



Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

DATE: January 9, 2025

TO:

FROM: District One Planning Studio

CC:

SUBJECT: Target Speed & Context Classification

REQUEST

Status: Active

SR/US Number: SR70

County: Manatee

FPID: 456242-1

Type of Project: Resurfacing

FDOT PM:

PM Comments: [PM_COMments_M]

Target Speed

Segment	Roadway ID	From MP	To MP	Allowable Design Speed Range (mph)	Existing Posted Speed (mph)	Existing Design Speed (mph)	Target Speed (mph)
1; 1316200 0 0.013 - 1.761	131620000	0.013	1.761	C4: 30-45	40	[Existing _Design_ Speed_1]	40
2; 1316000 0 0-4.793	13160000	0	4.793	C3C 35-55	40/45	[Existing _Design_ Speed_2]	40
3	[Roadway _ID_3]	[Beg_ MP_3]	[End_ MP_3]	[Allowable_ Design_Spee d_3]	[Existing _Posted_ Speed_3]	[Existing _Design_ Speed_3]	[Target _Speed _3]
4	[Roadway _ID_4]	[Beg_ MP_4]	[End_ MP_4]	[Allowable_ Design_Spee d_4]	[Existing _Posted_ Speed_4]	[Existing _Design_ Speed_4]	[Target _Speed _4]

Approved By:
Erica McCaughey
3.19.25



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Florida Design Manual Criteria	
Segment:	1; 13162000 0.013 - 1.761
Roadway ID:	131620000
From MP:	0.013
To MP:	1.761
Design Control:	[Design_Control]
Allowable Design Speed Range (mph):	C4: 30-45
SIS Minimum Design Speed (mph):	[SIS_Min_Design_Speed]
Min. Travel Lane & Aux. Lane Width (ft):	11
Two-Way Left Turn Lane:	[Two_way_left_turn_lane]
Median Width:	22
Sidewalk Width:	6
Bicycle Facility Recommendation:	buffered Bike lane going E after intersection, unlikely to add room for this road, consider bike bailouts

Context Classification Review	
Segment:	1; 13162000 0.013 - 1.761
Roadway ID:	131620000
From MP:	0.013
To MP:	1.761
Current Context Classification:	C3R
Proposed Context Classification:	[Proposed_Context_Class]
Future Context Classification:	C3R

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

Land Use:	Residential
Building Height:	1
Building Placement:	[Building_Placement]
Fronting Uses:	Rare
Location of Off-Street Parking:	[Parking_Location]

Population Density (per acre):	[Pop_Density]
Employment Density (per acre):	[Emp_Density]
Distinguishing Characteristics:	[Characteristics]

Comments: Some buildings do come up to frontage on sidewalk. Not a good grid network besides driveways within subdivisions. Corner on 70 and 14th st west looks very busy with large parking lots for commercial shopping.

Target Speed Review	
Segment:	1; 13162000 0.013 - 1.761
Roadway ID:	131620000
From MP:	0.013
To MP:	1.761
Existing Design Speed (mph):	[Design_Speed]
Existing Posted Speed (mph):	40
FDM Design Speed Range (mph):	C4: 30-45
Current Context Classification:	C3R
Proposed Context Classification:	[Proposed_Context_Class]
Future Context Classification:	C3R
SIS Designation:	No Designation
Fronting Uses:	Rare
Cross Section Elements:	Sidewalk
Access Classification:	[Access_Classification]
Transit Services:	Transit
Ped/Bike Generators:	Housing Subdivision, Cemetary, Buffered Bike Lane to East of Project
Vulnerable Users/ Safety Challenges/ Crashes:	Transit riders, lots of open driveways acting for C3R, Top 20

Target Speed (mph):	40
Potential Treatments for Achieving Target Speeds:	Lane Narrowing, long blocks- consider marked/signal crossings, consider improved transit facilities, consider refuge islands,

Comments:C3R starts at 35 and justifies increase. Speed can be 40 due to low frontage connections and vulnerable users.



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Florida Design Manual Criteria	
Segment:	2; 13160000 0-4.793
Roadway ID:	13160000
From MP:	0
To MP:	4.793
Design Control:	[Design_Control]
Allowable Design Speed Range (mph):	C3C 35-55
SIS Minimum Design Speed (mph):	[SIS_Min_Design_Speed]
Min. Travel Lane & Aux. Lane Width (ft):	11
Two-Way Left Turn Lane:	12
Median Width:	22
Sidewalk Width:	6
Bicycle Facility Recommendation:	Buffered Bike Lane exists, any areas that need physical separation should be considered.

Context Classification Review	
Segment:	2; 13160000 0-4.793
Roadway ID:	13160000
From MP:	0
To MP:	4.793
Current Context Classification:	C3C
Proposed Context Classification:	[Proposed_Context_Class]
Future Context Classification:	C3C

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

Land Use:	Commercial
Building Height:	1
Building Placement:	Med to Large Setbacks
Fronting Uses:	Some
Location of Off-Street Parking:	Front, Driveways
Population Density (per acre):	[Pop_Density]

Employment Density (per acre):	[Emp_Density]
Distinguishing Characteristics:	[Characteristics]

Comments: Transition area between C3R and C3C. Sme subdivisions tied into with shopping plaza and neighborhood scale retail. there is some remnant of grid network but not connecting fully. There are some buildings closer to sidewalk.

Target Speed Review	
Segment:	2; 13160000 0-4.793
Roadway ID:	13160000
From MP:	0
To MP:	4.793
Existing Design Speed (mph):	[Design_Speed]
Existing Posted Speed (mph):	40/45
FDM Design Speed Range (mph):	C3C 35-55
Current Context Classification:	C3C
Proposed Context Classification:	[Proposed_Context_Class]
Future Context Classification:	C3C
SIS Designation:	No Designation
Fronting Uses:	Some
Cross Section Elements:	Sidewalk, Buffered Bike Lane
Access Classification:	[Access_Classification]
Transit Services:	Transit
Ped/Bike Generators:	Schools and Parks dispersed along corridor.
Vulnerable Users/ Safety Challenges/ Crashes:	Top 20 corridor (Safety)

Target Speed (mph):	40
Potential Treatments for Achieving Target Speeds:	Lane Narrowing, long blocks- consider marked/signal crossings, consider improved transit facilities, consider refuge islands,

Comments:C3C starts at 35 and justifies increase. Speed can be 40 due to low frontage connections and vulnerable users. Good to keep continuous 40 with western section of roadway on other side of interchange.