Design Exception for Superelevation

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.

Cody Bayer
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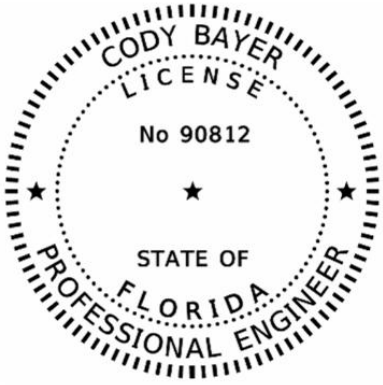


DRMP, Inc.
941 Lake Baldwin Lane
Orlando, FL 32814
Cody Bayer, State of Florida P.E. No. 90812

Table of Contents

Sections:

Tables:

Appendices:

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 One-Way Pair): MP 0.044 (1125+00.00 BL Survey SR 35 NB) to MP 0.309 (1139+00.00 BL Survey SR 35 NB)
- SR 35 (NB One-Way Pair): MP 1.085 (1180+00.00 BL Survey SR 35 NB) to MP 1.275 (1190+00.00 BL Survey SR 35 NB)
- SR 35 (SB One-Way Pair): MP 3.256 (556+00.00 BL Survey SR 35 SB) to MP 3.067 (566+00.00 BL Survey SR 35 SB)
- SR 35 (SB One-Way Pair): MP 2.953 (572+00.00 BL Survey SR 35 SB) to MP 2.631 (589+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, there is no future work planned or programmed within the exception limits that would address this condition.

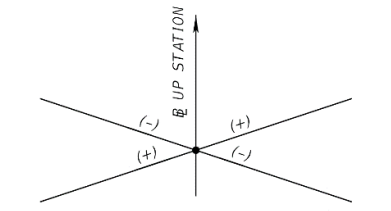
3. DESCRIPTION OF THE DESIGN EXCEPTION:

Superelevation 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) (AASHTO Green Book) and FDOT design criteria (FDM, 2025). See Table 3.1 for design criteria and noncompliant areas, including sign convention for superelevation data. During the analysis, crash history was analyzed and evaluated to determine if any crashes could be attributed to noncompliant superelevation. See Section 5a for the results of the crash analysis.

Per the as-built plans, the curves were previously designed with a 50 mph design speed. The review of the exiting superelevation rates found that there are locations where superelevation is not within the allowable ranges set by the FDM (Table 210.9.1) and AASHTO (pg. 3-30 & 3-31, Table 3-9 & Table 3-12b). 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 superelevation data accurately in these areas. The limits of noncompliant superelevation shown in the following table 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
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
BL – Curbed Bike Lane (Inside/Outside Offset to Curb)



SIGN CONVENTION FOR ROADWAY CROSS SLOPE
N.T.S.

The RRR criteria for superelevation (FDM 210.9.2) states for all curves, if there are any crashes within the last 5 years that are attributed to superelevation, correct the superelevation rates to new construction criteria. For high-speed curves (> 50 mph), superelevation correction is not required if the existing superelevation rates are within the range of derived values from the emax = 6% and emax = 12% tables in the AASHTO Green Book.

Table 3.1 – Superelevation Noncompliant Areas

MP	NB / SB	Design / Posted Speed	Station Limits	Distance of Station Limits	Lane	R (ft)	Required Superelevation (%)			Existing SE Range (%)	Average Existing SE (%)
							AASHTO e_{max} = 6%	AASHTO e_{max} = 12%	FDOT		
0.044 to 0.309	NB	55 mph	1125+00.00 to 1139+00.00	1,400’	R2	2,953	-3.9	-4.8	-4.7	-1.60 to -3.30	-2.24
0.044 to 0.309	NB	55 mph	1125+00.00 to 1139+00.00	1,400’	R3	2,953	-3.9	-4.8	-4.7	-1.90 to -3.00	-2.65
0.176 to 0.214	NB	55 mph	1132+00.00 to 1134+00.00	200’	RIA	2,953	-3.9	-4.8	-4.7	-2.54 to -3.65	-3.11
0.233 to 0.309	NB	55 mph	1135+00.00 to 1139+00.00	1,400’	R1	2,953	-3.9	-4.8	-4.7	-2.00 to -2.60	-2.28
1.085 to 1.275	NB	55 mph	1180+00.00 to 1190+00.00	1,000’	R1	8,530	NC	NC	RC	-1.10 to -2.70 (NC)	-1.72 (NC)
1.085 to 1.275	NB	55 mph	1180+00.00 to 1190+00.00	1,000’	R2	8,530	NC	NC	RC	-1.40 to -3.60 (NC)	-2.20 (NC)
1.085 to 1.275	NB	55 mph	1180+00.00 to 1190+00.00	1,000’	R3	8,530	NC	NC	RC	-2.20 to -3.30 (NC)	-2.60 (NC)

MP	NB / SB	Design / Posted Speed	Station Limits	Distance of Station Limits	Lane	R (ft)	Required Superelevation (%)			Existing SE Range (%)	Average Existing SE (%)
							AASHTO e_{max} = 6%	AASHTO e_{max} = 12%	FDOT		
3.256 to 3.067	SB	55 mph	556+00.00 to 566+00.00	1,000’	L2	5,725	2.4	2.6	2.5	2.90 to 4.40	3.52
3.256 to 3.067	SB	55 mph	556+00.00 to 566+00.00	1,000’	L3	5,725	2.4	2.6	2.5	3.70 to 5.00	4.26
3.237 to 3.218	SB	55 mph	557+00.00 to 558+00.00	100’	L1	5,725	2.4	2.6	2.5	3.10	3.10
3.161 to 3.086	SB	55 mph	561+00.00 to 565+00.00	400’	L1	5,725	2.4	2.6	2.5	2.70 to 3.20	2.92
2.953 to 2.631	SB	55 mph	572+00.00 to 589+00.00	1,700’	L1	2,871	-4.0	-4.9	-4.8	-5.40 to -6.90	-6.33
2.953 to 2.631	SB	55 mph	572+00.00 to 589+00.00	1,700’	L2	2,871	-4.0	-4.9	-4.8	-5.90 to -7.40	-6.58
2.953 to 2.631	SB	55 mph	572+00.00 to 589+00.00	1,700’	L3	2,871	-4.0	-4.9	-4.8	-5.30 to -7.20	-6.35

According to the FHWA Mitigation Strategies for Design Exceptions, July 2007, run-off-the-road crashes could be considered attributable to noncompliant superelevation. In the locations above, the crash data was evaluated and verified that no crashes were attributable to the noncompliant superelevation. Existing conditions were also evaluated for any constraints that would restrict the correction of superelevation. Due to the existing roadside features (curb & gutter, shoulder gutter, closed drainage system, or guardrail) the correction of superelevation to meet the AASHTO and FDOT criteria would increase the construction cost and duration. As none of the crashes could be attributed to the noncompliant superelevation, no long- or short-term adverse impacts are anticipated on safety if the existing superelevation rates are maintained. See Appendix 2 for the typical section package and Appendix 3 for the area of noncompliant plan sheets & photos.

4. ALTERNATIVE DESIGNS CONSIDERED:

The first alternative considered, and the proposed design, is to allow the existing superelevation identified in Table 3.1 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 superelevation utilizing full reconstruction, which extremely increases cost due to the affected roadside elements, such as curb & gutter and/or closed drainage systems. Overbuild was deemed unfeasible in the flush-shoulder noncompliant curve, due to the extreme vertical difference for the corrected slope. There were no partial corrections deemed to be practical. Costs for the corrections are shown in Section 6 below and detailed in Appendix 6.

5. IMPACTS OF THE DESIGN EXCEPTION:

5a. Safety Performance: The side friction factors were calculated for each curve at the PC, Midpoint, PT and location of maximum provided superelevation. All calculated friction factors did not exceed the typical design parameters of 0.13 maximum, per Figure 3-4 of AASHTO, 2018. Additionally, the 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 superelevation include run-off-road crashes. All crashes along the corridor within the limits of the noncompliant superelevation were reviewed. This review revealed that there were ten 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 noncompliant superelevation. Nine crashes (ID's 24229312, 26412139, 80807116, 24920557, 24229283, 89661821, 26354402, 25045774, 24980954) involved careless driving (multiple rear end, speeding, not looking at roadway, illegal bicycle crossing, illegal passing on shoulder, etc.). One SB crash (ID 24229242) involved hydroplaning. However, it was deemed not attributable as this SB horizontal curve is over-superelevated (MP 3.245), where the side friction factor is greater than zero and the steeper superelevation rate improves hydroplaning risk at the 55 mph design speed. Therefore, no long- or short-term adverse impacts are anticipated on safety if the existing superelevation rates are maintained. See Appendix 7 for a summary of the crashes that occurred within the design exception limits.

Table 5.1 – Superelevation Side Friction Factors, f

MP			NB / SB	Speed (mph)	Lane	R (ft)	e (PC)	f (PC)	e (Mid.)	f (Mid.)	e (PT)	f (PT)	e (Max SE)	f (Max SE)
0.044	to	0.309	NB	55	R2	2,953	0.023	**0.05**	0.02	**0.05**	0.023	**0.05**	0.033	**0.04**
0.044	to	0.309	NB	55	R3	2,953	0.028	**0.04**	0.024	**0.04**	0.029	**0.04**	0.03	**0.04**
0.176	to	0.214	NB	55	RIA	2,953	N/A	**N/A**	0.025	**0.04**	N/A	**N/A**	0.0365	**0.03**
0.233	to	0.309	NB	55	R1	2,953	N/A	**N/A**	N/A	**N/A**	0.026	**0.04**	0.026	**0.04**
1.085	to	1.275	NB	55	R1	8,530	-0.015	**0.04**	-0.018	**0.04**	-0.021	**0.04**	-0.027	**0.05**
1.085	to	1.275	NB	55	R2	8,530	-0.017	**0.04**	-0.022	**0.05**	-0.033	**0.06**	-0.036	**0.06**
1.085	to	1.275	NB	55	R3	8,530	-0.027	**0.05**	-0.026	**0.05**	-0.031	**0.05**	-0.033	**0.06**
3.256	to	3.067	SB	55	L2	5,725	0.029	**0.01**	0.037	**0.00**	N/A	**N/A**	0.044	**-0.01**
3.256	to	3.067	SB	55	L3	5,725	0.040	**0.00**	0.05	**-0.01**	N/A	**N/A**	0.05	**-0.01**
3.237	to	3.218	SB	55	L1	5,725	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	0.031	**0.00**
3.161	to	3.086	SB	55	L1	5,725	N/A	**N/A**	0.027	**0.01**	N/A	**N/A**	0.032	**0.00**
2.953	to	2.631	SB	55	L1	2,871	N/A	**N/A**	0.059	**0.01**	0.054	**0.02**	0.069	**0.00**
2.953	to	2.631	SB	55	L2	2,871	N/A	**N/A**	0.065	**0.01**	0.059	**0.01**	0.074	**0.00**
2.953	to	2.631	SB	55	L3	2,871	N/A	**N/A**	0.067	**0.00**	0.068	**0.00**	0.072	**0.00**

5b. Operational Performance: Since the noncompliant superelevation is 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 either maintaining or correcting the existing condition.

5d. Community: Since the noncompliant superelevation is an existing condition no adverse community impacts are expected if the existing superelevation is maintained. However, if the improvements to correct the noncompliant superelevation 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 superelevation is an existing condition, no adverse impacts to the environment are expected to maintain the existing condition.

5f. Usability by all modes of transportation: Since the noncompliant superelevation is an existing condition, no adverse impacts to any modes of transportation are expected to maintain the existing condition.

6. COSTS:

Correction of noncompliant superelevation could be accomplished utilizing full reconstruction, with the cost estimated to be $7,382,153.23. See details of cost estimate in Appendix 6.

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

7. MITIGATION MEASURES:

For the noncompliant superelevation, per the FHWA Mitigation Strategies for Design Exceptions, dated July 2007, mitigation strategies include providing advanced warning, improving the ability to stay within the lane (pavement markings, pavement surface, and lighting) and improving the ability to recover if a driver leaves the lane (paved or partially paved shoulders). Proposed improvements include pavement resurfacing (to enhance roadway surface friction and promote proper drainage) and pavement markings (to provide delineation of travel lanes). Additionally, with the flush shoulder sections, the existing paved shoulders (and guardrail in some locations) will be maintained to help improve the ability to

recover if a driver leaves the lane. These improvements and existing conditions will mitigate the potential for run-off-road crashes.

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 superelevation to meet FDOT criteria would impact the traveling public while increasing the construction cost, construction duration, and schedule. As there are no documented crashes attributable to the noncompliant superelevation, no benefit may be gained because of implementing the improvements. Therefore, the benefit/cost ratio for correction of the superelevation 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. Furthermore, maintaining the current travel lane superelevation will eliminate any negative impacts related to community considerations, budget or schedule. Therefore, the approval of this Design Exception is requested for the superelevation identified in Section 3 to remain.

Appendix 1

Project Location Map

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

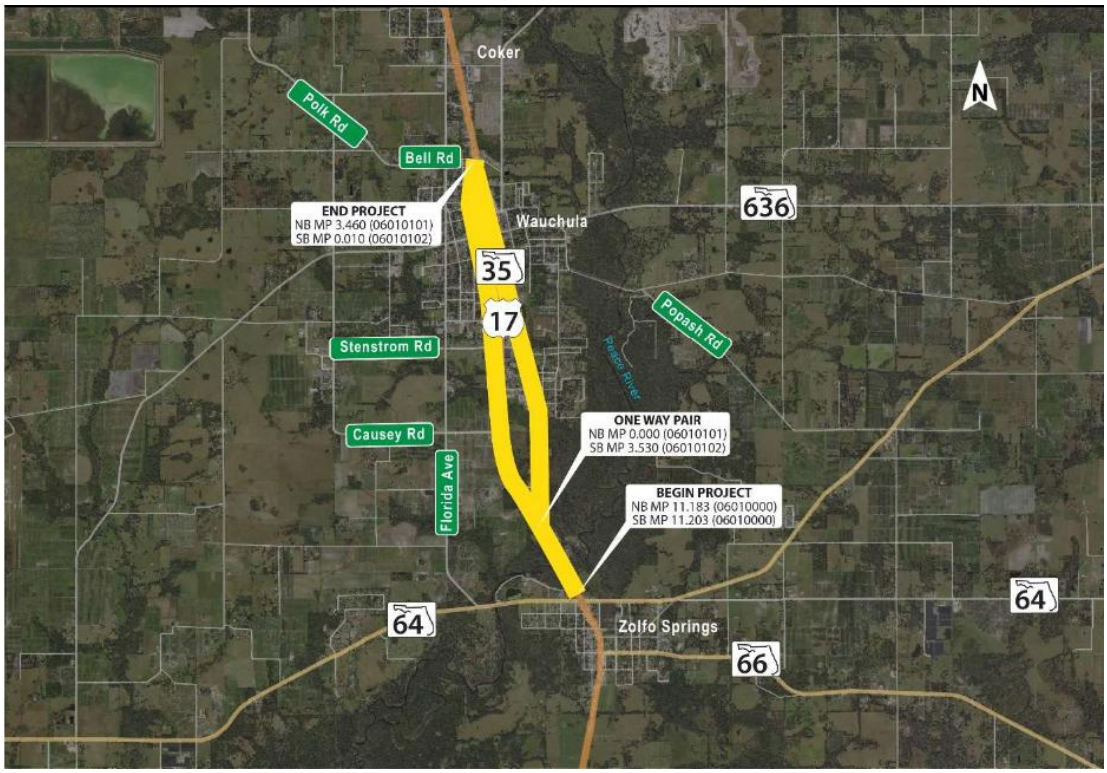
PROJECT LOCATION MAP

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, E=Kevin.Ingle@dot.state.fl.us, OU=FLORIDA DEPARTMENT OF TRANSPORTATION, C=US
Date: 2022.09.22 15:47:29-04'00'

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:

MELISSA M. SLATER
LICENSE
No 72156
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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.
1

9/7/2022 7:56:30 AM

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)

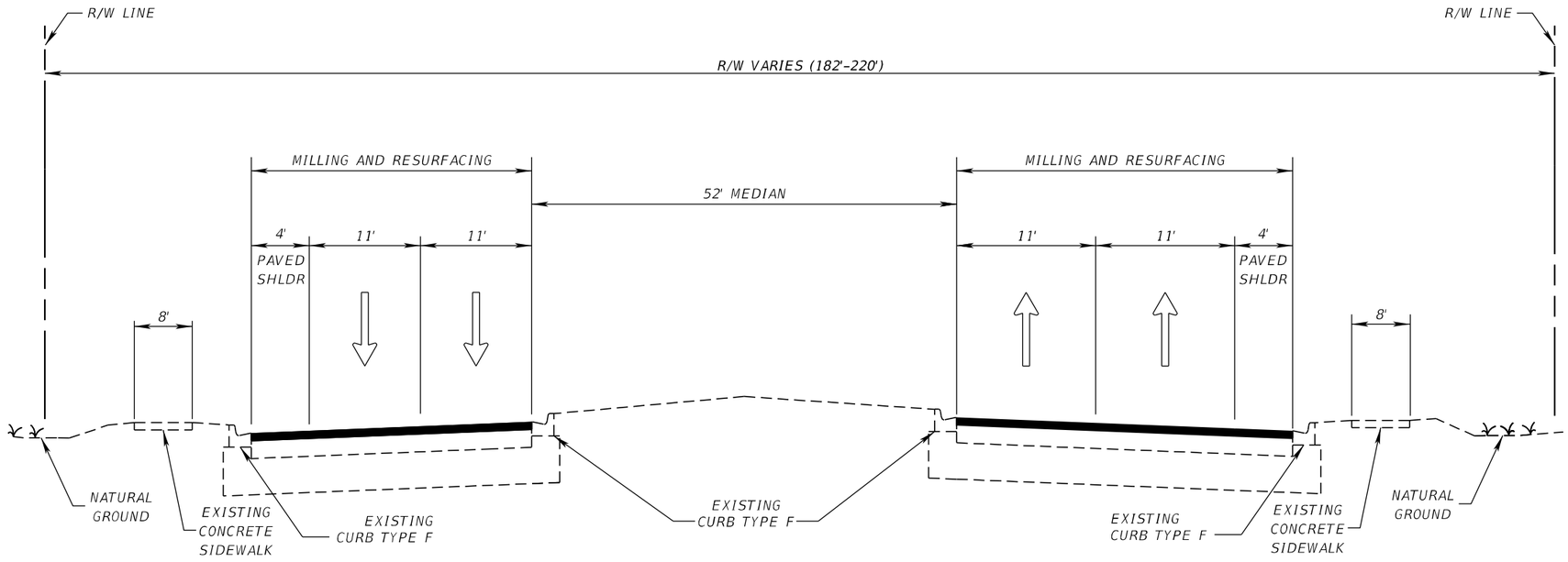
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

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

FUNCTIONAL CLASSIFICATION

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

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

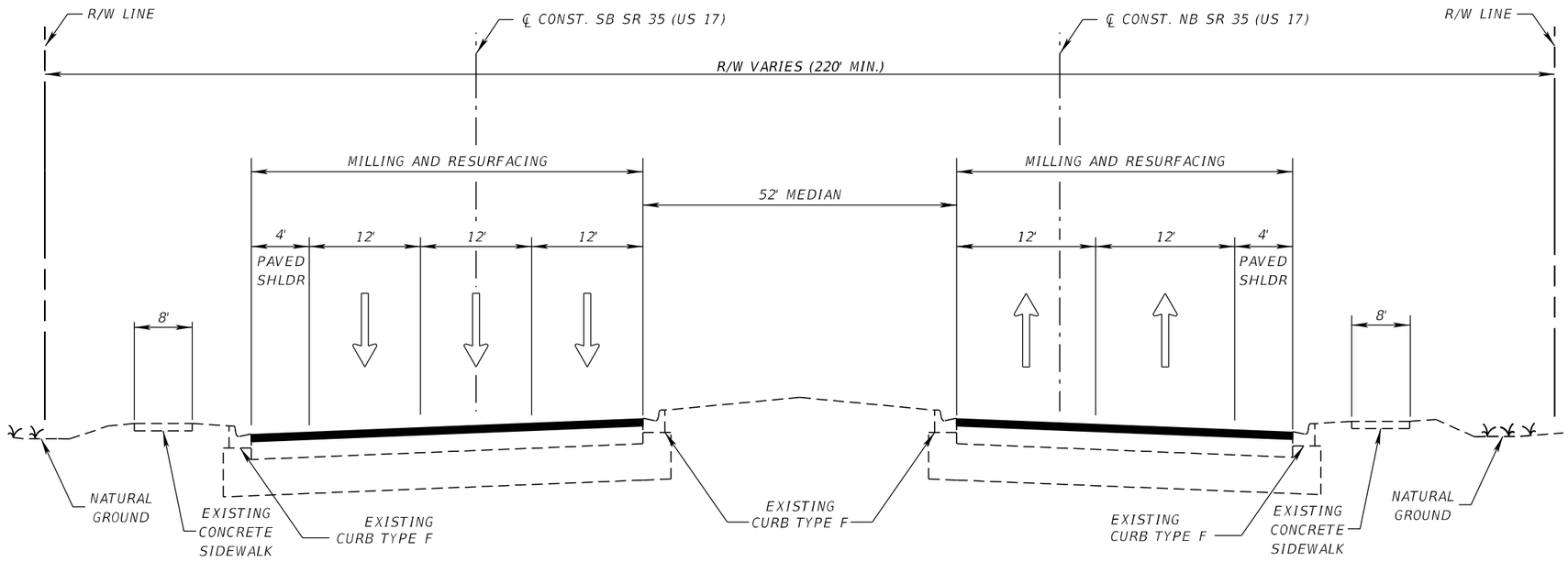
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

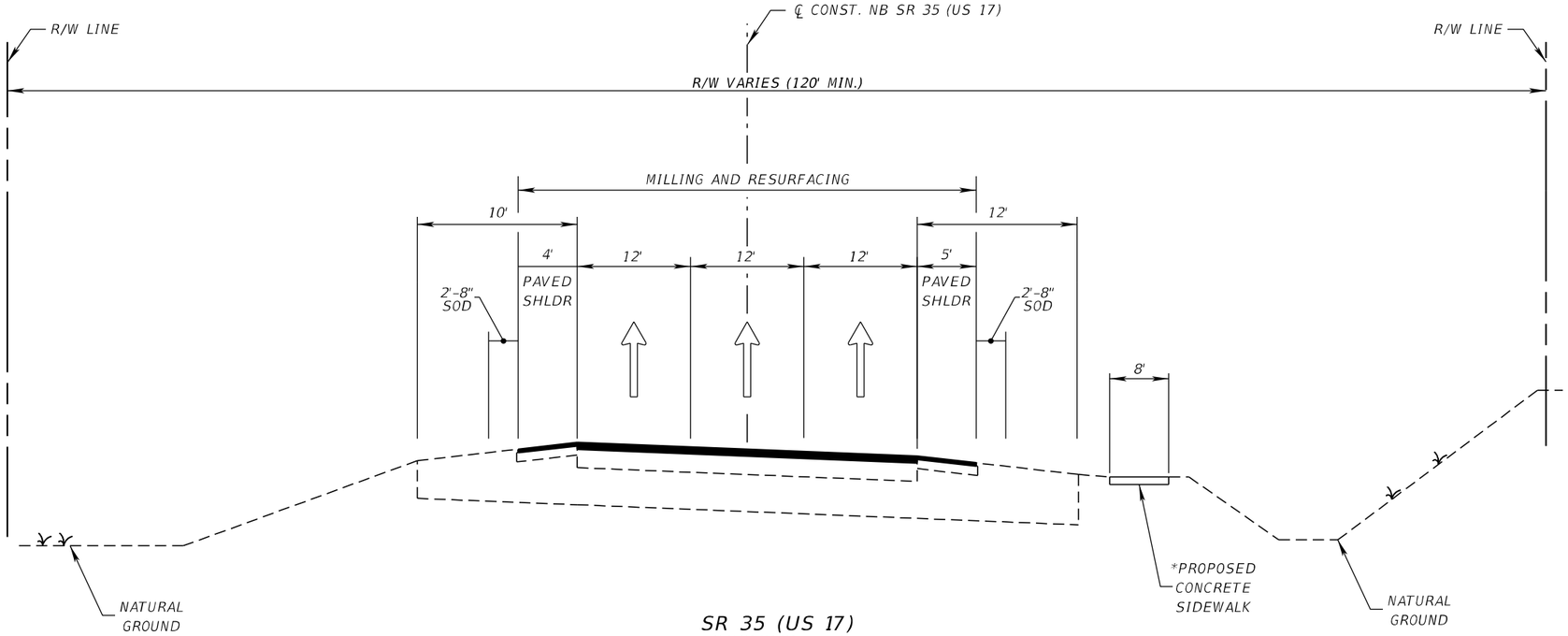
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

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

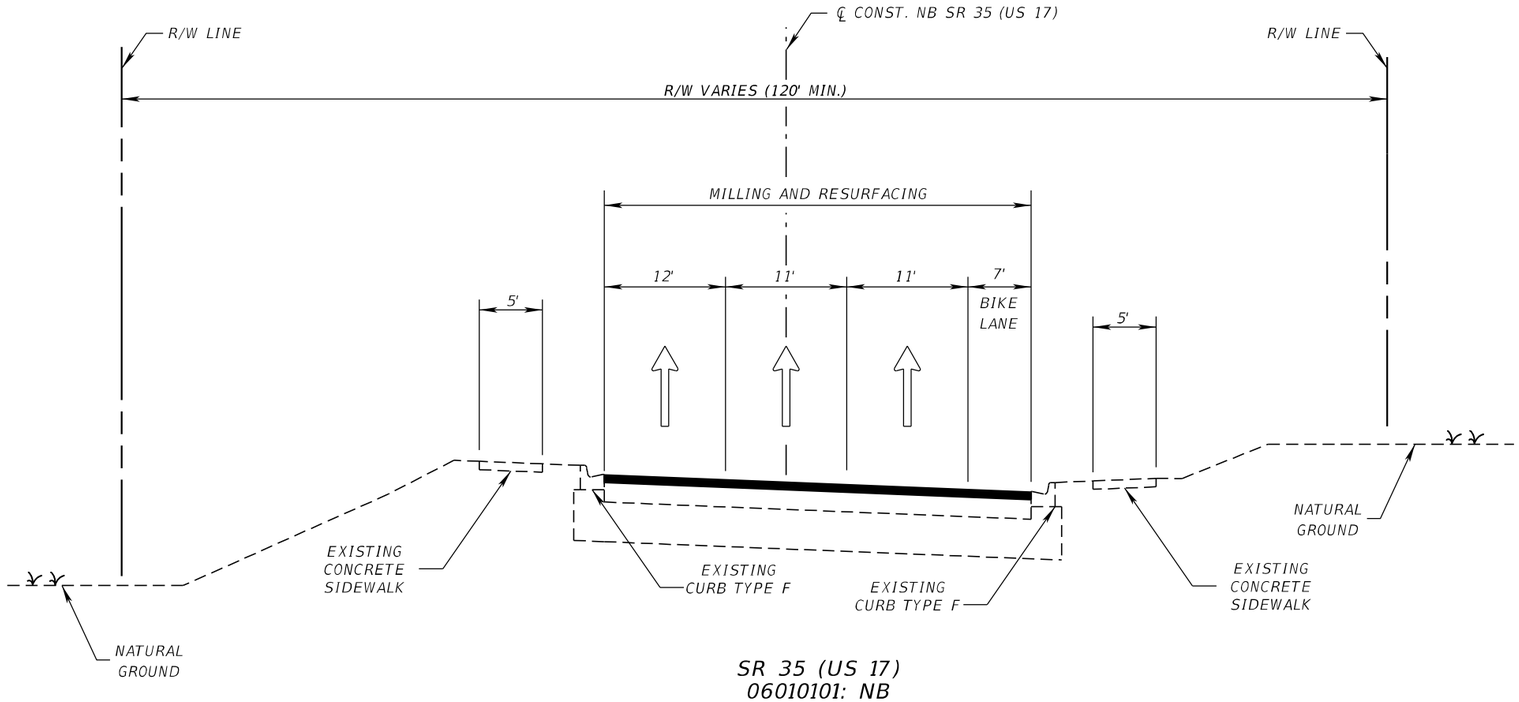
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

NOT TO SCALE

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)

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

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

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

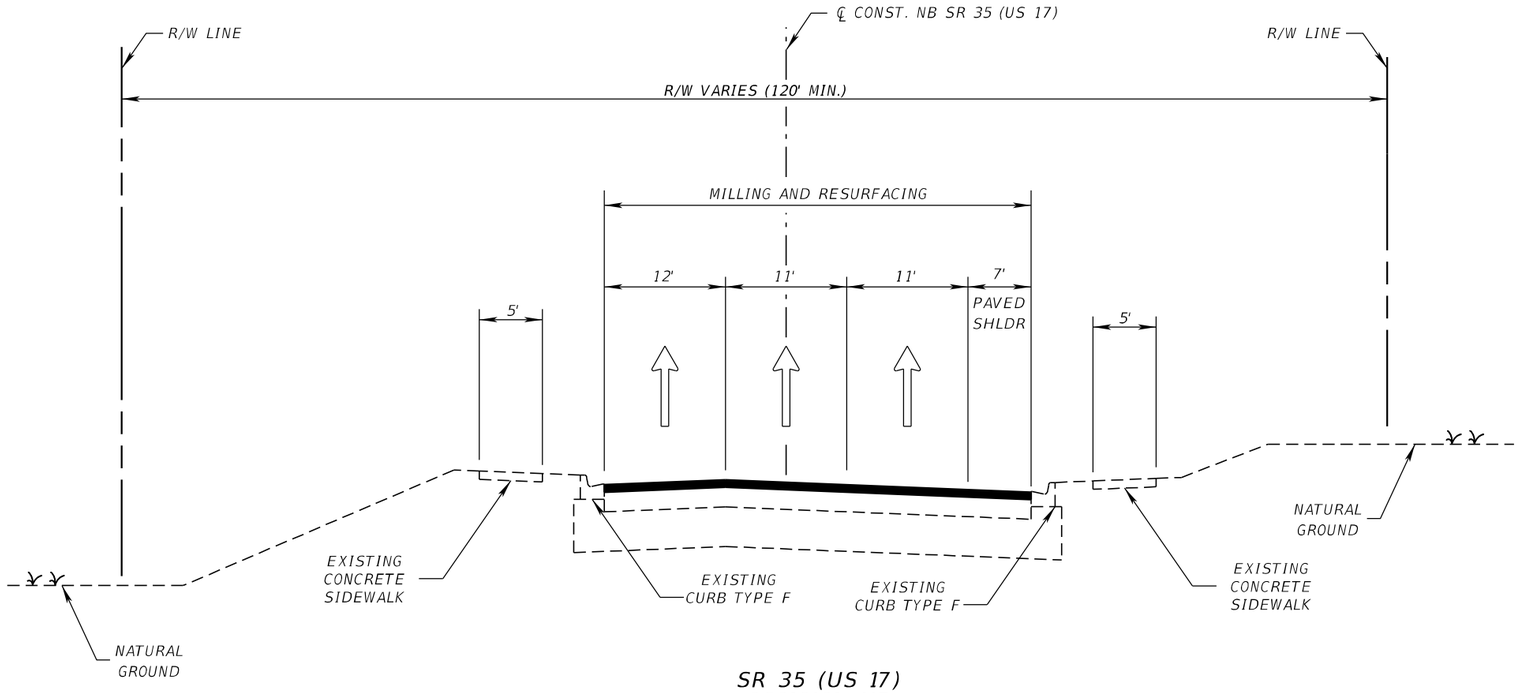
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

NOT TO SCALE

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

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

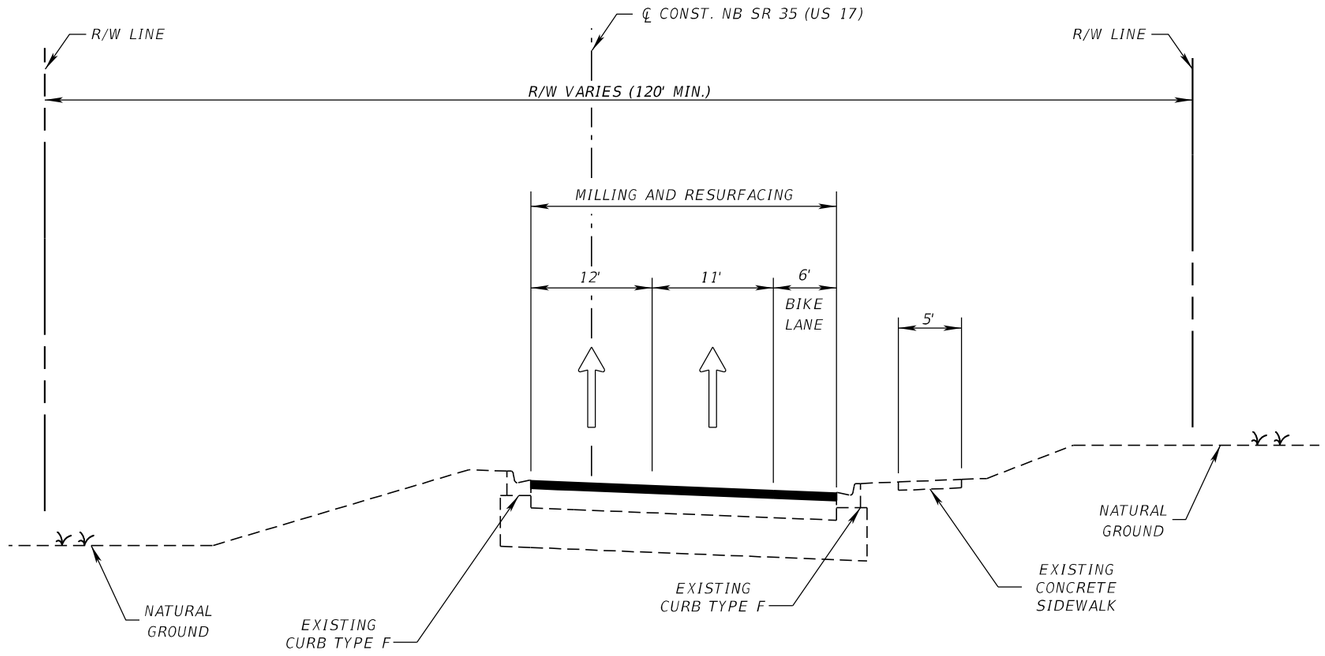
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

NOT TO SCALE

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

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

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

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

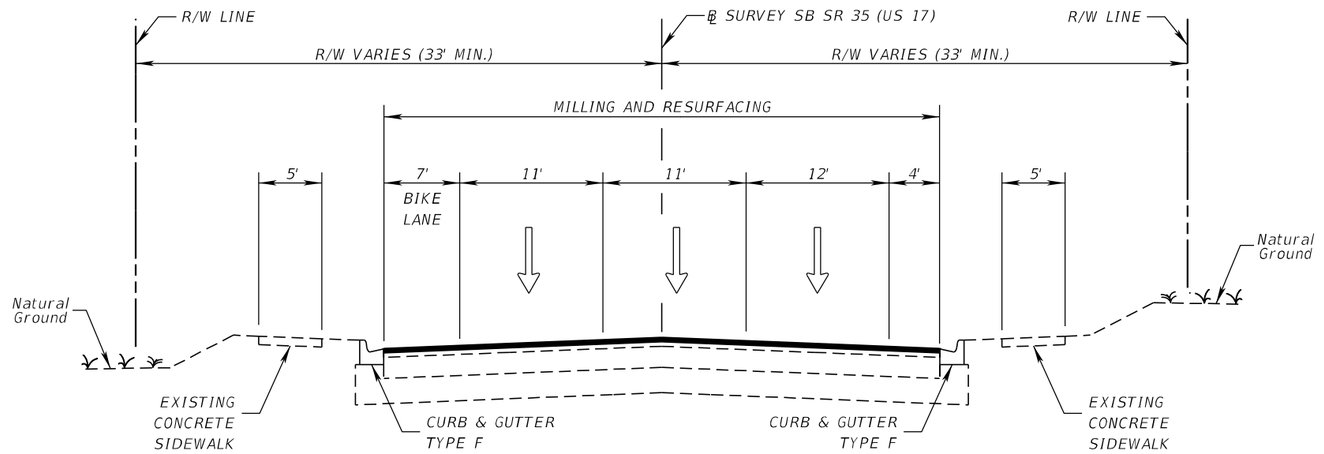
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

FUNCTIONAL CLASSIFICATION

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

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

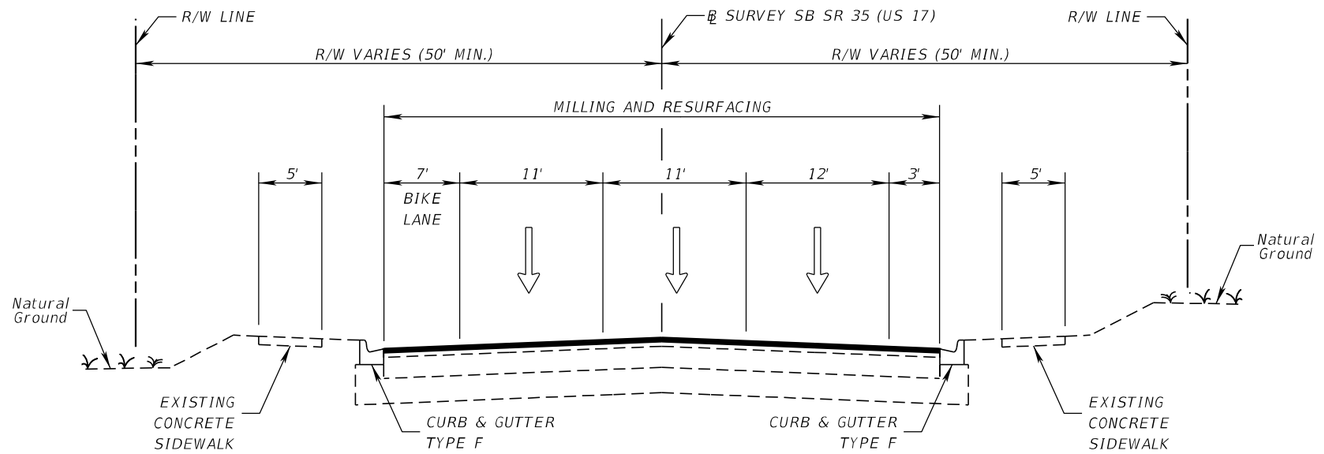
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

NOT TO SCALE

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

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

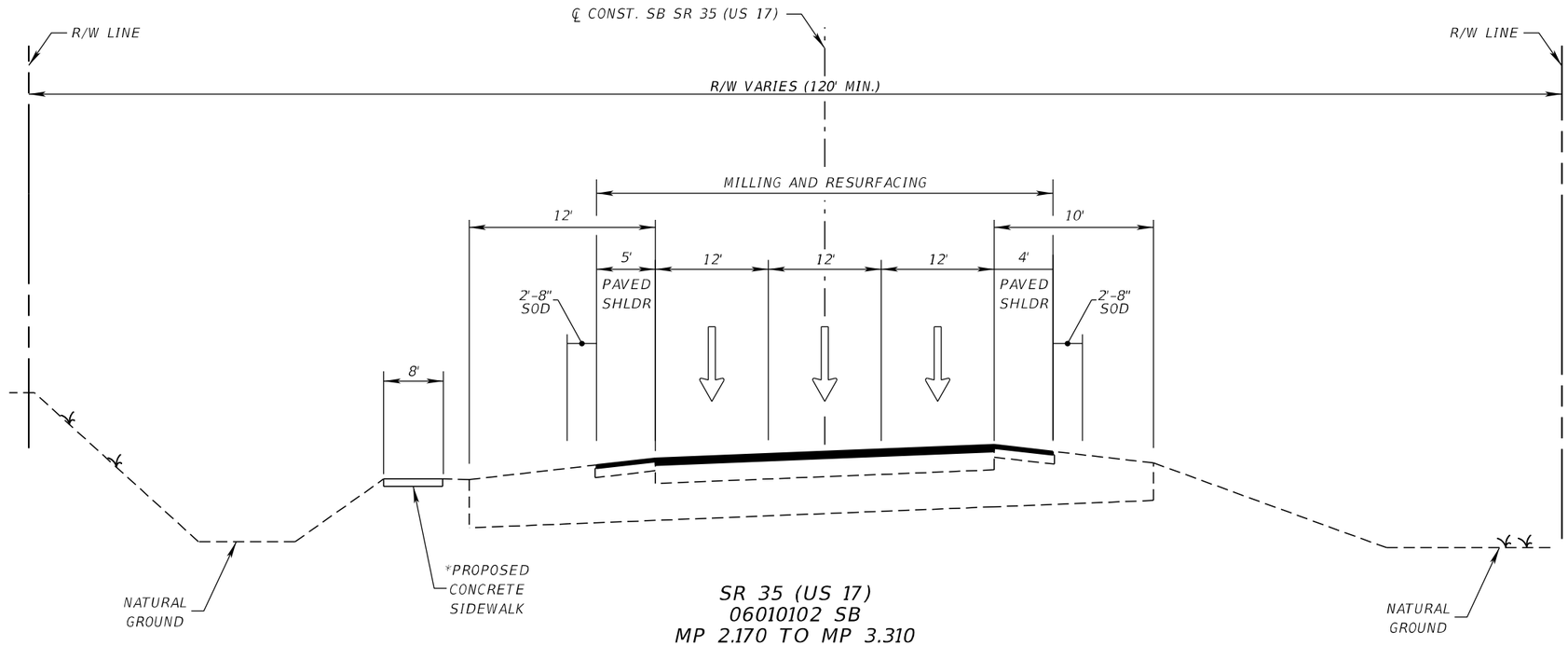
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

NOT TO SCALE

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

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

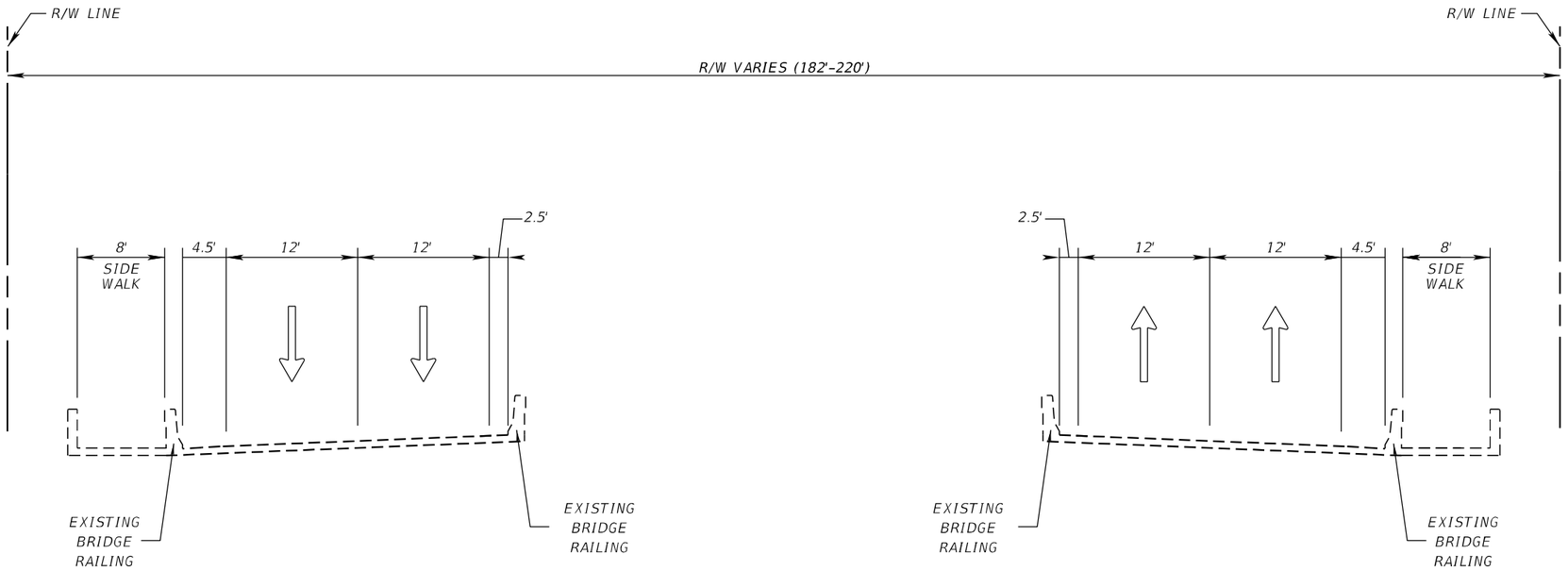
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

NOT TO SCALE

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

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

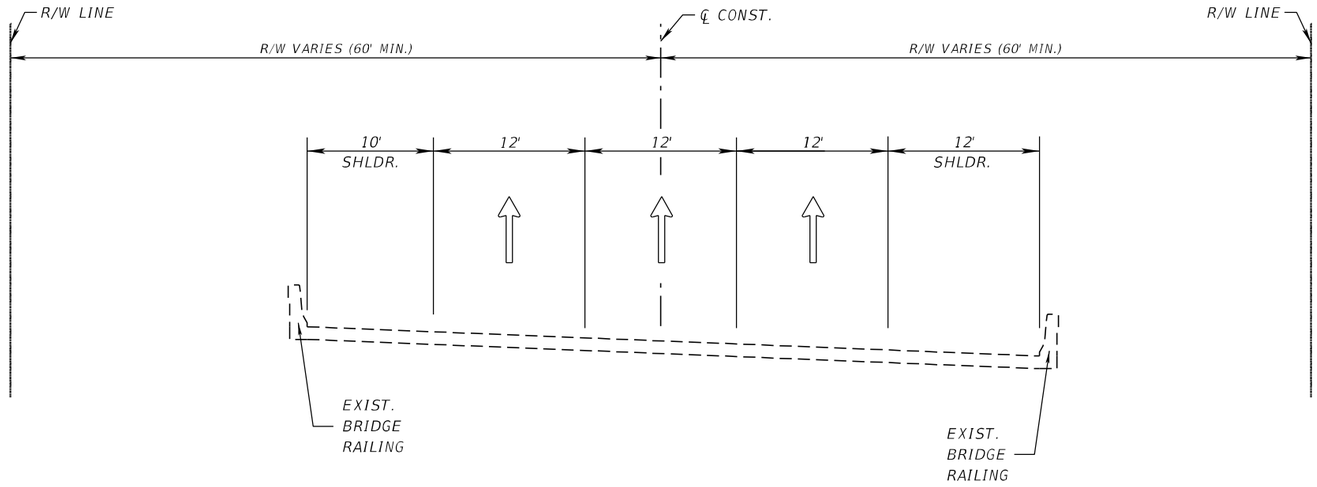
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

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

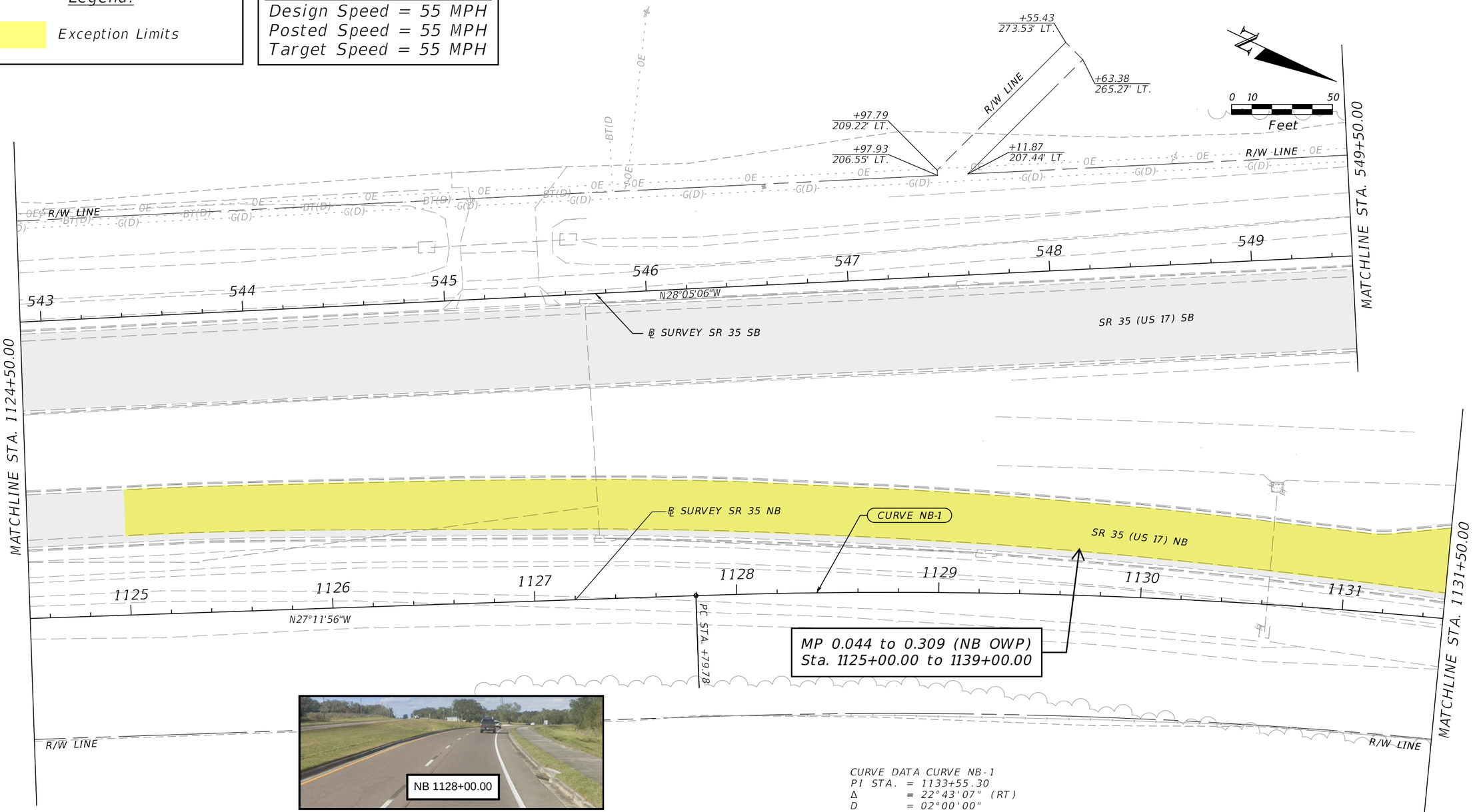
Appendix 3

Area of Noncompliant Plan Sheets & Pictures

Legend:

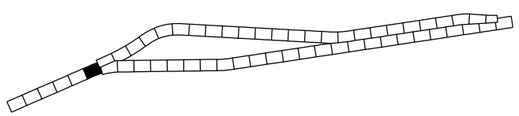
Exception Limits

NB MP 0.000 to MP 0.364
Design Speed = 55 MPH
Posted Speed = 55 MPH
Target Speed = 55 MPH



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			
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 (6)

SHEET NO. 27

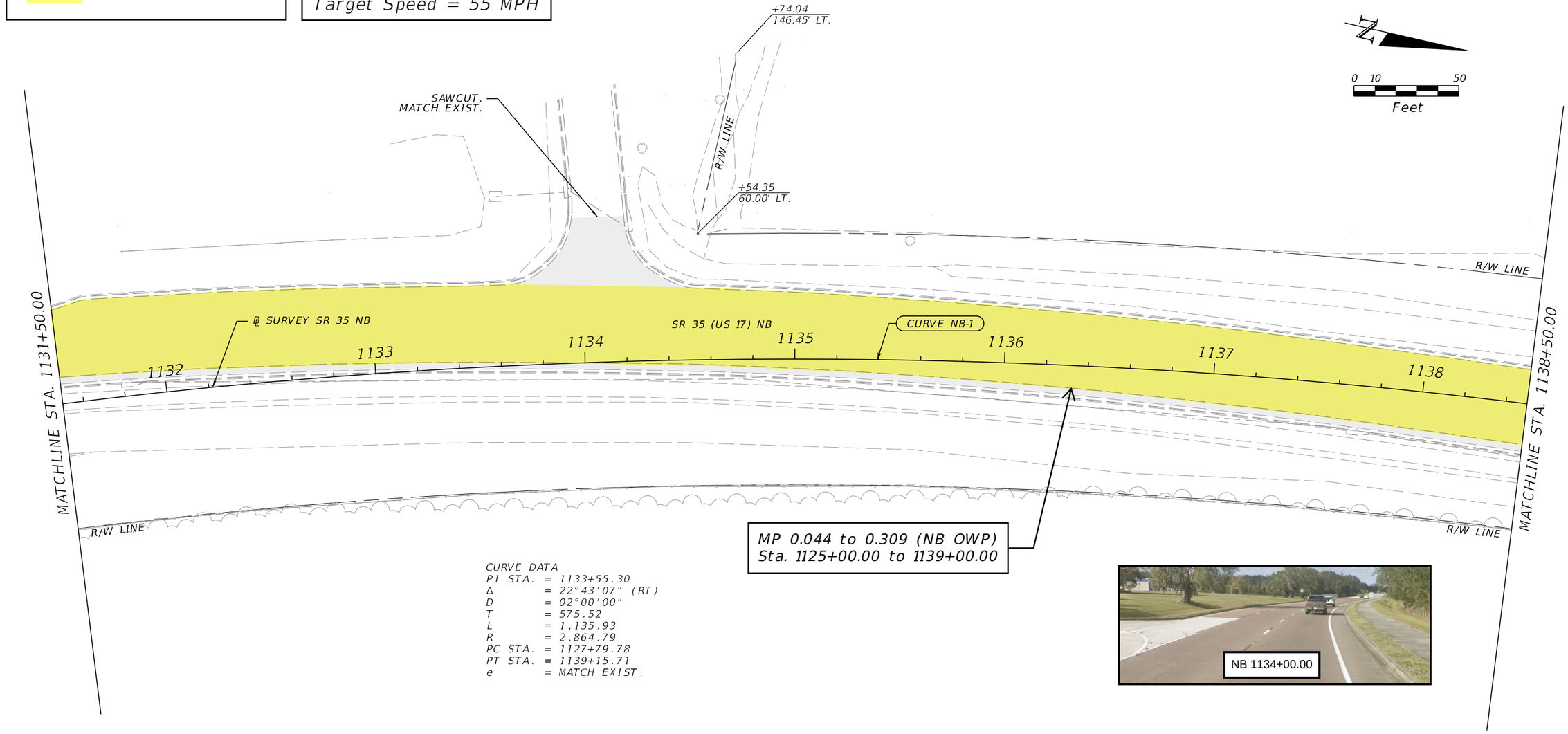
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 6 [SHEET]
CKramer 4/15/2025 8:58:52 AM

Legend:

Exception Limits

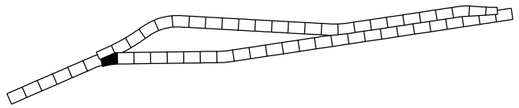
NB MP 0.000 to MP 0.364
Design Speed = 55 MPH
Posted Speed = 55 MPH
Target Speed = 55 MPH



MP 0.044 to 0.309 (NB OWP)
Sta. 1125+00.00 to 1139+00.00

CURVE DATA
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			
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 (7)

SHEET NO. 28

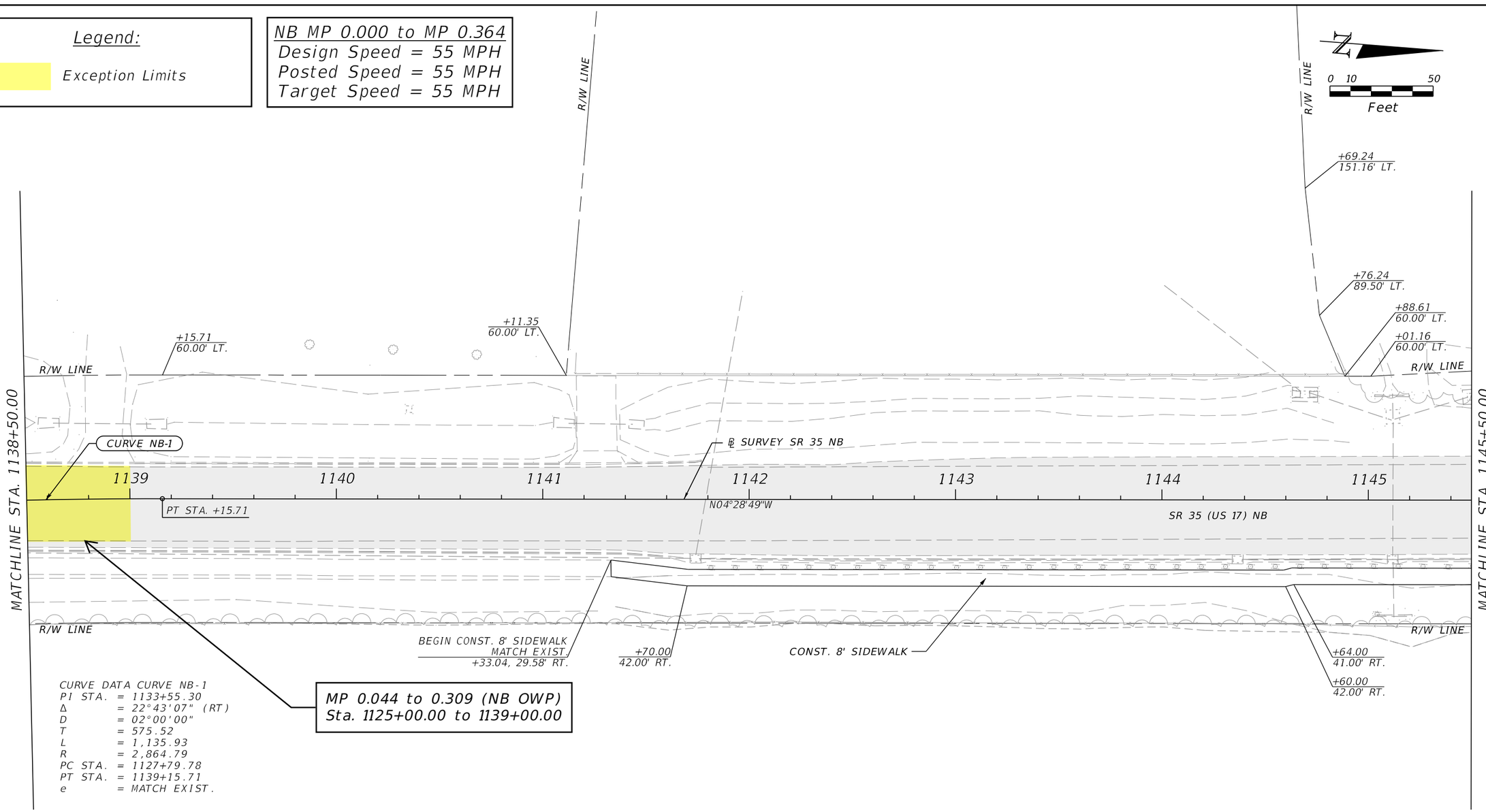
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 7 [SHEET]
CKramer 4/15/2025 8:58:53 AM

Legend:

Exception Limits

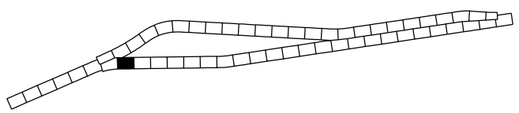
NB MP 0.000 to MP 0.364
Design Speed = 55 MPH
Posted Speed = 55 MPH
Target Speed = 55 MPH



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.

MP 0.044 to 0.309 (NB OWP)
Sta. 1125+00.00 to 1139+00.00

KEY MAP



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 (8)

SHEET NO. 29

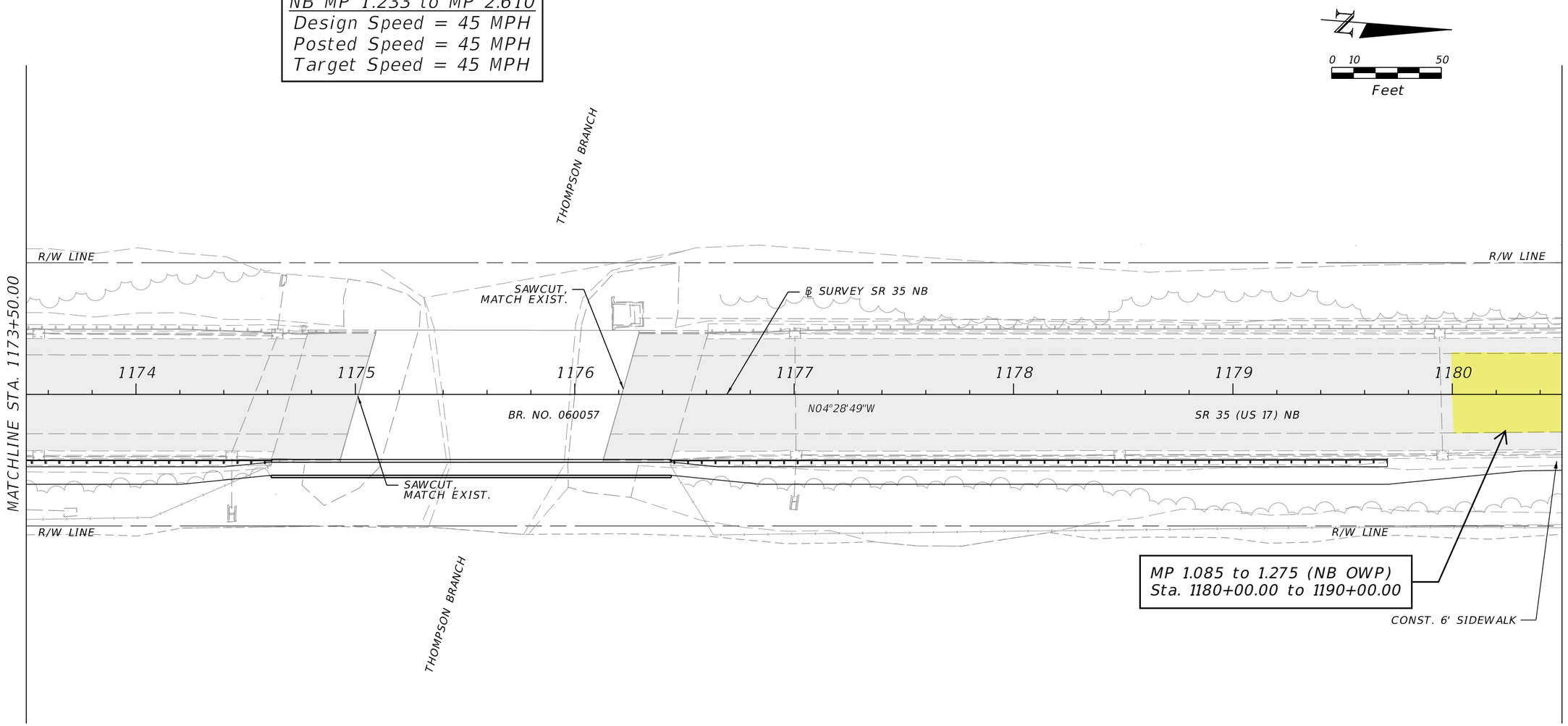
c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 8 [SHEET]
CKramer 4/15/2025 8:58:54 AM

Legend:

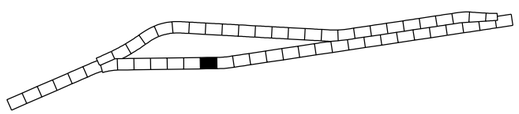
Exception Limits

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

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



KEY MAP



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 (13)

SHEET NO. 30

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 13 [SHEET]
CKramer 4/15/2025 8:58:58 AM

Legend:

Exception Limits

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

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

N

0 10 50
Feet

MATCHLINE STA. 1180+50.00

MATCHLINE STA. 1187+50.00

R/W LINE

+86.99
60.00' LT.

+73.39
60.00' LT.

1181 1182 1183 1184 1185 1186 1187

℄ SURVEY SR 35 NB

CURVE NB-2

N04°28'49"W

N12°12'29"W

PC STA. +86.99

PT STA. +73.39

SR 35 (US 17) NB

+99.02
44.77' RT.

+01.41
31.43' RT.

+19.28
31.05' RT.

+14.30
31.14' RT.

+29.99
31.59' RT.

+76.54
38.08' RT.

+92.47
39.22' RT.

+23.96
39.73' RT.

+06.45
32.44' RT.

+12.51
32.18' RT.

+19.22
31.91' RT.

+25.08
32.04' RT.

+81.50
39.19' RT.

+87.52
39.45' RT.

+20.90
60.00' RT.

+80.19
66.66' RT.

R/W LINE

+64.43
60.00' RT.

+14.56
60.00' RT.

+58.93
134.80' RT.

+09.06
134.80' RT.

MP 1.085 to 1.275 (NB OWP)
Sta. 1180+00.00 to 1190+00.00

CONST. 6' SIDEWALK

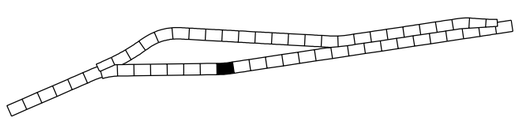
BEGIN CONST. TYPE F C & G
MATCH EXIST. C & G
+98.60, 37.74' RT.

CONST. TYPE F C&G

BT(D)

CURVE DATA CURVE NB-2
PI STA. = 1183+80.48
Δ = 07°43'40" (LT)
D = 02°00'00"
T = 193.49
L = 386.40
R = 2,864.79
PC STA. = 1181+86.99
PT STA. = 1185+73.39
e = MATCH EXIST.

KEY MAP



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 (14)

SHEET NO. 31

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

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 14 [SHEET]
CKramer 4/15/2025 8:59:00 AM

Legend:

Exception Limits

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

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

N

0 10 50
Feet

MATCHLINE STA. 1187+50.00

FLORIDA FERTILIZER CO, INC.

R/W LINE

+99.70 60.00' LT.

+99.70 20.00' LT.

1188 1189 1190 1191 1192 1193 1194

N12°12'29"W

℄ SURVEY SR 35 NB

SR 35 (US 17) NB

MATCHLINE STA. 1194+50.00

SAWCUT, MATCH EXIST.

WILL DUKE RD

END CONST. TYPE F C & G MATCH EXIST. C & G +62.59, 35.87' RT.

END CONST. 6' SIDEWALK MATCH EXIST. +62.56, 36.37' RT.

CONST. TYPE F C & G

CONST. 6' SIDEWALK

+66.05 90.00' RT.

MP 1.085 to 1.275 (NB OWP)
Sta. 1180+00.00 to 1190+00.00

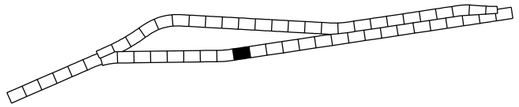
+40.46 90.00' RT.

+89.50 90.00' RT.

+69.25 187.93' RT.

+26.28 158.55' RT.

KEY MAP



LEGEND

PAVEMENT MILLING & RESURFACING

DETECTABLE WARNING

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 (15)

SHEET NO. 32

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

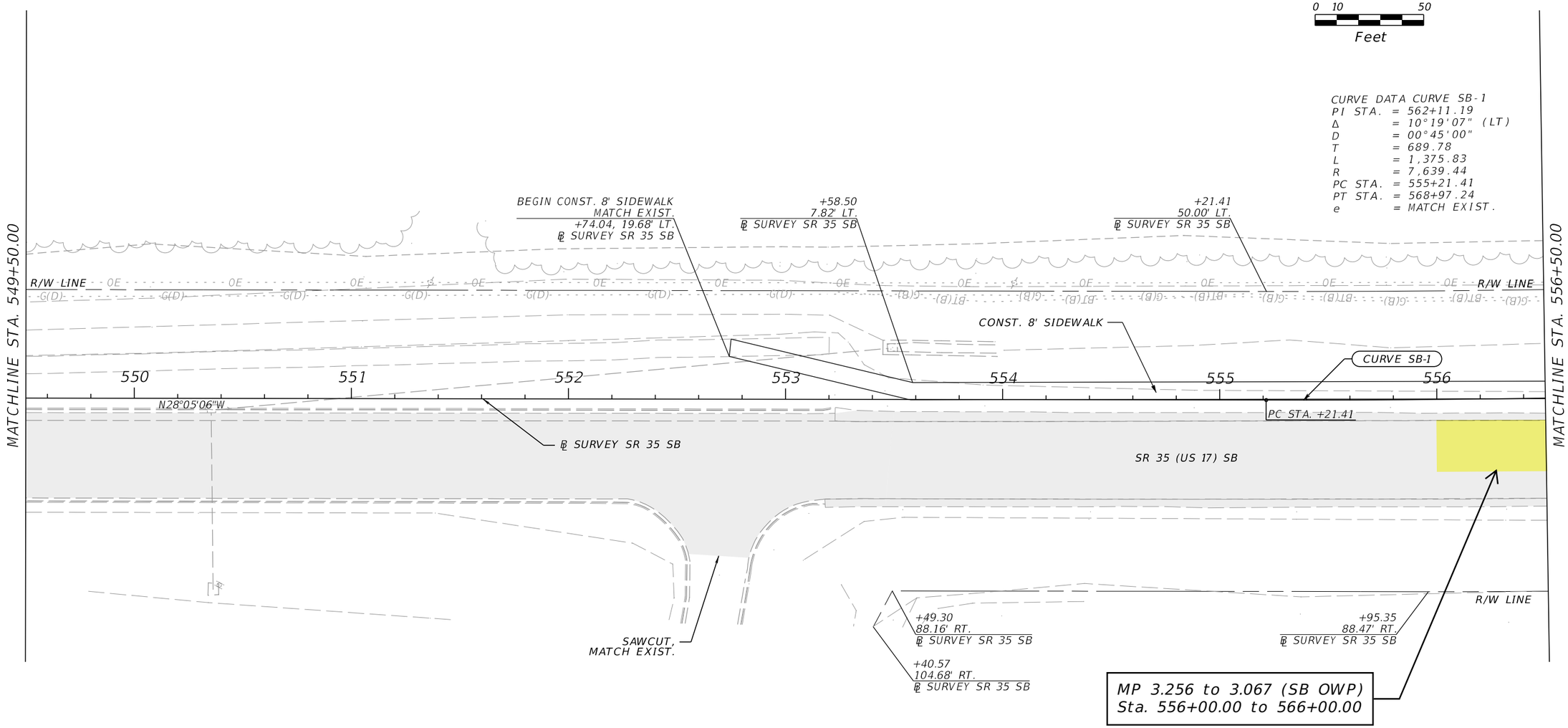
Legend:

Exception Limits

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

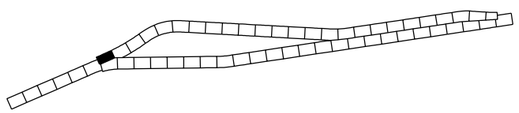
0 10 50
Feet

CURVE DATA CURVE SB-1
PI STA. = 562+11.19
Δ = 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 3.256 to 3.067 (SB OWP)
Sta. 556+00.00 to 566+00.00

KEY MAP



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 (32)

SHEET NO. 33

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

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 32 [SHEET]
CKramer 4/15/2025 8:59:34 AM

Legend:

Exception Limits

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

N

0 10 50
Feet

MP 3.256 to 3.067 (SB OWP)
Sta. 556+00.00 to 566+00.00

MATCHLINE STA. 556+50.00

MATCHLINE STA. 563+50.00

R/W LINE

557 558 559 560 561 562 563

℄ SURVEY SR 35 SB

CURVE SB-1

+18.09
50.00' LT.
℄ SURVEY SR 35 SB

+21.05
7.85' LT.
℄ SURVEY SR 35 SB

+33.45
11.13' LT.
℄ SURVEY SR 35 SB

BEGIN CONST. TL-3 GUARDRAIL
TL-3 TRAILING ANCHORAGE
+80.09, 4.24' LT.
℄ SURVEY SR 35 SB

BEGIN CONST. MISC. ASPHALT
+74.00, 3.60' LT.
℄ SURVEY SR 35 SB

CONST. TL-3 GUARDRAIL

CONST. 3' MISC. ASPHALT

CONST. 8' SIDEWALK

SR 35 (US 17) SB

BEGIN CONST. MISC. ASPHALT
+10.05, 60.88' RT.
℄ SURVEY SR 35 SB

BEGIN CONST. TL-3 GUARDRAIL
TL-3 TRAILING ANCHORAGE
+16.00, 58.31' RT.
℄ SURVEY SR 35 SB

+05.29
87.66' RT.
℄ SURVEY SR 35 SB

CONST. TL-3 GUARDRAIL

CONST. 3' MISC. ASPHALT

EXIST. GUARDRAIL & MISC. ASPH.
(TO BE REMOVED)

R/W LINE

CURVE DATA CURVE SB-1
PI STA. = 562+11.19
Δ = 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			
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 (33)

SHEET NO. 34

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

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 33 [SHEET]
CKramer 4/15/2025 8:59:38 AM

Legend:

Exception Limits

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

N

0 10 50
Feet

MP 3.256 to 3.067 (SB OWP)
Sta. 556+00.00 to 566+00.00

MATCHLINE STA. 563+50.00

+62.26
50.00' LT.
℄ SURVEY SR 35 SB

+14.77
50.00' LT.
℄ SURVEY SR 35 SB

+27.96
89.88' LT.
℄ SURVEY SR 35 SB

+11.24
67.17' LT.
℄ SURVEY SR 35 SB

R/W LINE

EXIST. GUARDRAIL & MISC. ASPH.
(TO BE REMOVED)

CONST. TL-3 GUARDRAIL

CONST. 3' MISC. ASPHALT

CONST. 8' SIDEWALK

+97.24
50.00' LT.
℄ SURVEY SR 35 SB

END CONST. MISC. ASPHALT
+88.80, 22.26' LT.
℄ SURVEY SR 35 SB

END CONST. TL-3 GUARDRAIL
TL-3 PARALLEL ANCHORAGE
+78.80, 19.56' LT.
℄ SURVEY SR 35 SB

SAWCUT,
MATCH EXIST.

R/W LINE

STERNER RD

564 565 566 567 568 569 570

PT STA. +97.24

N38°24'13"W

℄ SURVEY SR 35 SB

CURVE SB-1

SR 35 (US 17) SB

MATCHLINE STA. 570+50.00

EXIST. GUARDRAIL & MISC. ASPH.
(TO BE REMOVED)

CONST. TL-3 GUARDRAIL

CONST. 3' MISC. ASPHALT

R/W LINE

+02.53
83.26' RT.
℄ SURVEY SR 35 SB

+24.44
75.02' RT.
℄ SURVEY SR 35 SB

END CONST. MISC. ASPHALT
+70.89, 43.63' RT.
℄ SURVEY SR 35 SB

END CONST. TL-3 GUARDRAIL
TL-3 PARALLEL ANCHORAGE
+60.93, 42.21' RT.
℄ SURVEY SR 35 SB

+84.46
70.27' RT.
℄ SURVEY SR 35 SB

SAWCUT,
MATCH EXIST.

STERNER RD

+25.24
70.00' RT.
℄ SURVEY SR 35 SB

R/W LINE

R/W LINE

R/W LINE

CURVE DATA CURVE SB-1
PI STA. = 562+11.19
Δ = 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			
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 (34)

SHEET NO. 35

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

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 34 [SHEET]
CKramer 4/15/2025 8:59:42 AM

Legend:

Exception Limits

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

0 10 50
Feet

MP 2.953 to 2.631 (SB OWP)
Sta. 572+00.00 to 589+00.00

+62.40
50.00' LT.
℄ SURVEY SR 35 SB

R/W LINE

CONST. 8' SIDEWALK

571 572 573 574 575 576 577

PC STA. +62.40

CURVE SB-2

N38°24'13"W

℄ SURVEY SR 35 SB

SR 35 (US 17) SB

MATCHLINE STA. 570+50.00

MATCHLINE STA. 577+50.00

+81.46
70.00' RT.
℄ SURVEY SR 35 SB

+42.28
86.19' RT.
℄ SURVEY SR 35 SB

+06.63
97.50' RT.
℄ SURVEY SR 35 SB

+73.95
103.06' RT.
℄ SURVEY SR 35 SB

+41.86
105.19' RT.
℄ SURVEY SR 35 SB

CURVE DATA CURVE SB-2
PI STA. = 580+49.28
Δ = 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			
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 (35)

SHEET NO. 36

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

c:\pw_working\drmp01\d0103394\PLANRD01.dgn : SR 35 - PLAN 35 [SHEET]
CKramer 4/15/2025 8:59:46 AM

Legend:

Exception Limits

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

N

0 10 50
Feet

MP 2.953 to 2.631 (SB OWP)
Sta. 572+00.00 to 589+00.00

R/W LINE
CONST. 8' SIDEWALK
578
579
580
581
582
583
584
℄ SURVEY SR 35 SB
CURVE SB-2
SR 35 (US 17) SB
MATCHLINE STA. 577+50.00
MATCHLINE STA. 584+50.00
BT(B)
OE
G(B)
BT(D)

+25.93
107.15' RT.
℄ SURVEY SR 35 SB

+10.03
106.17' RT.
℄ SURVEY SR 35 SB

+78.30
106.25' RT.
℄ SURVEY SR 35 SB

+46.47
103.32' RT.
℄ SURVEY SR 35 SB

+14.24
96.59' RT.
℄ SURVEY SR 35 SB

CURVE DATA CURVE SB-2
PI STA. = 580+49.28
Δ = 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.
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		37
					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:

Exception Limits

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

N

0 10 50
Feet

MP 2.953 to 2.631 (SB OWP)
Sta. 572+00.00 to 589+00.00

+78.36
50.00' LT.
℄ SURVEY SR 35 SB

+72.00
63.88' LT.
℄ SURVEY SR 35 SB

+72.00
50.00' LT.
℄ SURVEY SR 35 SB

R/W LINE

CONST. 8' SIDEWALK

585 586 587 588 589 590 591

PT STA. +78.36

CURVE SB-2

℄ SURVEY SR 35 SB

SR 35 (US 17) SB

N00°30'17"W

MATCHLINE STA. 584+50.00

MATCHLINE STA. 591+50.00

R/W LINE

+80.65
70.00' RT.
℄ SURVEY SR 35 SB

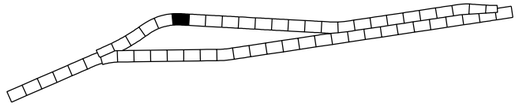
+72.00
70.00' RT.
℄ SURVEY SR 35 SB

+72.00
81.99' RT.
℄ SURVEY SR 35 SB

R/W LINE

CURVE DATA CURVE SB-2
PI STA. = 580+49.28
Δ = 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			
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 (37)

SHEET NO. 38

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

Appendix 4

Superelevation Analysis

446205-1-52-01 Superelevation Analysis - NB Travel Lanes					
MP	STATION	NB Inside Lane (R1)	NB Middle Lane (R2)	NB Outside Lane (R3)	Notes
0.044	1125+00.00	N/A	-1.60%	-3.00%	
0.063	1126+00.00	N/A	-2.30%	-2.80%	
0.081	1127+00.00	N/A	-3.10%	-1.90%	
0.100	1128+00.00	N/A	-2.70%	-2.80%	
0.119	1129+00.00	N/A	-1.80%	-2.70%	
0.138	1130+00.00	N/A	-1.90%	-2.20%	
0.157	1131+00.00	N/A	-2.30%	-2.70%	
0.176	1132+00.00	N/A	-2.00%	-2.40%	
0.195	1133+00.00	N/A	-1.60%	-2.50%	
0.214	1134+00.00	N/A	-3.30%	-2.80%	
0.233	1135+00.00	-2.20%	-2.20%	-2.90%	
0.252	1136+00.00	-2.00%	-2.10%	-3.00%	
0.271	1137+00.00	-2.00%	-1.80%	-2.70%	
0.290	1138+00.00	-2.60%	-2.30%	-2.90%	
0.309	1139+00.00	-2.60%	-2.60%	-2.40%	
1.085	1180+00.00	-1.50%	-1.70%	-2.70%	
1.104	1181+00.00	-1.70%	-1.70%	-2.30%	
1.123	1182+00.00	-1.10%	-1.40%	-2.60%	
1.142	1183+00.00	-1.50%	-1.90%	-2.80%	
1.161	1184+00.00	-1.20%	-1.90%	-2.20%	
1.180	1185+00.00	-1.80%	-2.20%	-2.60%	
1.199	1186+00.00	-1.30%	-2.30%	-2.30%	
1.218	1187+00.00	-1.40%	-2.10%	-2.30%	
1.237	1188+00.00	-2.70%	-2.10%	-2.40%	
1.256	1189+00.00	-2.60%	-3.60%	-3.30%	
1.275	1190+00.00	-2.10%	-3.30%	-3.10%	
1.369	1195+00.00	-1.90%	-1.80%	-2.80%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.388	1196+00.00	-2.00%	-1.70%	-2.80%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.407	1197+00.00	-2.10%	-2.10%	-2.60%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.426	1198+00.00	-2.10%	-2.20%	-2.90%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.445	1199+00.00	-1.70%	-2.60%	-2.80%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.464	1200+00.00	-2.00%	-2.60%	-2.80%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.483	1201+00.00	-1.90%	-2.40%	-2.90%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.502	1202+00.00	-1.80%	-2.60%	-3.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.521	1203+00.00	-1.70%	-2.30%	-3.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.108	1234+00.00	-2.00%	-2.60%	-2.30%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.127	1235+00.00	-2.00%	-2.40%	-2.60%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.146	1236+00.00	-1.80%	-2.60%	-2.40%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.165	1237+00.00	-1.90%	-2.30%	-2.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.184	1238+00.00	-1.70%	-2.70%	-2.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.203	1239+00.00	-2.00%	-2.80%	-2.30%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.222	1240+00.00	-2.40%	-3.00%	-3.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
2.241	1241+00.00	-1.80%	-2.90%	-2.60%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.017	1282+00.00	-2.10%	-2.00%	-2.60%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.036	1283+00.00	-1.90%	-2.40%	-2.30%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.055	1284+00.00	-1.80%	-2.30%	-2.30%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.074	1285+00.00	-2.60%	-2.50%	-2.40%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.093	1286+00.00	-2.10%	-2.10%	-2.60%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.112	1287+00.00	-2.10%	-2.60%	-2.40%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.131	1288+00.00	-2.00%	-1.80%	-2.40%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.150	1289+00.00	-1.60%	-1.70%	-2.40%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.169	1290+00.00	-1.60%	-2.00%	-2.30%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
3.188	1291+00.00	N/A	-1.70%	-2.20%	As FDM/AASHTO criteria is NC, refer to cross slope design exception

Legend:

- Superelevation less than criteria
- Superelevation greater than criteria
- Outlier (see Notes column)

446205-1-52-01 Superelevation Analysis - NB Turn Lanes				
MP	STATION	NB Left Turn Lane (RIA)	NB Right Turn Lane (ROA)	Notes
0.176	1132+00.00	-2.54%	N/A	
0.195	1133+00.00	-3.13%	N/A	
0.214	1134+00.00	-3.65%	N/A	

Legend:

	Superelevation less than criteria
	Superelevation greater than criteria
	Outlier (see Notes column)

446205-1-52-01 Superelevation Analysis - SB Travel Lanes						
MP	STATION	SB Outside Lane (L3)	SB Middle Lane (L2)		SB Inside Lane (L1)	Notes
			Left	Right		
3.256	556+00.00	4.00%	2.90%		2.60%	
3.237	557+00.00	4.20%	3.10%		3.10%	
3.218	558+00.00	3.90%	3.40%		3.10%	
3.199	559+00.00	4.50%	3.70%		2.60%	
3.180	560+00.00	5.00%	3.40%		2.50%	
3.161	561+00.00	3.70%	3.40%		3.10%	
3.142	562+00.00	4.10%	3.10%		2.80%	
3.123	563+00.00	5.00%	3.70%		2.70%	
3.105	564+00.00	4.20%	4.40%		3.20%	
3.086	565+00.00	4.10%	3.80%		2.80%	
3.067	566+00.00	4.20%	3.80%		2.50%	
3.048	567+00.00	2.60%	3.00%		1.70%	SE transition area
3.029	568+00.00	2.20%	-0.10%		-1.20%	SE transition area
3.010	569+00.00	0.30%	-1.80%		-3.10%	SE transition area
2.991	570+00.00	-1.20%	-4.20%		-4.00%	SE transition area
2.972	571+00.00	-3.20%	-5.30%		-6.20%	SE transition area
2.953	572+00.00	-6.40%	-6.00%		-6.90%	
2.934	573+00.00	-6.70%	-6.40%		-6.50%	
2.915	574+00.00	-6.40%	-6.50%		-6.80%	
2.896	575+00.00	-7.10%	-6.80%		-6.50%	
2.877	576+00.00	-7.20%	-6.80%		-6.90%	
2.858	577+00.00	-6.30%	-6.60%		-6.00%	
2.839	578+00.00	-6.30%	-6.70%		-6.40%	
2.820	579+00.00	-5.40%	-6.80%		-6.60%	
2.801	580+00.00	-6.70%	-6.50%		-5.90%	
2.783	581+00.00	-5.30%	-6.40%		-5.70%	
2.764	582+00.00	-5.30%	-7.00%		-6.90%	
2.745	583+00.00	-5.80%	-7.40%		-6.80%	
2.726	584+00.00	-5.80%	-6.30%		-6.50%	
2.707	585+00.00	-6.10%	-6.90%		-6.10%	
2.688	586+00.00	-7.00%	-6.70%		-5.90%	
2.669	587+00.00	-6.50%	-6.30%		-6.10%	
2.650	588+00.00	-7.20%	-6.50%		-6.10%	
2.631	589+00.00	-6.80%	-5.90%		-5.40%	
2.612	590+00.00	-4.80%	-4.50%		-4.10%	SE transition area
2.593	591+00.00	-2.20%	-3.40%		-3.50%	SE transition area
2.574	592+00.00	-0.20%	-0.50%		-1.10%	SE transition area
2.555	593+00.00	1.80%	1.70%		0.90%	SE transition area
1.438	652+00.00	3.10%	0.50%	-0.60%	-3.20%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.419	653+00.00	3.30%	0.50%	-0.60%	-3.10%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.400	654+00.00	3.30%	0.40%	-1.00%	-3.10%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.381	655+00.00	3.30%	0.60%	-0.90%	-2.90%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.362	656+00.00	3.50%	0.90%	-1.10%	-3.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.343	657+00.00	3.70%	1.20%	-1.40%	-3.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
1.324	658+00.00	3.70%	1.40%	-1.10%	-3.10%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.415	706+00.00	1.30%	0.50%	-2.50%	-1.90%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.396	707+00.00	1.70%	0.50%	-2.60%	-1.70%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.377	708+00.00	1.90%	2.10%	-1.80%	-2.10%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.358	709+00.00	2.80%	2.20%	-0.30%	-1.70%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.339	710+00.00	2.70%	2.10%	0.80%	-1.50%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.320	711+00.00	2.60%	2.10%	1.50%	-1.20%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.301	712+00.00	3.30%	1.90%		-0.80%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.188	718+00.00	2.90%	1.70%		2.00%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.169	719+00.00	2.50%	2.40%		2.10%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.150	720+00.00	3.00%	3.00%		2.10%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.131	721+00.00	3.50%	2.60%		1.70%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.112	722+00.00	3.70%	3.00%		1.90%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.093	723+00.00	3.10%	2.40%		2.20%	As FDM/AASHTO criteria is NC, refer to cross slope design exception
0.074	724+00.00	2.20%	1.80%		1.60%	As FDM/AASHTO criteria is NC, refer to cross slope design exception

Legend:

- Superelevation less than criteria
- Superelevation greater than criteria
- Outlier (see Notes column)

Appendix 5

Traffic Data Report

FDOT

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

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

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

Choose A, B, C, or D here: A

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

DESIGN INFORMATION

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

Note: AADT values have been rounded to the nearest 100

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%

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	X	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: Brittany Healy	Traffic Analyst Consultant		ATKINS
Name	Title		Org. Unit or Firm
Signature		9/18/19 Date	
Reviewed by: Kyle Purvis	District Statistics Administrator		FDOT
Name	Title		Org. Unit or Firm
Signature		9-18-19 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 (Name) | Traffic Analyst Consultant (Title) | ATKINS (Org. Unit or Firm)

Brittany Healy (Signature) 9/18/19 (Date)

Reviewed by: Kyle Purvis (Name) | District Statistics Administrator (Title) | FDOT (Org. Unit or Firm)

Kyle Purvis (Signature) 9-18-19 (Date)

County: 06
Station: 5005
Description: SR 35/US 17 SB, NORTH OF SR 636/MAIN ST WAUCHULA
Start Date: 08/09/2017
Start Time: 1100

	Direction: S				
Time	1st	2nd	3rd	4th	Total
0000	20	24	9	24	77
0100	28	24	17	9	78
0200	24	12	16	16	68
0300	15	14	26	11	66
0400	24	24	16	36	100
0500	47	44	71	105	267
0600	93	105	107	150	455
0700	170	188	194	256	808
0800	185	186	154	163	688
0900	149	143	162	173	627
1000	152	153	160	157	622
1100	176	191	212	189	768
1200	181	226	159	204	770
1300	193	186	180	158	717
1400	180	155	211	171	717
1500	165	202	203	222	792
1600	221	208	233	171	833
1700	240	191	205	155	791
1800	163	147	160	149	619
1900	142	140	131	132	545
2000	124	89	108	103	424
2100	87	63	71	63	284
2200	71	35	47	42	195
2300	34	21	18	25	98
24-Hour Totals:					11409

Peak Volume Information

	Hour	Volume
A.M.	715	823
P.M.	1545	884
Daily	1545	884

Truck Percentage 10.00 NaN 10.00

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	29	7182	3057	19	355	77	4	174	473	16	8	3	12	0	0	1141	11409

Generated by SPS 5.0.48P

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

	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
24-Hour Totals:					12099

Peak Volume Information

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

Generated by SPS 5.0.48P

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
24-Hour Totals:					10762

Peak Volume Information

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

Truck Percentage 12.47 NaN 12.47

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

Generated by SPS 5.0.48P

Appendix 6

Costs for the Corrections

Cost Estimate for Superelevation Correction						
MP	**NB / SB**	**Station Limits**	**Length (MI)**	**FDOT Model (5/7/2025)**	**Cost Per MI**	**Cost**
0.044 to 0.309	NB	1125+00.00 to 1139+00.00	0.265	New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	$10,231,945.36	**$2,711,465.52**
1.085 to 1.275	NB	1180+00.00 to 1190+00.00	0.190	New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$6,662,892.60	**$1,265,949.59**
3.256 to 3.067	NB	556+00.00 to 566+00.00	0.189	New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$6,662,892.60	**$1,259,286.70**
2.953 to 2.631	NB	572+00.00 to 589+00.00	0.322	New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$6,662,892.60	**$2,145,451.42**
					TOTAL CORRECTION COST:	**$7,382,153.23**

Appendix 7

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
24229312	NB	0.155	2021	10/4/2021 7:05	Daylight	Clear	Dry	Off Road	0	0	0
26412139	NB	0.165	2024	9/24/2024 20:26	Dark - Not Lighted	Clear	Dry	Off Road	0	0	1
80807116	SB	2.746	2023	11/14/2023 20:54	Dark - Not Lighted	Cloudy	Wet	Off Road	0	0	0
24920557	SB	2.957	2022	7/7/2022 13:20	Daylight	Clear	Dry	Rear End	0	0	0
24229283	SB	3.027	2021	8/21/2021 21:55	Dark - Lighted	Cloudy	Wet	Rear End	2	0	0
89661821	SB	3.036	2024	1/5/2024 16:22	Daylight	Clear	Dry	Bicycle	1	0	0
24980954	SB	3.072	2022	10/23/2022 15:52	Daylight	Clear	Dry	Rear End	0	0	0
26354402	SB	3.149	2024	8/31/2024 20:34	Dark - Not Lighted	Clear	Dry	Unknown	0	0	1
25045774	SB	3.183	2022	11/12/2022 21:10	Dark - Not Lighted	Clear	Dry	Rear End	3	0	0
24229242	SB	3.245	2021	6/30/2021 13:25	Daylight	Rain	Wet	Off Road	0	0	0