

Design Variation for ADA

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.

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

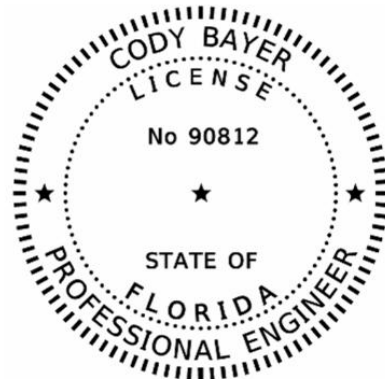


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1. PROJECT DESCRIPTION:

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). The typical section diverges to one-way pairs beginning north of the RV Park Entrance (MP 11.753). The MP limits for the NB one-way pair is MP 0.000 (RV Park Entrance) to MP 3.445 (S. of Bell St.). The MP limits for the SB one-way pair 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. This project is in Hardee County. See Appendix 1 for the Project Location Map and Appendix 2 for the Typical Section Package.

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 curb & gutter (type F on both inside and outside) typical section (2 lanes in each direction)
- 11-foot travel lanes
- 4-foot outside paved shoulder
- 8-foot existing sidewalks on outside
- 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 One-Way Pair):

- 2-lane curb & gutter (type F on both inside and outside) typical section
- 12-foot travel lanes
- 4-foot outside paved shoulder
- 8-foot 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 One-Way Pair):

- 3-lane flush shoulder typical section
- 12-foot travel lanes
- 12-foot outside shoulder (5-foot paved)
- 10-foot inside shoulder (4-foot paved)
- 8-foot 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 One-Way Pair):

- 3-lane curb & gutter (type F on both inside and outside) typical section
- 12-foot inside, 11-foot middle and outside travel lanes
- 7-foot outside paved shoulder
- 5-foot existing sidewalk on inside and outside
- C3C suburban commercial context classification (MP 1.233 to MP 1.986)
- C2T rural town context classification (MP 1.986 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 One-Way Pair):

- 2-lane curb & gutter (type F on both inside and outside) typical section
- 12-foot inside and 11-foot outside travel lanes
- 6-foot outside paved shoulder
- 5-foot existing sidewalk on outside
- 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 One-Way Pair):

- 3-lane curb & gutter (type F on both inside and outside) typical section
- 12-foot inside, 11-foot middle and outside travel lanes
- 7-foot outside paved shoulder
- 4-foot inside paved shoulder (MP 0.010 to MP 1.450)
- 3-foot inside paved shoulder (MP 1.450 to MP 2.170)
- 5-foot existing sidewalk on inside and outside
- C2T rural town context classification (MP 0.010 to MP 1.450)
- C3C suburban commercial context classification (MP 1.450 to MP 2.170)
- 45 mph design speed
- 45 mph posted speed (MP 0.010 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 0.010 to MP 0.452 & MP 0.903 to MP 2.170)
- 35 mph target speed (MP 0.452 to MP 0.903)

MP 2.170 to MP 3.310 (SB One-Way Pair):

- 3-lane flush shoulder typical section
- 12-foot travel lanes
- 12-foot outside shoulder (5-foot paved)
- 10-foot inside shoulder (4-foot paved)
- 8-foot 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 One-Way Pair):

- 2-lane curb & gutter (type F on both inside and outside) typical section
- 12-foot travel lanes
- 4-foot outside paved shoulder
- 8-foot 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 variation are at MP 0.687; Sta. 691+40.00 SB the sidewalk curb ramp on the southwest corner of the intersection.

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

3. DESCRIPTION OF THE DESIGN VARIATION:

Within the section FDM Section 222.2.2 Curb Ramps and Blended Transitions, curb ramps are required to provide the flattest slope practicable, not to exceed a maximum slope of 1:12 (8.3 percent). The existing curb ramp provides slopes that are steeper than 1:12 (8.3 percent). It adheres to FDOT SPI 522-002 CR-L, but without the sidewalk curb. Due to existing business entrance (101 W Main St) directly behind FDOT R/W, a sidewalk curb cannot be added to adhere to the maximum slope criteria. A design variation is being requested to allow the existing ramp to remain.

4. ALTERNATIVE DESIGNS CONSIDERED:

The first alternative considered and the proposed design is to allow the sidewalk curb ramp located at southbound Station 691+40.00 (MP 0.687), the southwest corner of the intersection of West Main Street and 6th Street South, to remain in place due to the limited right of way (R/W). The main objective of the project is to extend the life of the existing asphalt pavement through resurfacing, restoration, and rehabilitation (RRR).

The second alternative is to replace the sidewalk curb ramp to meet the slope requirements of the Americans with Disabilities Act (ADA). The existing back of the sidewalk curb ramp

aligns with the building entrance sidewalk. However, it is not possible to reconstruct the ramp with a flatter slope and a sidewalk curb, as this would create a step in front of the building entrance, which does not comply with ADA standards. Consequently, reconstructing the sidewalk curb ramp to meet ADA requirements will require R/W acquisition. However, as determined by the District, R/W acquisition is not warranted for this project.

Costs for the corrections are shown in Section 6 below and detailed in Appendix 6.

5. IMPACTS OF THE DESIGN VARIATION:

- 5a. Safety Performance: Historical crash data for the project area was obtained from Signal Four Analytics for a six-year period from 2019 to 2024. The data collected includes crash frequency, type, severity, lighting conditions (day versus night), and pavement surface conditions (wet versus dry). A total of 6 crashes over the six-year period were reported within the sidewalk and crosswalk of the sidewalk curb ramp identified in this variation. All crashes that occurred within the limits of the sidewalk curb ramp were reviewed. This review revealed that none of the crashes were attributable to the sidewalk ramp's slope. Therefore, no long or short term adverse impacts are anticipated on safety if the existing ramp is to remain. A summary of the Crash Data reviewed is in Appendix 7.
- 5b. Operational Performance: Since the noncompliant sidewalk curb ramp slope is an existing condition, no long—or short-term adverse impacts are anticipated on operations, Level of Service, capacity, or adjacent roadway sections in the areas identified in the Design Variation, which is expected to be in place through the project's design life. See Appendix 5 for a traffic data report, including design year AADT and 24-hour truck volume.
- 5c. Right of way: No impacts to the right of way would be anticipated for maintaining the existing condition. However, R/W would be required to replace the curb ramp to meet ADA requirements.
- 5d. Community: Since the noncompliant sidewalk curb ramp slope is an existing condition, no adverse community impacts are expected if the existing sidewalk curb ramp is maintained. However, if the improvements to correct the noncompliant sidewalk curb ramp are implemented, the additional work and R/W 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 the noncompliant sidewalk curb ramp is an existing condition, no adverse environmental impacts are expected to occur from maintaining the existing condition.
- 5f. Usability by all modes of transportation: Since the noncompliant sidewalk curb ramp slope is an existing condition, no adverse impacts to any modes of transportation are expected to maintain it.

6. COSTS:

Right of way (R/W) would need to be acquired to correct the sidewalk curb ramp slope and meet ADA standards. The reconstruction of the sidewalk curb ramp will incur costs. Additionally, there will be expenses related to R/W acquisition, business relocation, and potential business damages. These costs are unpredictable and are not included in this estimate. See details of the cost estimate in Appendix 6.

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

7. MITIGATION MEASURES:

There are no applicable measures to address the noncompliant slope on the sidewalk curb ramp, unless the ramp is reconstructed to provide a blended transition in a future roadway improvement project that includes a right-of-way component.

8. SUMMARY AND CONCLUSIONS:

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

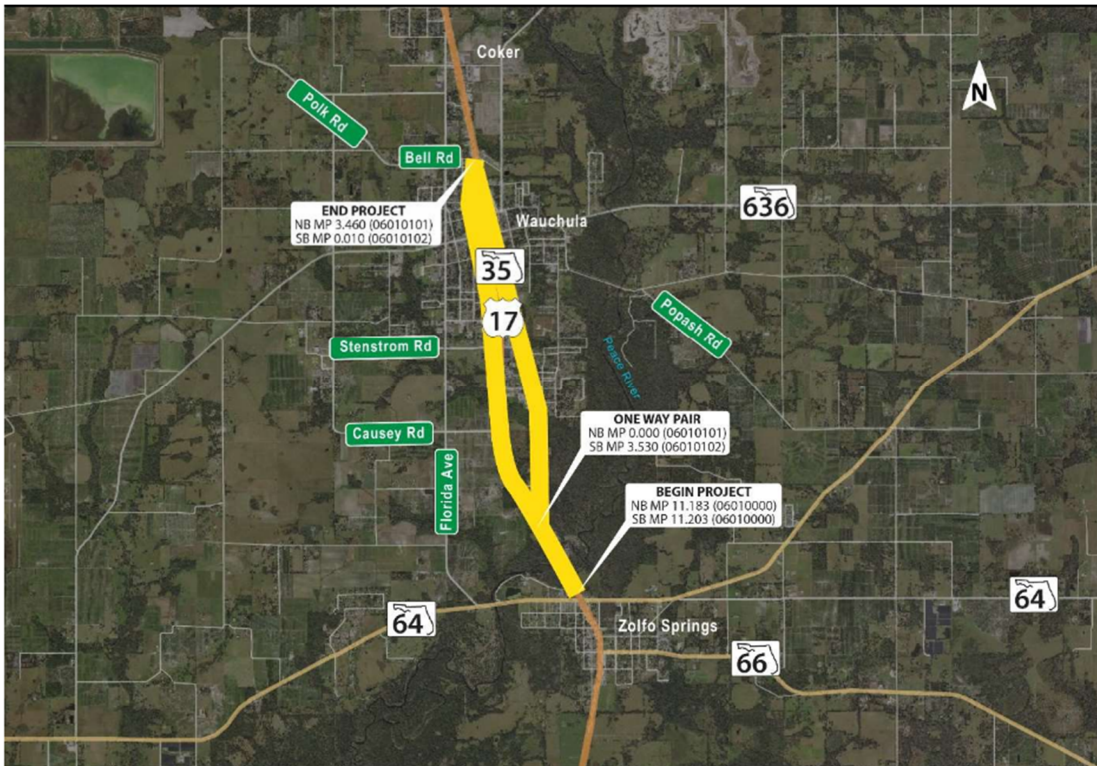
Correcting the sidewalk curb ramp to meet FDOT criteria would impact R/W, increase the construction cost, and impact construction duration and schedule. Furthermore, the traveling public would be affected by the extended construction duration. No documented crashes within the location of the sidewalk curb ramp have been identified as the contributing cause; therefore, no benefit may be gained from implementing the improvements. Therefore, the B/C ratio for correction of the sidewalk curb ramp was determined to be zero.

No quantifiable benefit regarding safety, operational performance, or Level of Service can be derived from implementing any of the improvements discussed in this report. Furthermore, maintaining the existing sidewalk curb ramp will eliminate any negative impacts related to community considerations, budget, or schedule. Therefore, the approval of this Design Variation is requested for the sidewalk curb ramp identified in Section 3 of this document to remain.

Appendix 1

Project Location Map

Project Location Map
Financial Project Id: 446205-1-52-01
Hardee County (06010)
State Road No. 35
From North of SR 64 to 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 15:47:29-0400'

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

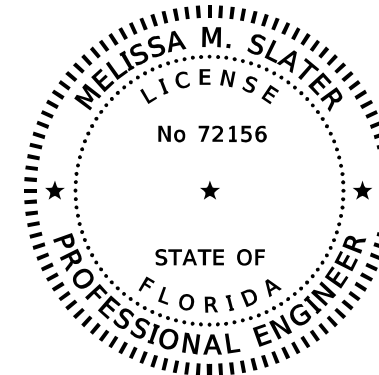
EXCEPTIONS: NONE

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)

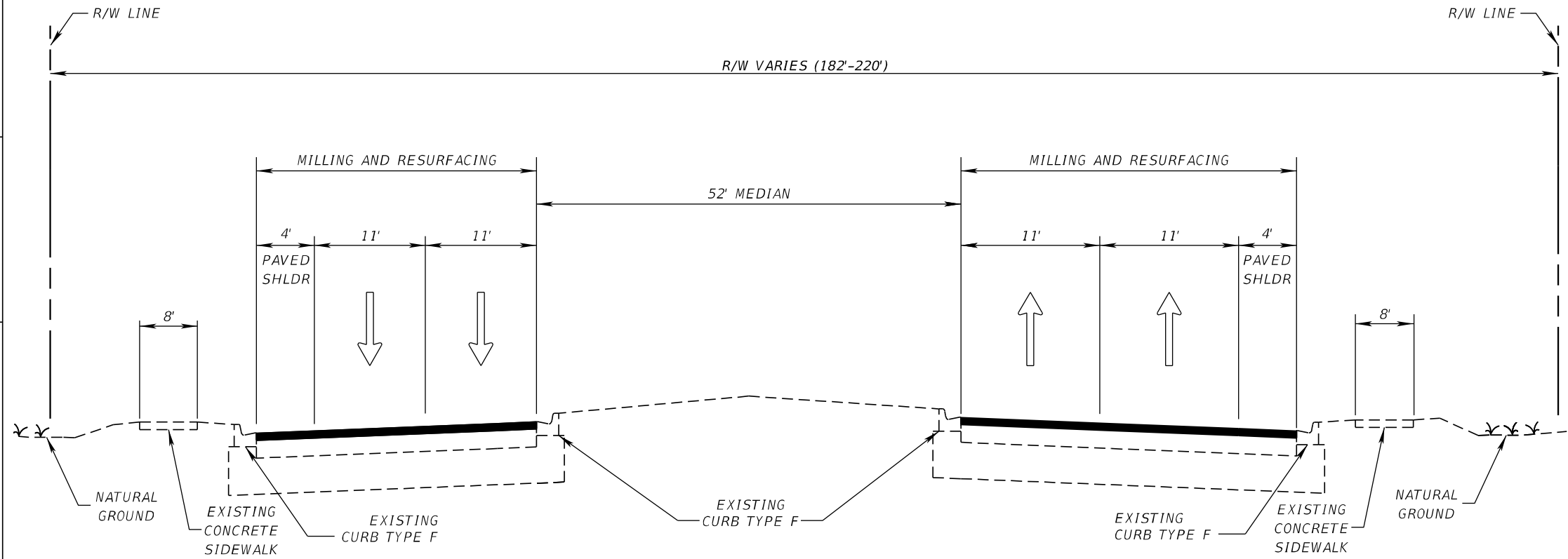
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

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

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.
- () 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

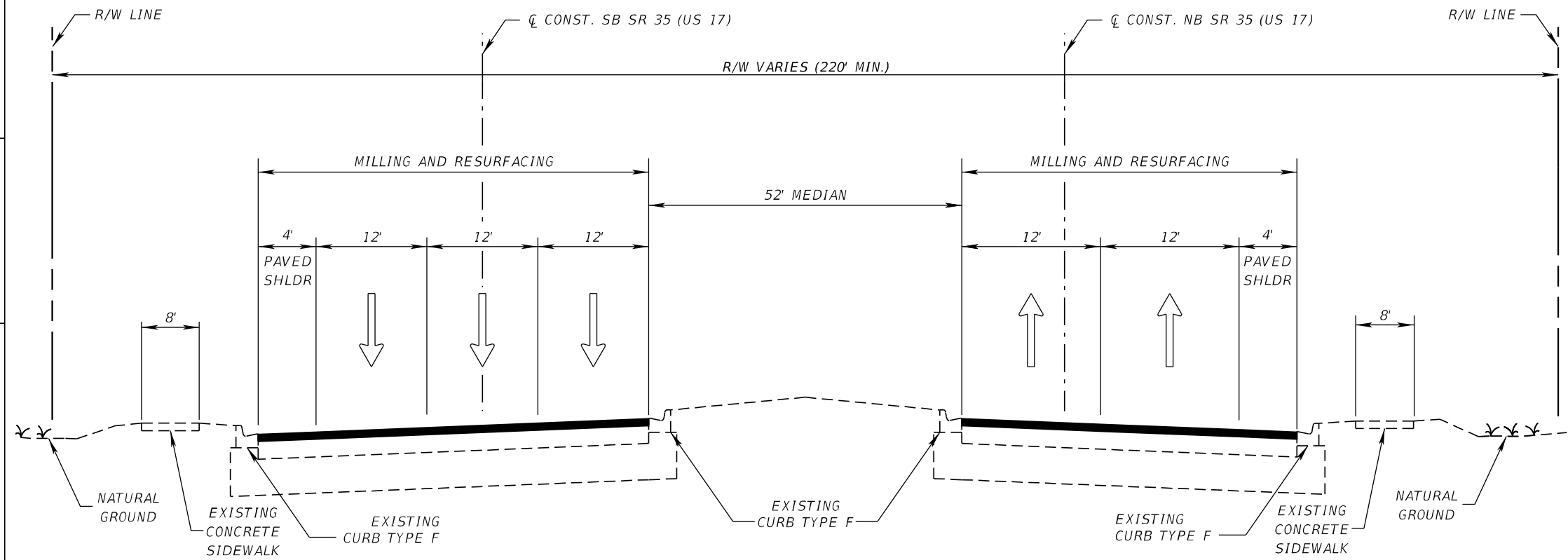
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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
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ACCESS CLASSIFICATION

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- () 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

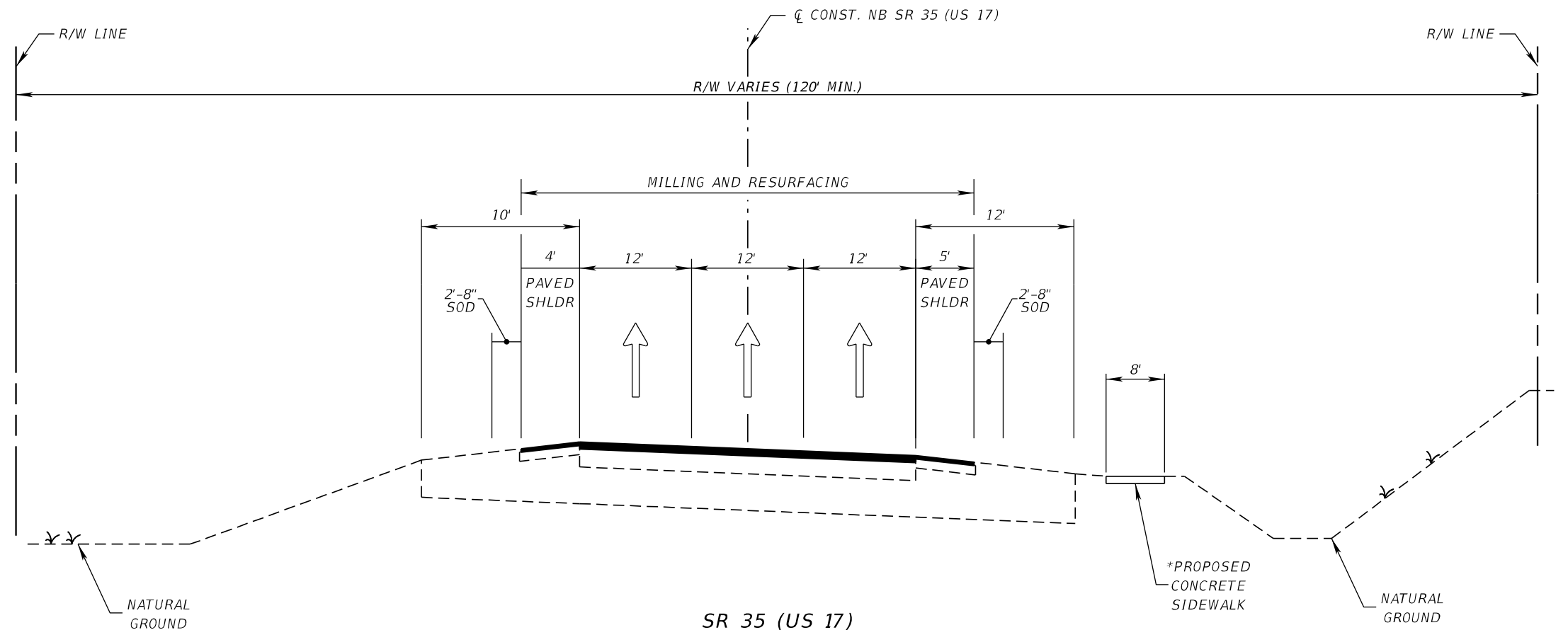
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- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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 () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- (X) C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
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FUNCTIONAL CLASSIFICATION

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

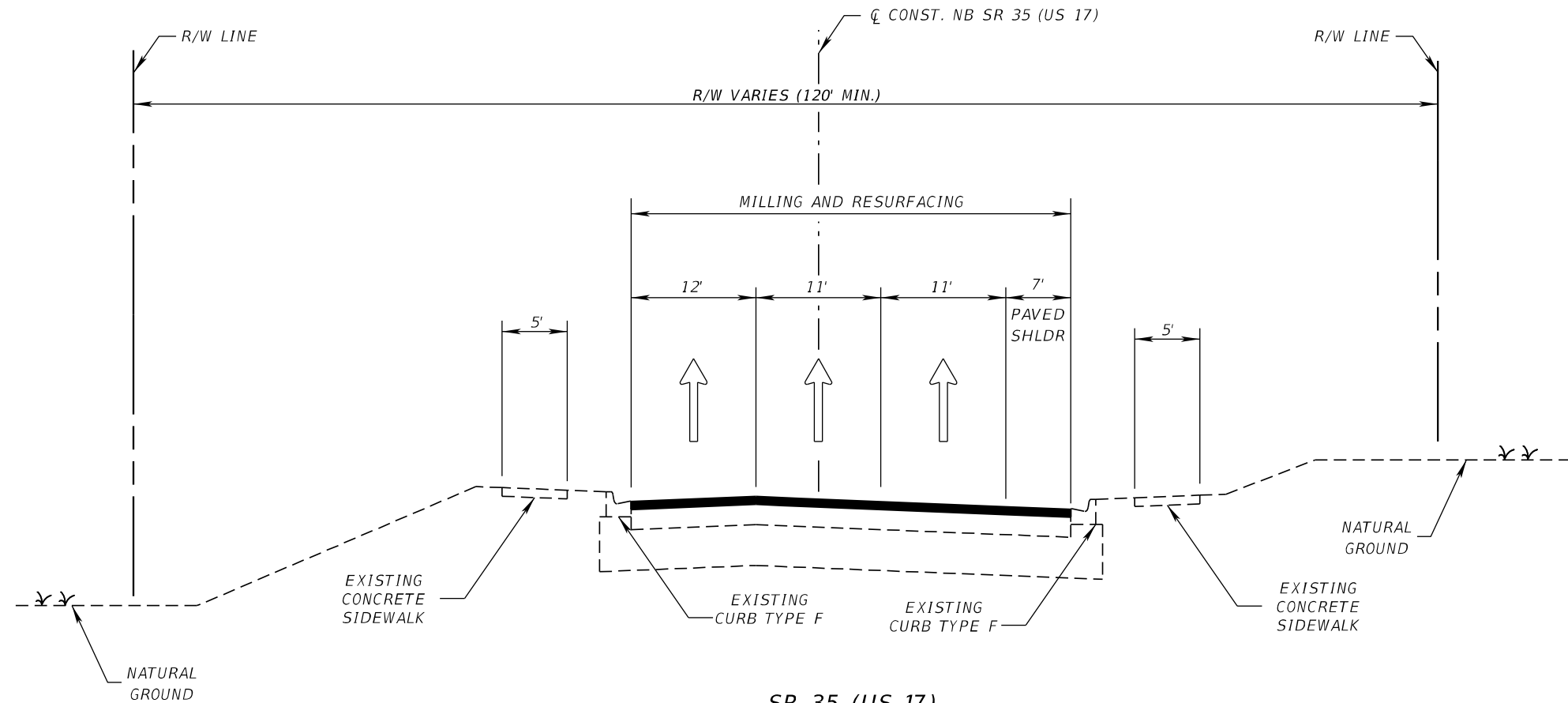
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- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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

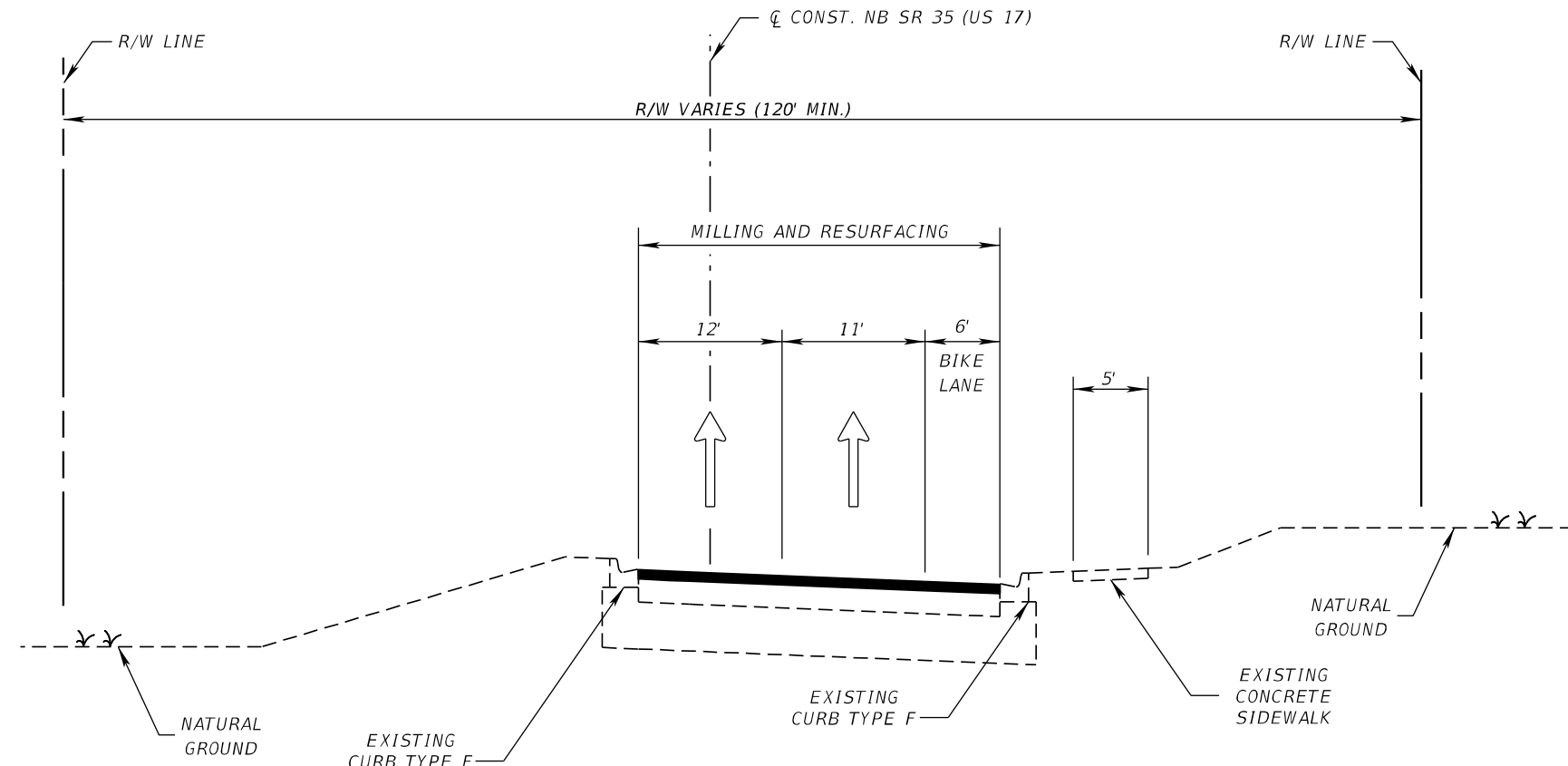
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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

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 () 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

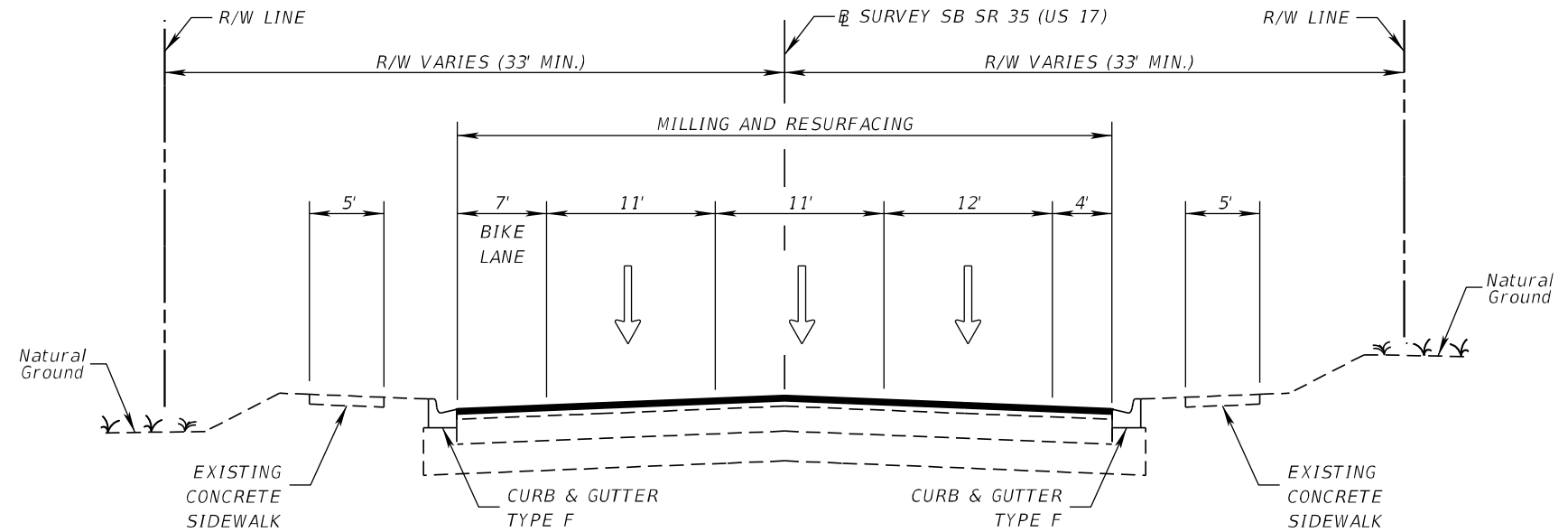
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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

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.
- () 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

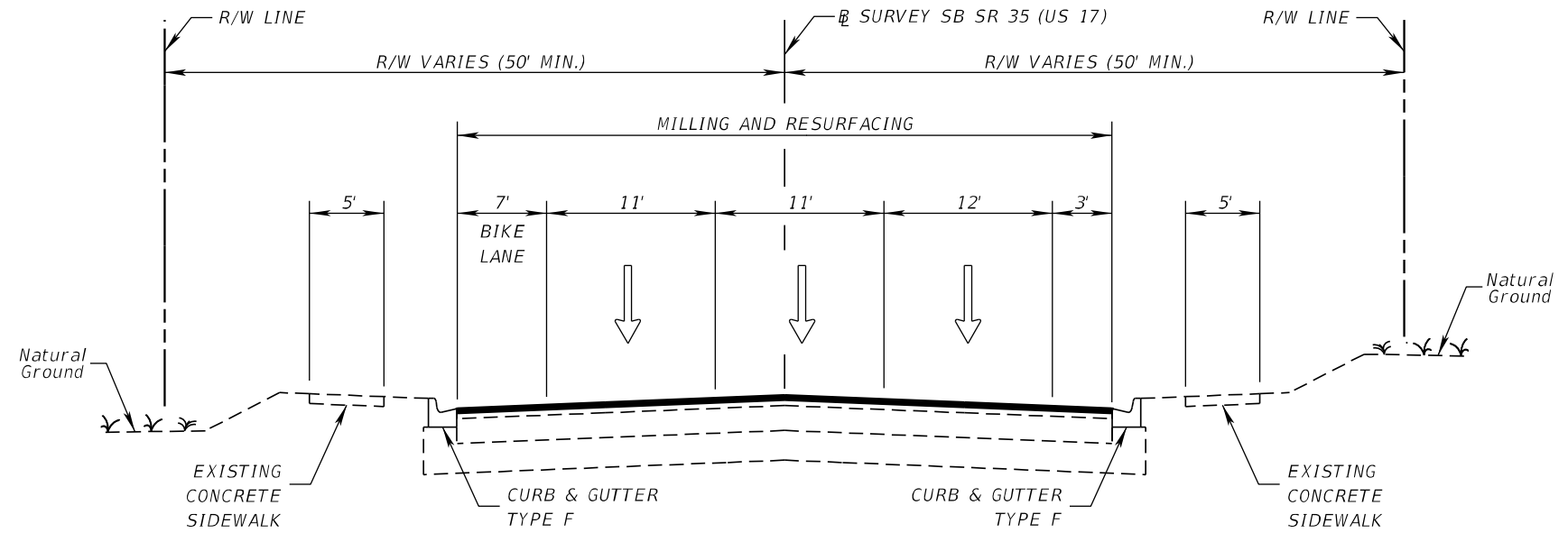
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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

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.
- () 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

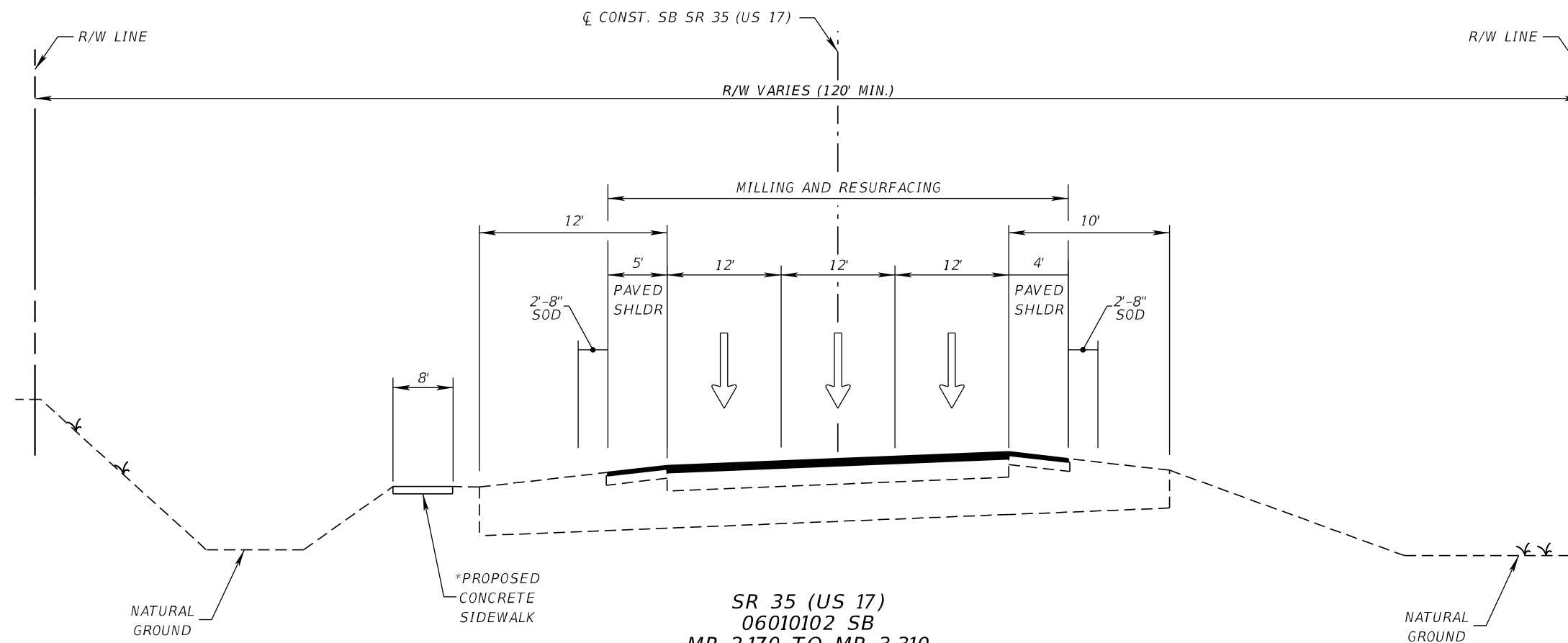
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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

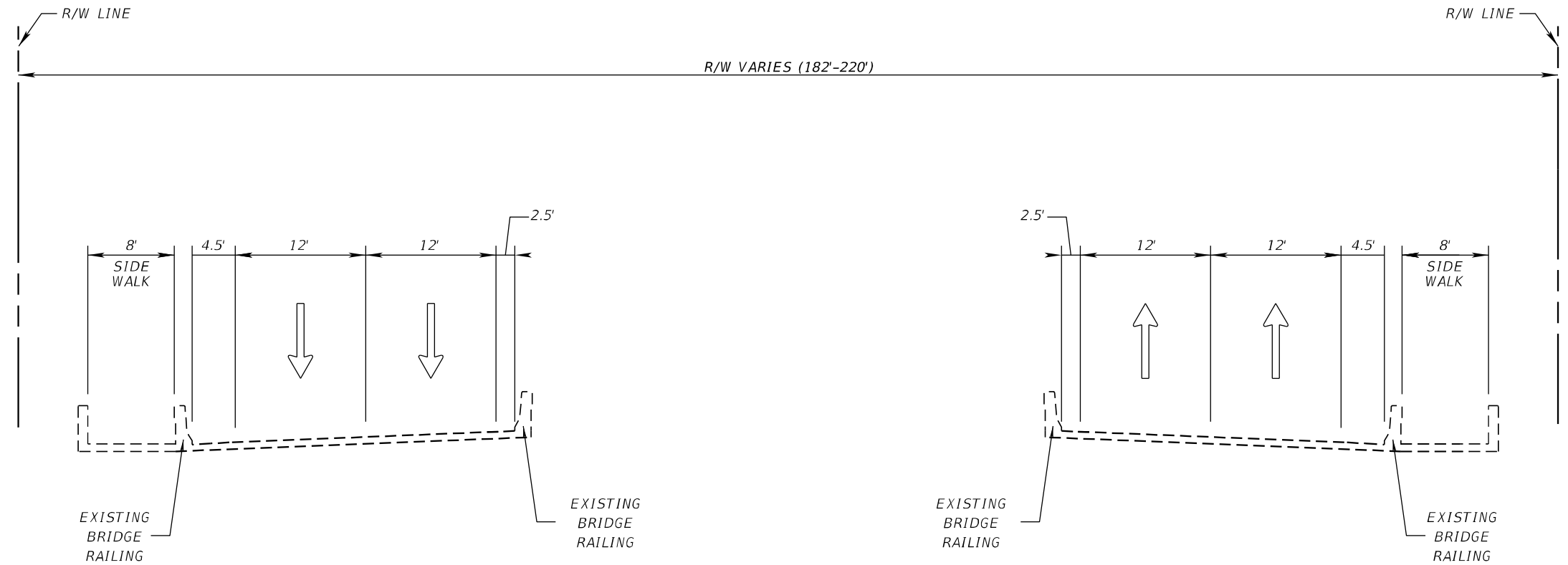
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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

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.
- () 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

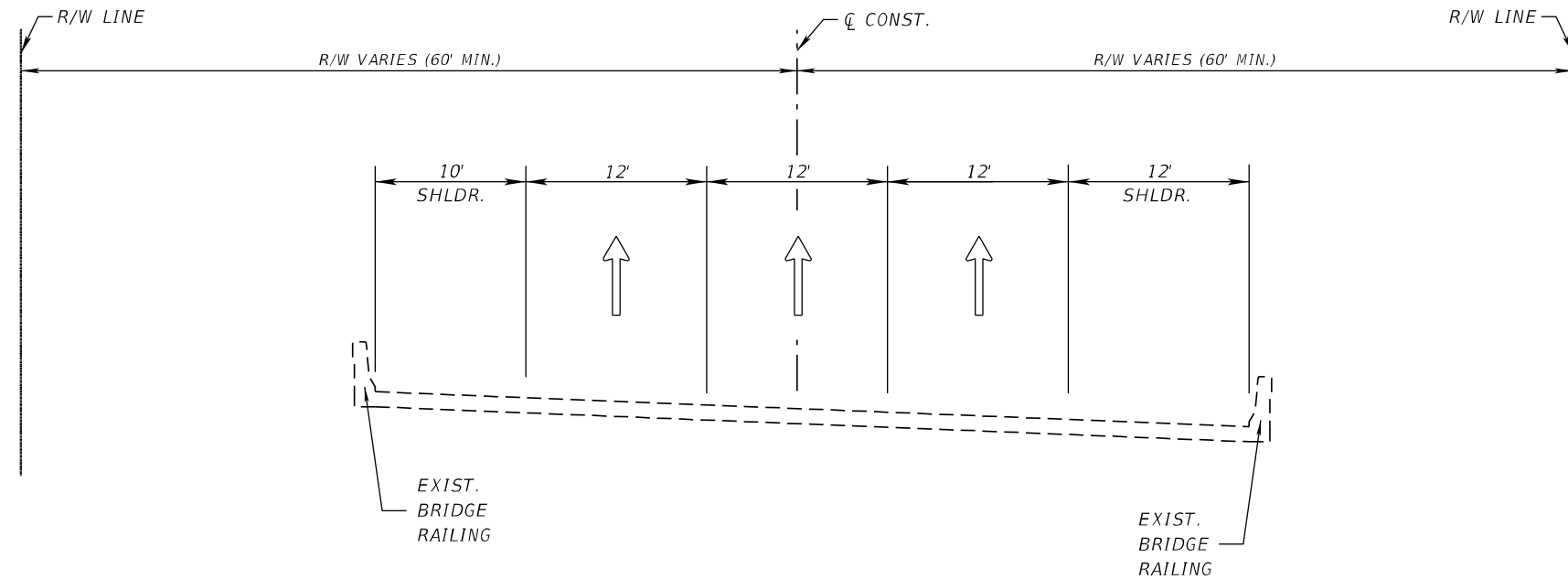
- () NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

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

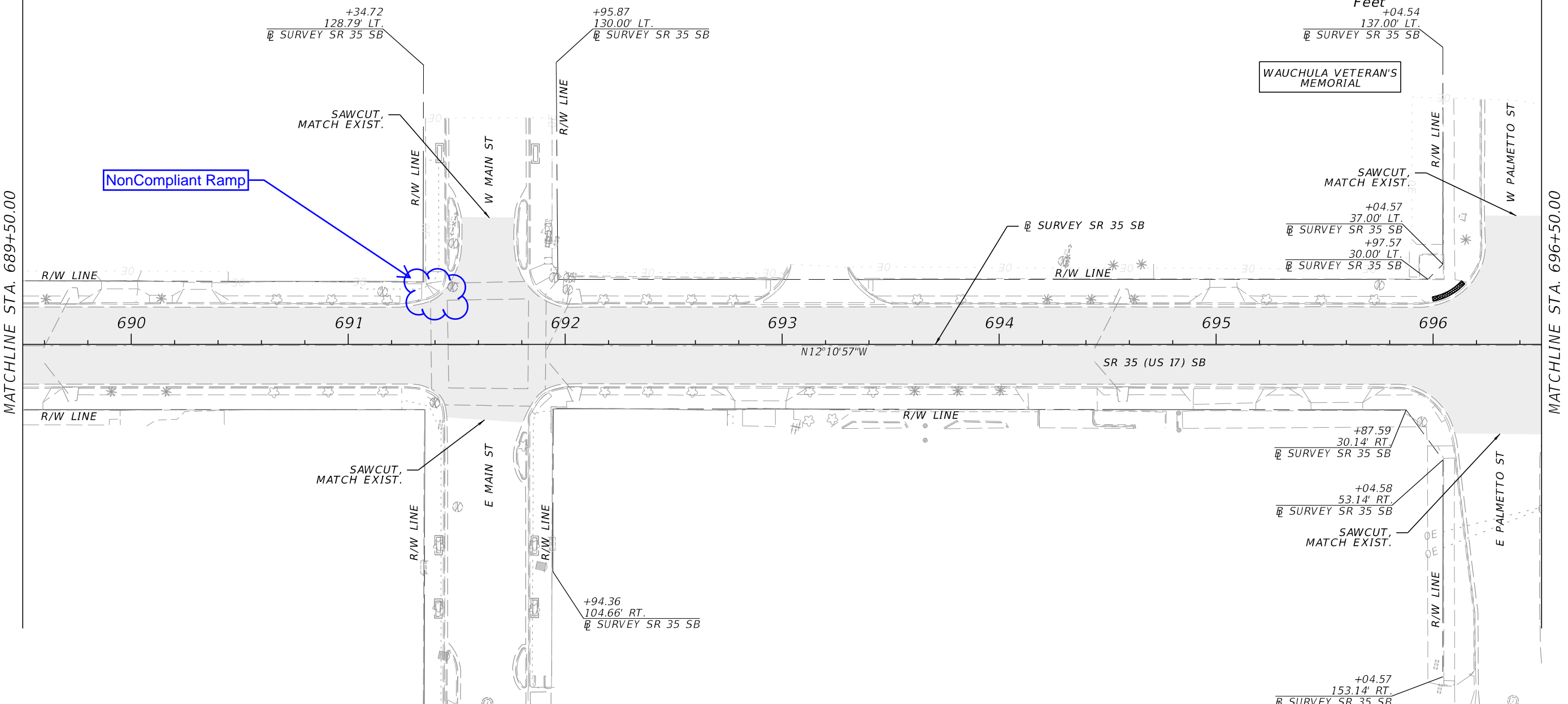
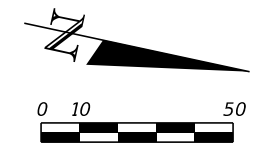
CURRENT YEAR = 2018 AADT = 13000
 ESTIMATED OPENING YEAR = 2024 AADT = 14400
 ESTIMATED DESIGN YEAR = 2044 AADT = 19300
 K = 9.0% D = 99.9% T = 12.2% (24 HOUR)
 DESIGN HOUR T = 6.1%
 DESIGN SPEED = 55 MPH
 POSTED SPEED = 55 MPH
 TARGET SPEED = 55 MPH

NOT TO SCALE

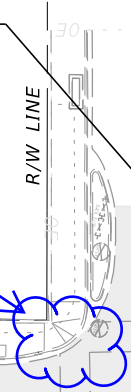
FINANCIAL PROJECT ID	SHEET NO.
446205-1-52-01	12

Appendix 3

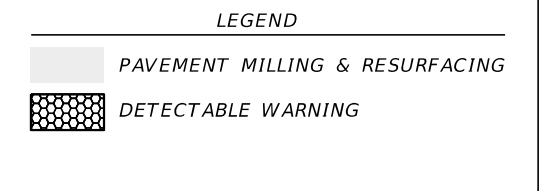
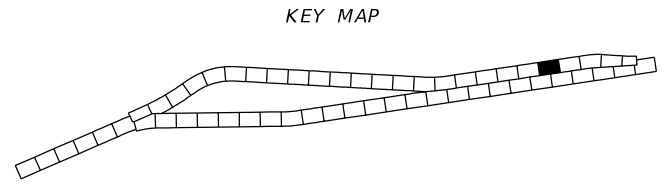
Area of Noncompliance - Plan Sheet



NonCompliant Ramp



WAUCHULA VETERAN'S MEMORIAL



REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN (52)	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		
					24				

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Appendix 4

Area of Noncompliance - Picture



Southwest corner of 6th Ave S. (SR 35/US 17) and Main St. W

Sta. 690+40.00

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

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 DESCRIPTION: _____ **LOCATION #:** 2
 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)

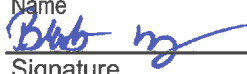

(selected with an X)

	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 9/18/19 Date

Kyle Purvis District Statistics Administrator FDOT

Reviewed by: Name Title Org. Unit or Firm

Kyle Purvis Signature 9-18-19 Date

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

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

**ESTIMATE OF CONSTRUCTION COST
FOR
RECONSTRUCTING SIDEWALK CURB RAMP AT STA. 691+40, LT.**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	
CLEARING/GRUBBING						
110-1-1	CLEARING AND GRUBBING	AC	0	\$ 36,808.38	\$ -	
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	SY	97	\$ 41.58	\$ 4,042.50	
	CLEARING/GRUBBING & EARTHWORK SUBTOTAL				\$ 4,042.50	
ROADWAY						
120-1	REGULAR EXCAVATION	CY	1	11.87	\$ 11.87	
120-6	EMBANKMENT	CY	1	20.9	\$ 20.90	
520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	40	\$ 51.83	\$ 2,073.20	
522-1	CONCRETE SIDEWALK, 4" THICK	SY	97	\$ 76.98	\$ 7,484.17	
527-2	DETECTABLE WARNINGS	SF	24	\$ 43.75	\$ 1,050.00	
	ROADWAY SUBTOTAL				\$ 10,640.14	
	PROJECT SUBTOTAL				\$ 10,640.14	
PROJECT TOTAL			SUBTOTAL		\$ 10,640.14	
			MOBILIZATION (10%)		\$ 1,064.01	
			MOT (10%)		\$ 1,064.01	
	TOTAL INCREASE IN OVERALL PROJECT COST				\$ 12,768.16	

Note: 1. Unit Costs sourced from Historical Item Averages Statewide 6 Months (Updated 1/27/25)
2. Right of Way cost not included in estimate

Appendix 7

Crash Data

Non- Attributable crash within limits of design variation

CRASH NUMBER	MILE POST	CRASH DATE	SITE LOCATION	LIGHT CONDITION	WEATHER CONDITION	MANNER OF COLLISION	NUMBER OF FATALITIES
82310075	0.686	5/4/2019	Other	Daylight	Clear		0
82310356	0.686	12/15/2020	Four-Way Intersection	Daylight	Cloudy	Front to Rear	0
82310462	0.689	7/15/2021	Other	Daylight	Clear	Angle	0
89452908	0.690	1/28/2022	Four-Way Intersection	Daylight	Cloudy	Angle	0
89453005	0.688	7/2/2022	T-Intersection	Daylight	Clear	Angle	0
82310113	0.687	7/12/2019	Four-Way Intersection	Daylight	Clear	Angle	0