

# Design Exception for Cross Slope

SR 35 Resurfacing in Hardee County

BEGIN MP 11.160 – END MP 11.753

BEGIN MP 0.000 – END MP 3.445 (NB)

BEGIN MP 0.017-END MP 3.539 (SB)

Financial Project ID: 446205-1-52-01

Hardee County (06010)

Prepared For:



Florida Department of Transportation

District One

801 N. Broadway Ave.

Bartow, FL 33830

Recommended by:

This item has been digitally signed and sealed by Cody Bayer, P.E. on the date adjacent to the seal.

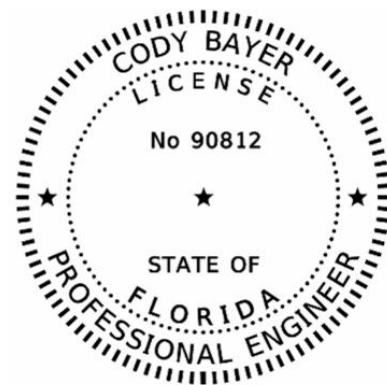
Signature must be verified on any electronic copies.

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## 1. PROJECT DESCRIPTION:

The intent of this project is to rehabilitate the existing asphalt pavement by milling and resurfacing SR 35 from N. of SR 64 (MP 11.160 NB / MP 11.179 SB) to S. of Bell St. (MP 3.445 NB / MP 0.017 SB) in Hardee County. The typical section diverges to one-way pairs (OWP) beginning north of the RV Park Entrance (MP 11.753). The MP limits for the NB OWP is MP 0.000 (RV Park Entrance) to MP 3.445 (S. of Bell St.). The MP limits for the SB OWP is MP 0.017 (S. of Bell St.) to MP 3.539 (RV Park Entrance). Additionally, the project includes concrete sidewalk construction to fill in gaps. SR 35 is classified as a principal arterial and is a Strategic Intermodal System (SIS) facility. The typical section and project controls vary within the project limits and are shown below.

### MP 11.160 to MP 11.753 (NB) & MP 11.179 to MP 11.753 (SB)

- 4-lane divided curbed typical section (2 lanes in each direction)
- 11-foot travel lanes
- Type F curb & gutter on inside & outside
- 4-foot outside offset from edge of travel way (EOTW) to lip of gutter
- 8' existing sidewalk on outsides
- C3C suburban commercial context classification
- 45 mph design speed
- 55 mph posted speed
- 55 mph target speed

### MP 0.000 to MP 0.364 (NB OWP)

- 2 to 3-lane curbed typical section
- 12-foot travel lanes
- Type F curb & gutter on inside & outside
- 4-foot outside offset from EOTW to lip of gutter
- 8' existing sidewalk on outside
- C3C suburban commercial context classification
- 55 mph design speed
- 55 mph posted speed
- 55 mph target speed

### MP 0.364 to MP 1.233 (NB OWP)

- 3-lane flush shoulder typical section
- 12-foot travel lanes
- 10-foot inside shoulder (4-foot paved)
- 12-foot outside shoulder (5-foot paved)
- 6' (min.) proposed sidewalk on outside
- C3C suburban commercial context classification
- 55 mph design speed
- 55 mph posted speed
- 55 mph target speed

MP 1.233 to MP 3.300 (NB OWP)

- 3-lane curbed typical section
- 11 to 12-foot travel lanes
- Type F curb & gutter on inside & outside
- 7-foot outside offset from EOTW to lip of gutter
- 5' existing sidewalk on inside and outside
- C3C suburban commercial context classification (MP 1.233 to MP 1.986)
- C2T rural town context classification (MP 1.96 to MP 3.300)
- 45 mph design speed (MP 1.233 to MP 2.610 & MP 2.970 to MP 3.300)
- 40 mph design speed (MP 2.610 to MP 2.970)
- 45 mph posted speed (MP 1.233 to MP 2.610 & MP 3.027 to MP 3.300)
- 35 mph posted speed (MP 2.610 to MP 3.027)
- 45 mph target speed (MP 1.233 to MP 2.610 & MP 3.027 to MP 3.300)
- 40 mph target speed (MP 2.610 to MP 3.027)

MP 3.300 to MP 3.445 (NB OWP)

- 2-lane curbed typical section
- 11 to 12-foot travel lanes
- Type F curb & gutter on inside & outside
- 6-foot outside offset from EOTW to lip of gutter
- 5' existing sidewalk on outside and 6' (min.) proposed sidewalk on inside
- C2T rural town context classification
- 45 mph design speed
- 45 mph posted speed
- 45 mph target speed

MP 0.017 to MP 2.170 (SB OWP)

- 3-lane curbed typical section
- 11 to 12-foot travel lanes
- Type F curb & gutter on inside & outside
- 7-foot outside offset from EOTW to lip of gutter
- 3 to 4-foot inside offset from EOTW to lip of gutter
- 5' existing sidewalk on inside and outside
- C2T rural town context classification (MP 0.017 to MP 2.170)
- C3C suburban commercial context classification (MP 1.450 to MP 2.170)
- 45 mph design speed
- 45 mph posted speed (MP 0.017 to MP 0.452 & MP 0.903 to MP 2.170)
- 35 mph posted speed (MP 0.452 to MP 0.903)
- 45 mph target speed (MP 0.017 to MP 0.452 & MP 0.903 to MP 2.170)
- 40 mph target speed (MP 0.452 to MP 0.903)

MP 2.170 to MP 3.310 (SB OWP)

- 3-lane flush shoulder typical section
- 12-foot travel lanes
- 10-foot inside shoulder (4-foot paved)
- 12-foot outside shoulder (5-foot paved)
- 6' (min.) proposed sidewalk on outside
- C3C suburban commercial context classification
- 55 mph design speed
- 55 mph posted speed
- 55 mph target speed

MP 3.310 to MP 3.539 (SB OWP)

- 2 to 3-lane curbed typical section
- 12-foot travel lanes
- Type F curb & gutter on inside & outside
- 4-foot outside offset from EOTW to lip of gutter
- 8' existing sidewalk on outside
- C3C suburban commercial context classification
- 55 mph design speed
- 55 mph posted speed
- 55 mph target speed

The limits of this design exception are as follows:

- SR 35 (NB & SB): MP 11.297 (517+00.00 BL Survey SR 35 SB) to MP 11.733 (540+00 BL Survey SR 35 SB)
- SR 35 (NB One-Way Pair): MP 0.366 (1142+00.00 BL Survey SR 35 NB) to MP 3.263 (1295+00.00 BL Survey SR 35 NB)
- SR 35 (SB One-Way Pair): MP 0.036 (726+00.00 BL Survey SR 35 SB) to MP 3.464 (545+00.00 BL Survey SR 35 SB)

There are no associated existing or future limitations due to legal or public commitments known for this project.

2. PROJECT SCHEDULE AND LIFESPAN:

Production Date: July 10, 2026

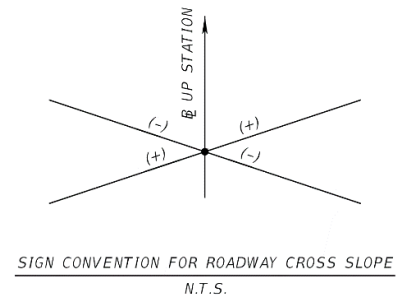
Letting Date: October 28, 2026

This design exception will be a permanent condition. At this time, no future work is planned or programmed within the exception limits that would address this condition.

3. DESCRIPTION OF THE DESIGN EXCEPTION:

Cross slope information was collected for the travel lanes and shoulders relative to the stationing at 100' intervals. The data was evaluated for compliance with A Policy on Geometric Design of Highways and Streets (AASHTO, 2018) and FDOT design criteria (FDM, 2025). See Table 3.1, Table 3.2, and Table 3.3 for design criteria and noncompliant areas, including sign convention for roadway cross slope data. During the analysis, crash history was analyzed and evaluated to determine if there were any crashes attributed to the noncompliant cross slope. See Section 5a for the results of the crash analysis. Based on this review, there are locations where the travel lane and paved shoulder cross slopes are not within allowable ranges set by the FDM (Table 210.2.3) and AASHTO (pg. 7-6, 7-38, & 4-13). Additionally, there are locations where the travel lane/shoulder breakover (algebraic difference between the shoulder slope and adjoining roadway pavement slope) is greater than the 0.07 maximum set by the FDM (Table 210.2.3). As seen in the Plan Sheets Appendix 3, the BL of survey does not follow the roadway alignment in certain areas. A working baseline was used to generate cross slope data accurately in these areas. Additionally, for NB/SB MP 11.160 to MP 11.753, the posted speed (55 mph) is higher than the design speed (45 mph), therefore cross slope criteria is based on the higher posted speed. The limits of noncompliant cross slopes and travel lane/shoulder breakover shown in the following tables are based on the design survey. The lane designations and design elements are as follows:

- L1 – Outside SB travel lane
- L2 – Middle SB travel lane
- L3 – Inside SB travel lane
- LOS – Outside SB shoulder
- LOA – Outside SB auxiliary
- LIS – Inside SB shoulder
- LIA – Inside SB auxiliary
- BL – Curbed Bike Lane (Inside/Outside Offset to Curb)
- R1 – Inside NB travel lane
- R2 – Middle NB travel lane
- R3 – Outside NB travel lane
- ROS – Outside NB shoulder
- ROA – Outside NB auxiliary
- RIS – Inside NB shoulder
- RIA – Inside NB auxiliary



**Table 3.1 – Travel Lane Cross Slope Noncompliant Areas**

MP	NB / SB	Station Limits	Design / Posted Speed	Distance of Station Limits	Lane	Design Criteria Required Cross Slope (%)		Existing Cross Slope Range (%)	Average Existing Cross Slope (%)
						AASHTO	FDOT		
11.297 to 11.316	SB	517+00.00 to 518+00.00	55 mph	100'	L2	1.5 – 2.0	1.5 – 4.0	1.10 to 1.30	1.20
11.676	SB	537+00.00	55 mph	Single Station	L2	1.5 – 2.0	1.5 – 4.0	1.40	1.40
11.683	NB	1119+00.00	55 mph	Single Station	R2	1.5 – 2.0	1.5 – 4.0	-1.30	-1.30
11.683	NB	1119+00.00	55 mph	Single Station	R3*	1.5 – 2.0*	1.5 – 4.0*	-4.10	-4.10
11.714 to 11.733	SB	539+00.00 to 540+00.00	55 mph	100'	L2	1.5 – 2.0	1.5 – 4.0	1.10 to 1.30	1.20
11.721	NB	1121+00.00	55 mph	Single Station	RIA	1.5 – 2.0	1.5 – 4.0	-1.18	-1.18
3.464	SB	545+00.00	55 mph	Single Station	L3	1.5 – 3.0	2.5 – 4.0	1.40	1.40
3.389 to 3.351	SB	548+00.00 to 551+00.00	55 mph	300'	L3	1.5 – 3.0	2.5 – 4.0	0.60 to 1.30	1.03

MP	NB / SB	Station Limits	Design / Posted Speed	Distance of Station Limits	Lane	Design Criteria Required Cross Slope (%)		Existing Cross Slope Range (%)	Average Existing Cross Slope (%)
						AASHTO	FDOT		
0.366	NB	1142+00	55 mph	Single Station	R3	1.5 – 3.0	2.5 – 4.0	-4.10	-4.10
0.574 to 0.669	NB	1153+00.00 to 1158+00.00	55 mph	500'	R3	1.5 – 3.0	2.5 – 4.0	-2.00 to -2.30	-2.22
0.820	NB	1166+00.00	55 mph	Single Station	R3	1.5 – 3.0	2.5 – 4.0	-2.40	-2.40
0.839	NB	1167+00.00	55 mph	Single Station	R1	1.5 – 2.0	1.5 – 4.0	-1.40	-1.40
0.877	NB	1169+00.00	55 mph	Single Station	R1	1.5 – 2.0	1.5 – 4.0	-1.40	-1.40
0.877	NB	1169+00.00	55 mph	Single Station	R2	1.5 – 2.0	1.5 – 4.0	-1.30	-1.30
0.896 to 0.953	NB	1170+00.00 to 1173+00.00	55 mph	300'	R3	1.5 – 3.0	2.5 – 4.0	-2.10 to -2.40	-2.25
0.915 to 0.972	NB	1171+00.00 to 1174+00.00	55 mph	300'	R1	1.5 – 2.0	1.5 – 4.0	-0.80 to -1.20	-1.05
1.028	NB	1177+00.00	55 mph	Single Station	R1	1.5 – 2.0	1.5 – 4.0	-1.30	-1.30
1.104	NB	1181+00.00	55 mph	Single Station	R3	1.5 – 3.0	2.5 – 4.0	-2.30	-2.30
1.540	NB	1204+00.00	45 mph	Single Station	R1	N/A**	1.5 – 4.0	-1.20	-1.20
1.672	NB	1211+00.00	45 mph	Single Station	R1	N/A**	1.5 – 4.0	-1.40	-1.40
1.862 to 1.881	NB	1221+00.00 to 1222+00.00	45 mph	100'	R3	N/A**	2.5 – 4.0	-2.40	-2.40
2.013 to 2.108	NB	1229+00.00 to 1234+00.00	45 mph	500'	R3	N/A**	2.5 – 4.0	-1.80 to -2.40	-2.12
2.089	NB	1233+00.00	45 mph	Single Station	R1	N/A**	1.5 – 4.0	-1.40	-1.40
2.146 to 2.203	NB	1236+00.00 to 1239+00.00	45 mph	300'	R3	N/A**	2.5 – 4.0	-2.00 to -2.40	-2.18
2.259	NB	1242+00.00	45 mph	Single Station	R3	N/A**	2.5 – 4.0	-2.40	-2.40
2.298 to 2.354	NB	1244+00.00 to 1247+00.00	45 mph	300'	R3	N/A**	2.5 – 4.0	-2.00 to -2.20	-2.08
2.392	NB	1249+00.00	45 mph	Single Station	R3	N/A**	2.5 – 4.0	-2.20	-2.20
2.430 to 2.487	NB	1251+00.00 to 1254+00.00	45 mph	300'	R3	N/A**	2.5 – 4.0	-1.70 to -2.30	-2.13
2.506	NB	1255+00.00	45 mph	Single Station	R1	N/A**	1.5 – 4.0	-1.40	-1.40
2.525	NB	1256+00.00	45 mph	Single Station	R3	N/A**	2.5 – 4.0	-2.30	-2.30
2.563	NB	1258+00.00	45 mph	Single Station	R3	N/A**	2.5 – 4.0	-2.00	-2.00
2.619	NB	1261+00.00	40 mph	Single Station	R2	N/A**	1.5 – 4.0	-1.40	-1.40
2.809	NB	1271+00.00	40 mph	Single Station	R1	N/A**	1.5 – 4.0	0.80	0.80
2.866	NB	1274+00.00	40 mph	Single Station	R1	N/A**	1.5 – 4.0	1.20	1.20
2.903	NB	1276+00.00	40 mph	Single Station	R1	N/A**	1.5 – 4.0	1.20	1.20
2.922 to 2.941	NB	1277+00.00 to 1278+00.00	40 mph	100'	R2	N/A**	1.5 – 4.0	-1.10 to -1.30	-1.20
3.036 to 3.074	NB	1283+00.00 to 1285+00.00	45 mph	200'	R3	N/A**	2.5 – 4.0	-2.30 to -2.40	-2.33
3.112 to 3.206	NB	1287+00.00 to 1292+00.00	45 mph	500'	R3	N/A**	2.5 – 4.0	-2.00 to -2.40	-2.28
3.206	NB	1292+00.00	45 mph	Single Station	R2	N/A**	1.5 – 4.0	-1.20	-1.20
3.206	NB	1292+00.00	45 mph	Single Station	RIA	N/A**	1.5 – 4.0	-0.91	-0.91
3.263	NB	1295+00.00	45 mph	Single Station	R2	N/A**	1.5 – 4.0	-1.20	-1.20
0.036	SB	726+00.00	45 mph	Single Station	L1	N/A**	1.5 – 4.0	0.80	0.80
2.480	SB	597+00.00	55 mph	Single Station	L3	1.5 – 3.0	2.5 – 4.0	2.10	2.10
2.442	SB	599+00.00	55 mph	Single Station	L1	1.5 – 2.0	1.5 – 4.0	1.20	1.20

MP	NB / SB	Station Limits	Design / Posted Speed	Distance of Station Limits	Lane	Design Criteria Required Cross Slope (%)		Existing Cross Slope Range (%)	Average Existing Cross Slope (%)
						AASHTO	FDOT		
2.442 to 2.404	SB	599+00.00 to 601+00.00	55 mph	200'	L3	1.5 – 3.0	2.5 – 4.0	2.40	2.40
2.404	SB	601+00.00	55 mph	Single Station	L1	1.5 – 2.0	1.5 – 4.0	1.30	1.30
2.347 to 2.309	SB	604+00.00 to 606+00.00	55 mph	200'	L1	1.5 – 2.0	1.5 – 4.0	0.90 – 1.20	1.10
2.309	SB	606+00.00	55 mph	Single Station	L3	1.5 – 3.0	2.5 – 4.0	2.30	2.30
2.271	SB	608+00.00	55 mph	Single Station	L1	1.5 – 2.0	1.5 – 4.0	1.20	1.20
2.233 to 2.195	SB	610+00.00 to 612+00.00	55 mph	200'	L1	1.5 – 2.0	1.5 – 4.0	1.10 – 1.30	1.20
2.195	SB	612+00.00	55 mph	Single Station	L3	1.5 – 3.0	2.5 – 4.0	1.90	1.90
2.120 to 2.101	SB	616+00.00 to 617+00.00	45 mph	100'	L3	N/A**	2.5 – 4.0	1.30 to 1.40	1.35
2.063 to 2.025	SB	619+00.00 to 621+00.00	45 mph	200'	L3	N/A**	2.5 – 4.0	0.40 to 1.10	0.83
2.025	SB	621+00.00	45 mph	Single Station	L1	N/A**	1.5 – 4.0	-1.10	-1.10
1.987 to 1.892	SB	623+00.00 to 628+00.00	45 mph	500'	L1	N/A**	1.5 – 4.0	0.00 to -1.40	-0.77
1.892	SB	628+00.00	45 mph	Single Station	L3	N/A**	2.5 – 4.0	1.40	1.40
1.855 to 1.798	SB	630+00.00 to 633+00.00	45 mph	300'	L1	N/A**	1.5 – 4.0	-0.3 to -1.4	-0.8
1.817	SB	632+00.00	45 mph	Single Station	L3	N/A**	2.5 – 4.0	1.30	1.30
1.655	SB	640+00.00	45 mph	Single Station	L3	N/A**	2.5 – 4.0	1.20	1.20
1.476	SB	650+00.00	45 mph	Single Station	L3	N/A**	2.5 – 4.0	1.30	1.30
0.642	SB	694+00.00	45 mph	Single Station	L3	N/A**	2.5 – 4.0	1.30	1.30
0.415	SB	706+00.00	45 mph	Single Station	L3	N/A**	2.5 – 4.0	1.30	1.30

\*Note: Typical section consists of only two through lanes within these limits.

\*\*Note: As design speed is 45 mph or less, cross slope is not a Controlling Design Element.

**Table 3.2 – Paved Shoulder & Curbed Bike Lane Cross Slope Noncompliant Areas**

MP	NB / SB	Station Limits	Design / Posted Speed	Distance of Station Limits	Lane	Design Criteria Required Cross Slope (%)		Existing Cross Slope Range (%)	Average Existing Cross Slope (%)
						AASHTO	FDOT		
2.146	NB	1236+00.00	45 mph	Single Station	BL	N/A*	Adjacent Lane – 8.0	-1.40	-1.40
2.714	NB	1266+00.00	40 mph	Single Station	BL	N/A*	Adjacent Lane – 8.0	-0.40	-0.40
2.809	NB	1271+00.00	40 mph	Single Station	BL	N/A*	Adjacent Lane – 8.0	-1.00	-1.00
2.903	NB	1276+00.00	40 mph	Single Station	BL	N/A*	Adjacent Lane – 8.0	-1.20	-1.20
3.282	NB	1296+00.00	45 mph	Single Station	BL	N/A*	Adjacent Lane – 8.0	-1.00	-1.00
1.665 to 1.646	SB	640+00.00 to 641+00.00	45 mph	100'	BL	N/A*	Adjacent Lane – 8.0	-0.40 to 1.00	0.30

\*Note: As design speed is 45 mph or less, cross slope is not a Controlling Design Element.

**Table 3.3 – Travel Lane/Shoulder Breakover Noncompliant Areas**

MP	NB / SB	Station Limits	Design / Posted Speed	Distance of Station Limits	Lane	Design Criteria Lane/Shoulder Req. Breakover (%)		Exist. Travel Lane/Shoulder Breakover Range (%)	Average Exist. Travel Lane/Shoulder Breakover (%)
						AASHTO	FDOT		
0.403 to 0.460	NB	1144+00.00 to 1147+00.00	55 mph	300'	RIS	≤ 7 (NC)	≤ 7	7.40 to 8.50	7.88
0.631	NB	1156+00.00	55 mph	Single Station	RIS	≤ 7 (NC)	≤ 7	7.10	7.10
0.744	NB	1162+00.00	55 mph	Single Station	RIS	≤ 7 (NC)	≤ 7	7.10	7.10

According to the FHWA Mitigation Strategies for Design Exceptions, July 2007, run-off-the-road crashes and cross-centerline crashes could be considered attributable to noncompliant cross slope. Because the existing travel lane cross-slope is less than the standard slope, crashes in wet weather could also be attributed to the noncompliant cross slope. In the locations above, the crash data was evaluated and verified that no crashes were attributable to the uncompliant cross slope. For the travel lanes, there are isolated locations where the existing cross slope is less than 1.5%, with the majority of the isolated locations greater than 1%. As these are isolated locations and none of the crashes could be attributed to the noncompliant cross slopes, no long- or short-term adverse impacts are anticipated on safety if the existing cross slopes are maintained. See Appendix 2 for the typical section package and Appendix 3 for the area of noncompliant plan sheets & photos. As shown in Appendix 4, there are locations where the cross slope will be corrected, as the correction is feasible without impacting roadside elements or due to an attributable crash.

4. ALTERNATIVE DESIGNS CONSIDERED:

The first alternative considered, and the proposed design, is to allow the existing cross slopes identified in Table 3.1, Table 3.2, and Table 3.3 to remain in place. The main objective of the project is to extend the life of the existing asphalt pavement. The proposed design provides a balance between pavement improvements and vehicular traffic operation while maintaining the safety of the traveling public.

The second alternative considered is to correct the noncompliant cross slope. Correction could be achieved by overbuild or milling, which increases cost due to the additional asphalt and/or affecting roadside elements, such as curb and gutter. As the majority of the noncompliant areas are at isolated locations (typically one 100' station, 500' maximum), from a constructability standpoint, it is impractical to correct the isolated uncompliant cross slopes.

There were no partial corrections deemed to be a practical.

5. IMPACTS OF THE DESIGN EXCEPTION:

5a. Safety Performance: Historical crash data for the project area was obtained from Signal Four Analytics for a 6-year period from 2019 to present (March 4, 2025). The data collected includes crash frequency, type, severity, lighting conditions (day versus night),

and pavement surface conditions (wet versus dry). Potential adverse impacts to safety operations due to noncompliant cross slope include run-off-road crashes. All crashes along the corridor that occurred within the limits of the noncompliant cross slope were reviewed, including 300 LF on either side of the isolated single station locations. This review revealed that there were eight crashes within the design exception limits. Based on the evaluation of the available crash data, it was determined that no crashes were attributable to the uncompliant cross slope within the design exception limits. One crash (ID 26400249) involved run-off-road, but in dry conditions. Two crashes (ID's 80806425 and 89453054) involved an animal (deer). Five crashes (ID's 26220811, 26220755, 24980135, 25015129, 80806406) involved careless driving (multiple failure to yield and rear ends). Therefore, no long- or short-term adverse impacts are anticipated on safety if the existing cross slopes are maintained. See Appendix 6 for a summary of the crashes that occurred within the design exception limits.

- 5b. Operational Performance: Since the noncompliant cross slopes are an existing condition, no long- or short-term adverse impacts are anticipated on operations, Level of Service, capacity or adjacent roadway sections for the areas identified in the Design Exception, which is expected to be in place through the design life of the project. See Appendix 5 for traffic data report, including design year AADT and 24-hour truck volume.
- 5c. Right-of-way: No impacts to right-of-way would be anticipated for maintaining or correcting the existing condition.
- 5d. Community: Since the noncompliant cross slopes are an existing condition, no adverse community impacts are expected if the existing cross slopes are maintained. However, if the improvements to correct the noncompliant cross slopes are implemented, the additional work will increase the cost and extend the construction duration of the project. This will ultimately result in additional disturbance to the users of the facility.
- 5e. Environment: Since noncompliant cross slopes are an existing condition, no adverse environmental impacts are expected to maintain the existing condition.
- 5f. Usability by all modes of transportation: Since the noncompliant cross slopes are an existing condition, no adverse impacts to any modes of transportation are expected to maintain it.

## 6. COSTS:

As the majority of the noncompliant areas are at isolated locations (typically one 100' station, 500' maximum), from a constructability standpoint, it is impractical to correct the isolated uncompliant cross slopes. Therefore, a cost estimate is not valid.

Furthermore, a Benefit/Cost analysis for the improvements to correct cross slopes would result in a B/C ratio of 0 (zero) since no crashes were found to be attributed to the noncompliant cross slopes in the analysis of the most recent 6-year crash history.

#### 7. MITIGATION MEASURES:

For the noncompliant cross slope, per the FHWA Mitigation Strategies for Design Exceptions, dated July 2007, mitigation strategies include signing to provide warning of slick pavement, improving surface friction, and improving drainage. To mitigate the noncompliant cross slope, the existing pavement will be resurfaced, providing improved roadway surface friction and promoting proper drainage. Additionally, for most of the isolated areas, there is existing shoulder pavement or bike lane adjacent to the noncompliant travel lane cross slope, providing a buffer to prevent ponding of water on all travel lanes. Lastly, new pavement markings will be provided.

#### 8. SUMMARY AND CONCLUSIONS:

The main objective of the project is to extend the life of the existing pavement through milling and resurfacing of the existing travel lanes and shoulders. Additional safety related improvements will also be provided along the corridor, where feasible. The proposed design provides a balance between pavement improvements and vehicular traffic operation while maintaining the safety of the traveling public.

The correction of the travel lane cross slopes to meet FDOT/AASHTO criteria would increase the construction cost and construction duration and schedule, impacting the traveling public. As there are no documented crashes with noncompliant cross slope as the contributing case, no benefit may be gained from implementing the improvements. Therefore, the benefit/cost ratio for correction of the cross slope was determined to be zero.

No quantifiable benefit in terms of safety, operational performance, or Level of Service can be derived from implementing any of the improvements discussed in this report. Maintaining the current travel lane cross slopes will eliminate any negative impacts related to community considerations, budget, or schedule. Therefore, the approval of the Design Exception is requested for the travel lane cross slope, shoulder/curbed bike lane cross slope, and travel lane/shoulder breakover identified in Section 3 of this document to remain.

## Appendix 1

### **Project Location Map**

*STATE OF FLORIDA*  
*DEPARTMENT OF TRANSPORTATION*  
*PROJECT LOCATION MAP*

**FINANCIAL PROJECT ID 446205-1-52-01**

**HARDEE COUNTY (06010)**

**STATE ROAD NO. 35 (US 17)**

**FROM NORTH OF SR 64 TO SOUTH OF BELL STREET**



## Appendix 2

### **Typical Section Package**

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 446205-1-52-01

HARDEE COUNTY (06010101 / 06010102)

STATE ROAD NO. 35 (US 17)

RESURFACING OF SR 35 (US 17) FROM N OF SR 64 TO BELL STREET

FDOT DISTRICT DESIGN ENGINEER

**Kevin Ingle**  
Digitally signed by Kevin Ingle  
 DN: cn=Kevin Ingle, o=FLORIDA  
 DEPARTMENT OF TRANSPORTATION, c=US  
 Date: 2022.09.22 13:09:02 -04'00'

CONCURRING WITH:  
TYPICAL SECTION ELEMENTS  
TARGET SPEED  
DESIGN & POSTED SPEEDS

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

**Mark Mathes**  
 Date: 2022.09.22  
 16:25:29 -04'00'

CONCURRING WITH:  
TARGET SPEED  
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

**Nicole E Mills**  
CN = Nicole E Mills C = US  
 O = FLORIDA  
 DEPARTMENT OF TRANSPORTATION  
 2022.09.22 13:09:02 -04'00'

CONCURRING WITH:  
CONTEXT CLASSIFICATION  
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

**Andra G Diggs II**  
 2022.09.08  
 10:37:55-04'00'

CONCURRING WITH:  
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

CONCURRING WITH:  
TYPICAL SECTION ELEMENTS

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:  
TYPICAL SECTION ELEMENTS

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

**PROJECT LOCATION URL:** <https://tinyurl.com/3rbdew4z>

**PROJECT DESCRIPTION:** RESURFACING

**PROJECT LIMITS:** (06010000)  
 BEGIN MP 11.183 NB / 11.203 SB -  
 END MP 11.753  
 (06010101)  
 BEGIN MP 0.000 - END MP 3.450  
 (06010102)  
 BEGIN MP 0.010 - END MP 3.530

**SECTION EQUATION** (06010000) MP 11.753 =  
 (06010101) MP 0.000 =  
 (06010102) MP 3.530 &  
 (06010101) MP 0.000 =  
 (06010102) MP 3.530 &  
 (06010101) MP 3.450 =  
 (06010102) MP 0.000

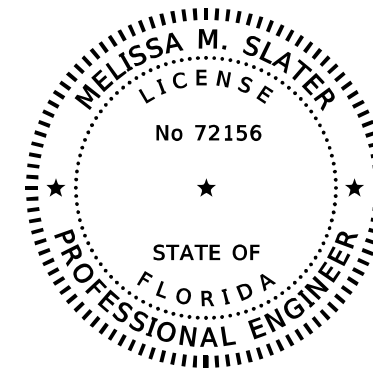
**EXCEPTIONS:** NONE

**BRIDGE LIMITS:** (06010101)  
 (060057) MP 0.993 TO MP 1.017  
 (06010000)  
 (060053) MP 11.429 TO MP 11.502  
 (060052) MP 11.426 TO MP 11.499

**BRIDGE CULVERT LIMITS:** (060058) MP 2.271 TO MP 2.278

**RAILROAD CROSSING:** NONE

APPROVED BY:



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

**Melissa Slater**  
 Melissa Slater  
 2022.09.19  
 09:53:25 -04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

FLORIDA DEPARTMENT OF TRANSPORTATION  
 801 N. BROADWAY AVE.  
 BARTOW, FL 33830-3809  
 CERTIFICATE OF AUTHORIZATION: NA  
 MELISSA M. SLATER, P.E. NO. 72156

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

TYPICAL SECTION PACKAGE

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO. 1
3	TYPICAL SECTION NO. 2
4	TYPICAL SECTION NO. 3
5	TYPICAL SECTION NO. 4
6	TYPICAL SECTION NO. 5
7	TYPICAL SECTION NO. 6
8	TYPICAL SECTION NO. 7
9	TYPICAL SECTION NO. 8
10	TYPICAL SECTION NO. 9
11	BRIDGE SECTION NO. 1
12	BRIDGE SECTION NO. 2

SHEET NO.

1

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL                      ( ) C3C : SUBURBAN COMM.
- (X) C2 : RURAL                        ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN            ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES.        ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE                    ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.            ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL        ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

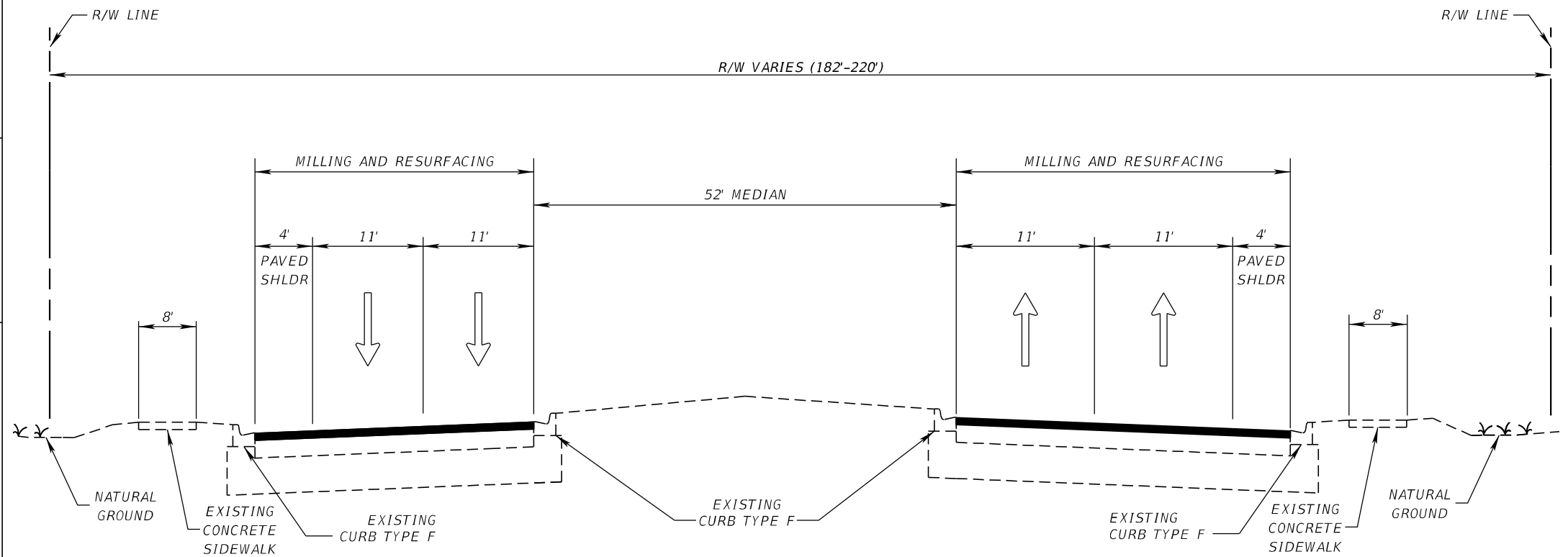
**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
SHOULDER WIDTH/OFFSET TO TYPE F CURB

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 01**

Note: Per coordination with FDOT PM Scott McCall and the D1 Planning Studio, this context classification has been updated from C2 Rural to C3C Suburban Commercial.



SR 35 (US 17)  
06010000  
MP 11.183 NB / 11.203 SB TO MP 11.456 (BEGIN BRIDGE)  
MP 11.531 (END BRIDGE) TO MP 11.753

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
ESTIMATED OPENING YEAR = 2024 AADT = 14400  
ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
DESIGN HOUR T = 6.1%  
DESIGN SPEED = 45 MPH  
POSTED SPEED = 55 MPH  
TARGET SPEED = 55 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	2

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL            (X) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL             ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN    ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES. ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE            ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.    ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

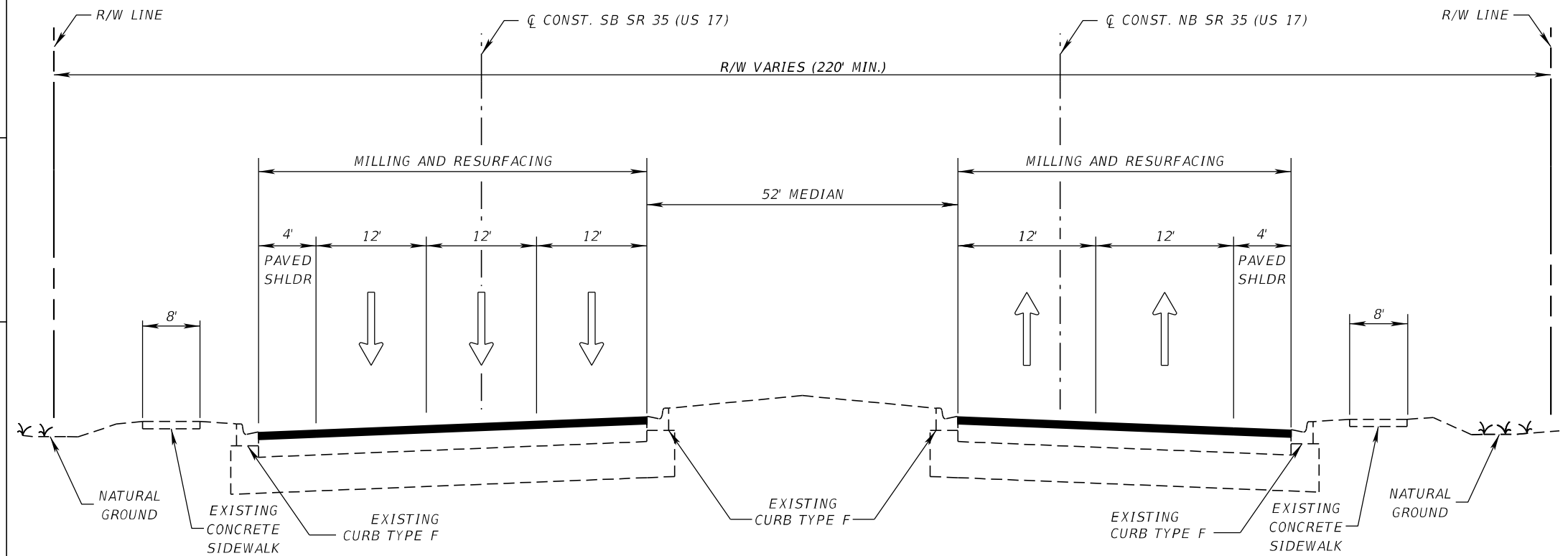
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
SHOULDER WIDTH/OFFSET TO TYPE F CURB

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 02**



SR 35 (US 17)  
06010101: NB  
MP 0.000 TO MP 0.361  
06010102: SB  
MP 3.310 TO MP 3.530

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
ESTIMATED OPENING YEAR = 2024 AADT = 14400  
ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
DESIGN HOUR T = 6.1%  
DESIGN SPEED = 55 MPH  
POSTED SPEED = 55 MPH  
TARGET SPEED = 55 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	3

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL                      (X) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL                        ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN                ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES.            ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE                        ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.                ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL              ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

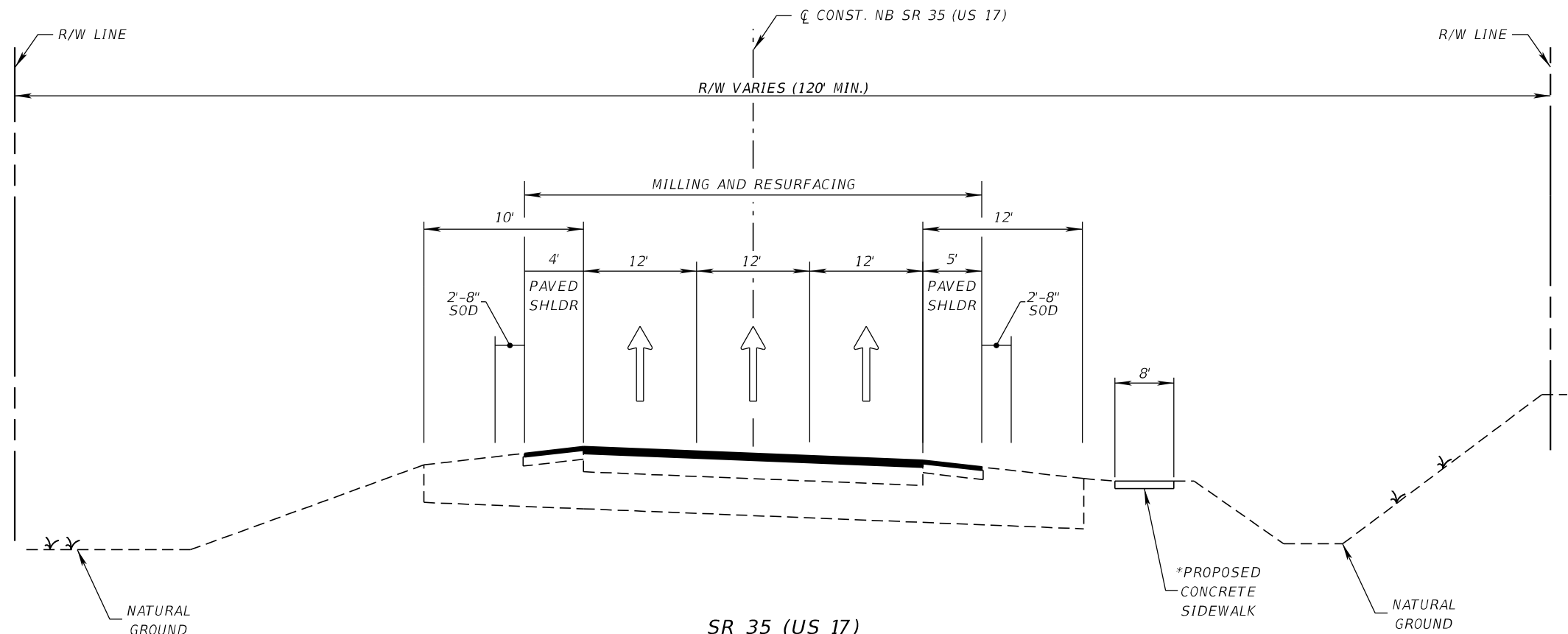
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
NONE

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 03**



SR 35 (US 17)  
06010101: NB  
MP 0.361 TO MP 0.993 (BEGIN BRIDGE)  
MP 1.017 (END BRIDGE) TO MP 1.233

\*SIDEWALK WILL NOT BE CONSTRUCTED AT THIS TIME FOR THE BRIDGE OR THE GUARDRAIL BRIDGE APPROACH

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
ESTIMATED OPENING YEAR = 2024 AADT = 14400  
ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
DESIGN HOUR T = 6.1%  
DESIGN SPEED = 55 MPH  
POSTED SPEED = 55 MPH  
TARGET SPEED = 55 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	4

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL                      (X) C3C : SUBURBAN COMM. (MP 1.233 TO MP 1.986)
- ( ) C2 : RURAL                        ( ) C4 : URBAN GENERAL
- (X) C2T : RURAL TOWN (MP 1.986 TO MP 3.300)                      ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES.            ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE                      ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.                ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL            ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

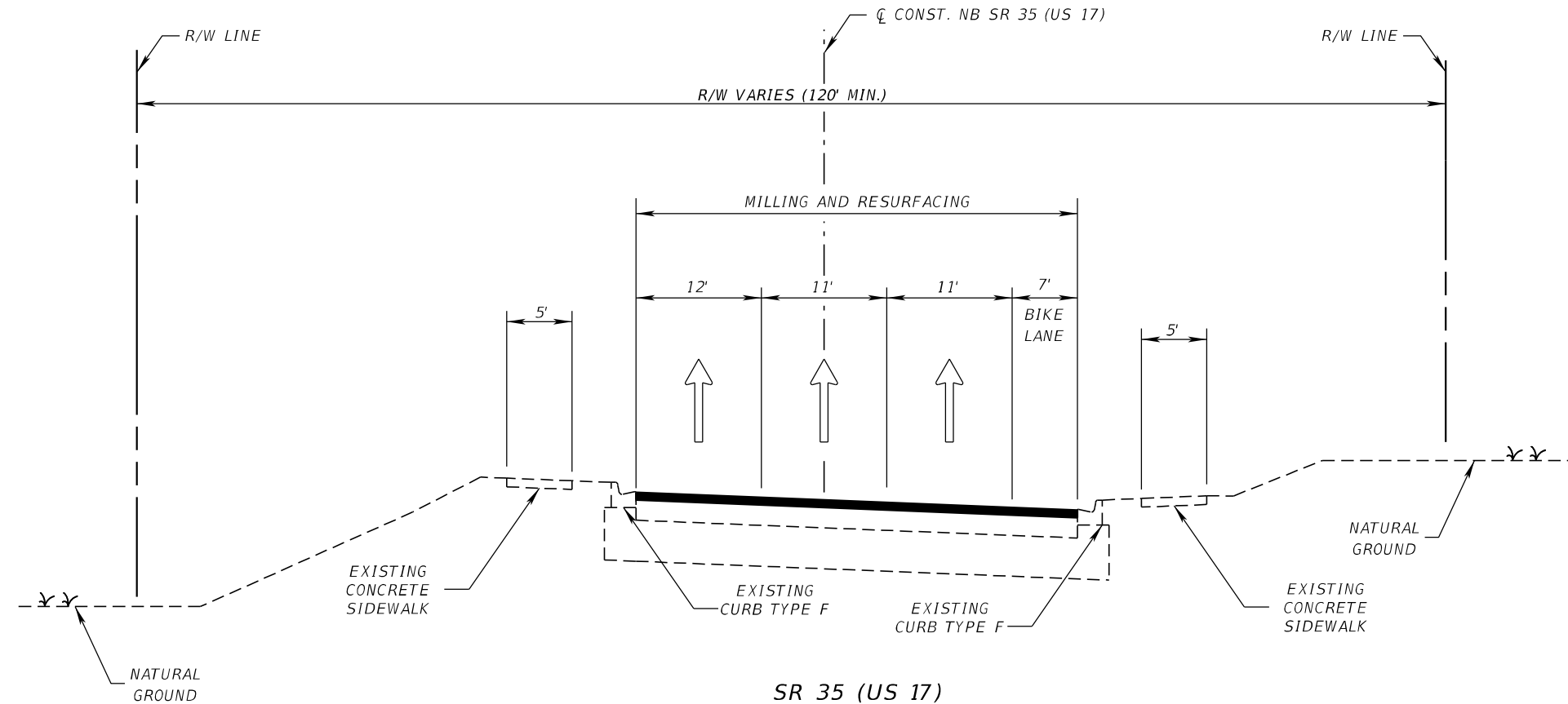
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
SIS MINIMUM 40 MPH FOR C2T

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 04**



SR 35 (US 17)  
06010101: NB  
MP 1.233 TO MP 2.610  
MP 2.970 TO MP 3.300

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH (MP 1.233 TO MP 2.610)  
                       35 MPH (MP 2.970 TO MP 3.027)  
                       45 MPH (MP 3.027 TO MP 3.300)  
 TARGET SPEED = 45 MPH (MP 1.233 TO MP 2.610)  
                       40 MPH (MP 2.970 TO MP 3.027)  
                       45 MPH (MP 3.027 TO MP 3.300)

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	5

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL            ( ) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL             ( ) C4 : URBAN GENERAL
- (X) C2T : RURAL TOWN    ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES. ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE            ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.    ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

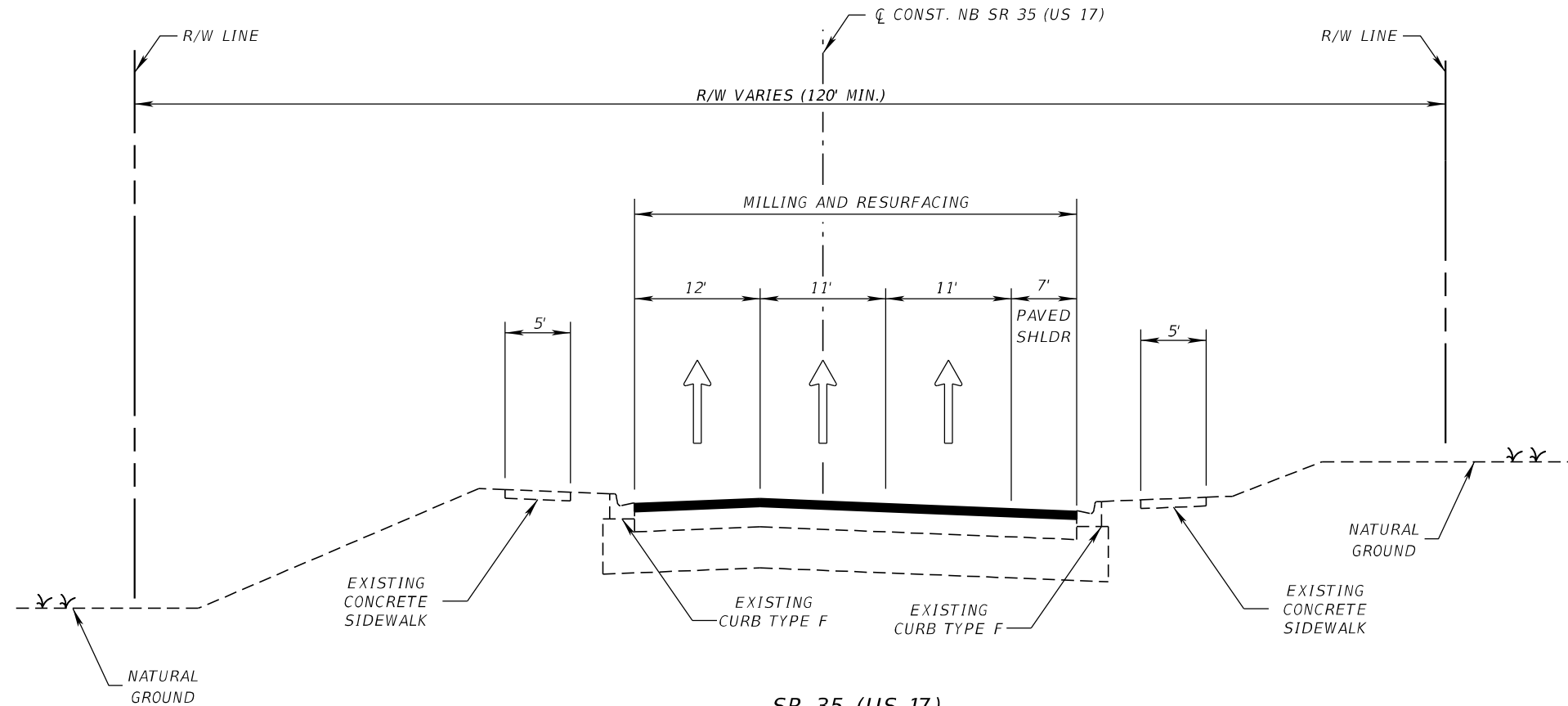
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
SIS MINIMUM 40 MPH FOR C2T

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 05**



**SR 35 (US 17)**  
**06010101: NB**  
**MP 2.610 TO MP 2.970**

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 40 MPH  
 POSTED SPEED = 35 MPH  
 TARGET SPEED = 40 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	6

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL            ( ) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL             ( ) C4 : URBAN GENERAL
- (X) C2T : RURAL TOWN    ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES. ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE            ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.    ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

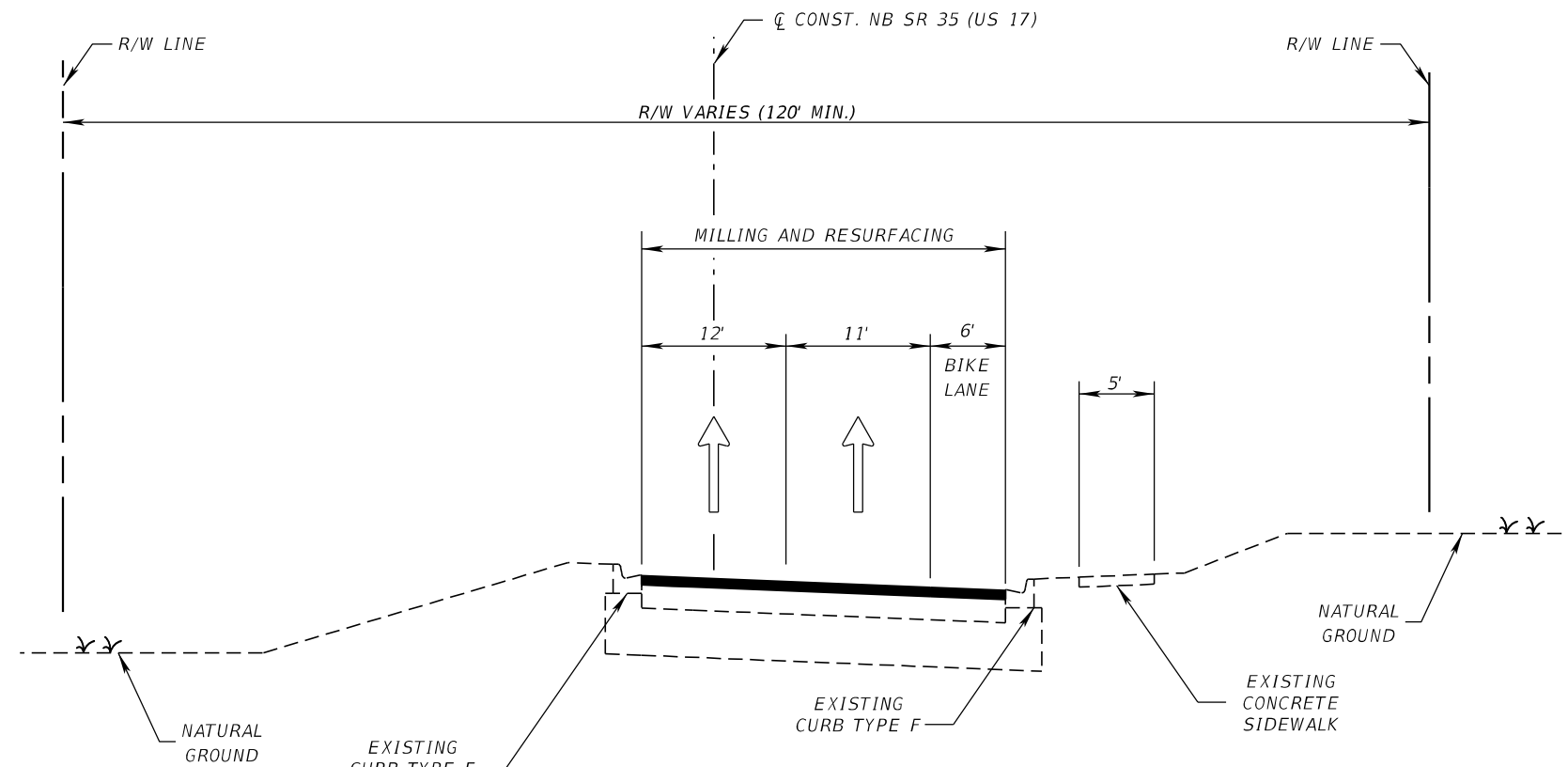
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
SIS MINIMUM 40 MPH FOR C2T

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 06**



SR 35 (US 17)  
06010101: NB  
MP 3.300 TO MP 3.450

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH  
 TARGET SPEED = 45 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	7

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL                      ( ) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL                        ( ) C4 : URBAN GENERAL
- (X) C2T : RURAL TOWN                ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES.            ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE                      ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.                ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL            ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

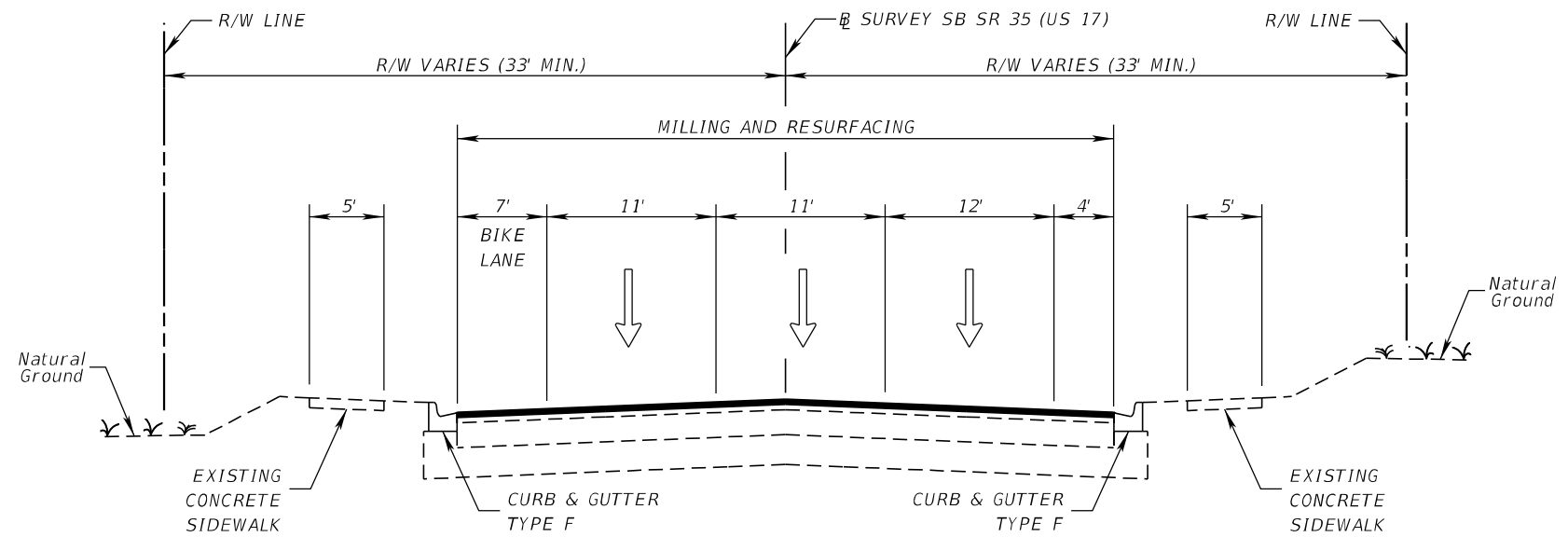
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
SIS MINIMUM 40 MPH FOR C2T

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 07**



SR 35 (US 17)  
06010102: SB  
MP 0.010 TO MP 1.450

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH (MP 0.010 TO MP 0.452)  
                       35 MPH (MP 0.452 TO MP 0.903)  
                       45 MPH (MP 0.903 TO MP 1.450)  
 TARGET SPEED = 45 MPH (MP 0.010 TO MP 0.452)  
                       40 MPH (MP 0.452 TO MP 0.903)  
                       45 MPH (MP 0.903 TO MP 1.450)

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	8

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL                      (X) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL                        ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN                ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES.            ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE                        ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.                ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL            ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

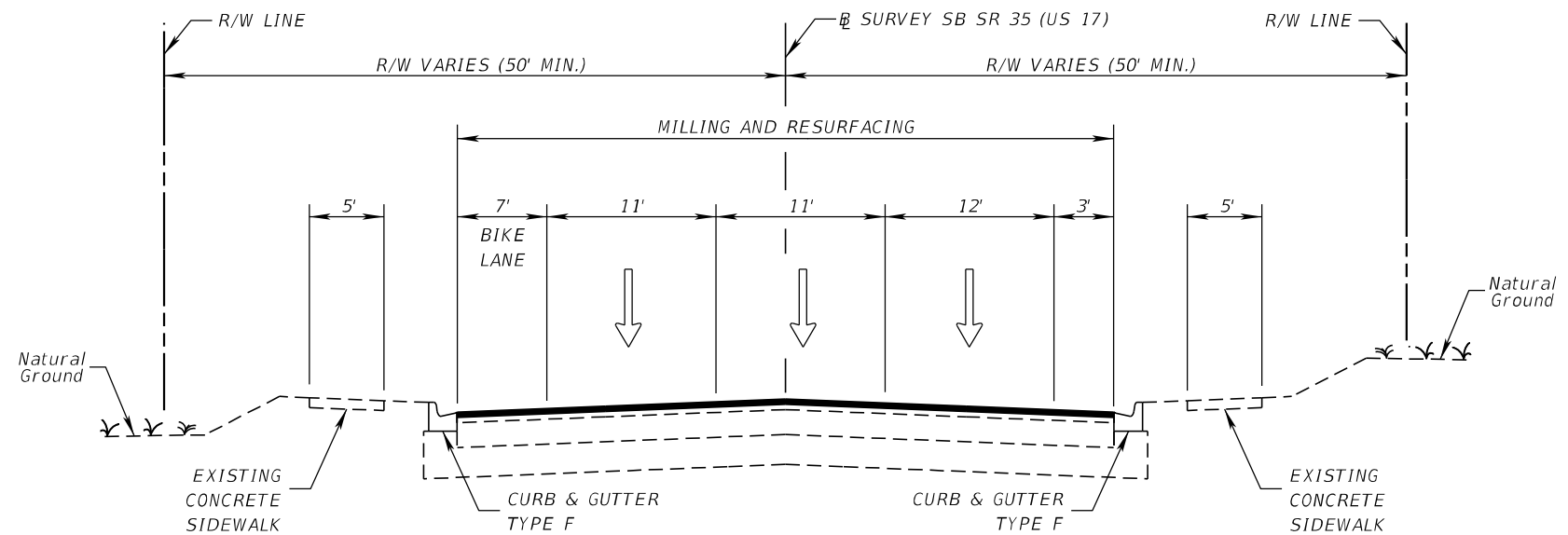
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
NONE

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 08**



SR 35 (US 17)  
06010102: SB  
MP 1.450 TO MP 2.170

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 45 MPH  
 TARGET SPEED = 45 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	9

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL                      (X) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL                        ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN                ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES.            ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE                        ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.                ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL            ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

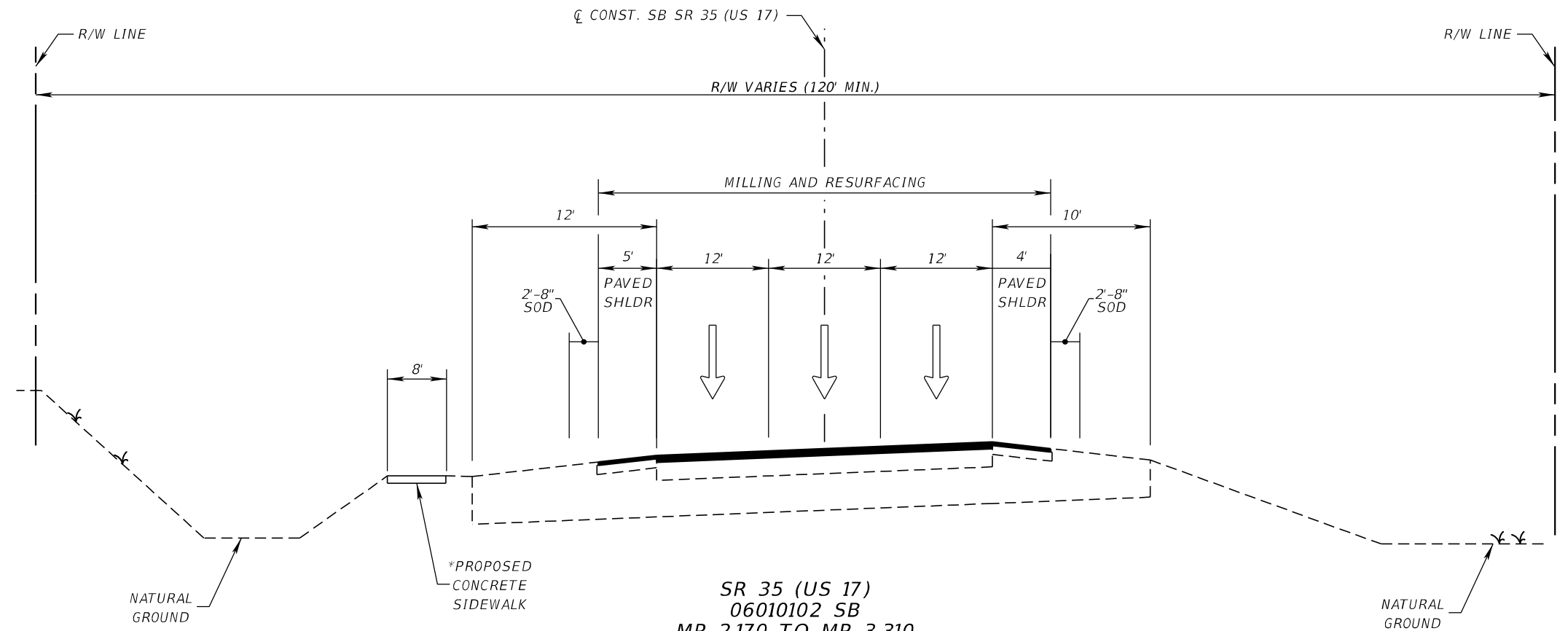
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
NONE

DESIGN EXCEPTIONS:  
NONE

**TYPICAL SECTION No. 09**



SR 35 (US 17)  
06010102 SB  
MP 2.170 TO MP 3.310

BRIDGE CULVERT (060058)  
MP 2.271 TO MP 2.278

\*SIDEWALK WILL NOT BE CONSTRUCTED AT THIS TIME FOR THE BRIDGE OR THE GUARDRAIL BRIDGE APPROACH

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 55 MPH  
 POSTED SPEED = 55 MPH  
 TARGET SPEED = 55 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	10

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL            ( ) C3C : SUBURBAN COMM.
- (X) C2 : RURAL             ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN    ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES. ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE            ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.    ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

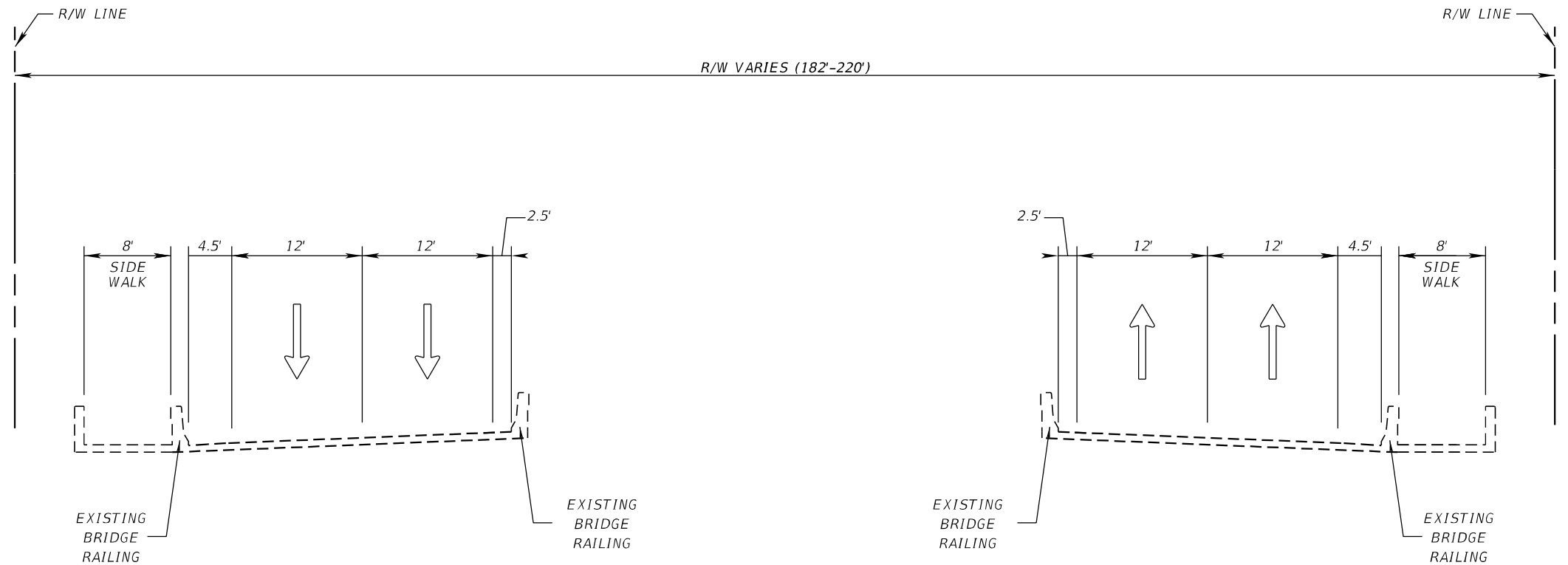
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
NONE

DESIGN EXCEPTIONS:  
NONE

**BRIDGE SECTION No. 01**



**BRIDGE SECTION**  
**SR 35 (US 17) NB 06010000**  
**BRIDGE NO. 060053**  
**MP 11.429 SB TO MP 11.502 SB**  
**NO. 060052**  
**MP 11.426 NB TO MP 11.499 NB**

**TRAFFIC DATA**

CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 45 MPH  
 POSTED SPEED = 55 MPH  
 TARGET SPEED = 55 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	11

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL            (X) C3C : SUBURBAN COMM.
- ( ) C2 : RURAL            ( ) C4 : URBAN GENERAL
- ( ) C2T : RURAL TOWN    ( ) C5 : URBAN CENTER
- ( ) C3R : SUBURBAN RES. ( ) C6 : URBAN CORE
- ( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- ( ) INTERSTATE            ( ) MAJOR COLLECTOR
- ( ) FREEWAY/EXPWY.    ( ) MINOR COLLECTOR
- (X) PRINCIPAL ARTERIAL    ( ) LOCAL
- ( ) MINOR ARTERIAL

**HIGHWAY SYSTEM**

- (X) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- (X) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

**ACCESS CLASSIFICATION**

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

**CRITERIA**

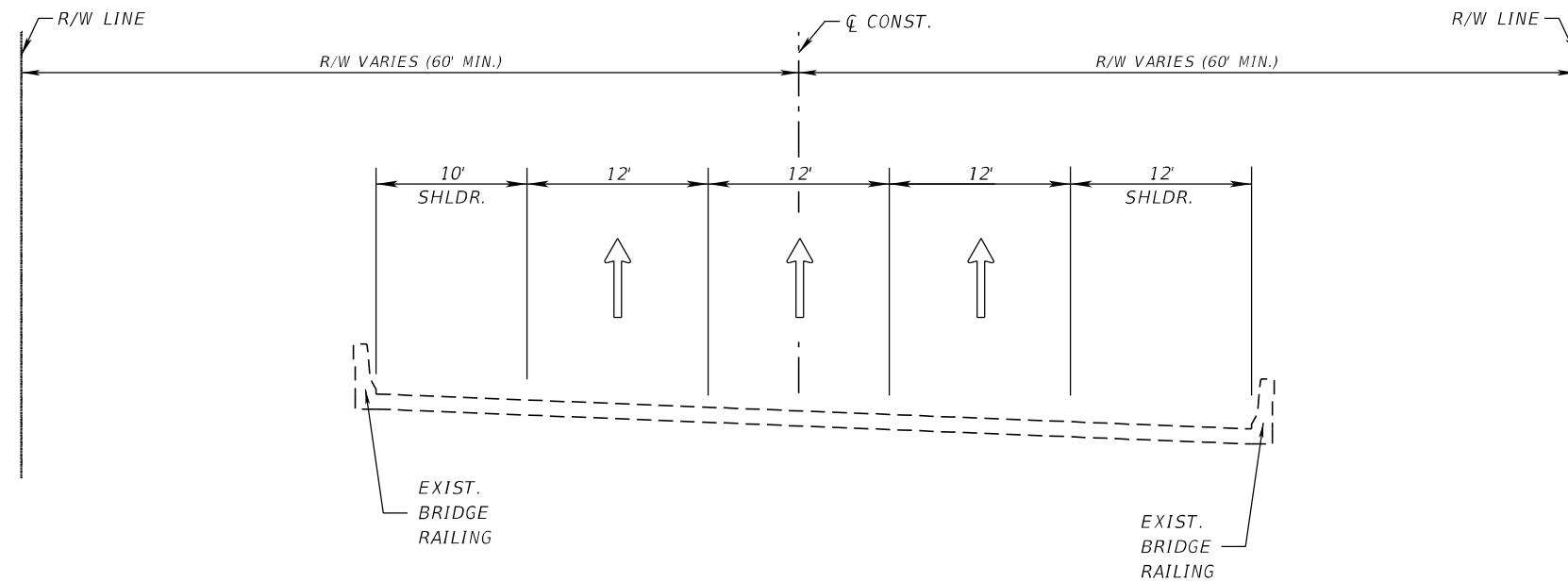
- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

DESIGN VARIATIONS:  
NONE

DESIGN EXCEPTIONS:  
NONE

**BRIDGE SECTION No. 02**



**BRIDGE SECTION**  
**SR 35 (US 17) NB 06010101**  
**BRIDGE NO. 060057**  
**MP 0.993 NB TO MP 1.017 NB**

**TRAFFIC DATA**

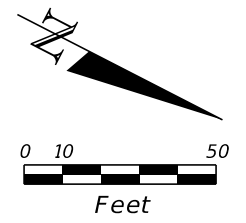
CURRENT YEAR = 2018 AADT = 13000  
 ESTIMATED OPENING YEAR = 2024 AADT = 14400  
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300  
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)  
 DESIGN HOUR T = 6.1%  
 DESIGN SPEED = 55 MPH  
 POSTED SPEED = 55 MPH  
 TARGET SPEED = 55 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	12

## Appendix 3

### **Area of Noncompliant Plan Sheets & Pictures**



PIONEER PARK

BEGIN MILLING & RESURFACING (SB)  
 STA. 510+75.62  
 @ SURVEY SR 35 SB

BEGIN PROJECT  
 BEGIN MILLING & RESURFACING (NB)  
 STA. 1091+38.92  
 @ SURVEY SR 35 NB

SAWCUT,  
 MATCH EXIST.

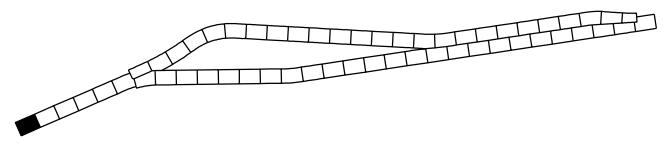
SAWCUT,  
 MATCH EXIST.

MARATHON GAS

+18.70  
 34.79' RT.

+19.76  
 67.44' RT.

KEY MAP



LEGEND

PAVEMENT MILLING & RESURFACING

REVISIONS

ENGINEER OF RECORD

STATE OF FLORIDA  
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN (1)

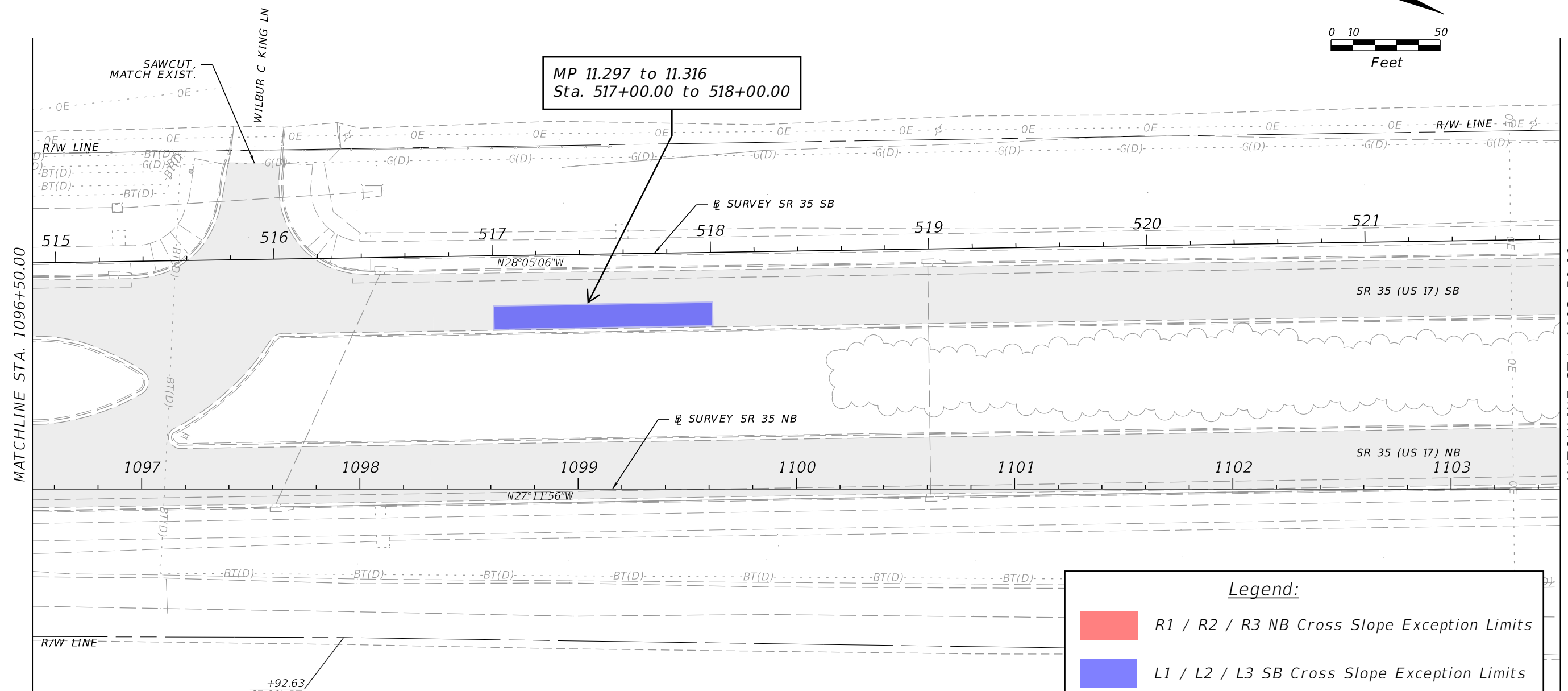
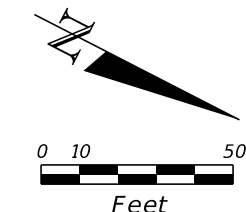
DATE	DESCRIPTION	DATE	DESCRIPTION

CODY BAYER, P.E.  
 LICENSE NUMBER: 90812  
 DRMP, INC.  
 941 LAKE BALDWIN LANE  
 ORLANDO, FL 32814

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 35	HARDEE	446205-1-52-01

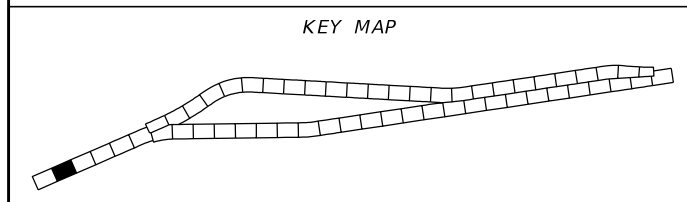
MATCHLINE STA. 1096+50.00

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

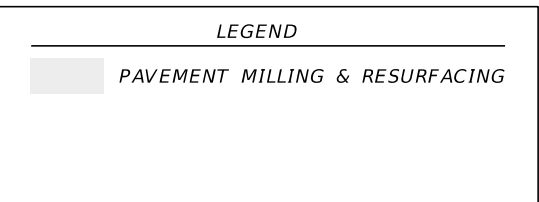
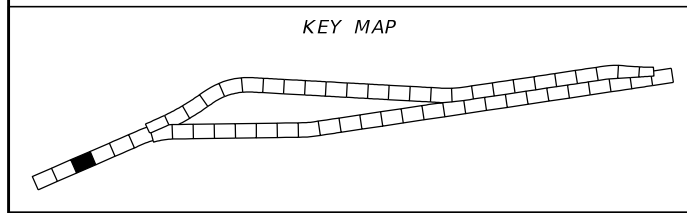
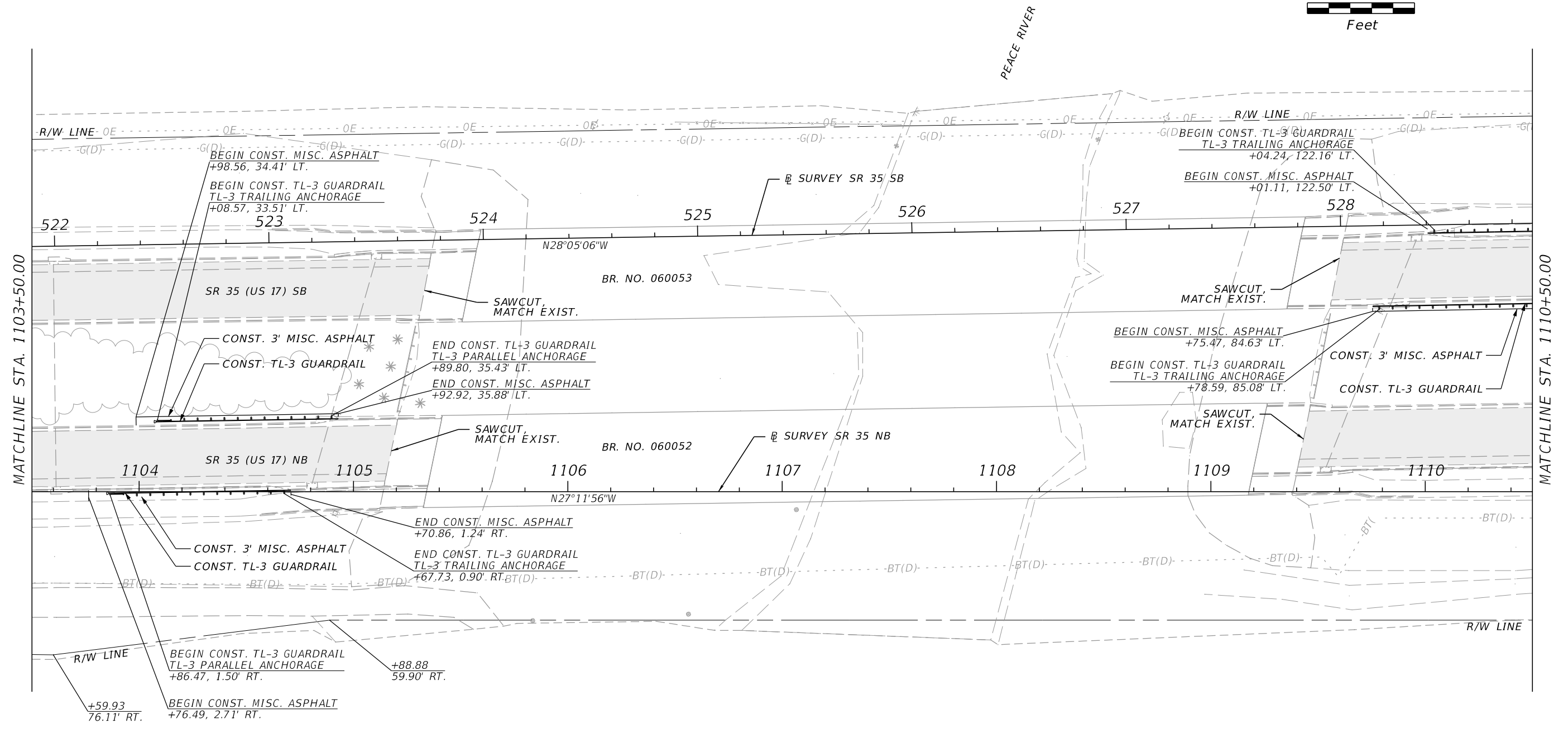
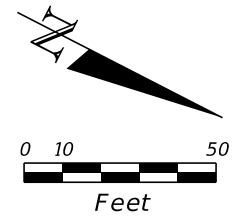


**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (2)</b>	SHEET NO.  29
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
								SR 35		

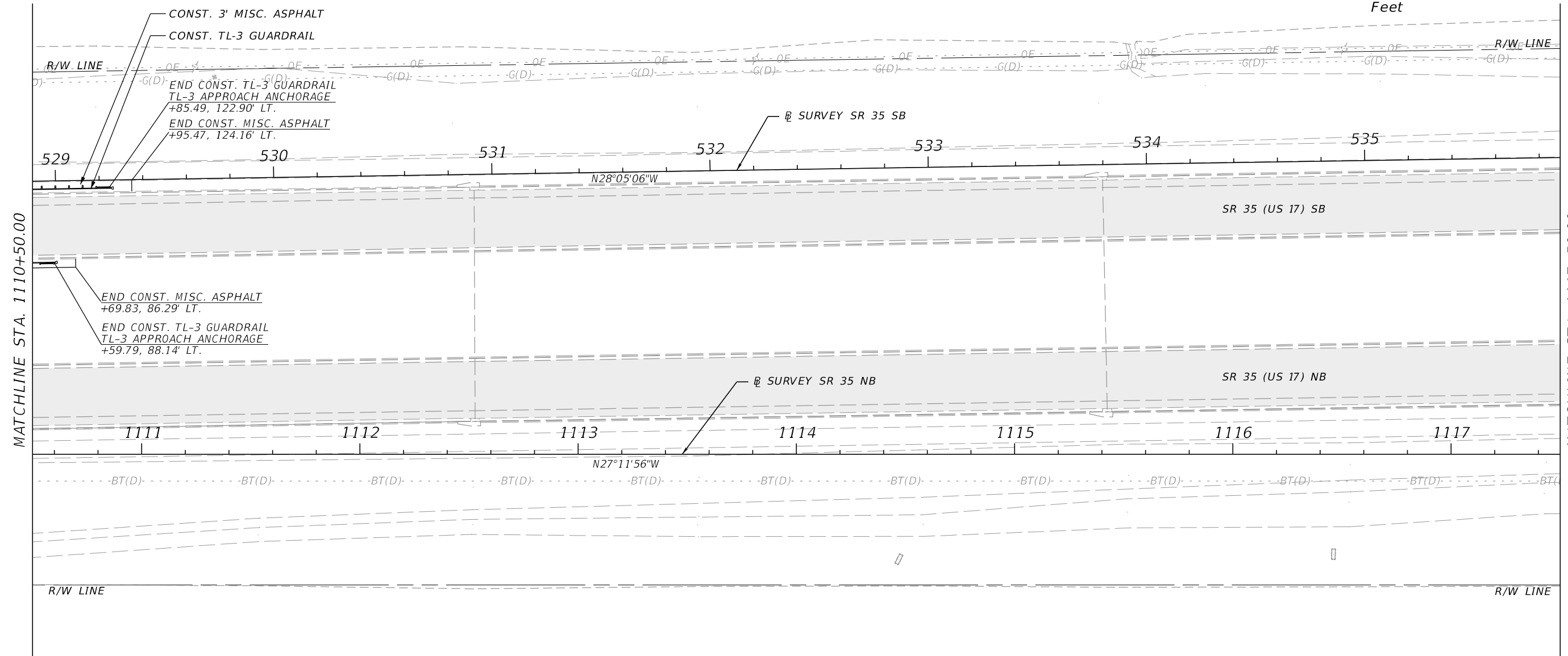
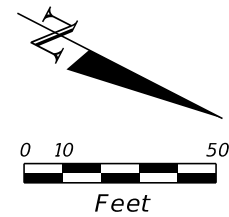
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01	30

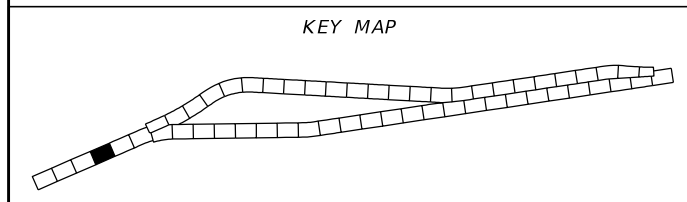
ROADWAY PLAN (3)

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 1110+50.00

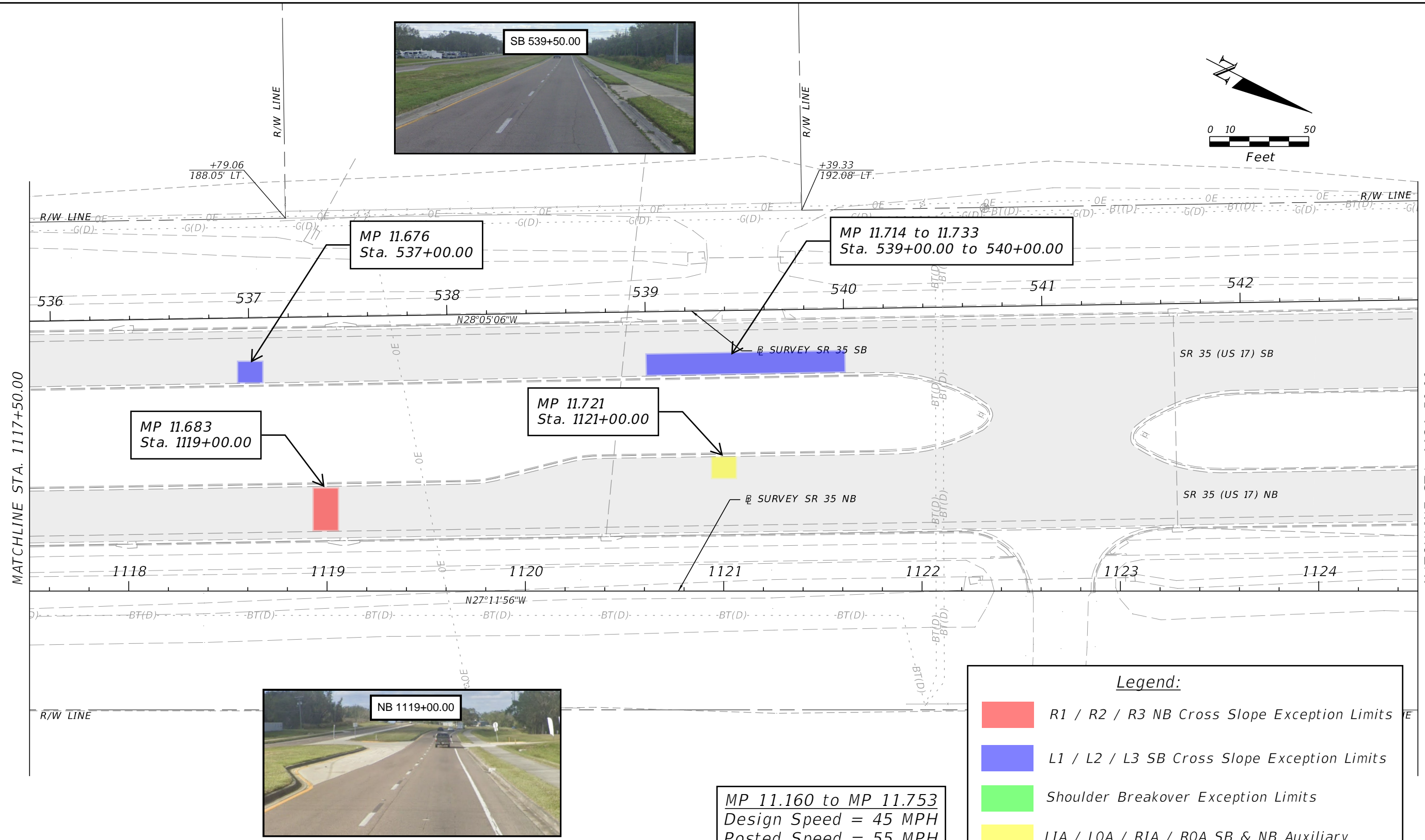
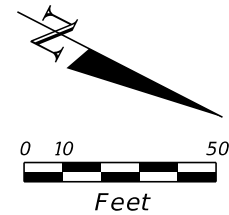
MATCHLINE STA. 1117+50.00



LEGEND	
	PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (4)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01		31

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 11.683  
Sta. 1119+00.00

MP 11.676  
Sta. 537+00.00

MP 11.714 to 11.733  
Sta. 539+00.00 to 540+00.00

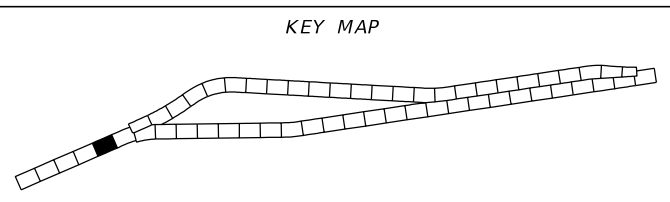
MP 11.721  
Sta. 1121+00.00

MP 11.160 to MP 11.753  
Design Speed = 45 MPH  
Posted Speed = 55 MPH  
Target Speed = 55 MPH



**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



**LEGEND**

- PAVEMENT MILLING & RESURFACING

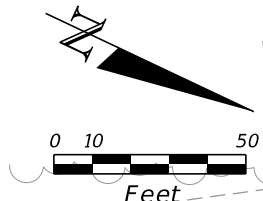
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (5)	SHEET NO. 32
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

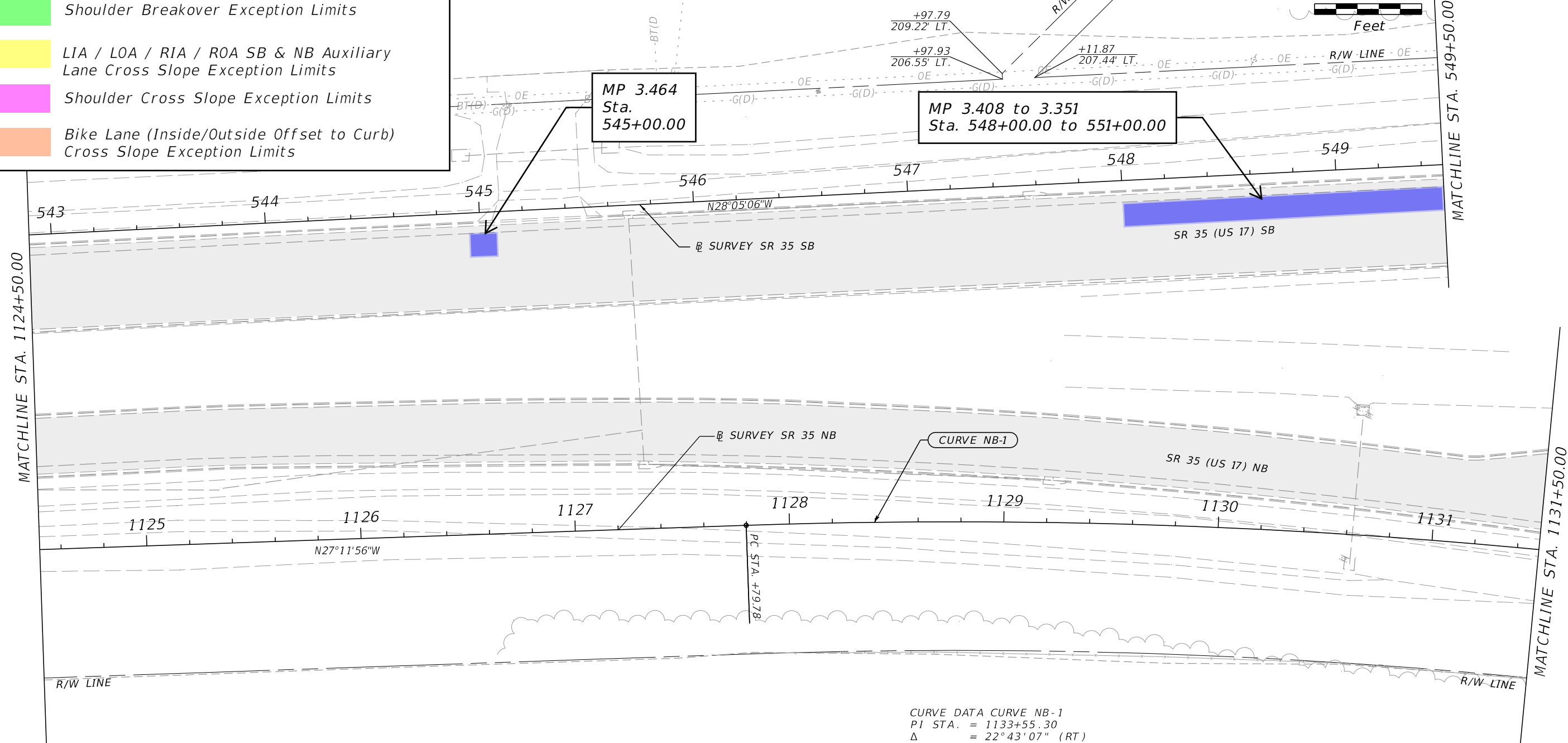
MP 3.310 to MP 3.539  
 Design Speed = 55 MPH  
 Posted Speed = 55 MPH  
 Target Speed = 55 MPH



MATCHLINE STA. 1124+50.00

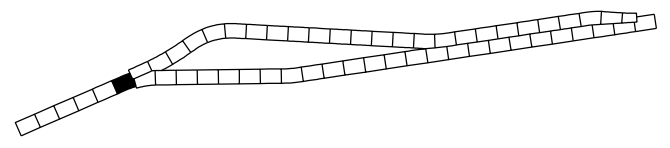
MATCHLINE STA. 549+50.00

MATCHLINE STA. 1131+50.00



**CURVE DATA CURVE NB-1**  
 PI STA. = 1133+55.30  
 Δ = 22° 43' 07" (RT)  
 D = 02° 00' 00"  
 T = 575.52  
 L = 1,135.93  
 R = 2,864.79  
 PC STA. = 1127+79.78  
 PT STA. = 1139+15.71  
 e = MATCH EXIST.

**KEY MAP**

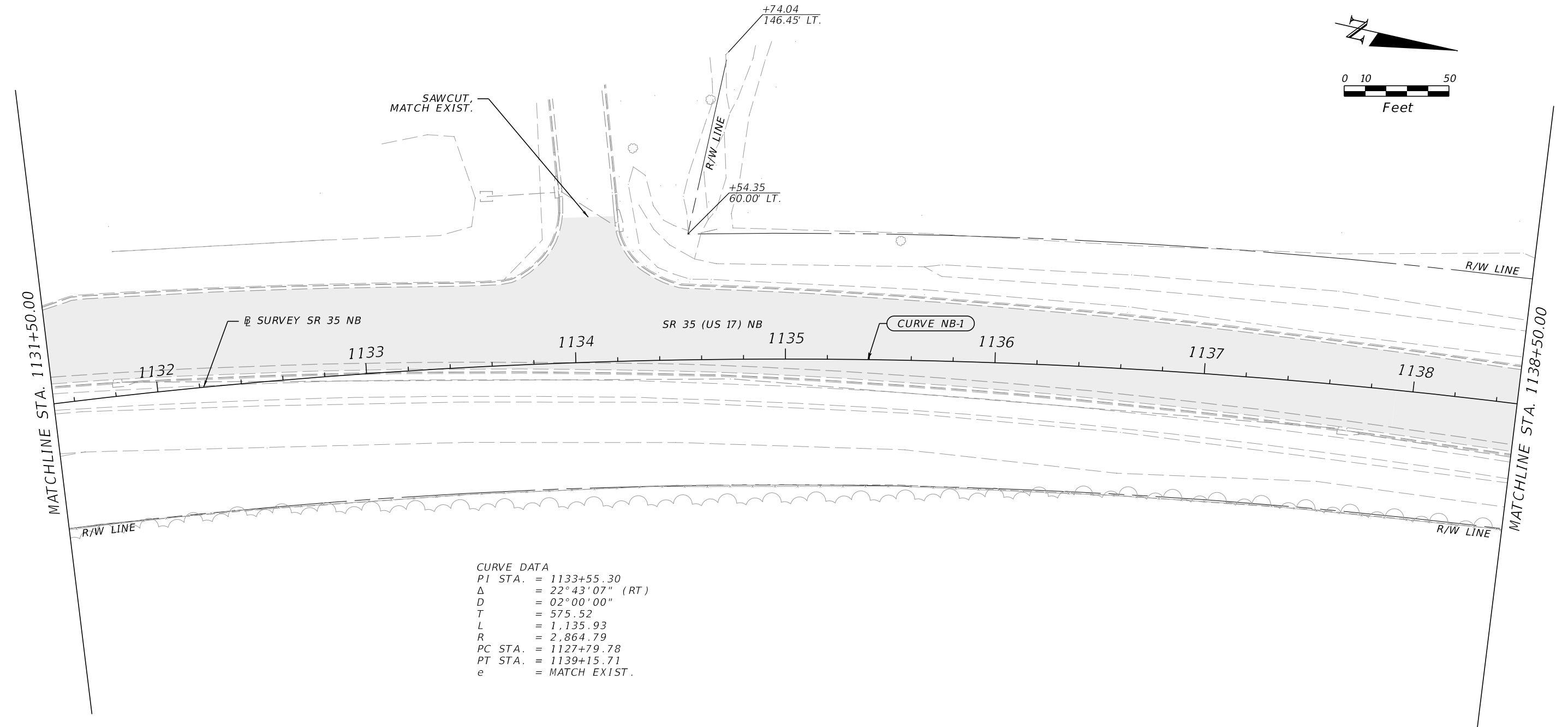
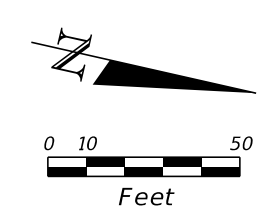


**LEGEND**

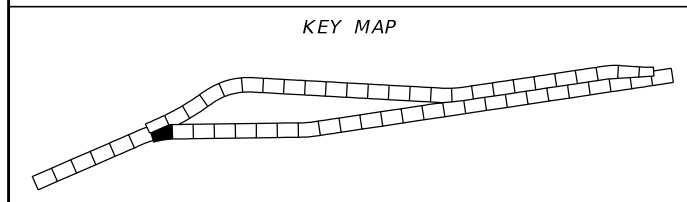
PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
						SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (6)</b>  33

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



**CURVE DATA**  
 PI STA. = 1133+55.30  
 $\Delta$  = 22°43'07" (RT)  
 D = 02°00'00"  
 T = 575.52  
 L = 1,135.93  
 R = 2,864.79  
 PC STA. = 1127+79.78  
 PT STA. = 1139+15.71  
 e = MATCH EXIST.

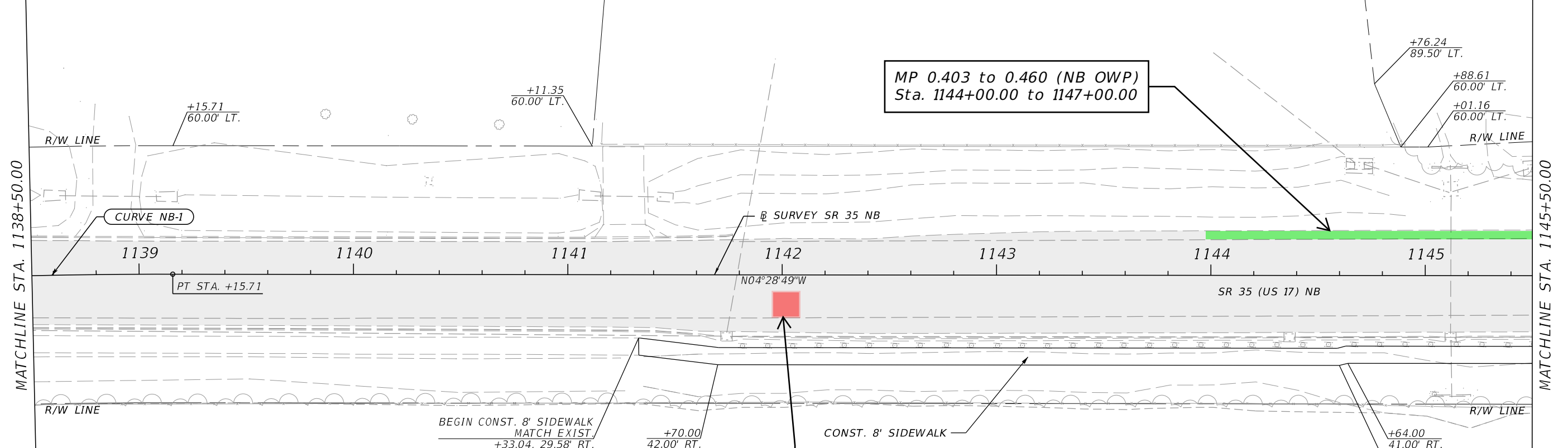


**LEGEND**

	PAVEMENT MILLING & RESURFACING
--	--------------------------------

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
								SR 35	HARDEE

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



**CURVE DATA CURVE NB-1**  
 PI STA. = 1133+55.30  
 $\Delta$  = 22°43'07" (RT)  
 D = 02°00'00"  
 T = 575.52  
 L = 1,135.93  
 R = 2,864.79  
 PC STA. = 1127+79.78  
 PT STA. = 1139+15.71  
 e = MATCH EXIST.

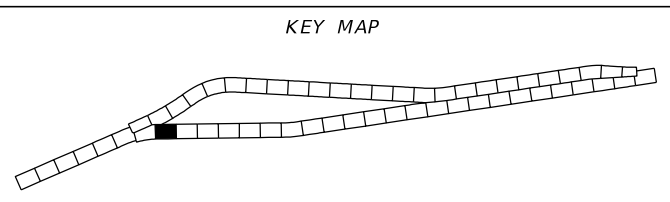
**MP 0.403 to 0.460 (NB OWP)**  
 Sta. 1144+00.00 to 1147+00.00

**MP 0.366 (NB OWP)**  
 Sta. 1142+00.00

**MP 0.364 to MP 1.233**  
 Design Speed = 55 MPH  
 Posted Speed = 55 MPH  
 Target Speed = 55 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

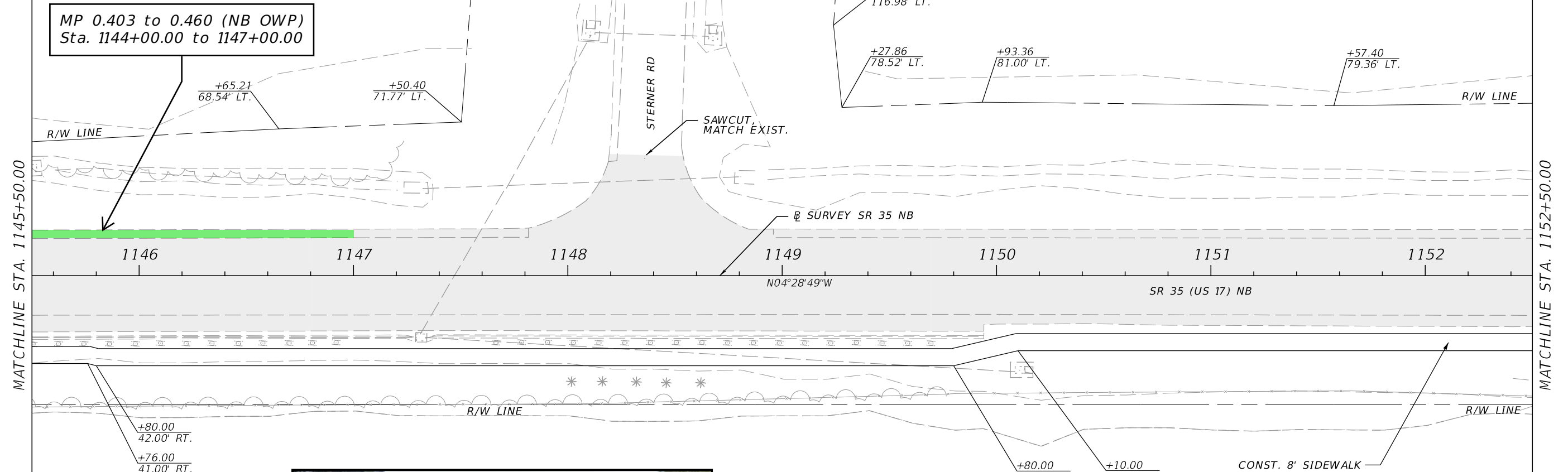
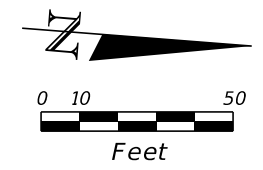


**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
						SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (8)</b>  35

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 0.403 to 0.460 (NB OWP)  
Sta. 1144+00.00 to 1147+00.00

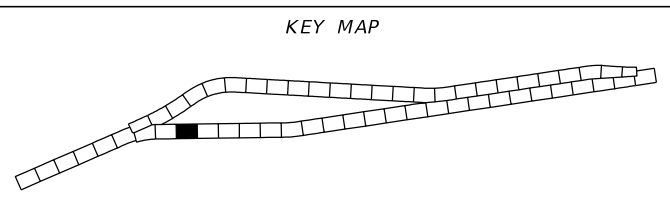
MP 0.364 to MP 1.233  
Design Speed = 55 MPH  
Posted Speed = 55 MPH  
Target Speed = 55 MPH



NB 1146+00.00

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

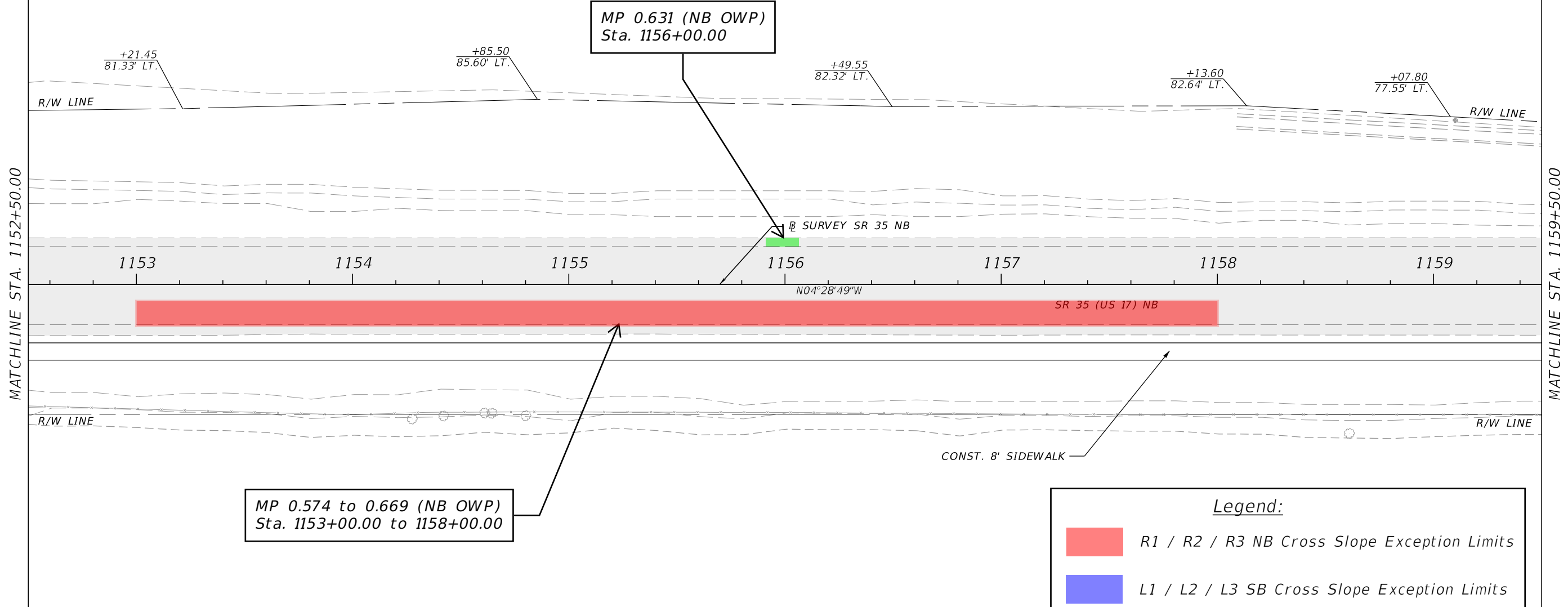
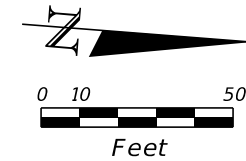


**LEGEND**

- PAVEMENT MILLING & RESURFACING

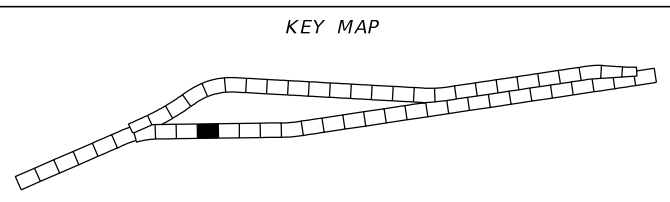
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (9)</b>	SHEET NO.  36
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

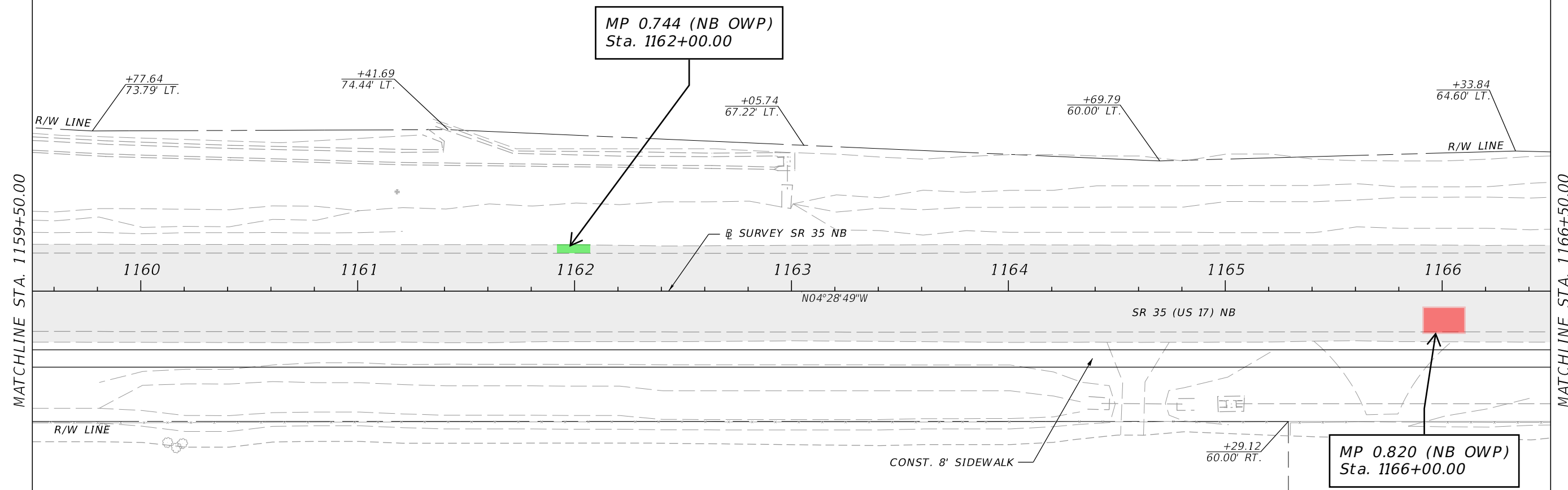
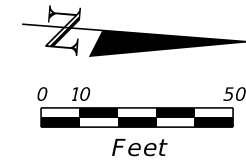


**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (10)</b>	SHEET NO.  37
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
								SR 35		

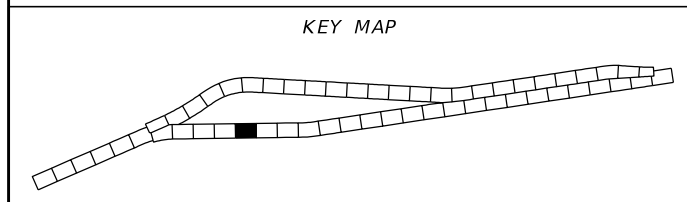
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 0.364 to MP 1.233  
 Design Speed = 55 MPH  
 Posted Speed = 55 MPH  
 Target Speed = 55 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

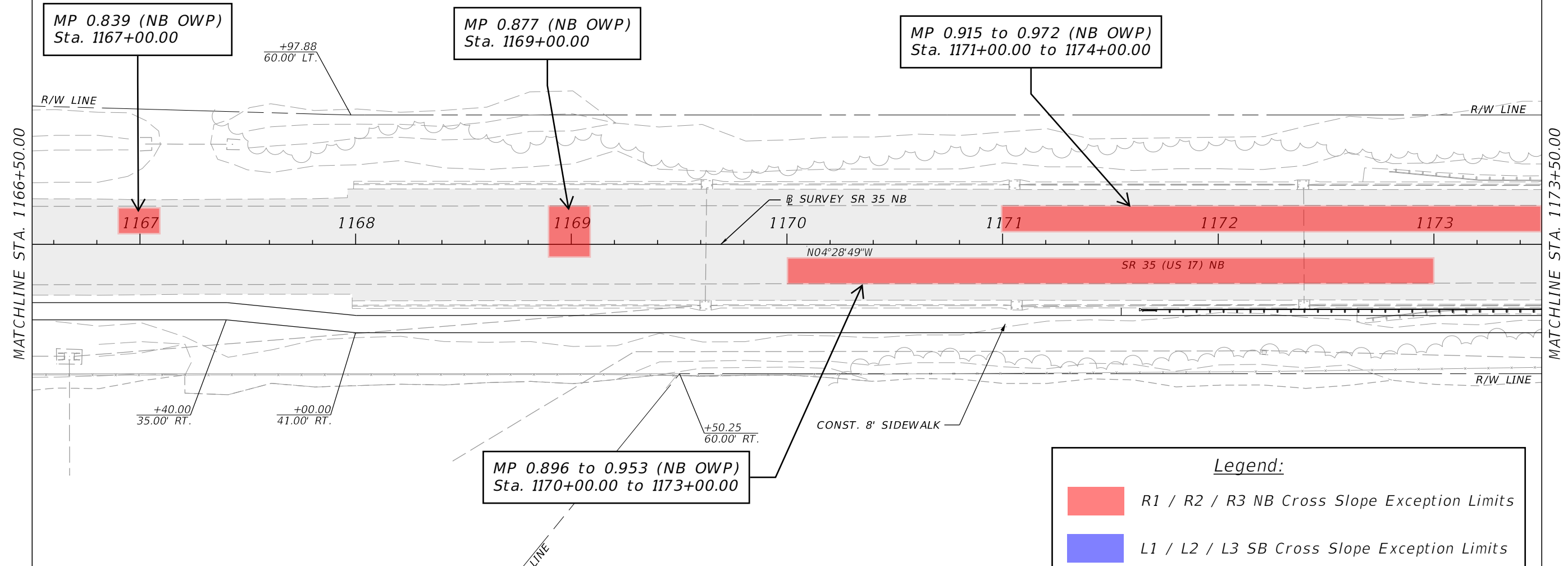
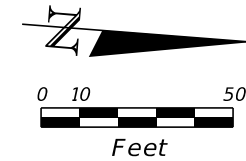


**LEGEND**

	PAVEMENT MILLING & RESURFACING
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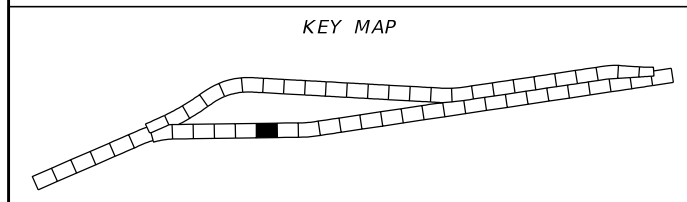
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (11)</b>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		38
						SR 35	HARDEE	446205-1-52-01		

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**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



**LEGEND**

- PAVEMENT MILLING & RESURFACING

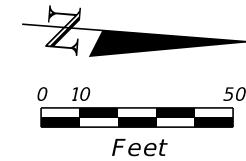
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (12)	SHEET NO. 39
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Legend:

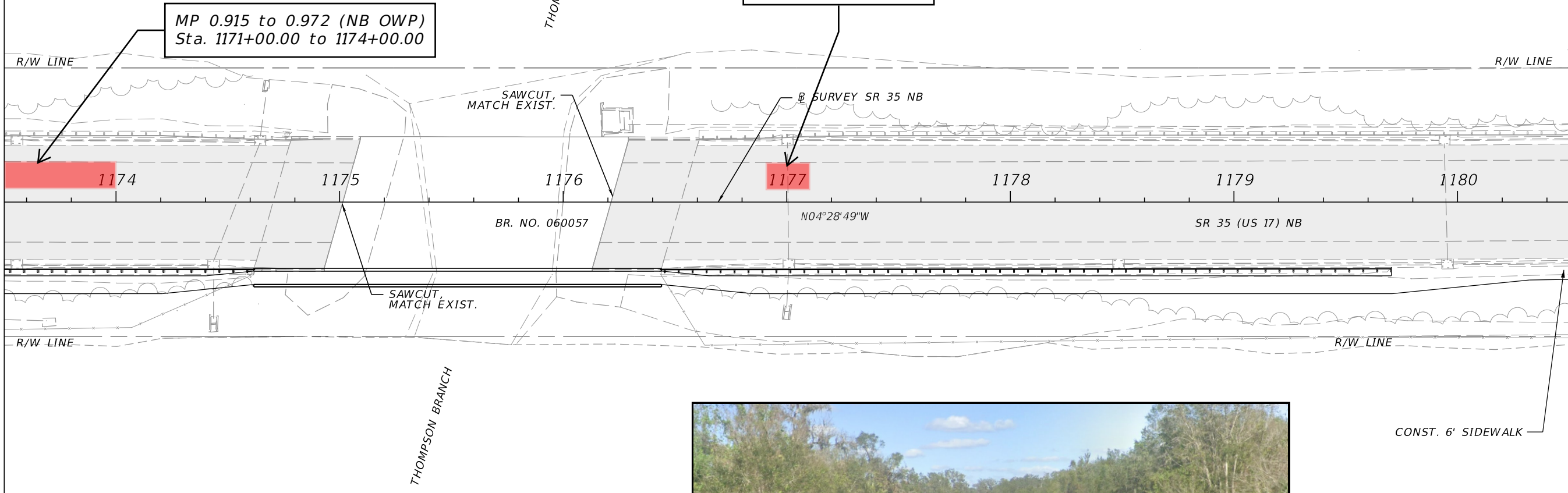
- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

MP 0.364 to MP 1.233  
Design Speed = 55 MPH  
Posted Speed = 55 MPH  
Target Speed = 55 MPH



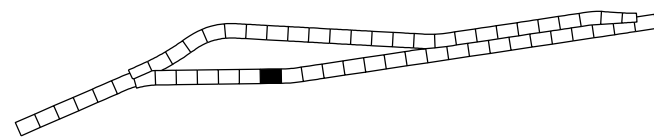
MATCHLINE STA. 1173+50.00

MATCHLINE STA. 1180+50.00



NB 1177+00.00

KEY MAP



LEGEND

PAVEMENT MILLING & RESURFACING

ENGINEER OF RECORD

CODY BAYER, P.E.  
LICENSE NUMBER: 90812  
DRMP, INC.  
941 LAKE BALDWIN LANE  
ORLANDO, FL 32814

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 35	HARDEE	446205-1-52-01

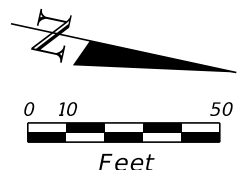
**ROADWAY PLAN (13)**

SHEET NO.

40

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

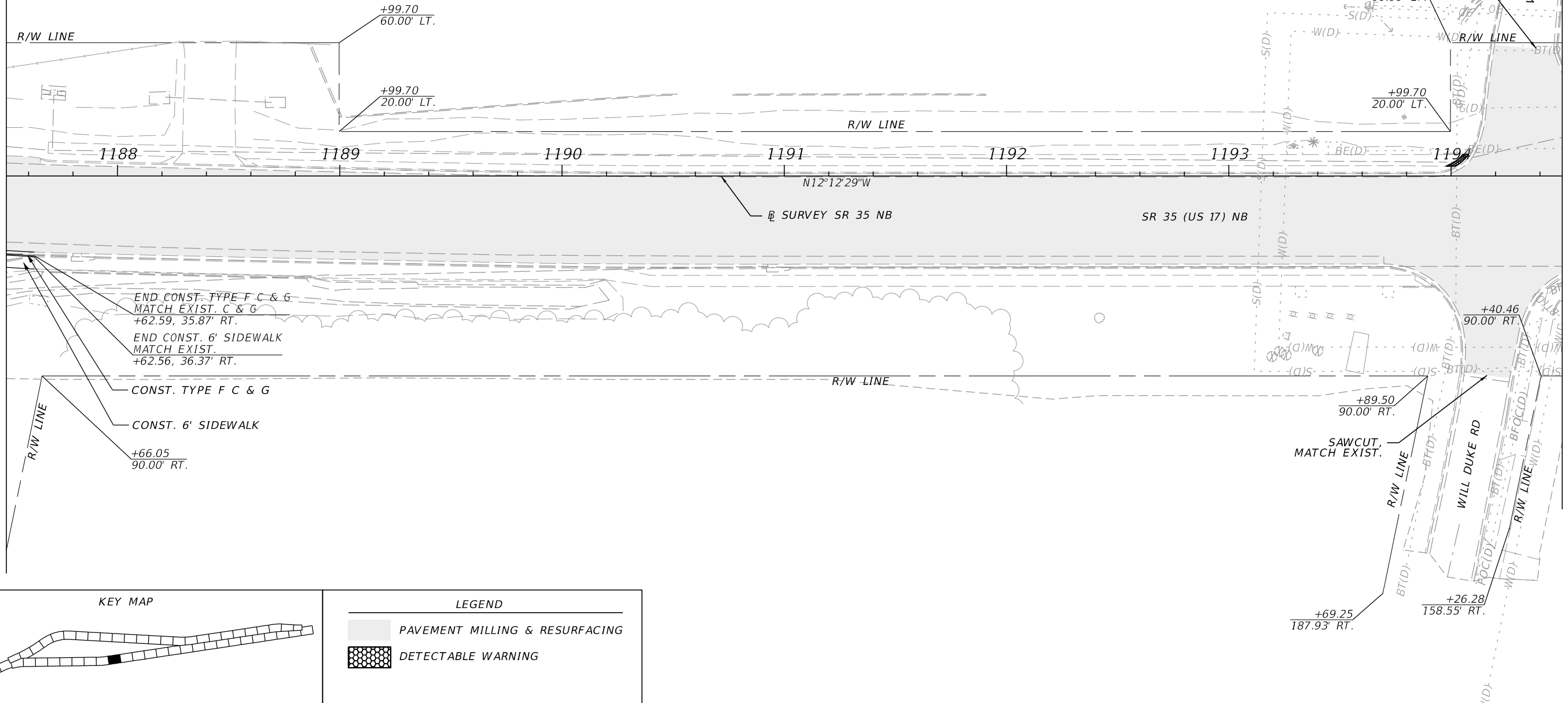




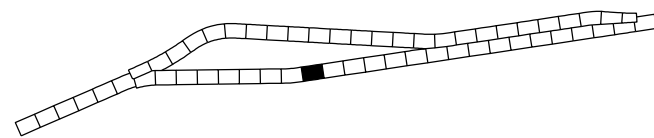
FLORIDA FERTILIZER  
CO., INC.

MATCHLINE STA. 1187+50.00

MATCHLINE STA. 1194+50.00



KEY MAP

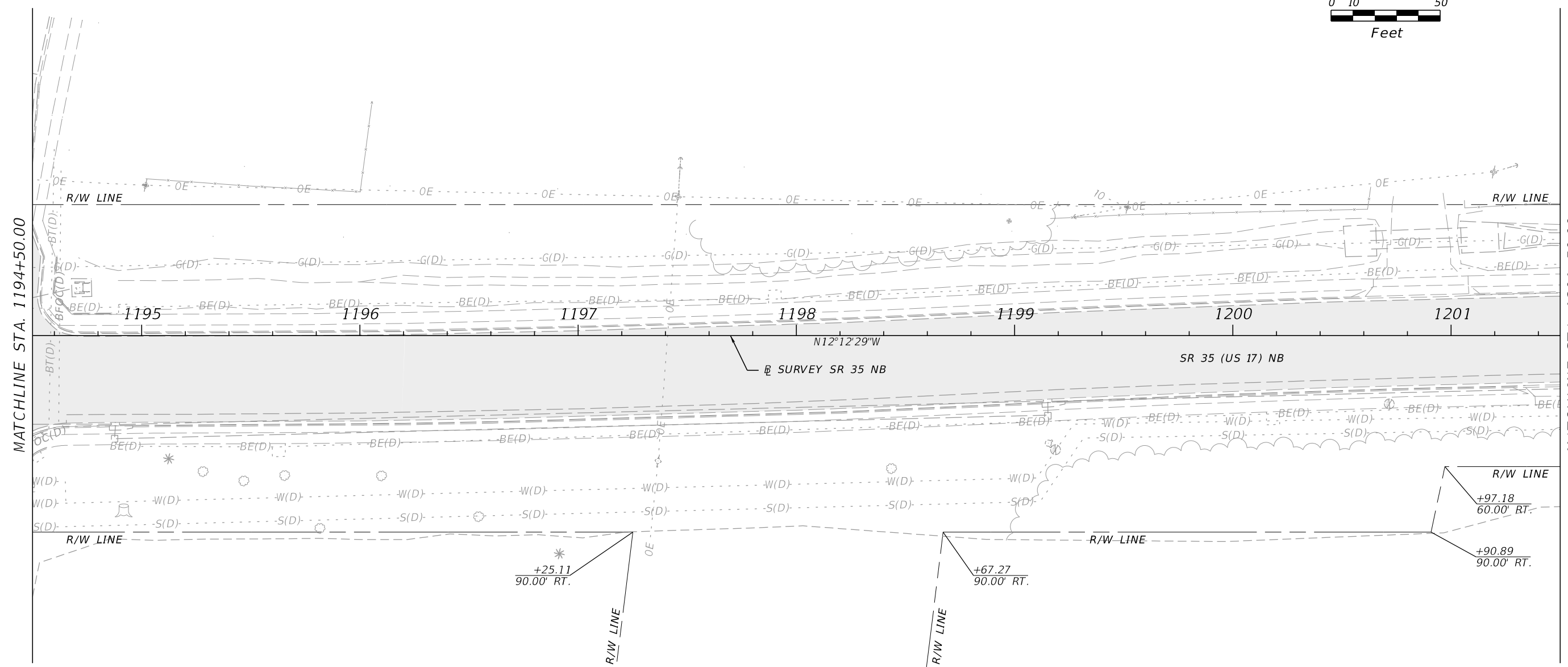
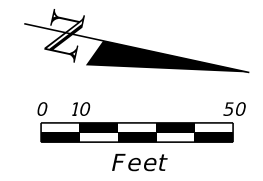


LEGEND

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

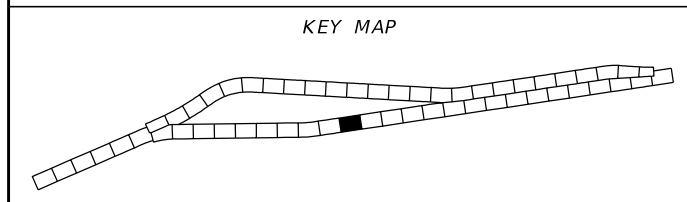
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (15)	SHEET NO. 42
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

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MATCHLINE STA. 1194+50.00

MATCHLINE STA. 1201+50.00



LEGEND	
	PAVEMENT MILLING & RESURFACING

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

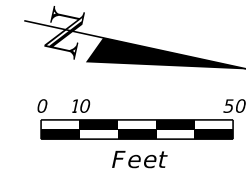
ENGINEER OF RECORD  
 CODY BAYER, P.E.  
 LICENSE NUMBER: 90812  
 DRMP, INC.  
 941 LAKE BALDWIN LANE  
 ORLANDO, FL 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 35	HARDEE	446205-1-52-01

**ROADWAY PLAN (16)**

SHEET NO.  
**43**

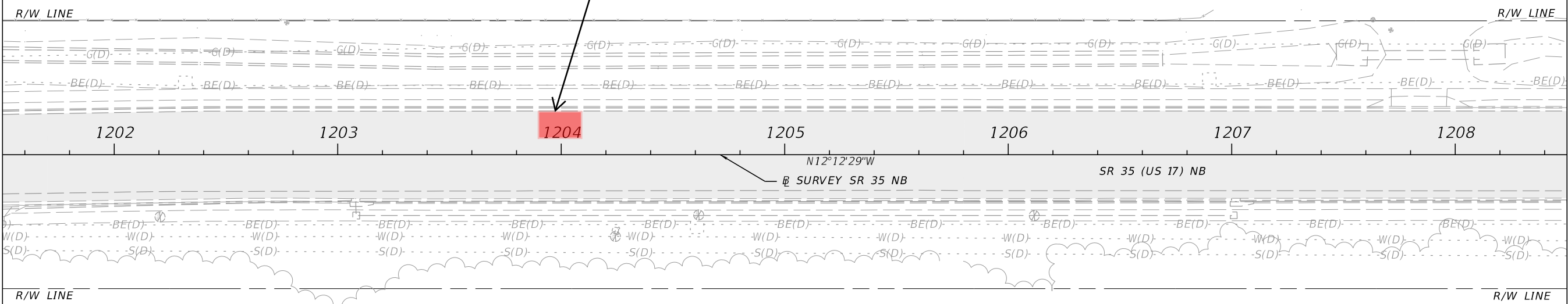
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 1.540 (NB OWP)  
Sta. 1204+00.00

MATCHLINE STA. 1201+50.00

MATCHLINE STA. 1208+50.00



MP 1.233 to MP 2.610  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

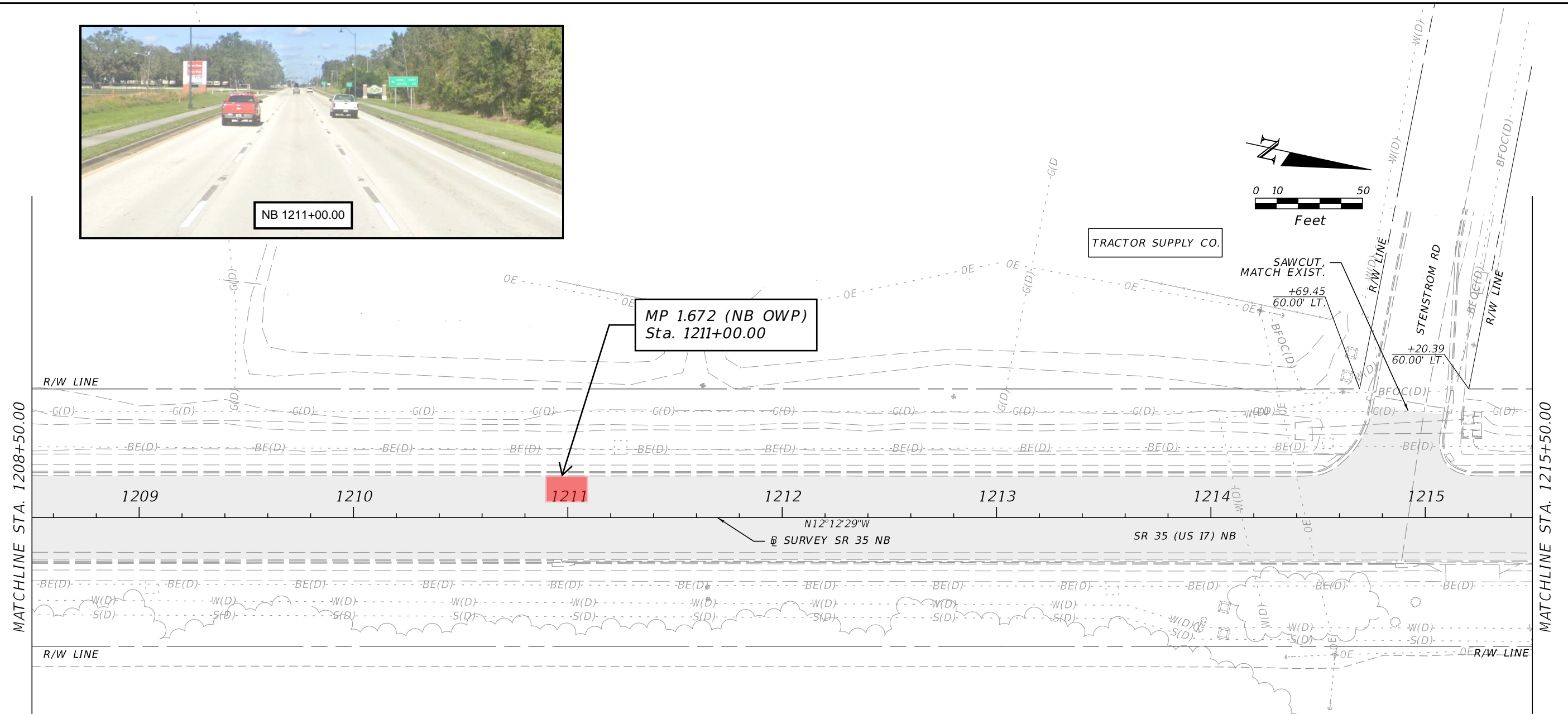
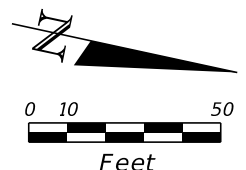
**KEY MAP**

**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (17)</b>	SHEET NO.  44
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
								SR 35		

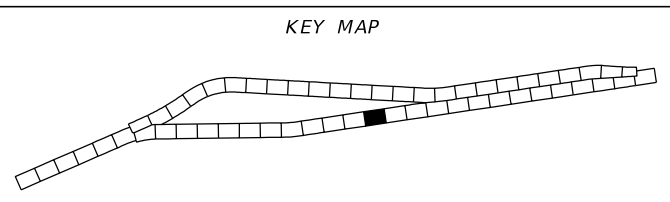
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 1.233 to MP 2.610  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

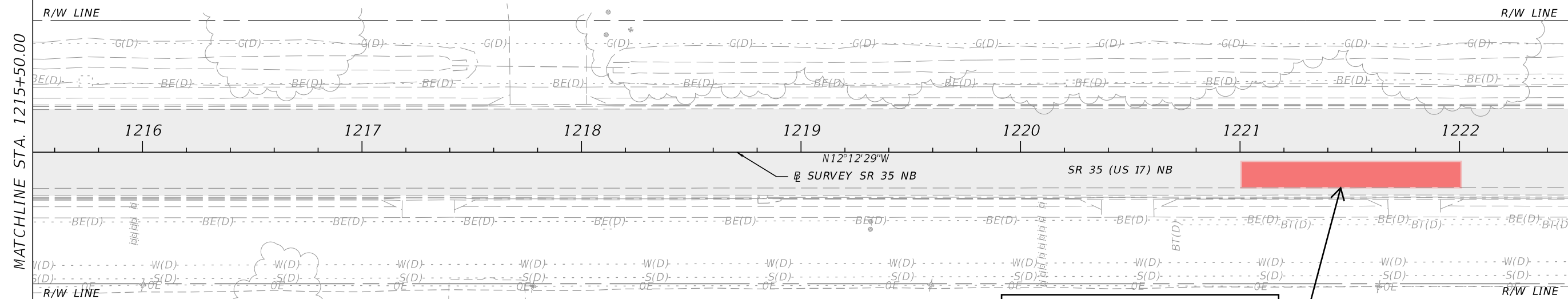
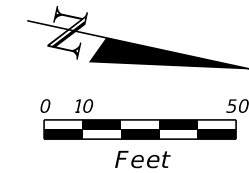


**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (18)	SHEET NO. 45
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 1.862 to 1.881 (NB OWP)  
Sta. 1221+00.00 to 1222+00.00

MP 1.233 to MP 2.610  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

**KEY MAP**

**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (19)</b>	SHEET NO.  46
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01		

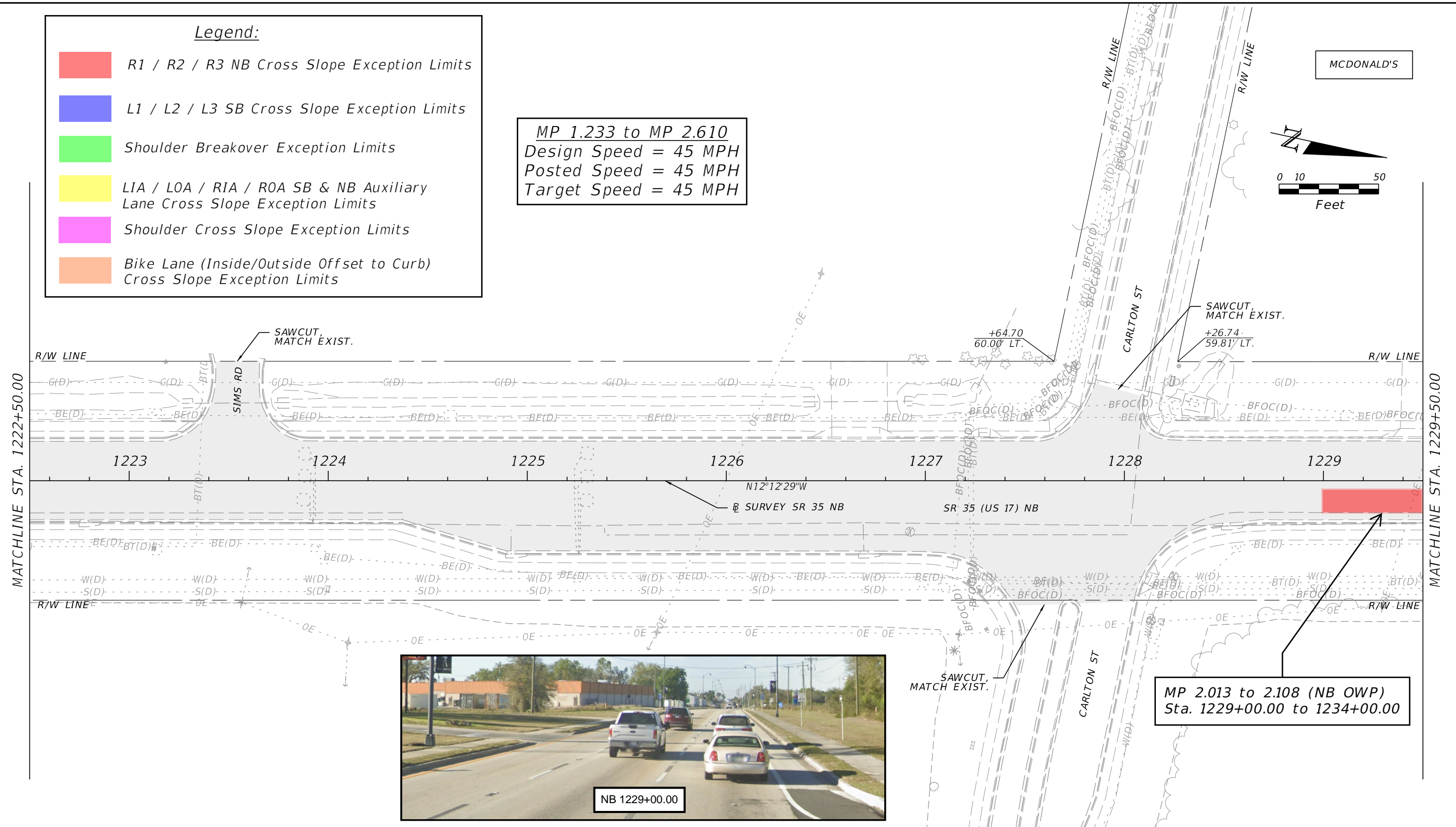
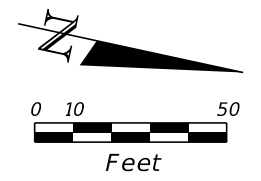
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

**Legend:**

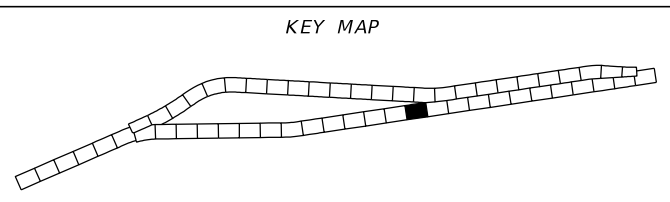
- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

**MP 1.233 to MP 2.610**  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

MCDONALD'S



**MP 2.013 to 2.108 (NB OWP)**  
 Sta. 1229+00.00 to 1234+00.00

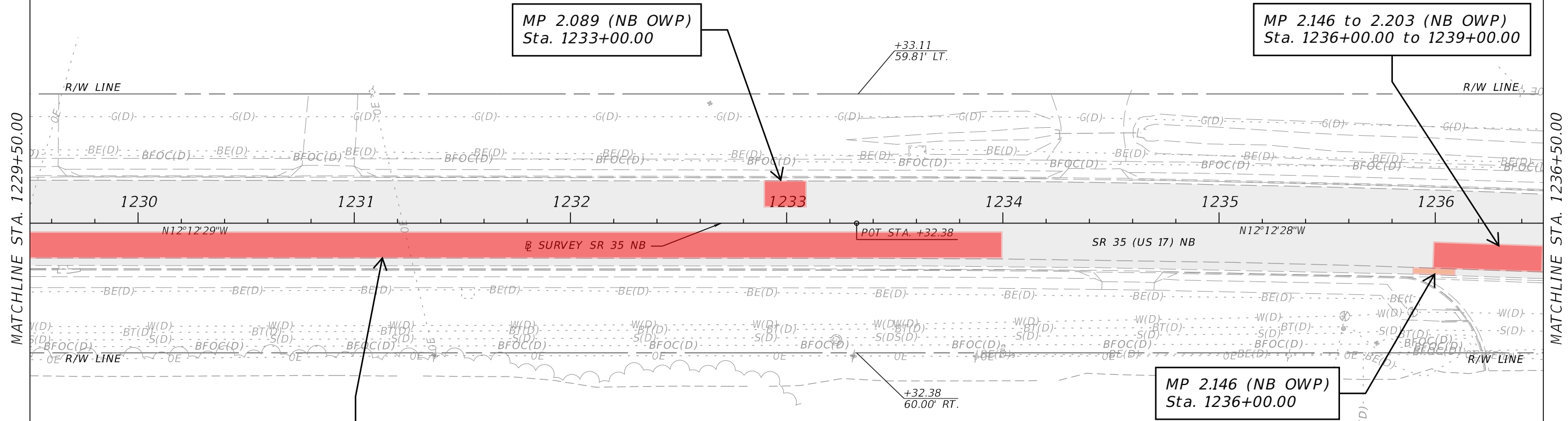
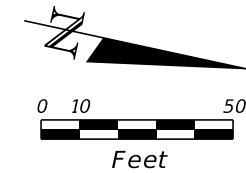


**LEGEND**

PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (20)	SHEET NO.  47
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID					
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01				

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 2.013 to 2.108 (NB OWP)  
Sta. 1229+00.00 to 1234+00.00

MP 2.089 (NB OWP)  
Sta. 1233+00.00

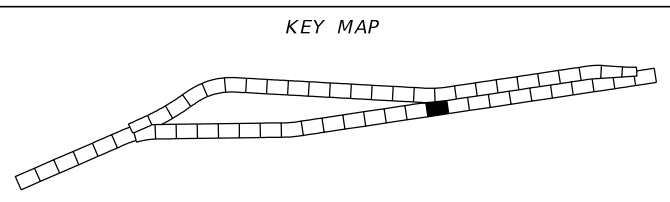
MP 2.146 to 2.203 (NB OWP)  
Sta. 1236+00.00 to 1239+00.00

MP 2.146 (NB OWP)  
Sta. 1236+00.00

MP 1.233 to MP 2.610  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

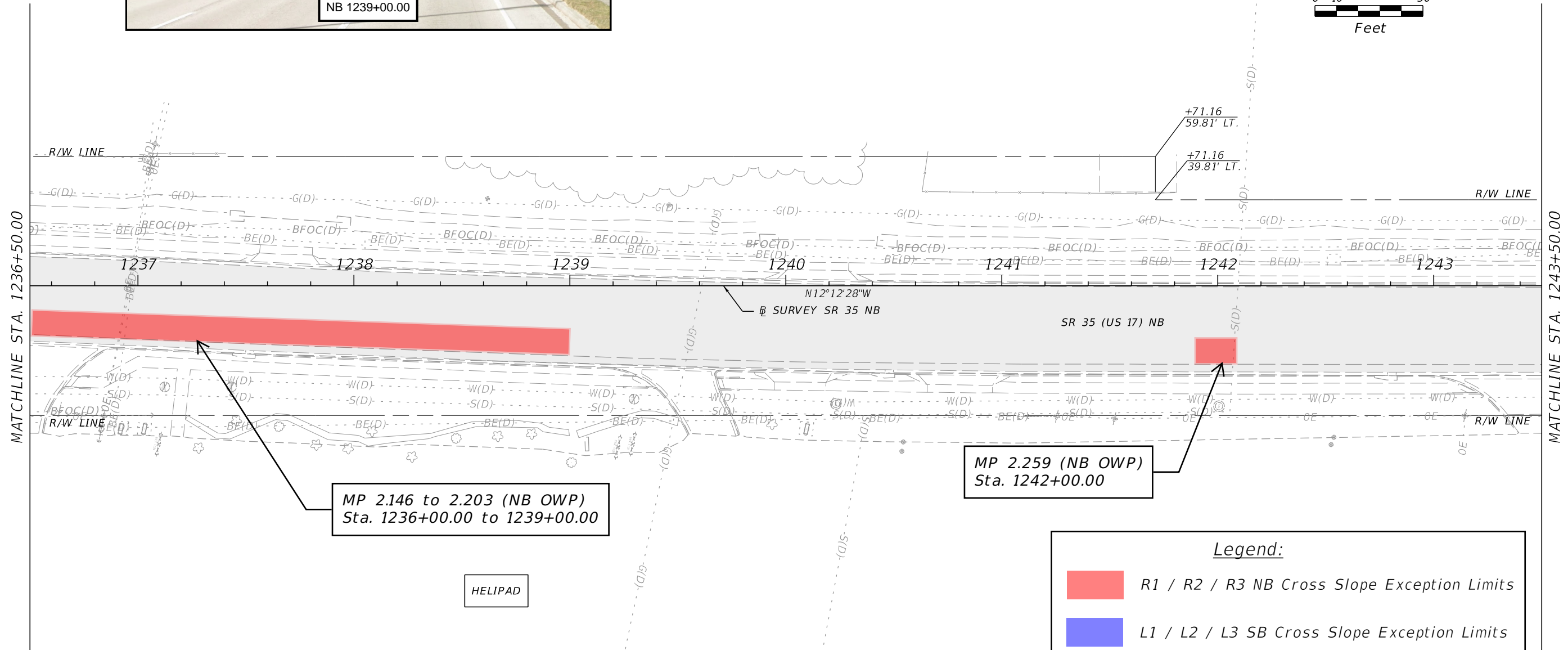
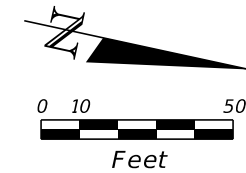


**LEGEND**

	PAVEMENT MILLING & RESURFACING
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REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (21)</b>	SHEET NO.  48
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



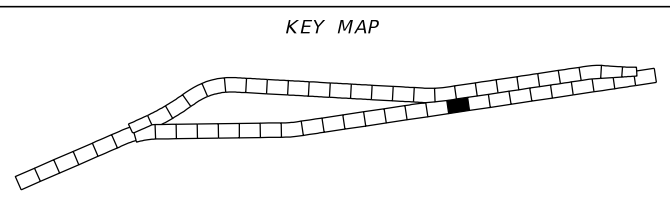
MP 2.259 (NB OWP)  
Sta. 1242+00.00

MP 2.146 to 2.203 (NB OWP)  
Sta. 1236+00.00 to 1239+00.00

MP 1.233 to MP 2.610  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

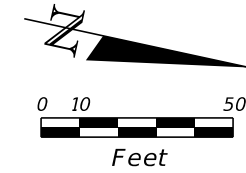


**LEGEND**

	PAVEMENT MILLING & RESURFACING
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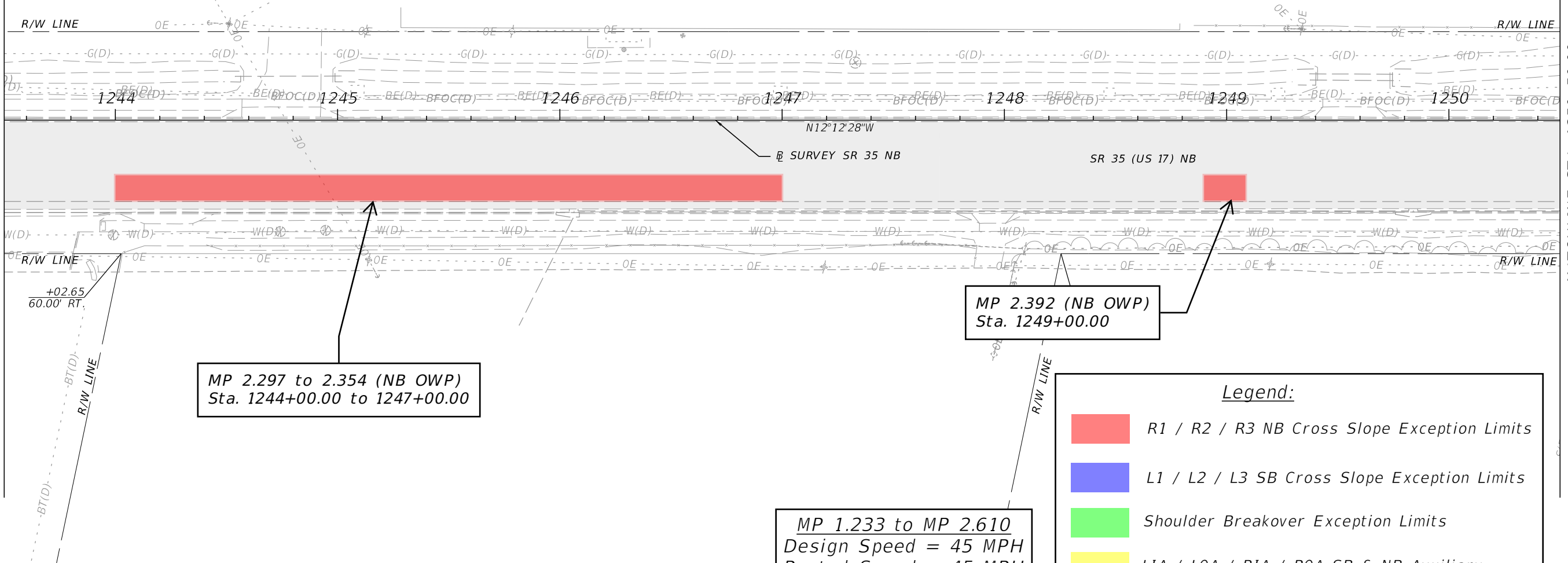
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (22)</b>	SHEET NO.  49
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01		

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MATCHLINE STA. 1243+50.00

MATCHLINE STA. 1250+50.00



MP 2.297 to 2.354 (NB OWP)  
Sta. 1244+00.00 to 1247+00.00

MP 2.392 (NB OWP)  
Sta. 1249+00.00

MP 1.233 to MP 2.610  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

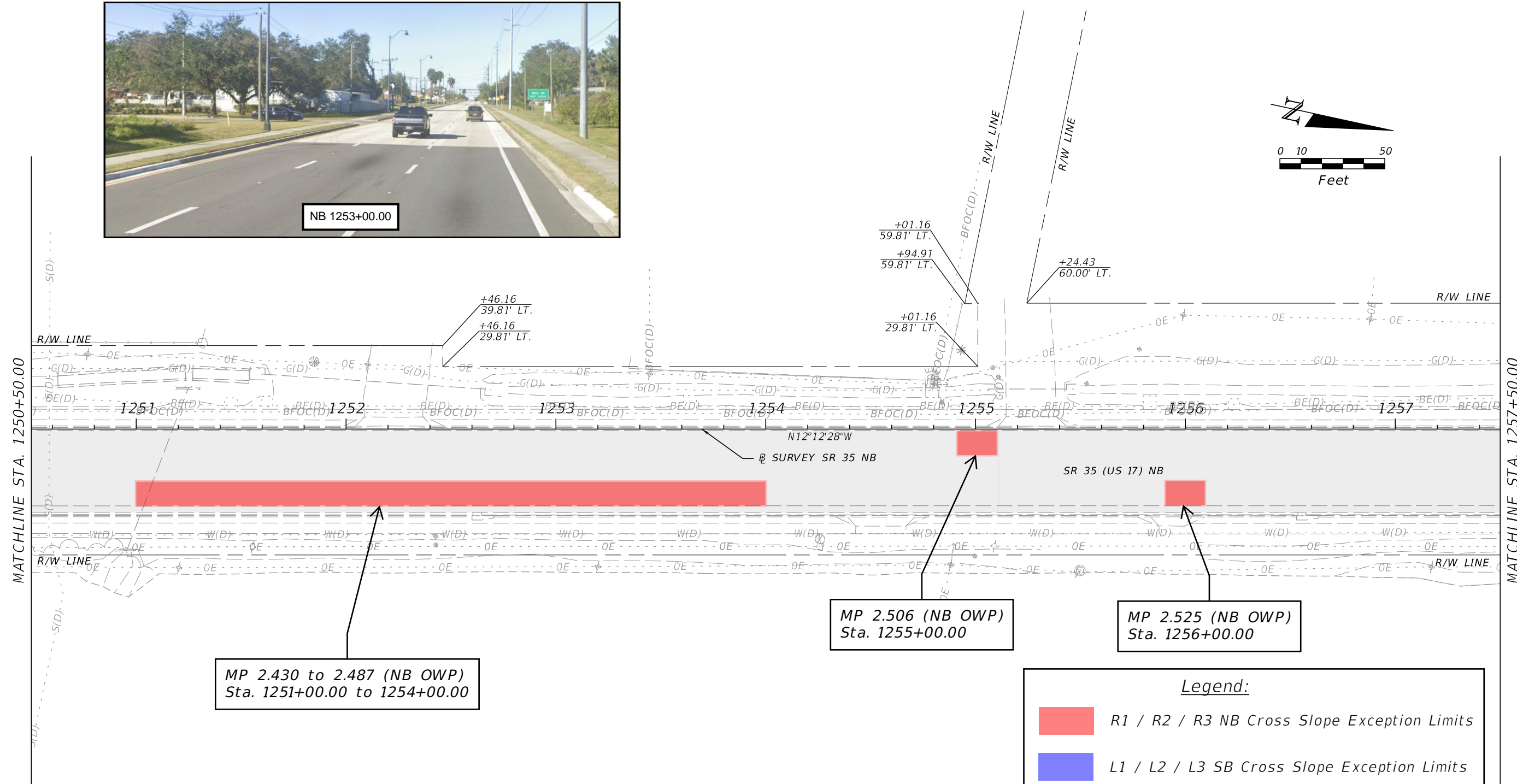
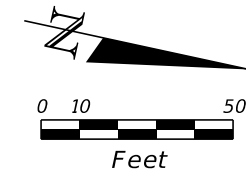
**KEY MAP**

**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (23)</b>  50

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MP 2.430 to 2.487 (NB OWP)  
Sta. 1251+00.00 to 1254+00.00

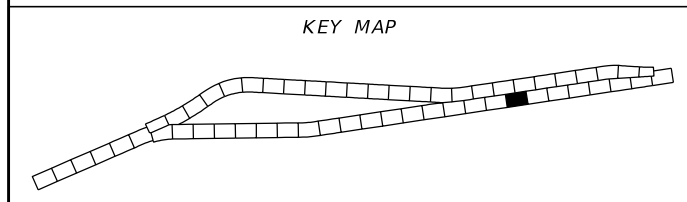
MP 2.506 (NB OWP)  
Sta. 1255+00.00

MP 2.525 (NB OWP)  
Sta. 1256+00.00

MP 1.233 to MP 2.610  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



**LEGEND**

	PAVEMENT MILLING & RESURFACING
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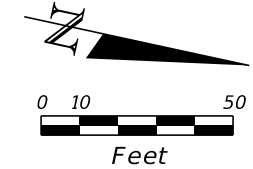
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (24)</b>  51

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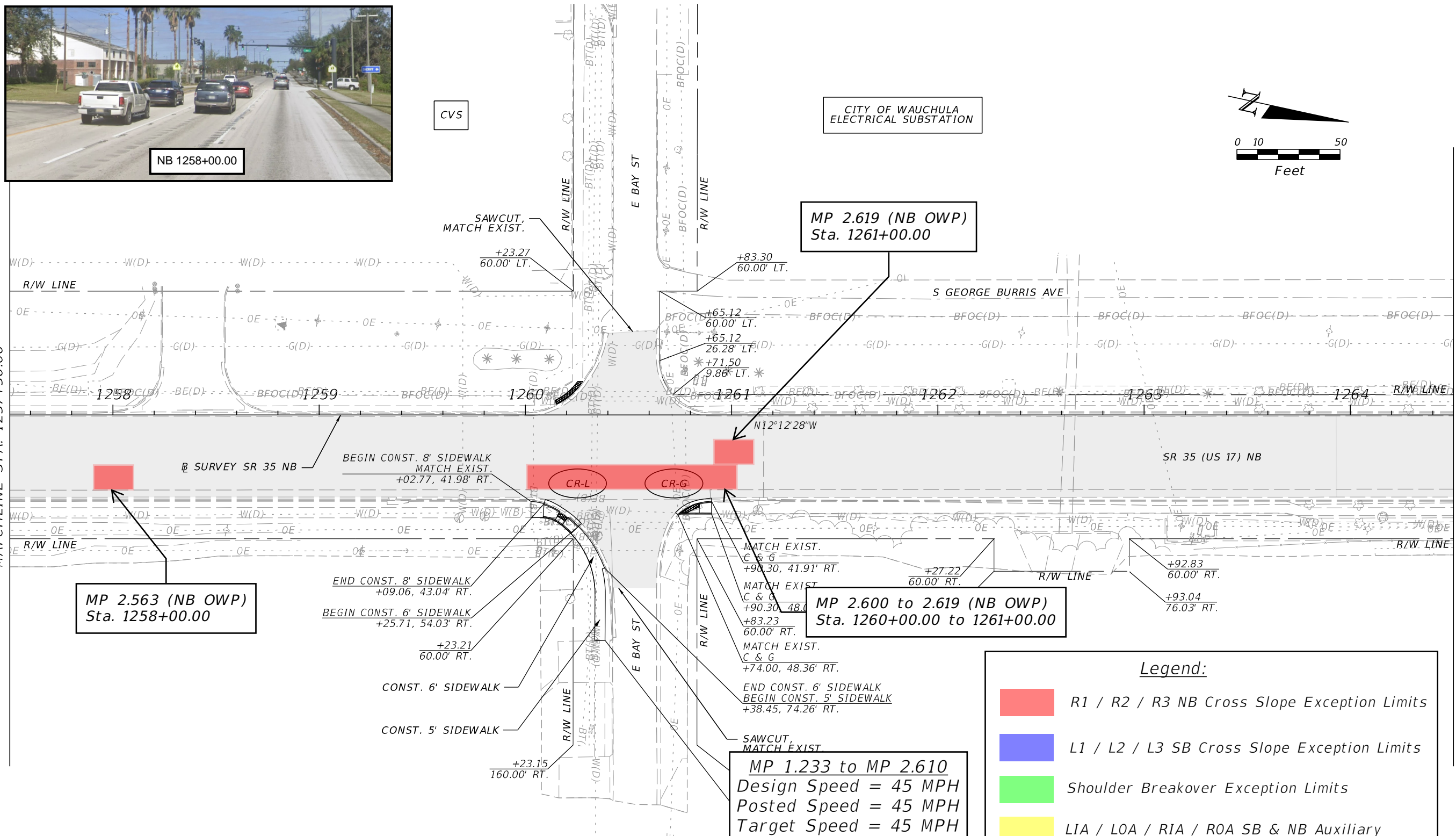
CVS

CITY OF WAUCHULA  
ELECTRICAL SUBSTATION



MATCHLINE STA. 1257+50.00

MATCHLINE STA. 1264+50.00



**MP 2.563 (NB OWP)**  
Sta. 1258+00.00

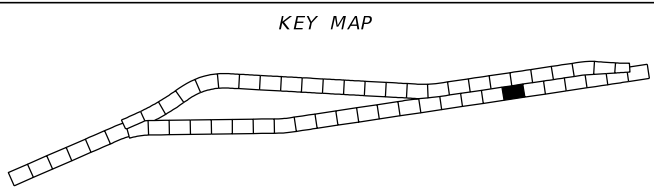
**MP 2.600 to 2.619 (NB OWP)**  
Sta. 1260+00.00 to 1261+00.00

**MP 1.233 to MP 2.610**  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**MP 2.610 to MP 2.970**  
Design Speed = 40 MPH  
Posted Speed = 35 MPH  
Target Speed = 40 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

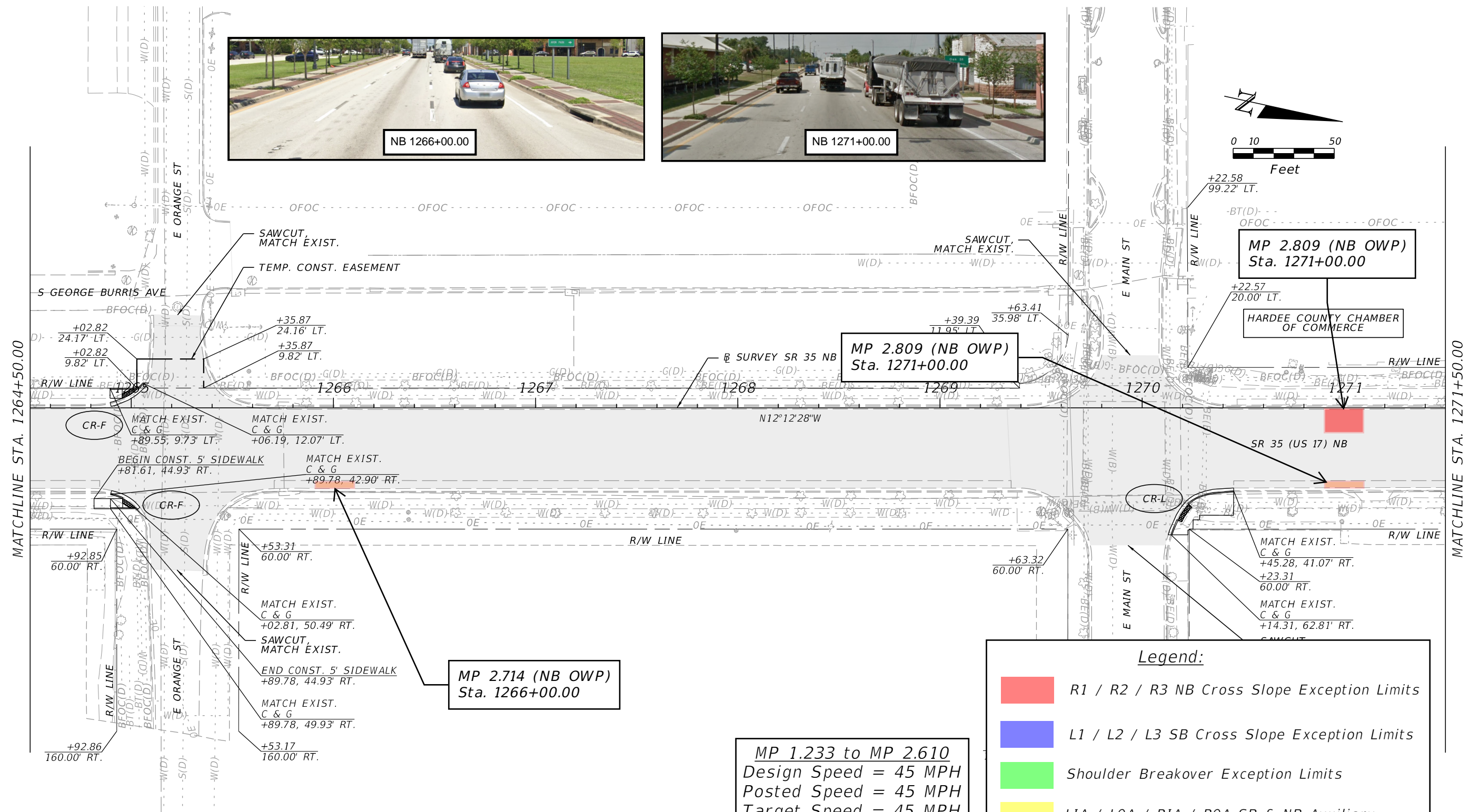
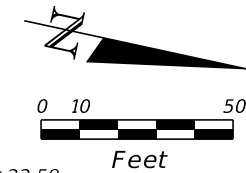


**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (25)</b>  52

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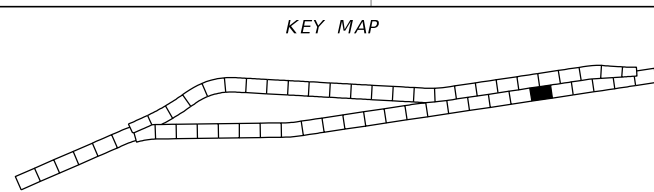


**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

**MP 1.233 to MP 2.610**  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

**MP 2.610 to MP 2.970**  
 Design Speed = 40 MPH  
 Posted Speed = 35 MPH  
 Target Speed = 40 MPH

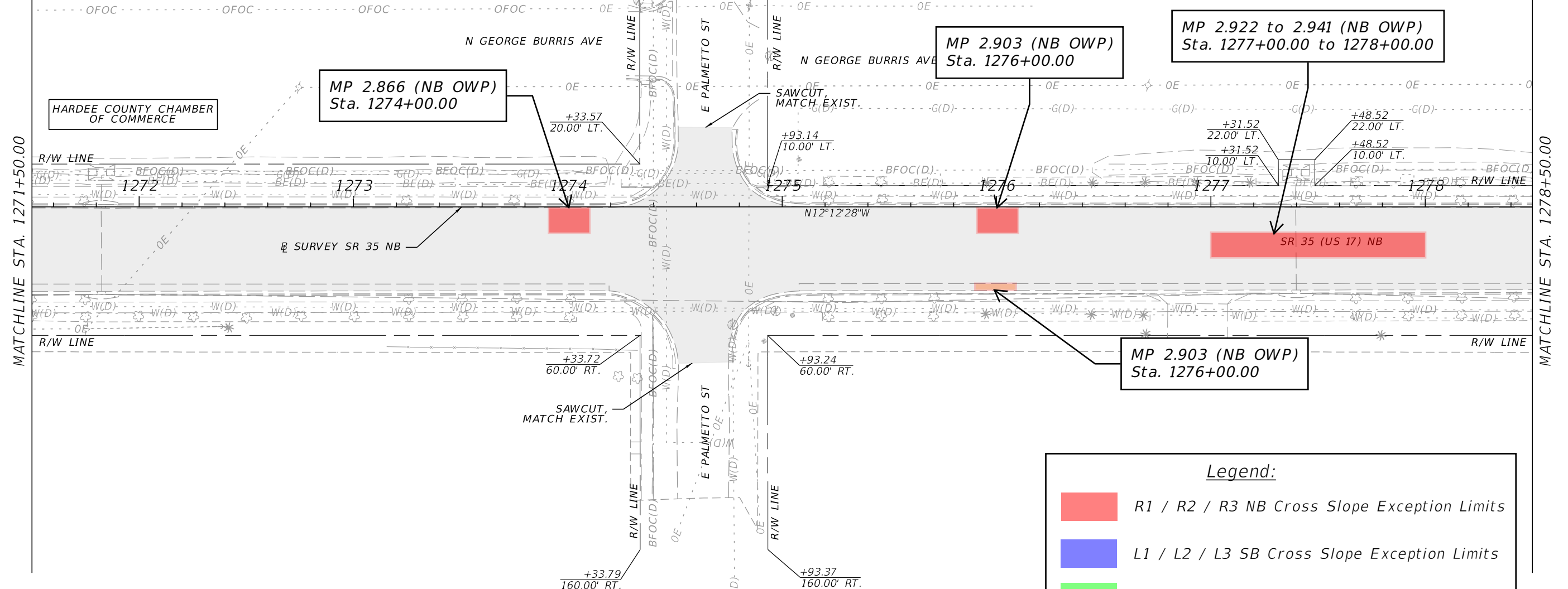
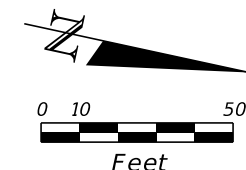


**LEGEND**

	PAVEMENT MILLING & RESURFACING
	DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (26)</b>  53

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HARDEE COUNTY CHAMBER OF COMMERCE

MP 2.866 (NB OWP)  
Sta. 1274+00.00

MP 2.903 (NB OWP)  
Sta. 1276+00.00

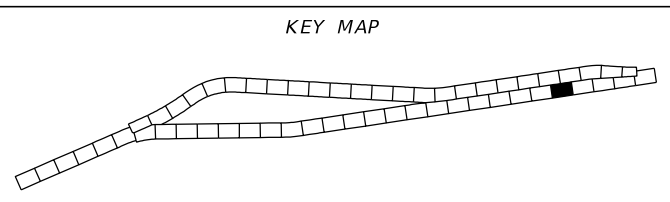
MP 2.922 to 2.941 (NB OWP)  
Sta. 1277+00.00 to 1278+00.00

MP 2.903 (NB OWP)  
Sta. 1276+00.00

MP 2.610 to MP 2.970  
Design Speed = 40 MPH  
Posted Speed = 35 MPH  
Target Speed = 40 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

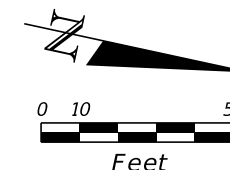


**LEGEND**

	PAVEMENT MILLING & RESURFACING
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REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (27)	SHEET NO. 54
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

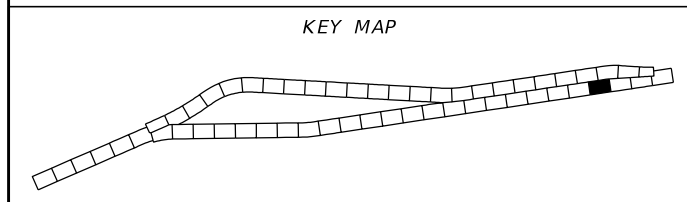


**MP 3.036 to 3.074 (NB OWP)**  
Sta. 1283+00.00 to 1285+00.00

**MP 2.970 to MP 3.300**  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



**LEGEND**

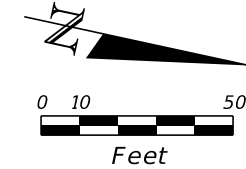
- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (28)</b>	SHEET NO.  55
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

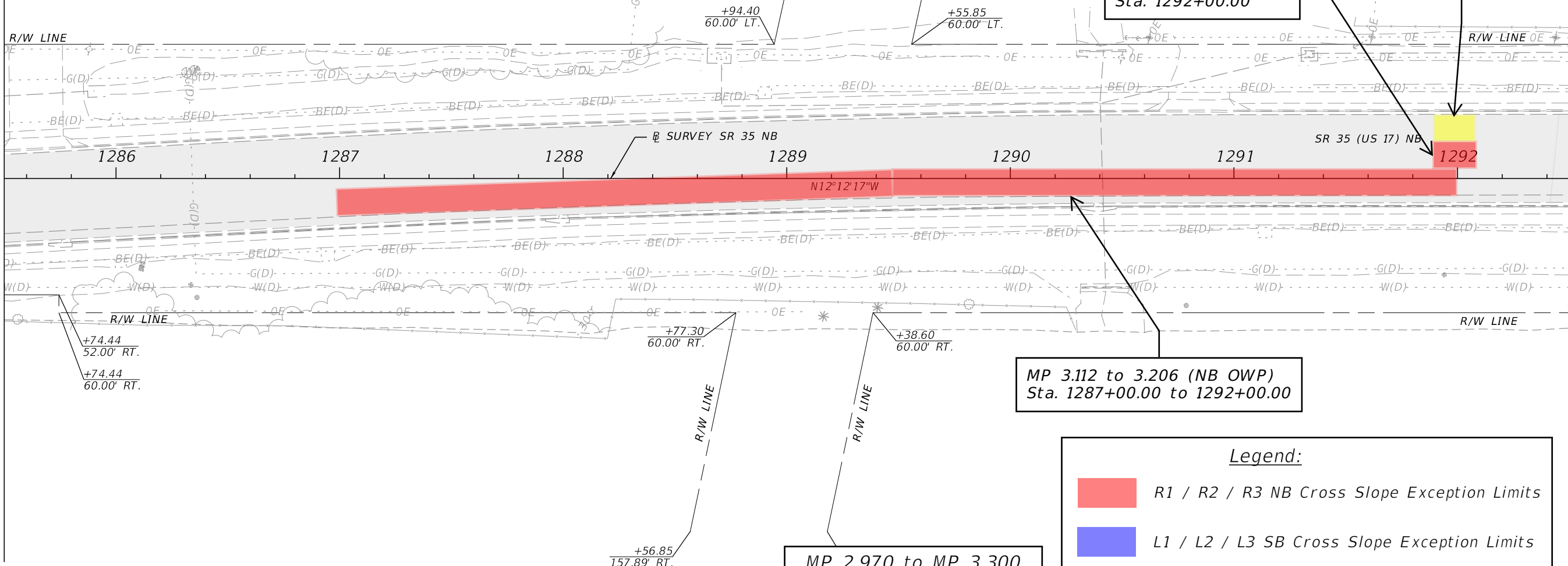


NB 1289+00.00



MATCHLINE STA. 1285+50.00

MATCHLINE STA. 1292+50.00



MP 3.206 (NB OWP)  
Sta. 1292+00.00

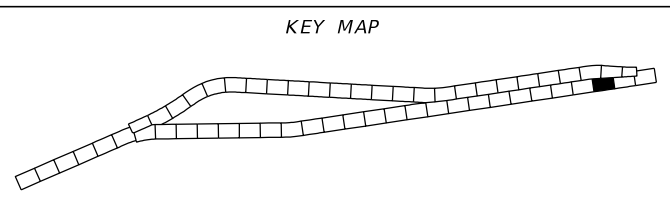
MP 3.206 (NB OWP)  
Sta. 1292+00.00

MP 3.112 to 3.206 (NB OWP)  
Sta. 1287+00.00 to 1292+00.00

MP 2.970 to MP 3.300  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

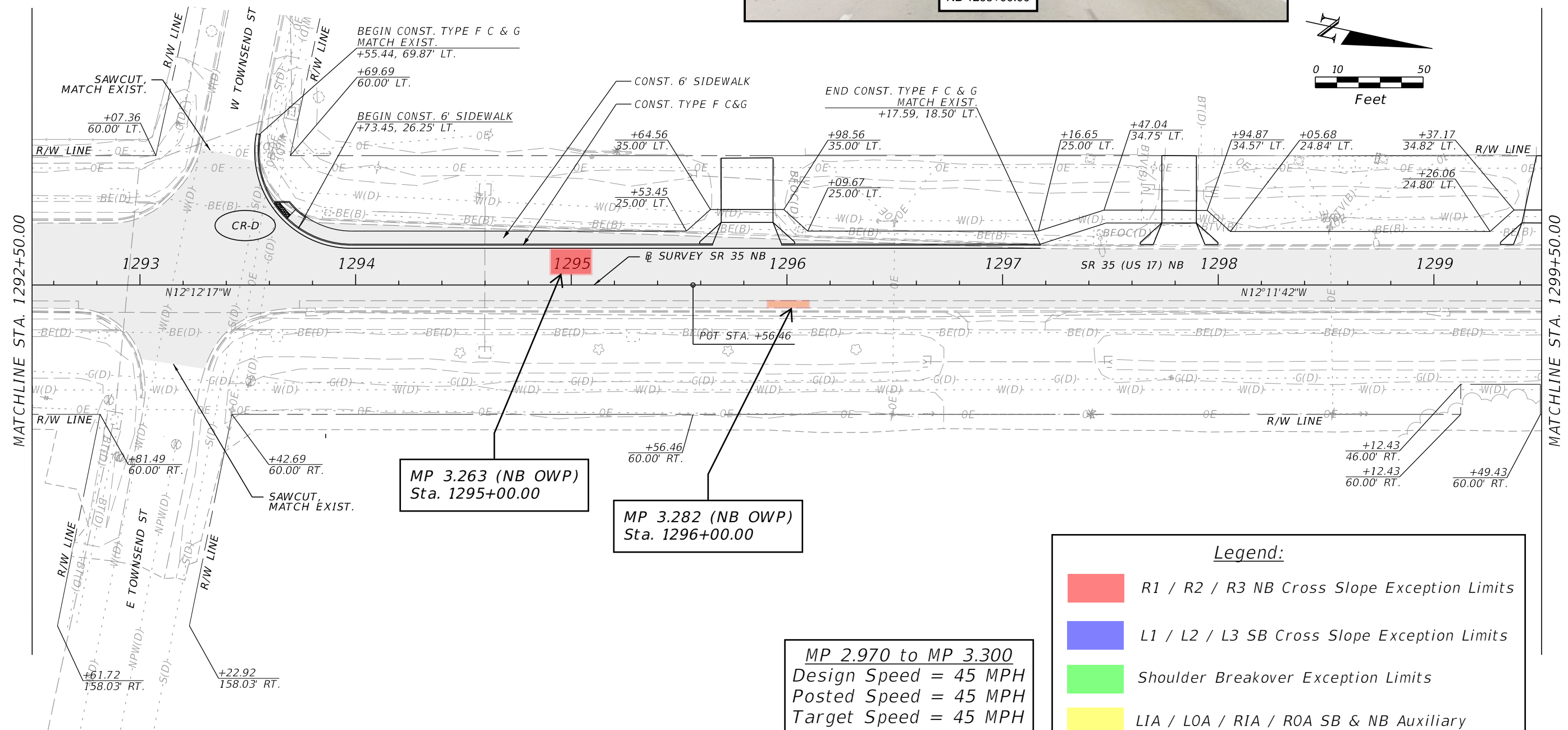
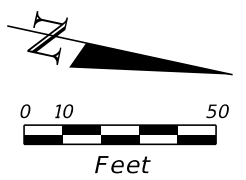


**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (29)	SHEET NO.  56
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



**MP 3.263 (NB OWP)**  
Sta. 1295+00.00

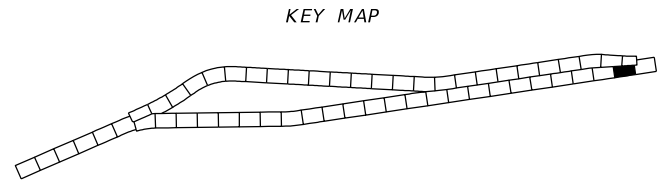
**MP 3.282 (NB OWP)**  
Sta. 1296+00.00

**MP 2.970 to MP 3.300**  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**MP 3.300 to MP 3.445**  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

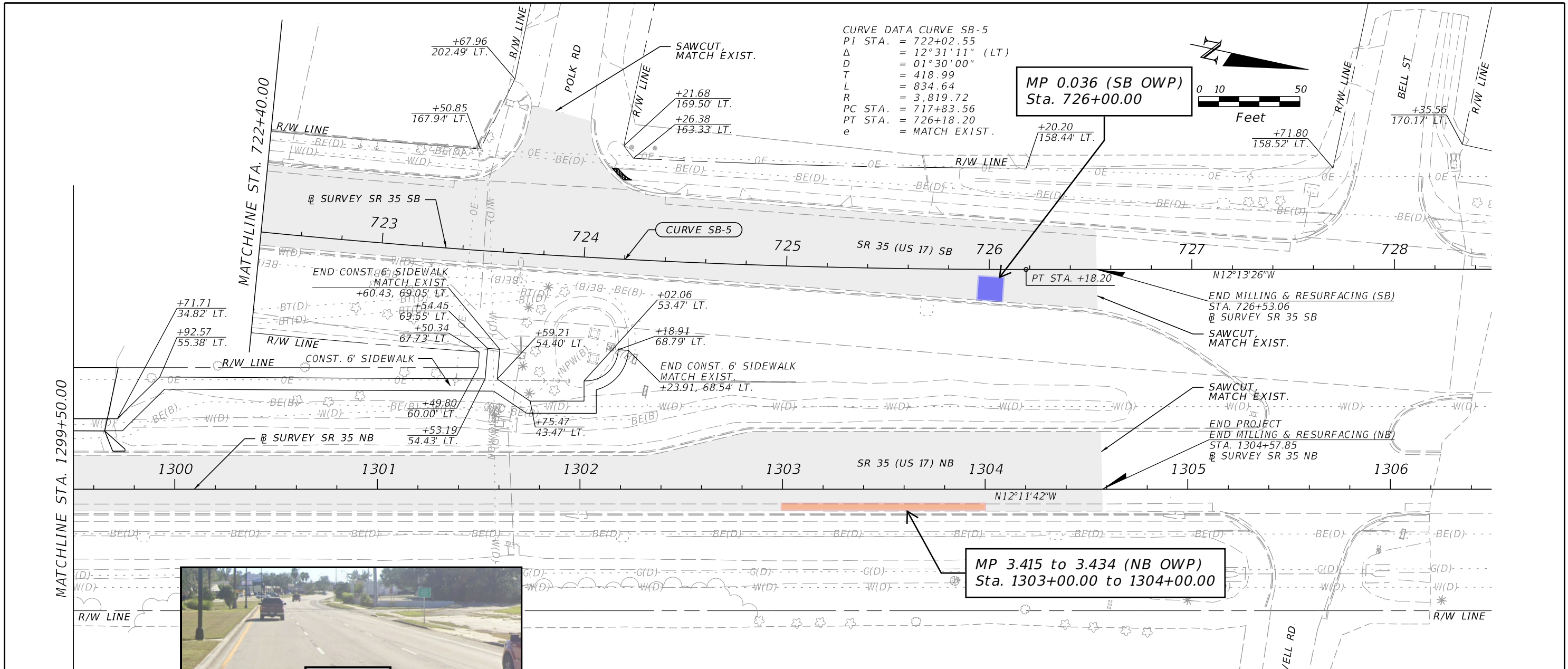


**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (30)</b>  57

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CURVE DATA CURVE SB-5  
 PI STA. = 722+02.55  
 $\Delta$  = 12°31'11" (LT)  
 D = 01°30'00"  
 T = 418.99  
 L = 834.64  
 R = 3,819.72  
 PC STA. = 717+83.56  
 PT STA. = 726+18.20  
 e = MATCH EXIST.

MP 0.036 (SB OWP)  
 Sta. 726+00.00

MP 3.415 to 3.434 (NB OWP)  
 Sta. 1303+00.00 to 1304+00.00



SB 726+00.00



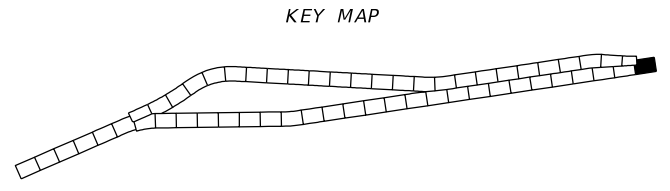
NB 1303+00.00

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

SB MP 0.017 to MP 0.452  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

NB MP 3.300 to MP 3.445  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH



**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

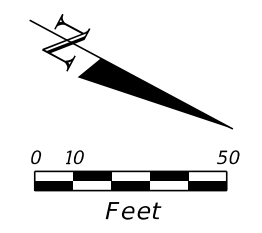
REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (31)</b>  58

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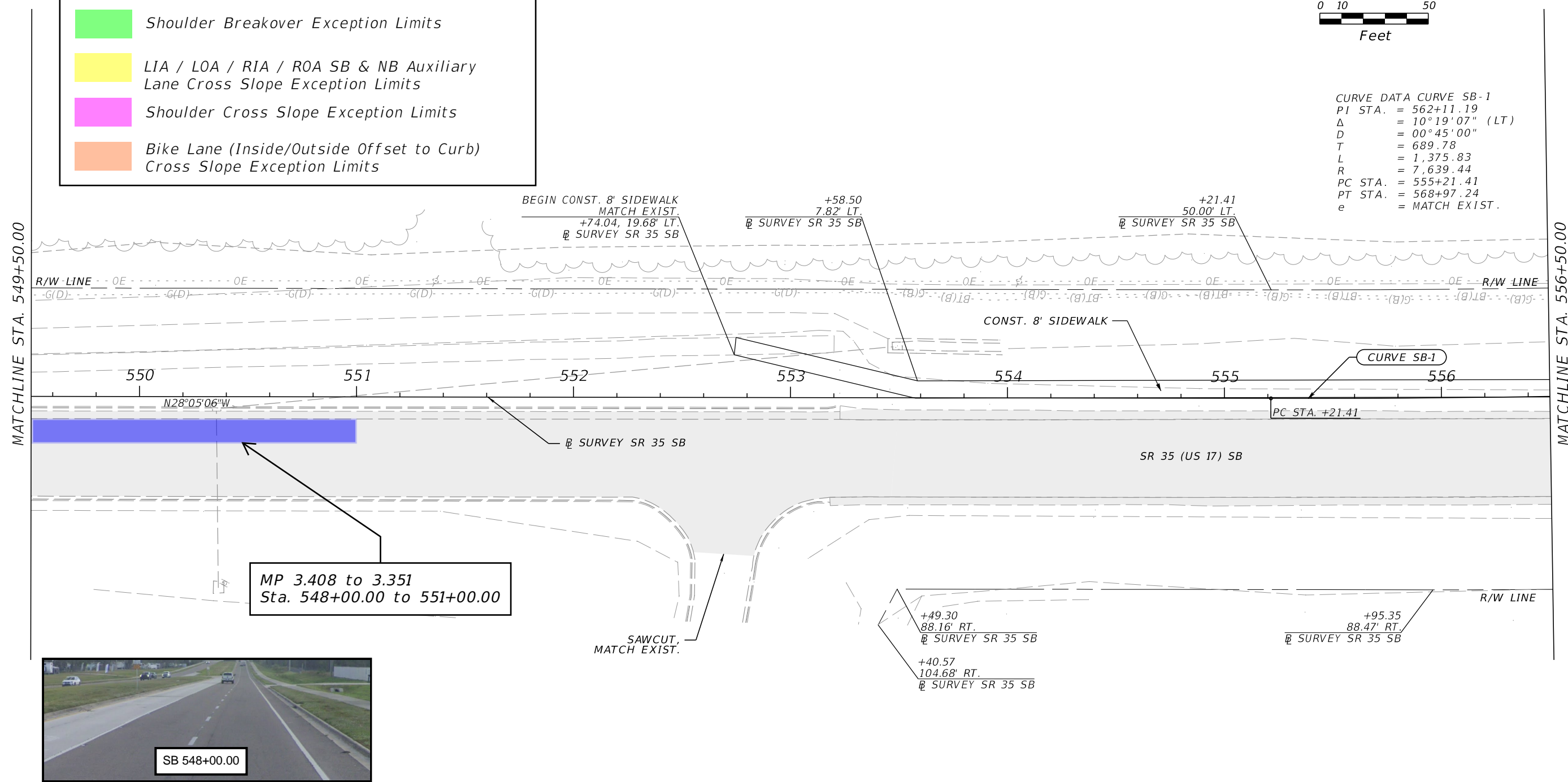
**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

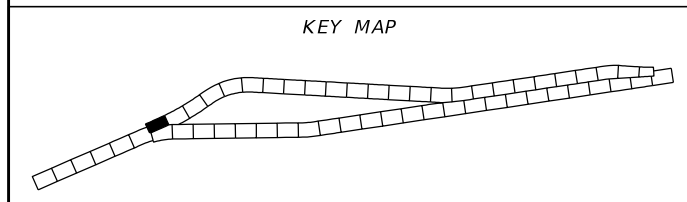
**MP 3.310 to MP 3.539**  
 Design Speed = 55 MPH  
 Posted Speed = 55 MPH  
 Target Speed = 55 MPH



**CURVE DATA CURVE SB-1**  
 PI STA. = 562+11.19  
 $\Delta$  = 10° 19' 07" (LT)  
 D = 00° 45' 00"  
 T = 689.78  
 L = 1,375.83  
 R = 7,639.44  
 PC STA. = 555+21.41  
 PT STA. = 568+97.24  
 e = MATCH EXIST.



**MP 3.408 to 3.351**  
 Sta. 548+00.00 to 551+00.00

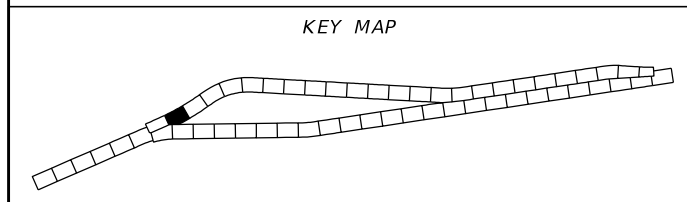
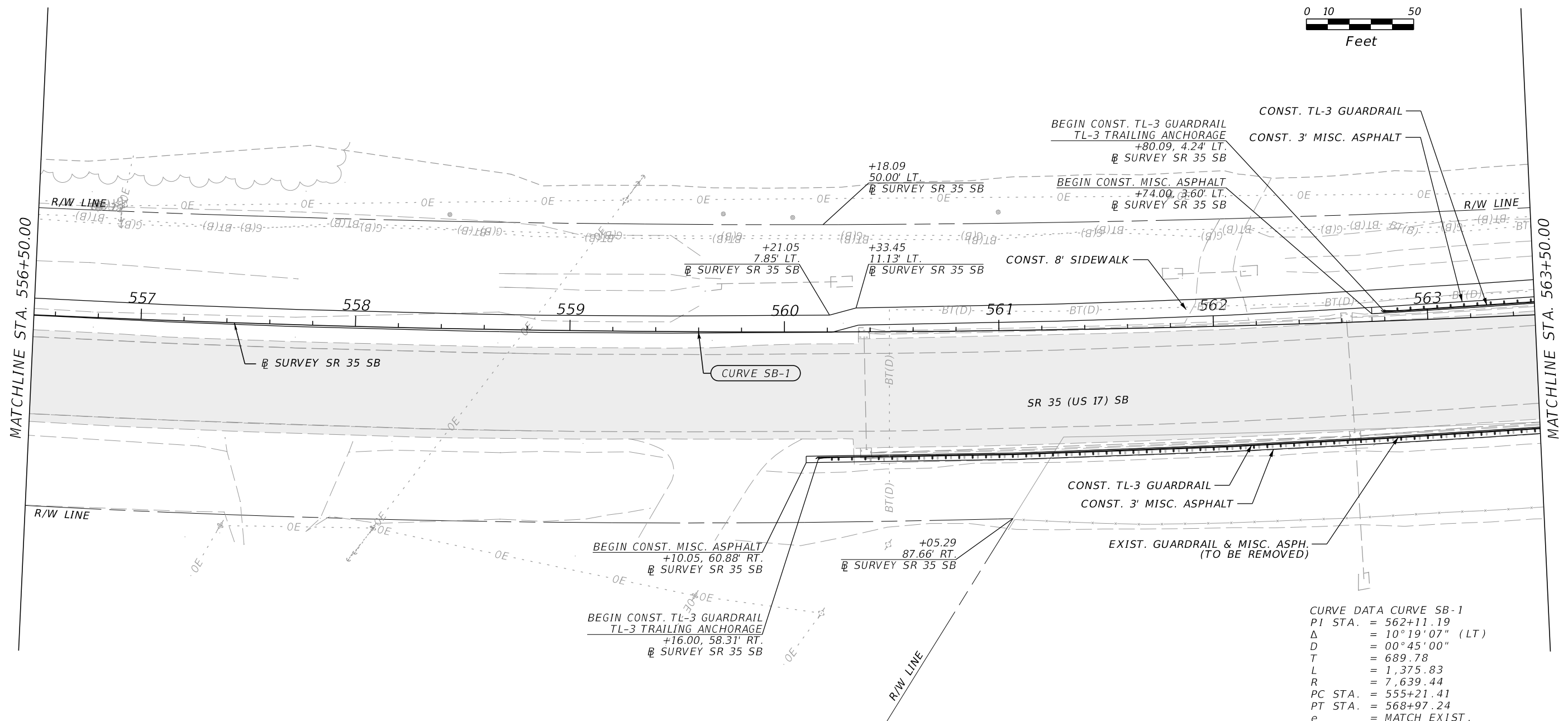
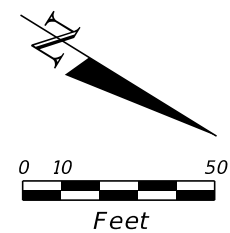


**LEGEND**

- PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (32)</b>  59

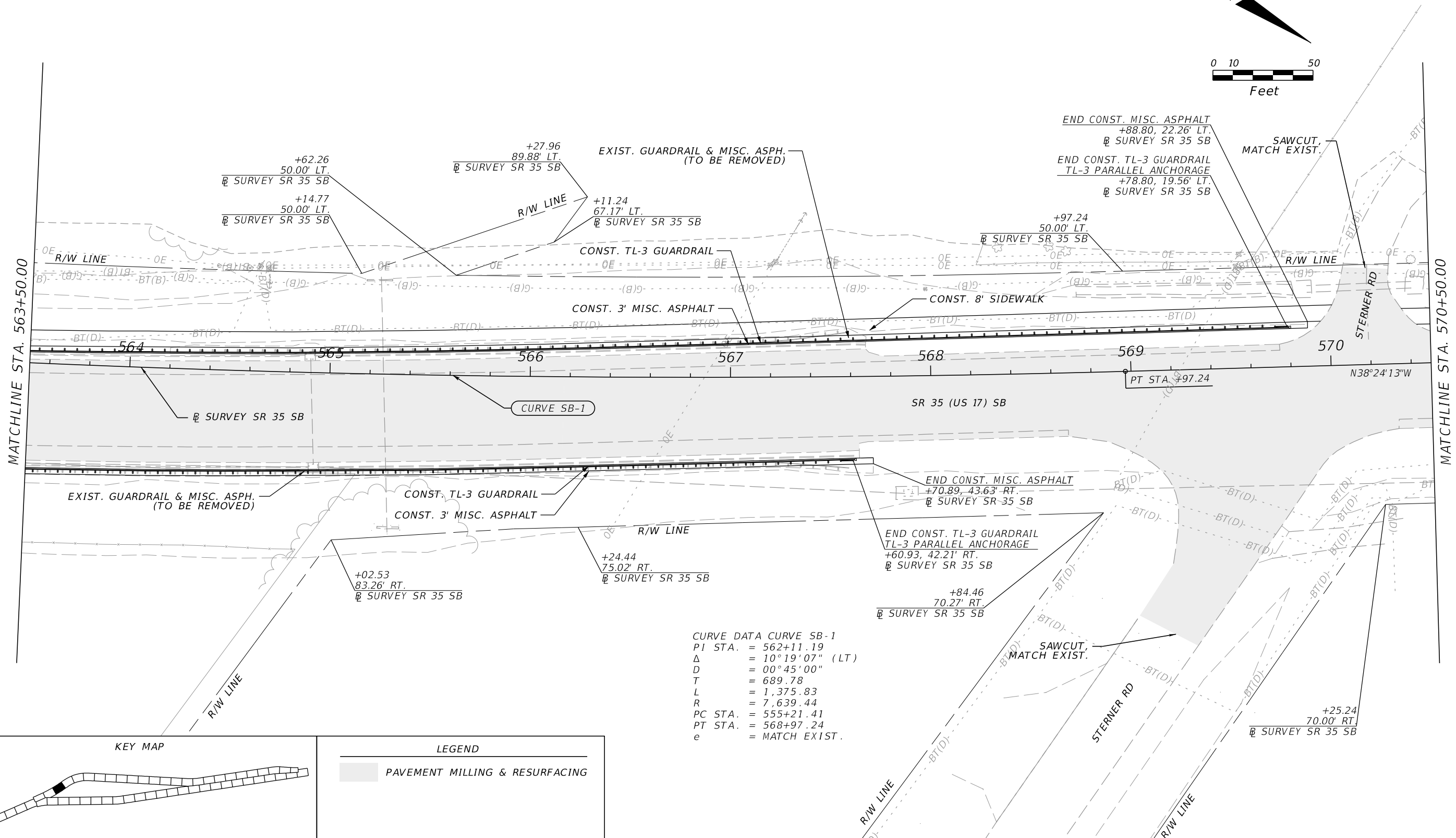
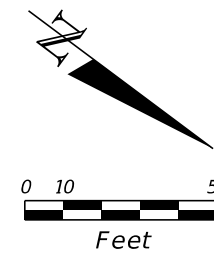
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



LEGEND	
	PAVEMENT MILLING & RESURFACING

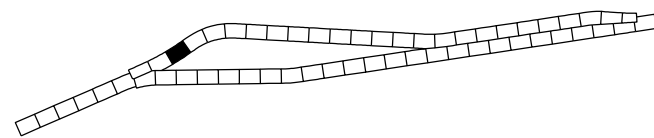
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (33)	SHEET NO. 60
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



CURVE DATA CURVE SB-1  
 PI STA. = 562+11.19  
 $\Delta$  = 10° 19' 07" (LT)  
 D = 00° 45' 00"  
 T = 689.78  
 L = 1,375.83  
 R = 7,639.44  
 PC STA. = 555+21.41  
 PT STA. = 568+97.24  
 e = MATCH EXIST.

KEY MAP

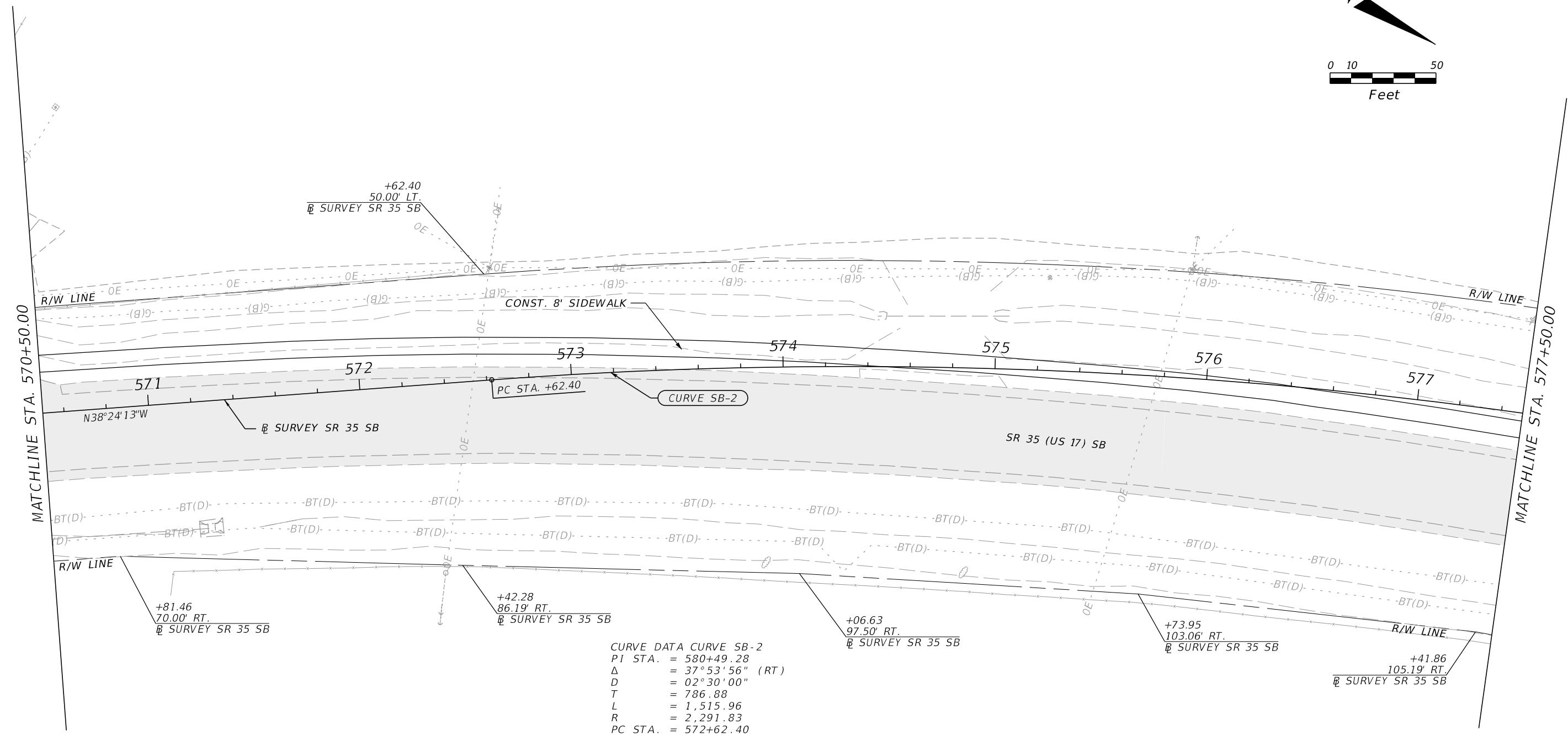
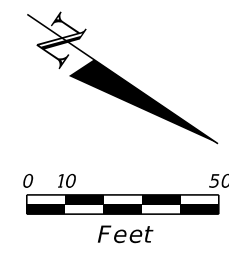


LEGEND

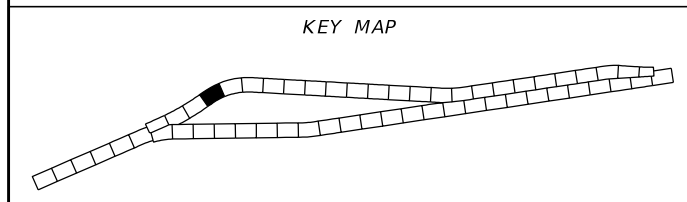
PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (34)	SHEET NO.  61
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



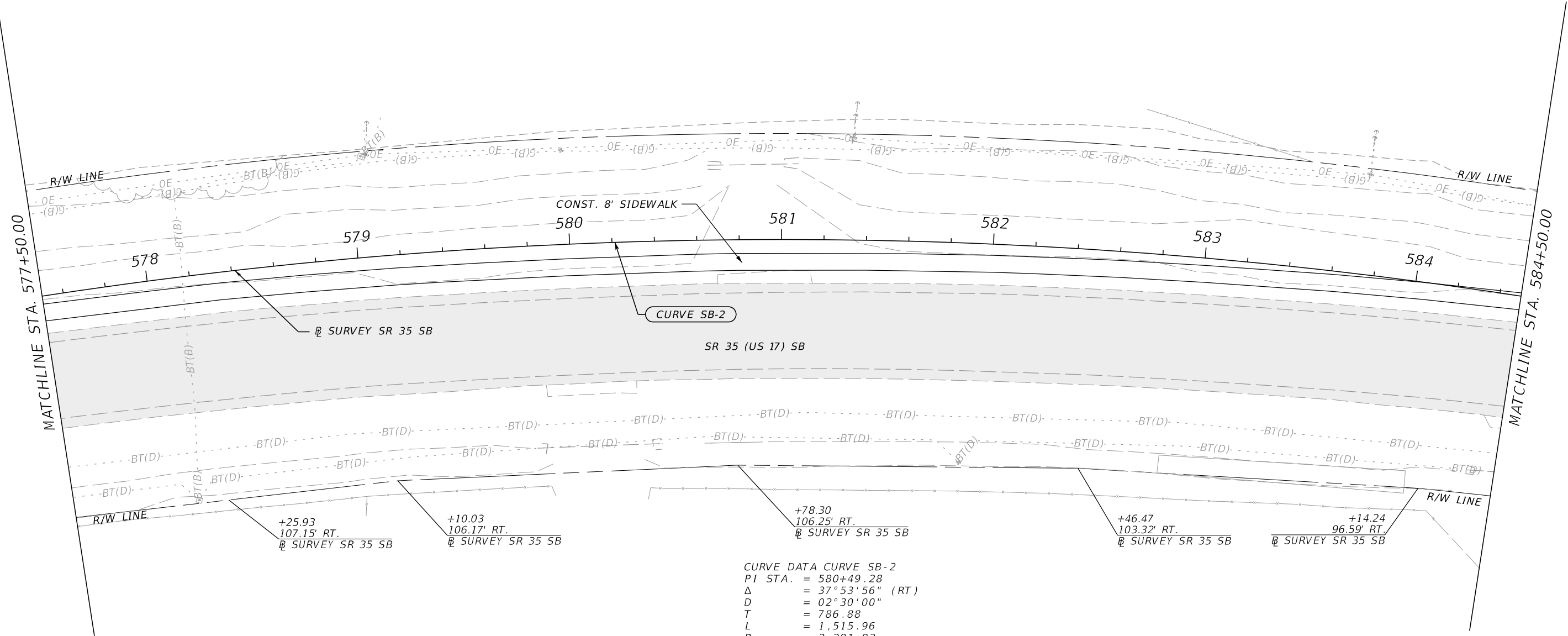
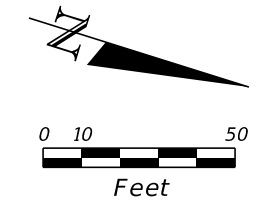
CURVE DATA CURVE SB-2  
 PI STA. = 580+49.28  
 $\Delta$  = 37° 53' 56" (RT)  
 D = 02° 30' 00"  
 T = 786.88  
 L = 1,515.96  
 R = 2,291.83  
 PC STA. = 572+62.40  
 PT STA. = 587+78.36  
 e = MATCH EXIST.



**LEGEND**  
 [Shaded Box] PAVEMENT MILLING & RESURFACING

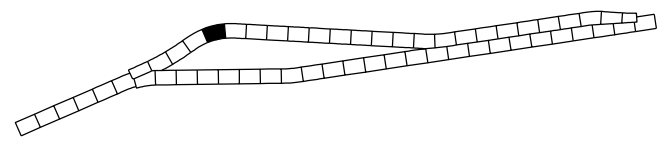
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
						SR 35	HARDEE	446205-1-52-01	62
<b>ROADWAY PLAN (35)</b>									

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



CURVE DATA CURVE SB-2  
 PI STA. = 580+49.28  
 $\Delta$  = 37° 53' 56" (RT)  
 D = 02° 30' 00"  
 T = 786.88  
 L = 1,515.96  
 R = 2,291.83  
 PC STA. = 572+62.40  
 PT STA. = 587+78.36  
 e = MATCH EXIST.

KEY MAP

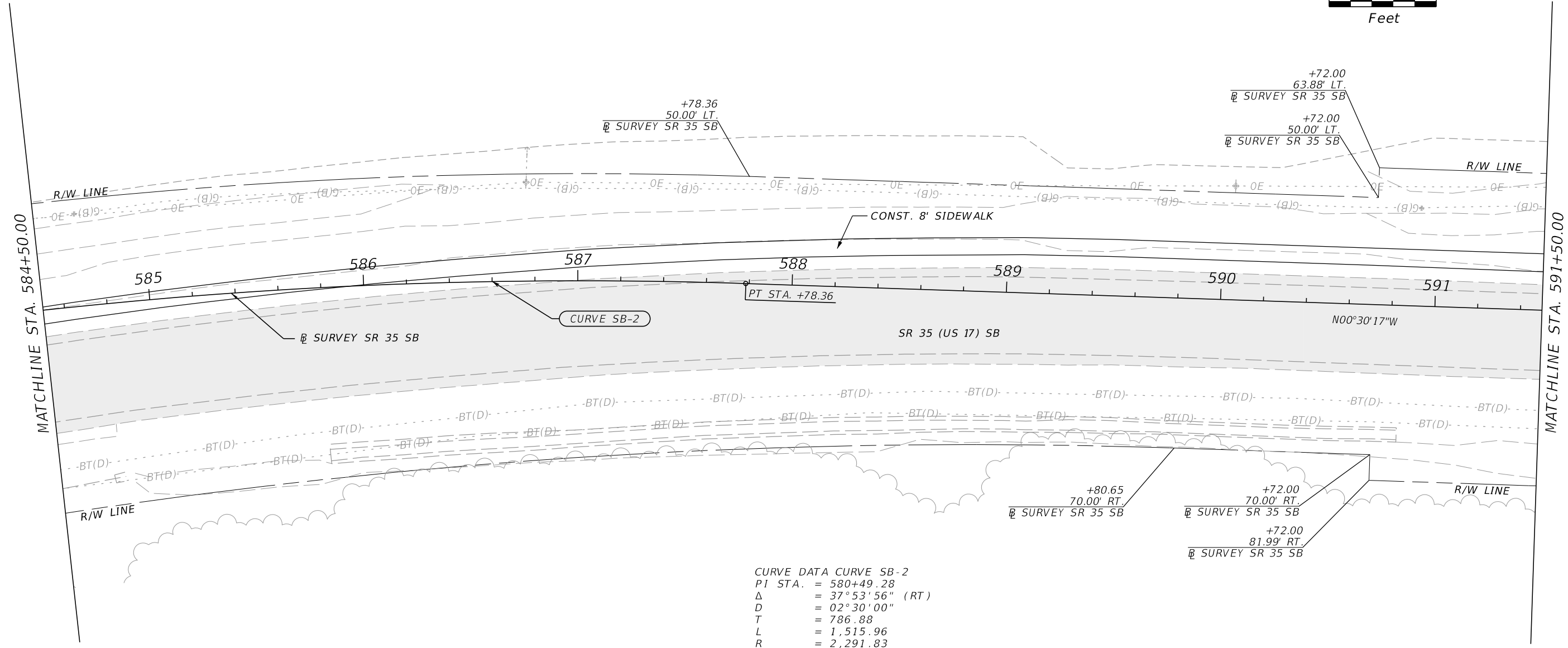
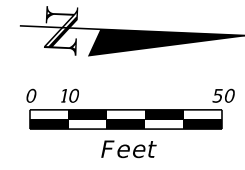


LEGEND

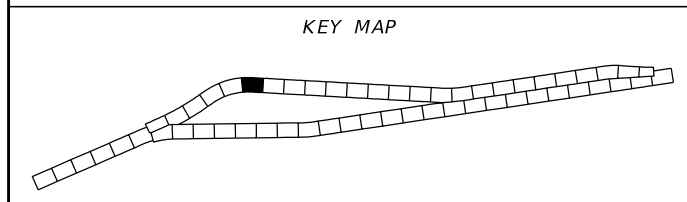
PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (36)	SHEET NO. 63
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



CURVE DATA CURVE SB-2  
 P1 STA. = 580+49.28  
 $\Delta$  = 37° 53' 56" (RT)  
 D = 02° 30' 00"  
 T = 786.88  
 L = 1,515.96  
 R = 2,291.83  
 PC STA. = 572+62.40  
 PT STA. = 587+78.36  
 e = MATCH EXIST.

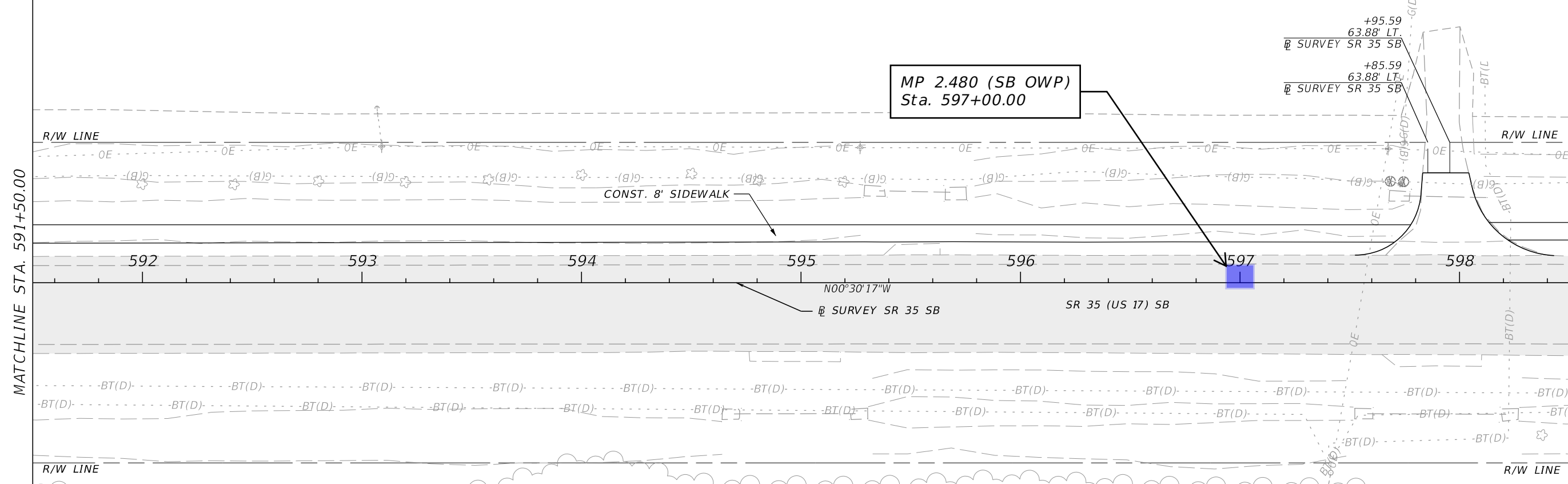
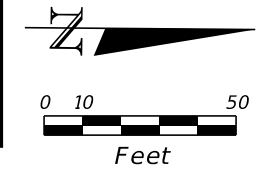


**LEGEND**

	PAVEMENT MILLING & RESURFACING
--	--------------------------------

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (37)	SHEET NO. 64
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MP 2.480 (SB OWP)  
Sta. 597+00.00

+95.59  
63.88' LT.  
SURVEY SR 35 SB

+85.59  
63.88' LT.  
SURVEY SR 35 SB

CONST. 8' SIDEWALK

N00°30'17"W

SURVEY SR 35 SB

SR 35 (US 17) SB

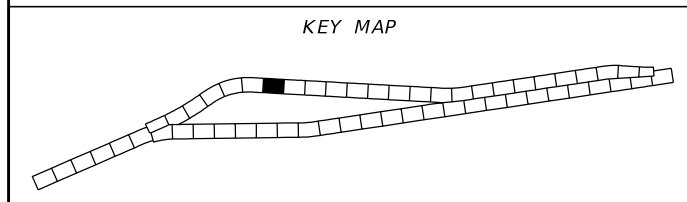
MATCHLINE STA. 591+50.00

MATCHLINE STA. 598+50.00

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

MP 2.170 to MP 3.310  
Design Speed = 55 MPH  
Posted Speed = 55 MPH  
Target Speed = 55 MPH



**LEGEND**

	PAVEMENT MILLING & RESURFACING
--	--------------------------------

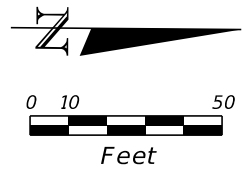
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (38)</b>	SHEET NO.  65
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

MP 2.170 to MP 3.310  
 Design Speed = 55 MPH  
 Posted Speed = 55 MPH  
 Target Speed = 55 MPH

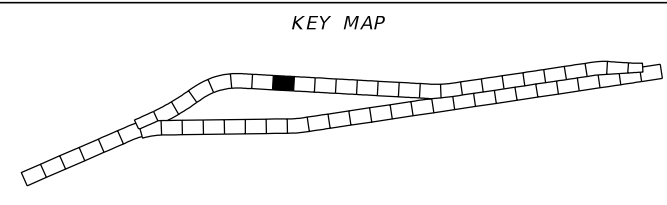
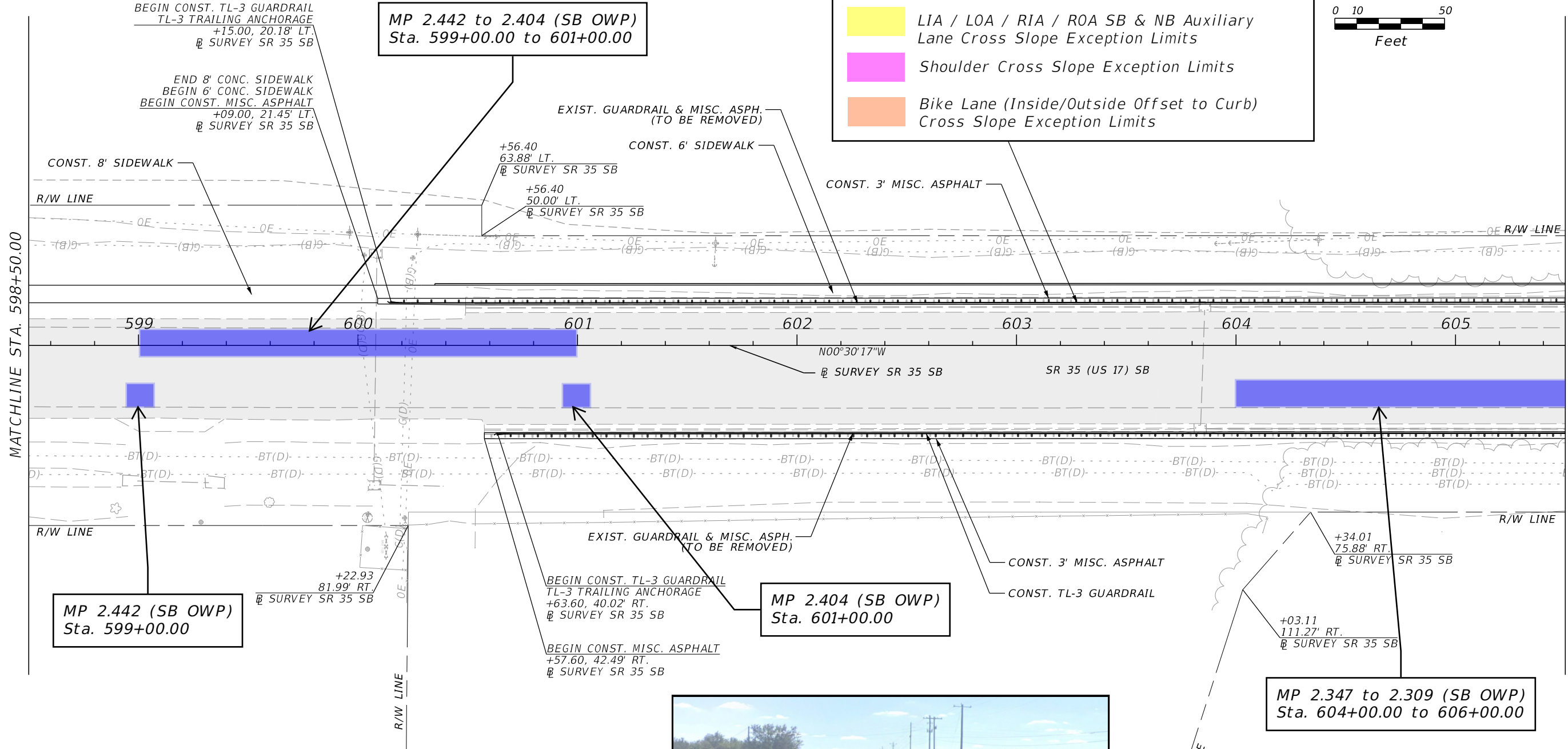
**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



MATCHLINE STA. 598+50.00

MATCHLINE STA. 605+50.00



**LEGEND**

- PAVEMENT MILLING & RESURFACING

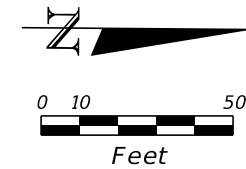
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
						SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (39)</b>  66

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

MP 2.170 to MP 3.310  
 Design Speed = 55 MPH  
 Posted Speed = 55 MPH  
 Target Speed = 55 MPH

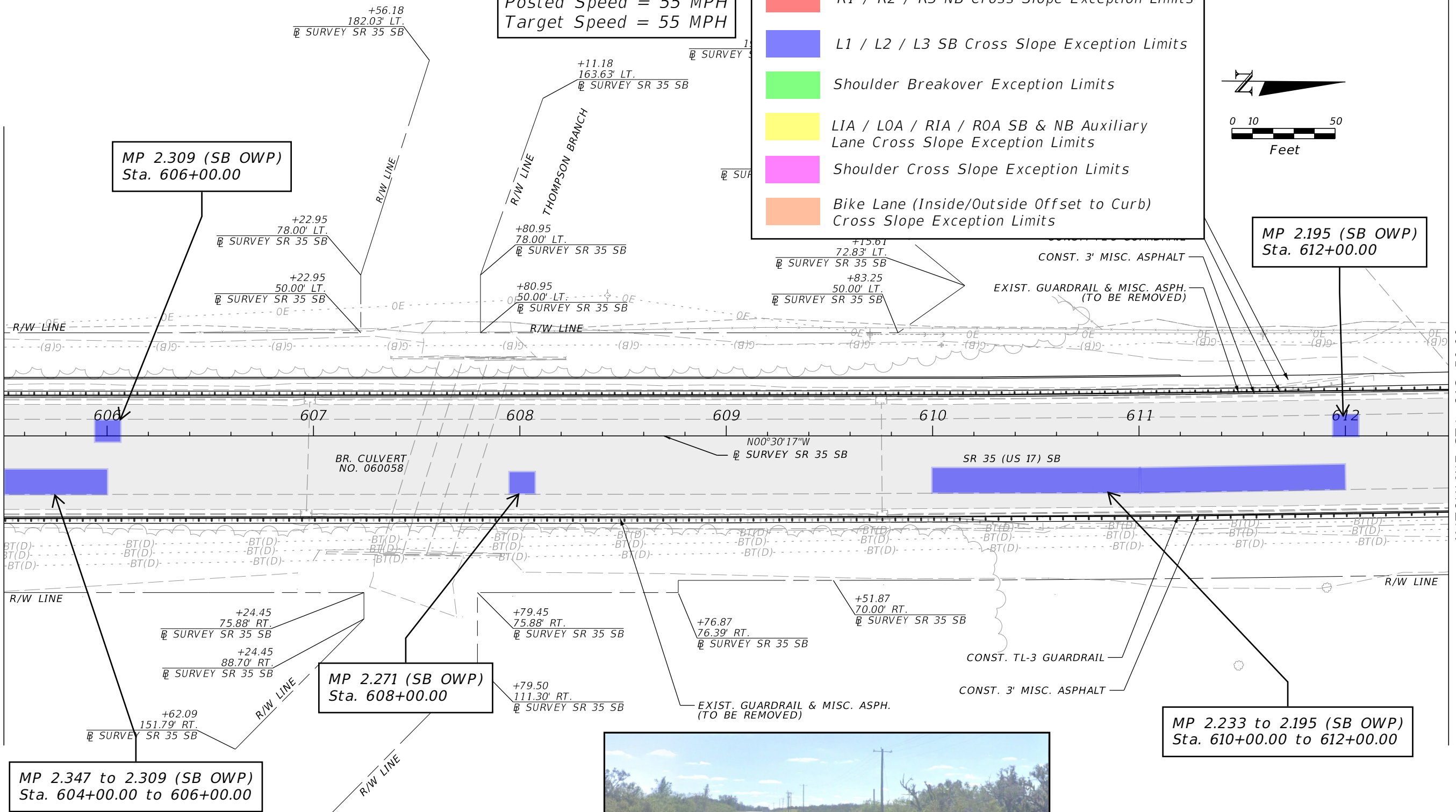
**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



MATCHLINE STA. 605+50.00

MATCHLINE STA. 612+50.00



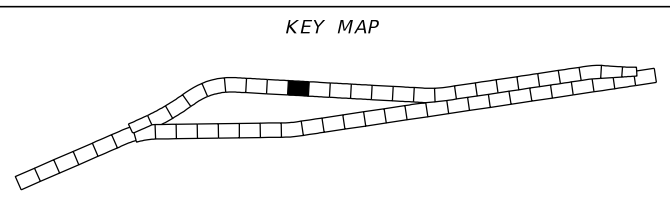
MP 2.309 (SB OWP)  
Sta. 606+00.00

MP 2.195 (SB OWP)  
Sta. 612+00.00

MP 2.271 (SB OWP)  
Sta. 608+00.00

MP 2.233 to 2.195 (SB OWP)  
Sta. 610+00.00 to 612+00.00

MP 2.347 to 2.309 (SB OWP)  
Sta. 604+00.00 to 606+00.00



**LEGEND**

- PAVEMENT MILLING & RESURFACING

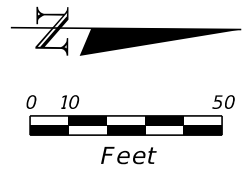
REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (40)	SHEET NO. 67
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01	

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

MP 0.903 to MP 2.170  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

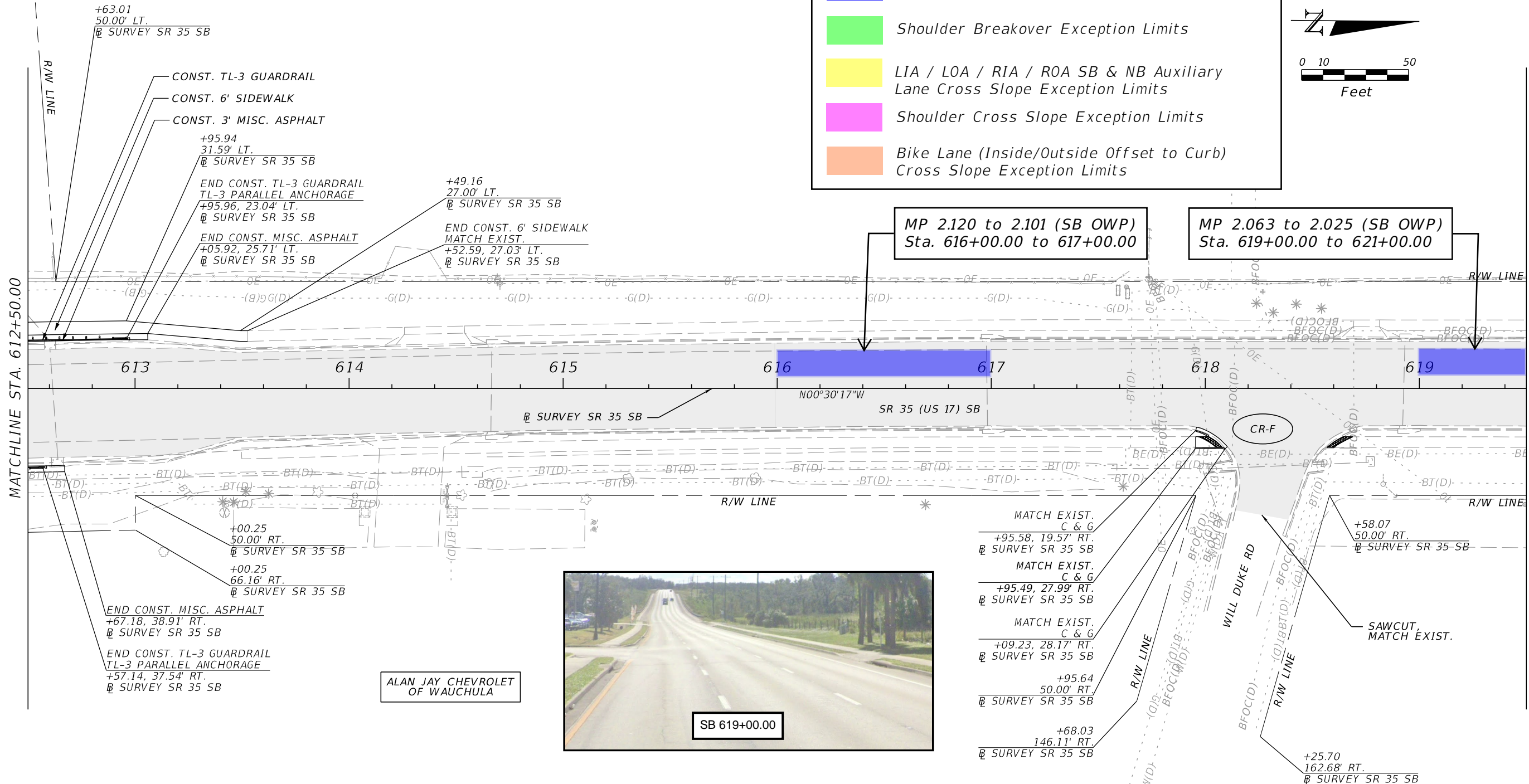
**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



MATCHLINE STA. 612+50.00

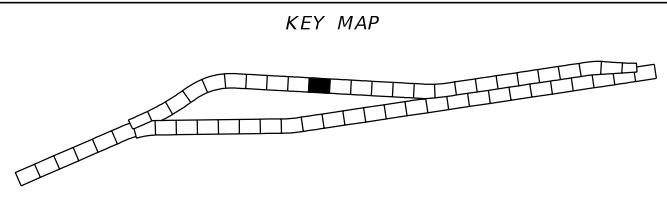
MATCHLINE STA. 619+50.00



ALAN JAY CHEVROLET  
 OF WAUCHULA



SB 619+00.00



**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

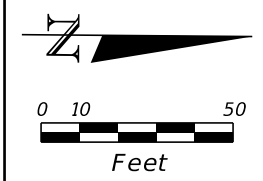
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (41)	SHEET NO. 68
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

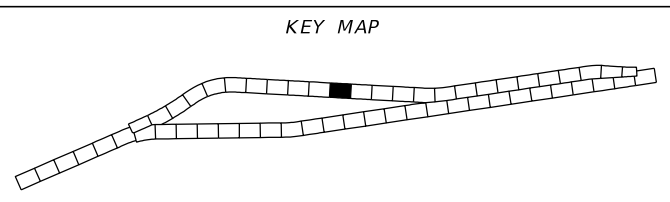
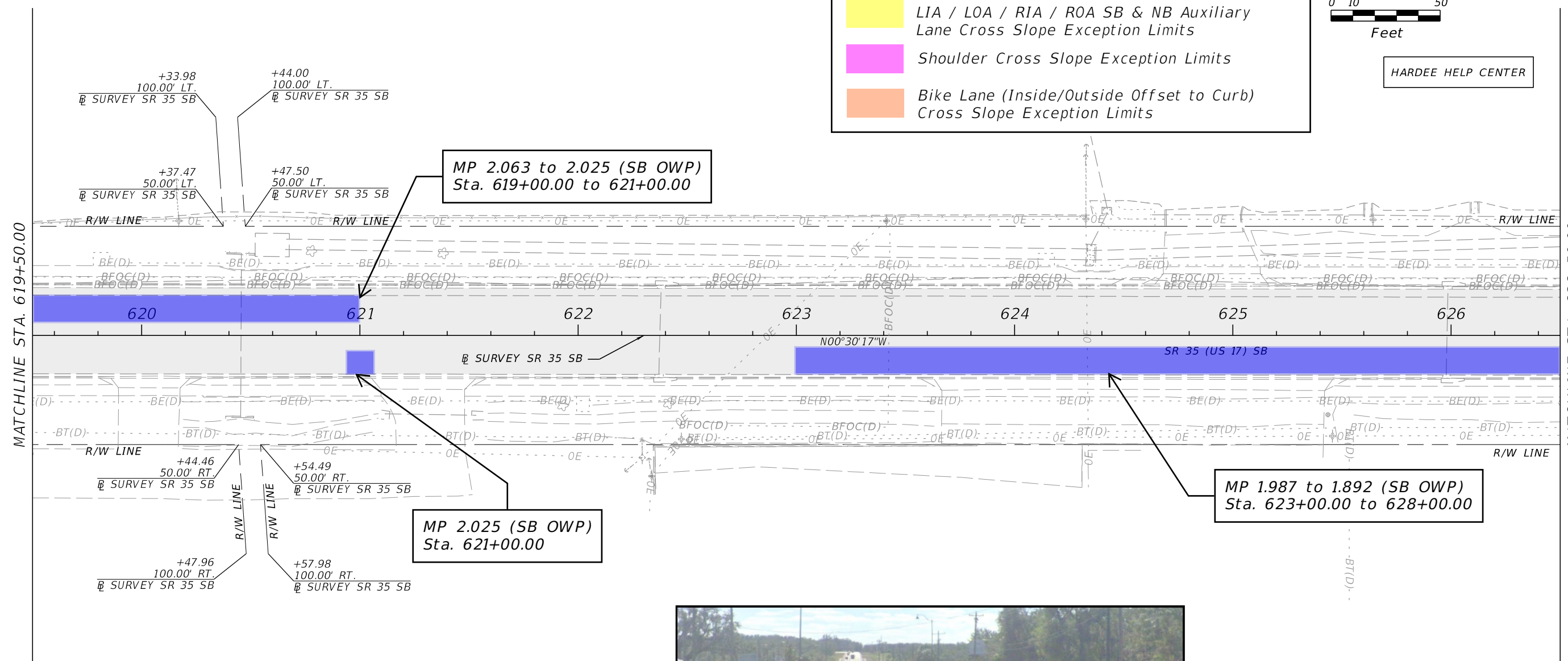
MP 0.903 to MP 2.170  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



HARDEE HELP CENTER



**LEGEND**

- PAVEMENT MILLING & RESURFACING

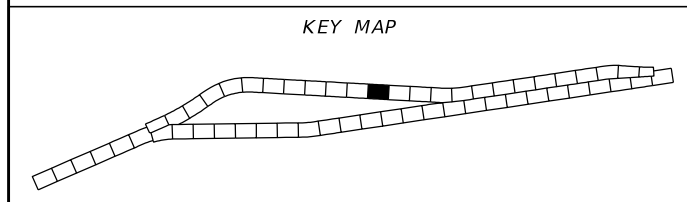
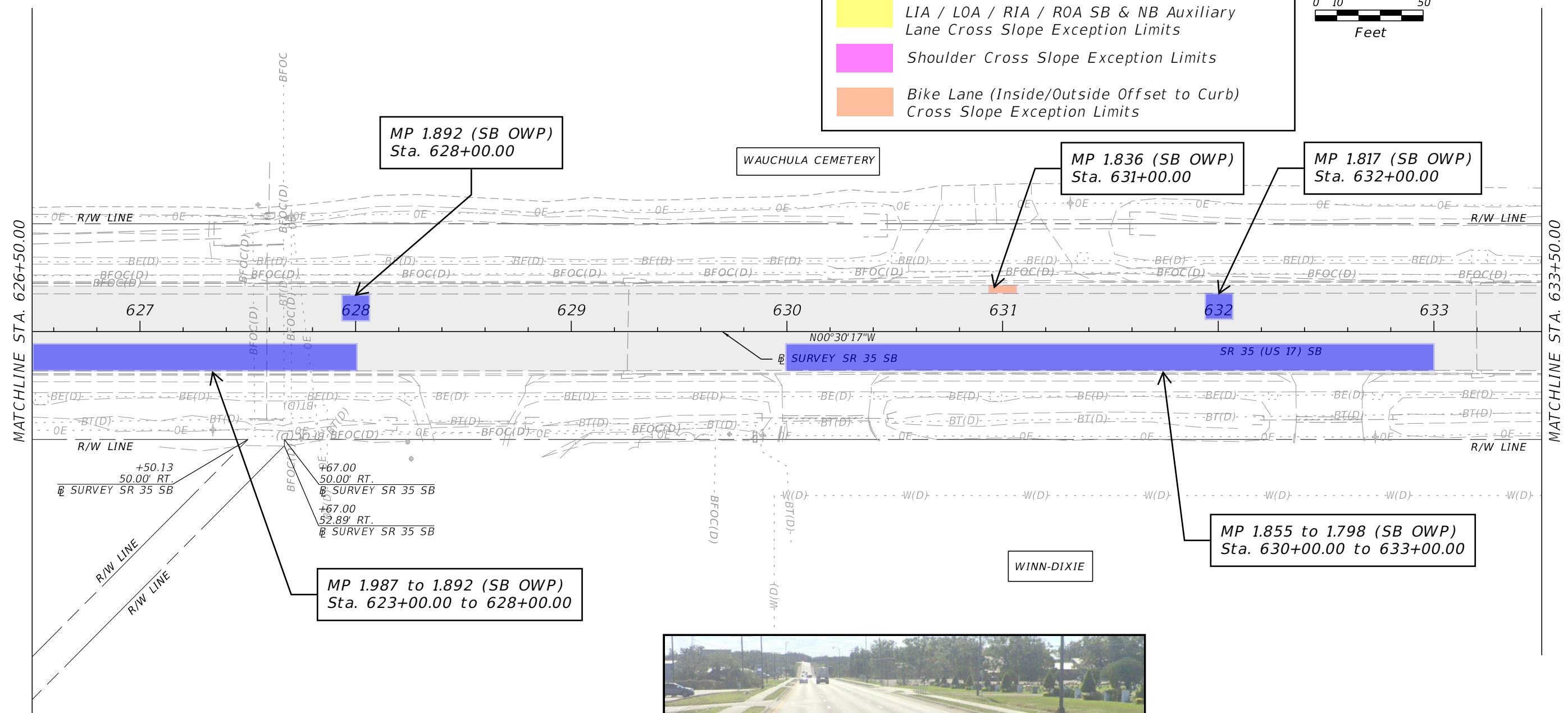
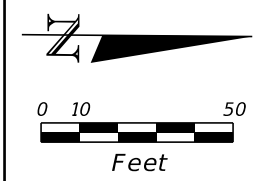
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
						SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (42)</b>  69

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

MP 0.903 to MP 2.170  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits



**LEGEND**

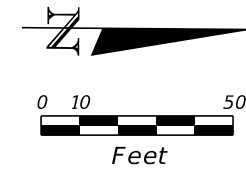
- PAVEMENT MILLING & RESURFACING



REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (43)	SHEET NO. 70
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01	

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

DOLLAR GENERAL



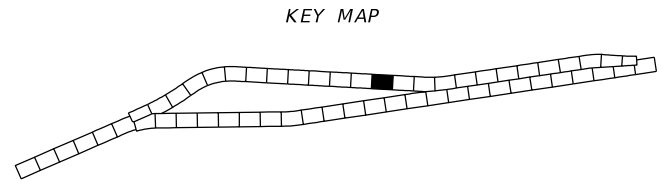
MP 1.665 to 1.646 (SB OWP)  
Sta. 640+00.00 to 641+00.00

MP 1.665 (SB OWP)  
Sta. 640+00.00

MP 0.903 to MP 2.170  
Design Speed = 45 MPH  
Posted Speed = 45 MPH  
Target Speed = 45 MPH

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

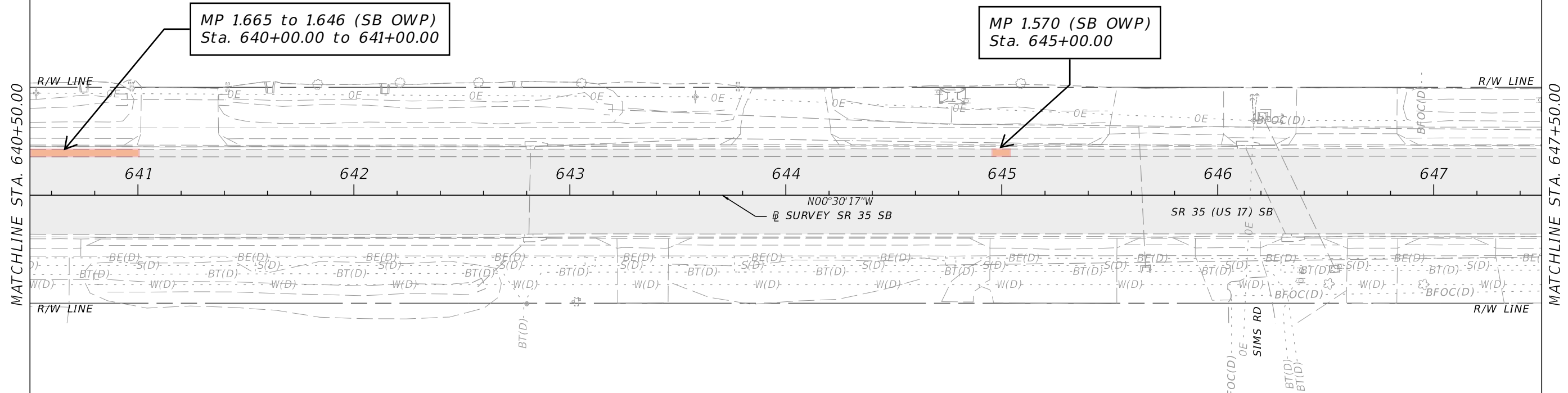
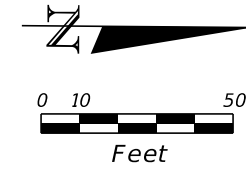


**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (44)</b>  71

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

MP 0.903 to MP 2.170  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

**KEY MAP**

**LEGEND**

- PAVEMENT MILLING & RESURFACING

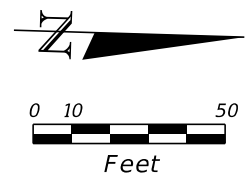
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (45)</b>  72

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

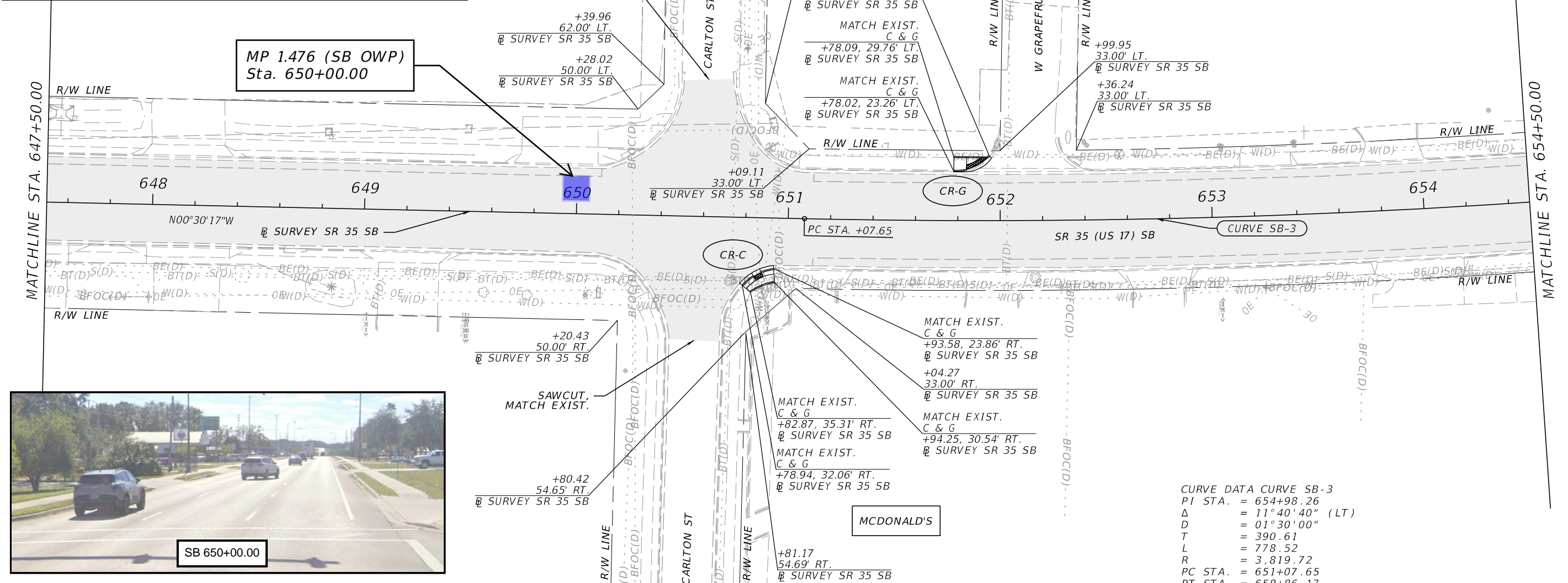
Legend:

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

MP 0.903 to MP 2.170  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

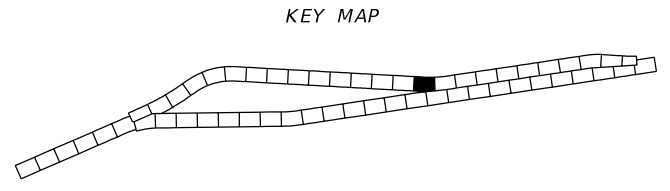


**MP 1.476 (SB OWP)**  
 Sta. 650+00.00



SB 650+00.00

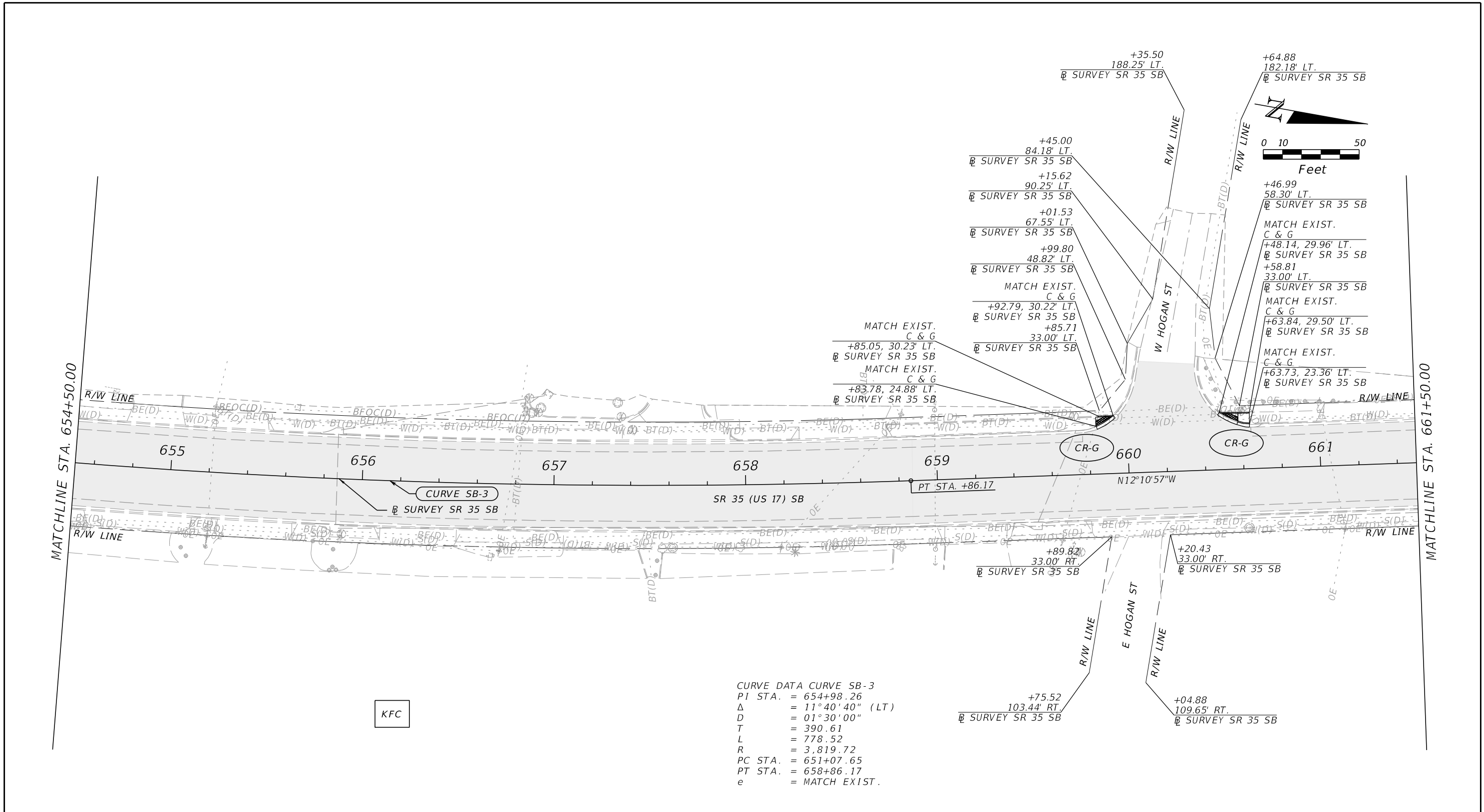
**CURVE DATA CURVE SB-3**  
 PI STA. = 654+98.26  
 Δ = 11°40'40" (LT)  
 D = 01°30'00"  
 T = 390.61  
 L = 778.52  
 R = 3,819.72  
 PC STA. = 651+07.65  
 PT STA. = 658+86.17  
 e = MATCH EXIST.



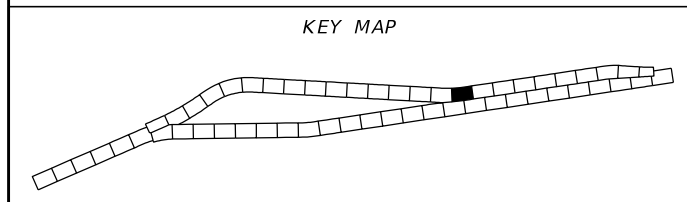
- LEGEND**
- PAVEMENT MILLING & RESURFACING
  - DETECTABLE WARNING

REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01
<b>ROADWAY PLAN (46)</b>							73

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



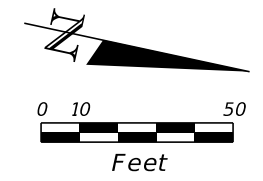
CURVE DATA CURVE SB-3  
 PI STA. = 654+98.26  
 $\Delta$  = 11° 40' 40" (LT)  
 D = 01° 30' 00"  
 T = 390.61  
 L = 778.52  
 R = 3,819.72  
 PC STA. = 651+07.65  
 PT STA. = 658+86.17  
 e = MATCH EXIST.



LEGEND	
	PAVEMENT MILLING & RESURFACING
	DETECTABLE WARNING

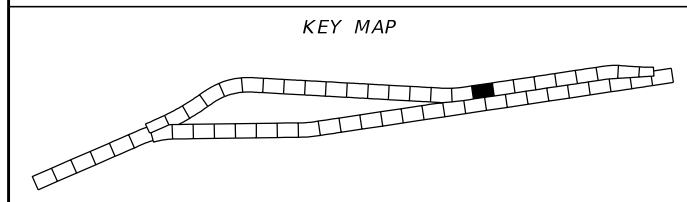
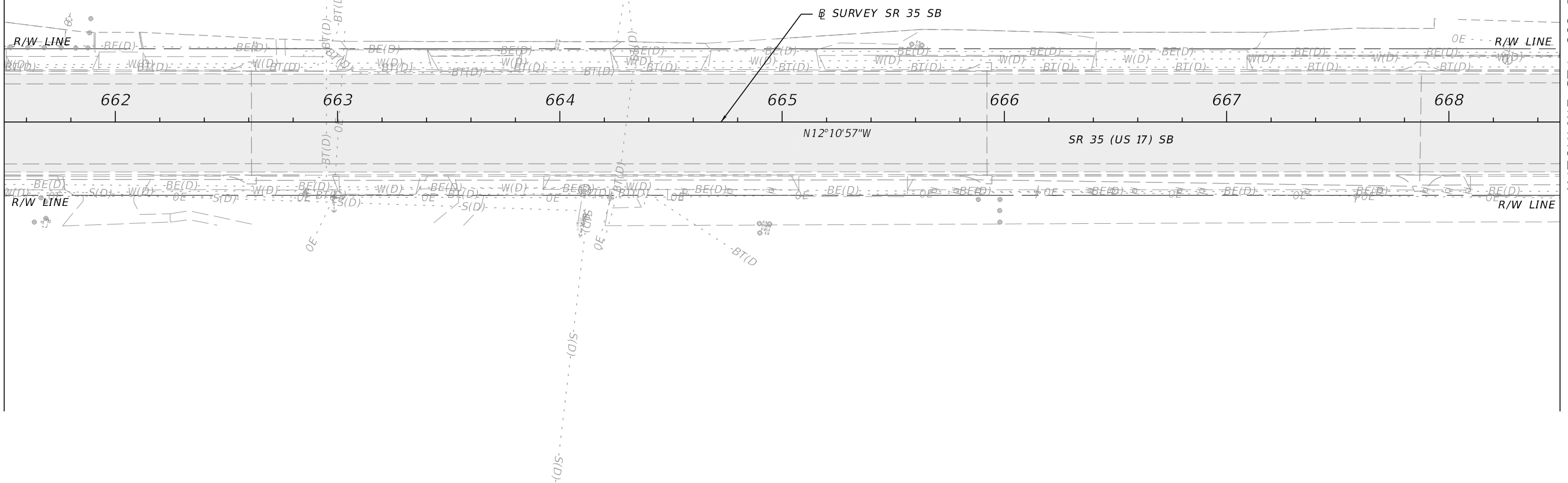
REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (47)	SHEET NO. 74
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814	SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 661+50.00

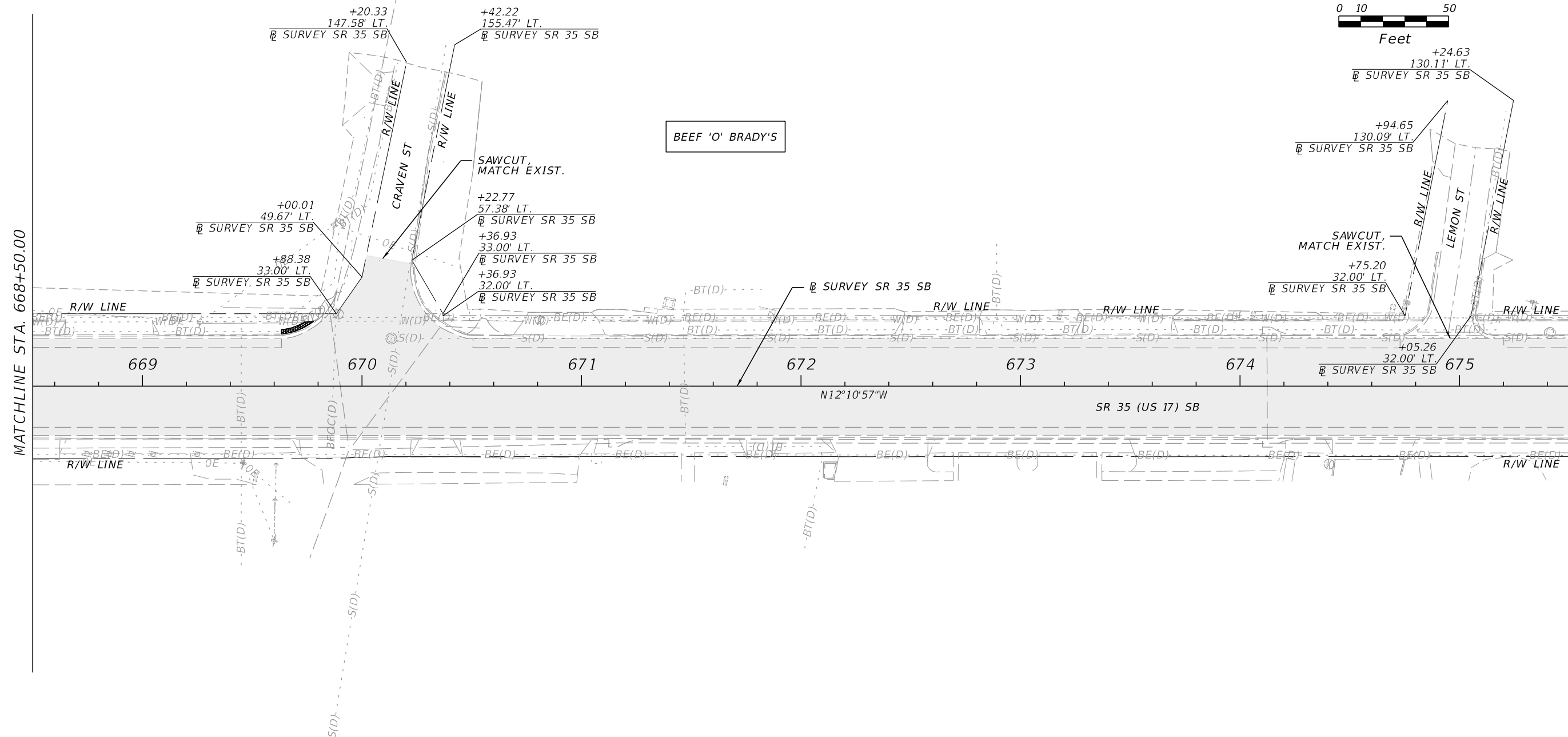
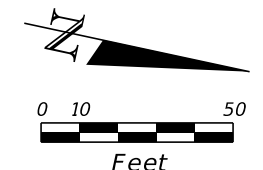
MATCHLINE STA. 668+50.00



LEGEND	
	PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (48)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 35	HARDEE	446205-1-52-01		75

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

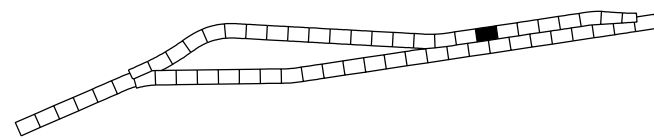


MATCHLINE STA. 668+50.00

MATCHLINE STA. 675+50.00

BEEF 'O' BRADY'S

KEY MAP

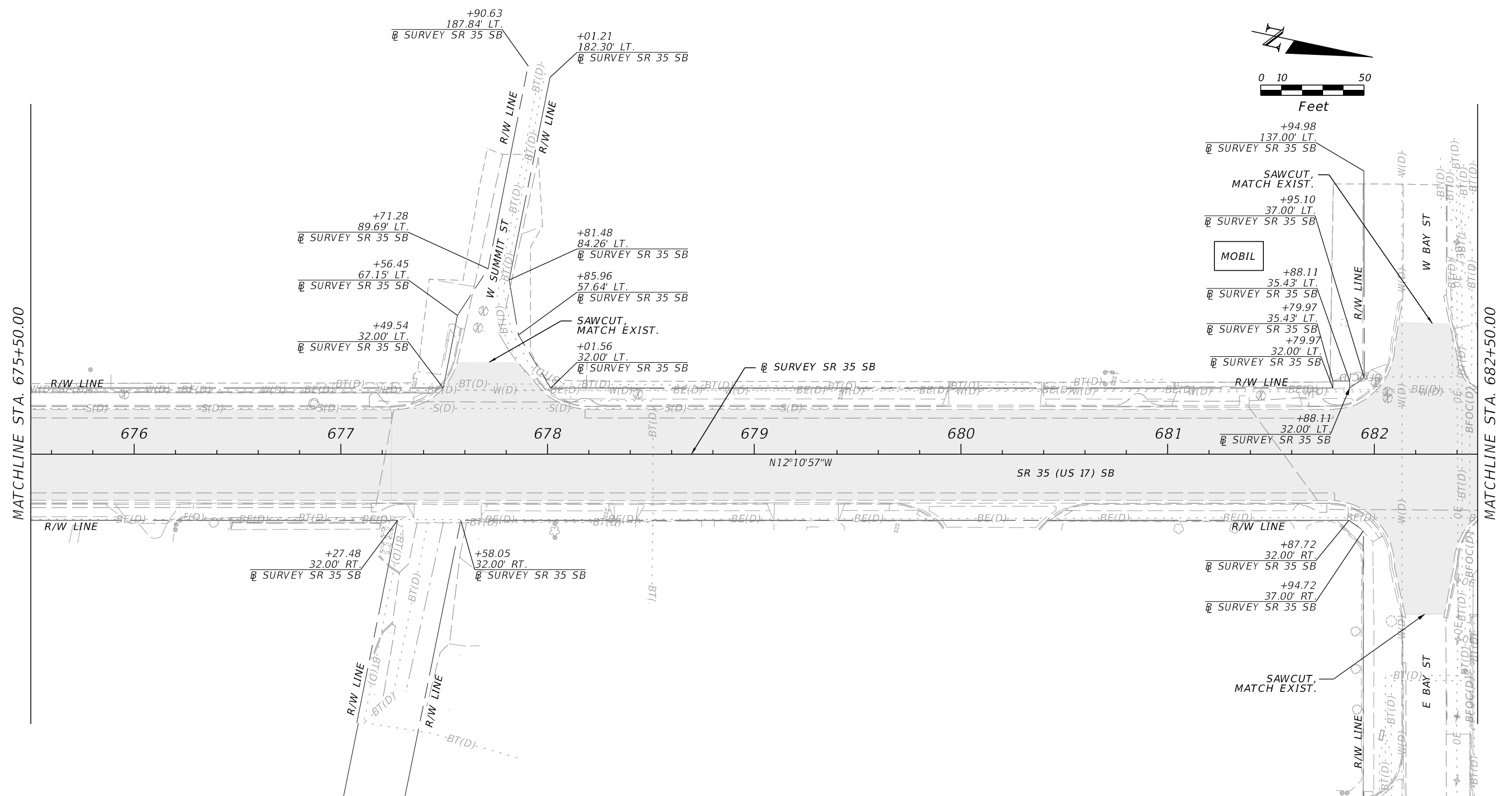
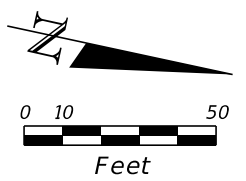


LEGEND

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
						SR 35	HARDEE	446205-1-52-01	<b>ROADWAY PLAN (49)</b>  76

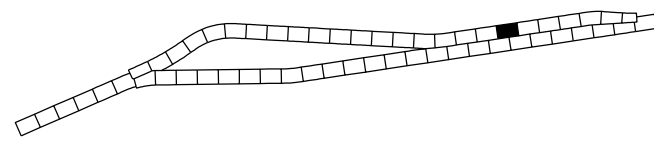
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 675+50.00

MATCHLINE STA. 682+50.00

KEY MAP

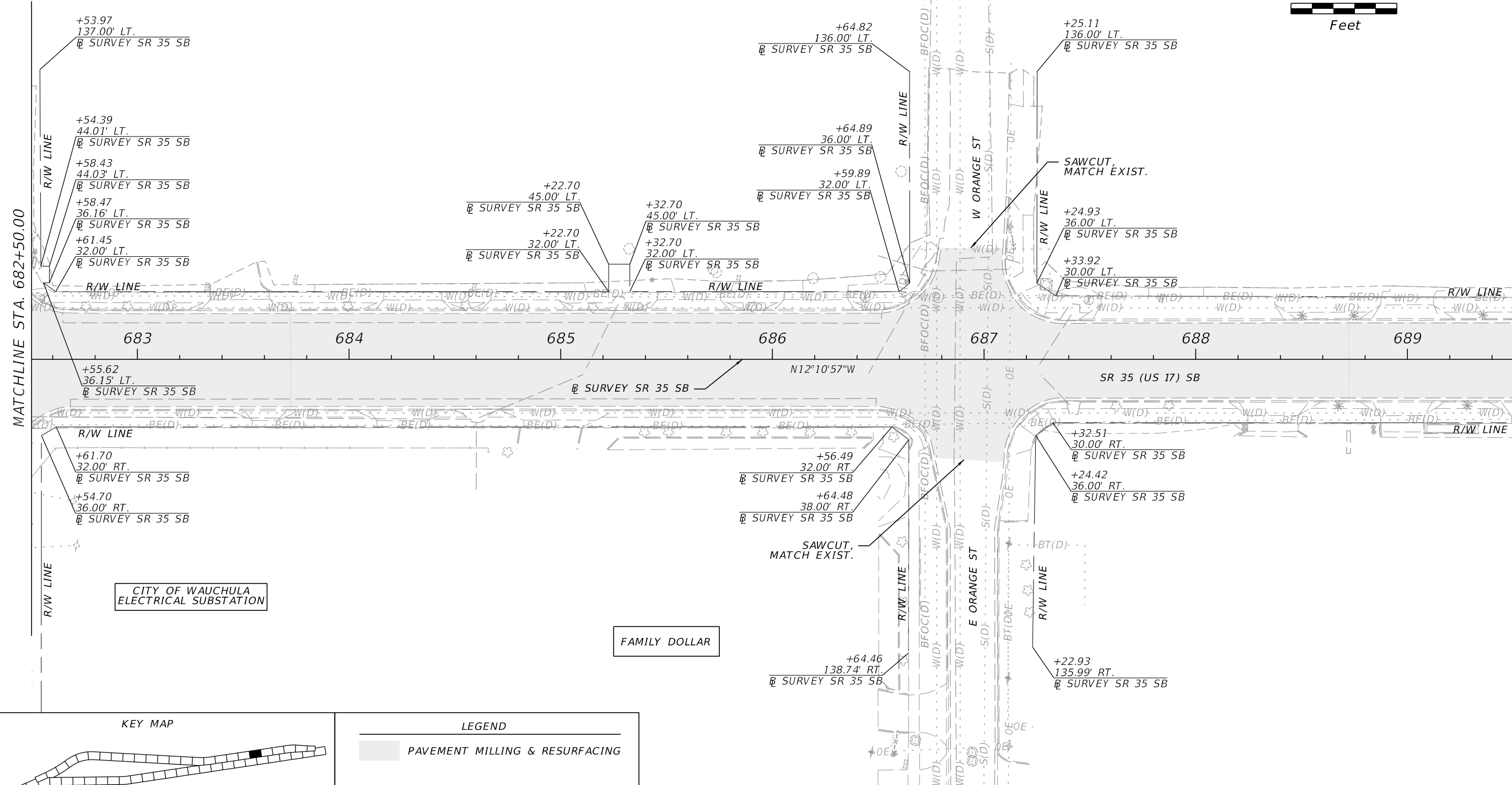
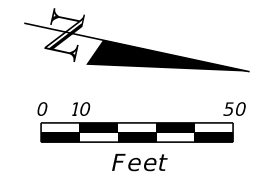


LEGEND

PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<b>ROADWAY PLAN (50)</b>	SHEET NO.  77
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



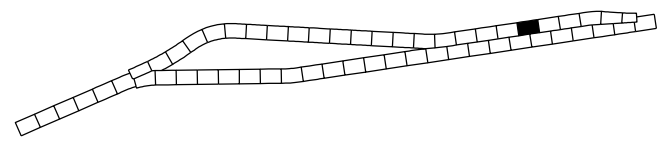
MATCHLINE STA. 682+50.00

MATCHLINE STA. 689+50.00

CITY OF WAUCHULA  
ELECTRICAL SUBSTATION

FAMILY DOLLAR

KEY MAP



LEGEND

PAVEMENT MILLING & RESURFACING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (51)	SHEET NO.  78
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

MP 0.452 to MP 0.903  
 Design Speed = 45 MPH  
 Posted Speed = 35 MPH  
 Target Speed = 35 MPH

**Legend:**

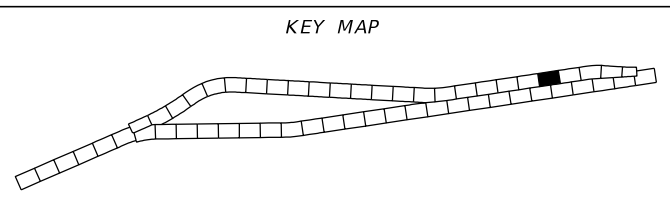
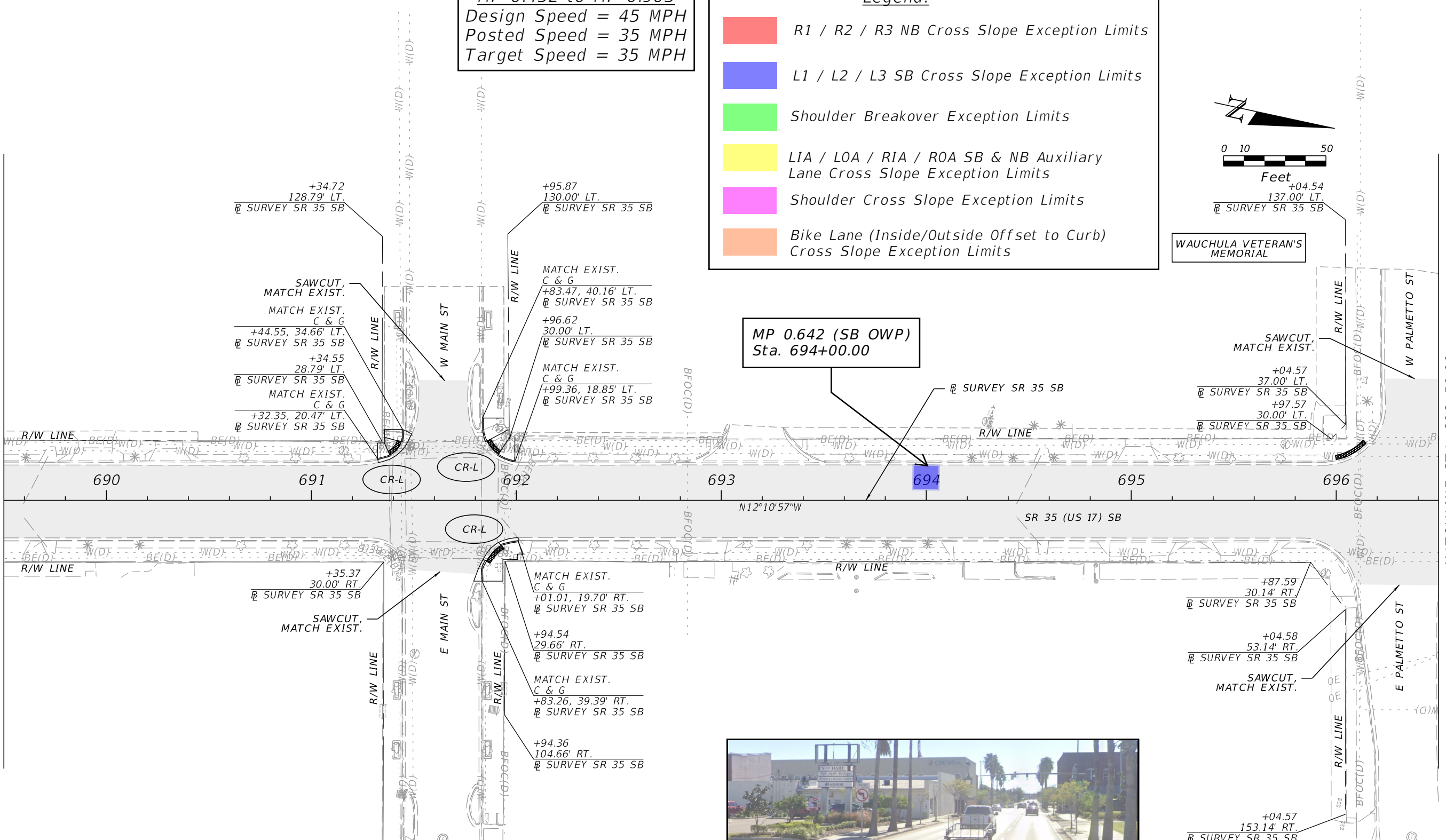
- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

Feet

WAUCHULA VETERAN'S MEMORIAL

MATCHLINE STA. 689+50.00

MATCHLINE STA. 696+50.00

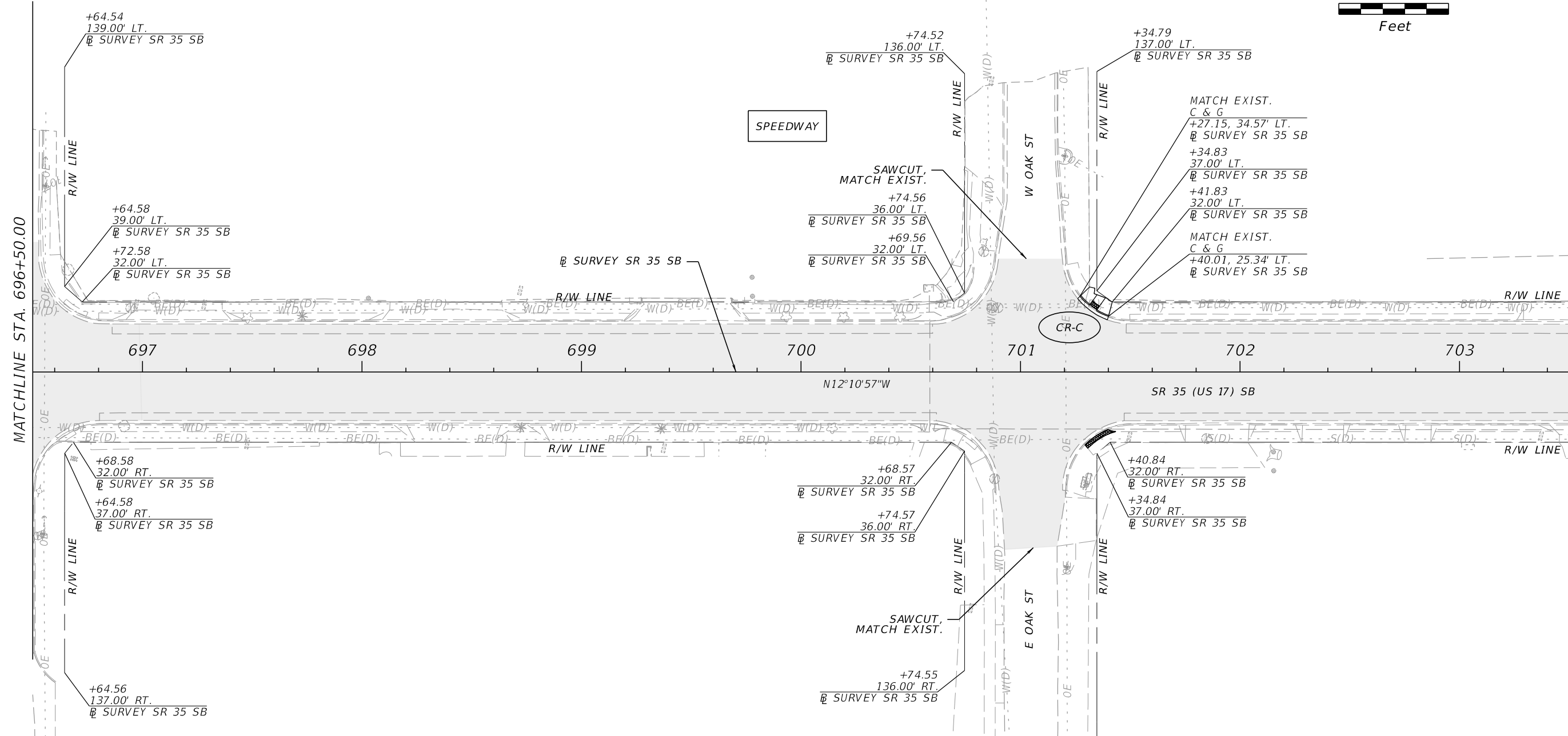
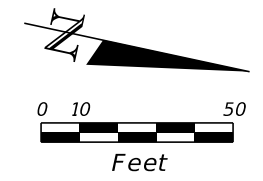


**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (52)	SHEET NO.  79
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 696+50.00

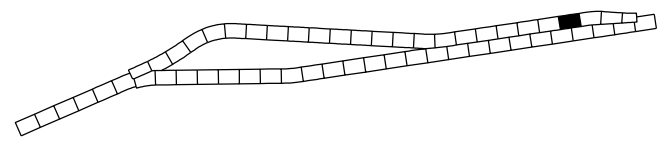
MATCHLINE STA. 703+50.00

SPEEDWAY

CR-C

SR 35 (US 17) SB

KEY MAP

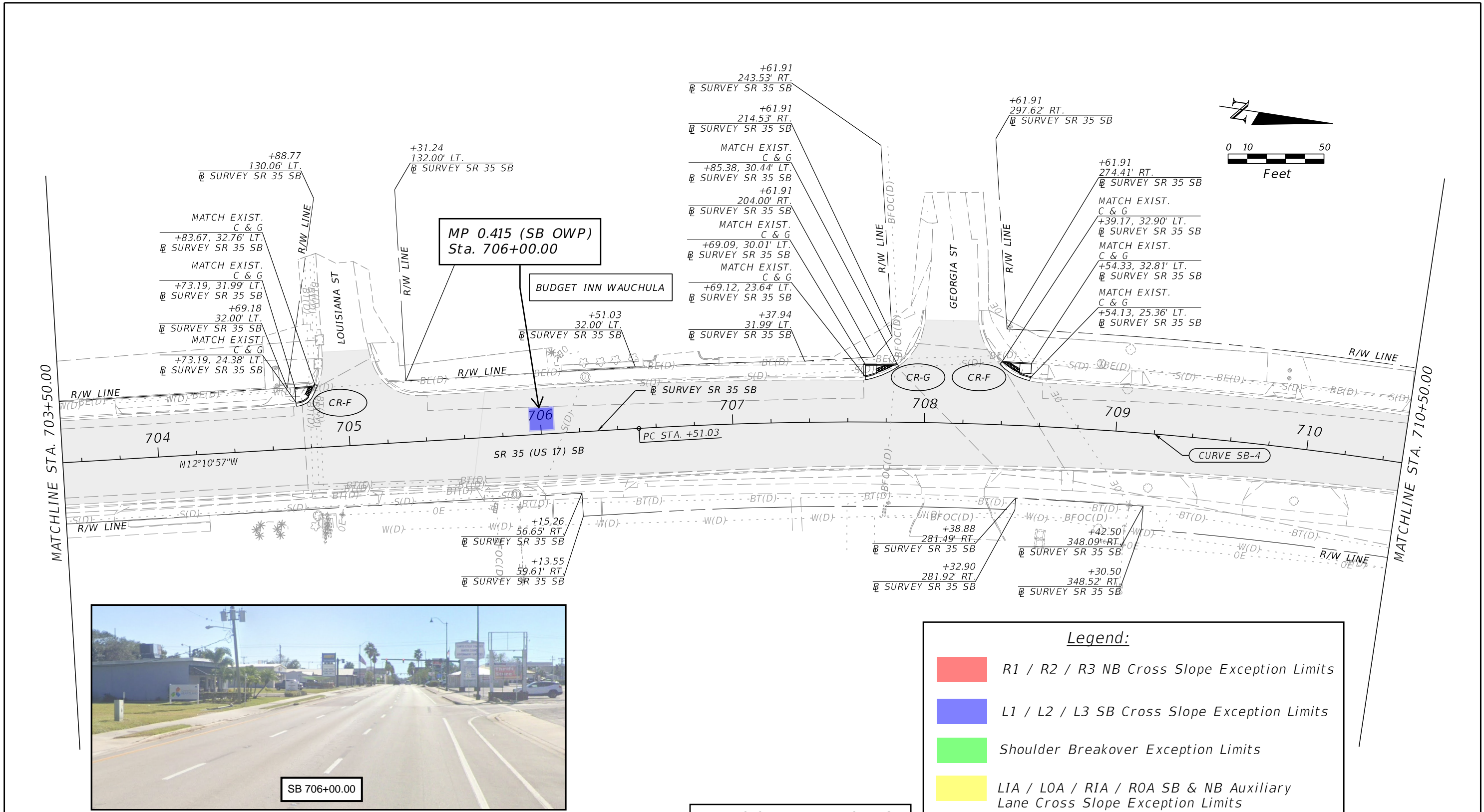


LEGEND

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (53)	SHEET NO. 80
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

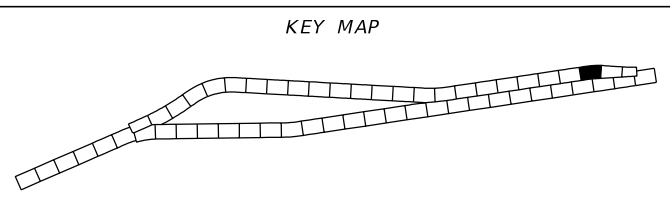


SB 706+00.00

**Legend:**

- R1 / R2 / R3 NB Cross Slope Exception Limits
- L1 / L2 / L3 SB Cross Slope Exception Limits
- Shoulder Breakover Exception Limits
- LIA / LOA / RIA / ROA SB & NB Auxiliary Lane Cross Slope Exception Limits
- Shoulder Cross Slope Exception Limits
- Bike Lane (Inside/Outside Offset to Curb) Cross Slope Exception Limits

**MP 0.017 to MP 0.452**  
 Design Speed = 45 MPH  
 Posted Speed = 45 MPH  
 Target Speed = 45 MPH

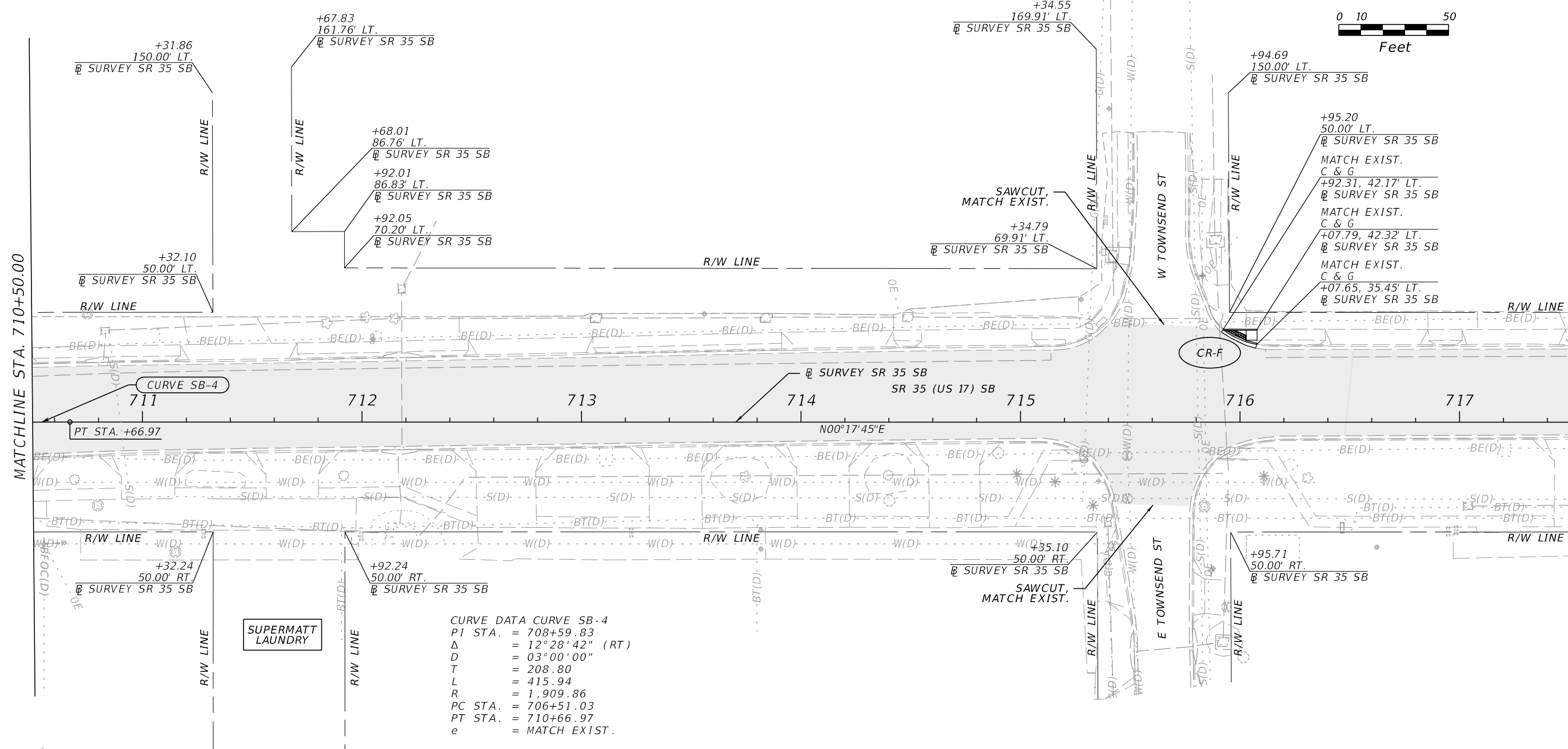
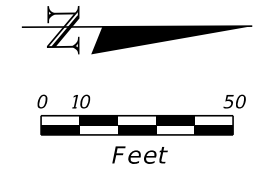


**LEGEND**

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

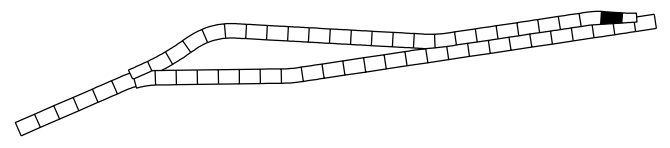
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
								SR 35	
<b>ROADWAY PLAN (54)</b>									81

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**CURVE DATA CURVE SB-4**  
 PI STA. = 708+59.83  
 $\Delta$  = 12° 28' 42" (RT)  
 D = 03° 00' 00"  
 T = 208.80  
 L = 415.94  
 R = 1,909.86  
 PC STA. = 706+51.03  
 PT STA. = 710+66.97  
 e = MATCH EXIST.

KEY MAP



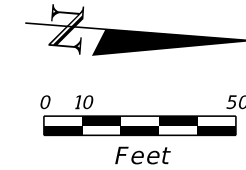
LEGEND

- PAVEMENT MILLING & RESURFACING
- DETECTABLE WARNING

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
								SR 35	HARDEE

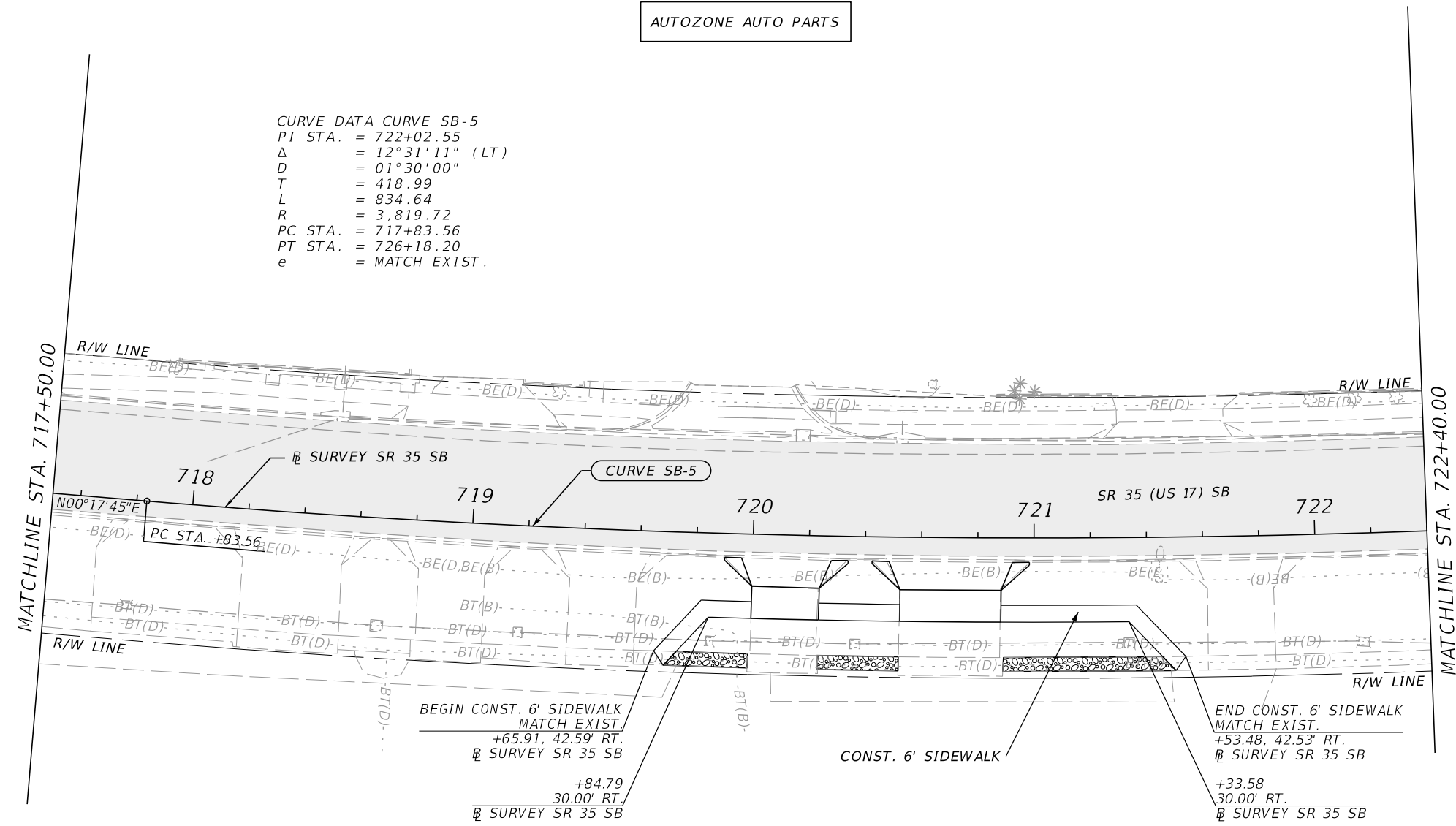
**ROADWAY PLAN (55)**

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

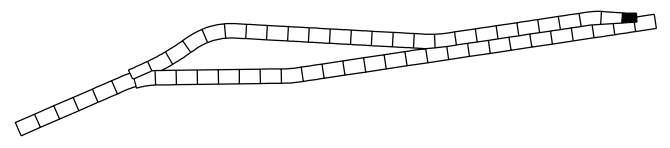


AUTOZONE AUTO PARTS

CURVE DATA CURVE SB-5  
 PI STA. = 722+02.55  
 $\Delta$  = 12° 31' 11" (LT)  
 D = 01° 30' 00"  
 T = 418.99  
 L = 834.64  
 R = 3,819.72  
 PC STA. = 717+83.56  
 PT STA. = 726+18.20  
 e = MATCH EXIST.



KEY MAP



LEGEND

- PAVEMENT MILLING & RESURFACING
- SIDEWALK REMOVAL

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (56)	SHEET NO. 83
DATE	DESCRIPTION	DATE	DESCRIPTION	CODY BAYER, P.E. LICENSE NUMBER: 90812 DRMP, INC. 941 LAKE BALDWIN LANE ORLANDO, FL 32814		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SR 35	HARDEE	446205-1-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

## Appendix 4

### **Cross Slope Analysis**

446205-1-52-01 Cross Slope Analysis - NB Travel Lanes, Paved Shoulders, Curbed Bike Lane

MP	STATION	NB Inside Shoulder Breakover	NB Inside Shoulder	NB Inside Lane (R1)	NB Middle Lane (R2)	NB Outside Lane (R3)	NB Outside Offset to Curb (C&G Section)	NB Outside Shoulder	NB Outside Shoulder Breakover	Notes
11.172	1092+00.00	N/A	N/A	N/A	-2.70%	-1.70%	-2.30%	N/A	N/A	
11.190	1093+00.00	N/A	N/A	N/A	-3.00%	-2.50%	-2.90%	N/A	N/A	
11.209	1094+00.00	N/A	N/A	N/A	-2.30%	-2.70%	-3.10%	N/A	N/A	
11.228	1095+00.00	N/A	N/A	N/A	-1.80%	-2.70%	-3.10%	N/A	N/A	
11.247	1096+00.00	N/A	N/A	N/A	-2.70%	-2.90%	-3.80%	N/A	N/A	
11.266	1097+00.00	N/A	N/A	N/A	-1.59%	-1.60%	-2.40%	N/A	N/A	
11.285	1098+00.00	N/A	N/A	N/A	-2.70%	-1.70%	-2.80%	N/A	N/A	
11.304	1099+00.00	N/A	N/A	N/A	-2.60%	-2.20%	-3.20%	N/A	N/A	
11.323	1100+00.00	N/A	N/A	N/A	-2.10%	-2.30%	-3.70%	N/A	N/A	
11.342	1101+00.00	N/A	N/A	N/A	-2.80%	-2.30%	-3.50%	N/A	N/A	
11.361	1102+00.00	N/A	N/A	N/A	-2.40%	-2.30%	-3.50%	N/A	N/A	
11.380	1103+00.00	N/A	N/A	N/A	-2.50%	-2.50%	-3.70%	N/A	N/A	
11.399	1104+00.00	N/A	N/A	N/A	-2.70%	-1.90%	-3.00%	N/A	N/A	
11.418	1105+00.00	N/A	N/A	N/A	-1.70%	-1.70%	-2.90%	N/A	N/A	
11.437	1106+00.00	N/A	N/A	N/A	Bridge	Bridge	Bridge	Bridge	Bridge	Peace River Bridge
11.456	1107+00.00	N/A	N/A	N/A	Bridge	Bridge	Bridge	Bridge	Bridge	Peace River Bridge
11.494	1109+00.00	N/A	N/A	N/A	Bridge	Bridge	Bridge	Bridge	Bridge	Peace River Bridge
11.512	1110+00.00	N/A	N/A	N/A	-1.50%	-1.10%	-1.70%	N/A	N/A	R3 Bridge Transition
11.531	1111+00.00	N/A	N/A	N/A	-2.30%	-2.20%	-3.10%	N/A	N/A	
11.550	1112+00.00	N/A	N/A	N/A	-2.30%	-2.50%	-3.70%	N/A	N/A	
11.569	1113+00.00	N/A	N/A	N/A	-2.00%	-2.80%	-3.80%	N/A	N/A	
11.588	1114+00.00	N/A	N/A	N/A	-2.60%	-2.00%	-3.60%	N/A	N/A	
11.607	1115+00.00	N/A	N/A	N/A	-2.00%	-3.20%	-3.90%	N/A	N/A	
11.626	1116+00.00	N/A	N/A	N/A	-1.50%	-3.10%	-4.30%	N/A	N/A	
11.645	1117+00.00	N/A	N/A	N/A	-1.50%	-3.50%	-4.80%	N/A	N/A	
11.664	1118+00.00	N/A	N/A	N/A	-2.00%	-3.50%	-3.70%	N/A	N/A	
11.683	1119+00.00	N/A	N/A	N/A	-1.30%	-4.10%	-5.90%	N/A	N/A	
11.702	1120+00.00	N/A	N/A	N/A	-2.40%	-3.90%	-5.30%	N/A	N/A	
11.721	1121+00.00	N/A	N/A	N/A	-3.00%	-3.40%	-4.50%	N/A	N/A	
11.740	1122+00.00	N/A	N/A	N/A	-2.50%	-2.40%	-4.00%	N/A	N/A	
0.006	1123+00.00	N/A	N/A	N/A	-2.30%	-1.70%	-2.30%	N/A	N/A	
0.025	1124+00.00	N/A	N/A	N/A	-2.00%	-2.80%	-4.00%	N/A	N/A	
0.044	1125+00.00	N/A	N/A	N/A	-1.60%	-3.00%	-4.80%	N/A	N/A	SE or SE transition area
0.063	1126+00.00	N/A	N/A	N/A	-2.30%	-2.80%	-4.20%	N/A	N/A	SE or SE transition area
0.081	1127+00.00	N/A	N/A	N/A	-3.10%	-1.90%	-2.40%	N/A	N/A	SE or SE transition area
0.100	1128+00.00	N/A	N/A	N/A	-2.70%	-2.80%	-3.40%	N/A	N/A	SE or SE transition area
0.119	1129+00.00	N/A	N/A	N/A	-1.80%	-2.70%	-2.90%	N/A	N/A	SE or SE transition area
0.138	1130+00.00	N/A	N/A	N/A	-1.90%	-2.20%	-2.70%	N/A	N/A	SE or SE transition area
0.157	1131+00.00	N/A	N/A	N/A	-2.30%	-2.70%	-2.80%	N/A	N/A	SE or SE transition area
0.176	1132+00.00	N/A	N/A	N/A	-2.00%	-2.40%	-2.50%	N/A	N/A	SE or SE transition area
0.195	1133+00.00	N/A	N/A	N/A	-1.60%	-2.50%	-3.30%	N/A	N/A	SE or SE transition area
0.214	1134+00.00	N/A	N/A	N/A	-3.30%	-2.80%	-3.20%	N/A	N/A	SE or SE transition area
0.233	1135+00.00	N/A	N/A	-2.20%	-2.20%	-2.90%	-3.40%	N/A	N/A	SE or SE transition area
0.252	1136+00.00	N/A	N/A	-2.00%	-2.10%	-3.00%	-3.70%	N/A	N/A	SE or SE transition area
0.271	1137+00.00	N/A	N/A	-2.00%	-1.80%	-2.70%	-3.30%	N/A	N/A	SE or SE transition area
0.290	1138+00.00	N/A	N/A	-2.60%	-2.30%	-2.90%	-3.20%	N/A	N/A	SE or SE transition area
0.309	1139+00.00	N/A	N/A	-2.60%	-2.60%	-2.40%	-2.60%	N/A	N/A	SE or SE transition area
0.328	1140+00.00	N/A	N/A	-2.20%	-2.60%	-2.70%	-2.60%	N/A	N/A	
0.347	1141+00.00	N/A	N/A	-2.10%	-2.40%	-3.00%	-2.80%	N/A	N/A	
0.366	1142+00.00	N/A	N/A	-2.10%	-2.50%	-4.10%	N/A	-6.70%	-2.60%	
0.384	1143+00.00	6.70%	4.10%	-2.60%	-2.50%	-3.40%	N/A	-3.90%	-0.50%	
0.403	1144+00.00	7.40%	5.00%	-2.40%	-2.70%	-3.50%	N/A	-4.20%	-0.70%	
0.422	1145+00.00	8.50%	5.80%	-2.70%	-2.60%	-3.30%	N/A	-3.50%	-0.20%	

Legend:

	Cross slope less than criteria
	Cross slope greater than criteria
	Outlier (see Notes column)
	Cross slope correction area

446205-1-52-01 Cross Slope Analysis - NB Travel Lanes, Paved Shoulders, Curbed Bike Lane

MP	STATION	NB Inside Shoulder Breakover	NB Inside Shoulder	NB Inside Lane (R1)	NB Middle Lane (R2)	NB Outside Lane (R3)	NB Outside Offset to Curb (C&G Section)	NB Outside Shoulder	NB Outside Shoulder Breakover	Notes
0.441	1146+00.00	7.90%	5.60%	-2.30%	-2.40%	-3.70%	N/A	-3.60%	0.10%	
0.460	1147+00.00	7.70%	5.60%	-2.10%	-2.20%	-3.70%	N/A	-3.00%	0.70%	
0.479	1148+00.00	N/A	N/A	-2.00%	-2.30%	-3.40%	N/A	-3.40%	0.00%	
0.498	1149+00.00	N/A	N/A	-2.20%	-1.80%	-3.50%	N/A	-2.00%	1.50%	
0.517	1150+00.00	4.50%	3.00%	-1.50%	-2.30%	-3.40%	N/A	-7.40%	-4.00%	
0.536	1151+00.00	6.10%	3.80%	-2.30%	-2.60%	-2.70%	N/A	-7.50%	-4.80%	
0.555	1152+00.00	6.40%	3.80%	-2.60%	-2.50%	-2.70%	N/A	-6.80%	-4.10%	
0.574	1153+00.00	6.60%	3.90%	-2.70%	-2.00%	-2.30%	N/A	-5.60%	-3.30%	
0.593	1154+00.00	6.00%	3.90%	-2.10%	-2.40%	-2.20%	N/A	-6.20%	-4.00%	
0.612	1155+00.00	6.70%	4.30%	-2.40%	-2.60%	-2.00%	N/A	-6.70%	-4.70%	
0.631	1156+00.00	7.10%	4.60%	-2.50%	-2.80%	-2.30%	N/A	-6.10%	-3.80%	
0.650	1157+00.00	6.30%	4.20%	-2.10%	-2.60%	-2.30%	N/A	-6.20%	-3.90%	
0.669	1158+00.00	6.80%	3.40%	-3.40%	-2.60%	-2.20%	N/A	-5.90%	-3.70%	
0.688	1159+00.00	6.10%	4.20%	-1.90%	-2.20%	-2.50%	N/A	-6.00%	-3.50%	
0.706	1160+00.00	6.70%	4.20%	-2.50%	-2.00%	-2.60%	N/A	-6.20%	-3.60%	
0.725	1161+00.00	6.10%	3.60%	-2.50%	-2.00%	-2.80%	N/A	-6.00%	-3.20%	
0.744	1162+00.00	7.10%	4.40%	-2.70%	-2.70%	-2.80%	N/A	-6.10%	-3.30%	
0.763	1163+00.00	6.90%	4.20%	-2.70%	-2.20%	-3.00%	N/A	-7.50%	-4.50%	
0.782	1164+00.00	6.70%	4.70%	-2.00%	-2.50%	-2.90%	N/A	-6.90%	-4.00%	
0.801	1165+00.00	6.00%	4.40%	-1.60%	-2.10%	-3.00%	N/A	-7.40%	-4.40%	
0.820	1166+00.00	5.10%	3.10%	-2.00%	-2.10%	-2.40%	N/A	-6.00%	-3.60%	
0.839	1167+00.00	4.30%	2.90%	-1.40%	-2.00%	-2.70%	N/A	-5.40%	-2.70%	
0.858	1168+00.00	5.80%	3.70%	-2.10%	-1.70%	-2.70%	N/A	-6.10%	-3.40%	
0.877	1169+00.00	5.90%	4.50%	-1.40%	-1.30%	-2.70%	N/A	-6.70%	-4.00%	
0.896	1170+00.00	5.10%	3.50%	-1.60%	-1.70%	-2.40%	N/A	-6.70%	-4.30%	
0.915	1171+00.00	4.80%	4.00%	-0.80%	-1.70%	-2.30%	N/A	-7.40%	-5.10%	
0.934	1172+00.00	4.70%	3.60%	-1.10%	-1.60%	-2.10%	N/A	-7.20%	-5.10%	
0.953	1173+00.00	5.10%	4.00%	-1.10%	-1.60%	-2.20%	N/A	-6.60%	-4.40%	
0.972	1174+00.00	3.60%	2.40%	-1.20%	-1.70%	-2.00%	N/A	-6.40%	-4.40%	R3 Bridge Transition
0.991	1175+00.00	Bridge	Bridge	Bridge	Bridge	Bridge	N/A	Bridge	Bridge	Thompson Branch Bridge
1.009	1176+00.00	Bridge	Bridge	Bridge	Bridge	Bridge	N/A	Bridge	Bridge	Thompson Branch Bridge
1.028	1177+00.00	4.70%	3.40%	-1.30%	-2.50%	-3.00%	N/A	-4.60%	-1.60%	
1.047	1178+00.00	5.00%	3.20%	-1.80%	-2.10%	-3.00%	N/A	-5.20%	-2.20%	
1.066	1179+00.00	5.20%	3.40%	-1.80%	-2.20%	-2.50%	N/A	-5.10%	-2.60%	
1.085	1180+00.00	5.70%	4.20%	-1.50%	-1.70%	-2.70%	N/A	-6.00%	-3.30%	
1.104	1181+00.00	6.80%	5.10%	-1.70%	-1.70%	-2.30%	N/A	-3.10%	-0.80%	
1.123	1182+00.00	7.30%	6.20%	-1.10%	-1.40%	-2.60%	N/A	-5.80%	-3.20%	SE or SE transition area
1.142	1183+00.00	6.30%	4.80%	-1.50%	-1.90%	-2.80%	N/A	-3.70%	-0.90%	SE or SE transition area
1.161	1184+00.00	5.60%	4.40%	-1.20%	-1.90%	-2.20%	N/A	-4.10%	-1.90%	SE or SE transition area
1.180	1185+00.00	5.00%	3.20%	-1.80%	-2.20%	-2.60%	N/A	-4.00%	-1.40%	SE or SE transition area
1.199	1186+00.00	3.80%	2.50%	-1.30%	-2.30%	-2.30%	N/A	-4.90%	-2.60%	SE or SE transition area
1.218	1187+00.00	5.70%	4.30%	-1.40%	-2.10%	-2.30%	N/A	-4.30%	-2.00%	SE or SE transition area
1.237	1188+00.00	N/A	N/A	-2.70%	-2.10%	-2.40%	-2.90%	N/A	N/A	SE or SE transition area
1.256	1189+00.00	N/A	N/A	-2.60%	-3.60%	-3.30%	-3.10%	N/A	N/A	SE or SE transition area
1.275	1190+00.00	N/A	N/A	-2.10%	-3.30%	-3.10%	-2.90%	N/A	N/A	
1.294	1191+00.00	N/A	N/A	-2.40%	-3.00%	-3.10%	-2.10%	N/A	N/A	
1.313	1192+00.00	N/A	N/A	-2.40%	-2.40%	-2.70%	-2.70%	N/A	N/A	
1.331	1193+00.00	N/A	N/A	-2.10%	-2.40%	-2.60%	-2.90%	N/A	N/A	
1.350	1194+00.00	N/A	N/A	-1.60%	-2.70%	-2.80%	-2.10%	N/A	N/A	
1.369	1195+00.00	N/A	N/A	-1.90%	-1.80%	-2.80%	-2.30%	N/A	N/A	
1.388	1196+00.00	N/A	N/A	-2.00%	-1.70%	-2.80%	-2.70%	N/A	N/A	
1.407	1197+00.00	N/A	N/A	-2.10%	-2.10%	-2.60%	-2.10%	N/A	N/A	
1.426	1198+00.00	N/A	N/A	-2.10%	-2.20%	-2.90%	-2.80%	N/A	N/A	

Legend:

	Cross slope less than criteria
	Cross slope greater than criteria
	Outlier (see Notes column)
	Cross slope correction area

**446205-1-52-01 Cross Slope Analysis - NB Travel Lanes, Paved Shoulders, Curbed Bike Lane**

MP	STATION	NB Inside Shoulder Breakover	NB Inside Shoulder	NB Inside Lane (R1)	NB Middle Lane (R2)	NB Outside Lane (R3)	NB Outside Offset to Curb (C&G Section)	NB Outside Shoulder	NB Outside Shoulder Breakover	Notes
1.445	1199+00.00	N/A	N/A	-1.70%	-2.60%	-2.80%	-1.80%	N/A	N/A	
1.464	1200+00.00	N/A	N/A	-2.00%	-2.60%	-2.80%	-2.60%	N/A	N/A	
1.483	1201+00.00	N/A	N/A	-1.90%	-2.40%	-2.90%	-2.50%	N/A	N/A	
1.502	1202+00.00	N/A	N/A	-1.80%	-2.60%	-3.00%	-2.90%	N/A	N/A	
1.521	1203+00.00	N/A	N/A	-1.70%	-2.30%	-3.00%	-2.50%	N/A	N/A	
1.540	1204+00.00	N/A	N/A	-1.20%	-2.00%	-3.00%	-2.50%	N/A	N/A	
1.559	1205+00.00	N/A	N/A	-1.50%	-2.80%	-2.80%	-2.40%	N/A	N/A	
1.578	1206+00.00	N/A	N/A	-1.70%	-2.20%	-2.80%	-2.40%	N/A	N/A	
1.597	1207+00.00	N/A	N/A	-1.80%	-2.70%	-3.20%	-2.70%	N/A	N/A	
1.616	1208+00.00	N/A	N/A	-1.70%	-2.10%	-2.80%	-2.30%	N/A	N/A	
1.634	1209+00.00	N/A	N/A	-1.50%	-2.80%	-3.00%	-3.50%	N/A	N/A	
1.653	1210+00.00	N/A	N/A	-1.90%	-2.70%	-2.60%	-2.40%	N/A	N/A	
1.672	1211+00.00	N/A	N/A	-1.40%	-2.30%	-3.20%	-2.70%	N/A	N/A	
1.691	1212+00.00	N/A	N/A	-1.70%	-2.30%	-2.90%	-2.40%	N/A	N/A	
1.710	1213+00.00	N/A	N/A	-2.10%	-2.10%	-3.30%	-3.10%	N/A	N/A	
1.729	1214+00.00	N/A	N/A	-1.80%	-2.10%	-3.10%	-3.30%	N/A	N/A	
1.748	1215+00.00	N/A	N/A	-1.90%	-2.30%	-3.30%	-3.10%	N/A	N/A	
1.767	1216+00.00	N/A	N/A	-2.40%	-2.10%	-3.00%	-2.80%	N/A	N/A	
1.786	1217+00.00	N/A	N/A	-1.90%	-2.00%	-3.00%	-2.90%	N/A	N/A	
1.805	1218+00.00	N/A	N/A	-1.80%	-2.40%	-2.60%	-3.10%	N/A	N/A	
1.824	1219+00.00	N/A	N/A	-2.10%	-2.10%	-2.90%	-2.60%	N/A	N/A	
1.843	1220+00.00	N/A	N/A	-2.40%	-2.00%	-2.60%	-3.00%	N/A	N/A	
1.862	1221+00.00	N/A	N/A	-2.20%	-2.10%	-2.40%	-3.10%	N/A	N/A	
1.881	1222+00.00	N/A	N/A	-1.80%	-2.80%	-2.40%	-3.30%	N/A	N/A	
1.900	1223+00.00	N/A	N/A	-2.50%	-2.60%	-2.60%	-3.80%	N/A	N/A	
1.919	1224+00.00	N/A	N/A	-3.00%	-2.50%	-3.00%	-3.80%	N/A	N/A	
1.938	1225+00.00	N/A	N/A	-2.40%	-1.90%	-3.10%	-3.70%	N/A	N/A	
1.956	1226+00.00	N/A	N/A	-2.20%	-2.20%	-2.90%	-3.80%	N/A	N/A	
1.975	1227+00.00	N/A	N/A	-2.30%	-2.70%	-3.30%	-2.10%	N/A	N/A	
1.994	1228+00.00	N/A	N/A	-1.50%	-2.30%	-3.50%	-1.60%	N/A	N/A	
2.013	1229+00.00	N/A	N/A	-1.90%	-2.70%	-2.20%	-2.70%	N/A	N/A	
2.032	1230+00.00	N/A	N/A	-1.60%	-2.70%	-2.40%	-2.80%	N/A	N/A	
2.051	1231+00.00	N/A	N/A	-1.80%	-2.60%	-2.20%	-2.60%	N/A	N/A	
2.070	1232+00.00	N/A	N/A	-1.60%	-2.50%	-1.80%	-2.10%	N/A	N/A	
2.089	1233+00.00	N/A	N/A	-1.40%	-2.40%	-1.80%	-2.30%	N/A	N/A	
2.108	1234+00.00	N/A	N/A	-2.00%	-2.60%	-2.30%	-2.60%	N/A	N/A	
2.127	1235+00.00	N/A	N/A	-2.00%	-2.40%	-2.60%	-2.90%	N/A	N/A	
2.146	1236+00.00	N/A	N/A	-1.80%	-2.60%	-2.40%	-1.40%	N/A	N/A	
2.165	1237+00.00	N/A	N/A	-1.90%	-2.30%	-2.00%	-3.10%	N/A	N/A	
2.184	1238+00.00	N/A	N/A	-1.70%	-2.70%	-2.00%	-2.60%	N/A	N/A	
2.203	1239+00.00	N/A	N/A	-2.00%	-2.80%	-2.30%	-3.70%	N/A	N/A	
2.222	1240+00.00	N/A	N/A	-2.40%	-3.00%	-3.00%	-4.60%	N/A	N/A	
2.241	1241+00.00	N/A	N/A	-1.80%	-2.90%	-2.60%	-3.80%	N/A	N/A	
2.259	1242+00.00	N/A	N/A	-2.20%	-2.70%	-2.40%	-3.30%	N/A	N/A	
2.278	1243+00.00	N/A	N/A	-2.20%	-2.60%	-2.60%	-2.50%	N/A	N/A	
2.297	1244+00.00	N/A	N/A	-2.40%	-3.10%	-2.20%	-2.90%	N/A	N/A	
2.316	1245+00.00	N/A	N/A	-2.10%	-2.80%	-2.10%	-2.90%	N/A	N/A	
2.335	1246+00.00	N/A	N/A	-1.90%	-2.70%	-2.00%	-3.00%	N/A	N/A	
2.354	1247+00.00	N/A	N/A	-2.30%	-3.10%	-2.00%	-2.30%	N/A	N/A	
2.373	1248+00.00	N/A	N/A	-2.10%	-3.00%	-2.60%	-3.10%	N/A	N/A	
2.392	1249+00.00	N/A	N/A	-1.80%	-2.70%	-2.20%	-2.70%	N/A	N/A	
2.411	1250+00.00	N/A	N/A	-1.90%	-3.00%	-2.70%	-2.80%	N/A	N/A	
2.430	1251+00.00	N/A	N/A	-2.10%	-3.40%	-2.20%	-2.90%	N/A	N/A	

**Legend:**

<span style="background-color: #FFDAB9; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Cross slope less than criteria
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Cross slope greater than criteria
<span style="background-color: #ADD8E6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Outlier (see Notes column)
<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Cross slope correction area

**446205-1-52-01 Cross Slope Analysis - NB Travel Lanes, Paved Shoulders, Curbed Bike Lane**

MP	STATION	NB Inside Shoulder Breakover	NB Inside Shoulder	NB Inside Lane (R1)	NB Middle Lane (R2)	NB Outside Lane (R3)	NB Outside Offset to Curb (C&G Section)	NB Outside Shoulder	NB Outside Shoulder Breakover	Notes
2.449	1252+00.00	N/A	N/A	-1.80%	-2.90%	-2.30%	-2.60%	N/A	N/A	
2.468	1253+00.00	N/A	N/A	-1.60%	-2.50%	-1.70%	-2.30%	N/A	N/A	
2.487	1254+00.00	N/A	N/A	-1.60%	-2.60%	-2.30%	-2.40%	N/A	N/A	
2.506	1255+00.00	N/A	N/A	-1.40%	-2.60%	-2.70%	-2.50%	N/A	N/A	
2.525	1256+00.00	N/A	N/A	-1.90%	-3.10%	-2.30%	-3.10%	N/A	N/A	
2.544	1257+00.00	N/A	N/A	-1.70%	-2.90%	-2.50%	-3.00%	N/A	N/A	
2.563	1258+00.00	N/A	N/A	-2.10%	-3.30%	-2.00%	-2.30%	N/A	N/A	
2.581	1259+00.00	N/A	N/A	-1.90%	-2.70%	-2.50%	-3.10%	N/A	N/A	
2.600	1260+00.00	N/A	N/A	-2.50%	-2.50%	-1.20%	-0.80%	N/A	N/A	Curb Offset Sidestreet trans.
2.619	1261+00.00	N/A	N/A	-0.20%	-1.40%	-1.90%	-2.30%	N/A	N/A	R1 Pvm. Crown trans. area
2.638	1262+00.00	N/A	N/A	1.00%	-1.60%	-1.50%	-1.50%	N/A	N/A	R1 Pvm. Crown trans. area
2.657	1263+00.00	N/A	N/A	0.90%	-1.90%	-1.70%	-1.80%	N/A	N/A	R1 Pvm. Crown trans. area
2.676	1264+00.00	N/A	N/A	1.40%	-1.80%	-1.80%	-2.20%	N/A	N/A	R1 Pvm. Crown trans. area
2.695	1265+00.00	N/A	N/A	0.20%	-2.70%	-1.90%	-2.10%	N/A	N/A	R1 Pvm. Crown trans. area
2.714	1266+00.00	N/A	N/A	1.70%	-1.90%	-1.60%	-0.40%	N/A	N/A	
2.733	1267+00.00	N/A	N/A	2.30%	-2.00%	-1.70%	-1.70%	N/A	N/A	
2.752	1268+00.00	N/A	N/A	2.20%	-2.10%	-1.80%	-1.90%	N/A	N/A	
2.771	1269+00.00	N/A	N/A	1.50%	-2.10%	-1.60%	-1.70%	N/A	N/A	
2.790	1270+00.00	N/A	N/A	1.70%	-2.00%	-3.30%	-3.90%	N/A	N/A	
2.809	1271+00.00	N/A	N/A	0.80%	-1.80%	-2.00%	-1.00%	N/A	N/A	
2.828	1272+00.00	N/A	N/A	1.80%	-1.80%	-2.20%	-2.40%	N/A	N/A	
2.847	1273+00.00	N/A	N/A	1.50%	-2.10%	-1.70%	-1.50%	N/A	N/A	
2.866	1274+00.00	N/A	N/A	1.20%	-2.20%	-1.50%	-1.90%	N/A	N/A	
2.884	1275+00.00	N/A	N/A	1.70%	-2.30%	-2.40%	-2.00%	N/A	N/A	
2.903	1276+00.00	N/A	N/A	1.20%	-1.50%	-1.90%	-1.20%	N/A	N/A	
2.922	1277+00.00	N/A	N/A	1.60%	-1.10%	-1.70%	-1.70%	N/A	N/A	
2.941	1278+00.00	N/A	N/A	1.60%	-1.30%	-1.60%	-1.50%	N/A	N/A	
2.960	1279+00.00	N/A	N/A	0.60%	-2.50%	-2.80%	-3.30%	N/A	N/A	R1 Sidestreet trans.
2.979	1280+00.00	N/A	N/A	1.60%	-2.30%	-2.50%	-2.40%	N/A	N/A	
2.998	1281+00.00	N/A	N/A	-1.20%	-2.60%	-2.70%	-2.40%	N/A	N/A	R1 Pvm. Crown trans. area
3.017	1282+00.00	N/A	N/A	-2.10%	-2.00%	-2.60%	-2.00%	N/A	N/A	
3.036	1283+00.00	N/A	N/A	-1.90%	-2.40%	-2.30%	-2.70%	N/A	N/A	
3.055	1284+00.00	N/A	N/A	-1.80%	-2.30%	-2.30%	-3.00%	N/A	N/A	
3.074	1285+00.00	N/A	N/A	-2.60%	-2.50%	-2.40%	-3.00%	N/A	N/A	
3.093	1286+00.00	N/A	N/A	-2.10%	-2.10%	-2.60%	-2.70%	N/A	N/A	
3.112	1287+00.00	N/A	N/A	-2.10%	-2.60%	-2.40%	-2.30%	N/A	N/A	
3.131	1288+00.00	N/A	N/A	-2.00%	-1.80%	-2.40%	-2.60%	N/A	N/A	
3.150	1289+00.00	N/A	N/A	-1.60%	-1.70%	-2.40%	-2.40%	N/A	N/A	
3.169	1290+00.00	N/A	N/A	-1.60%	-2.00%	-2.30%	-2.20%	N/A	N/A	
3.188	1291+00.00	N/A	N/A	N/A	-1.70%	-2.20%	-2.20%	N/A	N/A	
3.206	1292+00.00	N/A	N/A	N/A	-1.20%	-2.00%	-2.10%	N/A	N/A	
3.225	1293+00.00	N/A	N/A	N/A	-2.90%	-3.70%	-3.50%	N/A	N/A	
3.244	1294+00.00	N/A	N/A	N/A	-2.00%	-2.70%	-2.60%	N/A	N/A	
3.263	1295+00.00	N/A	N/A	N/A	-1.20%	-1.90%	-2.20%	N/A	N/A	
3.282	1296+00.00	N/A	N/A	N/A	-1.90%	-1.90%	-1.00%	N/A	N/A	
3.301	1297+00.00	N/A	N/A	N/A	-2.30%	-1.40%	-1.50%	N/A	N/A	
3.320	1298+00.00	N/A	N/A	N/A	-2.20%	-1.50%	-1.10%	N/A	N/A	
3.339	1299+00.00	N/A	N/A	N/A	-2.10%	-1.40%	-2.00%	N/A	N/A	
3.358	1300+00.00	N/A	N/A	N/A	-1.60%	-1.20%	-1.10%	N/A	N/A	
3.377	1301+00.00	N/A	N/A	N/A	-1.50%	-1.00%	-1.10%	N/A	N/A	
3.396	1302+00.00	N/A	N/A	N/A	-1.50%	-1.80%	-2.20%	N/A	N/A	
3.415	1303+00.00	N/A	N/A	N/A	-1.80%	-1.60%	-1.40%	N/A	N/A	
3.434	1304+00.00	N/A	N/A	N/A	-1.50%	-1.70%	-1.30%	N/A	N/A	

**Legend:**

<span style="background-color: #FFC0CB; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Cross slope less than criteria
<span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Cross slope greater than criteria
<span style="background-color: #ADD8E6; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Outlier (see Notes column)
<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	Cross slope correction area

446205-1-52-01 Cross Slope Analysis - NB Travel Lanes, Paved Shoulders, Curbed Bike Lane

MP	STATION	NB Inside Shoulder Breakover	NB Inside Shoulder	NB Inside Lane (R1)	NB Middle Lane (R2)	NB Outside Lane (R3)	NB Outside Offset to Curb (C&G Section)	NB Outside Shoulder	NB Outside Shoulder Breakover	Notes
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- Legend:**
- Cross slope less than criteria
  - Cross slope greater than criteria
  - Outlier (see Notes column)
  - Cross slope correction area

446205-1-52-01 Cross Slope Analysis - NB Turn Lanes				
MP	STATION	NB Left Turn Lane	NB Right Turn Lane	Notes
11.228	1095+00.00	-2.05%	N/A	
11.247	1096+00.00	-1.72%	N/A	
11.266	1097+00.00	-0.99%	N/A	Median Opening Transition
11.721	1121+00.00	-1.18%	N/A	
11.740	1122+00.00	-2.59%	N/A	
0.006	1123+00.00	-1.94%	N/A	
0.176	1132+00.00	N/A	N/A	SE or SE transition area
0.195	1133+00.00	N/A	N/A	SE or SE transition area
0.214	1134+00.00	N/A	N/A	SE or SE transition area
1.938	1225+00.00	N/A	-3.36%	
1.956	1226+00.00	N/A	-3.14%	
1.975	1227+00.00	N/A	-2.96%	
3.188	1291+00.00	-1.66%	N/A	
3.206	1292+00.00	-0.91%	N/A	
3.225	1293+00.00	-2.12%	N/A	
3.415	1303+00.00	-1.92%	N/A	
3.434	1304+00.00	-1.87%	N/A	

- Legend:**
- Cross slope less than criteria
  - Cross slope greater than criteria
  - Outlier (see Notes column)
  - Cross slope correction area

446205-1-52-01 Cross Slope Analysis - SB Travel Lanes, Paved Shoulders, Curbed Bike Lane

MP	STATION	SB Outside Shoulder Breakover	SB Outside Shoulder	SB Outside Offset to Curb (C&G Section)	SB Outside Lane (L3)	SB Middle Lane (L2)		SB Inside Lane (L1)	SB Inside Offset to Curb (C&G Section)	SB Inside Shoulder	SB Outside Shoulder Breakover	Notes
						Left	Right					
11.184	511+00.00	N/A	N/A	2.60%	2.20%	1.50%	N/A	N/A	N/A	N/A	N/A	
11.203	512+00.00	N/A	N/A	3.90%	2.80%	1.70%	N/A	N/A	N/A	N/A	N/A	
11.222	513+00.00	N/A	N/A	3.70%	2.40%	1.60%	N/A	N/A	N/A	N/A	N/A	
11.240	514+00.00	N/A	N/A	4.50%	2.40%	1.70%	N/A	N/A	N/A	N/A	N/A	
11.259	515+00.00	N/A	N/A	3.80%	3.20%	1.50%	N/A	N/A	N/A	N/A	N/A	
11.278	516+00.00	N/A	N/A	1.00%	0.10%	1.00%	N/A	N/A	N/A	N/A	N/A	L3 & Curb Offset: Driveway trans. L2: Median transition
11.297	517+00.00	N/A	N/A	4.00%	2.90%	1.10%	N/A	N/A	N/A	N/A	N/A	
11.316	518+00.00	N/A	N/A	3.90%	3.00%	1.30%	N/A	N/A	N/A	N/A	N/A	
11.335	519+00.00	N/A	N/A	4.70%	3.20%	1.60%	N/A	N/A	N/A	N/A	N/A	
11.354	520+00.00	N/A	N/A	4.10%	2.90%	1.70%	N/A	N/A	N/A	N/A	N/A	
11.373	521+00.00	N/A	N/A	2.90%	3.20%	2.40%	N/A	N/A	N/A	N/A	N/A	
11.392	522+00.00	N/A	N/A	3.30%	3.00%	1.50%	N/A	N/A	N/A	N/A	N/A	
11.411	523+00.00	N/A	N/A	3.50%	3.10%	1.60%	N/A	N/A	N/A	N/A	N/A	
11.430	524+00.00	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Peace River Bridge
11.449	525+00.00	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Peace River Bridge
11.487	527+00.00	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Peace River Bridge
11.506	528+00.00	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Bridge	Peace River Bridge
11.525	529+00.00	N/A	N/A	2.30%	2.20%	3.00%	N/A	N/A	N/A	N/A	N/A	
11.544	530+00.00	N/A	N/A	3.50%	2.60%	1.80%	N/A	N/A	N/A	N/A	N/A	
11.562	531+00.00	N/A	N/A	3.50%	2.80%	2.10%	N/A	N/A	N/A	N/A	N/A	
11.581	532+00.00	N/A	N/A	3.20%	2.10%	2.20%	N/A	N/A	N/A	N/A	N/A	
11.600	533+00.00	N/A	N/A	3.00%	2.60%	1.80%	N/A	N/A	N/A	N/A	N/A	
11.619	534+00.00	N/A	N/A	3.00%	2.50%	2.50%	N/A	N/A	N/A	N/A	N/A	
11.638	535+00.00	N/A	N/A	3.90%	2.40%	1.90%	N/A	N/A	N/A	N/A	N/A	
11.657	536+00.00	N/A	N/A	3.40%	2.80%	2.20%	N/A	N/A	N/A	N/A	N/A	
11.676	537+00.00	N/A	N/A	3.80%	2.60%	1.40%	N/A	N/A	N/A	N/A	N/A	
11.695	538+00.00	N/A	N/A	2.90%	2.60%	1.60%	N/A	N/A	N/A	N/A	N/A	
11.714	539+00.00	N/A	N/A	4.20%	2.90%	1.10%	N/A	N/A	N/A	N/A	N/A	
11.733	540+00.00	N/A	N/A	4.40%	3.00%	1.30%	N/A	N/A	N/A	N/A	N/A	
11.752	541+00.00	N/A	N/A	2.80%	2.80%	2.20%	N/A	N/A	N/A	N/A	N/A	
3.521	542+00.00	N/A	N/A	3.60%	2.60%	2.80%	N/A	N/A	N/A	N/A	N/A	
3.502	543+00.00	N/A	N/A	3.50%	2.90%	2.30%	N/A	N/A	N/A	N/A	N/A	
3.483	544+00.00	N/A	N/A	2.40%	1.90%	2.90%	N/A	N/A	N/A	N/A	N/A	
3.464	545+00.00	N/A	N/A	1.70%	1.40%	2.70%	N/A	N/A	N/A	N/A	N/A	
3.445	546+00.00	N/A	N/A	2.90%	1.80%	2.90%	N/A	N/A	N/A	N/A	N/A	
3.426	547+00.00	N/A	N/A	1.90%	1.80%	2.50%	N/A	N/A	N/A	N/A	N/A	
3.408	548+00.00	N/A	N/A	1.50%	1.30%	2.10%	N/A	N/A	N/A	N/A	N/A	
3.389	549+00.00	N/A	N/A	0.40%	0.60%	2.60%	N/A	N/A	N/A	N/A	N/A	
3.370	550+00.00	N/A	N/A	0.90%	1.10%	2.40%	N/A	N/A	N/A	N/A	N/A	
3.351	551+00.00	N/A	N/A	1.10%	1.10%	2.10%	N/A	N/A	N/A	N/A	N/A	
3.332	552+00.00	N/A	N/A	2.20%	2.00%	1.90%	N/A	N/A	N/A	N/A	N/A	
3.313	553+00.00	N/A	N/A	1.80%	2.10%	1.80%	1.64%	N/A	N/A	N/A	N/A	
3.294	554+00.00	0.50%	2.30%	N/A	1.80%	2.90%	2.00%	N/A	-3.70%	5.70%	Outside shoulder trans.	
3.275	555+00.00	0.20%	2.70%	N/A	2.50%	3.10%	2.60%	N/A	-3.20%	5.80%	Outside shoulder trans.	
3.256	556+00.00	-0.10%	3.90%	N/A	4.00%	2.90%	2.60%	N/A	-3.30%	5.90%	SE or SE transition area	
3.237	557+00.00	-0.40%	3.80%	N/A	4.20%	3.10%	3.10%	N/A	-3.10%	6.20%	SE or SE transition area	
3.218	558+00.00	-0.70%	3.20%	N/A	3.90%	3.40%	3.10%	N/A	-2.50%	5.60%	SE or SE transition area	
3.199	559+00.00	-0.10%	4.40%	N/A	4.50%	3.70%	2.60%	N/A	-4.30%	6.90%	SE or SE transition area	
3.180	560+00.00	0.10%	5.10%	N/A	5.00%	3.40%	2.50%	N/A	-0.20%	2.70%	SE or SE transition area	
3.161	561+00.00	0.80%	4.50%	N/A	3.70%	3.40%	3.10%	N/A	-1.10%	4.20%	SE or SE transition area	
3.142	562+00.00	-0.10%	4.00%	N/A	4.10%	3.10%	2.80%	N/A	-1.50%	4.30%	SE or SE transition area	
3.123	563+00.00	0.10%	5.10%	N/A	5.00%	3.70%	2.70%	N/A	-1.80%	4.50%	SE or SE transition area	
3.105	564+00.00	0.70%	4.90%	N/A	4.20%	4.40%	3.20%	N/A	-1.60%	4.80%	SE or SE transition area	
3.086	565+00.00	0.60%	4.70%	N/A	4.10%	3.80%	2.80%	N/A	-0.80%	3.60%	SE or SE transition area	
3.067	566+00.00	0.50%	4.70%	N/A	4.20%	3.80%	2.50%	N/A	-2.80%	5.30%	SE or SE transition area	
3.048	567+00.00	1.60%	4.20%	N/A	2.60%	3.00%	1.70%	N/A	-5.30%	7.00%	SE or SE transition area	
3.029	568+00.00	2.50%	4.70%	N/A	2.20%	-0.10%	-1.20%	N/A	-3.00%	1.80%	SE or SE transition area	
3.010	569+00.00	3.80%	4.10%	N/A	0.30%	-1.80%	-3.10%	N/A	-3.00%	0.10%	SE or SE transition area	
2.991	570+00.00	0.00%	-1.20%	N/A	-1.20%	-4.20%	-4.00%	N/A	-4.00%	0.00%	SE or SE transition area	
2.972	571+00.00	6.10%	2.90%	N/A	-3.20%	-5.30%	-6.20%	N/A	-8.70%	2.50%	SE or SE transition area	

Legend:

	Cross slope less than criteria
	Cross slope greater than criteria
	Outlier (see Notes column)
	Cross slope correction area

446205-1-52-01 Cross Slope Analysis - SB Travel Lanes, Paved Shoulders, Curbed Bike Lane

MP	STATION	SB Outside Shoulder Breakover	SB Outside Shoulder	SB Outside Offset to Curb (C&G Section)	SB Outside Lane (L3)	SB Middle Lane (L2)		SB Inside Lane (L1)	SB Inside Offset to Curb (C&G Section)	SB Inside Shoulder	SB Outside Shoulder Breakover	Notes
						Left	Right					
2.953	572+00.00	7.50%	1.10%	N/A	-6.40%	-6.00%	-6.00%	-6.90%	N/A	-9.40%	2.50%	SE or SE transition area
2.934	573+00.00	7.70%	1.00%	N/A	-6.70%	-6.40%	-6.40%	-6.50%	N/A	-9.60%	3.10%	SE or SE transition area
2.915	574+00.00	7.40%	1.00%	N/A	-6.40%	-6.50%	-6.80%	-6.80%	N/A	-7.90%	1.10%	SE or SE transition area
2.896	575+00.00	6.70%	-0.40%	N/A	-7.10%	-6.80%	-6.50%	N/A	N/A	-8.70%	2.20%	SE or SE transition area
2.877	576+00.00	6.90%	-0.30%	N/A	-7.20%	-6.80%	-6.90%	N/A	N/A	-9.00%	2.10%	SE or SE transition area
2.858	577+00.00	6.50%	0.20%	N/A	-6.30%	-6.60%	-6.00%	N/A	N/A	-7.90%	1.90%	SE or SE transition area
2.839	578+00.00	6.90%	0.60%	N/A	-6.30%	-6.70%	-6.40%	N/A	N/A	-7.90%	1.50%	SE or SE transition area
2.820	579+00.00	8.50%	3.10%	N/A	-5.40%	-6.80%	-6.60%	N/A	N/A	-8.80%	2.20%	SE or SE transition area
2.801	580+00.00	7.60%	0.90%	N/A	-6.70%	-6.50%	-5.90%	N/A	N/A	-9.50%	3.60%	SE or SE transition area
2.783	581+00.00	5.10%	-0.20%	N/A	-5.30%	-6.40%	-5.70%	N/A	N/A	-8.00%	2.30%	SE or SE transition area
2.764	582+00.00	5.70%	0.40%	N/A	-5.30%	-7.00%	-6.90%	N/A	N/A	-8.90%	2.00%	SE or SE transition area
2.745	583+00.00	5.60%	-0.20%	N/A	-5.80%	-7.40%	-6.80%	N/A	N/A	-8.70%	1.90%	SE or SE transition area
2.726	584+00.00	4.20%	-1.60%	N/A	-5.80%	-6.30%	-6.50%	N/A	N/A	-8.80%	2.30%	SE or SE transition area
2.707	585+00.00	4.30%	-1.80%	N/A	-6.10%	-6.90%	-6.10%	N/A	N/A	-8.80%	2.70%	SE or SE transition area
2.688	586+00.00	6.20%	-0.80%	N/A	-7.00%	-6.70%	-5.90%	N/A	N/A	-9.50%	3.60%	SE or SE transition area
2.669	587+00.00	7.00%	0.50%	N/A	-6.50%	-6.30%	-6.10%	N/A	N/A	-10.00%	3.90%	SE or SE transition area
2.650	588+00.00	7.80%	0.60%	N/A	-7.20%	-6.50%	-6.10%	N/A	N/A	-9.30%	3.20%	SE or SE transition area
2.631	589+00.00	9.20%	2.40%	N/A	-6.80%	-5.90%	-5.40%	N/A	N/A	-9.10%	3.70%	SE or SE transition area
2.612	590+00.00	5.40%	0.60%	N/A	-4.80%	-4.50%	-4.10%	N/A	N/A	-8.70%	4.60%	SE or SE transition area
2.593	591+00.00	2.60%	0.40%	N/A	-2.20%	-3.40%	-3.50%	N/A	N/A	-7.80%	4.30%	SE or SE transition area
2.574	592+00.00	2.70%	2.50%	N/A	-0.20%	-0.50%	-1.10%	N/A	N/A	-7.30%	6.20%	SE or SE transition area
2.555	593+00.00	4.70%	6.50%	N/A	1.80%	1.70%	0.90%	N/A	N/A	-5.30%	6.20%	SE or SE transition area
2.536	594+00.00	4.30%	7.00%	N/A	2.70%	2.50%	2.60%	N/A	N/A	-3.90%	6.50%	
2.517	595+00.00	2.30%	5.00%	N/A	2.70%	3.30%	2.30%	N/A	N/A	-4.30%	6.60%	
2.498	596+00.00	2.50%	5.40%	N/A	2.90%	2.50%	2.00%	N/A	N/A	-4.50%	6.50%	
2.480	597+00.00	5.10%	7.20%	N/A	2.10%	2.90%	1.90%	N/A	N/A	-3.10%	5.00%	
2.461	598+00.00	3.50%	6.50%	N/A	3.00%	3.50%	1.60%	N/A	N/A	-3.10%	4.70%	
2.442	599+00.00	3.60%	6.00%	N/A	2.40%	3.10%	1.20%	N/A	N/A	-2.80%	4.00%	
2.423	600+00.00	2.90%	5.30%	N/A	2.40%	3.00%	1.70%	N/A	N/A	-3.50%	5.20%	
2.404	601+00.00	2.40%	4.80%	N/A	2.40%	2.30%	1.30%	N/A	N/A	-3.90%	5.20%	
2.385	602+00.00	2.10%	4.70%	N/A	2.60%	2.50%	1.60%	N/A	N/A	-3.40%	5.00%	
2.366	603+00.00	2.10%	4.70%	N/A	2.60%	2.30%	1.70%	N/A	N/A	-3.50%	5.20%	
2.347	604+00.00	1.90%	4.40%	N/A	2.50%	2.00%	1.20%	N/A	N/A	-3.20%	4.40%	
2.328	605+00.00	1.60%	4.10%	N/A	2.50%	2.00%	0.90%	N/A	N/A	-3.10%	4.00%	
2.309	606+00.00	2.20%	4.50%	N/A	2.30%	1.70%	1.20%	N/A	N/A	-3.50%	4.70%	
2.290	607+00.00	1.20%	4.20%	N/A	3.00%	1.90%	1.50%	N/A	N/A	-5.50%	7.00%	
2.271	608+00.00	1.40%	4.00%	N/A	2.60%	1.70%	1.20%	N/A	N/A	-4.20%	5.40%	
2.252	609+00.00	1.60%	4.40%	N/A	2.80%	2.00%	1.80%	N/A	N/A	-3.60%	5.40%	
2.233	610+00.00	1.60%	4.20%	N/A	2.60%	2.70%	1.30%	N/A	N/A	-2.70%	4.00%	
2.214	611+00.00	2.00%	4.60%	N/A	2.60%	2.00%	1.20%	N/A	N/A	-2.20%	3.40%	
2.195	612+00.00	3.20%	5.10%	N/A	1.90%	1.80%	1.10%	N/A	N/A	-3.80%	4.90%	
2.176	613+00.00	1.00%	3.90%	N/A	2.90%	2.10%	1.10%	N/A	N/A	N/A	N/A	L1: Transition to crowned section
2.158	614+00.00	N/A	N/A	2.50%	2.20%	1.10%	1.70%	0.50%	N/A	N/A	N/A	L1: Transition to crowned section
2.139	615+00.00	N/A	N/A	2.20%	1.60%	0.40%	-0.90%	-1.10%	N/A	N/A	N/A	L1: Transition to crowned section
2.120	616+00.00	N/A	N/A	1.90%	1.30%	1.30%	-1.40%	-0.60%	N/A	N/A	N/A	L1: Transition to crowned section
2.101	617+00.00	N/A	N/A	1.60%	1.40%	0.50%	-1.60%	-0.40%	N/A	N/A	N/A	L1: Transition to crowned section
2.082	618+00.00	N/A	N/A	3.60%	2.60%	1.90%	-0.70%	-1.80%	N/A	N/A	N/A	
2.063	619+00.00	N/A	N/A	3.00%	1.10%	1.00%	-0.30%	-2.10%	N/A	N/A	N/A	
2.044	620+00.00	N/A	N/A	1.60%	0.40%	2.30%	0.60%	-1.70%	N/A	N/A	N/A	
2.025	621+00.00	N/A	N/A	1.70%	1.00%	2.10%	-0.80%	-1.10%	N/A	N/A	N/A	
2.006	622+00.00	N/A	N/A	1.70%	2.10%	1.40%	-2.20%	-1.70%	N/A	N/A	N/A	
1.987	623+00.00	N/A	N/A	2.10%	2.70%	0.80%	-2.10%	-1.40%	N/A	N/A	N/A	
1.968	624+00.00	N/A	N/A	3.20%	2.10%	1.10%	-2.00%	-1.10%	N/A	N/A	N/A	
1.949	625+00.00	N/A	N/A	2.30%	1.50%	1.40%	-1.70%	-0.90%	N/A	N/A	N/A	
1.930	626+00.00	N/A	N/A	2.00%	1.70%	1.70%	-1.30%	0.00%	N/A	N/A	N/A	
1.911	627+00.00	N/A	N/A	2.10%	1.70%	1.80%	-1.80%	-1.00%	N/A	N/A	N/A	
1.892	628+00.00	N/A	N/A	2.50%	1.40%	1.60%	-1.60%	-1.10%	N/A	N/A	N/A	
1.873	629+00.00	N/A	N/A	2.50%	2.20%	1.10%	-3.00%	-1.90%	N/A	N/A	N/A	
1.855	630+00.00	N/A	N/A	2.00%	1.90%	2.20%	-2.00%	-1.40%	N/A	N/A	N/A	
1.836	631+00.00	N/A	N/A	1.40%	1.70%	2.00%	-1.90%	-0.50%	N/A	N/A	N/A	
1.817	632+00.00	N/A	N/A	2.00%	1.30%	2.10%	-1.60%	-0.30%	N/A	N/A	N/A	

Legend:

	Cross slope less than criteria
	Cross slope greater than criteria
	Outlier (see Notes column)
	Cross slope correction area

446205-1-52-01 Cross Slope Analysis - SB Travel Lanes, Paved Shoulders, Curbed Bike Lane

MP	STATION	SB Outside Shoulder Breakover	SB Outside Shoulder	SB Outside Offset to Curb (C&G Section)	SB Outside Lane (L3)	SB Middle Lane (L2)		SB Inside Lane (L1)	SB Inside Offset to Curb (C&G Section)	SB Inside Shoulder	SB Outside Shoulder Breakover	Notes
						Left	Right					
1.798	633+00.00	N/A	N/A	2.20%	2.40%	2.50%	-2.60%	-1.00%	N/A	N/A	N/A	
1.779	634+00.00	N/A	N/A	2.30%	2.50%	1.90%	-2.30%	-1.80%	N/A	N/A	N/A	
1.760	635+00.00	N/A	N/A	2.50%	2.40%	2.10%	-1.90%	-1.70%	N/A	N/A	N/A	
1.741	636+00.00	N/A	N/A	3.00%	2.70%	0.90%	-2.80%	-1.50%	N/A	N/A	N/A	
1.722	637+00.00	N/A	N/A	3.30%	1.90%	-0.10%	-1.50%	-2.20%	N/A	N/A	N/A	
1.703	638+00.00	N/A	N/A	3.50%	1.90%	0.80%	-1.40%	-3.60%	N/A	N/A	N/A	
1.684	639+00.00	N/A	N/A	2.10%	2.60%	0.30%	-2.30%	-3.40%	N/A	N/A	N/A	
1.665	640+00.00	N/A	N/A	-0.40%	1.20%	0.80%	-1.60%	-3.00%	N/A	N/A	N/A	
1.646	641+00.00	N/A	N/A	1.00%	2.40%	0.90%	-2.20%	-3.40%	N/A	N/A	N/A	
1.627	642+00.00	N/A	N/A	3.70%	3.10%	0.70%	-2.30%	-3.80%	N/A	N/A	N/A	
1.608	643+00.00	N/A	N/A	2.80%	2.80%	1.50%	-1.30%	-2.70%	N/A	N/A	N/A	
1.589	644+00.00	N/A	N/A	2.30%	2.70%	1.50%	-0.60%	-2.60%	N/A	N/A	N/A	
1.570	645+00.00	N/A	N/A	1.30%	1.50%	1.40%	-0.80%	-1.80%	N/A	N/A	N/A	
1.551	646+00.00	N/A	N/A	1.50%	1.60%	1.40%	-0.60%	-1.80%	N/A	N/A	N/A	
1.533	647+00.00	N/A	N/A	2.30%	1.90%	1.00%	-1.10%	-2.10%	N/A	N/A	N/A	
1.514	648+00.00	N/A	N/A	3.00%	2.40%	1.20%	-0.30%	-1.50%	N/A	N/A	N/A	
1.495	649+00.00	N/A	N/A	3.20%	2.30%	0.90%	-0.50%	-1.70%	N/A	N/A	N/A	
1.476	650+00.00	N/A	N/A	2.20%	1.30%	0.50%	-0.60%	-2.20%	N/A	N/A	N/A	
1.457	651+00.00	N/A	N/A	3.40%	2.70%	0.10%	-1.70%	-2.90%	N/A	N/A	N/A	
1.438	652+00.00	N/A	N/A	3.70%	3.10%	0.50%	-0.60%	-3.20%	-3.10%	N/A	N/A	
1.419	653+00.00	N/A	N/A	3.90%	3.30%	0.50%	-0.60%	-3.10%	-3.80%	N/A	N/A	
1.400	654+00.00	N/A	N/A	4.20%	3.30%	0.40%	-1.00%	-3.10%	-4.70%	N/A	N/A	
1.381	655+00.00	N/A	N/A	4.20%	3.30%	0.60%	-0.90%	-2.90%	-4.80%	N/A	N/A	
1.362	656+00.00	N/A	N/A	4.00%	3.50%	0.90%	-1.10%	-3.00%	-4.30%	N/A	N/A	
1.343	657+00.00	N/A	N/A	4.40%	3.70%	1.20%	-1.40%	-3.00%	-5.40%	N/A	N/A	
1.324	658+00.00	N/A	N/A	4.60%	3.70%	1.40%	-1.10%	-3.10%	-4.70%	N/A	N/A	
1.305	659+00.00	N/A	N/A	4.10%	3.50%	1.50%	-2.70%	-2.90%	-4.70%	N/A	N/A	
1.286	660+00.00	N/A	N/A	0.60%	3.80%	1.50%	-2.70%	-3.60%	-5.60%	N/A	N/A	Curbed Offset Sidestreet trans.
1.267	661+00.00	N/A	N/A	4.00%	3.30%	1.60%	-2.10%	-3.10%	-3.70%	N/A	N/A	
1.248	662+00.00	N/A	N/A	4.00%	3.20%	1.60%	-2.30%	-3.10%	-4.70%	N/A	N/A	
1.230	663+00.00	N/A	N/A	3.90%	3.50%	1.50%	-2.40%	-3.90%	N/A	N/A	N/A	
1.211	664+00.00	N/A	N/A	3.50%	3.30%	1.40%	-3.10%	-2.80%	-3.50%	N/A	N/A	
1.192	665+00.00	N/A	N/A	3.90%	3.40%	1.70%	-2.30%	-2.80%	-3.90%	N/A	N/A	
1.173	666+00.00	N/A	N/A	4.00%	3.10%	1.90%	-2.30%	-3.00%	-4.00%	N/A	N/A	
1.154	667+00.00	N/A	N/A	4.70%	3.30%	1.70%	-2.10%	-2.60%	-3.30%	N/A	N/A	
1.135	668+00.00	N/A	N/A	4.00%	3.40%	2.00%	-2.00%	-2.90%	-4.30%	N/A	N/A	
1.116	669+00.00	N/A	N/A	4.20%	3.00%	1.80%	-2.40%	-2.80%	-3.70%	N/A	N/A	
1.097	670+00.00	N/A	N/A	1.10%	1.40%	1.30%	-3.10%	-2.40%	-2.60%	N/A	N/A	Curbed Offset/L3 Sidestreet trans.
1.078	671+00.00	N/A	N/A	3.90%	3.00%	2.40%	-1.60%	-3.30%	-4.60%	N/A	N/A	
1.059	672+00.00	N/A	N/A	3.70%	3.10%	1.90%	-2.30%	-2.90%	-4.40%	N/A	N/A	
1.040	673+00.00	N/A	N/A	3.80%	2.80%	1.70%	-2.50%	-2.80%	-3.70%	N/A	N/A	
1.021	674+00.00	N/A	N/A	3.90%	3.10%	1.80%	-1.90%	-3.00%	-4.00%	N/A	N/A	
1.002	675+00.00	N/A	N/A	2.80%	2.70%	1.50%	-1.50%	-2.80%	-3.40%	N/A	N/A	
0.983	676+00.00	N/A	N/A	3.50%	3.20%	1.90%	-2.60%	-2.70%	-3.80%	N/A	N/A	
0.964	677+00.00	N/A	N/A	3.70%	3.10%	2.00%	-1.50%	-3.00%	-3.90%	N/A	N/A	
0.945	678+00.00	N/A	N/A	1.50%	2.20%	1.00%	-1.90%	-3.30%	-4.70%	N/A	N/A	
0.926	679+00.00	N/A	N/A	2.60%	2.50%	1.30%	-1.10%	-2.60%	-3.90%	N/A	N/A	
0.908	680+00.00	N/A	N/A	4.20%	3.10%	1.60%	-2.00%	-2.80%	-3.90%	N/A	N/A	
0.889	681+00.00	N/A	N/A	3.90%	2.90%	1.50%	-2.20%	-2.60%	-3.70%	N/A	N/A	
0.870	682+00.00	N/A	N/A	1.70%	2.30%	0.30%	-2.40%	-2.30%	-4.70%	N/A	N/A	
0.851	683+00.00	N/A	N/A	3.20%	2.70%	1.30%	-2.00%	-2.80%	-3.40%	N/A	N/A	
0.832	684+00.00	N/A	N/A	3.30%	2.70%	2.10%	-1.80%	-2.60%	-4.00%	N/A	N/A	
0.813	685+00.00	N/A	N/A	3.50%	2.90%	1.30%	-2.50%	-2.90%	-2.50%	N/A	N/A	
0.794	686+00.00	N/A	N/A	2.40%	2.30%	1.70%	-2.10%	-3.00%	-3.70%	N/A	N/A	
0.775	687+00.00	N/A	N/A	N/A	1.40%	0.20%	-1.30%	-2.20%	N/A	N/A	N/A	L3 Sidestreet transition
0.756	688+00.00	N/A	N/A	N/A	2.00%	1.50%	-2.20%	-2.40%	N/A	N/A	N/A	
0.737	689+00.00	N/A	N/A	N/A	1.80%	1.30%	-2.00%	-2.50%	N/A	N/A	N/A	
0.718	690+00.00	N/A	N/A	N/A	2.30%	1.60%	-1.70%	-1.90%	N/A	N/A	N/A	
0.699	691+00.00	N/A	N/A	N/A	2.30%	1.70%	-1.90%	-2.00%	N/A	N/A	N/A	
0.680	692+00.00	N/A	N/A	N/A	2.00%	1.00%	-1.90%	-2.00%	N/A	N/A	N/A	
0.661	693+00.00	N/A	N/A	N/A	2.10%	1.60%	-2.10%	-2.00%	N/A	N/A	N/A	

Legend:

	Cross slope less than criteria
	Cross slope greater than criteria
	Outlier (see Notes column)
	Cross slope correction area





446205-1-52-01 Cross Slope Analysis - SB Travel Lanes, Paved Shoulders, Curbed Bike Lane

MP	STATION	SB Outside Shoulder Breakover	SB Outside Shoulder	SB Outside Offset to Curb (C&G Section)	SB Outside Lane (L3)	SB Middle Lane (L2)		SB Inside Lane (L1)	SB Inside Offset to Curb (C&G Section)	SB Inside Shoulder	SB Outside Shoulder Breakover	Notes
						Left	Right					
0.642	694+00.00	N/A	N/A	N/A	1.30%	1.70%	-1.80%	-1.90%	N/A	N/A	N/A	
0.623	695+00.00	N/A	N/A	N/A	2.00%	1.90%	-2.10%	-2.00%	N/A	N/A	N/A	
0.605	696+00.00	N/A	N/A	N/A	1.70%	2.20%	-2.40%	-2.10%	N/A	N/A	N/A	
0.586	697+00.00	N/A	N/A	2.90%	2.30%	1.50%	-2.10%	-2.70%	-2.80%	N/A	N/A	
0.567	698+00.00	N/A	N/A	2.60%	2.80%	2.40%	-2.00%	-3.10%	-2.70%	N/A	N/A	
0.548	699+00.00	N/A	N/A	2.90%	2.50%	2.40%	-2.30%	-2.70%	-1.90%	N/A	N/A	
0.529	700+00.00	N/A	N/A	3.60%	2.40%	1.70%	-2.20%	-2.80%	-2.30%	N/A	N/A	
0.510	701+00.00	N/A	N/A	1.20%	1.30%	1.80%	-1.80%	-2.30%	-1.70%	N/A	N/A	Curb Offset/L3 Sidestreet trans.
0.491	702+00.00	N/A	N/A	3.80%	3.00%	2.00%	-2.60%	-2.90%	-3.10%	N/A	N/A	
0.472	703+00.00	N/A	N/A	4.30%	2.70%	1.50%	-2.50%	-2.60%	-2.50%	N/A	N/A	
0.453	704+00.00	N/A	N/A	3.10%	2.50%	2.20%	-2.10%	-2.90%	-3.40%	N/A	N/A	
0.434	705+00.00	N/A	N/A	0.40%	1.20%	1.80%	-1.60%	-2.10%	-3.00%	N/A	N/A	Curb Offset/L3 Sidestreet trans.
0.415	706+00.00	N/A	N/A	3.40%	1.30%	0.50%	-2.50%	-1.90%	N/A	N/A	N/A	
0.396	707+00.00	N/A	N/A	3.50%	1.70%	0.50%	-2.60%	-1.70%	N/A	N/A	N/A	
0.377	708+00.00	N/A	N/A	2.60%	1.90%	2.10%	-1.80%	-2.10%	N/A	N/A	N/A	
0.358	709+00.00	N/A	N/A	3.60%	2.80%	2.20%	-0.30%	-1.70%	N/A	N/A	N/A	L2 Crown transition
0.339	710+00.00	N/A	N/A	4.00%	2.70%	2.10%	0.80%	-1.50%	N/A	N/A	N/A	L2 Crown transition
0.320	711+00.00	N/A	N/A	2.80%	2.60%	2.10%	1.50%	-1.20%	N/A	N/A	N/A	L1 Transition to crowned section
0.301	712+00.00	N/A	N/A	3.90%	3.30%	1.90%		-0.80%	N/A	N/A	N/A	L1 Transition to crowned section
0.283	713+00.00	N/A	N/A	4.10%	3.10%	1.90%		-0.90%	N/A	N/A	N/A	L1 Transition to crowned section
0.264	714+00.00	N/A	N/A	3.30%	3.00%	1.90%		-0.50%	N/A	N/A	N/A	L1 Transition to crowned section
0.245	715+00.00	N/A	N/A	3.60%	2.70%	1.70%		0.20%	N/A	N/A	N/A	L1 Transition to crowned section
0.226	716+00.00	N/A	N/A	2.60%	2.30%	1.50%		0.80%	N/A	N/A	N/A	L1 Transition to crowned section
0.207	717+00.00	N/A	N/A	3.30%	2.80%	2.10%		1.90%	N/A	N/A	N/A	
0.188	718+00.00	N/A	N/A	4.00%	2.90%	1.70%		2.00%	N/A	N/A	N/A	
0.169	719+00.00	N/A	N/A	3.40%	2.50%	2.40%		2.10%	N/A	N/A	N/A	
0.150	720+00.00	N/A	N/A	3.20%	3.00%	3.00%		2.10%	N/A	N/A	N/A	
0.131	721+00.00	N/A	N/A	3.40%	3.50%	2.60%		1.70%	N/A	N/A	N/A	
0.112	722+00.00	N/A	N/A	4.80%	3.70%	3.00%		1.90%	N/A	N/A	N/A	
0.093	723+00.00	N/A	N/A	3.50%	3.10%	2.40%		2.20%	N/A	N/A	N/A	
0.074	724+00.00	N/A	N/A	2.60%	2.20%	1.80%		1.60%	N/A	N/A	N/A	L3 Sidestreet transition
0.055	725+00.00	N/A	N/A	3.30%	2.50%	2.10%		1.50%	N/A	N/A	N/A	
0.036	726+00.00	N/A	N/A	2.50%	2.50%	2.00%		0.80%	N/A	N/A	N/A	

Legend:

- Cross slope less than criteria
- Cross slope greater than criteria
- Outlier (see Notes column)
- Cross slope correction area

446205-1-52-01 Cross Slope Analysis - SB Turn Lanes				
MP	STATION	SB Left Turn Lane	SB Right Turn Lane	Notes
11.184	511+00.00	1.57%	N/A	
11.203	512+00.00	1.64%	N/A	
11.222	513+00.00	2.24%	N/A	
11.752	541+00.00	1.53%	N/A	
3.521	542+00.00	2.53%	N/A	
3.502	543+00.00	3.26%	N/A	
3.483	544+00.00	3.27%	N/A	
3.464	545+00.00	3.27%	N/A	
3.445	546+00.00	2.63%	N/A	
3.426	547+00.00	2.49%	N/A	
3.408	548+00.00	3.30%	N/A	
3.389	549+00.00	3.44%	N/A	
3.370	550+00.00	3.12%	N/A	
3.351	551+00.00	3.64%	N/A	
3.332	552+00.00	3.41%	N/A	

- Legend:**
-  Cross slope less than criteria
  -  Cross slope greater than criteria
  -  Outlier (see Notes column)
  -  Cross slope correction area

Appendix 5

**Traffic Data Report**



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBALT, P.E.  
SECRETARY

**MEMORANDUM**

**Date:** September 18, 2019

**To:** Evan Agillon

**EXT 2261**

**From:** Brittany Healy, Traffic Analyst/RCI Coordinator

**Subject:** Financial Project No: 446205-1-52-01

**Roadway ID:** 06010102 **SB one-way pair**

**Project Name:** SR 35

**County:** Hardee

**Type of Work:** Resurfacing

**From MP:** 0.000 – 3.539

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Per your request, the attached traffic data forecasts are provided for the above roadway. These estimates were taken from trends calculated from traffic counts provided by FDOT.

K = 9.0 %

D = 99.9 %

24 Hour T = 12.2 %

Design Hour T = 6.1 %

2018 AADT = 13000

Functional Class = Urban Prin Arterial Other

The attached 18-KIP Equivalent Single Axle Loading Accumulations are based on the above information, and have been prepared in accordance with the Central Offices memo of December 1, 2000, reflecting the current Equivalency Factors.

As requested, we have included the 24-hour traffic count for site 065005 & 065004.

Please feel free to contact Brittany Healy at extension 2753 if you have any questions.

# 18 kip EQUIVALENT SINGLE AXLE LOAD ANALYSIS

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

FIN #: 446205-1-52-01  
 COUNTY: Hardee  
 ROADWAYID: 06010102  
 PROJECT DESCRIPTION: Paving RESURFACING

**LOCATION #:** 2

**LOCATION DESCRIPTION:** SR 35 (MP: 0 - 3.539)

### GROWTH RATE FORMULA

- A: Interpolation
- B: Enter Growth Rate
- C: Enter All AADTs
- D: New Facility

Choose A, B, C, or D here:     A    

Linear Growth Rate     X     %  
 Compounded Growth Rate            %  
 Decaying Growth Rate            %  
 (select one)

If "A" select an interpolation function  
 If "B" enter rate as decimals (1%=1.01)  
 If "C", or "D" continue to next section

### DESIGN INFORMATION

		AADT
Existing Year	2018	13000
Opening Year	2024	N/A
Mid-Design Year	2034	N/A
Design Year	2044	19300

Daily Direction Split  
 (50% or 100%)     100%    

Lanes in One Direction     3    

#### T24 values

Existing to Opening Year	12.20%
Opening to Mid-Year	12.20%
Mid-Year to Design-Year	12.20%

Note: AADT values have been rounded to the nearest 100

### 2000 EQUIVALENCY FACTORS u(1)

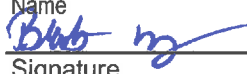

(selected with an X)

	FLEXIBLE PAVEMENT SN = 5/THICK		RIGID PAVEMENT SN = 12/THICK
RURAL FREEWAY:	1.050	___	1.600
URBAN FREEWAY:	0.900	___	1.270
RURAL HIGHWAY:	0.960	___	1.350
URBAN HIGHWAY:	0.890	<u>  X  </u>	1.220
OTHER (Enter Factor and X):	___	___	___

(1) Equivalency Factors are based on Updated Pavement Damage Factors Memorandum, dated December 1, 2000.

Lane Factors developed by Copes equation

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by: <u>Brittany Healy</u>	Traffic Analyst Consultant	ATKINS
Name	Title	Org. Unit or Firm
<u></u>	<u>9/18/19</u>	
Signature	Date	
Reviewed by: <u>Kyle Purvis</u>	District Statistics Administrator	FDOT
Name	Title	Org. Unit or Firm
<u></u>	<u>9-18-19</u>	
Signature	Date	

## 18 kip EQUIVALENT SINGLE AXLE LOAD ANALYSIS - LOCATION 2

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

YEARS: 2018 to 2044

SECTION #: 06010102

COUNTY: Hardee

FIN #: 446205-1-52-01

FLEXIBLE PAVEMENT URBAN HIGHWAY 0.890

SN=5/THICK

Paving RESURFACING

A

YEAR	AADT	ESAL (1000S)	ACCUM (1000s)	D	T	LF	EF
2018	13000	341	0	1	12.20%	0.661	0.890
2019	13200	346	0	1	12.20%	0.660	0.890
2020	13400	350	0	1	12.20%	0.658	0.890
2021	13700	357	0	1	12.20%	0.657	0.890
2022	13900	362	0	1	12.20%	0.655	0.890
2023	14200	368	0	1	12.20%	0.654	0.890
2024	14400	373	373	1	12.20%	0.652	0.890
2025	14600	377	750	1	12.20%	0.651	0.890
2026	14900	384	1134	1	12.20%	0.650	0.890
2027	15100	389	1523	1	12.20%	0.649	0.890
2028	15400	395	1918	1	12.20%	0.647	0.890
2029	15600	400	2318	1	12.20%	0.646	0.890
2030	15900	406	2724	1	12.20%	0.644	0.890
2031	16100	411	3135	1	12.20%	0.643	0.890
2032	16300	415	3550	1	12.20%	0.642	0.890
2033	16600	422	3972	1	12.20%	0.641	0.890
2034	16800	426	4398	1	12.20%	0.640	0.890
2035	17100	433	4831	1	12.20%	0.638	0.890
2036	17300	437	5268	1	12.20%	0.637	0.890
2037	17600	444	5712	1	12.20%	0.636	0.890
2038	17800	448	6160	1	12.20%	0.635	0.890
2039	18000	453	6613	1	12.20%	0.634	0.890
2040	18300	459	7072	1	12.20%	0.633	0.890
2041	18500	464	7536	1	12.20%	0.632	0.890
2042	18800	470	8006	1	12.20%	0.630	0.890
2043	19000	475	8481	1	12.20%	0.630	0.890
2044	19300	481	8962	1	12.20%	0.628	0.890

SB one-way pair

Opening to Mid-Design Year ESAL Accumulation (1000s): 4025

Opening to Design Year ESAL Accumulation (1000s): 8589

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by: Brittany Healy Traffic Analyst Consultant ATKINS

Name Title Org. Unit or Firm

*Brittany Healy* Signature Date 9/18/19

Kyle Purvis District Statistics Administrator FDOT

Reviewed by: Name Title Org. Unit or Firm

*Kyle Purvis* Signature Date 9-18-19



County: 06  
 Station: 5004  
 Description: SR 35/US 17 SB, SOUTH OF SR 636/MAIN ST WAUCHULA  
 Start Date: 08/09/2017  
 Start Time: 1100

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Direction: S

Time	1st	2nd	3rd	4th	Total
0000	27	24	13	33	97
0100	35	30	20	18	103
0200	39	18	22	29	108
0300	22	20	32	21	95
0400	45	39	24	42	150
0500	55	69	97	111	332
0600	102	124	154	142	522
0700	171	178	194	238	781
0800	181	192	157	172	702
0900	160	130	168	166	624
1000	161	155	167	191	674
1100	207	188	203	208	806
1200	185	237	164	210	796
1300	205	194	188	171	758
1400	193	175	232	187	787
1500	173	210	201	229	813
1600	224	202	238	177	841
1700	236	180	221	170	807
1800	172	173	165	149	659
1900	165	140	144	123	572
2000	136	98	107	126	467
2100	96	73	71	60	300
2200	67	42	42	47	198
2300	47	20	14	26	107

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24-Hour Totals: 12099

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Peak Volume Information

	Hour	Volume
A.M.	730	805
P.M.	1545	893
Daily	1545	893

County: 06  
 Station: 5005  
 Description: SR 35/US 17 SB, NORTH OF SR 636/MAIN ST WAUCHULA  
 Start Date: 08/07/2018  
 Start Time: 1400

-----  
 Direction: S  
 -----

Time	1st	2nd	3rd	4th	Total
0000	21	14	12	11	58
0100	19	15	22	20	76
0200	11	12	22	8	53
0300	6	22	8	6	42
0400	27	28	28	22	105
0500	51	64	58	84	257
0600	64	89	81	128	362
0700	136	124	124	165	549
0800	132	134	146	143	555
0900	116	165	157	142	580
1000	162	136	183	198	679
1100	198	208	202	199	807
1200	234	226	192	206	858
1300	187	183	177	168	715
1400	178	217	176	189	760
1500	189	169	183	175	716
1600	185	211	217	163	776
1700	239	222	186	145	792
1800	175	160	153	130	618
1900	129	130	105	103	467
2000	100	105	91	84	380
2100	100	58	62	56	276
2200	58	59	39	38	194
2300	19	26	21	21	87

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 24-Hour Totals: 10762  
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Peak Volume Information

	Hour	Volume
A.M.	845	581
P.M.	1200	858
Daily	1130	861

Truck Percentage 12.47 NaN 12.47  
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Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	110	6192	3118	14	393	146	4	215	516	31	6	5	12	0	0	1342	10762

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## Appendix 6

### **Crash Data**

**446205-1-52-01 Crash Data - Crashes Located within Design Exception Limits**

Crash Number	Direction	MP	Crash Year	Crash Date	Light Condition	Weather Condition	Road Surface Condition	Crash Type	Injury Count	Incapacitating Injury Count	Fatality Count
26400249	SB	11.712	2024	9/16/2024 6:51	Dawn	Clear	Dry	Rollover	1	0	0
80806425	NB	0.915	2019	7/21/2019 21:24	Dark - Not Lighted	Cloudy	Wet	Off Road	0	0	0
26220811	NB	2.031	2024	10/11/2024 20:28	Dark - Lighted	Clear	Dry	Same Direction Sideswipe	0	0	0
26220755	NB	2.046	2024	5/26/2024 12:06	Daylight	Clear	Dry	Rear End	0	0	0
89453054	NB	2.439	2022	9/22/2022 22:30	Dark - Lighted	Clear	Dry	Animal	0	0	0
24980135	SB	2.034	2022	10/10/2022 12:49	Daylight	Clear	Dry	Other	3	1	0
25015129	SB	1.973	2022	12/23/2022 12:13	Daylight	Rain	Wet	Other	0	0	0
80806406	SB	1.813	2019	6/19/2019 17:30	Daylight	Clear	Dry	Unknown	0	0	0