DIMENSIONS PER UAO	3.00	EA	\$2,465.49	\$7,396.47

**Signalization 4****Description**

Type

Multiplier

Description

N Brunell Pkwy

**Value**

Miscellaneous

1

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
630-2-11	CONDUIT, F& I, OPEN TRENCH	370.00	LF	\$20.75	\$7,677.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	350.00	LF	\$39.51	\$13,828.50
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$12,578.81	\$12,578.81
633-1-111	FIBER OPTIC CABLE, F&I, OVH,2-12	2.00	LF	\$5.04	\$10.08
635-2-19	PULL & SPLICE BOX,F&I,DIMENSIONS PER UAO	2.00	EA	\$2,465.49	\$4,930.98
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2.00	EA	\$2,896.95	\$5,793.90
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	1.00	EA	\$468.84	\$468.84
650-1-70	VEHICULAR TRAFFIC SIGNAL, RELOCATE	1.00	AS	\$1,353.72	\$1,353.72
650-2-102	VEHIC SIGNAL AUX, REP/RETROFIT- F&I, BAC	2.00	EA	\$598.26	\$1,196.52
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	2.00	AS	\$1,022.09	\$2,044.18
653-1-60	PEDESTRIAN SIGNAL, REMOVE	2.00	AS	\$179.90	\$359.80
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	4.00	AS	\$1,351.83	\$5,407.32
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	2.00	EA	\$301.79	\$603.58
665-1-60	PEDESTRIAN DETECTOR, REMOVE	2.00	EA	\$89.68	\$179.36
<b>Signalizations Component Total</b>					<b>\$175,444.71</b>

**Sequence 5 Total****\$175,444.71**

Sequence: 6 MIS - Miscellaneous Construction

Net Length: 2.840 MI  
14,995 LF

Description: Signal replacement - Stain Blvd - signal updates and 2 new mast arms - new signal replacement at Brunnell Pkwy requested TRM 9/29/25

**SIGNING COMPONENT**

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-5-22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	7.00	EA	\$7,558.05	\$52,906.35
700-5-60	INTERNAL ILLUM SIGN, REMOVE	4.00	EA	\$349.39	\$1,397.56
<b>Signing Component Total</b>					<b>\$54,303.91</b>

**SIGNALIZATIONS COMPONENT**

**Signalization 3**

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Strain Blvd - 2 new mast arms

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	710.00	LF	\$20.75	\$14,732.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	370.00	LF	\$39.51	\$14,618.70
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$12,578.81	\$12,578.81
632-7-6	SIGNAL CABLE, REMOVE- INTERSECTION	1.00	PI	\$1,954.73	\$1,954.73
635-2-19	PULL & SPLICE BOX,F&I,DIMENSIONS PER UAO	6.00	EA	\$2,465.49	\$14,792.94
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	6.00	EA	\$2,896.95	\$17,381.70
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	3.00	EA	\$468.84	\$1,406.52
649-21-3	STEEL MAST ARM ASSEMBLY, F&I, 40'	2.00	EA	\$65,123.75	\$130,247.50
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	2.00	EA	\$79,945.41	\$159,890.82
649-26-5	STEEL MAST ARM ASSEMBLY, REMOVE	4.00	EA	\$8,819.59	\$35,278.36
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	8.00	AS	\$1,913.01	\$15,304.08
650-1-16	VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 1 W	4.00	AS	\$2,443.67	\$9,774.68
650-1-60	VEH TRAF SIGNAL, REMOVE- POLES TO REMAIN	4.00	AS	\$322.86	\$1,291.44
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	6.00	AS	\$1,022.09	\$6,132.54
653-1-60	PEDESTRIAN SIGNAL, REMOVE	6.00	AS	\$179.90	\$1,079.40
660-4-12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	4.00	EA	\$7,423.20	\$29,692.80
660-4-60	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE	4.00	EA	\$746.13	\$2,984.52
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	6.00	EA	\$301.79	\$1,810.74

665-1-60	PEDESTRIAN DETECTOR, REMOVE	6.00 EA	\$89.68	\$538.08
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**Signalization 4**

<b>Description</b>	<b>Value</b>
Type	Miscellaneous
Multiplier	1
Description	N Brunell Pkwy - some items are included in signal update sequence

**X-Items**

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	60.00	LF	\$20.75	\$1,245.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	120.00	LF	\$39.51	\$4,741.20
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	\$12,578.81	\$12,578.81
632-7-6	SIGNAL CABLE, REMOVE- INTERSECTION	1.00	PI	\$1,954.73	\$1,954.73
633-4-11	TELEPHONE CABLE, F&I	1.00	LF	\$6.59	\$6.59
635-2-19	PULL & SPLICE BOX,F&I,DIMENSIONS PER UAO	3.00	EA	\$2,465.49	\$7,396.47
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	2.00	EA	\$2,896.95	\$5,793.90
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	4.00	EA	\$468.84	\$1,875.36
649-21-1	STEEL MAST ARM ASSEMBLY, F&I, 30'	2.00	EA	\$64,604.40	\$129,208.80
649-21-6	STEEL MAST ARM ASSEMBLY, F&I, 50'	1.00	EA	\$91,396.81	\$91,396.81
649-26-5	STEEL MAST ARM ASSEMBLY, REMOVE	2.00	EA	\$8,819.59	\$17,639.18
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	6.00	AS	\$1,913.01	\$11,478.06
650-1-60	VEH TRAF SIGNAL, REMOVE- POLES TO REMAIN	6.00	AS	\$322.86	\$1,937.16
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	2.00	AS	\$1,022.09	\$2,044.18
653-1-60	PEDESTRIAN SIGNAL, REMOVE	4.00	AS	\$179.90	\$719.60
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	4.00	AS	\$1,351.83	\$5,407.32
660-4-12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	3.00	EA	\$7,423.20	\$22,269.60
660-4-60	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE	3.00	EA	\$746.13	\$2,238.39
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	4.00	EA	\$301.79	\$1,207.16
665-1-60	PEDESTRIAN DETECTOR, REMOVE	4.00	EA	\$89.68	\$358.72
682-1-173	ITS CCTV CAMERA, F&I, NON-PRES, IP, HD	1.00	EA	\$8,657.40	\$8,657.40
682-1-600	ITS CCTV CAMERA, REMOVE & DISPOSAL	1.00	EA	\$551.62	\$551.62

**Signalizations Component Total** \$802,196.92

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**Sequence 6 Total** \$856,500.83

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Sequence: 7 MIS - Miscellaneous Construction

Net Length: 2.840 MI  
14,995 LF

Description: Lighting - at 4 signalized intersections

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**LIGHTING COMPONENT**

**Conventional Lighting Subcomponent**

Description		Value
Spacing		MAX
Pay Items		
Pay item	Description	Quantity Unit Unit Price Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,440.00 LF \$20.75 \$29,880.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	730.00 LF \$39.51 \$28,842.30
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	8.00 EA \$1,697.47 \$13,579.76
<b>Subcomponent Total</b>		<b>\$72,302.06</b>

**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	6,510.00 LF	\$3.05	\$19,855.50
715-5-31	LUMINAIRE & BRACKET ARM, F&I NEW	4.00 EA	\$3,482.20	\$13,928.80
715-5-51	LUMINAIRE & BRACKET ARM, REMOVE L & ARM	6.00 EA	\$945.82	\$5,674.92
715-11-211	LUMINAIRE ,F&I-REP EXIST, RDWY, COBRA H	24.00 EA	\$1,720.42	\$41,290.08
715-61-242	LIGHT POLE CMPLT,STD,F&I, 35'MH,12'ARM L	13.00 EA	\$9,442.33	\$122,750.29
715-69-000	LIGHT POLE COMPLETE, REMV POLE AND FND	2.00 EA	\$1,134.84	\$2,269.68
<b>Lighting Component Total</b>				<b>\$278,071.33</b>

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**Sequence 7 Total** **\$278,071.33**

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Sequence: 8 MIS - Miscellaneous Construction

Net Length: 2.840 MI  
14,995 LF

Description: TSM&O - 4 signalized intersections - updated for FRAME

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**SIGNALIZATIONS COMPONENT**

**Signalization 1**

<b>Description</b>	<b>Value</b>
Type	Miscellaneous
Multiplier	1
Description	TSM&O requests

**X-Items**

<b>Pay item</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Extended Amount</b>
660-4-11	VEHICLE DETECTION SYSTEM-VIDEO, CABINET	2.00	EA	\$31,496.24	\$62,992.48
660-4-12	VEHICLE DETECTION SYSTEM-VIDEO, ABOVE G	8.00	EA	\$7,423.20	\$59,385.60
671-2-15	TRAFFIC CONTROLLER, ATC, F&I IN NEMA	4.00	EA	\$28,000.00	\$112,000.00
671-2-60	TRAFFIC CONTROLLER, REMOVE	4.00	EA	\$1,088.95	\$4,355.80
682-1-173	ITS CCTV CAMERA, F&I, NON-PRES, IP, HD	1.00	EA	\$8,657.40	\$8,657.40
685-1-13	UPS, F&I, LINE INTERACTIVE W CAB	1.00	EA	\$12,230.80	\$12,230.80
<b>Signalizations Component Total</b>					<b>\$259,622.08</b>

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**Sequence 8 Total** **\$259,622.08**

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# FDOT Long Range Estimating System - Production

## R3: Project Details by Sequence Report

**Project:** 456252-1-52-01

**Letting Date:** 07/2028

**Description:** SR 600 (US 92) FROM E OF CHURCHHILL AVE TO S OF MAIN ST

**District:** 01      **County:** 16 POLK      **Market Area:** 08      **Units:** English

**Contract Class:** 1      **Lump Sum Project:** N      **Design/Build:** N      **Project Length:** 2.840 MI

**Project Manager:** NEM-LAT-4P

**Version 4-P Project Grand Total** **\$7,815,413.18**

**Description:** Copy V3 - changes requested in TRM 9/29/25 - Singal replacement Brunnell Pkwy - TSM&O  
update for FRAME - 1/9/26

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<b>Resurfacing Lane Mile Cost</b>	<b>\$981,835.83</b>
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<b>Project Sequences Subtotal</b>	<b>\$5,319,149.58</b>
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102-1	Maintenance of Traffic	15.00 %	\$797,872.44
101-1	Mobilization	10.00 %	\$611,702.20

<b>Project Sequences Total</b>	<b>\$6,728,724.22</b>
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Project Unknowns	15.00 %	\$1,009,308.63
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	\$77,380.33	\$77,380.33

<b>Project Non-Bid Subtotal</b>	<b>\$77,380.33</b>
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<b>Version 4-P Project Grand Total</b>	<b>\$7,815,413.18</b>
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