DRAFT

PRELIMINARY ENGINEERING REPORT

Florida Department of Transportation

District 1

State Road (S.R.) 70 Project Development and Environment Study

S.R. 70 from Jefferson Avenue to County Road (C.R.) 29

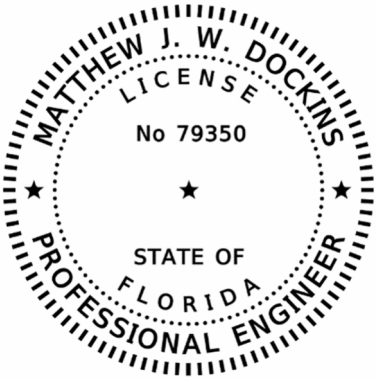
Highlands County, Florida

Financial Management Number: 414506-1-22-1

ETDM Number: 3054

Date: September 2026

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.



This item has been digitally signed and sealed by Matthew J. W. Dockins, P.E. on the date adjacent to the seal.

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TABLE OF CONTENTS

1.0 PROJECT SUMMARY 1-1

1.1 Project Description 1-1

1.2 Purpose and Need 1-3

1.3 Commitments 1-6

1.4 Alternatives Analysis Summary 1-10

1.5 Description of Preferred Alternative 1-11

1.6 List of Technical Documents 1-19

2.0 EXISTING CONDITIONS 2-1

2.1 Previous Planning Studies 2-1

2.2 Existing Roadway Conditions 2-2

2.2.1 Roadway Typical Sections 2-2

2.2.2 Roadway Functional & Context Classification 2-6

2.2.3 Access Management Classification 2-6

2.2.4 Right of Way 2-6

2.2.5 Adjacent Land Use 2-7

2.2.6 Pavement Type and Condition 2-8

2.2.7 Existing Design and Posted Speed 2-8

2.2.8 Horizontal Alignment 2-9

2.2.9 Vertical Alignment 2-9

2.2.10 Multimodal Facilities 2-9

2.2.11 Intersections 2-11

2.2.12 Physical or Operational Restrictions 2-15

2.2.13 Traffic Data (2022) 2-15

2.2.14 Roadway Operational Conditions 2-29

2.2.15 Managed Lanes 2-31

2.2.16 Crash Data 2-31

2.2.17 Railroad Crossings 2-36

2.2.18 Drainage 2-36
2.2.19 Lighting 2-41
2.2.20 Utilities 2-41
2.2.21 Soils and Geotechnical Data 2-43
2.2.22 Aesthetics Features 2-45
2.2.23 Traffic Signs 2-45
2.2.24 Noise and Perimeter Walls 2-45
2.2.25 Intelligent Transportation Systems (ITS)/Transportation System Management and Operations (TSM&O) Features 2-45
2.3 Existing Bridges and Structures 2-45
2.4 Existing Environmental Features 2-45
3.0 FUTURE CONDITIONS 3-1
3.1 Future Conditions Considerations 3-1
4.0 PROJECT DESIGN CONTROLS & CRITERIA 4-1
4.1 Design Controls 4-1
4.2 Design Criteria 4-1
5.0 ALTERNATIVES ANALYSIS 5-1
5.1 No-Build (No-Action) Alternative 5-1
5.2 Transportation Systems Management and Operations (TSM&O) Alternative 5-5
5.3 Multimodal Alternatives 5-5
5.4 Build Alternatives 5-5
5.4.1 Complete Streets 5-13
5.4.2 Pedestrian and Bicycle Accommodation 5-13
5.4.3 Traffic Operations and Safety 5-13
5.4.4 Managed Lanes 5-13
5.4.5 Access Management 5-13
5.4.6 Interchanges on Interstate Highways 5-14
5.4.7 Intelligent Transportation Systems 5-14

5.4.8 Lane Repurposing 5-14
5.4.9 Landscape 5-14
5.4.10 Lighting 5-14
5.4.11 Wildlife Crossings 5-14
5.4.12 Permits 5-14
5.4.13 Stormwater Management 5-15
5.4.14 Sea level Impact Protection (SLIP) Studies 5-15
5.4.15 Water Quality 5-15
5.4.16 Hydrology and Floodplains 5-15
5.4.17 Utilities and Railroads 5-16
5.4.18 Survey and Mapping 5-16
5.4.19 Geotechnical Investigation 5-16
5.4.20 Structures and Bridges 5-16
5.4.21 Perimeter Walls 5-16
5.4.22 Transportation Management Plan 5-16
5.4.23 Constructability 5-16
5.4.24 Construction Impacts 5-17
5.5 Comparative Alternatives Evaluation 5-17
5.6 Selection of the Preferred Alternative 5-20

6.0 AGENCY COORDINATION & PUBLIC INVOLVEMENT 6-1

6.1 Agency Coordination 6-1
6.2 Public Involvement 6-2
6.3 Public Hearing 6-4

7.0 PREFERRED ALTERNATIVE 7-1

7.1 Engineering Details of the Preferred Alternative 7-1
7.1.1 Typical Sections 7-1
7.1.2 Access Management 7-2
7.1.3 Right of Way 7-5
7.1.4 Horizontal and Vertical Geometry 7-6

7.1.5 Design Variations and Design Exceptions 7-7
7.1.6 Multimodal Accommodations 7-8
7.1.7 Intersection/Interchange Concepts and Signal Analysis 7-8
7.1.8 Tolled Projects 7-11
7.1.9 Intelligent Transportation System and TSM&O Strategies 7-12
7.1.10 Landscape 7-12
7.1.11 Lighting 7-12
7.1.12 Wildlife Crossings 7-12
7.1.13 Permits 7-16
7.1.14 Drainage and Stormwater Management Facilities 7-16
7.1.15 Floodplain Analysis 7-23
7.1.16 Bridge and Structure Analysis 7-27
7.1.17 Transportation Management Plan 7-31
7.1.18 Constructability 7-35
7.1.19 Construction Impacts 7-35
7.1.20 Special Features 7-35
7.1.21 Utilities 7-35
7.1.22 Project Costs 7-36
7.2 Summary of Environmental Impacts 7-38
7.2.1 Future Land Use 7-38
7.2.2 Section 4(f) 7-38
7.2.3 Cultural Resources 7-38
7.2.4 Wetlands 7-39
7.2.5 Protected Species and Habitat 7-40
7.2.6 Essential Fish Habitat 7-44
7.2.7 Highway Traffic Noise 7-44
7.2.8 Contamination 7-47

APPENDICES

Appendix A: Long-Range Estimate (LRE)

Appendix B: Preferred Alternative Plans

Appendix C: Typical Section Package

Appendix D: Drainage and Soil Maps

Appendix E: LWRWEA Alternatives Analysis Memorandum

Appendix F: SWFWMD and SFWMD Interagency Agreement

LIST OF FIGURES

Figure 1-1: Project Location Map 1-2
Figure 1-2: Segment A Preferred Alternative Typical Section 1-13
Figure 1-3: Segment B Preferred Alternative Typical Section 1-15
Figure 1-4: Segment C Preferred Alternative Typical Section (MP 15.090 to MP 16.845) 1-17
Figure 1-5: Segment C Preferred Alternative Typical Section (MP 16.845 to MP 17.245) 1-18
Figure 2-1: Existing Typical Section 2-3
Figure 2-2: Lake Placid Urban Area 1-Mile Buffer 2-6
Figure 2-3: Existing Zoning Map Highlands County 2-7
Figure 2-4: Proposed SUN Trail within the Project Limits 2-11
Figure 2-5A: Traffic Data Collection Map 1 of 2 2-17
Figure 2-5B: Traffic Data Collection Map 2 of 2 2-18
Figure 2-6A: Existing Year (2022) Lane Configurations and AADTs 1 of 2 2-25
Figure 2-6B: Existing Year (2022) Lane Configurations and AADTs 2 of 2 2-26
Figure 2-7A: Existing Year (2022) AM (PM) Hourly Volumes 1 of 2 2-27
Figure 2-7B: Existing Year (2022) AM (PM) Hourly Volumes 2 of 2 2-28
Figure 2-8A: 5-Year Historical Crash Heat Map 1 of 2 2-34
Figure 2-8B: 5-Year Historical Crash Heat Map 2 of 2 2-35
Figure 3-1: Highlands County Future Land Use Map 3-1
Figure 3-2A: Design Year (2052) No-Build AM (PM) Hourly Volumes 1 of 2 3-6
Figure 3-2B: Design Year (2052) No-Build AM (PM) Hourly Volumes 2 of 2 3-7
Figure 5-1A: Design Year (2052) No-Build Lane Configurations and AADT's 1 of 2 5-3
Figure 5-1B: Design Year (2052) No-Build Lane Configurations and AADT's 2 of 2 5-4
Figure 5-2A: Design Year (2052) Build Lane Configurations and AADT's 1 of 2 5-7

Figure 5-2B: Design Year (2052) Build Lane Configurations and AADT's 2 of 2.....5-8
Figure 5-3: Segment A – Option A1 North.....5-9
Figure 5-4: Segment A – Option A2 South.....5-10
Figure 5-5: Segment B Build Alternative.....5-11
Figure 5-6: Segment C Option C1.....5-12
Figure 5-7: Segment C Option C2.....5-12
Figure 5-8: Alternative 1 – Revised North Alternative Typical Section.....5-23
Figure 5-9: Alternative 3 – Revised Far North Alternative Typical Section.....5-24
Figure 5-10: Segment A Far North Preferred Alternative.....5-26
Figure 5-11: Segment B Preferred Alternative Typical Section.....5-28
Figure 5-12: Segment C Preferred Alternative Typical Section (MP 15.090 to MP 16.845) 5-30
Figure 5-13: Segment C Preferred Typical Section (MP 16.845 to MP 17.245).....5-31
Figure 7-1: Wildlife Crossing at LWRWEA.....7-13
Figure 7-2: Wildlife Crossing at Station 1201+40.....7-14
Figure 7-3: Wildlife Crossing at Station 1384+10.....7-15
Figure 7-4: Preferred Bridge Alternative Elevation.....7-28
Figure 7-5: Preferred Bridge Alternative Typical Section.....7-29
Figure 7-6: Preferred Bridge Alternative Plan Sheet.....7-30

LIST OF TABLES

Table 1-1: List of Technical Documents....1-19

Table 2-1: Existing ROW....2-7

Table 2-2: Existing Posted Speeds....2-9

Table 2-3: Horizontal Alignment....2-9

Table 2-4: Major Cross Streets Intersecting S.R. 70 in Project Limits....2-12

Table 2-5: Existing Year (2022) Overall Intersection Operations....2-14

Table 2-6: Existing Year (2022) Traffic Factors....2-20

Table 2-7: Existing Year (2022) S.R. 70 AADT Development....2-23

Table 2-8: Existing Year (2022) Cross Street AADT Development....2-24

Table 2-9: Existing Year (2022) Roadway Segment LOS....2-30

Table 2-10: 5-Year Historical Crash Data, by Severity (2021-2025)....2-32

Table 2-11: 5-Year Historical Crash Data, by Type and Severity (2021-2025)....2-32

Table 2-12: Roadway Segment Crash Rates (2021-2025)....2-33

Table 2-13: Existing Cross Drain Summary - Jefferson Avenue to U.S. 27....2-37

Table 2-14: Existing Cross Drain Summary – U.S. 27 to C.R. 29....2-37

Table 2-15: Existing Pond Storage – Jefferson Avenue to U.S. 27....2-38

Table 2-16: Existing Pond Storage – U.S. 27 to C.R. 29....2-40

Table 2-17: Existing Utility Contact List....2-42

Table 2-18: Soil Types and Coverage within the S.R. 70 Project Study Area....2-44

Table 2-19: Potential for Occurrence and Proposed Effect Determination for Federal Protected Species for the Project Study Area 2-47

Table 2-20: Potential for Occurrence and Proposed Effect Determination for State Protected Species for the Project Study Area 2-49

Table 3-1: Design Year (2052) AADT Volume Development 3-4

Table 4-1: Design Criteria for S.R. 70 Study....4-2

Table 4-2: Design Criteria for S.R. 8....4-3

Table 5-1: Evaluation Segments....5-6

Table 5-2: Comparative Alternatives Evaluation Matrix 5-19

Table 5-3: Comparative Alternatives Evaluation Matrix: Preferred Alternative vs. No-Build Alternative 5-33

Table 6-1: Stakeholder/Agency Coordination Meetings....6-3

Table 7-1: Access Management Plan 7-4

Table 7-2: Summary of Potential Relocations 7-5

Table 7-3: Horizontal Alignment – Preferred Alternative....7-6

Table 7-4: Horizontal Alignment – Old S.R. 8 7-6

Table 7-5: Design Year (2052) Build Overall Intersection Operations 7-10

Table 7-6: Anticipated Permits....7-16

Table 7-7: Recommended SMF Alternatives – From Jefferson Avenue to U.S. 27 7-18

Table 7-8: Recommended SMF Alternatives – From U.S. 27 to C.R. 29 7-19

Table 7-9: Recommended FPC Alternatives – From Jefferson Avenue to U.S. 27....7-21

Table 7-10: Recommended FPC Alternatives – From U.S. 27 to C.R. 29....7-22

Table 7-11: Cross Drain Headwater Elevation - Jefferson Avenue to U.S. 27 7-24

Table 7-12: Cross Drain Headwater Elevation – U.S. 27 to C.R. 29.....7-26

Table 7-13: Total Estimated Relocation Cost.....7-36

Table 7-14: Total Estimated Project Cost.....7-37

Table 7-15: Proposed Wetland and Other Surface Water Impacts and Estimated UMAM Functional Loss.....7-39

Table 7-16: Federal Listed Species Effect Determination 7-42

Table 7-17: State Listed Protected Species Effect Determinations.....7-43

Table 7-18: Potentially Reasonable and Feasible Noise Barriers 7-46

Table 7-19: Number of Mainline Sites per Risk Rating.....7-47

Table 7-20: Number of Drainage Sites per Risk Rating.....7-48

Table 7-21: Risk Rating for Contamination Sites 7-49

Table 7-22: Risk Ratings for Drainage Sites 7-63

1.0 PROJECT SUMMARY

1.1 Project Description

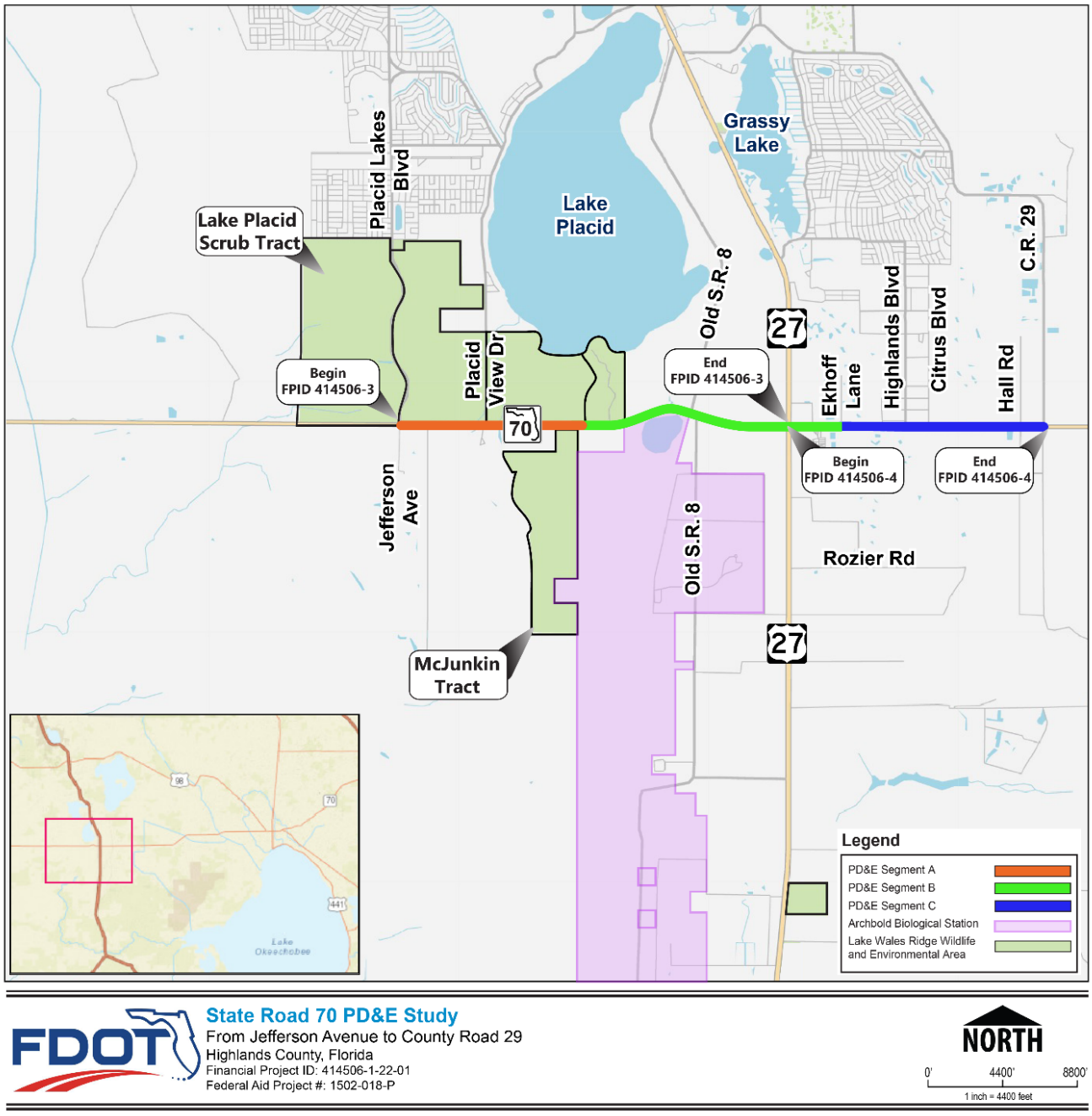
The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate options for widening State Road (S.R.) 70 in Highlands County. The project limits cover approximately seven miles of S.R. 70 beginning west of Jefferson Avenue/Placid Lakes Boulevard (Milepost (MP) 10.217) and ending at County Road (C.R.) 29 (MP 17.245). Due to the length of the corridor and differing existing right-of-way (ROW) widths, the project was divided into three (3) segments to aid in the description of the corridor, the project limits and segments are shown in **Figure 1-1**.

S.R. 70 is a Strategic Intermodal System (SIS) facility with daily truck percentages as high as 33% and it is a designated emergency evacuation route. The PD&E study limits have been divided into two design segments due to concurrent PD&E and Design phases, with United States (U.S.) 27 as the breakline. These design segments are separate from the descriptive corridor segments identified in **Figure 1-1** for the PD&E study. Financial Project Identification (FPID) 414506-3 is west of U.S. 27 and FPID 414506-4 is east of U.S. 27, while the PD&E study covers both limits under 414506-1.

The objective of the PD&E study is to evaluate widening the existing two-lane undivided roadway to a four-lane divided roadway. Project improvements associated with widening will also include wildlife crossing features, roadway signing and pavement markings, a shared use path, and the construction of stormwater management facilities, including treatment ponds and floodplain compensation sites.

The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #3054. An ETDM Programming Screen Summary Report containing comments from the Environmental Technical Advisory Team (ETAT) was published on July 7, 2016. The ETAT evaluated the project's effects on various social, cultural, natural, and physical resources.

Figure 1-1: Project Location Map



State Road 70 PD&E Study
From Jefferson Avenue to County Road 29
Highlands County, Florida
Financial Project ID: 414506-1-22-01
Federal Aid Project #: 1502-018-P

NORTH
0' 4400' 8800'
1 inch = 4400 feet

1.2 Purpose and Need

The purpose of this project is to improve operational conditions for emergency evacuations along the S.R. 70 corridor from Jefferson Avenue to C.R. 29. ***The Florida Division of Emergency Management*** (***FDEM***) ***Statewide Regional Evacuation Study Program*** determined the segment of S.R. 70 between U.S. 27 to east of the end project limits at C.R. 29 to be a critical segment with the longest vehicle queues among all roadways in the Central Florida region. The need for the project is based on the following primary and secondary criteria:

PRIMARY CRITERIA

OPERATIONAL CONDITIONS: Improve Operational Capacity for Emergency Evacuations

This widening project is anticipated to improve traffic operations along S.R. 70 where emergency evacuation traffic modeling performed by the FDEM identified the roadway to include a critical segment with highest vehicle queues. Although nearly all roadways will have extended vehicle queues during an emergency evacuation, S.R. 70 from U.S. 27 to east of the end project limit demonstrated evacuation vehicle queues lasting among the longest time periods in the region under multiple evacuation scenarios.

Delay caused by traffic congestion contributes to prolonged clearance times. According to the ***Florida Statewide Regional Evacuation Study Program***, key transportation improvement projects can impact the anticipated evacuation clearance times. The widening of S.R. 70 is anticipated to reduce evacuating vehicle queues and thereby reduce the clearance time during an evacuation by:

- Increasing the capacity of the roadway to accommodate evacuating vehicles, and
- Improving shoulders and roadside slopes to meet current criteria in order to better accommodate removal of disabled vehicles which can obstruct evacuating vehicles during an emergency.

SECONDARY CRITERIA

ROADWAY DEFICIENCIES: Correct Existing Inadequate Cross-Section and Substandard Geometrics

The entire project segment of S.R. 70 is included in Florida's SIS. These facilities generally support major flows of interregional, interstate, and international travel and commerce. Facilities on the SIS are subject to special standards and criteria for number of lanes, design speed, access, level of service and other requirements. For SIS facilities, the minimum design speed is 65 miles per hour (mph) within C1 Natural or C2 Rural context classifications, and 50 mph within a C3C (Suburban Commercial) context classification. Cross sectional elements and geometrics along the existing S.R. 70 corridor are inadequate for an SIS facility with these context classifications.

The existing S.R. 70 facilities exhibit the following:

- Shoulder widths are required to be a minimum of 10 feet (ft) in width with five-ft paved. Existing S.R. 70 includes substandard eight-foot (ft) shoulders with four-ft paved.
- Front slopes are required at 1:6 or flatter for fill heights up to five-ft. For significant sections of the project limits, S.R. 70 includes existing front slopes steeper than 1:6.
- A clear zone with 36-ft of recoverable terrain free of obstructions is required from through travel lanes. Deficient existing clear zones provide recoverable areas less than 18-ft in some segments.
- An offset of 12-ft is required to guardrail. Existing guardrail offsets are less than seven-ft from the travel lanes.

Further, the primary function of SIS highway components is to provide for efficient interregional traffic movements. Access is highly regulated to accommodate high-speed and high-volume facilities that support these movements. FDOT criteria state that controlled access segments of the SIS highway component shall be consistent with Access Class 2 or 3 of the Florida Administrative Code (F.A.C.) Rule 14-97. These access

classifications include restrictive medians which physically prevent vehicle crossings. The widening of S.R. 70 to a four-lane divided facility will introduce a median capable of restricting these movements.

SAFETY: Increase Vehicular Safety

Historical crash data was collected and evaluated as part of this study. Crash data was acquired for the last five (5) years (spanning from January 1, 2021 to December 31, 2025) via the Signal Four Analytics platform.

For the five-year study period from 2021 through 2025, the crash data collected within the entire PD&E study limits showed a total of 135 crashes, including 39 serious injuries and four (4) fatalities, with yearly totals varying but severity trends remaining generally consistent. The project portion from the western terminus from Placid Lakes Boulevard/Jefferson Avenue to U.S. 27 had 78 crashes and the calculated crash rate of 1.960 per million vehicle miles (MVM) in this section exceeded the statewide average crash rate of 0.588 MVM for comparable facilities (233% higher). The portion from U.S. 27 to C.R. 29 had 57 crashes and the calculated crash rate of 2.013 MVM in this section exceeded the statewide average crash rate of 0.588 MVM (242% higher).

ECONOMIC DEVELOPMENT: Rural Area of Opportunity

The Governor of the State of Florida pursuant to Florida Statute (F.S.) Section 228.0656(7) issued Executive Order 11-81, in 2011, which included Highlands County among six counties identified as the South-Central Rural Area of Opportunity. The Florida Department of Economic Opportunity, Rural Economic Development Initiative (REDI) established a Sebring Highlands County Catalyst industrial development project adjacent to the Sebring Airport in Highlands County. The objective of the project is to create a significant economic effect to the entire region that will result in the development of high-wage and highly skilled jobs.

The REDI Sebring Highlands County Catalyst development is consistent with the stated goals for the Florida SIS which includes strengthening the linkage between transportation and economic development, assisting rural area of opportunity and enhancing economic competitiveness.

The catalyst site connects to S.R. 70 via a second SIS highway component, U.S. 27, which intersects S.R. 70 within the project limits. The S.R. 70 corridor is the nearest east-west SIS highway component providing interregional connectivity from the catalyst site directly to both coasts.

As described above, the existing project limits of the S.R. 70 are deficient for multiple criteria governing SIS highway components. Widening improvements to S.R. 70 will enhance its ability to function as a SIS highway component and accomplish SIS objectives for interregional transportation linked to economic development.

1.3 Commitments

The following is a list of commitments associated with the project:

1. The FDOT commits to implementing the mitigative measures which will be outlined in the final Florida Fish and Wildlife Conservation Commission (FWC) Consent Letter to the Florida Department of Environmental Protection (FDEP), as agreed upon by FDOT and FWC, and in compliance with the Linear Facilities Policy.
2. A survey for listed plant species including scrub pigeon wing, highlands scrub hypericum, scrub blazing star, Britton's beargrass, paper nailwort, and Florida jointweed will be performed during the design phase and coordination with U.S. Fish and Wildlife Service (USFWS) will occur if impacts to the species are anticipated.
3. To minimize potential adverse impacts to the Florida bonneted bat, FDOT commits to the following conservation measures:
    - In accordance with the Florida Bonneted Bat Consultation Guidelines, FDOT will implement Best Management Practice D2: Buffer all bodies of water and water features by a minimum of 50-ft (15.2 m) within which there are no impacts to substrate or vegetation. In cases where artificial water bodies (i.e., stormwater ponds) are created, edges should be enhanced with native plantings (typically herbaceous wetland vegetation).
    - In accordance with the Florida Bonneted Bat Consultation Guidelines, FDOT will implement Best Management Practice D3: Maintain natural light conditions. Avoid and minimize the use of artificial lighting and avoid

permanent night-time lighting. Where lighting is necessary to meet minimum life safety requirements it must be designed to meet each of these recommendations:

- Utilize fully-shielded fixtures to restrict the amount of upward-directed light. Light sources must be downward directed and shielded so that the luminaire emits no more than 10% of its vertical output above 80 degrees from nadir. Examples of appropriate fixtures can be found in FWC Sea Turtle Lighting Guidelines.
- Use the "Backlight, Uplight, Glare" (BUG) system developed by the Illuminating Engineering Society to avoid glare, excessive lighting and light trespass. The "uplight" rating should be zero, and "backlight" and "glare" ratings should be as close to zero as possible. Fixtures on edges of developed areas should have zero backlight ratings.
- Avoid broad spectrum and excessive short wavelength artificial light below 560 nanometers. Lights with less than 3000 Kelvin (K) color temperature must be used, while color temperatures of 2700 K or less are ideal. Lights with the lowest lumens possible should be used.
- Utilize shielding, louvers and baffles, dimming and other appropriate lighting controls to direct and minimize lighting when not in use.
- Implement partial-night lighting schemes to reduce the amount of artificial light used throughout the night. Motion-sensor lighting is also highly encouraged.
- Lighting must not illuminate any retained or restored vegetated areas.
- Prevent indoor artificial lighting reaching the outdoor environment. Use fixed window screens, blinds or tinting on fixed windows and skylights to contain artificial light inside buildings.

- In accordance with the Florida Bonneted Bat Consultation Guidelines, FDOT will implement Best Management Practice D5: Avoid widespread

use/application of pesticides and insecticides (e.g., mosquito control, agricultural pest control). Chemicals should not be used or applied within and adjacent to areas where Florida bonneted bats are known or expected to forage or roost.

- In accordance with the Florida Bonneted Bat Consultation Guidelines, FDOT will implement Best Management Practice D8: Conduct roost surveys of potential roost trees prior to removal; necessary removals should occur November 15 to April 15. If potential roost trees or structures need to be removed, trees, snags, and structures need to be visually surveyed within 30 days prior to removal. Any cavities must be peeped with a "treetop" camera, and any cavities that cannot be reached or fully viewed by camera should be surveyed at emergence. If evidence of use by any bat species is observed, discontinue tree removal efforts in that area and coordinate with the Service on how to proceed. Tree, snag, or structure removals should not occur from April 15 to August 15; ideally removal should occur November 15 to April 15.

4. If the tricolored bat is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
5. FDOT will coordinate with FWC on the location, design and fencing requirements of wildlife crossings as part of offsetting impacts to the Lake Wales Ridge Wildlife Environmental Area (LWRWEA).
6. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be utilized during construction.
7. FDOT commits to purchase 113.80 eastern indigo snake acres mitigation credits from Platt Branch Mitigation Bank (PBMB) or to making a contribution to the Eastern Indigo Snake Conservation Fund of $650,000 for the take of 50 eastern indigo snakes should credits not be available.
8. To offset impacts to the sand skink and blue-tailed mole skink resulting from construction of the proposed project, FDOT will purchase sand skink credits from a USFWS-approved conservation bank. Replacement of lost habitat at a ratio of 2.0 credits for each 1.0 acre of habitat impacted will be provided. The Preferred Alternative is anticipated to impact 50.34 acres of occupied skink habitat; therefore,

100.68 credits will be needed. All credits needed will be acquired, with documentation provided to the USFWS, prior construction commencement.

9. In accordance with USFWS guidelines, the FDOT will provide mitigation to offset project impacts to the Florida scrub-jay at a ratio of 2.0 acres of replacement habitat for 1.0 acre of affect occupied scrub-jay habitat using scrub-jay credits from a USFWS-approved mitigation bank. The Preferred Alternative is anticipated to impact 69.78 acres of occupied Florida scrub-jay habitat therefore 139.56 credits will be needed. All credits needed will be acquired, with documentation provided to the USFWS, prior construction commencement.
10. Vegetation removal and land clearing will not occur within occupied Florida scrub-jay habitat during the Florida scrub-jay nesting season (March 1 to June 30).
11. To avoid potential conflict with bears during construction, the FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing of food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear. Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline 888-404-FWCC (3922).
12. The FDOT commits to mitigating habitat impacted from the LWRWEA, subject to further consultation with the FWC, FDEP and State Trustees of the Internal Improvements Trust Fund.
13. A survey will be conducted for the sand and bluetail mole skink, Florida scrub-jay, eastern black rail, crested caracara, Everglade snail kite, and Florida bonneted bat per USFWS protocol prior to the construction phase.
14. The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in **Section 7.2.7** contingent upon the following conditions:
    1. Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
    2. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
    3. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;

4. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office;
5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues are resolved.

15. To avoid potential impacts to the Biscayne Sole Source Aquifer (SSA) associated with construction of bridge foundation and/or construction dewatering, and as per the U.S. Environmental Protection Agency (USEPA) SSA letter, FDOT will implement Best Management Practices from the FDOT Design Manual (FDM) Chapter 251 (previously contained within Chapter 320 as referenced in the USEPA SSA letter), Stormwater Runoff Control Concept (SRCC) Development; follow FDOT Standard Specifications for Road and Bridge Construction, Sections 6 (Control of Materials), Section 104 (Prevention, Control, And Abatement of Erosion and Water Pollution), and Section 455 (Structures Foundations); and follow the U.S. Bureau of Reclamation Engineering Geology Field Manual - Chapter 20 Water Control.

1.4 Alternatives Analysis Summary

The study area was split into three segments based on existing ROW and land use.

There are three segments within the project limits as follows:

- Segment A: Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.349)
- Segment B: East of Placid View Drive (MP 12.349) to Ekhoff Lane (MP 15.090)
- Segment C: Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

Utilizing the typical sections developed for each of the project's three study segments, Build Alternative alignments for the project were developed. The Build Alternatives were based on different combinations of widening options (north or south) for each of the three project segments. In 2017, four Build Alternatives were introduced and evaluated, and a Preferred Alternative was selected. Following the selection of a Preferred Alternative the study was put on a hold and restarted in 2022. The selected Preferred Alternative has been revised to follow current design criteria as well as to avoid impacts to Florida Power and Light's (FP&L) recently constructed (2025) transmission line located on the north side of S.R. 70. For more information regarding the Build Alternatives presented in 2017, please see Section **5.4 Build Alternatives**.

For Segment A, two options were presented at the 2017 Public Workshop, Option A1 and A2. Option A1, widening to the north, will result in less ROW acquisition and overall lower project costs. Option A2 widening to the south will result in less impacts to public parks, recreation areas, or wildlife refuges, but will result in a higher overall project cost and constraints due to the existing Florida Gas Transmission (FGT) gas pipelines located on the south side of S.R. 70.

Following the selection of A1 in 2017, the alternatives for Segment A were revised following the project restarting in 2022, due to new constraints from FP&L's new transmission line. The ***LWRWEA Alternatives Analysis Memorandum***, ***August 2025***, was completed in August of 2025, to evaluate minimizing potential effects to the LWRWEA and to the recently constructed FP&L transmission line. A detailed explanation of the alternatives can be found in **5.6 Selection of the Preferred Alternative** and in **Appendix E: LWRWEA Alternatives Analysis** Memorandum.

For Segment B, one Build Alternative was explored due to the existing ROW width generally being able to accommodate the proposed improvements. The existing ROW varies from 164 to 214-ft. This allows for the additional travel lanes as well as the addition of a shared use path, with ROW only needed near U.S. 27 where the existing ROW width is narrower.

For Segment C, two Build Alternative options were presented in the 2017 Public Workshop. The main differences between Option C1 and Option C2 is the median, C1 utilizes a suburban 30-ft curbed median with four-ft paved inside shoulders while C2 utilizes a 40-ft rural median with eight-ft inside shoulders with four-ft paved.

Project alternatives were evaluated against a No-Build Alternative. Although not meeting the project Purpose and Need, the No-Build Alternative assumes no capacity or operational improvements. Only standard maintenance activities would be conducted along the corridor. The No-Build Alternative minimizes ROW and construction costs along with environmental impacts. Although not meeting the project's Purpose and Need, the No-Build Alternative remains a viable option throughout the study process.

1.5 Description of Preferred Alternative

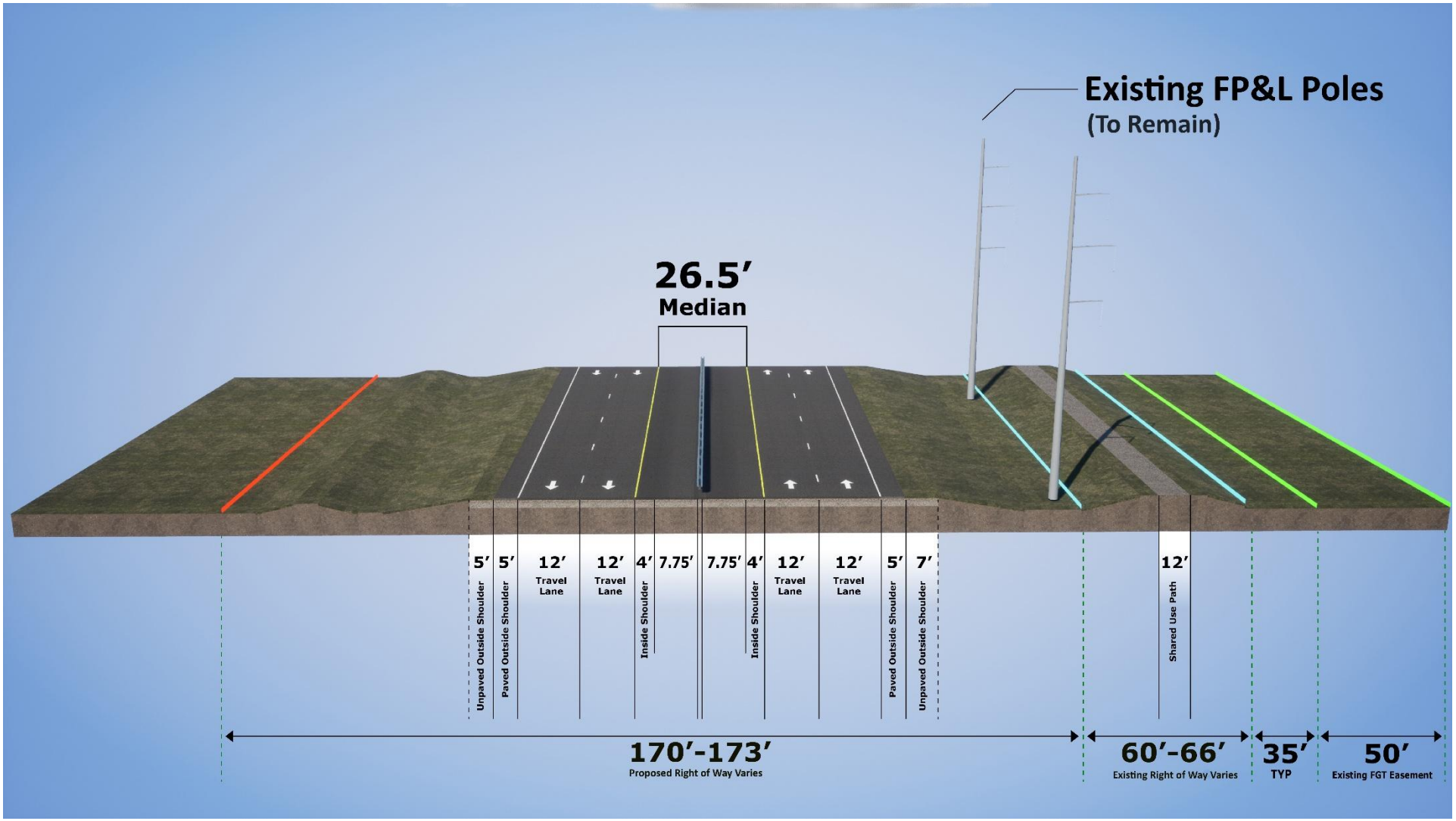
To meet the project Purpose and Need, the Preferred Alternative will widen S.R. 70 from two to four lanes throughout the study limits. A description of the proposed corridor through each segment is provided within the sections below. For information regarding

the old Preferred Alternative please see, Section **5.6 Selection of the Preferred Alternative**. Please see **Table 5-3** for the Preferred Alternative Evaluation Matrix. Please see Section **7.1.5 Design Variations and Design Exceptions** for the design variations needed for the Preferred Alternative.

Segment A – Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.349)

Segment A is a four-lane typical section with median guardrail that maintains the existing southern S.R. 70 ROW boundary and realigns the roadway to the far north (See **Figure 1-2**) to avoid impacting the existing FP&L poles. The typical section consists of a 26.5-ft paved median. The roadway features 12-ft travel lanes, a 12-ft shared use path within the existing ROW, and open roadside ditches/linear stormwater treatment ponds. The design, target, and posted speeds are 65 mph. A median width variation has been approved for this segment. The proposed ROW for this typical section varies from 170 to 173-ft.

Figure 1-2: Segment A Preferred Alternative Typical Section

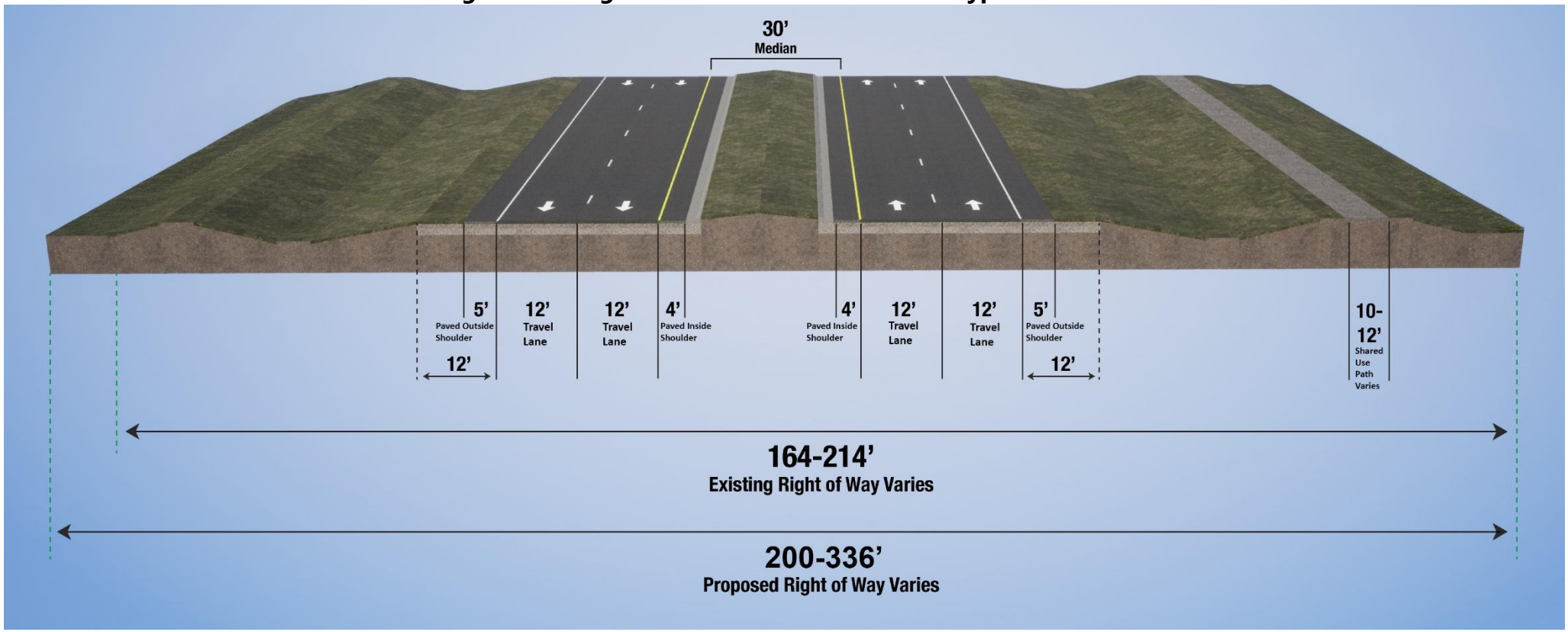


This alternative impacts the LWRWEA and existing FP&L easement located on the north side of the roadway; however, this alternative avoids impacts to the FGT easement along the south side of the corridor. Based on coordination with FWC, FDOT will mitigate for the loss of approximately 46.37 acres of impacts to the LWRWEA and further evaluate the wildlife crossings within this segment during the design phase of this project.

Segment B – East of Placid View Drive (MP 12.349) to Ekhoff Lane (MP 15.090)

Segment B includes 12-ft travel lanes, a 30-ft grass median including four-ft paved median shoulders, and a Type E curb and gutter. A 10 to 12-ft shared use path is proposed on the south side of the roadway (See **Figure 1-3**). The design, target, and posted speeds are 55 mph; a SIS design speed variation has been approved for this segment. The total proposed ROW width is 200 to 336-ft. The existing ROW varies from 164 to 214-ft. This typical section typically fits within the existing ROW, however, near U.S. 27, the available ROW is narrower, and additional ROW acquisition ranging from 0 to 136-ft will be required.

Figure 1-3: Segment B Preferred Alternative Typical Section



Segment C – Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

Segment C has two typical sections, the first is from MP 15.090 to MP 16.845. This typical section consists of a 40-ft grass median, 12-ft travel lanes, and open roadside ditches. A 12-ft shared use path is included on the south side. The total proposed ROW width varies from 215 to 359-ft, (See **Figure 1-4**) with the existing ROW being 45 to 200-ft. The widening will occur to the south. The design, target, and posted speeds are 65 mph.

From MP 16.845 to MP 17.245, there is a canal located on the south side of the existing corridor. The proposed typical section accommodates the canal in the proposed ROW. The total proposed ROW is 313 to 322-ft, widening to the south. The existing ROW is 45 to 65-ft. The typical section with the canal consists of a 40-ft grass median, 12-ft travel lanes, open roadside ditches, and a 12-ft shared use path on the south side (See **Figure 1-5**).

Figure 1-4: Segment C Preferred Alternative Typical Section (MP 15.090 to MP 16.845)

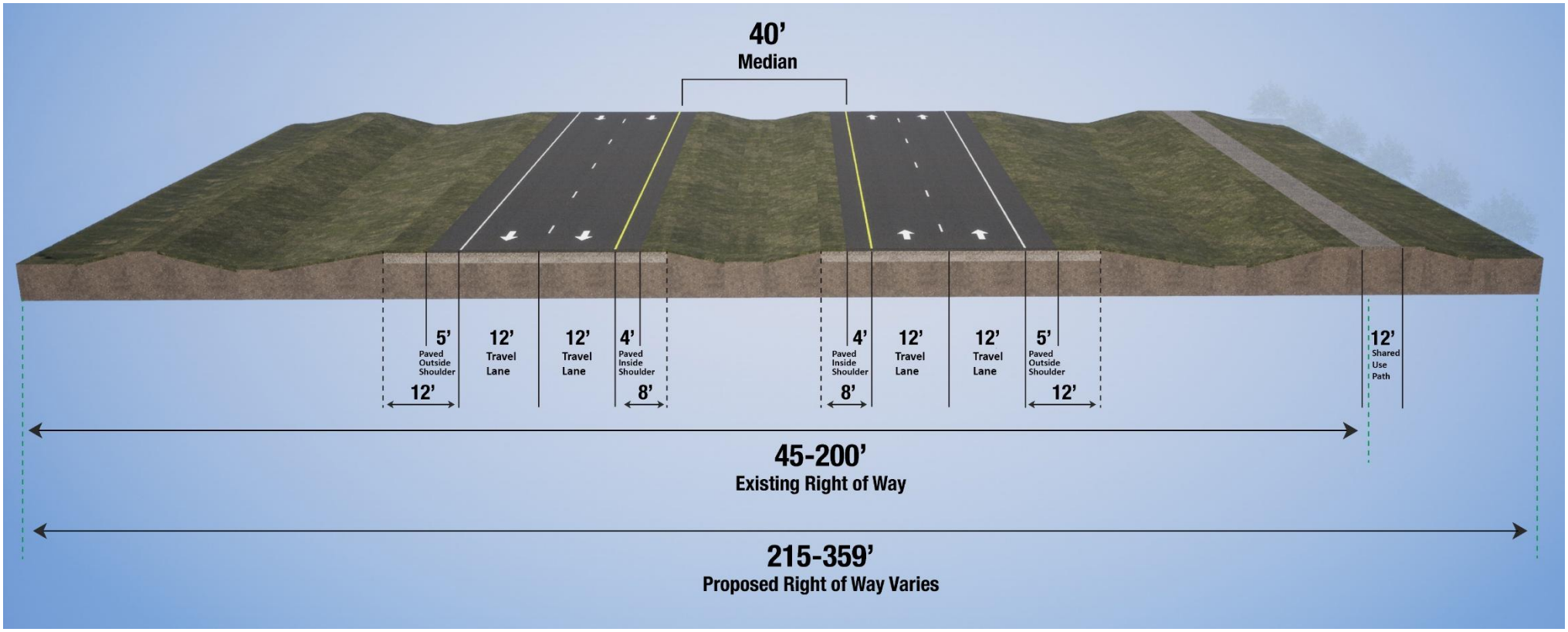
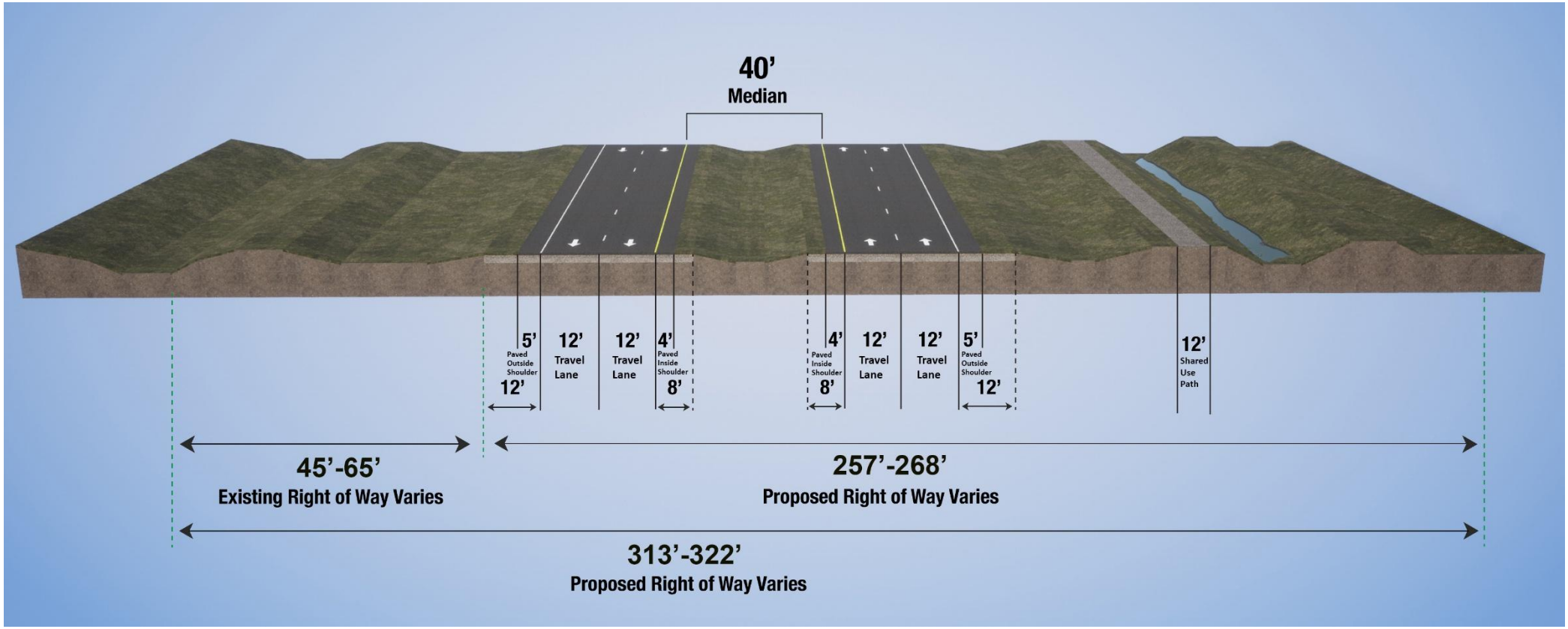


Figure 1-5: Segment C Preferred Alternative Typical Section (MP 16.845 to MP 17.245)



1.6 List of Technical Documents

The purpose of the PD&E study is to evaluate engineering and environmental data and record information that will help OEM in determining the type, preliminary design, and location of the proposed improvements. The study was conducted to meet requirements of the NEPA and other related federal and state laws, rules, and regulations. The technical reports that have been completed during this study can be found below in **Table 1-1**.

Table 1-1: List of Technical Documents

Technical Reports	Dated
Public Hearing Transcript	Pending
Advance Notification Package	April, 2015
Public Involvement Plan	September, 2015
Comments and Coordination Report	Pending
Engineering	
SIS Design Speed Design Variation	July, 2023
Median Width Design Variation	June, 2023
Project Traffic Analysis Report	August, 2026
Design Traffic Technical Memorandum	July, 2023
Location Hydraulic Report, S.R. 70 from Jefferson Avenue to U.S. 27 (414506-3)	July, 2026
Location Hydraulic Report, S.R. 70 from U.S. 27 to C.R. 29 (414506-4)	July, 2026
Pond Siting Report, S.R. 70 from Jefferson Avenue to U.S. 27 (414506-3)	November, 2025
Pond Siting Report, S.R. 70 from U.S. 27 to C.R. 29 (414506-4)	November, 2025
Bridge Development Report	March, 2025
Typical Section Package	March, 2026
Utility Assessment Package	June, 2026
Intersection Control Evaluation (Stage 2)	July, 2023
Intersection Control Evaluation Waiver	May, 2026
Traffic Signal Warrant Study	May, 2026
LWRWEA Alternatives Analysis Memorandum	August, 2025

Table 1-1: List of Technical Documents (Continued)

Environmental	
Type 2 Categorical Exclusion	August, 2026
Contamination Screening Evaluation Report	June, 2026
Cultural Resource Assessment Survey	April, 2019
Cultural Resource Assessment Survey Technical Memorandum for Pond Sites	January, 2020
Cultural Resource Assessment Survey Addendum Report Revised (Mainline)	April, 2025
Cultural Resource Assessment Survey Addendum Report (Pond Sites)	July, 2026
Natural Resources Evaluation	October, 2020
Natural Resources Evaluation Addendum	August, 2026
Preliminary Roadway Soil Survey Report, S.R. 70 from Jefferson Avenue to U.S. 27 (414506-3)	March, 2025
Preliminary Roadway Soil Survey Report, S.R. 70 from U.S. 27 to C.R. 29 (414506-4)	March 2025
Noise Study Report	August, 2026
Water Quality Impact Evaluation, S.R. 70 from Jefferson Avenue to U.S. 27 (414506-3)	July, 2026
Water Quality Impact Evaluation, S.R. 70 from U.S. 27 to C.R. 29 (414506-4)	July, 2026
Sole Source Aquifer	June, 2026
Farmlands Evaluation	April, 2026
Air Quality Technical Memorandum	June, 2019
Sociocultural Data Report	March, 2020
Efficient Transportation Decision Making (ETDM) Programming Screen Summary Report	July, 2016
Conceptual Stage Relocation Plan	June, 2026

2.0 Existing Conditions

2.1 Previous Planning Studies

S.R. 70 Corridor Vision and Action Plan

A previous planning study has been conducted on S.R. 70 in October 2020. The ***S.R. 70 Corridor Vision and Action Plan*** evaluated the S.R. 70 corridor in Manatee, Desoto, Highlands, and Okeechobee Counties. The purpose of this planning study was to identify short-term and long-term improvements along the corridor based upon safety, operational, and capacity needs. The study identified five developed communities along S.R. 70: Lakewood Ranch, Myakka City, Arcadia, Lake Placid, and Okeechobee. The study reviewed the heavy freight movement along S.R. 70 as well as current proposed projects along the corridor. The study examined the narrow ROW and how it corresponds to the crash rate. The ***S.R. 70 Corridor Vision and Action Plan*** suggested that an expansion of the existing ROW width could potentially reduce severity in crashes.

The goals and objectives of the ***S.R. 70 Corridor Vision and Action Plan*** were to develop a series of projects that are in line with each community's long-range plan or community vision while also addressing goals of FDOT regarding safety and capacity along the roadway. The themes of the study were Roadway Safety and Capacity, and Branding and Placemaking. The vision for Roadway Safety and Capacity was to expand the corridor by adding travel lanes, buffers, shoulders, landscaping, a multiuse trail, and appropriate lighting. The vision for the expansion of the travel lanes were to include four lanes, paved shoulders, medians, appropriate street lighting, and a multi-use trail. Regarding Branding and Placemaking for S.R. 70, the plan envisioned the following key elements: River to Ridge Parkway, gateways, native landscaping, multi-use trails, and scenic view sheds. These goals aligned with the community vision elements listed in the ***S.R. 70 Corridor Vision and Action Plan***. For more information regarding the elements contained in the plan, please refer to the ***S.R. 70 Corridor Vision and Action Plan*** website, SR 70 Corridor Vision.

The ***S.R. 70 Corridor Vision and Action Plan*** identified short-term and long-term goals based on safety, operational, and capacity needs. These elements are incorporated into the Purpose and Need of this project, including ROW needs.

Statewide Regional Evacuation Study Program (S.R.E.S.P.)

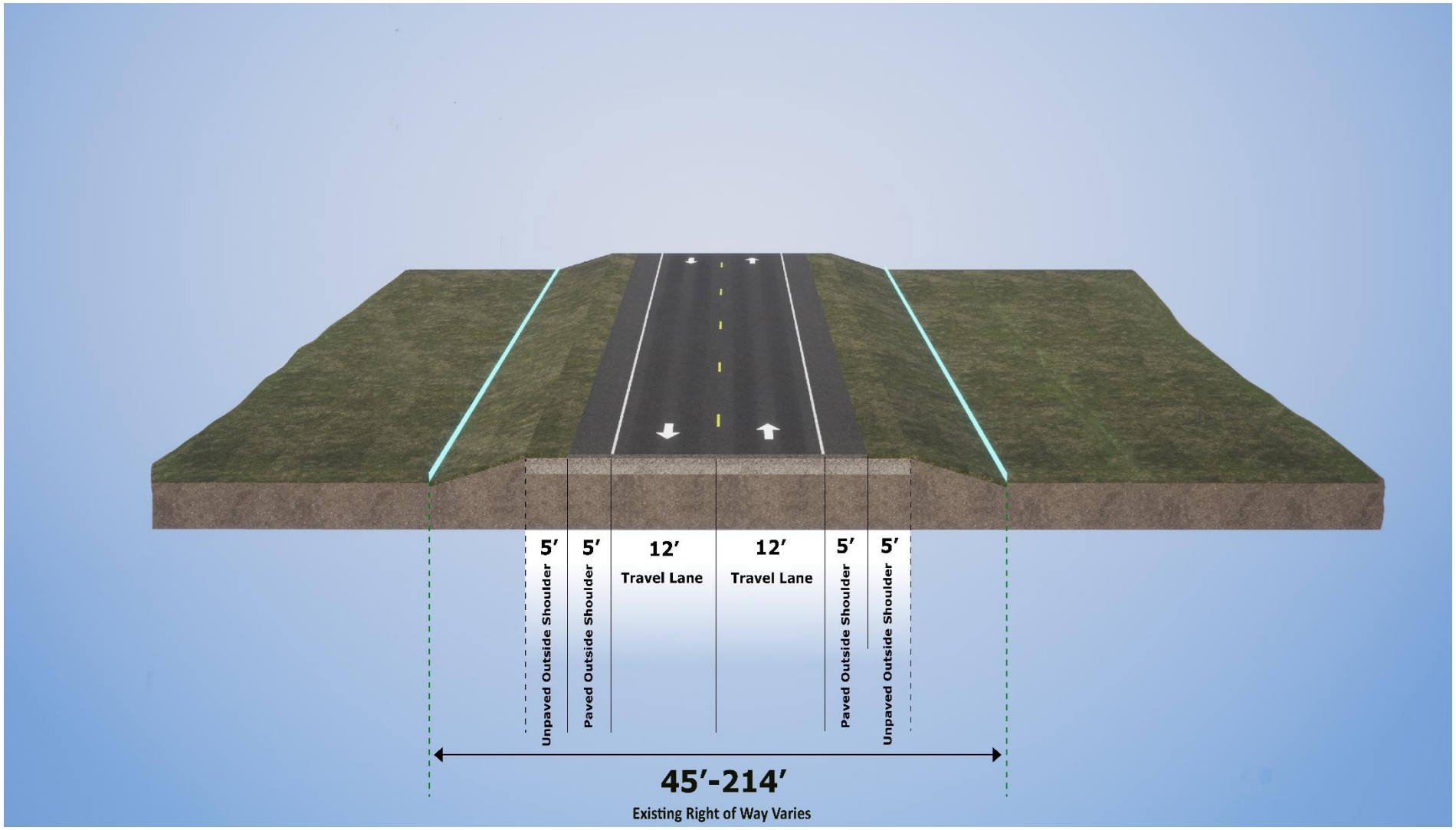
S.R. 70 is a designated hurricane evacuation route throughout the project limits. The FDEM developed the ***Statewide Regional Evacuation Study Program (S.R.E.S.P)*** to evaluate the capacity of hurricane evacuation routes during emergency operations. The study evaluated different emergency operational scenarios in order to identify critical evacuation roadways having the highest vehicle queues. Critical facilities varied greatly depending on the operational scenario. S.R. 70 from U.S. 27 to east of the end project limit was identified as a critical segment having among the highest vehicle queues for the Level D Operational Scenario in which a storm is moving southeast to northwest on a track west of Okeechobee.

2.2 Existing Roadway Conditions

2.2.1 Roadway Typical Sections

S.R. 70 is designated as a rural principal arterial highway, an SIS highway, and an evacuation route throughout the limits of this study. The context classification of the entire project limits, extending from Jefferson Avenue to C.R. 29, is C2-Rural. The existing S.R. 70 facility consists of a two-lane undivided roadway with 12-ft travel lanes, five-ft paved shoulders and open roadside ditches within varying existing ROW widths from 45-ft to 214-ft as shown in **Figure 2-1**.

Figure 2-1: Existing Typical Section



The MP ranges along with a description of the existing segment are as follows:

Segment A – Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.349)

Segment A begins at the western project limit at Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) and extends 2.1 miles to approximately 1.18 miles east of Placid View Drive (MP 12.349). The eastern half of Segment A is located within the Lake Placid urban area buffer, shown in **Figure 2-2**, beginning just west of Placid View Drive and extending 1.2 miles through the eastern limit of the segment. This segment contains a narrow, existing ROW corridor with a width ranging from 60 to 66-ft.

The entirety of Segment A runs parallel to the FGT gas pipeline easement, located approximately 30-ft south of the ROW, and by both a FP&L overhead transmission easement and the LWRWEA to the north. The properties bordering Segment A are a mix of agricultural, residential, and conservation parcels.

Segment B – East of Placid View Drive (MP 12.349) to Ekhoff Lane (MP 15.090)

Segment B begins approximately 1.18 miles east of Placid View Drive (MP 12.349) and extends 2.7 miles to Ekhoff Lane (MP 15.090). Segment B is typically located within the Lake Placid urban area, shown in **Figure 2-2**, except for the section from just east of Old S.R. 8 through U.S. 27. This segment contains an existing ROW corridor with a typical width of 200-ft. There is an approximately 750-ft segment of the roadway located east of U.S. 27 where the existing ROW varies from 164 to 214-ft.

The western end of this segment is bordered to the south by an existing FGT gas pipeline easement. The FGT easement crosses underneath S.R. 70 just west of Nursery Lane and proceeds east along the northern side of S.R. 70 up until the Old S.R. 8 intersection. At Old S.R. 8, the FGT easement once again crosses underneath S.R. 70 and continues south along the southern leg of Old S.R. 8. There are also existing FP&L overhead electric transmission lines located along the northern edge of the existing ROW throughout the entirety of the segment.

Segment B is bordered along its northern side by the LWRWEA for approximately 2,000-ft from the beginning segment limits to just west of Nursery Lane. Segment B is also bordered to the south by the Archbold Biological Station from just west of Nursery Lane to the South Central Florida Express (SCFE) railroad crossing (Crossing No. 627642Y).

The western limits of Segment B typically contain a combination of agricultural and conservation parcels while the eastern limits are a combination of residential, agricultural, and industrial parcels. Segment B also contains a major intersection with U.S. 27, which is a SIS component and a designated evacuation route.

Segment C – Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

Segment C begins at Ekhoff Lane (MP 15.090) and extends 2.2 miles to the eastern project limit at C.R. 29 (MP 17.245). Nearly all of Segment C is located within the Lake Placid urban area buffer, shown in **Figure 2-2**. The urban buffer limits continue 1.9 miles from the western boundary of the segment to just east of Hall Road. The existing ROW is typically 200-ft in width from Ekhoff Lane to 1,600-ft west of Hall Road (MP 16.691). The existing ROW varies from 45 to 65-ft from MP 16.691 to the end project limit at C.R. 29.

Segment C also contains existing FP&L overhead electric transmission lines along the northern edge of the existing ROW from the beginning of the segment limit to approximately 400-ft east of Citrus Boulevard.

The adjacent land use along the north side of Segment C is predominantly low density residential. There is an existing parallel local road network providing access to most of these residential parcels. The adjacent land use along the south side of Segment C is predominantly citrus groves and other agricultural uses.

Figure 2-2: Lake Placid Urban Area 1-Mile Buffer

2.2.2 Roadway Functional & Context Classification

According to the Straight-Line Diagrams (SLD) of Road Inventory, S.R. 70 is designated as a "Rural Principal Arterial Other" highway within the project limits. It is also considered an SIS highway and designated emergency evacuation route. According to the ***Context Classification Memorandum***, issued by the District 1 Context Classification Committee (***February 2023***), the context classification of the entire project limits, extending from Jefferson Avenue to C.R. 29, is C2-Rural.

2.2.3 Access Management Classification

The access management classification for this project is Access Class 3. For this classification, the State Highway Access Management Classification System and Standards (Rule 14-97) allow for full median openings and signalized intersections spaced at 2,640-ft, and directional median openings spaced at 1,320-ft.

2.2.4 Right of Way

The existing ROW along the project limits has varying widths that range from 45 to 214-ft. **Table 2-1** summarizes the existing ROW for the project limits with the stationing based on the centerline shown on the plans in **Appendix B: Preferred Alternative Plans**. Please see

Section **2.2.1 Roadway Typical Sections** for a description of the existing utility easements within the project limits.

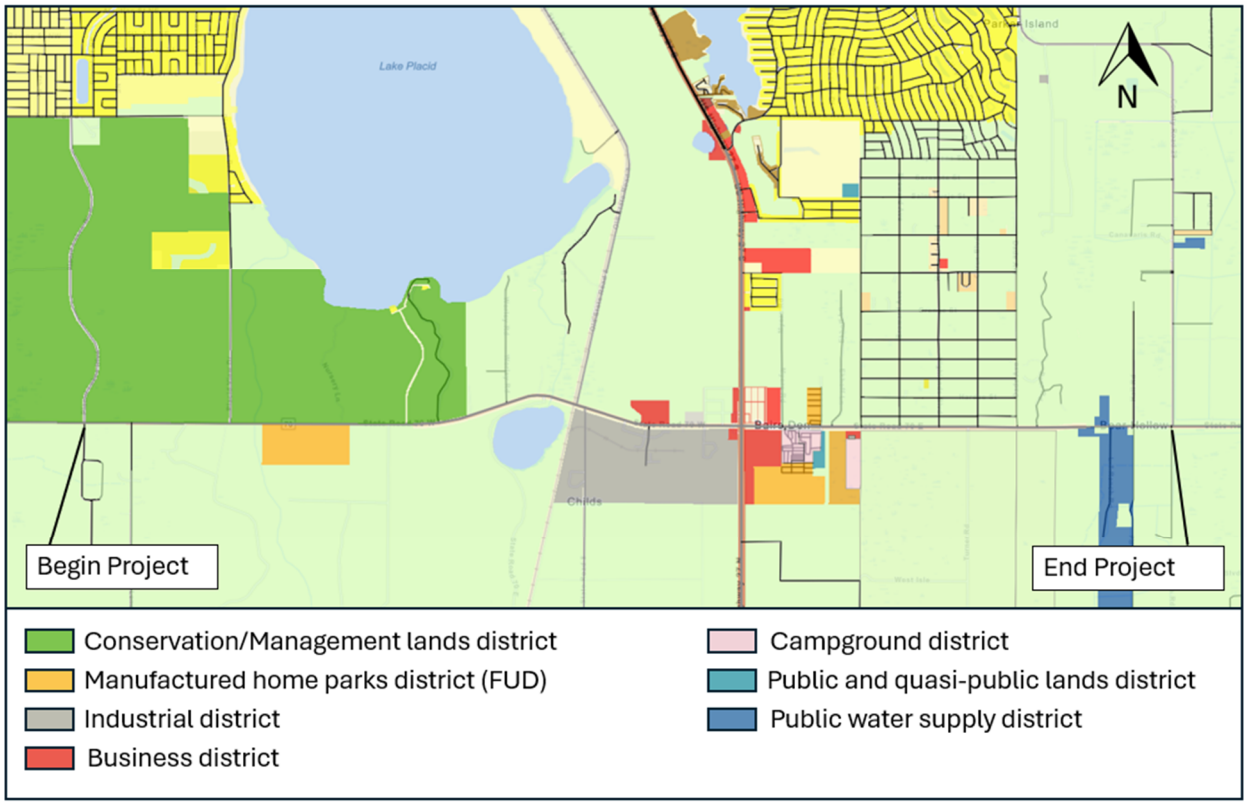
Table 2-1: Existing ROW

Station Range	Width of ROW (ft)
1041+19 through 1152+68	60-66
1152+68 through 1383+20	164-214
1383+20 through 1412+57	45-65

2.2.5 Adjacent Land Use

The project limits are located within Highlands County. The existing land use adjacent to S.R. 70 within the project study area consists primarily of agricultural, public/semi-public, transportation, and residential uses. Highlands County Economic Development provides an online interactive map which includes zoning and land use elements for Highlands County. **Figure 2-3** shows the existing zoning map for Highlands County taken from the Highlands County Interactive Geographic Map (https://arcg.is/1080Wq).

Figure 2-3: Existing Zoning Map Highlands County



The projections from the ***Bureau of Economic and Business Research*** (***BEBR***), ***Bulletin 203, February 2026***, showed the Highlands County population estimate as 107,976 for the year 2025. The ***BEBR*** population projections range from a low of 97,700 to a high of 143,500 for the year 2050.

This project is identified in the "Capital Improvements Element" of the ***Highlands County 2030 Comprehensive Plan*** for Highlands County. A large majority of the corridor will continue to be used for agricultural purposes according to the Highlands County Future Land Use Map. In addition, the ***Highlands County 2030 Comprehensive Plan*** (***Policy 12.6.5***) indicates that the project segment is part of the designated S.R. 70 Commercial-Industrial Corridor Area where industrial and commercial growth will be targeted along the corridor.

2.2.6 Pavement Type and Condition

S.R. 70 was resurfaced from Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to MP 12.349 in 2006. The remainder of the study corridor, from MP 12.349 to C.R. 29 (MP 17.245), was resurfaced in 2008. A small portion of the study area, 14.216 to 14.770, is planned to be resurfaced in 2026.

The ***FDOT Pavement Condition Report*** rates pavement cracking and ride quality on a scale of 0 to 10, with ratings below 6.0 indicating deficient pavement conditions. The report shows crack and ride ratings of 9.0 and 8.2, respectively, from 2019 between MP 10.217 and MP 12.349, and crack and ride ratings of 7.5 and 8.0, respectively, between MP 12.349 and MP 17.245 within the project limits described above. The existing pavement is in fair condition with no signs of base failure.

2.2.7 Existing Design and Posted Speed

Posted speeds along the project range from 45 to 60 mph. **Table 2-2** summarizes existing posted speeds for each segment along the corridor. Existing design speeds along the project corridor are assumed to range from 50 to 65 mph, as as-built plans and other supporting design records were not available for review.

Table 2-2: Existing Posted Speeds

S.R. 70 Segment	Posted Speed (mph)
Segment A	60
Segment B	45 to 60
Segment C	55 to 60

2.2.8 Horizontal Alignment

There are three existing horizontal curves within the limits of this study. **Table 2-3** summarizes the horizontal alignment along the project corridor.

Table 2-3: Horizontal Alignment

Baseline PI Station	Bearing		Degree of Curvature	Radius (ft)	Length (ft)	Superelevation
	Back	Ahead				
1058+86.69	-	N 89° 22' 46" W	-	-	1,613	-
1075+00.00	N 89° 22' 46"	N 89° 11' 17"	-	-	2,087	-
1095+87.40	N 89° 11' 17"	N 89° 34' 18"	-	-	11,643	-
1222+25.43	N 89° 34' 18"	N 70° 43' 05" E	1° 00' 00"	5,730	1,971	Approx. 3.0%
1255+19.20	N 70° 43' 05"	N 72° 05' 15"	3° 29' 60"	1,637	1,063	Approx. 8.5%
1291+46.65	N 71° 49' 56"	N 89° 37' 47"	3° 00' 00"	1,910	593	Approx. 8.0%
1323+25.11	N 89° 37' 47"	N 88° 30' 07"	-	-	458	-
1327+83.21	N 88° 30' 07"	N 88° 55' 34"	-	-	762	-
1335+45.37	N 88° 55' 34"	N 89° 37' 19"	-	-	7,413	-
1409+58.45	N 89° 37' 19"	N 89° 58' 24"	-	-	2,488	-

2.2.9 Vertical Alignment

The existing profile along the project segment of S.R. 70 is generally flat except at approximately 0.3 miles west of C.R. 29 where the existing roadway has a moderate grade and a change in elevation of 80-ft where it traverses the edge of Lake Wales Ridge.

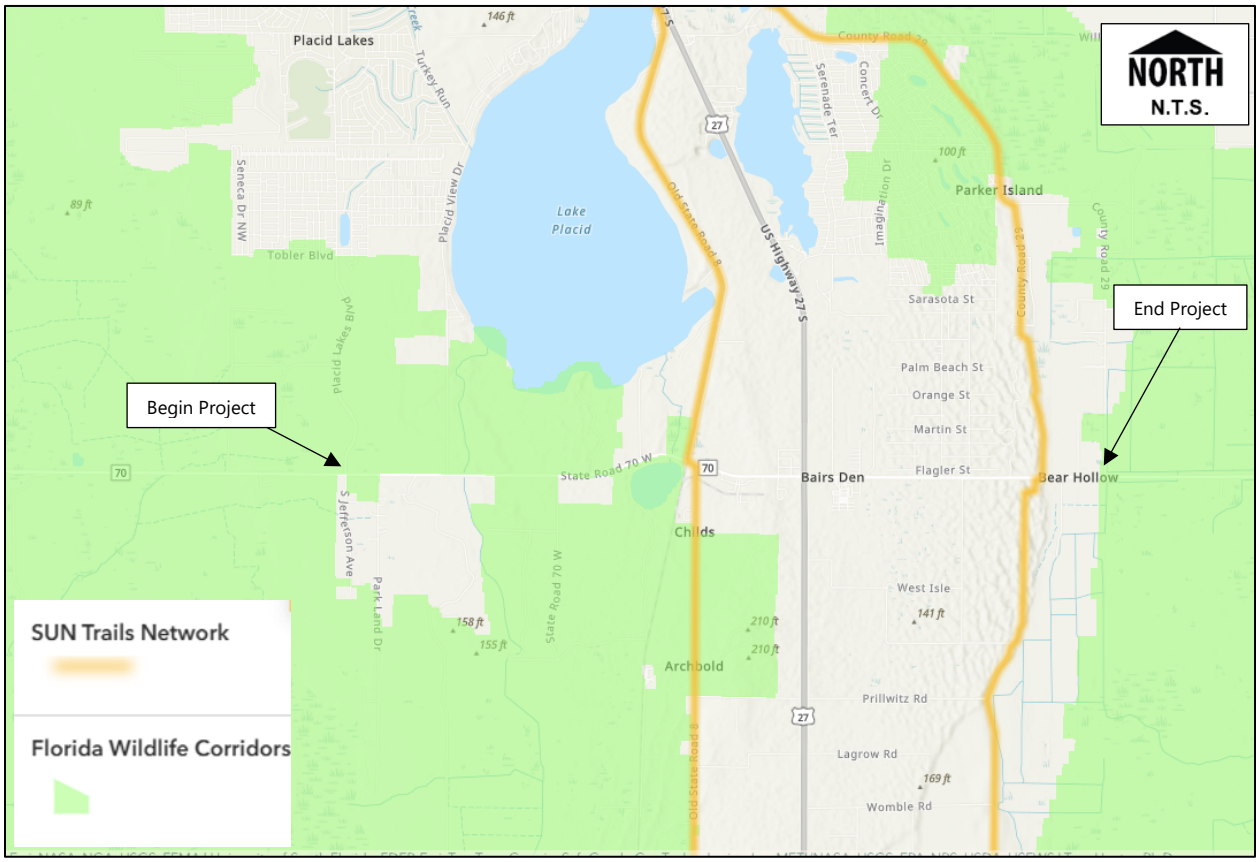
2.2.10 Multimodal Facilities

There are currently no pedestrian or bicycle facilities along the study corridor. However, there are existing five-ft paved shoulders which function as undesignated bicycle lanes along S.R. 70 throughout the project limits. There are currently no transit facilities within the project limits. S.R. 70 and Old S.R. 8 serve as freight corridors, with daily truck

percentages as high as 33%. Seasonally, trucks hauling sugarcane use Old S.R. 8 as a through route, traveling between sugarcane fields south of S.R. 70 and a rail transfer station approximately one mile north of S.R. 70. This creates a safety concern, as slow-moving semi-trucks travel along S.R. 70 between the two Old S.R. 8 intersections. There is currently no existing rest area, weigh stations, or truck parking facilities along S.R. 70 within the project limits.

New trail alignments, known as the Florida Heartland Regional Trail (FPID# 455296-1), are being evaluated in Highlands County that would connect along S.R. 70 and U.S. 27 within the project limits. The vision for the Florida Heartland Regional Trail, previously referred to as the Collier to Polk Regional Trail, is to establish a paved, multi-use trail that connects dozens of small towns, cultural and heritage sites, parks, preserves, and other significant natural areas between Collier and Polk Counties as a component of the Shared-Use Non-Motorized (SUN) Trail Network. The SUN Trail Program, established in 2015 and administered by FDOT, provides funding for the development of the SUN Trail Network, a statewide system of roadway-separated paved trails (standard 12-ft width) for bicyclists and pedestrians. **Figure 2-4** depicts a map of the proposed SUN Trail locations within the project limits.

Figure 2-4: Proposed SUN Trail within the Project Limits



2.2.11 Intersections

There are 20 roadways that intersect S.R. 70 within the project limits. Major and minor roadways were distinguished by the SLD and the ***S.R. 70 Design Traffic Technical Memorandum*** (***DTTM***). There is a signalized four-leg intersection at S.R. 70 and U.S. 27. Many of the intersections along the corridor are "T" Intersections with a stop condition for the minor roadway. The major and minor roadway intersections are listed in **Table 2-4**.

Table 2-4: Major Cross Streets Intersecting S.R. 70 in Project Limits

Cross Street	Station	Configuration	Traffic Control
Placid Lakes Boulevard/Jefferson Avenue	1041+19	Four-Leg Intersection	Two-Way Stop
Park Land Drive	1057+20	"T" Intersection	One-Way Stop
Placid View Drive	1090+45	"T" Intersection	One-Way Stop
Old S.R. 8/ Railroad	1209+53	"T" Intersection	One-Way Stop
Old S.R. 8	1212+58	"T" Intersection	One-Way Stop
Distribution Boulevard	1235+12	"T" Intersection	One-Way Stop
Glades Driveway	1249+31	"T" Intersection	One-Way Stop
Wedgworth Driveway	1253+72	"T" Intersection	One-Way Stop
U.S. 27	1266+50	Four-Leg Intersection	Signalized
Myers Road	1280+25	"T" Intersection	One-Way Stop
Placid Pines Drive	1281+31	"T" Intersection	One-Way Stop
N. Edge Street	1293+33	"T" Intersection	One-Way-Stop
Ekhoff Lane	1297+00	"T" Intersection	One-Way-Stop
Broward Avenue	1320+15	"T" Intersection	One-Way-Stop
Highlands Boulevard	1333+34	"T" Intersection	One-Way-Stop
Citrus Boulevard	1346+60	"T" Intersection	One-Way-Stop
Bear Road	1366+56	"T" Intersection	One-Way-Stop
Turner Road	1391+33	"T" Intersection	One-Way-Stop
Hall Road	1399+25	"T" Intersection	One-Way Stop
C.R. 29	1414+00	"T" Intersection	One-Way Stop

FDOT maintains minimum acceptable operating Level of Service (LOS) targets for the State Highway System as well as the SIS. The term LOS is defined as the system of six designated ranges from "A" (best) to "F" (worst) used to evaluate roadway facility performance. The FDOT minimum acceptable operating LOS targets as per Policy 000-525-006 Level of Service Targets for the SHS were used for this study. The LOS target for all study intersections (outside urbanized areas) is LOS "C".

Trafficware's Synchro, ***Version 11***, was used to analyze each of the study intersections and ***Highway Capacity Manual*** (***HCM***) ***6th Edition Methodology*** was used to report the performance measures.

Table 2-5 summarizes the results of the ***Synchro*** intersection analysis for overall intersection performance, AM peak performance by movement, and PM peak performance by movement. Overall intersection operations perform generally well, with all intersections operating at LOS "C" or better. All individual movements currently operate at LOS D or better.

In summary, the existing intersection analysis reveals that most movements are operating well along this corridor. All movements in both the AM and PM peak hours operate at LOS C or better except for two that operate at LOS D, the northbound and southbound left turns on U.S. 27. Please see the ***S.R. 70 Project Traffic Analysis Report*** (***PTAR***), ***August 2026***, located in the project file, for more information regarding the existing intersection operations.

Table 2-5: Existing Year (2022) Overall Intersection Operations

S.R. 70 Intersection	Control Type[4]	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
Placid Lakes Boulevard/Jefferson Avenue	TWSC[3]	10.6 (SB)	B	11.9 (SB)	B
Park Land Drive	TWSC (T-intersection)[3]	9.4 (NB)	A	10.8 (NB)	B
Placid View Drive	TWSC (T-intersection)[3]	10.5 (SB)	B	11.1 (SB)	B
Old S.R. 8 (North)	TWSC (T-intersection)[3]	10.9 (SB)	B	12.5 (SB)	B
Old S.R. 8 (South)	TWSC (T-intersection)[3]	10.8 (NB)	B	12.9 (NB)	B
Distribution Boulevard	TWSC (T-intersection)[3]	10.8 (NB)	B	10.4 (NB)	B
Glades Driveway	TWSC (T-intersection)[3]	10.9 (SB)	B	11.4 (SB)	B
Wedgworth Driveway	TWSC (T-intersection)[3]	10.8 (NB)	B	10.0 (NB)	B
U.S. 27	Signalized	24.1	C	25.5	C
Myers Road/Placid Pines Drive	TWSC[3]	11.9 (SB)	B	13.4 (NB)	B
N. Edge	TWSC[3]	9.6 (SB)	A	9.6 (SB)	A
Broward Avenue	TWSC (T-intersection)[3]	9.5 (SB)	A	9.5 (SB)	A
Highlands Boulevard	TWSC (T-intersection)[3]	9.5 (SB)	A	9.8 (SB)	A
Citrus Boulevard	TWSC (T-intersection)[3]	9.1 (SB)	A	9.5 (SB)	A
Bear Road	TWSC (T-intersection)[3]	9.3 (SB)	A	9.4 (SB)	A
Hall Road/Turner Too Road	TWSC[3]	11.8 (SB)	B	12.1 (NB)	B
C.R. 29	TWSC[3]	10.9 (SB)	B	10.7 (SB)	B

1: Average Delay (Seconds/Vehicle)

2: Level of Service

3: For unsignalized intersections, worst approach delay is presented rather than overall intersection delay

4: Two-Way Stop Controlled (TWSC)

2.2.12 Physical or Operational Restrictions

Toward the western end of the project limits, there are three sections with guardrails on both sides of the roadway. These guardrails exist between Stations 1071+00 to 1072+00, 1084+00 to 1086+00, and 1097+00 to 1098+00. From Station 1391+00 to 1399+00, there is a guardrail on the north side. From Station 1399+00 to the eastern study limit, there is guardrail on both the north and south sides. The existing guardrails may be a physical or operational restriction for vehicles currently using the roadway or needing to pull out of the travel lanes.

2.2.13 Traffic Data (2022)

This section provides a brief summary of the existing traffic conditions information that can be found in the ***PTAR***, ***August 2026***. The PTAR is intended to document the analysis of the approved existing 2022 conditions. A variety of transportation data was collected as part of this study. The following sections describe the types and methods of data collection that were employed.

Traffic data collected for this project includes four-hour turning movement counts, 48-hour vehicle volume counts, and Historical annual average daily traffic (AADT) counts collected from the Florida Traffic Online (FTO) Historical AADT counts. Four-hour vehicle and bicycle/pedestrian turning movement counts (TMCs) were conducted at the following S.R. 70 intersections along the corridor on Thursday, November 3, 2022, and Tuesday, November 15, 2022.

1. Placid Lakes Boulevard/Jefferson Avenue
2. Park Land Drive
3. Placid View Drive
4. Old S.R. 8 (North)
5. Old S.R. 8 (South)
6. Distribution Boulevard
7. Glades Driveway
8. Wedgworth Driveway
9. U.S. 27
10. Myers Road/Placid Pines Drive

11. N. Edge
12. Broward Avenue
13. Highlands Boulevard
14. Citrus Boulevard
15. Bear Road
16. Hall Road/Turner Too Road
17. C.R. 29/KW Farms Road

48-hour traffic machine counts (approach volumes and departure volumes at 15-minute increments) collected on Wednesday, November 2, 2022, and Thursday, November 3, 2022, were performed at the following locations:

1. U.S. 27 South of S.R. 70
2. C.R. 29 North of S.R. 70

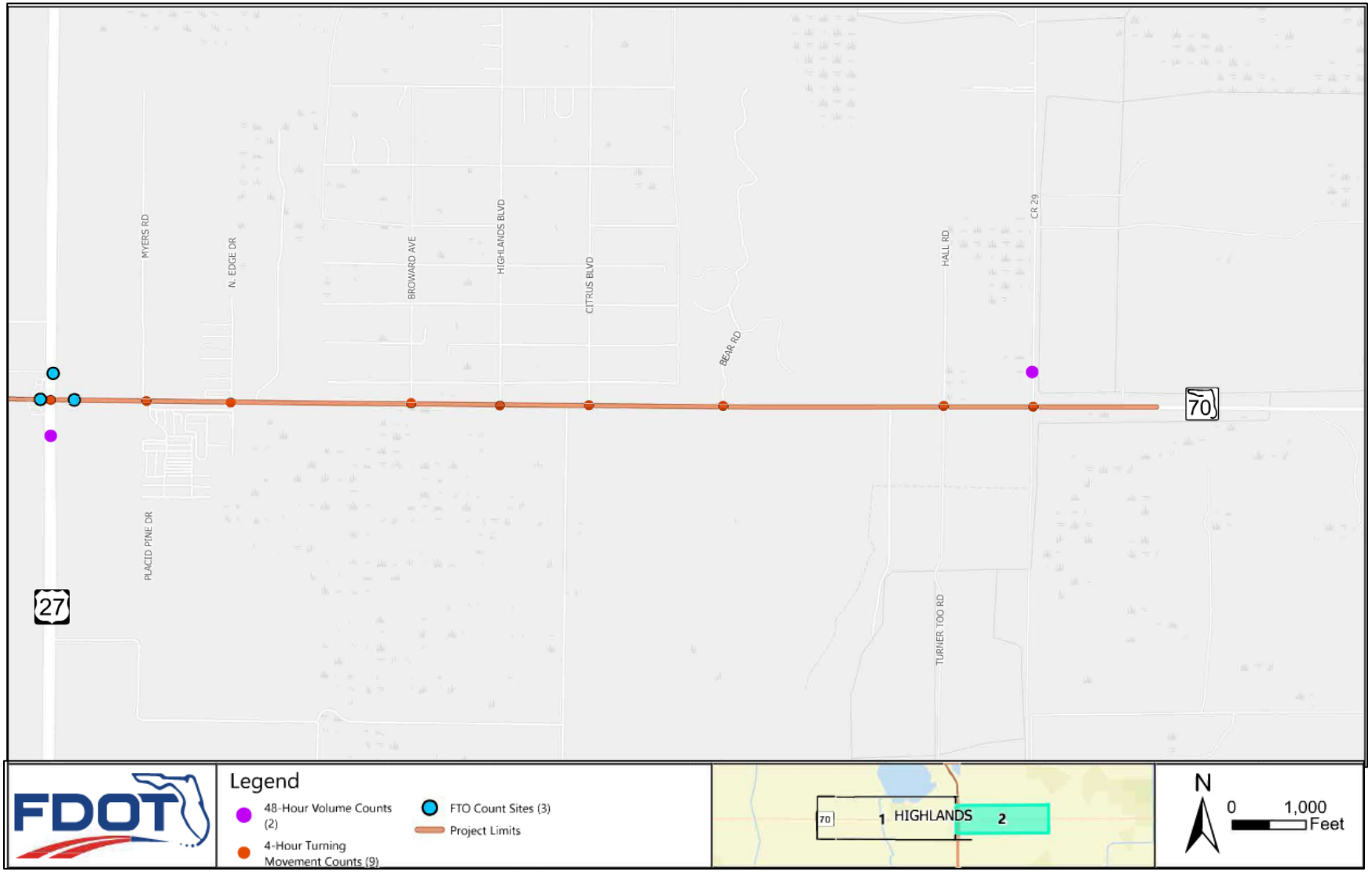
The Historical AADT counts were collected from the FTO database at the following locations:

1. 090033 – S.R. 70- West of Jefferson Avenue
2. 094182 – Placid Lakes Boulevard, North of S.R. 70
3. 094189 – Placid View Drive, South of Lincoln Road
4. 094186 – C.R. 17/Old S.R. 8, North of S.R. 70
5. 094185 – C.R. 17/Old S.R. 8, 0.9 miles North of Heritage Oaks Road, Lake Placid
6. 090002 – S.R. 70, West of S.R. 25/U.S.27
7. 090005 – S.R. 25/U.S.27, North of S.R. 70
8. 090327 – S.R. 25/U.S.27, 2.7 miles South of S.R. 70
9. 090003 – S.R. 70, East of S.R. 25/U.S.27
10. 094204 – C.R. 29, South of Jack Weisser Boulevard

All data collection has been provided in the ***PTAR***, ***August 2026***, and count locations are depicted below in **Figure 2-5A** and **Figure 2-5B**.

Figure 2-5A: Traffic Data Collection Map 1 of 2

Figure 2-5B: Traffic Data Collection Map 2 of 2



Traffic characteristics were developed from the data collected, including directional (D) factors, truck (T) factors, and K-factors. The K-factor is the proportion of AADT occurring in the peak hour. Daily truck factors were selected for each roadway segment based on a review of FTO data, project classification counts, and TMC truck percentages during the peak periods (where no other data was available). More consideration was given to FTO data and classification count data. In locations where only TMC data was available, approximate average peak period truck percentages were calculated and then rounded. Design hour truck percentages are estimated to be half of the daily truck percentage. **Table 2-6** summarizes the existing traffic factors for the study roadway segments.

Table 2-6: Existing Year (2022) Traffic Factors

S.R. 70 Intersection	Intersection Leg	Selected Traffic Factors									
		K-Factor	D-Factor	AM Peak Direction	PM Peak Direction	Calculated T-Factor			DHT Factor	T24 Factor	PHF*
						AM	PM	24-hr			
Placid Lakes Boulevard	East (S.R. 70)	9.5%	58.0%	WB	EB	26%	8%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	32%	12%	35%	16.0%	32%	0.88
	North (Placid Lakes Boulevard)	9.5%	75.0%	SB	NB	2%	3%	15%	7.5%	15%	0.88
	South (Jefferson Avenue)	9.5%	60.0%	NB	SB	9%	18%	-	7.5%	15%	0.88
Park Land Drive	East (S.R. 70)	9.5%	58.0%	WB	EB	25%	9%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	24%	14%	-	16.0%	32%	0.88
	South	9.5%	75.0%	NB	SB	17%	11%	-	10.0%	20%	0.88
Placid View Drive	East (S.R. 70)	9.5%	58.0%	WB	EB	24%	9%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	24%	13%	-	16.0%	32%	0.88
	North (Placid View Drive)	9.5%	70.0%	SB	NB	5%	0%	15%	7.5%	15%	0.88
Old S.R. 8 (North)	East (S.R. 70)	9.5%	58.0%	EB	WB	27%	9%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	22%	14%	-	16.0%	32%	0.88
	North (Old S.R. 8)	9.5%	70.0%	SB	NB	1%	18%	15%	7.5%	15%	0.88
Old S.R. 8 (South)	East (S.R. 70)	9.5%	58.0%	WB	EB	26%	10%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	EB	WB	17%	18%	-	16.0%	32%	0.88
	South (Old S.R. 8)	9.5%	70.0%	SB	NB	16%	9%	15%	7.5%	15%	0.88

*Selected based on guidance from FDOT Traffic Analysis Handbook (2021): Rural Area = 0.88

Table 2-6: Existing Year (2022) Traffic Factors (Continued)

S.R. 70 Intersection	Intersection Leg	Selected Traffic Factors									
		K-Factor	D-Factor	AM Peak Direction	PM Peak Direction	Calculated T-Factor			DHT Factor	T24 Factor	PHF*
						AM	PM	24-hr			
Distribution Boulevard	East (S.R. 70)	9.5%	58.0%	WB	EB	25%	10%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	25%	15%	-	16.0%	32%	0.88
	South (Distribution Boulevard)	9.5%	75.0%	SB	NB	71%	25%	-	40.0%	80%	0.88
Glades Driveway	East (S.R. 70)	9.5%	58.0%	WB	EB	25%	12%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	26%	16%	-	16.0%	32%	0.88
	North (Glades Driveway)	9.5%	60.0%	NB	SB	29%	0%	-	15.0%	30%	0.88
Wedgworth Driveway	East (S.R. 70)	9.5%	58.0%	WB	EB	24%	12%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	26%	15%	-	16.0%	32%	0.88
	South (Wedgworth Driveway)	9.5%	70.0%	NB	NB	60%	0%	-	30.0%	60%	0.88
U.S. 27	East (S.R. 70)	9.5%	53.0%	WB	EB	15%	10%	24%	16.0%	32%	0.88
	West (S.R. 70)	9.5%	58.0%	WB	EB	24%	16%	32%	16.0%	32%	0.88
	North (U.S. 27)	9.5%	60.0%	SB	NB	24%	20%	35%	16.5%	33%	0.88
	South (U.S. 27)	9.5%	60.0%	SB	NB	34%	18%	30%	16.5%	33%	0.88
Myers Road/ Placid Pines Drive	East (S.R. 70)	9.5%	53.0%	WB	EB	24%	15%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	WB	EB	21%	13%	-	16.0%	32%	0.88
	North (Myers Road)	9.5%	75.0%	NB	SB	0%	0%	-	2.5%	5%	0.88
	South (Placid Pines Drive)	9.5%	70.0%	NB	SB	0%	0%	-	2.5%	5%	0.88
N. Edge	East (S.R. 70)	9.5%	53.0%	WB	EB	25%	15%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	WB	EB	21%	15%	-	16.0%	32%	0.88
	North (N. Edge)	9.5%	75.0%	SB	NB	11%	0%	-	5.0%	10%	0.88
Broward Avenue	East (S.R. 70)	9.5%	53.0%	EB	EB	26%	15%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	EB	EB	20%	15%	-	16.0%	32%	0.88
	North (Broward Avenue)	9.5%	70.0%	SB	NB	9%	0%	-	5.0%	10%	0.88
Highlands Boulevard	East (S.R. 70)	9.5%	53.0%	EB	EB	30%	15%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	EB	EB	21%	15%	-	16.0%	32%	0.88
	North (Highlands Boulevard)	9.5%	75.0%	SB	NB	3%	5%	-	4.0%	8%	0.88
Citrus Boulevard	East (S.R. 70)	9.5%	53.0%	EB	EB	31%	15%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	EB	EB	21%	17%	-	16.0%	32%	0.88
	North (Citrus Boulevard)	9.5%	70.0%	SB	NB	0%	0%	-	2.5%	5%	0.88
Bear Road	East (S.R. 70)	9.5%	53.0%	EB	EB	31%	15%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	EB	EB	21%	17%	-	16.0%	32%	0.88
	North (Bear Road)	9.5%	65.0%	SB	NB	0%	0%	-	2.5%	5%	0.88
Hall Road	East (S.R. 70)	9.5%	53.0%	EB	WB	33%	16%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	EB	WB	22%	18%	-	16.0%	32%	0.88
	North (Hall Road)	9.5%	65.0%	NB	SB	50%	0%	-	15.0%	30%	0.88
	South (Turner Too Road)	9.5%	55.0%	SB	NB	0%	0%	-	2.5%	5%	0.88
C.R. 29	East (S.R. 70)	9.5%	53.0%	EB	WB	33%	15%	-	16.0%	32%	0.88
	West (S.R. 70)	9.5%	53.0%	EB	WB	24%	18%	-	16.0%	32%	0.88
	North (C.R. 29)	9.5%	65.0%	SB	NB	5%	0%	15%	7.5%	15%	0.88
	South (KW Farms Road)	9.5%	55.0%	NB	SB	0%	0%	-	2.5%	5%	0.88

*Selected based on guidance from FDOT Traffic Analysis Handbook (2021): Rural Area = 0.88

To serve as an assessment of current operations and a baseline for comparison to future scenarios, an Existing Conditions analysis was conducted for all 18 existing study intersections. This analysis is representative of typical, weekday traffic conditions in the year 2022. It is not intended to represent special conditions, such as holidays or major events. Morning (AM) and evening (PM) peak hours were identified for the network to be 7:00-8:00 AM and 4:15-5:15 PM, respectively. Peaking characteristics were generally consistent throughout the network.

Existing AADT volumes were developed using the collected volume/classification counts, seasonal factors, and axle correction factors (as necessary). Seasonal factor and axle correction factor reports used are provided in the ***PTAR***, ***August 2026***. The development of 2022 AADTs is documented in **Table 2-7** and **Table 2-8**. AADTs along S.R. 70 were developed using FTO Historical AADT data for 2021 and grown by one year using an assumed 2% annual growth rate. Growth rates for minor side streets were developed using regional historical traffic trends, roadway functional classification, and network connectivity. A minimum annual growth rate of 2.0% was applied to side streets based on a review of Highlands County ***BEBR*** population projections and FTO historical AADT data. AADTs for cross streets were developed slightly differently as volume counts were not available for every cross street. For intersections where an AADT from FTO was available, a "peak hour to daily volume factor" was developed, dividing the daily volume by the PM peak hour approach volume. On average, this factor was approximately 10. For cross streets without a volume count, the selected Existing Year (2022) AADT was calculated as the PM peak hour approach volume multiplied by 10. A minimum AADT of 100 was also assumed for cross streets where the calculated AADT was less than 100.

Existing AM and PM peak hour volumes collected as part of this study were utilized in the existing intersection analysis. Volumes were then balanced along the corridor in one of two ways: adding right- turn vehicles upstream/downstream of an intersection or using a dummy node as a sink/source to represent various minor access points (e.g., driveways).

Existing intersection lane configurations and AADT Volumes are depicted in **Figure 2-6A** and **Figure 2-6B**. Existing AM/PM peak hour intersection volumes and intersection Levels of Service (LOS) are shown in **Figure 2-7A** and **Figure 2-7B**. For information regarding the Direction Design Hour Volume (DDHV), please see **Table 2-9**.

Table 2-7: Existing Year (2022) S.R. 70 AADT Development

S.R. 70 Roadway Segment	2021 FTO AADT	Assumed Annual Growth %	Est. 2022 AADT	Selected Rounded Existing (2022) AADT
West of Lightsey Ranch to Placid Lakes Boulevard	4,400	2%	4,500	**4,500**
Placid Lakes Boulevard to U.S. 27	5,000	2%	5,100	**5,100**
U.S. 27 to C.R. 29	5,500	2%	5,600	**5,600**

Table 2-8: Existing Year (2022) Cross Street AADT Development

Intersecting Roadway Segment	2021 FTO AADT	PM Peak Hour Volume (5PM-6PM)	PM Peak Hour to Daily Volume Factor	Selected Factor (Peak to Daily)	Est. 2022 AADT	Selected Rounded Existing (2022) AADT
Placid Lakes Boulevard North of S.R. 70	900	94	9.57	-	-	**900**
Jefferson Avenue South of S.R. 70	-	24	-	9.5%	253	**250**
Park Land Drive South of S.R. 70	-	29	-	9.5%	305	**300**
Placid View Drive North of S.R. 70	1,250	35	35.71	9.5%	368	**350**
Old S.R. 8 North of S.R.70	1,100	124	8.87	-	-	**1,100**
Old S.R. 8 South of S.R. 70	900	106	8.49	-	-	**900**
Distribution Boulevard South of S.R. 70	-	6	-	9.5%	63	**100**
Glades Driveway North of S.R. 70	-	13	-	9.5%	137	**150**
Wedgworth Driveway South of S.R. 70	-	6	-	9.5%	63	**100**
U.S. 27 North of S.R. 70	9,400	770	12.21	-	-	**9,400**
U.S. 27 South of S.R. 70	8,765	744	11.78	-	-	**8,800**
Myers Road North of S.R. 70	-	0	-	9.5%	0	**100**
Placid Pines Drive South of S.R. 70	-	37	-	9.5%	389	**400**
N. Edge North of S.R. 70	-	5	-	9.5%	53	**100**
Broward Avenue North of S.R. 70	-	30	-	9.5%	316	**300**
Highland Avenue North of S.R. 70	-	49	-	9.5%	516	**500**
Citrus Boulevard North of S.R. 70	-	20	-	9.5%	211	**200**
Bear Road North of S.R. 70	-	8	-	9.5%	84	**100**
Hall Road North of S.R. 70	-	4	-	9.5%	42	**100**
Turner Too Road South of S.R. 70	-	0	-	9.5%	0	**100**
C.R. 29 North of S.R. 70	750	39	19.23	-	-	**750**
KW Farms Road South of S.R. 70	-	2	-	9.5%	21	**100**

Figure 2-6A: Existing Year (2022) Lane Configurations and AADTs 1 of 2

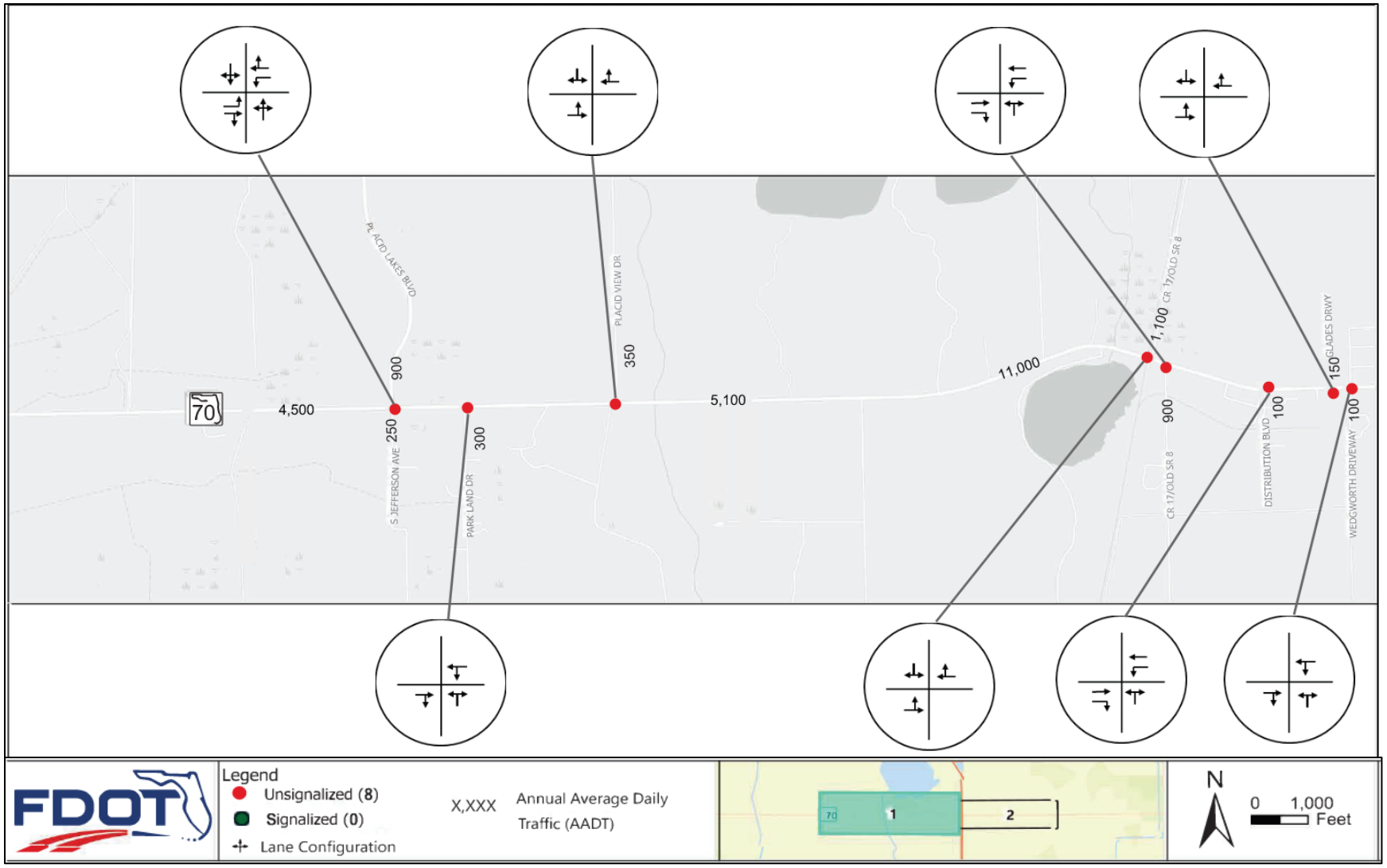


Figure 2-6B: Existing Year (2022) Lane Configurations and AADTs 2 of 2

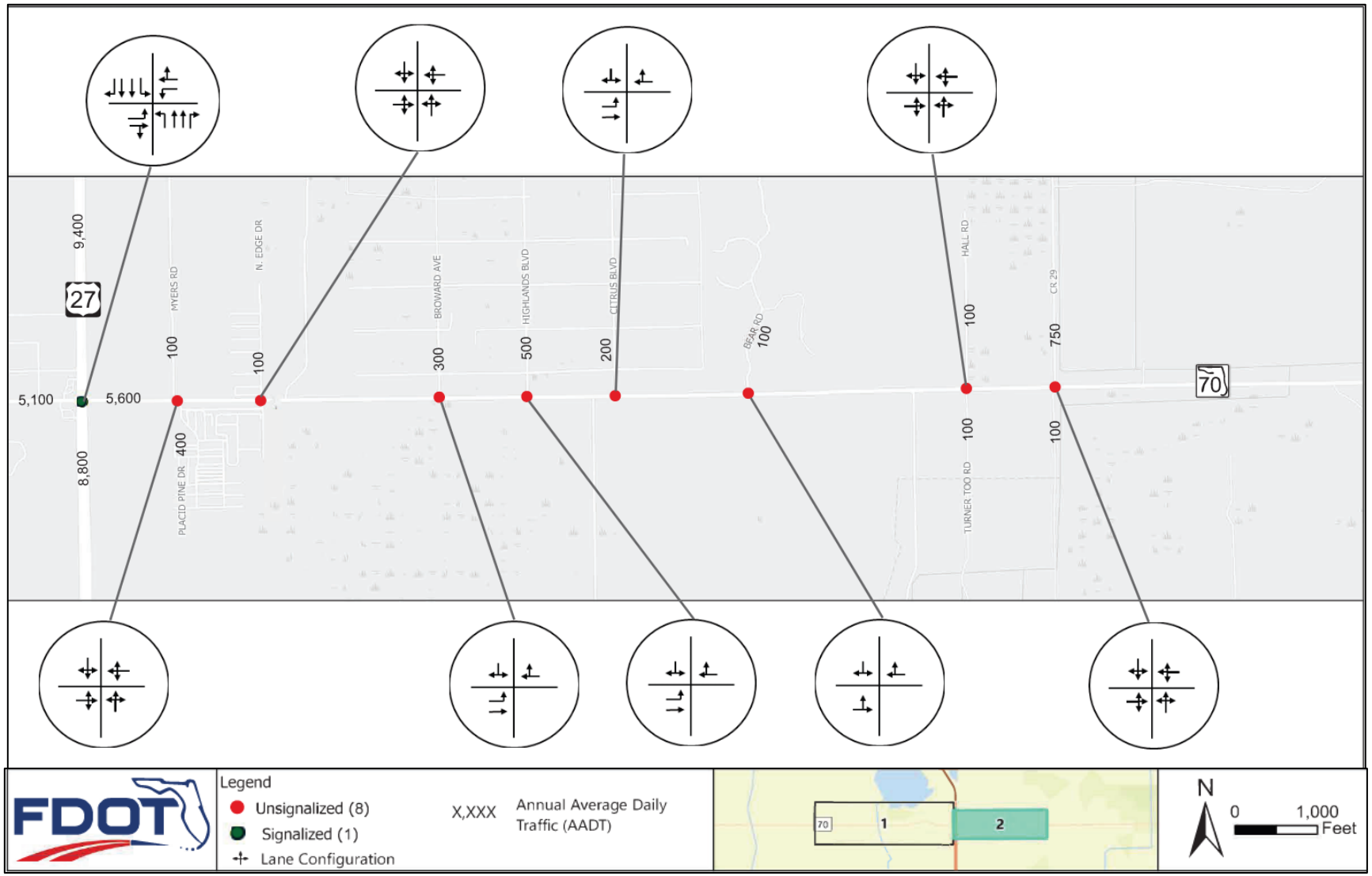


Figure 2-7A: Existing Year (2022) AM (PM) Hourly Volumes 1 of 2

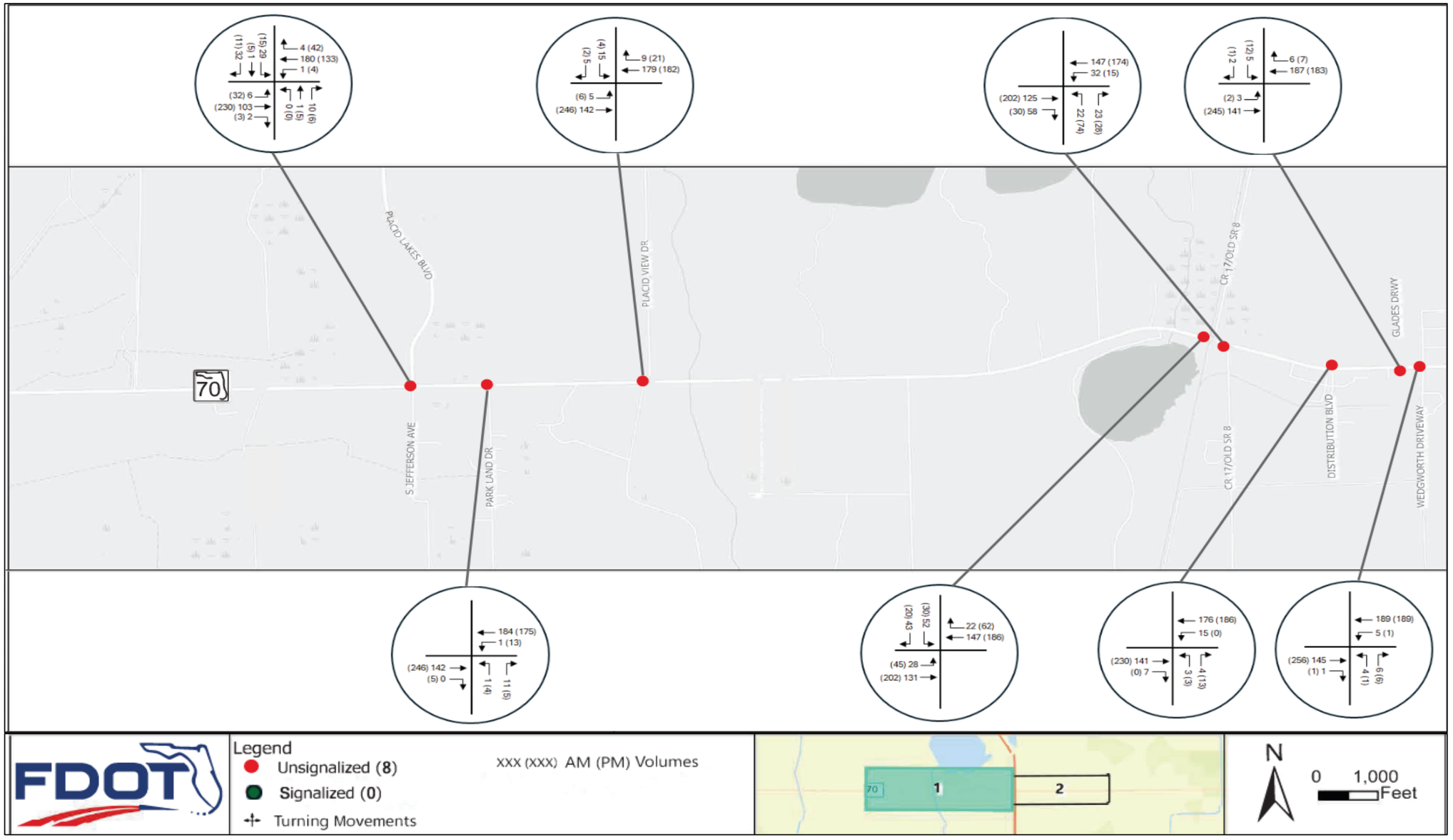
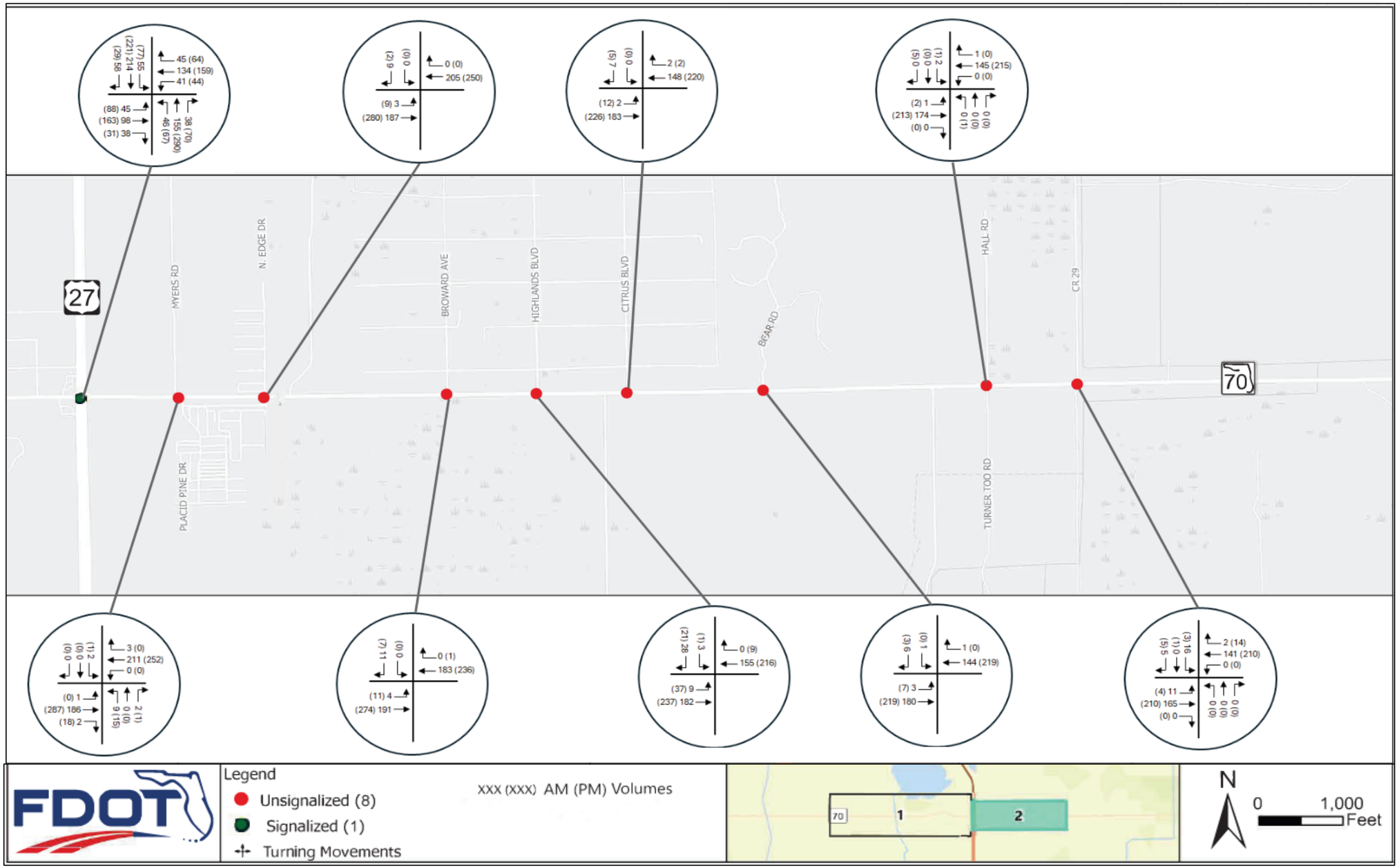


Figure 2-7B: Existing Year (2022) AM (PM) Hourly Volumes 2 of 2



2.2.14 Roadway Operational Conditions

Three major roadway segments within the project limits were analyzed using the Generalized Level of Service tables provided in FDOT's 2023 Multimodal Quality/Level of Service Handbook. The Motor Vehicle Highway Generalized Service Volume tables for C1&C2 classified roadways were utilized to assess the LOS for each S.R. 70 segment.

All segments of S.R. 70 operate at LOS C or better in the existing conditions. **Table 2-9** lists the LOS for each direction of each roadway segment. For information regarding AM and PM peak hour delay, please see **Table 2-5**. Please see the ***PTAR***, ***August 2026***, for more information.

Table 2-9: Existing Year (2022) Roadway Segment LOS

Roadway Segment	Direction	From	To	Segment Length (miles)	Existing Year (2022)			
					Typical Section	DDHV	Target LOS Volume Capacity[1]	LOS
S.R. 70	EB	West of Jefferson Avenue	Old S.R. 8 (North)	4.25	2-Lane, Undivided with LT Only	265	430	C
	WB				2-Lane, Undivided with LT Only	212	430	B
	EB	Old S.R. 8 (North)	U.S. 27	1.08	2-Lane, Undivided with LT & RT	282	430	C
	WB				2-Lane, Undivided, with LT Only	252	430	C
	EB	U.S. 27	C.R. 29	2.76	2-Lane, Undivided, with LT Only	305	430	C
	WB				2-Lane, Undivided, with LT Only	267	430	C

[1]LOS Target is LOS C.

2.2.15 Managed Lanes

There are no managed lanes, express lanes, or toll configurations, along the project limits of S.R. 70.

2.2.16 Crash Data

Historical crash data was collected and evaluated as part of this study. Crash data was acquired for the last five (5) years (spanning from January 1, 2021 to December 31, 2025) via the Signal Four Analytics platform. The crash data has been organized by severity and type shown in **Table 2-10** and **Table 2-11**. Roadway segment crash rates were also calculated and are shown in **Table 2-12**. The following sections summarize the overall crash statistics and provide detailed information related to severe crash events.

The five-year crash data shown in **Table 2-10** and **Table 2-11**, indicate a total of 135 crashes, including 39 serious injuries and four (4) fatalities, with yearly totals varying but severity trends remaining generally consistent (See **Table 2-10)**. Rear-end crashes were the most frequent crash type, accounting for 30.4% of all crashes (41 total), though most resulted in no injury (See **Table 2-11**). In contrast, angle, left-turn, and off-road crashes contributed a higher proportion of injury severity relative to their occurrence.

Crash occurrence was highest during daylight conditions (65.2%), reflecting typical traffic exposure; however, dark conditions accounted for nearly 29% of crashes and a notable share of severe outcomes. Similarly, most crashes occurred in clear weather (77.0%) and on dry pavement (85.9%), though wet surface conditions (13.3%) and rain events (9.6%) show a comparatively higher association with severe crashes.

Overall, while crash frequency is greatest under normal driving conditions, more severe crashes tend to occur under reduced lighting and adverse surface conditions, as well as for specific crash types such as angle and left-turn collisions. Detailed crash reports and summaries of severe and fatal crashes are provided in the ***PTAR***, ***August 2026***. An overall crash heat map is shown in **Figure 2-8A** and **Figure 2-8B**.

Table 2-10: 5-Year Historical Crash Data, by Severity (2021-2025)

Severity	2021	2022	2023	2024	2025	Grand Total
Fatality	1	2	0	1	0	**4**
Serious Injury	6	9	7	7	10	**39**
Injury	3	3	1	2	3	**12**
No Injury	14	20	13	24	9	**80**
Grand Total	**24**	**34**	**21**	**34**	**22**	**135**

Table 2-11: 5-Year Historical Crash Data, by Type and Severity (2021-2025)

Crash Type	Serious Injury	Fatal	Injury	No Injury	Total Occurrences	% of Total Crashes
Rear End	2	0	14	25	41	**30.4%**
Sideswipe	0	0	5	13	18	**13.3%**
Rollover	1	0	0	1	2	**1.5%**
Left Turn	2	1	5	7	15	**11.1%**
Other	0	0	3	5	8	**5.9%**
Angle	3	0	6	10	19	**14.1%**
Animal	0	0	0	9	9	**6.7%**
Off Road	2	1	3	9	15	**11.1%**
Head On	1	2	2	0	5	**3.7%**
Pedestrian	1	0	0	0	1	**0.7%**
Right turn	0	0	1	1	2	**1.5%**
Total	**12**	**4**	**39**	**80**	**135**	**100%**

Crash Summary by Section

The crash data for the project study area was broken down into two segments (which are independent of the project segments) as shown below:

Segment 1: Placid Lakes Boulevard/Jefferson Avenue to U.S. 27

Segment 2: U.S. 27 to C.R. 29

Table 2-12: Roadway Segment Crash Rates (2021-2025)

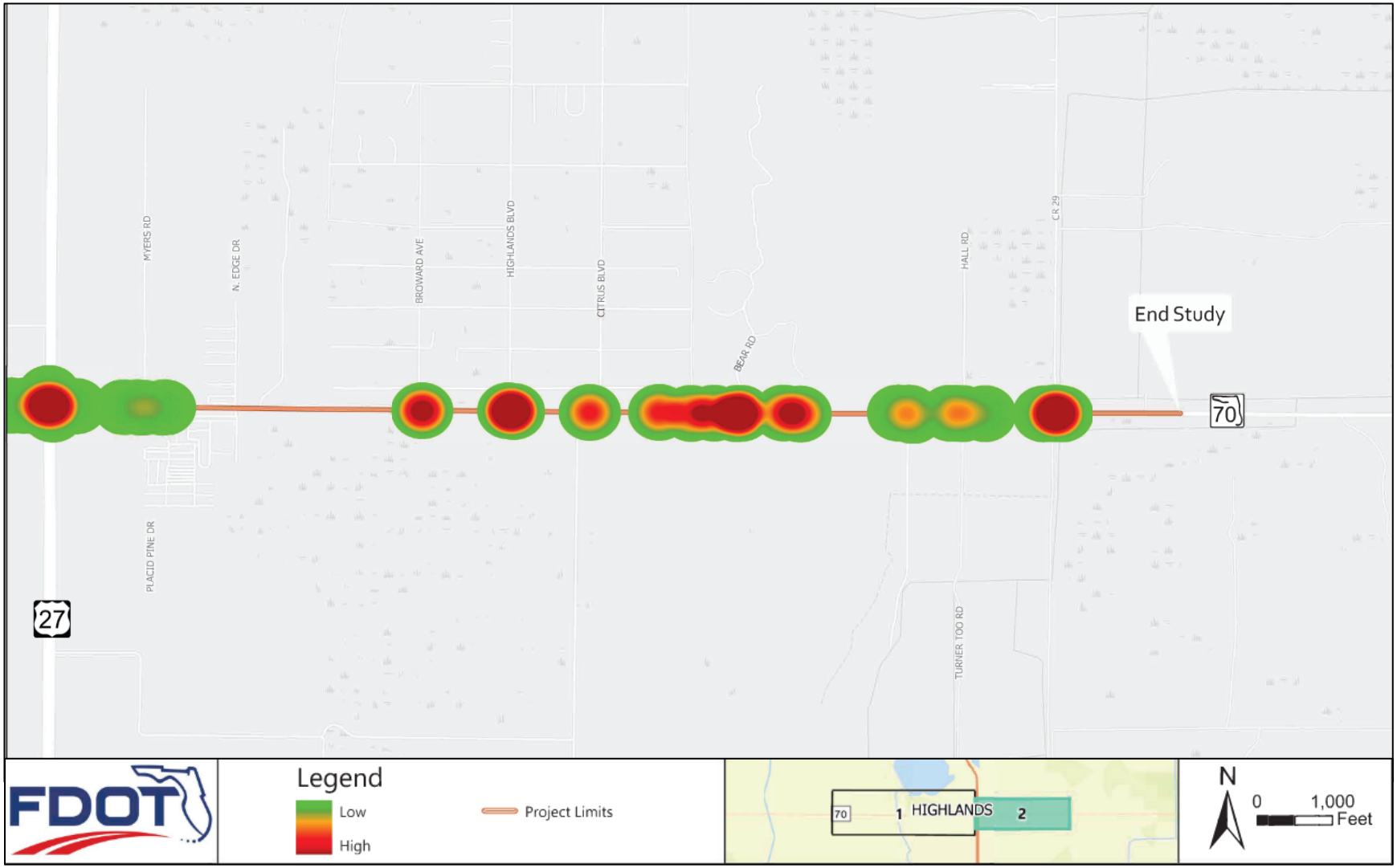
Segment	Facility Type	#of Crashes	Years of Data	Length of Segment (miles)	Average AADT (vpd)	Calculated Crash Rate (MVM)	Statewide Average Crash Rate[1]
From Placid Lakes Boulevard/S Jefferson Avenue to U.S. 27	Rural 2-3 Lane, 2 Way, Undivided	82	5	4.273	6,300	***1.669***	0.588
From U.S. 27 to C.R. 29		53	5	2.755	5,600	***1.882***	0.588

[1] Obtained from Signal Four Analytics, based on 2020-2024 crash data (latest available 5-year average)

RED value indicates a calculated crash rate higher than the statewide average

Figure 2-8A: 5-Year Historical Crash Heat Map 1 of 2

Figure 2-8B : 5-Year Historical Crash Heat Map 2 of 2



2.2.17 Railroad Crossings

There is one at-grade railroad, owned by SCFE/U.S. Sugar, intersecting S.R. 70 within the study limits. The FDOT Crossing Inventory Number for this crossing is 627642Y and is located west of Old S.R. 8. According to the Federal Railroad Administration Office of Safety Analysis, revised June 2022, this railroad crossing has an estimated two trains per day between 6 AM and 6 PM moving across S.R. 70 at between 0 to 40 mph. There are two gate arms with a total of four flashing light pairs and one bell. The existing ROW width of the railroad is approximately 130-ft. A safety project (FPID 451301-1) was recently completed to install new cantilever signal structures, gates, and signal house at this crossing. There are currently no future programmed projects to widen these crossings.

2.2.18 Drainage

The project is located within the Southwest Florida Water Management District (SWFWMD) and the South Florida Water Management District (SFWMD). An interagency agreement, executed March 24, 2018, delegated the permitting authority for the entire limits of the project to the SWFWMD. An Environmental Resource Permit (ERP) will be obtained from the SWFWMD. Please refer to **Appendix F: SWFWMD and SFWMD Interagency Agreement**, for the agreement.

An assessment of the existing conditions and drainage patterns was performed along the corridor. Available resources reviewed for the assessment included regional watershed studies, historical drainage maps, Florida Geographic Information Office (FGIO) Light Detection and Ranging (LiDAR) data, Highlands County contours, Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), existing SWFWMD permits, and U.S. Geological Survey (USGS) quadrangle maps. Field reviews conducted to verify the physical topography and the existing drainage basin outfalls within the project area. FDOT Heartland Operations Center personnel was contacted during the previous study to acquire information related to past problems or flooding along the project corridor. FDOT Heartland Operations confirmed that there were no complaints of flooding on S.R. 70 along the project limits.

Two ***Location Hydraulic Reports*** (***LHR***), ***July 2026***, were completed for the project, one covering S.R. 70 from west of Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to U.S. 27 (MP 14.490) which covers Segment A and the majority of Segment B (***414506-3***). The other report covers S.R. 70 from U.S. 27 (MP 14.490) to east of C.R. 29 (MP 17.245) which covers a portion of Segment B and all of Segment C (***414506-4***). The existing drainage

patterns were determined using USGS and LiDAR data. Below are the existing drainage patterns for the locations within each report.

S.R. 70 from west of Jefferson Avenue/Placid Lakes Boulevard to U.S. 27

The roadway drains through roadside ditches to the six existing cross drains within the project limits. Refer to **Table 2-13** for a description of the existing cross drains. For more information regarding the existing cross drains please refer to ***LHR*** (***414506-3***), ***July 2026***, located in the project file.

Table 2-13: Existing Cross Drain Summary - Jefferson Avenue to U.S. 27

No	Station	Type	Existing Description
CD-3	STA. 1071+77	Pipe Culvert	(2) 30″ Pipe
CD-4	STA. 1085+56	Box Culvert	(2) 6′ x 3′ CBC
CD-5	STA. 1098+00	Box Culvert	(1) 10′ x 4′ CBC
CD-6	STA. 1134+94	Pipe Culvert	(1) 30″ Pipe
CD-7	STA. 1199+30	Box Culvert	(1) 7′ x 5′ CBC
CD-8	STA. 1217+39	Pipe Culvert	(2) 36″ Pipes

S.R. 70 from U.S. 27 to C.R. 29

The roadway drains through roadside ditches to the five existing cross drains within the project limits. Refer to **Table 2-14** for a description of the existing cross drains. For more information regarding the existing cross drains please refer to ***LHR*** (***414506-4***), ***July 2026***, located in the project file.

Table 2-14: Existing Cross Drain Summary – U.S. 27 to C.R. 29

No	Station	Type	Existing Description
CD-9	STA. 1279+20	Pipe Culvert	(1) 24″ Pipe
CD-10	STA. 1303+51	Pipe Culvert	(1) 30″ Pipe
CD-11	STA. 1318+21	Pipe Culvert	(1) 24″ Pipe
CD-12	STA. 1335+24	Pipe Culvert	(1) 24″ Pipe
CD-13	STA. 1365+25	Pipe Culvert	(1) 24″ Pipe

The project is located within the Lake Placid and Harney Pond Canal watersheds. The project was divided into two ***Pond Siting Reports*** (***PSR***), ***November 2025***, one covering S.R. 70 from Jefferson Avenue to U.S. 27 (***414506-3***), and the other covering the segment from U.S. 27 to C.R. 29 (***414506-4***). Below are the existing drainage patterns for the locations identified in each report.

S.R. 70 from west of Jefferson Avenue/Placid Lakes Boulevard to U.S. 27

For analysis and reference purposes, this segment has been divided into four drainage basins based on the natural topography and observed drainage divides. In existing conditions, stormwater runoff is generally conveyed via ditches and cross drains to receiving waters and wetlands adjacent to the corridor. There are six existing ponds along the project due to the previous addition for the Georgia Pacific Access Road project under ERP# 44026106.001 and the S.R. 70/U.S. 27 intersection improvement project under ERP # 4325519.001.

Within this segment, all drainage basins ultimately discharge into either the Lake Placid Outlet (water body identification number (WBID): 1938Y), which is impaired for dissolved oxygen, or Harney Pond Canal (WBID: 3204), which is impaired for nutrients and dissolved oxygen. The project corridor lies within the boundaries of the ***Lake Okeechobee Basin Management Action Plan*** (***BMAP***), which includes regulatory provisions for nutrient reduction and water quality protection. Additionally, Basin 1201 discharges into the Placid Lakes Highlands Outstanding Florida Water (OFW). **Table 2-15** outlines the existing pond storage areas within the project segment. Please see **Appendix D: Drainage and Soil Maps** for an aerial based regional drainage map.

Table 2-15: Existing Pond Storage – Jefferson Avenue to U.S. 27

CL S.R. 70 Begin STA	CL S.R. 70 End STA	Basin (Pre/Post)	Permit No.	Storage Name	Dry/Wet	Existing Treatment Vol. (Ac-Ft)	Existing Attenuation Vol. (Ac-Ft)
1228+68	1230+22	4-1/1203	26106.001	Basin 4	Dry	0.023	0.000
1235+35	1236+34	4-1/1203	26106.001	Basin 3	Dry	0.048	0.000
1239+27	1240+01	4-1/1203	26106.001	Basin 2	Dry	0.050	0.000
1243+13	1245+00	4-1/1203	26106.001	Basin 1	Dry	0.046	0.000
1258+10	1262+67	5-3/1204	25519.001	Swale SW	Dry	0.079	0.000
1264+36	1265+52	5-2/1204	25519.001	Swale NW	Dry	0.019	0.000

The Lake Placid Watershed Interconnected Channel and Pond Routing (ICPR) model was used to determine the 100-year floodplain elevation for most of the project area. The watershed model basin extends along S.R. 70 from the beginning of the project and ends near Station 1246+70. Except for Lake Annie, the applicable FEMA FIRMs (community-panel numbers 12055C0510C, 12055C0528C, and 12055C0529C, effective November 18, 2015) show the 100-year flood hazard areas along the project corridor are designated as Zone A, which means that no base flood elevations have been determined. Lake Annie is designated as Zone AE, where the base flood elevation has been determined to be 112.27-ft North American Vertical Datum (NAVD) 1988. Since no base flood elevations have been determined, the watershed model represents the best available information.

For more information regarding the existing drainage and floodplain for S.R. 70 from Jefferson Avenue to U.S. 27, please refer to ***PSR*** (***414506-3***), ***November 2025***, located in the project file.

S.R. 70 from U.S. 27 to C.R. 29

For the purpose of analysis and reference, the project area has been divided into three drainage basins, which were delineated based on topography and field observations of drainage flow paths. Under existing conditions, stormwater runoff generally sheet flows offsite and is conveyed via cross drains and ditches to adjacent wetlands or depressional areas. There are nine existing ponds along the project due to the previous addition for the median passing lane project under ERP # 44027810.000 and the S.R. 70/U.S. 70 intersection improvement project under ERP # 4325519.001.

All drainage basins within the project limits discharge to Harney Pond Canal (WBID: 3204), which is an impaired waterbody for nutrients and dissolved oxygen. This project does not discharge to an OFW. **Table 2-16** outlines the existing pond storage areas within the project segment. Please see **Appendix D: Drainage and Soil Maps** for an aerial based regional drainage map.

Table 2-16: Existing Pond Storage – U.S. 27 to C.R. 29

CL S.R. 70 Begin STA	CL S.R. 70 End STA	Basin (Pre/Post)	Permit No.	Storage Name	Dry/Wet	Existing Treatment Vol. (Ac-Ft)	Existing Attenuation Vol. (Ac-Ft)
1267+95	1272+26	6-1/1301	25519.001	Swale NE	Dry	0.153	0.000
1267+76	1273+46	6-2/1301	25519.001	Swale SE	Dry		
1313+26	1314+24	6-3/1302	27810.000	Pond 12	Dry	0.009	0.046
1317+17	1318+05	7-9/1302	27810.000	Pond 21	Dry	0.016	0.100
1329+58	1334+93	7-9/1302	27810.000	Pond 31	Dry	0.030	0.184
1335+50	1336+77	7-3/1302	27810.000	Pond 32	Dry		
1344+69	1348+51	8-1/1302	27810.000	Pond 41	Dry	0.015	0.087
1348+74	1350+59	8-1/1302	27810.000	Pond 42	Dry		
1350+65	1352+13	8-1/1302	27810.000	Pond 43	Dry		

Within this segment, S.R. 70 traverses a diversity of landforms. The Lake Wales Ridge is a geographical region with higher terrain on the western portion of the project near U.S. 27. The Lake Wales Ridge is a wavy topographic landscape dispersed with small, isolated depressions. At the eastern edge of the ridge there is a sharp incline just west of L-7 Ranch Road that flattens out into the expansive Okeechobee Plains on the eastern portion of the project.

The applicable FEMA FIRMs (community-panel numbers 12055C0529C and 12055C0533C, effective November 18, 2015) show the 100-year flood hazard areas along the project corridor are designated as Zone A, which means that no base flood elevations have been determined. When compared with the topography, the FEMA flood hazard areas do not include all the isolated depressions along the project corridor, and since no base flood elevations have been determined, an ICPR model was created and used to determine the 100-year floodplain elevation for the project area.

For more information regarding the existing drainage and floodplain for S.R. 70 from U.S. 27 to C.R. 29, please refer to the ***PSR*** (***414506-4***), ***November 2025***, located in the project file. Please see **Appendix D: Drainage and Soil Maps**, for the existing drainage maps.

2.2.19 Lighting

There are existing American Electric Lighting (AEL) Autobahn Series light-emitting diode (LED) Light Fixtures (Models Number: ATBL F 480 R3) at the S.R. 70/U.S.27 intersection. The existing intersection lighting features are currently maintained by FDOT. There is no other existing lighting within the project limits.

2.2.20 Utilities

A list of the existing Utility Agencies Owners (UAO)s was obtained by contacting Sunshine 811. A field review was also conducted to further identify any designated existing facilities in the project corridor. All the UAOs identified in the field were also noted on the Sunshine 811 list. The existing UAOs, the identified UAO contacts, and the facility type are summarized below in **Table 2-17**.

Preliminary utility coordination was initiated through written communication to the listed utility contacts. The UAOs were informed of the PD&E study through a notification letter dated April 10, 2023, and were requested to provide information regarding the location, type, dimension, and characteristics of any major utilities along or crossing the existing ROW. FP&L has replaced their existing transmission line with a 230 kV line in the same general location. For more information regarding utility coordination please see the ***Utility Assessment Package*** (***UAP***), ***June 2026***, located in the project file.

Table 2-17: Existing Utility Contact List

Utility Agency Owner	Contact	Utility Type	General Location	Comments
Comcast 3010 Herring Avenue Sebring, Florida 33870	Lynn Dundas 239-318-1567 Lynn_Dundas@Comcast.com	CATV	Minimal facilities near S.R. 70 and S.R. 25 intersection	No facilities within project limits
Duke Energy Distribution 2051 Old Scenic Highway Lake Wales, Florida 33898	Mark R. Manner 863-241-1663 mark.manner@duke-energy.com	Electric	North (1152+54 to 1220+10, 1346+20 to 1378+86) South (1090+46 to 1152+54)	Marked plans provided
Duke Energy Transmission 15550 Lightwave Drive, Suite 150 Clearwater, Florida 33760	Scott Vanvelzor 727-332-9403 svanvelzor@pike.com	Electric	N/A	No facilities within project limits
Florida Gas Transmission 2405 Lucien Way, Suite 200 Maitland, Florida 32751	Joseph E. Sanchez 407-808-4607 joseph.e.sanchez@energytransfer.com	Gas	North (1172+00 to 1208+73) South (1040+20 to 1172+00)	Marked plans provided
Florida Power & Light Transmission 15430 Endeavor Drive Jupiter, Florida 33478	Craig B Ledbetter 561-532-7082 craig.ledbetter@fpl.com	Electric	North (1034+20 to 1152+00, 1169+40 to 1414+00) South (1152+00 to 1165+40)	Marked plans provided
Glades Electric CO-OP 214 Highway 70 West Lake Placid, Florida 33852	Colin Evans 863-531-5034 CEvans@gladeselectric.com	Electric	South (1037+50 to 1414+00)	Marked plans provided
Highlands County Traffic 505 S Commerce Avenue Sebring, Florida 33870	Edward Cardona 863-402-6536 ecardona@hcbcc.org	Traffic Signals	N/A	Not a utility, listed for information purposes only
Lumen/CenturyLink - Local 924 Memorial Drive Avon Park, Florida 33825	Kenneth R. Lutz 863-214-1490 ken.lutz@lumen.com	Telephone / Fiber	North (1030+00 to 1193+97, 1247+83 to 1270+48, 1274+00 to 1367+50, South (1212+78 to 1292+50, 1334+10 to 1414+00)	Marked plans provided
Lumen/CenturyLink - National 2121 W Prospect Road Tamarac, Florida 33309	Francisco Azuri 786-266-1713 francisco.azuri@lumen.com	Fiber	North/South (1265+63)	Marked plans provided

2.2.21 Soils and Geotechnical Data

Based on the Soil Survey of Highlands County, Florida, the project study area is comprised of 17 soil types. According to the National Resources Conservation Service (NRCS) Web Soil Survey, eight of the soil types reported within the project study area are classified as hydric and nine are listed as non-hydric. Of the nine non-hydric soils, four are reported as having hydric soil inclusions. Mapped hydric soils comprise 237.95 acres (24.27%) and non-hydric soils cover 735.57 acres (75.03%) of the project study area. A portion of the study area included open water, and this value was retained in the table to ensure the total project area and associated percentages remained accurate.

Table 2-18 lists the soil types within the project study area, corresponding NRCS soil map unit reference numbers, hydric classification, and the approximate acreage and percentage of each soil type. Please see the ***Natural Resource Assessment*** (***NRE***) ***Addendum***, ***June 2026***, located in the project file, for more information. Please see **Appendix D: Drainage and Soil Maps**, for the existing soil map.

Table 2-18: Soil Types and Coverage within the S.R. 70 Project Study Area

Soil Map Unit: Description	Hydric Rating Y/N	Acreage	Percentage
1: Paola Sand, 0 to 8 percent slopes	N	70.69	7.21%
5: Daytona Sand, 0 to 5 percent slopes	N	14.19	1.45%
7: Placid Fine Sand, frequently ponded, 0 to 1 percent slopes	Y	15.07	1.54%
9: Astatula Sand, 0 to 5 percent slopes	N	63.33	6.46%
10: Myakka Fine Sand, 0 to 2 percent slopes	N	35.68	3.64%
11: Orsino Sand, 0 to 5 percent slopes	N	66.90	6.82%
12: Basinger Fine Sand, 0 to 2 percent slopes	Y	92.73	9.46%
13: Felda Fine Sand, 0 to 2 percent slopes	Y	18.37	1.87%
14: Satellite Sand, 0 to 2 percent slopes	N	197.54	20.15%
20: Samsula Muck, frequently ponded, 0 to 1 percent slopes	Y	9.03	0.92%
21: Hontoon Muck, frequently ponded, 0 to 1 percent slopes	Y	63.38	6.47%
26: Tequesta Muck, frequently ponded, 0 to 1 percent slopes	Y	37.93	3.87%
28: Archbold Sand, 0 to 5 percent slopes	N	36.56	3.73%
33: Basinger, St. Johns, and Placid Soils	Y	0.63	0.06%
35: Sanibel Muck, frequently ponded, 0 to 1 percent slopes	Y	0.81	0.08%
45: Paola-Basinger Sand, Rolling	N	245.47	25.04%
47: Astatula Sand, 5 to 12 percent slopes	N	5.21	0.53%
99: Water	N/A	6.80	0.69%
	Total Hydric Soils	**237.95**	**24.27%**
	Total Non-Hydric Soils	**735.57**	**75.03%**
	Total Unranked Soils	**6.80**	**0.69%**
	Total	**980.32**	**100.00%**

Two ***Preliminary Roadway Soil Survey Reports***, ***March 2025*** have been completed for the project, one for S.R. 70 from Jefferson Avenue to U.S. 27 (***414506-3***), and the other for S.R. 70 from U.S. 27 to C.R. 29 (***414506-4***). Based on Geotech borings, the depth to the estimated seasonal high groundwater elevation for the project ranges from the surface to approximately 20-ft for the project. Groundwater flow is believed to flow south to the Biscayne Aquifer. The seasonal high groundwater table (SHGWT) levels were estimated based on historic soil stratigraphy, measured groundwater levels from the borings, the Highlands County, Florida U.S. Department of Agriculture (USDA) Soil Survey information and past experience with similar soil conditions. For more information, please see the ***Preliminary Roadway Soil Survey Reports*** (***414506-3***, ***414506-4***), ***March 2025***, located in the project file.

2.2.22 Aesthetics Features

There are no existing aesthetic features along the project limits.

2.2.23 Traffic Signs

There are no existing overhead traffic signs within the project limits.

2.2.24 Noise and Perimeter Walls

There are no noise and perimeter walls along the existing project limits.

2.2.25 Intelligent Transportation Systems (ITS)/Transportation System Management and Operations (TSM&O) Features

There are no existing intelligent transportation systems (ITS)/transportation system management operations (TSM&O) features along the project limits.

2.3 Existing Bridges and Structures

There are no existing bridges or structures within the project limits.

2.4 Existing Environmental Features

Species

Based on the information collected, field reviews, and species-specific surveys conducted from January through May 2023 and January through July 2025, a list of protected species with the potential to occur within the 500-ft project study area was generated. This list includes a total of 67 federal or state protected species that have the potential for occurrence within the project study area. These protected species include 40 plants, one invertebrate, six reptiles, 16 birds, and four mammals. **Table 2-19** and **Table 2-20** presents a list of protected species with the potential to occur within the project study

area, and ranking of potential occurrence. Locations of all protected species documented within one mile of the project study area as well as the locations of all protected species observed during field reviews are also provided in the ***NRE Addendum, August 2026***.

Table 2-19: Potential for Occurrence and Proposed Effect Determination for Federal Protected Species for the Project Study Area

Species	Listing Status	Potential for Occurrence
Plants		
Florida bonamia *Bonamia grandiflora*	USFWS – Threatened FDACS - Endangered	Low
Pygmy fringe tree *Chionanthus pygmaeus*	USFWS - Endangered	Low
Perforate reindeer lichen *Cladonia perforate*	USFWS - Endangered	Low
Scrub pigeon wing *Clitoria fragrans*	USFWS – Threatened FDACS - Endangered	High
Short-leaved rosemary *Conradina brevifolia*	USFWS - Endangered	Low
Avon park rabbit-bells *Crotalaria avonensis*	USFWS - Endangered	Low
Garrett's scrub balm *Dicerandra christmanii*	USFWS - Endangered	Low
Scrub mint *Dicerandra frutescens*	USFWS - Endangered	Moderate
Scrub buckwheat *Eriogonum longifolium* var. *gnaphalifolium*	USFWS – Threatened FDACS - Endangered	Moderate
Wedge-leaved button-snakeroot *Eryngium cuneifolium*	USFWS - Endangered	Low
Highlands scrub hypericum *Hypericum cumulicola*	USFWS - Endangered	High
Scrub blazing star *Liatris ohlingerae*	USFWS - Endangered	High
Britton's beargrass *Nolina brittoniana*	USFWS - Endangered	High
Paper nailwort *Paronychia chartacea*	USFWS – Threatened FDACS - Endangered	High
Lewton's polygala *Polygala lewtonii*	USFWS - Endangered	Low
Florida jointweed *Polygonum basiramia*	USFWS - Endangered	High
Small's jointweed *Polygonella myriophylla*	USFWS - Endangered	Low
Scrub plum *Prunus geniculata*	USFWS - Endangered	Moderate
Scrub ziziphus *Pseudoziziphus celata*	USFWS - Endangered	Low
Carter's warea *Warea carteri*	USFWS - Endangered	Moderate

Table 2-19: Potential for Occurrence and Proposed Effect Determination for Federal Protected Species for the Project Study Area (Continued)

Species	Listing Status	Potential for Occurrence
Reptiles		
Eastern indigo snake *Drymarchon couperi*	USFWS – Threatened	High
Blue-tailed mole skink *Plestiodon egregius lividus*	USFWS – Threatened	High
Sand skink *Plestiodon reynoldsi*	USFWS – Threatened	High
Birds		
Florida grasshopper sparrow *Ammodramus savannarum floridanus*	USFWS – Endangered	Low
Florida scrub-jay *Aphelocoma coerulescens*	USFWS – Threatened	High
Eastern black rail *Laterallus jamaicensis jamaicensis*	USFWS – Threatened	Low
Red-cockaded woodpecker *Picoides borealis*	USFWS – Endangered	No
Crested caracara *Polyborus plancus audubonii*	USFWS – Threatened	High
Everglade snail kite *Rostrhamus sociabilis plumbeus*	USFWS – Endangered	Moderate
Mammals		
Florida bonneted bat *Eumops floridanus*	USFWS – Endangered	High
Florida panther *Puma concolor coryi*	USFWS – Endangered	High
Other Protected Species		
Monarch butterfly *Danaus plexippus*	USFWS – Proposed Threatened	High
Bald eagle *Haliaeetus leucocephalus*	BGEPA	High
Osprey *Pandion haliaetus*	MBTA	High
Tricolored bat *Pipistrellus subflavus*	USFWS – Proposed Endangered	High

Table 2-20: Potential for Occurrence and Proposed Effect Determination for State Protected Species for the Project Study Area

Species	Listing Status	Potential for Occurrence
Plants		
Pinewoods bluestem *Andropogon arctatus*	FDACS – Threatened	Low
Curtiss' milkweed *Asclepias curtissii*	FDACS – Endangered	High
Ashe's savory *Calamintha ashei*	FDACS – Threatened	High
Many-flowered grass-pink *Calopogon multiflorus*	FDACS – Threatened	Low
Chapman's sedge *Carex chapmanii*	FDACS – Threatened	No
Sand butterfly pea *Centrosema arenicola*	FDACS – Endangered	Low
Florida goldenaster *Chrysopsis floridana*	FDACS – Endangered	Low
Highlands goldenaster *Chrysopsis highlandsensis*	FDACS – Endangered	Low
Cutthroat grass *Coleataenia abscissa*	FDACS – Endangered	High
Spurred neottia *Eltroplectris calcarata*	FDACS – Endangered	Low
Scrub spurge *Euphorbia rosescens*	FDACS – Endangered	High
Scrub spurge *Euphorbia rosescens*	FDACS – Endangered	High
Garberia *Garberia heterophylla*	FDACS – Threatened	High
Hartwrightia *Hartwrightia floridana*	FDACS – Threatened	Low
Edison's ascyrum *Hypericum edisonianum*	FDACS – Endangered	High
Nodding pinweed *Lechea cernua*	FDACS – Threatened	High
Pine pinweed *Lechea divaricata*	FDACS – Endangered	Low
Florida spiny-pod *Matelea floridana*	FDACS – Endangered	Low
Piedmont jointgrass *Mnesithea tuberculosa*	FDACS – Threatened	No
Narrowleaf naiad *Najas filifolia*	FDACS – Threatened	No

Table 2-20: Potential for Occurrence and Proposed Effect Determination for State Protected Species for the Project Study Area (Continued)

Species	Listing Status	Potential for Occurrence
Plants		
Florida beargrass *Nolina atopocarpa*	FDACS – Threatened	Low
Yellow fringeless orchid *Platanthera integra*	FDACS – Endangered	Low
Giant orchid *Pteroglossaspis ecristata*	FDACS – Threatened	Low
Florida willow *Salix floridana*	FDACS – Endangered	Low
Scrub bluestem *Schizachyrium niveum*	FDACS – Endangered	Low
Scrub stylisma *Stylisma abdita*	FDACS – Endangered	High
Toothed maidenfern *Meniscium serratum*	FDACS – Endangered	Low
Northern needleleaf *Tillandsia balbisiana*	FDACS – Threatened	High
Cardinal airplant *Tillandsia fasciculata*	FDACS – Endangered	High
Giant airplant *Tillandsia utriculata*	FDACS – Endangered	High
Redmargin zephyrlily *Zephyranthes simpsonii*	FDACS – Threatened	Low
Reptiles		
Gopher tortoise *Gopherus polyphemus*	FWC - Threatened	High
Short-tailed snake *Lampropeltis extenuata*	FWC - Threatened	Low
Florida pine snake *Pituophis melanoleucus*	FWC - Threatened	Low
Birds		
Florida burrowing owl *Athene cunicularia floridana*	FWC - Threatened	Low
Little blue heron *Egretta caerulea*	FWC - Threatened	High
Tricolored heron *Egretta tricolor*	FWC - Threatened	High
Southeastern American kestrel *Falco sparverius paulus*	FWC - Threatened	High
Florida sandhill crane *Grus canadensis pratensis*	FWC - Threatened	High
Roseate spoonbill *Platalea ajaja*	FWC - Threatened	High
Least tern *Sternula antillarum*	FWC - Threatened	Low
Other Protected Species		
Florida black bear *Ursus americanus floridanus*	FWC - FBBC	High

Wetlands

Wetland and other surface water boundaries were approximated in both desktop and field evaluations in conformance with the federal and state criteria promulgated in the ***Corps of Engineers Wetlands Delineation Manual*** (U.S. Army Corp of Engineers (USACE) 1987), the ***Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region: Version 2*** (USACE 2010), the ***Florida Wetlands Delineation Manual*** (Gilbert et. al 1995) and Rule 62-340, F.A.C., ***Delineation of the Landward Extent of Wetlands and Surface Waters***. Background research conducted to identify the wetland communities occurring within the study area included review of the USFWS National Wetlands Inventory (NWI) (2026), Land Use and Cover data from the SFWMD (2019), Soil Survey Geographic (SSURGO) Database for Florida (NRCS 2025), and aerial photography interpretation (ESRI 2026 and Google Earth 2026). Data verification was conducted during field reconnaissance surveys.

The approximate boundaries of all wetland and other surface water features occurring within the study area were mapped, assigned an identification number, and classified in accordance with the USFWS NWI Geographic Information System (GIS) data and the Florida Land Use Cover and Forms Classification System (FLUCFCS) designation. Dominant vegetative strata, plant species, hydrologic indicators, and soil characteristics were assessed and documented.

Wetlands and other surface water features were designated based upon their status, hydrology, and soils. Vegetated wetland systems were designated as wetlands and occur sporadically throughout the entirety of the study area. While other surface waters are located within the project study area, the project is not anticipated to impact these features.

Based on field and in-house reviews, 42 wetlands occur within the project study area. Wetland and other surface water habitat types include streams and waterways, reservoirs, bay swamps, wetland scrub, wet prairies, wetland hardwood forests, stream and lake swamps, mixed wetland hardwoods, wetland forested mixed, vegetated non-forested wetlands, and freshwater marshes. The delineated and surrounding NWI wetlands are shown in **Appendix B: Preferred Alternative Plans**. For more information, please see the ***NRE Addendum, August 2026***.

Cultural Resources

A ***Cultural Resource Assessment Survey*** (***CRAS***) ***Addendum Report***, ***July 2026***, located in the project file, has been prepared to identify and document any historical resources within the archaeological Area of Potential Effects (APE) and architectural survey area (ASA), evaluate them for listing in the National Register of Historic Places (NRHP) criteria in 36 Code of Federal Regulations (CFR) 60, National Historic Preservation Act of 1966, as amended, and to assess project effects to significant resources.

This report serves as an addendum to the April 2025 mainline CRAS for the project titled ***CRAS Survey Addendum Report S.R. 70 from Jefferson Avenue to C.R. 29***, ***Highlands County***, ***Florida***, ***Revised***, located in the project file, and which received concurrence from the Florida Division of Historical Resources (DHR) on April 9, 2025.

The survey of the historical built environment resulted in the documentation of six previously recorded historic buildings (8HG01309, 8HG01310, 8HG01311, 8HG01656, 8HG01657, and 8HG01664), seven newly recorded historic buildings (8HG01768, 8HG01769, 8HG01770, 8HG01771, 8HG01772, 8HG01773, and 8HG01774), and four previously recorded historic linear resources (8HG01115, 8HG01651, 8HG01653, and 8HG01654).

Contamination

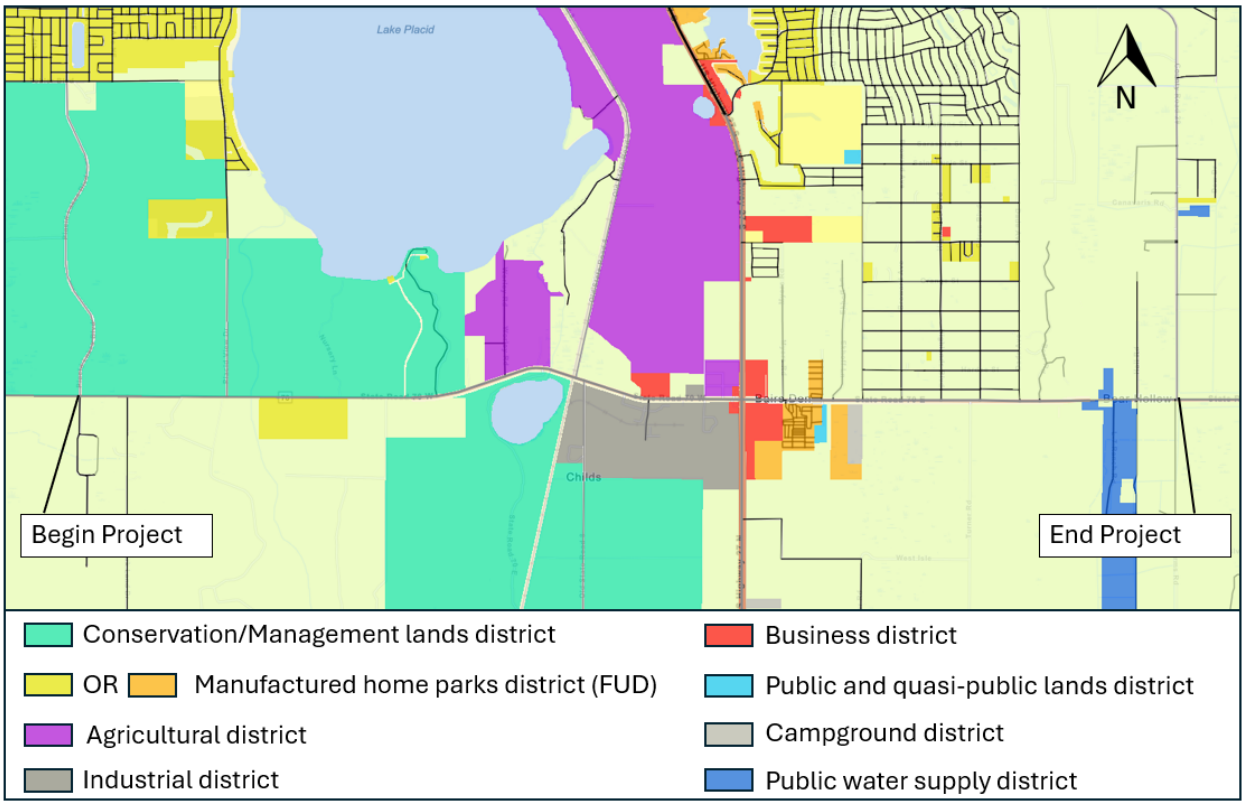
A ***Contamination Screening Evaluation Report*** (***CSER***) ***June 2026***, located in the project file, was prepared as part of this study. The purpose of this report is to present the findings of a Level I contamination screening for the project; to identify, review, and evaluate known or potential contamination issues; to provide risk rating for properties, facilities, or sites that have the potential for contamination involvement with the project; and to present recommendations for further evaluation when needed. A total of forty-two contamination sites were evaluated. Please see the ***CSER***, ***June 2026***, for more information regarding the contamination screening.

3.0 FUTURE CONDITIONS

3.1 Future Conditions Considerations

According to the ***Highlands County 2030 Comprehensive Plan***, the future land use of the western end of the project area will primarily be used for agriculture. Towards the center of the project area, the future land use is for conservation. At the eastern end of the project, the future land use is primarily industrial, commercial, and mixed-use. The project itself will cause no changes in land use along the corridor. The context classification of the section of the project from Jefferson Avenue to C.R. 29 is C2-Rural. Please see **Figure 3-1** for the Highlands County future land use map.

Figure 3-1: Highlands County Future Land Use Map



The latest available future land use data was obtained as part of the travel demand forecasting process for this project. Anticipated socioeconomic and roadway network changes to the study subarea were incorporated into the modeling effort that is documented within the ***S.R. 70 Traffic Forecast Modeling Technical Memorandum***, completed in December 2022. The modeling effort involved conducting a sub-area base year (2015) validation refinement for the study area, as well as development of refined horizon year (2045) models. The regional travel demand model (TDM) applied for this study was based on the adopted District One 2045 Regional Planning Model (D1RPM v2.0), which was the current/latest model at the time this study started in 2022. The D1RPM is a travel demand forecasting tool developed by FDOT District One, in conjunction with the six District Metropolitan Planning Organizations/Transportation Planning Organizations (MPOs/TPOs) in support of their ***2045 Long Range Transportation Plans*** (***LRTP***).

The 2045 No-Build Alternative only incorporates adjacent projects that are included in the respective ***LRTP Cost Feasible Plans***. Two new developments are included in the No-Build scenario: a Recreational Vehicle Park and Mobile Home Park are expected to be constructed off S.R. 70 in the project limits. S.R. 70 remains a 2-lane undivided facility in the No-Build condition so full access will be permitted to these new developments.

The TDM No-Build volume forecasts were reviewed for reasonableness by comparison to historical traffic trends analysis and population projections from the ***BEBR*** where applicable. Based on this comparison, Build and No-Build traffic growth rates for the study area were developed. After a review of model growth, historical trends, and population growth forecasts, the corridor was segmented based on anticipated growth rates. Growth rates were selected for each segment based primarily on average model growth estimates, with consideration given to other data sources where appropriate. Growth rates for minor side streets were based on regional historical trends, facility type, and network connection, with a minimum rate of 2% selected for side streets.

Selected average annual growth rates along S.R. 70 range from 2.5% to 4.0% for the No-Build scenario. The selected growth rates for the cross streets in the study area range from 3.0% to 3.5% for the No-Build scenario.

Future design year daily (AADT) volumes were developed for the No-Build Alternative by linearly growing the Existing (2022) AADTs by the respective selected growth rates to the 2052 design year. In the No-Build scenario, some manual adjustments of AADTs were required to maintain AADT balance. The development of the No-Build AADT volumes for the design year is documented in **Table 3-1**. No-Build turning movement volumes are shown in **Figure 3-2A** and **Figure 3-2B**.

Table 3-1: Design Year (2052) AADT Volume Development

S.R. 70 Location	Existing	No-Build		
	Existing Year (2022) AADT	Selected Growth Rate	Design Year (2052) AADT	Rounded AADT
West of Jefferson Avenue	5,100	4.0%	8,600	8,600
Between Jefferson Avenue/Placid Lakes Boulevard and Park Land Drive			10,500[1]	**10,500[1]**
Between Park Land Drive and Placid View Drive				
Between Placid View Drive and Old S.R. 8 (North)			11,220	**11,000**
Between Old S.R. 8 (North) and Old S.R. 8 (South)				
Between Old S.R. 8 (South) and Distribution Boulevard				
Between Distribution Boulevard and Glades Driveway				
Between Glades Driveway and Wedgworth Driveway				
Between Wedgworth Driveway and U.S. 27				
Between U.S. 27 and Myers Road/Placid Pines Drive	5,600	2.5%	9,800	**9,800**
Between Myers Road/Placid Pines Drive and N. Edge				
Between N. Edge and Broward Avenue				
Between Broward Avenue and Highlands Avenue				
Between Highlands Avenue and Citrus Boulevard				
Between Citrus Boulevard and Bear Road				
Between Bear Road and Hall Road				
Between Hall Road and C.R. 29				
East of C.R. 29				
Cross Street Location	**Existing**	**No-Build**		
	Existing Year (2022) AADT	**Selected Growth Rate**	**Design Year (2052) AADT**	**Rounded AADT**
Placid Lakes Boulevard North of S.R. 70	900	3.0%	1,710	**1,700**
Jefferson Avenue South of S.R. 70	250	3.0%	475	**500**
Park Land Drive South of S.R. 70	300	3.0%	570	**550**
Placid View Drive North of S.R. 70	350	3.0%	665	**650**
Old S.R. 8 (North) North of S.R. 70	1,100	3.0%	2,090	**2,100**
Old S.R. 8 (South) South of S.R. 70	900	3.0%	1,710	**1,700**
Distribution Boulevard South of S.R. 70	100	3.0%	190	**200**
Glades Driveway North of S.R. 70	150	3.0%	285	**300**
Wedgworth Driveway South of S.R. 70	100	3.0%	190	**200**
U.S. 27 North of S.R. 70	9,400	3.5%	19,270	**19,000**
U.S. 27 South of S.R. 70	8,800	3.0%	16,720	**16,500**
Myers Road North of S.R. 70	100	3.0%	190	**200**

Table 3-1: Design Year (2052) AADT Volume Development (Continued)

Cross Street Location	Existing	No-Build		
	Existing Year (2022) AADT	Selected Growth Rate	Design Year (2052) AADT	Rounded AADT
Placid Pines Drive South of S.R. 70	400	3.0%	760	**750**
N. Edge North of S.R. 70	100	3.0%	190	**200**
Broward Avenue North of S.R. 70	300	3.0%	570	**550**
Highland Avenue North of S.R. 70	500	3.0%	950	**950**
Citrus Boulevard North of S.R. 70	200	3.0%	380	**400**
Bear Road North of S.R. 70	100	3.0%	190	**200**
Hall Road North of S.R. 70	100	3.0%	190	**200**
Turner Too Road South of S.R. 70	100	3.0%	190	**200**
C.R. 29 North of S.R. 70	750	3.0%	1,425	**1,400**
KW Farms Road South of S.R. 70	100	3.0%	190	**200**

Figure 3-2A: Design Year (2052) No-Build AM (PM) Hourly Volumes 1 of 2

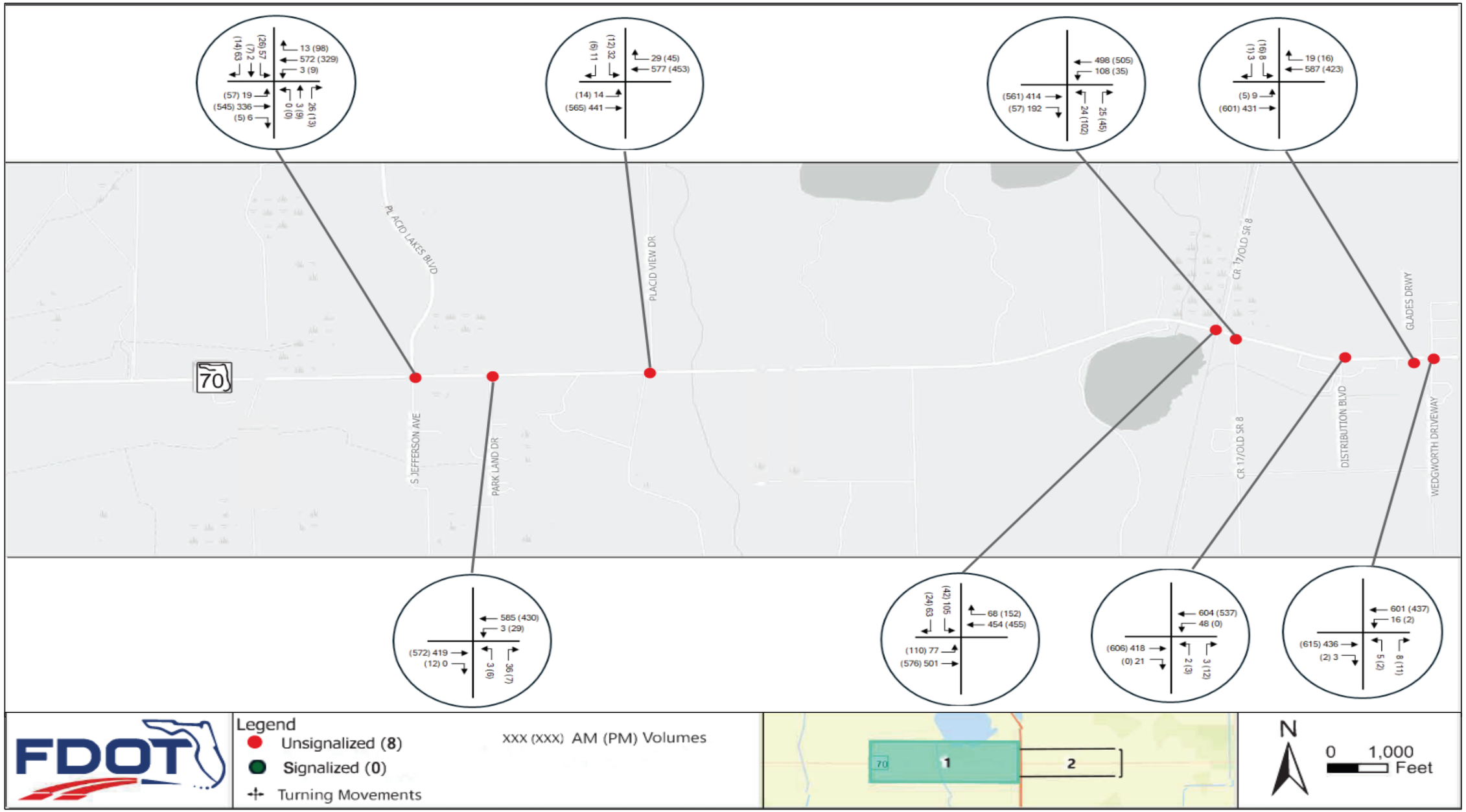
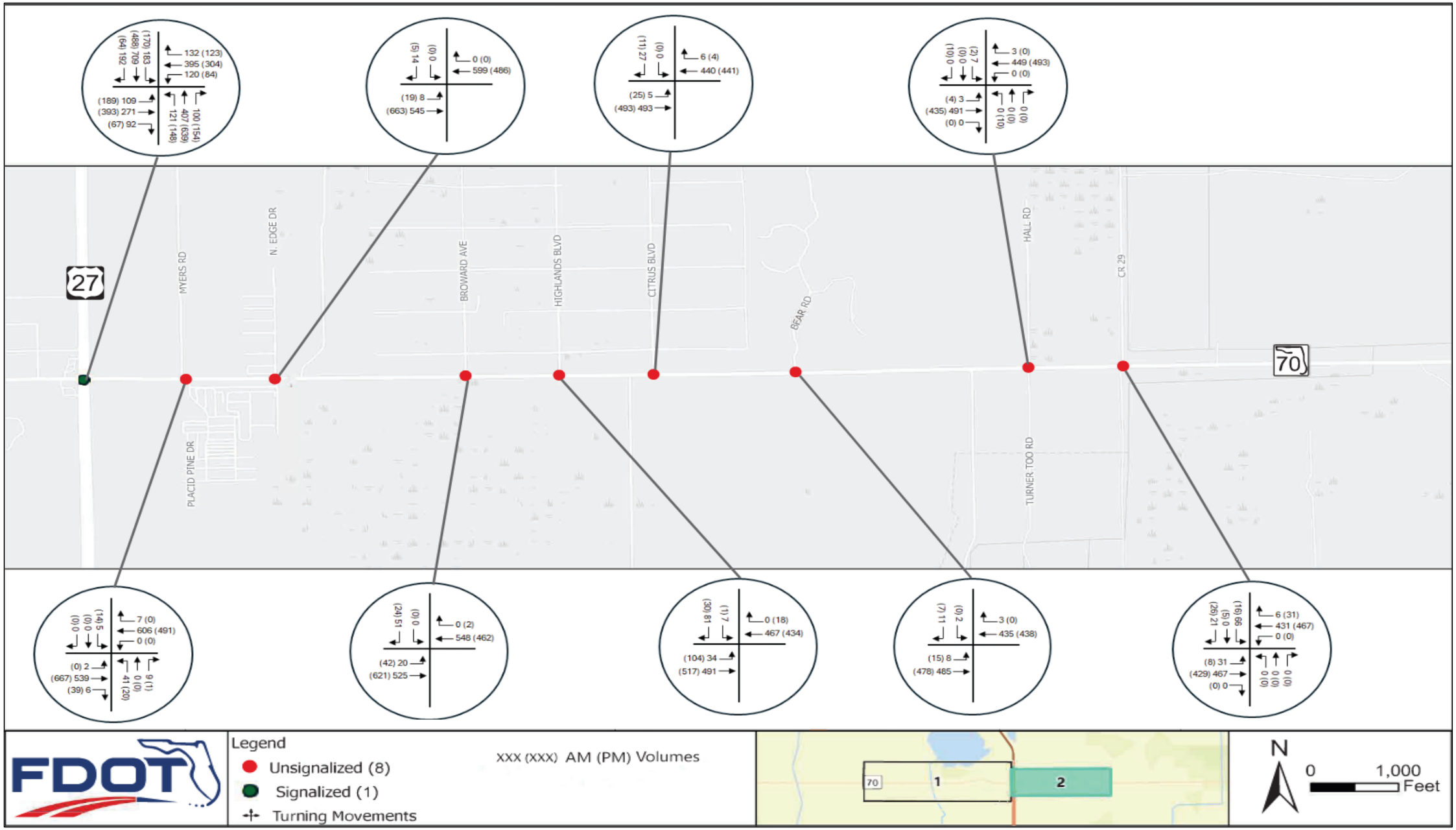


Figure 3-2B: Design Year (2052) No-Build AM (PM) Hourly Volumes 2 of 2



4.0 PROJECT DESIGN CONTROLS & CRITERIA

4.1 Design Controls

The design controls are based on context classification and design speed. Two design speeds were used (65 mph and 55 mph) and the context classification is C2-Rural.

4.2 Design Criteria

The design criteria for this project was developed using the following reference materials:

- FDOT FDM – January 2025
- FDOT, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways – 2018 Edition (The Florida Green Book (FGB))
- FDOT Standard Plans – FY 2025-2026
- American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets – 2018, 7th Edition

The design criteria used for the Preferred Alternative are listed in **Table 4-1** Note that the Build Alternatives presented in Chapter Five are based on 2020 FDM – only the Preferred Alternative was updated to use the 2025 FDM criteria. **Table 4-2** summarizes the different design elements for Old S.R. 8.

Table 4-1: Design Criteria for S.R. 70 Study

DESIGN ELEMENT	CRITERION (55 mph)	CRITERION (65 mph)	SOURCE
Roadway Classification	Principal Arterial	Principal Arterial	FDM Table 200.2.1
Context Classification	C2	C2	FDM Table 200.4.1
Design Period	20 years	20 years	FDM 201.3
Opening Year	2032	2032	PTAR
Design Year	2052	2052	PTAR
Access Management Classification	3	3	FDM Table 201.4.2
Design Speed	Varies (55 mph to 65 mph)	65 mph	FDM Table 201.5.1
Design Vehicle	WB-62FL	WB-62FL	FDM 201.6
Lane Width	12-ft	12-ft	FDM Table 210.2.1
Travel Lane Cross Slope	0.02	0.02	FDM Figure 210.2.1
Roadway Transitions*	Merging: L Shifting: L/2 Shoulder: L/3	Merging: L Shifting: L/2 Shoulder: L/3	FDM 210.2.5
Median Width	High-Speed Curbed: 30-ft Flush Shoulder: 40-ft	High-Speed Curbed: 30-ft Flush Shoulder: 40-ft	FDM Table 210.3.1
Shoulder Width (without shoulder gutter)	Median: 8-ft (4-ft paved) Outside: 10-ft (5-ft paved)	Median: 8-ft (4-ft paved) Outside: 12-ft (5-ft paved)	FDM Table 210.4.1
Shoulder Cross Slope	Median: 0.05 Outside: 0.06	Median: 0.05 Outside: 0.06	FDM 210.4.1
Audible/Vibratory Treatment	Sinusoidal Ground-In Rumble Strips	Sinusoidal Ground-In Rumble Strips	FDM 210.4.6
Front Slope Ratio	1:6	1:6	FDM Table 215.2.3
Back Slope Ratio	1:4 (1:3 max)	1:4 (1:3 max)	FDM Table 215.2.3
Border Width	High-Speed Curbed: 35-ft Flush Shoulder: 40-ft	High-Speed Curbed: 35-ft Flush Shoulder: 40-ft	FDM Table 210.7.1
Maximum Deflection Without Horizontal Curve	0°45′00″	0°45′00″	FDM 210.8.1
Length of Horizontal Curve	Desired (55 mph): 825-ft Desired (65 mph): 975-ft Minimum: 400-ft	Desired (55 mph): 825-ft Desired (65 mph): 975-ft Minimum: 400-ft	FDM Table 210.8.1
Compound Curve Ratio (flatter radius to sharper radius)	1.5:1	Maximum: 1.5:1	FDM 210.8.2.2
Maximum Superelevation Rate	0.10	0.10	FDM 210.9
Superelevation Transitions	80/20 standard 50/50 max	80/20 standard 50/50 max	FDM 210.9.1
Maximum Degree of Curvature	55 mph: 6° 30′ 65 mph: 4° 15′	55 mph: 6° 30′ 65 mph: 4° 15′	FDM Table 210.9.1
Superelevation Transition Rate	55 mph: 1:225 65 mph: 1:250	55 mph: 1:225 65 mph: 1:250	FDM Table 210.9.3
Minimum Superelevation Transition Length	100-ft	100-ft	FDM Table 210.9.3
Maximum Grade	55 mph: 4% 65 mph: 3%	55 mph: 4% 65 mph: 3%	FDM Table 210.10.1
Max. Change in Grade Without a Vertical Curve	55 mph: 0.50% 65 mph: 0.30%	55 mph: 0.50% 65 mph: 0.30%	FDM Table 210.10.2
Minimum K-Values for Vertical Curves	Crest (55 mph): 185-ft Sag (55 mph): 115-ft Crest (65 mph): 313-ft Sag (65 mph): 157-ft	Crest (55 mph): 185-ft Sag (55 mph): 115-ft Crest (65 mph): 313-ft Sag (65 mph): 157-ft	FDM Table 210.10.3
Minimum Vertical Curve Length	Crest (55 mph): 350-ft Sag (55 mph): 250-ft Crest (65 mph): 450-ft Sag (65 mph): 350-ft	Crest (55 mph): 350-ft Sag (55 mph): 250-ft Crest (65 mph): 450-ft Sag (65 mph): 350-ft	FDM Table 210.10.4
Roadway Base Clearance Over High Water Elevations	3-ft	3-ft	FDM 210.10.3
Minimum Stopping Sight Distance	55 mph: 495-ft 65 mph: 645-ft	55 mph: 495-ft 65 mph: 645-ft	FDM Table 210.11.1
Intersection Sight Distance	Varies	Varies	FDM 212.11
Clear Zone Width	55 mph: 30-ft 65 mph: 36-ft	55 mph: 30-ft 65 mph: 36-ft	FDM Table 215.2.1
Lateral Offset	Varies	Varies	FDM Table 215.2.2
Canal Offset		60-ft	FDM 215.3.2
Shared Use Path Width	12-ft (Standard) 10-ft (Limited R/W)	12-ft (Standard) 10-ft (Limited R/W)	FDM 224.4

*L= length of taper, feet

Table 4-2: Design Criteria for S.R. 8

Design Element	Criterion	Source
Roadway Classification	Collector	FGB Table 1-1
Context Classification	C2 - Rural	FDM Figure 1-1
Design Period	20 years	FDM 201.3
Opening Year	2032	PTAR
Design Year	2052	PTAR
Design Speed	45 mph	FGB Table 3-1
Design Vehicle	WB-62FL	FGB Chapter 3, Section C.2
Minimum Lane Width	11-ft (12-ft for industrial areas/high truck volume areas)	FGB Table 3-20
Travel Lane Cross Slope	0.02	FGB Chapter 3, Section C.7.b.2
Shoulder Width	8-ft	FGB Table 3-21
Shoulder Cross Slope	0.06 – 0.08	FGB Table 3-22
Roadside Slope Ratio	1:4 (Desired: 1:6 Maximum 1:3)	FGB Chapter 4, Section B.1.a
Maximum Deflection Without Horizontal Curve	0°45'00"	FGB Chapter 3, Section C.4.b
Length of Horizontal Curve	Desired: 675-ft Minimum: 400-ft	FGB Table 3-8
Maximum Superelevation Rate	0.10	FGB Chapter 3, Section C.4.c.1
Superelevation Transitions	80/20 standard 50/50 max	FGB Chapter 3, Section C.4.e
Maximum Degree of Curvature	10°15'00"	FGB Table 3-10
Superelevation Transition Rate	1:200	FGB Table 3-13
Minimum Superelevation Transition Length	100-ft	FGB Table 3-13
Maximum Grade	7%	FGB Table 3-16
Max. Change in Grade Without a Vertical Curve	0.70%	FGB Table 3-17
Minimum K-Values for Vertical Curves	Sag: 79 Crest: 61	FGB Table 3-18
Minimum Vertical Curve Length	Sag: 150-ft Crest: 250-ft	FGB Table 3-18
Minimum Stopping Sight Distance	360-ft	FGB Table 3-4
Clear Zone Width	24-ft	FGB Table 4-1
Lateral Offset	24-ft	FGB Table 4-2

5.0 ALTERNATIVES ANALYSIS

The purpose of the alternative analysis process is to identify technically and environmentally sound alternatives that meet the needs of the project, are cost-effective, and are acceptable to the community. This section describes the alternatives being considered and the results of these alternatives.

5.1 No-Build (No-Action) Alternative

In the No-Build Alternative, S.R. 70 remains a 2-lane undivided highway. The No-Build Alternative assumes that both normal and evacuation traffic volumes continue to increase in the future without capacity or operational improvements. Only standard maintenance activities would be conducted along the project limits. The No-Build Alternative minimizes ROW and construction costs along with environmental impacts. **Figure 5-1A** and **Figure 5-1B** depicts the design year No-Build Lane configuration and AADT volumes.

The following are advantages and disadvantages associated with the No-Build Alternative:

Advantages of the No-Build Alternative

- No additional ROW needed
- No design or construction costs
- No delays to motorists or inconveniences to property owners due to construction
- No construction impacts to the adjacent natural, physical and social environment
- No impacts to FGT
- No impacts to FP&L Transmission

Disadvantages of the No-Build Alternative

- Does not meet the project Purpose and Need
- Does not correct roadway deficiencies that could lead to potential crashes
- Increased traffic congestion and user costs associated with increased delays and reduced level of service at intersections
- Increased emergency vehicle response times
- Increased evacuation travel times
- Incompatibility with the adopted ***Highlands County 2030 Comprehensive Plan***
- No bicycle or pedestrian accommodation improvements

- Does not maintain east-west connectivity throughout S.R. 70 as S.R. 70 east of the project limits will be widened from two to four lanes under FPID's 414506-5, 449851-1, and 450334-1

Overall, the No-Build Alternative is not the preferred alternative due to it not meeting the Purpose and Need of this project as well as the future needs of S.R. 70.

Figure 5-1A: Design Year (2052) No-Build Lane Configurations and AADT's 1 of 2

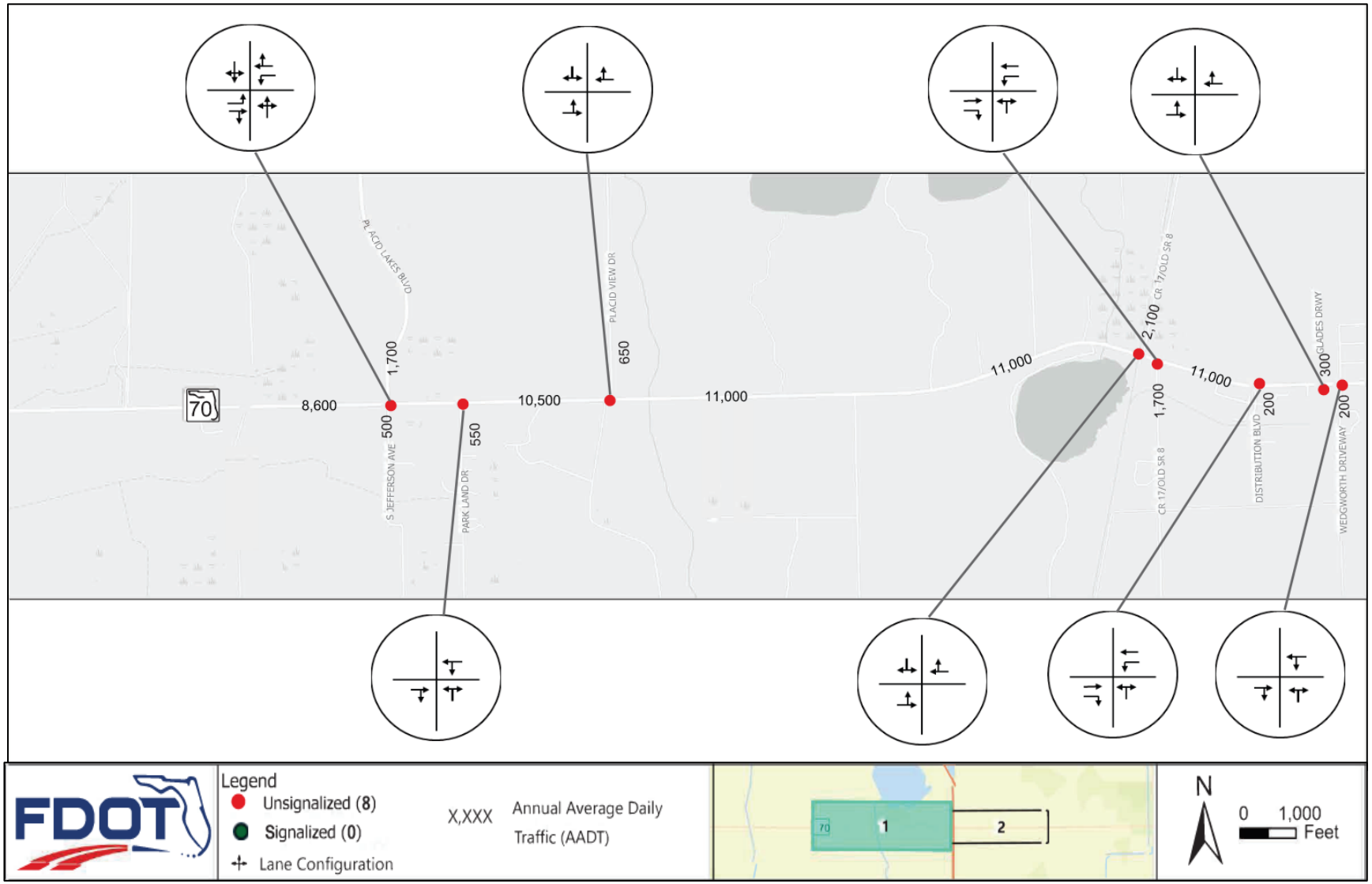
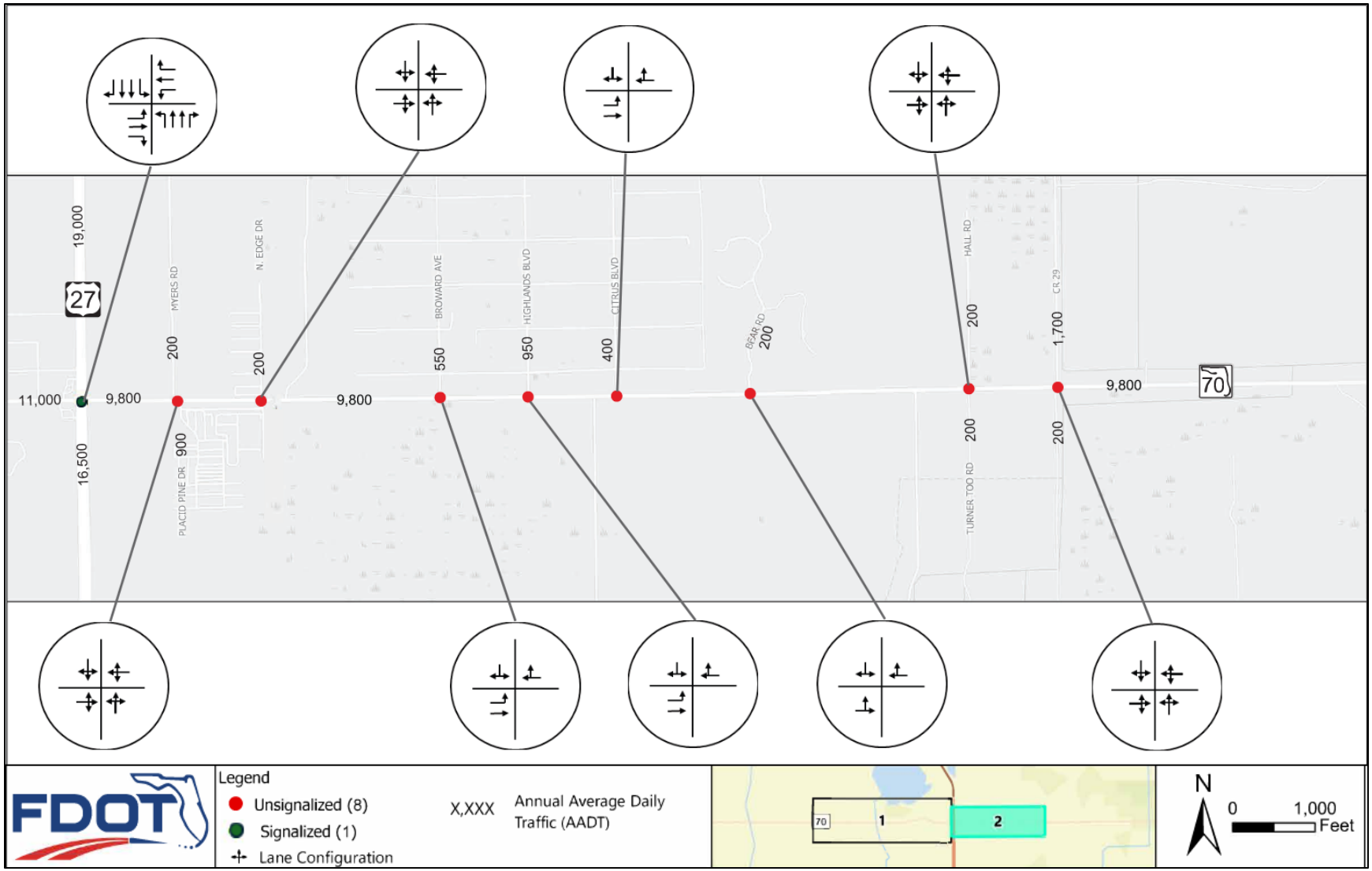


Figure 5-1B : Design Year (2052) No-Build Lane Configurations and AADT's 2 of 2



5.2 Transportation Systems Management and Operations (TSM&O) Alternative

The objective of TSM&O is to identify strategies that reduce existing traffic congestion and prevent its occurrence in areas that are currently congested. These strategies are designed to modify travel behavior and increase system efficiency without costly infrastructure improvements. TSM&O options generally include traffic signal and intersection improvements, access management, and transit improvements. The additional capacity required to meet the projected traffic volumes along S.R. 70 cannot be provided solely through the implementation of TSM&O improvements.

5.3 Multimodal Alternatives

Each of the Build Alternatives includes a shared use path, to establish safe multimodal options for the Highlands County community. In accordance with the "Highlands County Bicycle and Walking Policy" in the ***Highlands County 2030 Comprehensive Plan***, the project will address their desire to plan and provide strategies to establish safe bicycle paths and pedestrian walkways. Consistent with the ***Heartland Regional Transportation Planning Organization*** (***HRTPO***) ***2045 LRTP***, the project supports the development of pedestrian and bicycle facilities by enhancing multimodal connectivity and safety for non-motorized users. The project will also contribute to the implementation and expansion of the SUN Trail Network by improving connections to existing and planned regional trail facilities. The project will also meet some of the needs of the ***Trails and Bikeways Master Plan***. The plan addresses the element of a shared bike lane which will be implemented in the Preferred Alternative through the shared use path. The Build Alternatives align with the vision, mission, and goals of the ***Highlands Transit Plan***. The plan visions mobility choices that are easy, safe, and efficient, as well as reliable. The alternatives align with creating multimodal choices for residents and visitors while also making it easily accessible and safe. Multimodal options can also lead to less congestion on the roadway due to other means of transportation, such as biking or walking. Although the Build Alternatives incorporate multimodal accommodations, the additional capacity needed along S.R. 70 cannot be accommodated solely through multimodal improvements.

5.4 Build Alternatives

Build alternatives were evaluated by segment. The beginning and ending construction limits encompass the roadway transitions tying to the adjacent existing roadway and are located at MP 10.217 and MP 17.245, respectively. **Table 5-1** summarizes the three segments along the project area.

Table 5-1: Evaluation Segments

Segment	Begin Segment	End Segment	Begin Station	End Station	Begin Mile Post	End Mile Post	Segment Length (mi)
A	Jefferson Avenue/ Placid Lakes Boulevard	East of Placid View Drive	1041+19	1152+68	10.217	12.349	2.132
B	East of Placid View	Ekhoff Lane	1152+68	1297+20	12.349	15.090	2.741
C	Ekhoff Lane	C.R. 29	1297+20	1412+57	15.090	17.245	2.155

The Build Alternative will operate as a four-lane divided highway. An access management evaluation was conducted to determine the most appropriate median treatments at intersections and major driveways. A total of 21 directional median openings, one signalized intersection at Old S.R. 8, and one median U-turn (MUT) intersection at U.S. 27 are proposed. Right turn lane proposals were made based on the FDOT Access Management Guidebook (2019) criteria. **Figure 5-2A** and **Figure 5-2B** depict the design year (2052) Build Alternative Lane configuration and AADT's. Please see the ***PTAR***, ***August 2026***, for more information regarding access management and the build lane configurations.

Figure 5-2A: Design Year (2052) Build Lane Configurations and AADT's 1 of 2

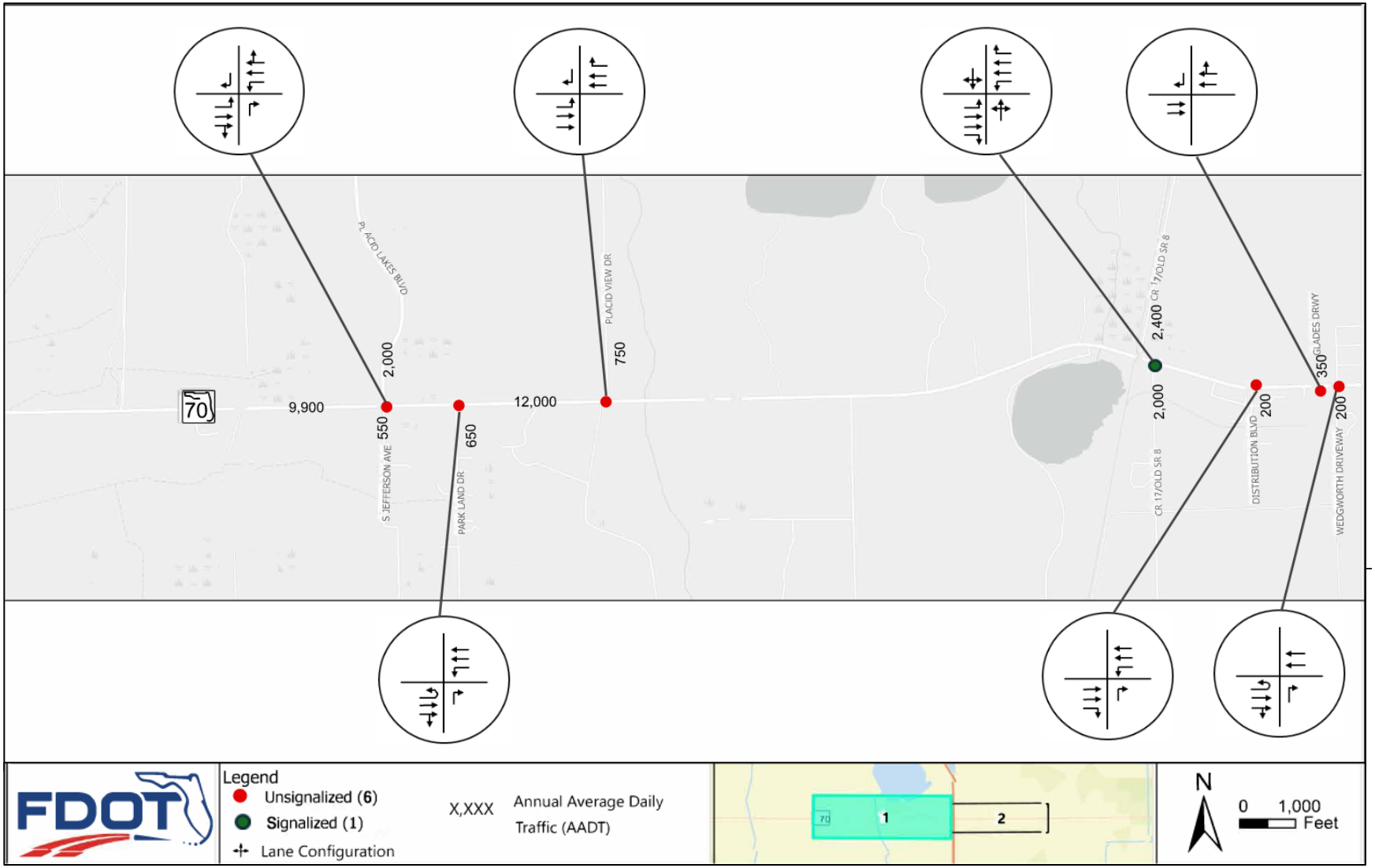
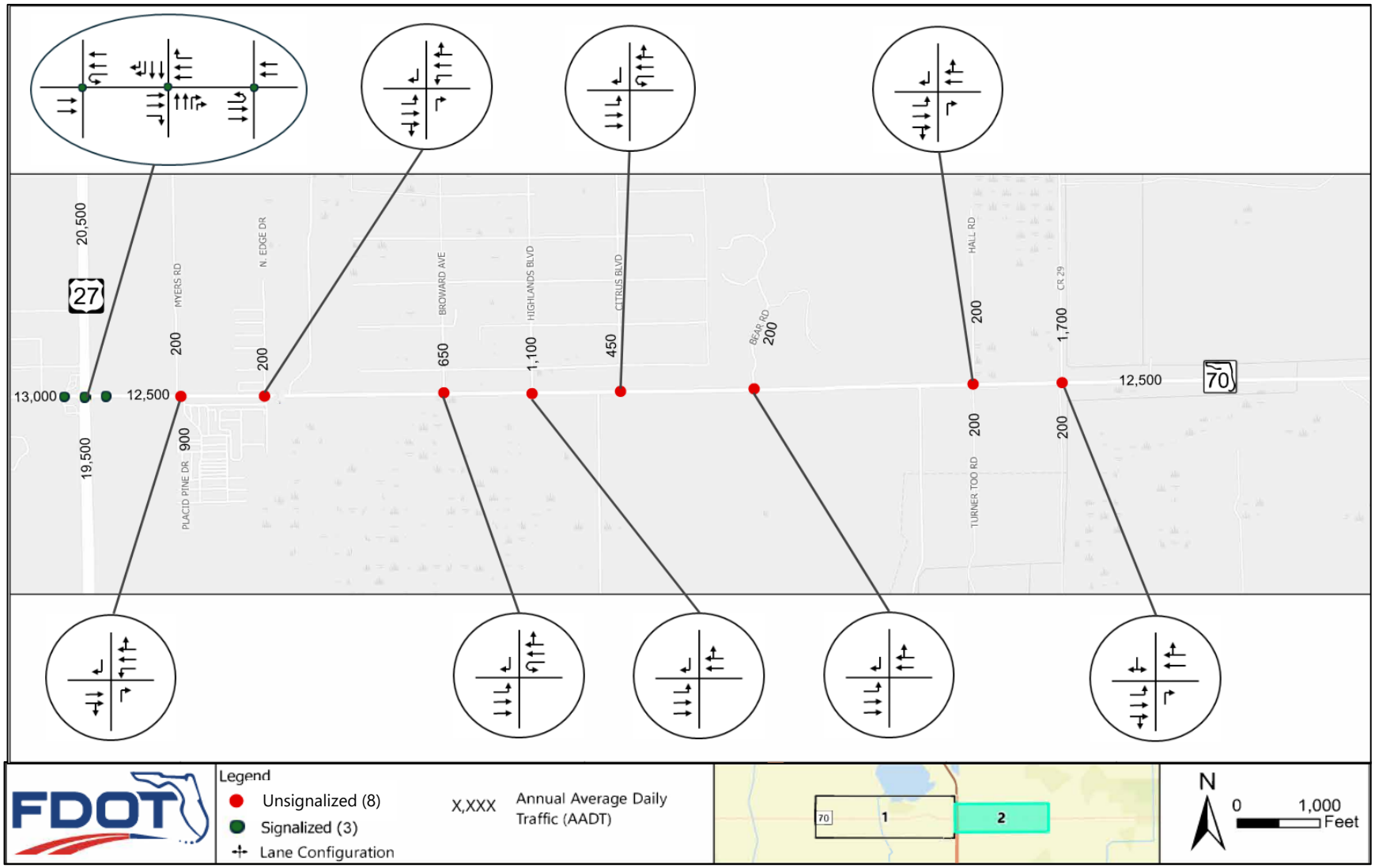


Figure 5-2B: Design Year (2052) Build Lane Configurations and AADT's 2 of 2



TYPICAL SECTIONS

In 2017, four Build Alternatives were evaluated, the following information in **Sections 5.4 and 5.5** are a summary of these four alternatives and a comparison of each. These Build Alternatives were presented in the Alternatives Public Workshop in March 2017 and based on different combinations of widening options for each of the three project segments evaluated.

Segment A – Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to West of Monroe Street (MP 12.349)

For Segment A, two Build Alternatives were explored, widening to the north or widening to the south. Both Option A1, widening to the North, and Option A2 widening to the south, have 12-ft travel lanes, a 40-ft median, seven-ft bicycle lanes in both directions, and a 10-ft shared use path. The existing ROW width is approximately 60 to 70-ft and the proposed ROW width is 143-ft to 153-ft. The LWRWEA is located on the north side of the existing roadway and FGT has gas pipelines located on the south side of the existing roadway. Below in **Figure 5-3** and **Figure 5-4** are the two Build Alternative options for Segment A.

Figure 5-3: Segment A – Option A1 North

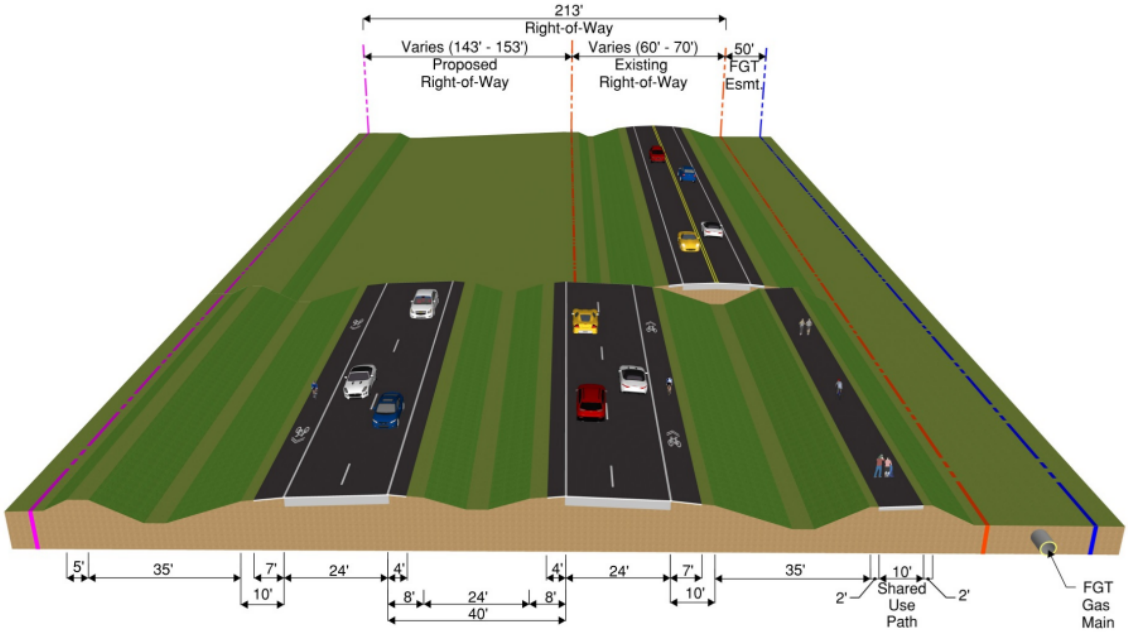
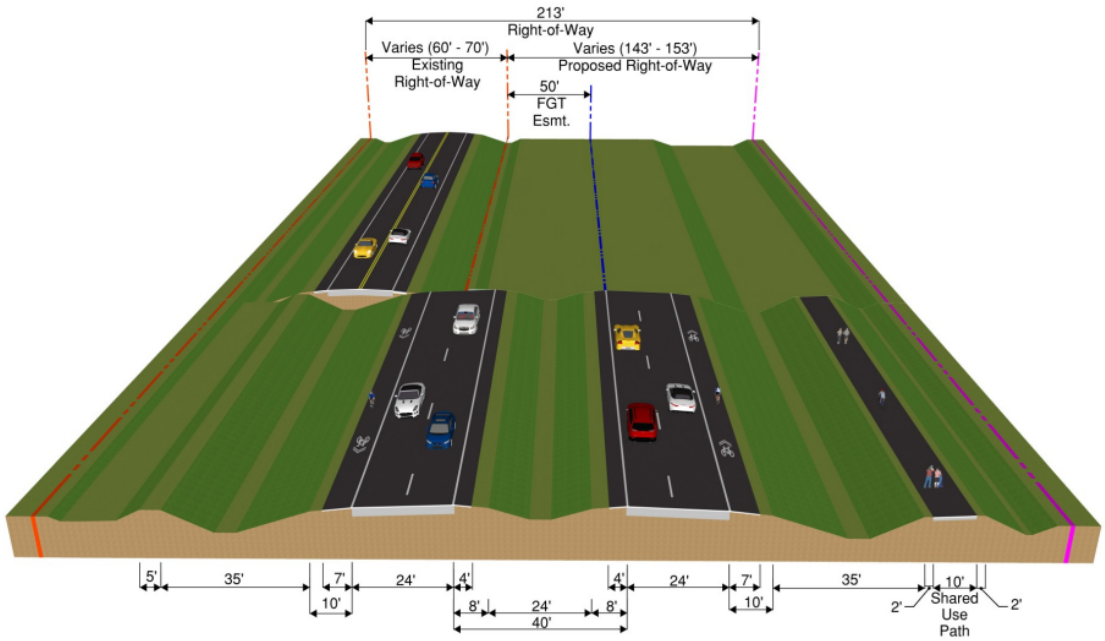


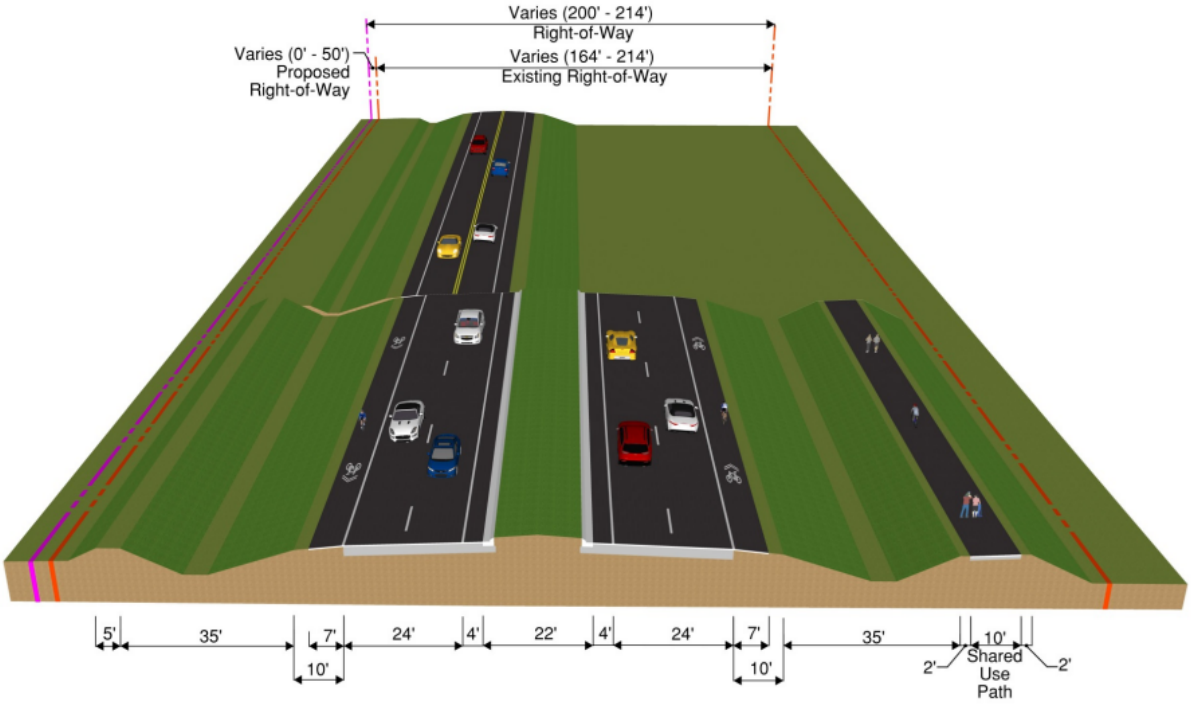
Figure 5-4: Segment A – Option A2 South



Segment B – West of Monroe Street (MP 12.349) to Ekhoff Lane (MP 15.090)

For Segment B, one Build Alternative was explored due to the existing ROW width being able to accommodate the proposed improvements. The existing ROW varies from 164-ft to 214-ft. This allows for the expansion of lanes as well as the addition of a shared use path with only 0 to 50-ft of proposed ROW needed near U.S. 27 where the ROW width is less, and ROW will be required. Segment B has 12-ft travel lanes, a 40-ft median, seven-ft bicycle lanes in both directions, and a 10-ft shared use path. See **Figure 5-5** for the proposed Segment B typical section.

Figure 5-5: Segment B Build Alternative



Segment C – Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

For Segment C, two Build Alternatives were explored, both would require additional ROW on both the north and south side. Below in **Figure 5-6** and **Figure 5-7** are the proposed typical section configurations for Segment C. The existing ROW varies from 45-ft to 200-ft. The main differences of Option C1 and C2 is the median, C1 utilizes a suburban 30-ft curbed median with four-ft paved inside shoulders while C2 utilizes a 40-ft rural median with eight-ft inside shoulders with four-ft paved.

Figure 5-6: Segment C Option C1

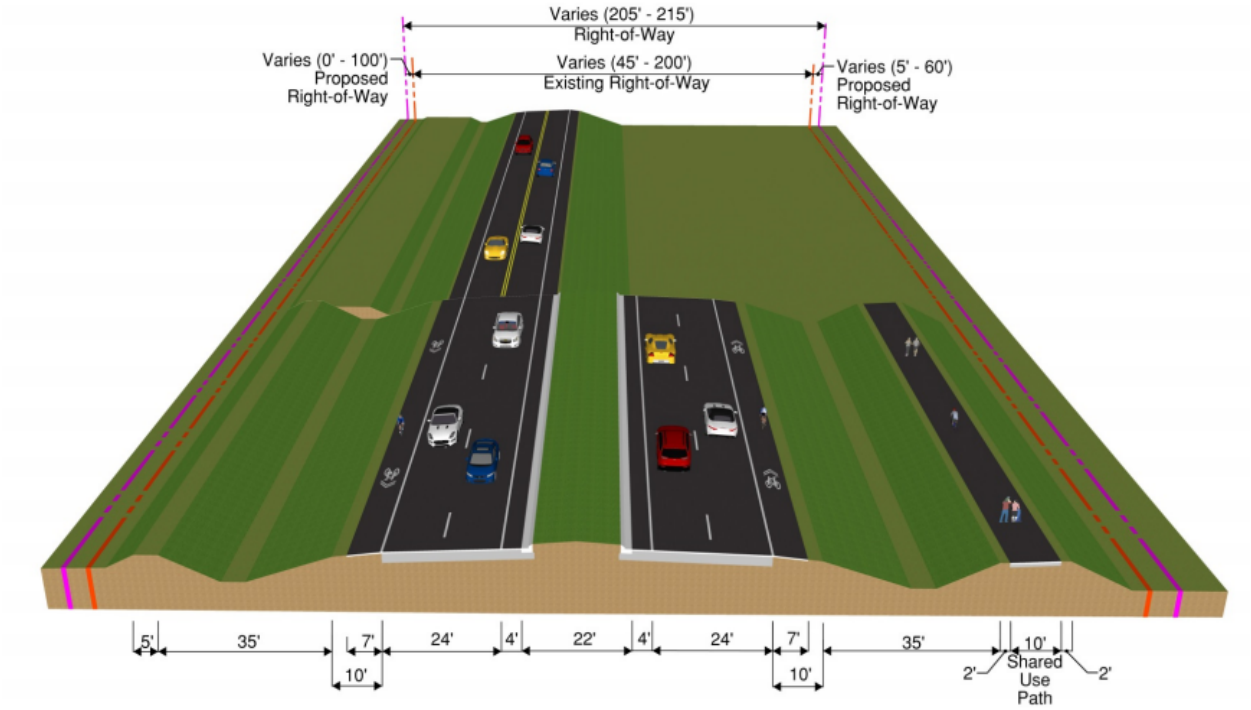
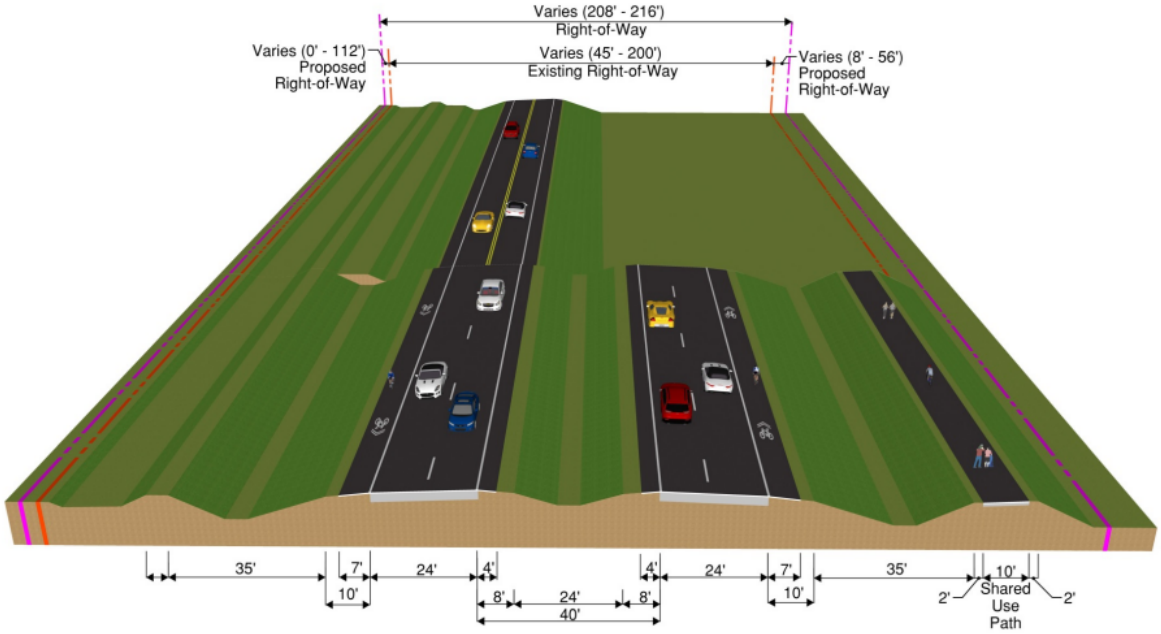


Figure 5-7: Segment C Option C2



The following sections are a detailed engineering analysis of the Build Alternatives. The following sections apply to all options in each segment unless stated otherwise.

5.4.1 Complete Streets

Complete streets aim to create safe travel options for all users and modes of transportation. Each segment's Build Alternative options include a 10 to 12-ft shared use path. Please see Section **5.4 Build Alternatives** for more details on the typical sections. This will allow S.R. 70 to be operated as a complete street for those walking, cycling, or driving.

5.4.2 Pedestrian and Bicycle Accommodation

As mentioned above, all Build Alternative options will aim to provide accessible options for all users. To accommodate pedestrians and bicycles, a shared use path will be implemented in each segment.

5.4.3 Traffic Operations and Safety

To quantify the effect of the proposed improvements to the corridor, a safety analysis was conducted following Highway Safety Manual (HSM) Part C predictive method procedures. The HSM Part C provides a predictive method for estimating expected average crash frequencies at individual sites. This method relies on safety performance functions (SPFs) that estimate predicted average crash frequency as a function of traffic volume and roadway characteristics (e.g., number of lanes, median type, intersection control, number of approach legs). The HSM analyses span the life of the project (20 years), from the opening year (2032) to the design year (2052).

A HSM-based safety analysis supports the proposed build improvements and predicts that the Build Alternative will reduce overall crashes, resulting in an overall reduction in total crash costs with 2026 present value savings of approximately $44 million.

5.4.4 Managed Lanes

There will be no implementation of managed lanes in any of the Build Alternative options.

5.4.5 Access Management

S.R. 70 in Highlands County is designated as Access Class 3 within the study limits. The context classification of the section of the project from Jefferson Avenue to C.R. 29 is C2-Rural. Please see Section **7.1.2 Access Management** for more information regarding access management.

5.4.6 Interchanges on Interstate Highways

Please see **7.1.7 Intersection/Interchange Concepts and Signal Analysis** for information regarding intersections.

5.4.7 Intelligent Transportation Systems

Please see Section **7.1.9 Intelligent Transportation System and TSM&O Strategies** information regarding intelligent transportation systems.

5.4.8 Lane Repurposing

There will be no lane repurposing in the Build Alternatives.

5.4.9 Landscape

There are no landscape implementation measures in the Build Alternatives.

5.4.10 Lighting

There is no lighting proposed in the Build Alternatives.

5.4.11 Wildlife Crossings

The proposed roadway improvements will require ROW acquisition from the FWC managed LWRWEA along the north side of S.R. 70. The mitigation plan for LWRWEA impacts will include construction of a wildlife crossing and wildlife directional fencing to minimize wildlife strikes on the roadway. The wildlife crossing and limits of roadway/perimeter exclusion fencing will be further evaluated during the project design/environmental permitting phase.

Please see Section **7.1.12 Wildlife Crossings** for information regarding wildlife crossings in the Preferred Alternative.

5.4.12 Permits

The USACE, SWFWMD and SFWMD regulate impacts to wetlands within the project study area. Other agencies, including the USFWS, National Marine Fisheries Services (NMFS), and the FWC, review and comment on wetland permit applications. The FWC also issues permits for gopher tortoise relocation/conservation activities and incidental take of state-protected species. In addition, the FDEP regulates stormwater discharges from construction sites. The complexity of the permitting process will depend on the degree of impact to jurisdictional areas. Please see **7.1.13** Permits for the permits required for the Preferred Alternative.

5.4.13 Stormwater Management

Stormwater runoff from S.R. 70 will be collected and conveyed to the stormwater management facilities through roadside ditches and/or storm drain systems. These stormwater management facilities will provide water quality and water quantity. The design of the drainage and stormwater facilities will comply with the standards set forth by the FDOT Drainage Manual, FDOT Drainage Design Guide, and the SWFWMD ERP Applicant's Handbook Volume II.

Please see **7.1.14 Drainage and Stormwater Management Facilities** information.

5.4.14 Sea level Impact Protection (SLIP) Studies

This project is not within the coastal building zone therefore a ***Sea Level Impact Protection*** (***SLIP***) ***Study*** was not performed.

5.4.15 Water Quality

Within the project limits, three impaired water bodies are present:

- **Lake Placid Outlet** (**WBID: 1938Y**) **OFW** – Impaired for nutrients, lead, copper, and dissolved oxygen.
- **Lake Annie** (**WBID: 1938H**) – Impaired for mercury.
- **Harney Pond Canal** (**WBID: 3204**) – Impaired for nutrients and dissolved oxygen.

5.4.16 Hydrology and Floodplains

In accordance with ***Executive Order 11988*** "***Floodplain Management***", ***USDOT Order 5650.2***, "***Floodplain Management Protection***", and ***Federal-Aid Policy Guide 23 CFR 650A***, the floodplain must be protected. The intent of these regulations is to avoid or minimize highway encroachments within the 100-year base floodplains and to avoid supporting land use development that is incompatible with floodplain values.

Floodplain impacts due to the proposed roadway widening and stormwater management facilities were analyzed and quantified based on revisions to the ***SWFWMD Watershed Evaluation***, ***Floodplain Analysis and Master Plan Report for Lake Placid*** (***L473***) ***Watershed***. The analysis uses a volumetric approach to estimate the approximate ROW needs to satisfy the floodplain storage requirements.

The proposed hydraulics will perform in a manner equal to or better than the existing conditions due to the mitigation measures including the floodplain compensation (FPC) sites and replacement of the existing cross drain structures.

The floodplain stages will not be increased, and the cross drains will have adequate capacity as to not impact headwaters nor cause backflow or roadway overtopping that is not already present in the existing condition. The project will not impact the current capability to provide emergency services or evacuation. Therefore, the level of encroachment is determined to be not significant.

5.4.17 Utilities and Railroads

Nine UAOs are known to operate utilities within the project corridor (See **Table 2-17**). Please see Section **7.1.21 Utilities** for more information regarding any utility impacts associated with the Preferred Alternative.

There is one at-grade railroad (SCFE) intersecting S.R. 70 located west of Old S.R. 8. Please see Section **2.2.17 Railroad** Crossings more information regarding the existing railroad.

5.4.18 Survey and Mapping

Designs were based on topographic surveys, no LiDAR data was used. The survey was conducted using the Florida East Zone coordinate system (NSR11/NAD83(2011)) with elevations references to the NAVD88 vertical datum.

5.4.19 Geotechnical Investigation

Please see Section **2.2.21 Soils and Geotechnical Data** for information regarding geotechnical data.

5.4.20 Structures and Bridges

See Section **7.1.16 Bridge and Structure** Analysis for information regarding structures and bridges in the Preferred Alternative.

5.4.21 Perimeter Walls

There are no existing perimeter walls within the study area, therefore no impacts will be made to perimeter walls.

5.4.22 Transportation Management Plan

Please see **7.1.17 Transportation Management** Plan for information regarding the transportation management plan for the Preferred Alternative.

5.4.23 Constructability

The sequence of construction will be staged in manner that will minimize disruptions to the flow of traffic. Full depth reconstruction will be required. Traffic can remain on the existing roadway as half of the new four-lane section is constructed in its permanent

location adjacent to the existing roadway. Traffic can then be shifted to the newly built lanes as the other half of the new four-lane roadway is built.

Temporary pavement will be needed in areas where the proposed roadway centerline crosses the existing roadway. Specific attention will have to be paid to the median crossovers/intersections during construction to ensure grades and breakover are safe and do not impede operations.

The temporary traffic control plan will be developed during the final design phase to move vehicles safely and efficiently through and around the work zones. Advance notice will be given if street closures and detours are necessary, and construction will take place during off-peak hours, whenever feasible, to minimize disruptions to the traveling public and adjacent residences and businesses.

5.4.24 Construction Impacts

Construction activities for the Build Alternatives may cause minor short-term air quality, noise, water quality, traffic congestion, and visual impacts for residents and travelers within the immediate vicinity of the project. The project also may cause disruption to wetlands, existing species, and cultural resources in the project limits.

The air quality effect will be temporary and primarily in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. The air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specification for Road and Bridge Construction, "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of Best Management Practices.

5.5 Comparative Alternatives Evaluation

The Comparative Alternatives Evaluation Matrix is based on environmental effects, ROW needs, project costs, and engineering factors. It also quantifies considerations such as potential business and residential relocations, impacts to environmental resources, and the ROW acreage needed for the roadway improvements and stormwater facilities. The potential for the proposed widening to impact archaeological/historic sites, noise sensitive sites, and threatened and endangered species were also included in the matrix.

The bottom portion of the matrix details cost estimates for wetland mitigation, ROW acquisition, construction, design, and constructing engineering and inspection. These estimates were based on year 2017 unit costs. Construction costs were estimated using the FDOT Long-Range Estimate (LRE).

For Segment A, Option A1 widening to the north will result in less ROW acquisition and overall lower project costs. Option A2 widening to the south will result in less impacts to public parks, recreation areas, or wildlife refuges, but will result in a higher overall project cost and constraints due to the existing FGT gas pipelines located on the south side of S.R. 70.

For Segment B, one alternative was presented due to the existing ROW width being able to accommodate the proposed project widening. This alternative is the only feasible option for Segment B to reduce excess ROW acquisition.

For Segment C, both options are similar in environmental impacts, ROW acquisition, and overall project costs. Option C1 utilizes a suburban typical section with a 30-ft curbed median while Option C2 utilizes a rural typical section with a 40-ft median. Overall, Option C2 has a slightly lower overall project costs. All Build Alternative configurations will require two business and two residential relocations. The impacts to cultural resources, noise receptors, and threatened and endangered species were also equivalent. Table 5-2 depicts the alternatives evaluation matric by segment and option.

Table 5-2: Comparative Alternatives Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Jefferson Avenue/Placid Lakes Boulevard to West of Monroe Street (Segment A)		West of Monroe Street to Ekhoff Lane (Segment B)	Ekhoff Lane to County Road 29 (Segment C)	
Option		**Option A1**	**Option A2**	**Option B**	**Option C1**	**Option C2**
Centerline Length of Improvement (miles)	**N/A**	**2.1**	**2.1**	**2.8**	**2.2**	**2.2**
Business Impacts						
Number of business relocations	0	0	0	1	1	1
Residential Impacts						
Number of residential relocations	0	0	0	0	2	2
Environmental Effects						
Archaeological/Historical sites (potential)	None	Low-Moderate	Low-Moderate	Low	Low-Moderate	Low-Moderate
Public parks, recreation areas, or wildlife refuges	0	48.27	7.98	2.61	0	0
Noise (potential)	0	0	0	0	2	2
Wetland (acres)	0	9.14	16.40	5.60	5.81	6.10
Floodplains (acres)	0	11.24	22.56	6.35	0.58	0.58
Threatened and endangered species (potential)	None	High	High	High	High	High
Contamination sites (high / medium)	0/0	0 /2	0/5	1/11	0/6	0/6
Right-of-Way Needs						
Right-of-way to be acquired for roadway (acres)	0	48.3	50.5	0.4	13.2	16.3
Right-of-way to be acquired for stormwater facilities (acres)	0	0.0	0.0	11.4	9.4	9.1
Right-of-way to be acquired for floodplain compensation (acres)	0	1.5	15.9	3.8	0.6	0.6
Total Right-of-Way (acres)	0.0	49.8	66.4	15.6	23.1	25.9
Estimated Total Project Costs (2017 Cost)						
Wetland Mitigation	**$0**	**$1,080,759**	**$1,939,218**	**$662,172**	**$687,003**	**$721,295**
Right-of-way acquisition for roadway	$0	$696,000	$1,171,000	$336,000	$1,196,500	$1,356,500
Right-of-way acquisition for stormwater facilities	$0	$0	$0	$266,000	$362,000	$356,000
Right-of-way acquisition for floodplain compensation	$0	$150,000	$620,000	$195,000	$48,000	$24,947
Total Right-of-Way Cost	**$0**	**$846,000**	**$1,791,000**	**$797,000**	**$1,606,500**	**$1,737,447**
Construction cost for roadway	$0	$8,986,592	$10,073,790	$10,450,125	$7,126,099	$6,445,030
Construction cost for stormwater facilities	$0	$181,810	$143,330	$403,757	$454,199	$454,199
Construction cost for floodplain compensation	$0	$90,886	$236,513	$49,248	$77,619	$77,619
Total Construction Cost	**$0**	**$9,259,288**	**$10,453,633**	**$10,903,130**	**$7,657,917**	**$6,976,848**
Design	$0	$925,929	$1,045,363	$1,090,313	$765,792	$697,685
Construction Engineering & Inspection (15% of the Total Construction Cost)	$0	$1,388,893	$1,568,045	$1,635,470	$1,148,688	$1,046,527
Preliminary Estimate of Engineering Cost	**$0**	**$2,314,822**	**$2,613,408**	**$2,725,783**	**$1,914,479**	**$1,744,212**
Preliminary Total Cost	**$0**	**$13,500,869**	**$16,797,259**	**$15,088,085**	**$11,865,900**	**$11,179,802**

*The No-Build Alternative will have no impacts outside the existing ROW.

5.6 Selection of the Preferred Alternative

Build Alternatives for each segment were explored as well as the No-Build Alternative.

For Segment A, Option A1 widening to the north, has a lower cost than Option A2, widening to the south, as well as less ROW acquisition needed and it avoids impacts to FGT. Therefore with impact considerations, widening to the north was selected as the Preferred Alternative for Segment A.

For Segment B only one Build Alternative was explored due to the existing ROW width. The Preferred Alternative is the Build Alternative for Segment B as it will tie Segment A and Segment C together, rather than the No-Build Alternative.

For Segment C, Option C2, the rural typical section with a 40-ft median, was selected as the Preferred Alternative due to the lower costs than Option C1.

Following the selection of the Preferred Alternative for each segment, the study was put on hold for several years due to a lack of planning consistency. The information presented earlier in this section reflects the alternatives that were developed and evaluated before the study was put on hold. In 2022, the study was re-started and the Preferred Alternative for each segment was updated using current design criteria (see Section **4.2 Design Criteria**) to take into account local development. The revisions for each segment are detailed below and in Section **7.0 PREFERRED ALTERNATIVE**.

Segment A – Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.349)

A ***LWRWEA Alternatives Analysis Memorandum***, ***August 2025***, was completed for Segment A of this project to evaluate minimizing potential effects to the environmentally sensitive LWRWEA. FP&L transmission lines are located on the north side of S.R. 70 along with the LWRWEA. Located on the south side of S.R. 70 is an existing FGT pipeline that is centered in the 50-ft FGT easement leaving typically 35-ft between the existing ROW and the FGT easement. The LWRWEA extends through to Segment B where the typical section transitions to a 200-ft ROW, but is not present in Segment C. All impacts made to the LWRWEA are accounted for in the Memorandum. A tiered evaluation approach was used to assess the feasibility of roadway widening alternatives for S.R. 70, while minimizing impacts to critical regional utilities, ROW, and environmentally sensitive areas, including the LWRWEA. The first tier assessed widening either to the north or south and two Build Alternatives were introduced.

- **Alternative 1** – North Alternative: Widening to the north while maintaining the existing southern ROW boundary.

- **Alternative 2** – South Alternative: Widening to the south while maintaining the existing northern ROW boundary.

As the analysis progressed, major constraints emerged with the existing utility easements. FP&L transmission lines are located along the north side of S.R. 70, in a historic linear easement of undefined width, while a FGT pipeline runs along the south side of S.R. 70. The FGT pipeline is centered in the 50-ft FGT easement leaving typically 35-ft between the existing ROW and the FGT easement. Given these constraints, two additional alternatives were introduced:

- **Alternative 3** – Far North Alternative: Shifting the widening further north beyond the FP&L easement and repurposing the existing roadway as a shared use path.

- **Alternative 4** – Far South Alternative: Shifting the widening further south to minimize conflicts with FGT infrastructure and repurposing the existing roadway as a shared use path.

Tier 2 was the refinement of the alternatives. Alternative 2 and Alternative 4 were eliminated from further consideration due to complexity and relocation costs of FGT pipeline. Although Alternative 1 and Alternative 3 have costs associated with species impacts and conservation land mitigation, Alternatives 2 and 4 would have similar environmental impact costs in addition to the utility impact costs. The ROW mitigation costs are not equivalent to the relocation of the FGT pipeline. With the southern alternatives removed, the evaluation process shifted its focus to these remaining northern alternatives:

- **Alternative 1 – North Alternative**

- **Alternative 3 – Far North Alternative**

Additional refinements were made to minimize impacts to the environmentally sensitive LWRWEA. A 26.5-ft paved median with dual-face guardrail was incorporated, reducing the overall project footprint while still meeting necessary design standards. To further

minimize impacts, a five-ft outside shoulder was used instead of a typical seven-ft. For Alternative 3, the roadway alignment was set to ensure that the FP&L poles were outside of a 36-ft clear zone. See **Figure 5-8** and **Figure 5-9** below for the narrowed typical sections through the LWRWEA for both Alternatives 1 and 3.

Figure 5-8: Alternative 1 – Revised North Alternative Typical Section

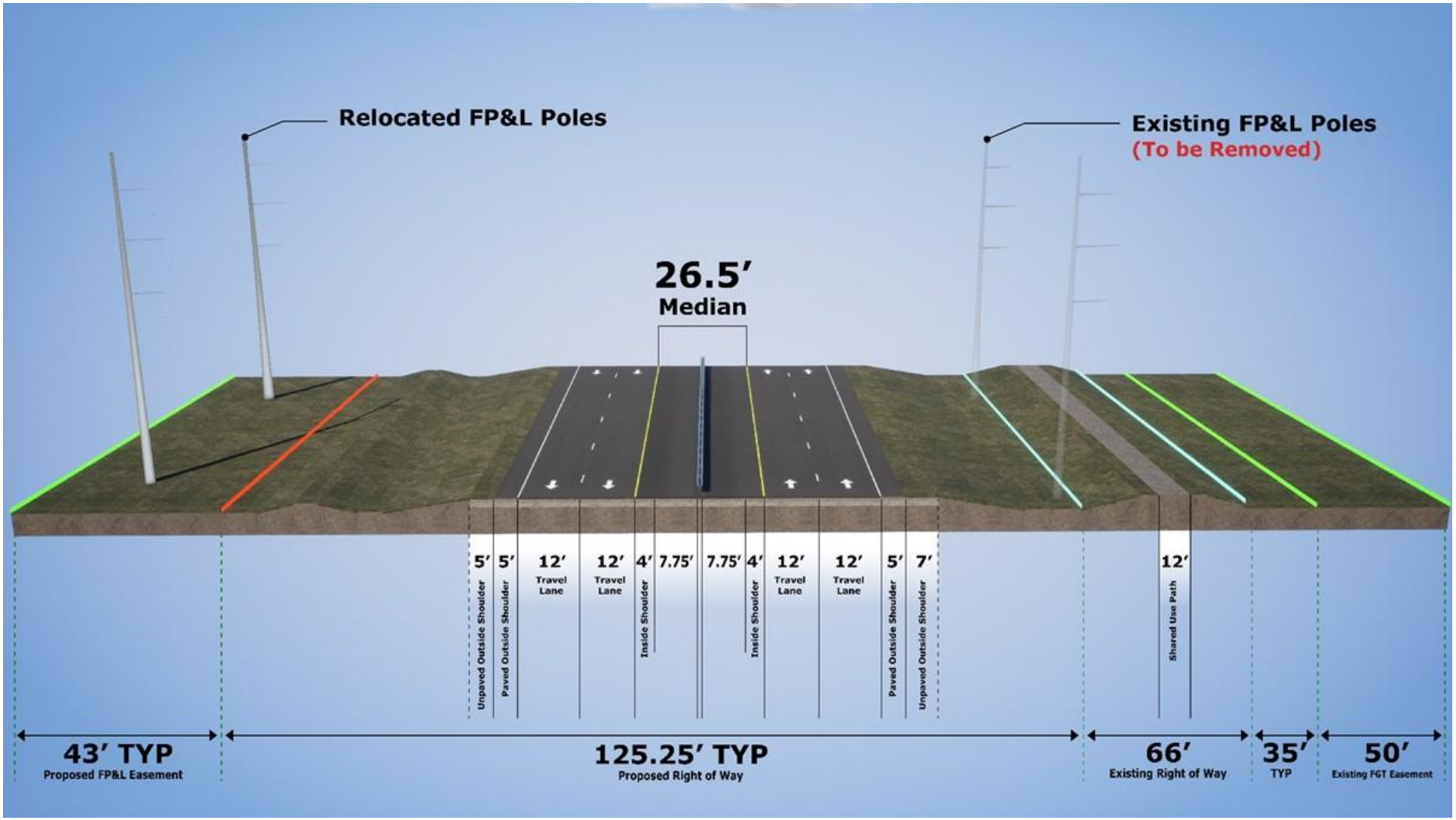
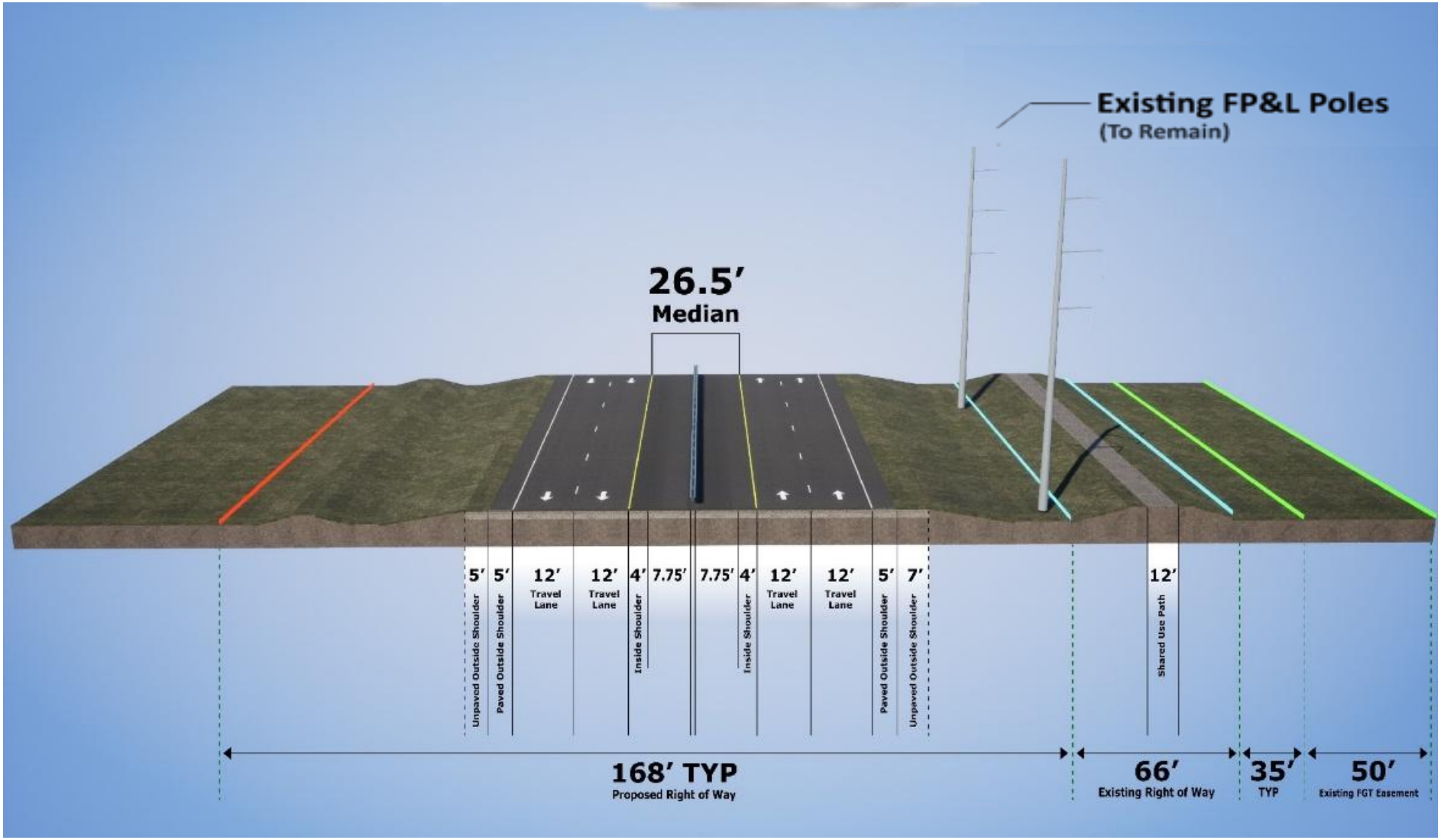


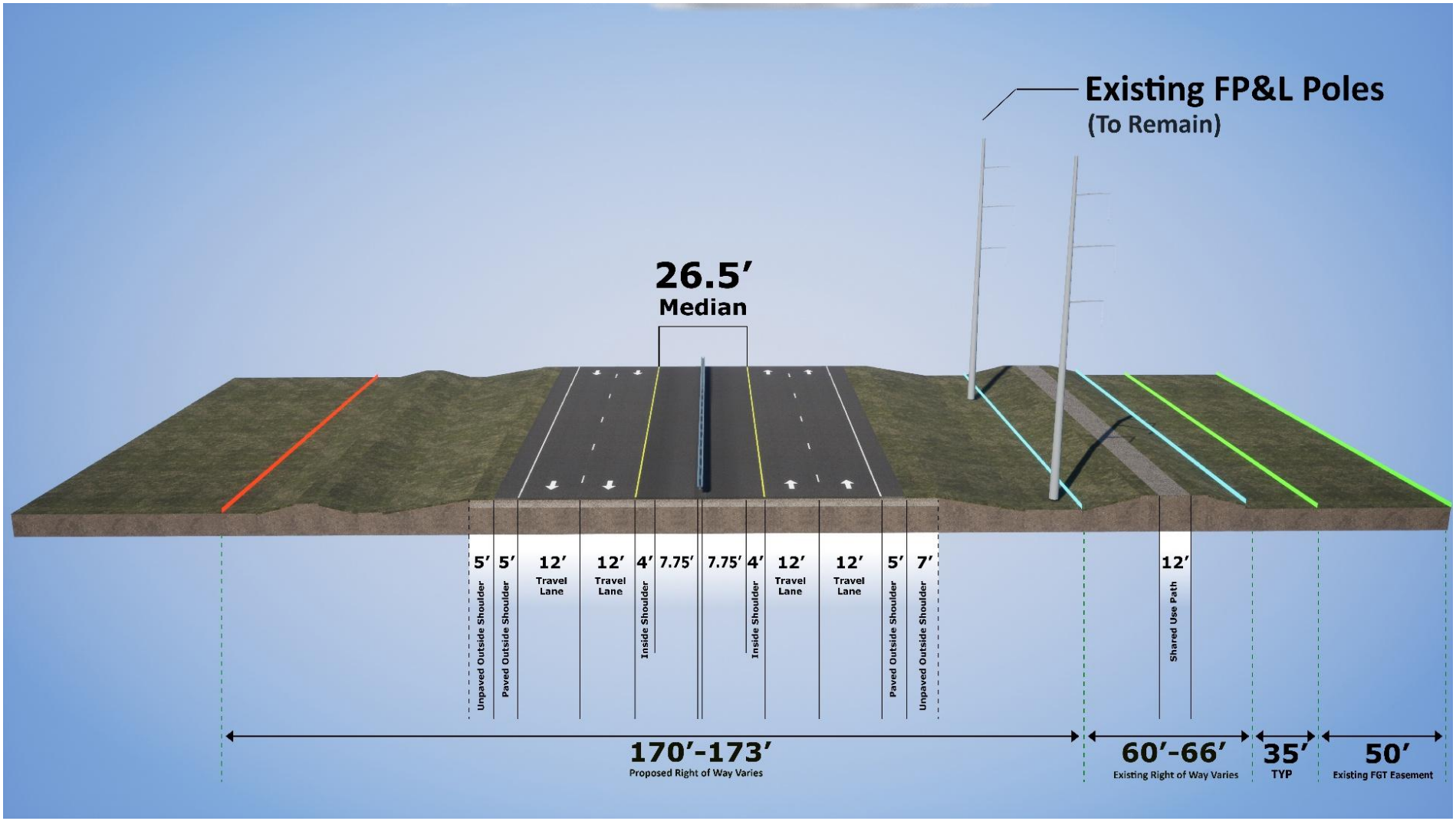
Figure 5-9: Alternative 3 – Revised Far North Alternative Typical Section



With considerations for the LWRWEA, FGT pipeline, and FP&L poles, Revised Alternative 3, the Far North, was selected as the Preferred Alternative for Segment A. The costs to relocate FP&L infrastructure in Alternative 1 would be $9.09 million while Alternative 3 (Far North Alternative) removes these relocation costs, making it the more cost-effective option.

Following the LWRWEA Alternatives Analysis Memorandum, August 2025, the Segment A typical section was further refined following ROW survey. Segment A is a four-lane typical section with median guardrail that maintains the existing southern S.R. 70 ROW boundary and realigns the roadway to the far north (See **Figure 5-10**) to avoid impacting the existing FP&L poles. The typical section consists of a 26.5-ft paved median. The roadway features 12-ft travel lanes, a 12-ft shared use path within the existing ROW, and open roadside ditches/linear stormwater treatment ponds. The design, target, and posted speeds are 65 mph. A median width variation resulting in a 13.5-ft reduction from the standard 40-ft median has been approved for this segment. The proposed ROW for this typical section varies from 170 to 173-ft.

Figure 5-10: Segment A Far North Preferred Alternative



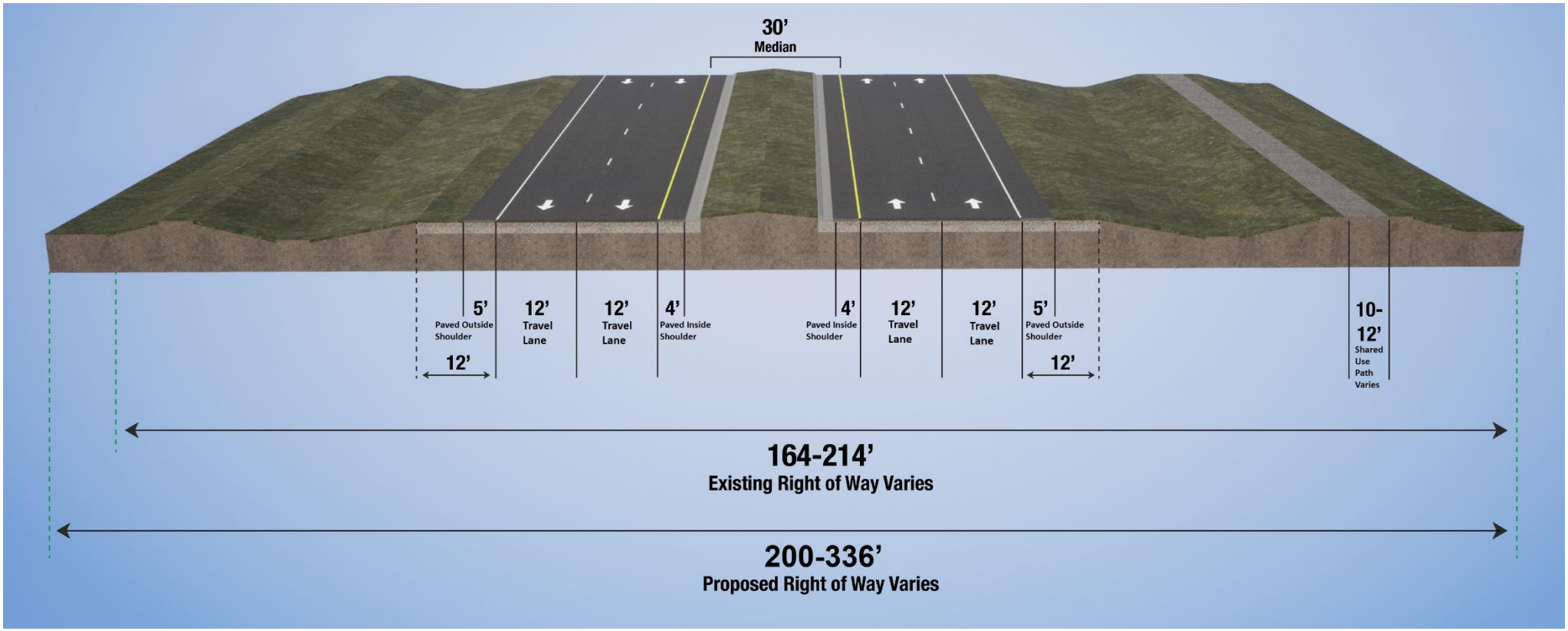
This alternative impacts the LWRWEA and existing FP&L easement located on the north side of the roadway; however, this alternative avoids impacts to the FGT easement along the south side of the corridor. Based on coordination with FWC, FDOT will mitigate for the loss of approximately 46.37 acres of impacts to the LWRWEA and further evaluate the wildlife crossings within this segment during the design phase of this project.

Segment B – East of Placid View Drive (MP 12.349) to Ekhoff Lane (MP 15.090)

For Segment B, the existing ROW varies from 164 to 214-ft. This typical section typically fits within the existing ROW however, near U.S. 27, the available ROW is narrower, and additional ROW acquisition ranging from 0 to 136-ft will be required.

The revised typical section through Segment B includes 12-ft travel lanes, a 30-ft median including four-ft paved median shoulders, and a Type E curb and gutter. A 10 to 12-ft shared use path is located on the south side of the roadway (See **Figure 5-11**). The design, target, and posted speeds are 55 mph; a SIS design speed variation has been approved for this segment. The proposed ROW width is 200 to 336-ft.

Figure 5-11: Segment B Preferred Alternative Typical Section



Segment C- Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

Segment C has two typical sections, the first is from MP 15.090 to MP 16.845, this typical section consists of a 40-ft median, 12-ft travel lanes, and open roadside ditches. A 12-ft shared use path is included on the south side. The total proposed ROW width varies from 215 to 359-ft, with the existing ROW being 45 to 200-ft. The widening will occur to the south. The design, target, and posted speeds are 65 mph.

From MP 16.845 to MP 17.245, there is a canal located on the south side of the existing corridor. The proposed typical section accommodates the canal in the proposed ROW. The total proposed ROW is 313 to 322-ft, widening to the south. The existing ROW is 45 to 65-ft. The typical section with the canal consists of a 40-ft median, 12-ft travel lanes, and open roadside ditches.

Please see **Figure 5-12** and **Figure 5-13** for the Segment C typical sections.

Figure 5-12: Segment C Preferred Alternative Typical Section (MP 15.090 to MP 16.845)

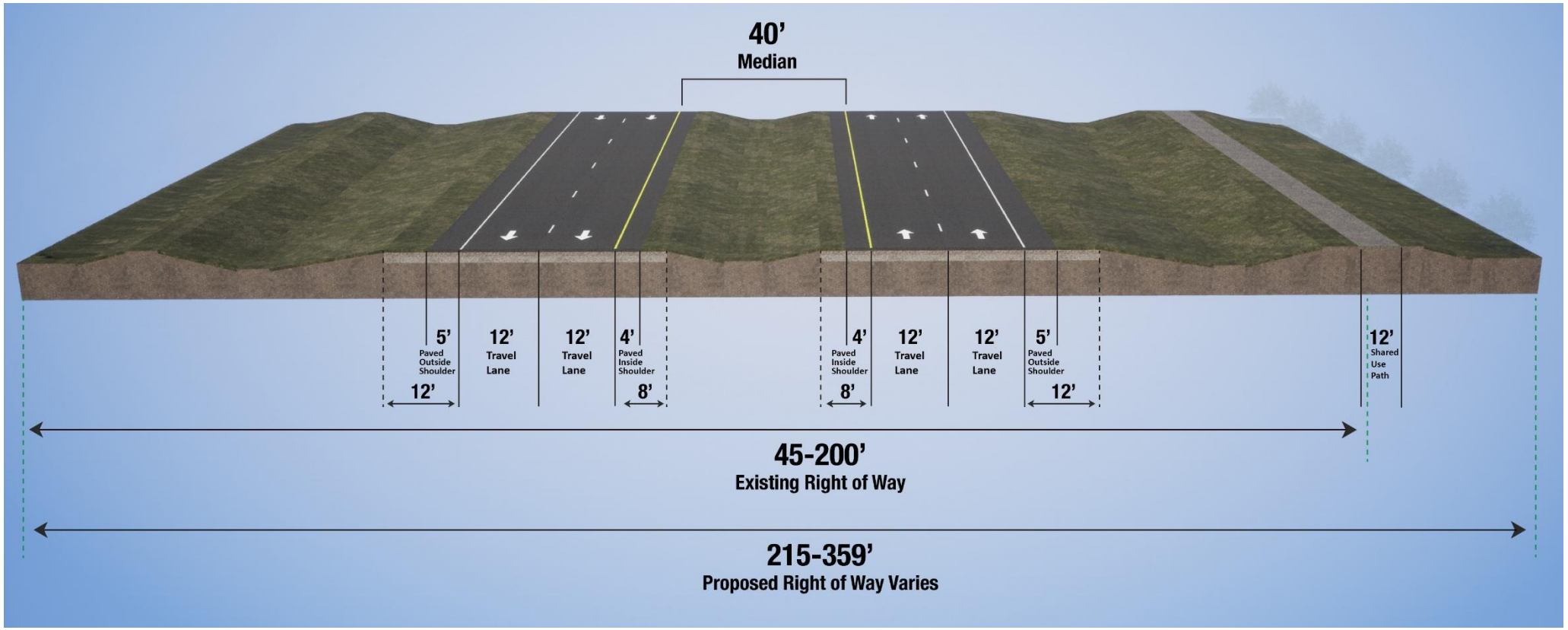
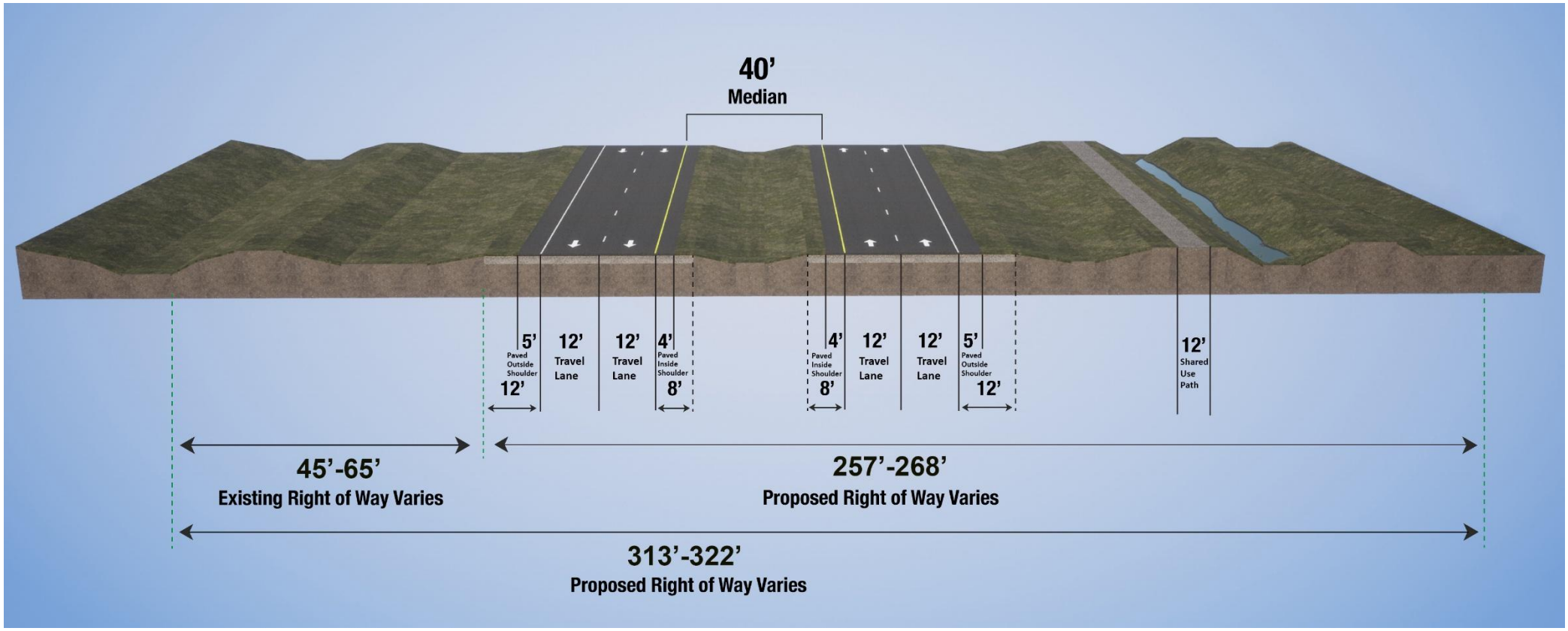


Figure 5-13: Segment C Preferred Typical Section (MP 16.845 to MP 17.245)



A Comparative Alternatives Evaluation Matrix was completed for the updated Preferred Alternative to compare it to the No-Build Alternative, as shown in **Table 5-3**. The matrix evaluation criteria reflects the ability to meet the project's Purpose and Need, community, cultural, natural, and physical effects, ROW needs, and project costs. The cost estimates reflect cost associated with wetland/species mitigation, ROW acquisition, construction, design, and construction engineering and inspection. These estimates were based on year 2026-unit costs.

The wetland and species mitigation costs shown in **Table 5-3** do not include the additional 366 credits needed for the Incidental Take of sand skinks (226.44 credits) and impacts to the scrub-jay (139.56). These credits are subject to change and final costs will be provided prior to construction, please see Section **7.1.22 Project Costs** for more information. Construction costs were estimated using the FDOT LRE system, shown in **Appendix A: Long-Range Estimate (LRE**).

Table 5-3: Comparative Alternatives Evaluation Matrix: Preferred Alternative vs. No-Build Alternative

Evaluation Criteria	No-Build Alternative	Preferred Alternative
Ability To Meet Purpose & Need		
Improve Operational Capacity for Emergency Evacuations	No	Yes
Correct Existing Inadequate Cross-Section and Substandard Geometrics	No	Yes
Increase Vehicular Safety	No	Yes
Addresses Rural Area of Opportunity Deficiencies	No	Yes
Community Effects		
Number of Parcels Impacted	0	53
Number of Residential Relocations	0	4
Number of Business Relocations	0	1
Total Acres of Farmlands to be Converted by Project	0.00	154.16
Cultural Effects		
Archaeological/Historical Sites within APE	None	17
Public Parks, Recreation Areas, or Wildlife Refuges (acreages) (4f resources)	0	46.37 acres of the Lake Wales Ridge Wildlife and Environmental Area (LWRWEA)
Natural Effects		
Threatened and Endangered Species (potential - High, Medium, Low, or None)	None	High

*Please see **7.1.22 Project Costs** regarding the total species mitigation costs

**Design cost based on the programmed amounts in the Work Program

Table 5-3: Comparative Alternatives Evaluation Matrix: Preferred Alternative vs. No-Build Alternative (Continued)

Evaluation Criteria	No-Build Alternative	Preferred Alternative
Natural Effects		
Wildlife Crossings	0	3
Impacted Wetlands and Other Surface Waters (acres)	0.00	13.66
Floodplain Impacts (acre-ft)	0.00	23.20
Physical Effects		
Noise Sensitive Sites Impacted	0	31
Contamination Sites (High / Medium)	0/0	2 / 31
Right of Way Needs		
Right of Way to be Acquired for Roadway and Ponds (acres)	0.00	129.21
Project Costs		
Wetland Mitigation	$0	$1,700,000
Species Mitigation*	$0	$650,000
Right of Way Acquisition for Roadway	$0	$13,100,000
LWRWEA Mitigation	$0	$20,000,000
Roadway, Stormwater Management Facilities (Ponds), and Floodplain Compensation Construction	$0	$155,410,000
Reimbursable Utility Relocation	$0	$7,310,000

*Please see **7.1.22 Project Costs** regarding the total species mitigation costs

**Design cost based on the programmed amounts in the Work Program

Table 5-3: Comparative Alternatives Evaluation Matrix: Preferred Alternative vs. No-Build Alternative (Continued)

Evaluation Criteria	No-Build Alternative	Preferred Alternative
Project Costs		
Railroad	$0	$1,250,000
Design**	$0	$10,540,000
Construction Engineering & Inspection (10% of the Construction Cost)	$0	$15,540,000
Preliminary Estimate of Total Project Cost	**$0**	**$225,500,000**

*Please see **7.1.22 Project Costs** regarding the total species mitigation costs

**Design cost based on the programmed amounts in the Work Program

Based on the Comparative Alternative's Evaluation Matrix, the No-Build Alternative offers the benefit of no cost other than routine maintenance, but it provides no tangible benefits for the community, particularly in addressing the Purpose and Need for the project. The purpose of this project is to improve operational capacity for emergency evacuations, increase vehicular safety, correct roadway geometric deficiencies, and enhance the Rural Area of Opportunity, which the No-Build Alternative fails to do. The Preferred Alternative, although having costs and impacts associated, supports the project's overall Purpose and Need.

6.0 AGENCY COORDINATION & PUBLIC INVOLVEMENT

A comprehensive ***Public Involvement Plan*** (***PIP***), ***September 2015***, located in the project file, was developed for this project. The ***PIP***, ***September 2015***, outlines the strategies used to address public involvement and outreach over the course of the study. Please see the ***Comments and Coordination Report***, which will be completed following the Public Hearing, for more detailed information regarding the public stakeholder involvement associated with the project.

6.1 Agency Coordination

There are many local, regional, state, and federal agencies identified that have an interest in this project due to jurisdictional review or expressed interest. These agencies have been identified and were contacted directly through the Advance Notification (AN) process at the outset of the project.

The project was evaluated through FDOT's ETDM process as project #3054. An ***ETDM Programming Screen Summary Report***, located in the project file, containing comments from the ETAT was published on July 7, 2016. The ETAT evaluated the project's effects on various social, cultural, natural, and physical resources. ETDM agency comments identified concerns regarding potential impacts to wetlands, wildlife habitat and protected species, conservation easement lands, floodplains, water resources, and right-of-way acquisitions. Agencies recommended avoiding and minimizing impacts to these resources through project design, environmental studies, agency coordination, and mitigation where impacts could not be avoided.

ETDM comments were used to develop project alternatives and identify mitigation and avoidance strategies. Alternatives were developed to minimize impacts to the LWRWEA, including reducing the median width in Segment A from the standard 40-ft criterion to 26.5-ft, and generally remaining within the existing ROW in Segment B to limit impacts to adjacent resources and properties. Alternatives were evaluated with the goal of avoiding and minimizing impacts where practicable and providing appropriate compensation for unavoidable impacts.

Coordination with USFWS, the Environmental Protection Agency (EPA), SWFWMD, FDACS, FDEP, and FWC occurred through the ***NRE***, ***October 2020*** (saved to the project file). Additionally, coordination with FWC has occurred regarding Section 4(f) in the LWRWEA. Coordination with the State Historic Preservation Office (SHPO) occurred through the ***CRAS***, ***November 2019*** and a ***CRAS Technical Memorandum for Pond Sites***, ***January 2020***. Both can be found in the project file.

6.2 Public Involvement

A public workshop was held March 28th, 2017 from 5 pm to 7 pm at the Lake Placid Camp and Conference Center, 2665 Placid View Drive, Lake Placid, FL 33852. This event provided the public the opportunity to view and comment on alternatives to widen the existing two-lane undivided roadway to four lanes, add shoulders, and add a 10-ft detached multi-use path.

A total of 40 attendees signed in at the registration table. Members of the public were provided a hearing handout and a comment form upon arrival. A looping slide show provided an overview of the project throughout the evening. Display boards illustrating the alternatives and other project information were available for review.

The public was also able to submit their comments online until April 10th, 2017, to the email address provided on the comment forms. A total of 14 written comments were received at the workshop. Following the workshop, five comments were received by email. Comments were received regarding median opening locations, access point locations, accommodating WB 62FL semi-trucks and recreational vehicles (RV's) as well as trailers, requesting noise walls on north side of Alpine Village, and negative environmental impacts, among other concerns.

Following the public workshop, U-Turn bulbouts were added to the Preferred Alternative to accommodate WB-62FL semi-trucks, recreational vehicles (RV's), and trailers to address the public comments received. The public's comments were considered during further development of the Preferred Alternative.

Throughout project development, efforts have been made to engage local stakeholders, property owners, and resource agencies to facilitate coordination and address project related concerns. A notification letter was mailed to seven adjacent property owners on January 7, 2023, to inform them of the planned caracara surveys associated with the project. Summaries of coordination efforts conducted to date are provided in **Table 6-1**.

Table 6-1: Stakeholder/Agency Coordination Meetings

Date	Stakeholder/Agency
July 21, 2023	FWC Section 4(f) ARC Coordination
November 28, 2023	FP&L
December 18, 2023	FP&L
January 22, 2024	FP&L
March 13, 2024	FP&L
April 4, 2024	Archbold
May 2, 2024	SWFWMD
June 10, 2024	FP&L
August 14, 2024	FP&L
September 6, 2024	FP&L
September 17, 2024	FP&L
October 2, 2024	HRTPO
October 30, 2024	FP&L
November 13, 2024	FP&L
January 1, 2025	FP&L
January 29, 2025	HRTPO
June 18, 2025	HRTPO
September 10, 2025	HRTPO

6.3 Public Hearing

This section will be updated after the Public Hearing is held.

7.0 PREFERRED ALTERNATIVE

7.1 Engineering Details of the Preferred Alternative

Details of the Preferred Alternative are presented in this chapter. Plans illustrating the Preferred Alternative can be found in **Appendix B: Preferred Alternative Plans**. See Section **5.6 Selection of the Preferred Alternative** for details on the selection of the Preferred Alternative.

7.1.1 Typical Sections

To meet the Purpose and Need, the Preferred Alternative will realign S.R. 70 from two to four lanes throughout the study limits. The project study area was divided into three segments based on the characteristics of the existing roadway and adjacent properties:

- Segment A: Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.349)
- Segment B: East of Placid View Drive (MP 12.349) to Ekhoff Lane (MP 15.090)
  Segment C: Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

The proposed typical sections for the Preferred Alternative are shown in **Figure 5-10**, **Figure 5-11**, **Figure 5-12**, **Figure 5-13**. Segment C has two typical sections shown in **Figure 5-12** and **Figure 5-13**. The ***Typical Section Package***, ***March 2026***, can be found in **Appendix C: Typical Section Package**.

Segment A – Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.349)

Segment A is a four-lane typical section with median guardrail that maintains the existing southern S.R. 70 ROW boundary and realigns the roadway to the far north (See **Figure 5-10**) to avoid impacting the existing FP&L poles. The typical section consists of a 26.5-ft paved median. The roadway features 12-ft travel lanes, a 12-ft shared use path within the existing ROW, and open roadside ditches/linear stormwater treatment ponds. The design, target, and posted speeds are 65 mph. A median width variation has been approved for this segment. The proposed ROW for this typical section varies from 170 to 173-ft.

This alternative impacts the LWRWEA and the existing FP&L easement located on the north side of the roadway; however, this alternative avoids impacts to the FGT easement along the south side of the corridor.

Segment B – East of Placid View Drive (MP 12.349) to Ekhoff Lane (MP 15.090)

Segment B includes 12-ft travel lanes, a 30-ft median including four-ft paved median shoulders, and a Type E curb and gutter. A 10 to 12-ft shared use path is proposed on the south side of the roadway (See **Figure 5-11**).

The design, target, and posted speeds are 55 mph; a SIS design speed variation has been approved for this segment. The proposed ROW width is 200 to 336-ft. The Preferred Alternative within Segment B will typically stay within the existing ROW.

Segment C- Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

Segment C has two typical sections, the first is from MP 15.090 to MP 16.845, this typical section consists of a 40-ft median, 12-ft travel lanes, and open roadside ditches. A 12-ft shared use path is included on the south side. The total proposed ROW width varies from 215 to 359-ft, with the existing ROW being 45 to 200-ft (See **Figure 5-12**). The widening will occur to the south. The design, target, and posted speeds are 65 mph.

From MP 16.845 to MP 17.245, there is a canal located on the south side of the existing corridor. The proposed typical section accommodates the canal in the proposed ROW. The total proposed ROW is 313 to 322-ft, widening to the south. The existing ROW is 45 to 65-ft. The typical section with the canal consists of a 40-ft median, 12-ft travel lanes, and open roadside ditches (See **Figure 5-13**).

7.1.2 Access Management

S.R. 70 in Highlands County is designated as Access Class 3 within the study limits. This classification allows for full median openings and signalized intersections spaced at 2,640-ft, and directional median openings spaced at 1,320-ft. The proposed median openings have been designed to provide a balance between access to adjacent properties and safety based on Access Class 3 standards. This criteria is compliant with the Department's State Highway Access Management Classification System and Standards. Ten U-Turn bulbouts sized to accommodate WB-62FL semi-trucks have been included throughout the study limits to minimize the distance trucks have to travel to safely make a U-turn.

Table 7-1 below provides the access management plan for the proposed median openings for the future S.R. 70 and has been incorporated into the Preferred Alternative concept plans included in **Appendix B: Preferred Alternative Plans**.

Table 7-1: Access Management Plan

Type	Location (Station)	Directional Spacing		Full Spacing		Comments
		Back (ft)	Ahead (ft)	Back (ft)	Ahead (ft)	
Directional	1041+19	-	1,600	-	-	EB/WB Jefferson Avenue/Placid Lakes Boulevard
Directional	1057+20	1,600	1,600	-	-	EB/WB Park Land Drive
Directional	1073+20	1,600	1,730			WB Directional West of Placid View Drive
Directional	1090+50	1,730	2,530	-	-	EB Directional at Placid View Drive
Directional	1116+00	2,530	4,020	-	-	EB/WB U-Turn Bulbout
Directional	1156+20	4,020	1,600	-	-	WB U-Turn Bulbout
Directional	1172+10	1,600	4,050	-	-	EB Directional at Nursery Lane
Traffic Signal	1212+60	4,050	2,230	-	-	Old S.R. 8
Directional	1235+00	2,230	1,980	-	-	Distribution Boulevard with EB U-Turn Bulbout
Directional	1254+80	1,980	120	-	-	Glade Electric Co-Op Substation with EB U-Turn Bulbout
Directional (Signalized)	1256+00	120	2,350	-	-	U.S. 27 MUT WB U-Turn Bulbout
N/A (Signalized MUT Intersection)	1266+40	-	-	-	-	Median U-Turn (MUT) Intersection with no left turns allowed at U.S. 27
Directional (Signalized)	1277+60	2,350	400	-	-	U.S. 27 MUT EB U-Turn Bulbout
Directional	1281+60	400	1,180	-	-	WB Directional at Placid Pine Drive
Directional	1293+40	1,180	1,360	-	-	EB/WB N. Edge St/ Proposed RV Park
Directional	1307+00	1,360	1,400	-	-	EB U-Turn Bulbout
Directional	1320+00	1,400	1,330	-	-	EB/WB Broward Avenue with WB U-Turn Bulbout
Directional	1333+30	1,330	1,320	-	-	EB Highlands Boulevard
Directional	1346+20	1,320	2,000	-	-	EB/WB Citrus Boulevard with WB U-Turn Bulbout
Directional	1366+20	2,000	2,000	-	-	EB Bear Road
Directional	1386+20	2,000	1,270	-	-	WB U-Turn Bulbout
Directional	1398+90	1,270	1,330	-	-	EB Hall Road
Directional	1412+10	1,330	1,650	-	-	EB/WB C.R. 29

7.1.3 Right of Way

Within the limits of this study there are three Segments (A, B, and C) with distinct sets of existing characteristics including varied ROW widths. ROW will need to be acquired to accommodate the Preferred Alternative and the preferred pond sites. The total amount of ROW to be acquired is 129.21 acres. Relocations are anticipated for the Preferred Alternative. The results of the analysis from the ***Conceptual Stage Relocation Plan*** (***CSRP***), ***June 2026***, located in the project file, estimates three residencies and one business may be relocated as a result of the project. Sufficient comparable sites are available or will be made available for residences and business. The number and type of relocations anticipated as result of the Preferred Alternative are summarized in **Table 7-2**.

Table 7-2: Summary of Potential Relocations

	Residential	Business	Publicly Owned Facilities/Lands
Preferred Alternative	4	1	46.37 acres

The Preferred Alternative will impact approximately 46.37 acres of the FWC's LWRWEA. Impacts and mitigation of impacts to this resource will be finalized during the PD&E study as a part of the Section 4(f) coordination process, and during the Design phase once more detailed survey and project design are available as part of the Acquisition and Restoration Council (ARC) upland easement coordination process.

No special needs were observed that would prevent the successful relocation of residential and business displacements. In accordance with F.S. 339.09 and the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (as described in Section 11 of the Act), as amended, relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

Below is a summary of the ROW required for the Preferred Alternative for each Segment:

- Within Segment A the proposed ROW widening width is typically 170 to 173-ft required on the far north side.
- Within Segment B the proposed ROW widening width varies from 0 to 136-ft.
- Within Segment C the Preferred Alternative proposed ROW width varies between 215-ft and 359-ft, with widening primarily occurring to the south.

7.1.4 Horizontal and Vertical Geometry

The horizontal alignment for the Preferred Alternative and for Old. S.R. 8 contains 10 horizontal curves. The horizontal alignment for the Preferred Alternative and Old S.R. 8 is described in **Table 7-3** and **Table 7-4**, respectively. Plans illustrating the Preferred Alternative are included in **Appendix B: Preferred Alternative Plans**.

Table 7-3: Horizontal Alignment – Preferred Alternative

Centerline PI Station	Bearing		Degree of Curvature	Radius (ft)	Curve Length (ft)
	Back	Ahead			
1038+22.37	-	S 89° 30' 25" E	-	-	-
1167+46.82	S 89° 34' 13" E	N 70° 41' 33" E	1° 30' 00"	3,820.00	1,315.92
1196+28.39	N 70° 41' 33" E	S 71° 49' 50" E	3° 30' 00"	1,637.00	1,070.76
1232+49.05	S 71° 49' 50" E	S 89° 36' 13" E	2° 59' 59"	1,910.00	592.48
1249+99.98	S 89° 36' 13" E	*	0° 19' 50"	17,330.00	690.39
1256+90.37	*	S 89° 36' 13" E	0° 19' 50"	17,330.00	690.39
1272+73.68	S 89° 35' 10" E	*	0° 34' 33"	9,949.00	705.58
1279+79.21	*	S 89° 35' 08" E	0° 34' 33"	9,949.00	705.47
1376+85.55	S 89° 57' 48" E	*	0° 15' 11"	22,630.43	975.00
1386+60.55	*	S 89° 57' 48" E	0° 15' 11"	22,630.43	975.00
1412+57.51	S 89° 57' 48" E	-	-	-	-

*Reverse curve

Table 7-4: Horizontal Alignment – Old S.R. 8

Centerline PI Station	Bearing		Degree of Curvature	Radius (ft)	Curve Length (ft)
	Back	Ahead			
100+00.00	-	S 12° 38' 03" W	-	-	-
109+70.39	S 12° 38' 03" W	S 00° 31' 20" W	0° 49' 59"	6,878.00	1,453.96
124+08.87	S 00° 31' 20" W	-	-	-	-

Based on geotechnical findings, the SHGWT is at or slightly below the existing ground surface throughout most of the corridor. As a result the proposed roadway profile will typically be raised above existing grades to maintain adequate base clearance. An exception occurs within a portion from U.S. 27 to C.R. 29, where the SHGWT is significantly deeper, allowing the proposed profile to closely match the existing roadway profile. Additional profile adjustments will occur near the proposed wildlife crossings to accommodate the required vertical clearance for the proposed structures and pipes. See Section **2.2.9 Vertical** Alignment for more information regarding the existing vertical alignment.

7.1.5 Design Variations and Design Exceptions

The design criteria for the Preferred Alternative is provided in **4.2 Design Criteria**. Two design variations are required for the Preferred Alternative.

A ***Median Width Design Variation*** was approved on June 9th, 2023, to provide a 26.5-ft wide median within Segment A. Within this segment, a 40-ft wide median (FDM criteria) is not applicable because the roadway is bordered by state conservation lands (LWRWEA) to the north and an FGT gas pipeline easement to the south. Any impacts to FGT would be governed by the Global Settlement Agreement between FDOT and FGT and would most likely require re-establishing FGT's 50-ft easement elsewhere. The proposed conditions do not have any adverse impacts on the operation, capacity, ROW, community, environment, or usability of the roadway. Safety impacts will be mitigated by the addition of median guardrail.

A ***SIS Design Speed Variation*** was approved on July 25th, 2023, to provide a 55 mph design speed in Segment B. A high speed curbed typical section is proposed in Segment B and this typical section accommodates a maximum 55 mph design speed. However, the SIS designation and context classification for S.R. 70 requires a minimum 65 mph design speed. The 65 mph minimum SIS design speed is not applicable to this section of S.R. 70 because the existing posted speeds within Segment B vary from 45 mph to 60 mph and there is a higher density of driveways, intersections, and side streets within this segment than is typical for a rural area. The proposed 55 mph design speed is expected to reduce the severity associated with the most common crash types in this segment when compared to a 65 mph design speed.

A **Border Width Variation** is needed on the north side of Segment B between Station 1171+00 and Station 1171+60, where the proposed border width does not meet

the minimum criteria for a C2 Rural flush shoulder roadway specified in the 2026 FDOT FDM. The minimum required border width for new construction is 40-ft, however, the proposed design provides a border width ranging from 36 to 40-ft within this segment. Additional ROW is not proposed in this area to avoid impacts to the existing FGT easement north of the roadway. Since border width is not a controlling design element, the need for a Design Variation Memorandum will be further evaluated during the design phase.

A portion of the shared use path alongside S.R. 70 in Segment B, may be incorporated into the SUN Trail Network as part of the Florida Heartland Regional Trail (FPID# 455296-1). However, this segment does not provide the 12-ft standard width for SUN Trail Network facilities because it was not on the SUN Trail network when the typical section was approved. During the design phase, the feasibility of a 12-ft wide shared use path should be evaluated once the preferred location of the Florida Heartland Regional Trail is selected.

7.1.6 Multimodal Accommodations

A 10 to 12-ft shared use path is proposed along the south side of S.R. 70 throughout the study limits. Five-ft paved shoulders are proposed throughout the project limits but the shoulders are not designated as a bicycle lane. The shared use path railroad crossing design and control mechanism will be coordinated during design.

There is one railroad within the S.R. 70 project limits located west of Old S.R. 8. The existing two-lane railroad crossing will require reconstruction with the proposed four-lane roadway. The reconstructed roadway railroad crossing, approach, and controls will be coordinated with the railroad owner during the design and construction phases. Please see Section **2.2.17 Railroad** Crossings for more information regarding the existing railroad within the project area.

Section 7.1.2 Access Management details the access management plan through the study area. This includes eastbound and westbound U-turn bulbouts sized to accommodate WB-62FL semi-trucks. The U-Turn bulbouts were located to minimize the distance trucks have to travel to safely make a U-turn while minimizing impacts to the surrounding lands.

7.1.7 Intersection/Interchange Concepts and Signal Analysis

Using estimated 2052 design hour traffic volumes, the 2052 Build Alternative was analyzed for intersection performance in ***Synchro 12*** using ***HCM 6th Edition***

methodology and FDOT's ***Intersection Control Evaluation*** (***ICE***) process. The intersection of S.R. 70 and U.S. 27 was analyzed using ***ICE*** and the selected build configuration is a full MUT. Separately, the Old S.R. 8 intersection was also analyzed using the ***ICE*** process. The following other study intersections were evaluated using only ***Synchro 12***. Their assumed median access configuration can be found in **Table 7-1**. Overall intersection operations are summarized in **Table 7-5**. Please refer to the ***PTAR***, ***August 2026***, for more information regarding the Preferred Alternative intersection analysis.

Table 7-5: Design Year (2052) Build Overall Intersection Operations

S.R. 70 Intersection	Control Type[5]	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
Placid Lakes Boulevard/S. Jefferson Avenue	TWSC[3]	12.6 (SB)	B	11.1 (NB)	B
Park Land Drive	TWSC (T-intersection)[3]	10.6 (NB)	B	11.2 (NB)	B
Placid View Drive	TWSC (T-intersection)[3]	11.2 (SB)	B	10.2 (SB)	B
Old S.R. 8	Signalized Intersection	12.5	B	14.2	B
Distribution Boulevard	TWSC (T-intersection)[3]	11.4 (NB)	B	13.1 (NB)	B
Glades Driveway	TWSC (T-intersection)[3]	12.9 (SB)	B	11.6 (SB)	B
Wedgworth Driveway	TWSC (T-intersection)[3]	12.3 (NB)	B	13.6 (NB)	B
U.S. 27	Median U-Turn (MUT)[4]	35.0	C	37.3	**D**
Myers Road/Placid Pine Drive	TWSC[3]	11.5 (NB)	B	12.1 (NB)	B
N. Edge	TWSC[3]	11.7 (SB)	B	11.1 (SB)	B
Broward Avenue	TWSC (T-intersection)[3]	11.5 (SB)	B	10.7 (SB)	B
Highland Avenue	TWSC (T-intersection)[3]	11.2 (SB)	B	10.5 (SB)	B
Citrus Boulevard	TWSC (T-intersection)[3]	10.6 (SB)	B	10.3 (SB)	B
Bear Road	TWSC (T-intersection)[3]	10.3 (SB)	B	10.2 (SB)	B
Hall Road/Turner Too Road	TWSC[3]	11.4 (SB)	B	11.9 (SB)	B
C.R. 29/KW Farms Road	TWSC[3]	44.2 (SB)	**E**	18.7 (SB)	C

1: Average Delay (Seconds/Vehicle)

2: Level of Service (LOS D or worse in Red)

3: For unsignalized intersections, worst approach delay is presented rather than overall intersection delay

4: Delay results for MUT are average of all vehicle delay for 10 Simtraffic runs; HCM 6th methodology not compatible with MUT configuration

5: Two-Way Stop Controlled (TWSC)

The intersection of S.R. 70 and U.S. 27 is the only existing signalized intersection in the study area. Based on the ICE analysis, the recommended configuration of the intersection is a full MUT with one right-turn lane and two through lanes along S.R. 70, two right-turn lanes and two through lanes along U.S. 27, and one-lane U-turns at auxiliary intersections on S.R. 70, east and west of U.S. 27. The downstream U-turns on S.R. 70 will be accommodated at signal controlled directional median openings that include bulbouts sized for WB-62FL semi-trailers.

An ***ICE Evaluation*** was completed in May 2026, located in the project file. This documents the MUT as the preferred intersection configuration at the U.S. 27 intersection. The ***ICE Evaluation***, ***May 2026***, also indicates that roundabout control is proposed for any intersections along the project corridor.

Additionally, a ***Traffic Signal Warrant Study***, ***May 2026***, and an **ICE Waiver, May 2026**, (both located in the project file) were completed for the re-aligned intersection at Old S.R. 8 (north leg to be re-aligned to created four-legged intersection). This analysis resulted in the selection of a traffic signal for this location as part of the proposed Build Alternative to favorably accommodate the existing railroad crossing operations. Other configurations that were evaluated for Old S.R. 8 were a MUT, Restricted Crossing U-Turn (RCUT), roundabout, Thru-Cut, and a Displaced Left Turn (DLT). These configurations were not selected as the preferred configuration due to them resulting in unfavorable railroad operation conflict, and potential FGT, environmental, and construction impacts. Please see the ***Traffic Signal Warrant Study***, ***May 2026***, and **ICE Waiver, May 2026**, for more information regarding the configurations evaluated.

The northern portion of Old S.R. 8 will be realigned to better accommodate the anticipated eastbound left turning queue on the eastern side of the existing railroad track. The intersection of S.R. 70/Old S.R. 8 will become a four-legged signalized intersection.

All other intersections in the project limits will remain stop controlled on the minor approaches to S.R. 70. See Section **7.1.2 Access Management** for information on the proposed access management plan.

7.1.8 Tolled Projects

There are no tolled projects planned within or adjacent to the study limits. Tolling is not included in the Preferred Alternative.

7.1.9 Intelligent Transportation System and TSM&O Strategies

There are no intelligent transportation system or TSM&O strategies proposed in the Preferred Alternative.

7.1.10 Landscape

Please see Section **5.4.9** Landscape for information regarding landscape in the Preferred Alternative.

7.1.11 Lighting

The Preferred Alternative will require the relocation of existing LED light fixtures at the S.R. 70/U.S. 27 intersection. The affected fixtures will be repositioned to accommodate the proposed intersection improvements. The specific relocation requirements and locations will be further evaluated in the design phase.

7.1.12 Wildlife Crossings

Figure 7-1 shows the location of the proposed crossings and fencing. These grade-separated crossings are intended to increase roadway safety and mitigate for impacts to the natural environment.

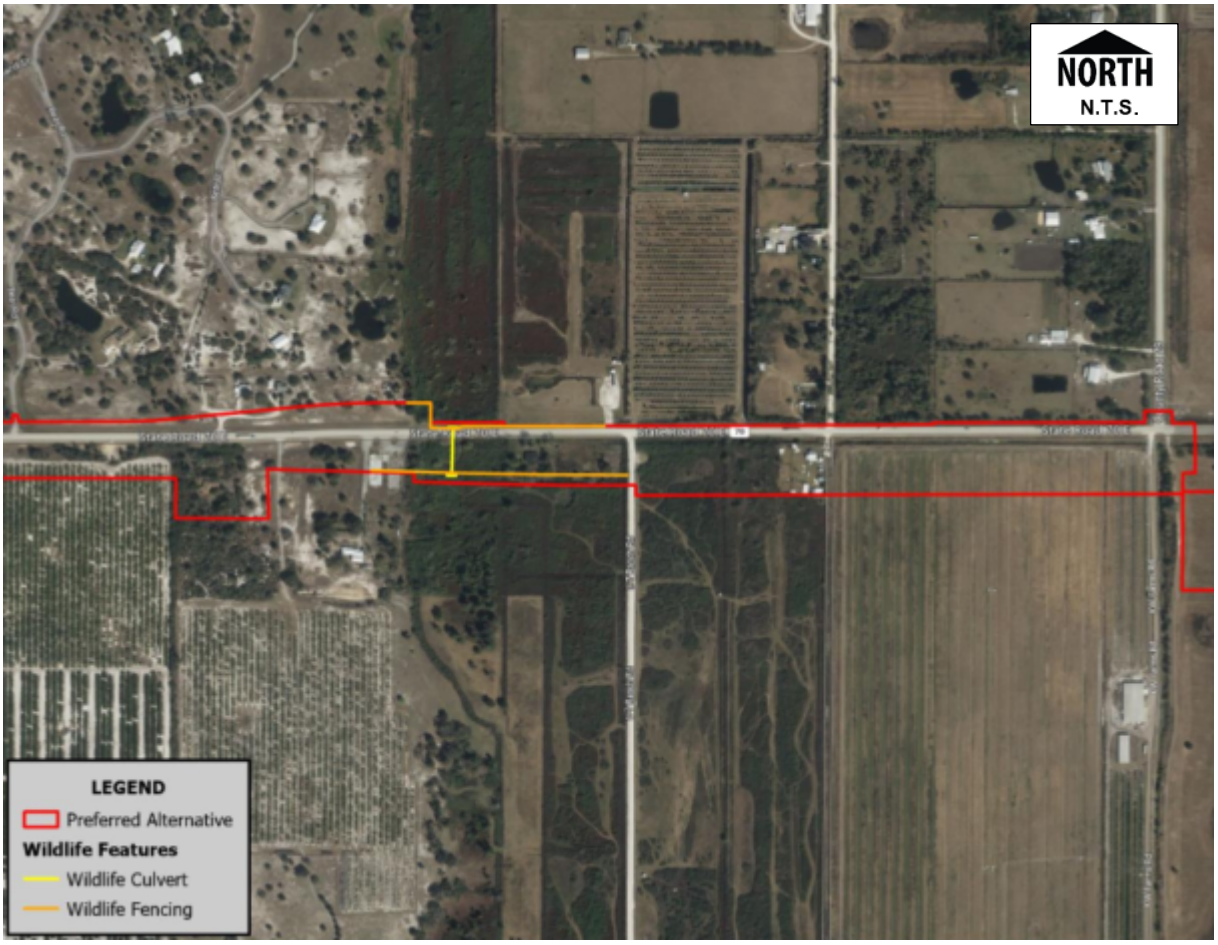
There is a crossing location underneath the proposed bridge at Station 1137+60, which provides a 40-ft wide by eight-ft tall opening to allow the crossing of larger animals. This crossing location will connect the Lake Placid Scrub and McJunkin tracts of the LWRWEA on either side of S.R. 70 and will include fencing on both sides of the ROW to guide wildlife to the crossing. Please refer to **7.1.16 Bridge and Structure** Analysis for structural information regarding the wildlife bridge crossing.

Figure 7-1: Wildlife Crossing at LWRWEA

There are two medium sized crossings, concrete box culverts with 16-ft wide by seven-ft tall openings, at Stations 1201+40 (See **Figure 7-2**) and 1384+10 (See **Figure 7-3**), which are intended to allow the crossing of larger animals. Wildlife fencing will be provided at these crossings to ensure that any wildlife is channeled to these proposed crossings. Several smaller crossings are provided throughout the corridor which are intended to allow the crossing of smaller animals. These smaller crossings are typically 29-inches (in) wide by 45-in tall elliptical pipes. Please refer to **Appendix B: Preferred Alternative Plans** for the information regarding the stations.

Figure 7-2: Wildlife Crossing at Station 1201+40

Figure 7-3: Wildlife Crossing at Station 1384+10



7.1.13 Permits

It is anticipated that the following permits in **Table 7-6** will be required for this project.

Table 7-6: Anticipated Permits

Permit	Issuing Agency
Section 404 Dredge and Fill Individual Permit	USACE
Environmental Resource Individual Permit	SWFWMD/SFMD
National Pollutant Discharge Elimination System (NPDES)	FDEP
Gopher Tortoise Conservation Permit (as necessary)	FWC
Listed Species Incidental Take Permit (as necessary)	FWC

Please see the ***NRE Addendum, August 2026***, for more information.

7.1.14 Drainage and Stormwater Management Facilities

Two ***Water Quality Impact Evaluations*** (***WQIE***) (***414506-3***, ***414506-4***), ***July 2026***, were completed and can be found in the project file. Within the project limits, three impaired water bodies are present. For more information, please see the ***WQIE***, ***July 2026*** (***414506-3***), ***WQIE***, ***July 2026*** (***414506-4)*** and Section **5.4.15 Water Quality**.

The Preferred Alternative will utilize conventional roadway drainage systems in combination with stormwater management facilities (SMF) and floodplain compensation (FPC) sites to accommodate the proposed improvements while maintain existing drainage patterns to the greatest extent practicable. Runoff will generally be conveyed through roadside ditches, cross drains, and pipes to receiving waters, and proposed stormwater facilities.

SMF and FPC alternatives were developed in accordance with design criteria outlined in the latest editions of FDOT's Drainage Manual and the SWFWMD ERP Applicant's Handbook. Key criteria include:

- SMFs must provide a minimum 80% reduction of average annual loading of both Total Nitrogen (TN) and Total Phosphorus (TP) for impaired waterbody.
- SMFs must provide a minimum 95% reduction of average annual loading of both Total Nitrogen (TN) and Total Phosphorus (TP) for impaired waterbody and discharging to OFW.

- Encroachment to the 100-year floodplain requires equivalent compensating storage between the seasonal high water level and the 100-year floodplain elevation.

The SMF alternatives were developed to accommodate the proposed improvements while meeting the applicable stormwater treatment and attenuation criteria. The FPCs have been developed to compensate for the floodplain encroachments from the proposed roadway improvements. The recommended SMF alternatives are presented in **Table 7-7** and **Table 7-8**. The drainage basin configurations, pond sizes, and supporting calculations presented are preliminary and will be refined during subsequent design phases.

Table 7-7: Recommended SMF Alternatives – From Jefferson Avenue to U.S. 27

	Recommended SMFs					
	Basin 1201	**Basin 1202**	**Basin 1203**			**Basin 1204**
Recommended SMF Alternative	**SMF 1201C**	**SMF 1202A**	**SMF 1203A**	**SMF 1203D**	**SMF 1203E**	**SMF 1204A**
Document Section No. for Basin Alternatives	**3.1**	**3.2**	**3.3**			**3.4**
POND DESCRIPTION	LINEAR	DRY	WET	WET	LINEAR	DRY
LOCATION (BEGIN STATION)	1042+80.00	1191+95.66	1211+79.19	1209+13.82	1223+10.00	1253+96.66
LOCATION (END STATION)	1160+20.00	1195+00.58	1214+38.67	1211+13.50	1231+80.00	1256+66.38
SIDE (LT, RT)	LT & RT	LT	LT	LT	LT	LT
SMF AREA (ACRES)	17.74	2.55	1.29	0.75	0.55	1.60
RIGHT-OF-WAY REQUIRED (ACRES)	0.00	4.26	2.26	1.61	0.00	2.39
EASEMENT REQUIRED (ACRES)	0.00	0.00	0.00	0.00	0.00	0.00
EST. GROUND ELEVATION (FT) @ SMF SITE	VARIES	118.50	112.00	112.00	VARIES	131.00
PROPOSED LEOP WITHIN BASIN (FT)	117.77	114.52	116.70	114.95	114.95	133.10
EST. SHW ELEVATION/CONTROL ELEVATION (FT)	VARIES	110.10	111.40	110.60	114.63	119.60
TREATMENT VOLUME REQUIRED (ACRE-FEET)	1.35	0.41	0.53			0.35
TREATMENT VOLUME PROVIDED (ACRE-FEET)	9.07	1.82	0.98			0.95
ATTENUATION VOLUME REQUIRED (ACRE-FEET)	10.39	3.08	3.57			7.02
ATTENUATION VOLUME PROVIDED (ACRE-FEET)	11.78	3.12	3.59			7.24
SOILS NAME	[7] PLACID [11] ORSINO [12] BASINGER [14] SATELLITE [28] ARCHBOLD	[11] ORSINO [14] SATELLITE	[14] SATELLITE	[14] SATELLITE	[5] DAYTONA [10] MYAKKA	[1] PAOLA
HYDROLOGICAL SOIL GROUP	A A/D	A	A	A	A A/D	A
LAND USE	N/A PROP. RDWY R/W	[2200] TREE CROPS	[2400] NURSERIES AND VINEYARDS [4340] UPLAND HARDWOOD [6150] STREAM AND LAKE SWAMPS	[2400] NURSERIES AND VINEYARDS [8100] TRANSPORTATION	N/A PROP. RDWY R/W	[2200] TREE CROPS
FLOODPLAIN IMPACTS (ACRE-FEET)	0.00	0.08	0.16	0.50	0.00	0.01
FLOODPLAIN COMPENSATION COST	$0.00	$22,810.59	$46,715	$145,984	$0.00	$0.00
RECORDED HISTORICAL STRUCTURES/RESOURCES	N/A PROP. RDWY R/W	MED	LOW	HIGH	N/A PROP. RDWY R/W	LOW
HAZARDOUS MATERIAL LEVEL I EVAL. (RISK RATING)	N/A PROP. RDWY R/W	MED	MED	MED	N/A PROP. RDWY R/W	MED
PROTECTED, THREATENED, & ENDANGERED SPECIES	HIGH	HIGH	MED	MED	N/A PROP. RDWY R/W	HIGH
SPECIES MITIGATION COST	N/A PROP. RDWY R/W	$42,600	$22,600	$12,000		$24,000
MAJOR UTILITIES PRESENT	FGT & FPL	FGT	FGT & FPL	FGT & FPL	FPL	FPL
POTENTIAL MAJOR UTILITIES IMPACTED (Y/N)	Y	Y	Y	Y	Y	Y
SECTION 4(F) PRESENT	LWRWEA	N/A	N/A	N/A	N/A	N/A
SECTION 4(F) IMPACTED (Y/N)	Y	N	N	N	N	N
CONSERVATION LANDS IMPACT AREA (ACRES)	29.75	0.00	0.00	0.00	0.00	0.00
CONSERVATION MITIGATION COST	N/A PROP. RDWY R/W	$0.00	$0.00	$0.00	N/A PROP. RDWY R/W	$0.00
ESTIMATED WETLAND IMPACTS (ACRES)	0.29	0.00	1.73	0.22	N/A PROP. RDWY R/W	0.00
WETLAND MITIGATION COST	N/A PROP. RDWY R/W	$0.00	$173,000	$22,000		$0.00
NUMBER OF PARCELS	0	1	1		0	1
PARTIAL (P) OR WHOLE TAKE (WT)	N/A	P	WT		N/A	P
ESTIMATED CONSTRUCTION COST	$2,589,436	$938,762	$969,172			$413,298
ROW COST ESTIMATE (INCLUDES EASEMENTS)	$0	$330,000	$475,000	$425,000	$0.00	$590,000
TOTAL ESTIMATED COSTS	**$2,589,436**	**$1,334,173**	**$2,291,471**			**$1,027,298**

Note: The information presented in this table are subject to change until final Phase of the project.

Table 7-8: Recommended SMF Alternatives – From U.S. 27 to C.R. 29

	Recommended SMFs		
	Basin 1301	Basin 1302	Basin 1303
Recommended SMF Alternative	**SMF 1301A**	**SMF 1302C**	**SMF 1303A**
Document Section No. for Basin Alternatives	**3.1**	**3.2**	**3.3**
POND DESCRIPTION	DRY	DRY	DRY
LOCATION (BEGIN STATION)	1304+64.39	1347+59.04	1413+65.36
LOCATION (END STATION)	1306+93.77	1351+79.67	1418+74.27
SIDE (LT, RT)	RT	RT	RT
SMF AREA (ACRES)	2.40	2.07	3.76
RIGHT-OF-WAY REQUIRED (ACRES)	3.32	3.9647	5.55
EASEMENT REQUIRED (ACRES)	0.00	0.00	0.00
EST. GROUND ELEVATION (FT) @ SMF SITE	119.80	115.00	44.40
PROPOSED LEOP WITHIN BASIN (FT)	122.43	113.20	47.70
EST. SHWELEVATION (FT)	117.30	99.90	43.30
TREATMENT VOLUME REQUIRED (ACRE-FEET)	0.73	0.51	0.77
TREATMENT VOLUME PROVIDED (ACRE-FEET)	1.85	1.56	2.56
ATTENUATION VOLUME REQUIRED (ACRE-FEET)	3.04	8.12	4.29
ATTENUATION VOLUME PROVIDED (ACRE-FEET)	3.26	8.72	4.51
SOILS NAME	[45] PAOLA-BASINGER	[45] PAOLA-BASINGER	[13] FELDA FINE
HYDROLOGICAL SOIL GROUP	A	A	A/D
LAND USE	[1900] OPEN LAND [6410] FRESHWATER MARSHES	[2200] TREE CROPS	[2110] IMPROVED PASTURES
FLOODPLAIN IMPACTS (ACRE-FEET)	0.09	0.073	0.09
FLOODPLAIN COMPENSATION COST	$13,945	$0	$29,648
RECORDED HISTORICAL STRUCTURES/RESOURCES	LOW	LOW	LOW
HAZARDOUS MATERIAL LEVEL I EVAL. (RISK RATING)	MED	MED	LOW
PROTECTED, THREATENED, & ENDANGERED SPECIES	HIGH	HIGH	HIGH
SPECIES MITIGATION COST	$192,560	$142,800	$43,100
MAJOR UTILITIES PRESENT	FPL	FPL	FPL
POTENTIAL MAJOR UTILITIES IMPACTED (Y/N)	Y	Y	Y
SECTION 4(F) PRESENT	N/A	N/A	N/A
SECTION 4(F) IMPACTED (Y/N)	N	N	N
CONSERVATION LANDS IMPACT AREA (ACRES)	N	N	N
CONSERVATION MITIGATION COST	$0.00	$0.00	$0.00
ESTIMATED WETLAND IMPACTS (ACRES)	0.05	0.00	0.00
WETLAND MITIGATION COST	$5,000	$0.00	$0.00
NUMBER OF PARCELS	1	1	1
PARTIAL (P) OR WHOLE TAKE (WT)	P	P	P
ESTIMATED CONSTRUCTION COST	$721,917	$686,264	$893,685
ROW COST ESTIMATE (INCLUDES EASEMENTS)	$375,000	$300,000	$255,000
TOTAL ESTIMATED COSTS	**$1,308,422**	**$1,129,064**	**$1,221,433**

Note: The information presented in this table are subject to change until final Phase of the project.

Each FPC alternative was evaluated for each encroachment to the 100-year floodplain as defined by the Lake Placid Watershed ICPR model or other best available information as described in the report below. FPC sites were recommended according to several factors: cultural resources such as historic structures and archaeological features, environmental impacts including wetlands, upland habitat, and protected species, hazardous materials contamination, economic factors including estimated ROW acquisition and construction costs. Considered alternatives within this report include "cup for cup" compensation sites. However, upon the selection of the preferred FPC site, detailed modeling of the 100-year floodplain will be conducted to further reduce and refine the size of the Preferred Alternative. The recommended FPC alternatives are presented in **Table 7-9** and **Table 7-10** below. Please see the ***PSR*** (***414506-3***), ***November 2025***, ***PSR*** (***414506-4***), ***November 2025***, ***LHR*** (***414506-3***), ***July 2026***, and ***LHR*** (***414506-4***), ***July 2026***, for more information regarding the SMF and FPC recommended alternatives.

Table 7-9: Recommended FPC Alternatives – From Jefferson Avenue to U.S. 27

Recommended FPC Alternative	Recommended FPCs									
	Floodplain 1201	Floodplain 1203	Floodplain 1205	Floodplain 1206	Floodplain 1208	Floodplain 1211	Floodplain 1213	Floodplain 1214		
						FPC 1211B	FPC 1213A	FPC 1214A	FPC 1214C	FPC 1214D
Document Section No. for Basin Alternatives	**4.1**	**4.2**	**4.3**	**4.4**	**4.5**	**4.6**	**4.7**	**4.8**		
LOCATION (BEGIN STATION)	Flood Rights	Flood Rights	Flood Rights	Flood Rights	Flood Rights	1175+65.41	1194+85.56	1219+13.52	1222+17.78	1226+12.24
LOCATION (END STATION)						1178+64.15	1196+76.42	1226+33.23	1225+91.53	1235+27.69
SIDE (LT, RT)						LT	LT	LT	RT	LT
FPC AREA (ACRES)						0.49	0.95	2.41	2.53	4.63
EST. GROUND ELEVATION (FT) @ THE FPC SITE						114.5	115.9	114.9	116.3	117.4
EST. SHW ELEVATION (FT)						110.2	109.8	112.75	114.4	114.64
LAND USE						[1100] RESIDENTIAL LOW DENSITY	[2200] TREE CROPS	[4340] UPLAND HARDWOOD - CONFEROUS MIX	[4340] UPLAND HARDWOOD - CONFEROUS MIX	[4340] UPLAND HARDWOOD - CONFEROUS MIX
RECORDED HISTORICAL STRUCTURES/RESOURCES						Low	Medium	Medium	Medium	Medium
TENTATIVE HAZARD RANKING						Medium	Medium	Low	Low	Medium
PROTECTED, THREATENED, & ENDANGERED SPECIES						High	Medium	High	Medium	Medium
SPECIES MITIGATION COST						$10,500	$11,950	$42,830	$10,000	$20,000
MAJOR UTILITIES PRESENT						FGT & FPL	FGT & FPL	N	N	FPL
POTENTIAL MAJOR UTILITIES IMPACTED (Y/N)						Y	N	N	N	N
SECTION 4(F) PRESENT						N/A	N/A	N/A	N/A	N/A
SECTION 4(F) IMPACTED (Y/N)						N	N	N	N	N
CONSERVATION LANDS IMPACT AREA (ACRES)						0	0	0	0	0
CONSERVATION MITIGATION COST						0	0	0	0	0
ESTIMATED WETLAND IMPACTS (ACRES)						0	0.29	0.06	0	0.01
WETLAND MITIGATION COST						$0	$29,000	$6,000	$0	$1,000
NUMBER OF PARCELS						1	1	1	2	2
PARTIAL (P) OR WHOLE TAKE (WT)						P	P	P	P	P
ESTIMATED CONSTRUCTION COST						$87,286	$66,993	$116,625	$131,349	$160,454
ROW COST ESTIMATE (INCLUDES EASEMENTS)						$185,000	$200,000	$325,000	$420,000	$420,000
TOTAL ESTIMATED COSTS						**$282,786**	**$307,943**	$490,455	$561,349	$601,454
								$1,653,258		

Note: The information presented in this table are subject to change until final Phase of the project

Table 7-10: Recommended FPC Alternatives – From U.S. 27 to C.R. 29

Basin Condition: One FPC is required	Floodplain 1301	Floodplain 1303	Floodplain 1306	Floodplain 1309
	Alternative 1 FPC 1301A	Alternative 1 FPC 1303A	Alternative 1 FPC 1306A	Alternative 3 FPC 1309C
LOCATION (BEGIN STATION)	1302+20.75	1318+05.85	1332+39.73	1372+96.59
LOCATION (END STATION)	1306+95.53	1324+12.81	1335+00.96	1376+68.62
SIDE (LT, RT)	LT	RT	RT	LT
FPC AREA (ACRES)	3.24	1.59	0.33	0.42
EST. GROUND ELEVATION (FT) @ FPC SITE	119.71	117.7	113.8	85.7
EST. SHW ELEVATION (FT)	117.60	114.50	111.00	77.20
LAND USE	[2200] TREE CROPS	[2200] TREE CROPS	[2200] TREE CROPS	[1180] RURAL RESIDENTIAL
RECORDED HISTORICAL STRUCTURES/RESOURCES	Low	Low	Low	Low
HAZARDOUS MATERIAL LEVEL I EVAL. (RISK RATING)	Medium	Medium	Medium	Medium
PROTECTED, THREATENED, & ENDANGERED SPECIES	High	High	High	High
SPECIES MITIGATION COST	$114,406	$43,100	$25,840	$85,840
MAJOR UTILITIES PRESENT	FPL	FPL	FPL	FPL
POTENTIAL MAJOR UTILITIES IMPACTED (Y/N)	N	N	N	N
SECTION 4(F) PRESENT	N/A	N/A	N/A	N/A
SECTION 4(F) IMPACTED (Y/N)	N	N	N	N
CONSERVATION LANDS IMPACT AREA (ACRES)	0.00	0.00	0.00	0.00
CONSERVATION MITIGATION COST	$0.00	$0.00	$0.00	$0.00
ESTIMATED WETLAND IMPACTS (ACRES)	1.05	0.08	0.16	0
WETLAND MITIGATION COST	$105,000	$8,000	$16,000	$0
NUMBER OF PARCELS	1	1	1	1
PARTIAL (P) OR WHOLE TAKE (WT)	P	P	P	P
ESTIMATED CONSTRUCTION COST	$228,615	$142,258	$32,761	$67,565
ROW COST ESTIMATE (INCLUDES EASEMENTS)	$325,000	$170,000	$130,000	$570,000
TOTAL ESTIMATED COSTS	**$773,021**	**$363,358**	**$204,601**	**$723,405**

Note: The information presented in this table are subject to change until final Phase of the project

7.1.15 Floodplain Analysis

Impacts to the 100-year floodplain will occur in three ways:

1. Transverse impacts resulting from the cross drain extensions and bridge widening.
2. Longitudinal impacts resulting from the road widening in areas of 100-year floodplain.
3. Impacts due to stormwater management facilities located adjacent to wetland and storage areas.

S.R. 70 from west of Jefferson Avenue/Placid Lakes Boulevard to U.S. 27

The six existing cross drains have been analyzed in the existing and proposed conditions. All flow rates for the 50-year, 100-year, and 500-year design events were collected from the modified SWFWMD Lake Placid Watershed Model.

Due to the increased pipe lengths, the proposed cross drains have been upsized to perform hydraulically in a manner equal to or greater than the existing condition, and backwater surface elevations are not expected to increase. Refer to **Table 7-11** for a comparison of the pre-condition and post-condition headwater stages. As a result, there will be no significant change in flood risk. Please see the ***LHR*** (***414506-3***), ***July 2026***, for more information.

Table 7-11: Cross Drain Headwater Elevation - Jefferson Avenue to U.S. 27

Cross Drain	Existing Structures	Proposed Structures	Headwater Elevation (feet)					
			Pre-Condition			Post-Condition		
			50-Yr Storm	100-Yr Storm	500-Yr Storm	50-Yr Storm	100-Yr Storm	500-Yr Storm
CD-3	2 - 30" RCP	2 - 36" RCP	140.06	140.48	142.05	139.40	139.73	143.73
CD-4	2 - 6' x 3' CBC	2 - 6' x 3' CBC	135.11	135.13	135.62	135.10	135.12	135.64
CD-5	1 - 10' x 4' CBC	1 - 10' x 4' CBC	134.68	135.04	137.23	134.64	135.04	137.22
CD-6	1 - 30" RCP	1 - 36" RCP	113.26	114.08	115.66	112.98	113.37	117.52
CD-7	1 - 7' x 5' CBC	1 - 8' x 5' CBC	111.38	111.64	112.95	111.34	111.59	112.82
CD-8	2 - 36" RCP	2 - 42" RCP	113.26	113.37	114.38	113.10	113.19	113.93

S.R. 70 from U.S. 27 to C.R. 29

The five existing cross drains have been analyzed in the existing and proposed conditions. All flow rates for the 50-year, 100-year, and 500-year design events were collected from the ICPR model results.

Due to the increased pipe lengths, the proposed cross drains have been upsized to perform hydraulically in a manner equal to or greater than the existing condition, and backwater surface elevations are not expected to increase. Refer to **Table 7-12** for a comparison of the pre-condition and post-condition headwater stages. As a result, there will be no significant change in flood risk. Please see the ***LHR*** (***414506-4***), ***July 2026***, for more information.

Table 7-12: Cross Drain Headwater Elevation – U.S. 27 to C.R. 29

Cross Drain	Existing Structures	Proposed Structures	Headwater Elevation (feet)					
			Pre-Condition			Post-Condition		
			50-Yr Storm	100-Yr Storm	500-Yr Storm	50-Yr Storm	100-Yr Storm	500-Yr Storm
CD-9	1 - 24" RCP	1 - 30" RCP	123.93	124.49	125.43	123.72	124.06	125.56
CD-10	1 - 30" RCP	1 - 36" RCP	119.32	119.91	123.38	119.04	119.41	121.66
CD-11	1 - 24" RCP	1 - 30" RCP	116.00	116.36	117.43	115.91	116.17	116.95
CD-12	1 - 24" RCP	1 - 30" RCP	110.99	111.76	114.64	110.66	111.08	112.76
CD-13	1 - 24" RCP	1 - 30" RCP	98.65	100.02	104.70	98.42	99.34	102.68

7.1.16 Bridge and Structure Analysis

A ***Bridge Development Report*** (***BDR***) was completed for the project in March of 2025, located in the project file, to evaluate alternatives for accommodating S.R. 70 over the LWRWEA wildlife connection at Station 1137+60 to allow the crossing of larger animals underneath the bridge.

The Preferred Bridge Alternative is a 52'-0" long single-span configuration which utilizes retaining walls in front of the end bents to reduce bridge length by eliminating embankment end slopes. This alternative provides shorter span lengths and shallower structure depths than a bridge with end slopes. The Bridge Superstructure Preferred Alternative uses Florida Slab beams (FSB-15) for the superstructure.

The Eastbound bridge will have 13 - 52-inch wide FSB-15s spaced at 4'-5.375'' with 1.375'' gaps between flanges. The Westbound bridge will have 9 - 56-inch wide FSB-15s spaced at 4'-9'' with 1'' gaps between flanges. The beam detailing described for the FSBs is consistent with FDOT Standard Plans Index (SPI) 450-450. The bridge decks are to be grooved transversely per Structures Design Guidelines (SDG) 4.2.3 and FDOT Construction Specifications 400-15. The multi-use trail portion of the Eastbound bridge will not be grooved transversely. Expansion joints consisting of poured joints with backer rods (FDOT SPI 458-110) are anticipated. See **Figure 7-4**, **Figure 7-5**, and **Figure 7-6** for the Preferred Bridge Alternative elevation, typical section, and plan sheet.

Figure 7-4: Preferred Bridge Alternative Elevation

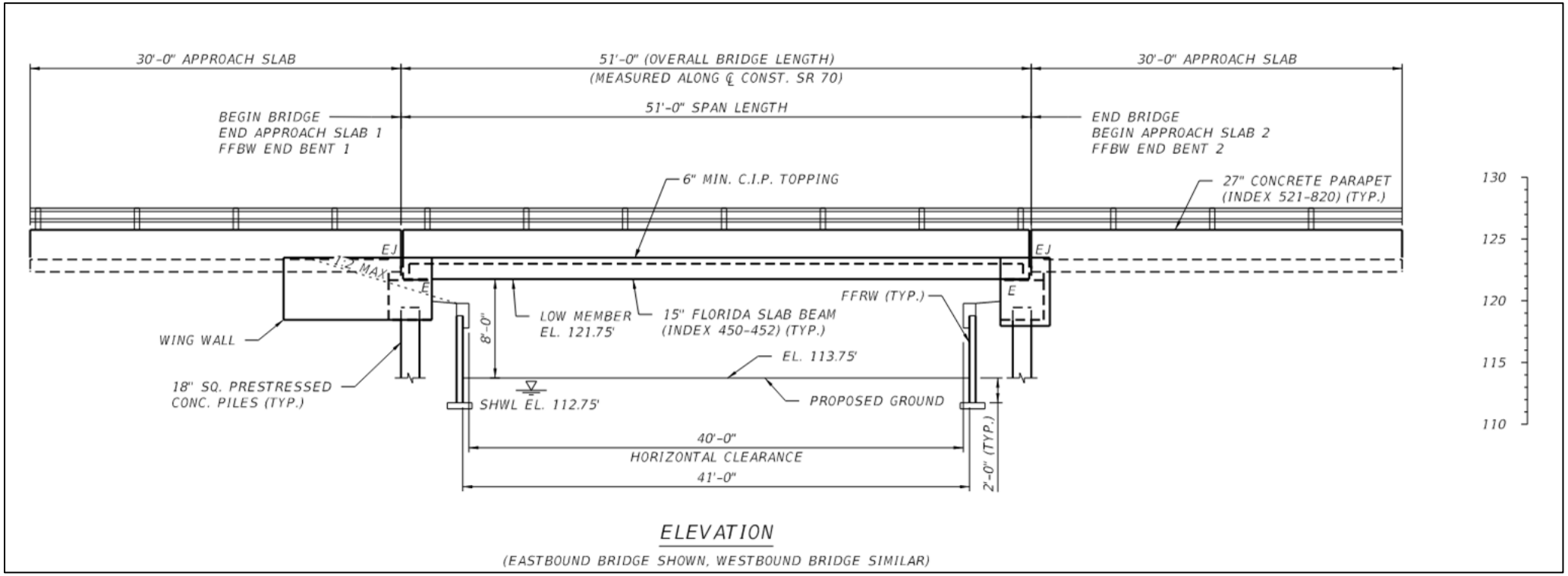


Figure 7-5: Preferred Bridge Alternative Typical Section

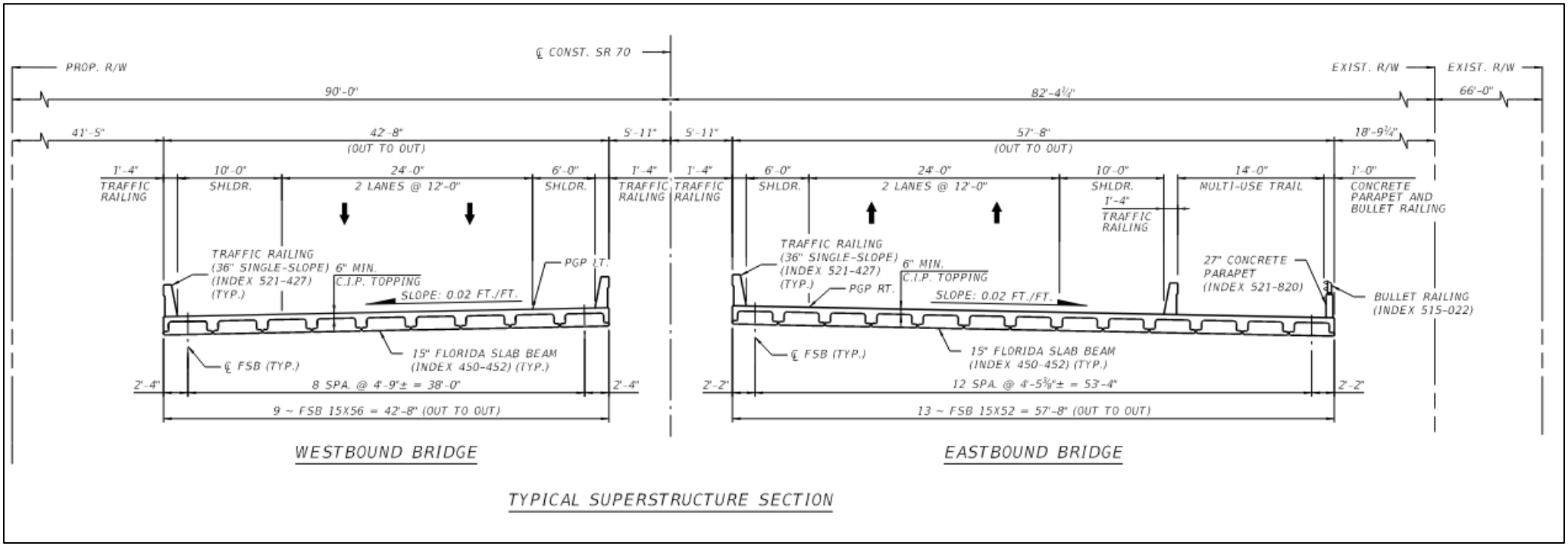
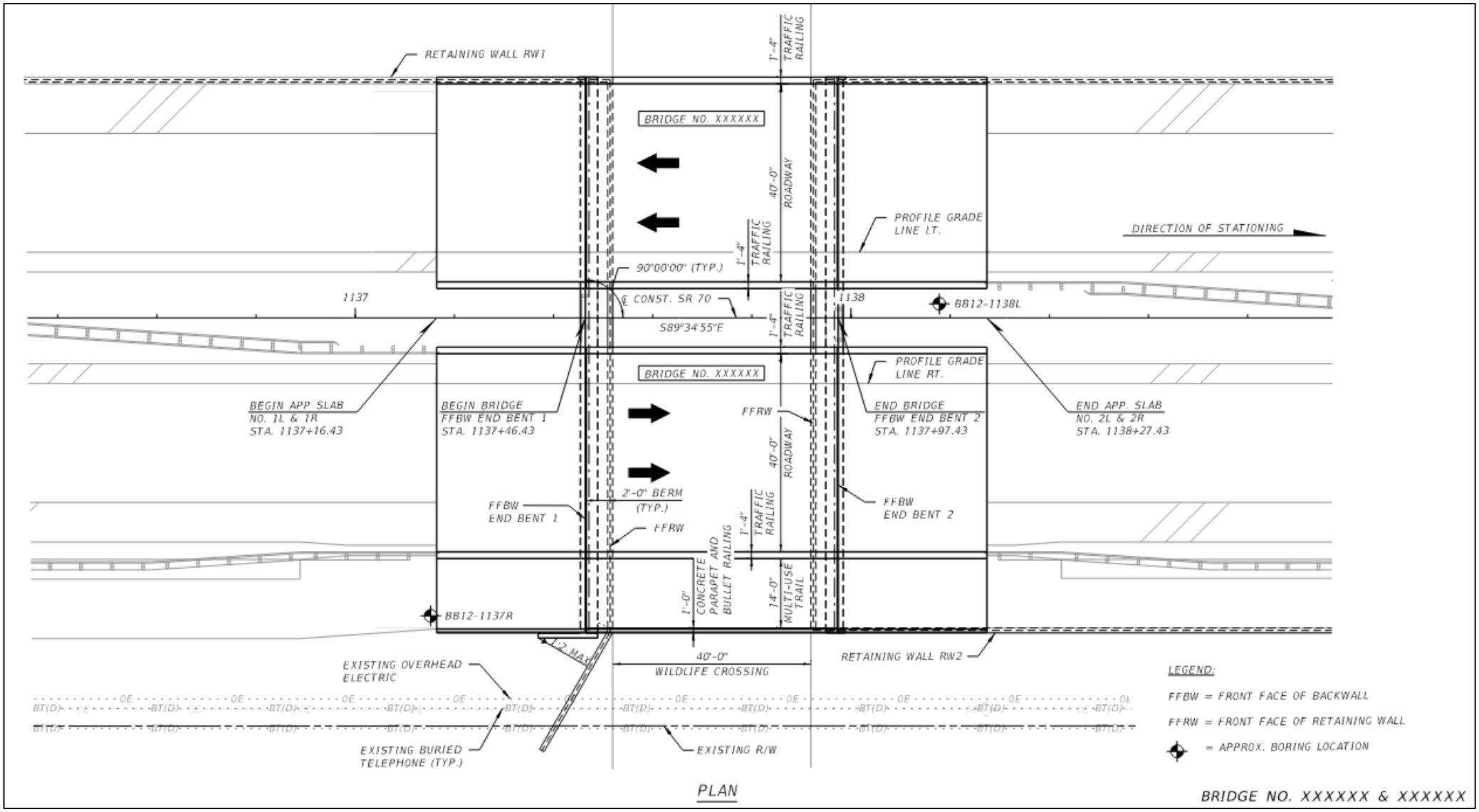


Figure 7-6: Preferred Bridge Alternative Plan Sheet



The Preferred Bridge Alternative uses FSB-15 to minimize the structure depth which is advantageous in saving embankment costs and maintaining the natural rural character of the surrounding area when compared to deeper structures requiring higher profile elevations. Additionally, the use of flared retaining walls creates a funneling effect for wildlife, provides maintenance access to the FP&L utility, and prevents wildlife from climbing end slope embankments between bridges. At proposed end bents, the use of deep foundations with 18-inch precast concrete piles offers apparent cost savings over 24-inch precast concrete piles. Approximately 165 linear feet of Mechanically Stabilized Earth (MSE) wall are required along the west end of the bridges and another 335 linear feet at the east end of the bridges. The total cost of the Preferred Bridge Alternative is $2,059,342. Please refer to the ***BDR***, ***March 2025***, for more information regarding the Preferred Bridge Alternative structure.

See Section **7.1.12 Wildlife Crossings** for more information regarding details of the additional wildlife crossings.

7.1.17 Transportation Management Plan

Maintenance of traffic and sequence of construction will be planned and scheduled to reduce and minimize traffic delays throughout the project time frame. Signage will be utilized to provide pertinent information to the traveling public. Local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and business owners can make other accommodations as needed. All provisions of FDOT's Standard Specifications for Road and Bridge Construction will be followed. A sign will be displayed on-site providing the name, address, and telephone number of an FDOT contact person to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Access to the local properties, businesses, and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s) and FDOT's Standard Specifications for Road and Bridge Construction.

For those residents living along the project, some construction materials stored for the project may be visually displeasing; however, it is a temporary condition and will not pose a substantial problem. Please see the Preferred Alternative phasing for each Segment below.

Segment A – Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.349)

Phase I

- Install work zone signs, channelizing devices, portable changeable message signs, and other devices required for traffic control.
- Install erosion control devices.

Phase II

- Construct the proposed offsite ponds.

Phase III

- Construct the limits of the proposed westbound roadway, westbound ditch, and westbound bridge.
- Construct the proposed linear ponds adjacent to the proposed westbound roadway.
- Excavate and backfill unsuitable materials within the work zone.
- Construct temporary diversion.

Phase IV

- Shift traffic onto the temporary diversion and maintain two-lane, two-way traffic on the proposed westbound travel lanes.
- Demolish the existing roadway.
- Construct the proposed eastbound roadway, eastbound ditch, eastbound bridge, and shared-use path.
- Construct the proposed linear ponds adjacent to the proposed eastbound roadway.
- Excavate and backfill unsuitable materials within the work zone.

Phase V

- Place the final friction course, ground-in rumble strips, and final pavement markings.

Segment B – East of Placid View Drive (MP 12.349) to Ekhoff Lane (MP 15.090)

Phase I

- Install work zone signs, channelizing devices, portable changeable message signs, and other devices required for traffic control.
- Install erosion control devices.

Phase II

- Construct the proposed offsite ponds.

Phase III

- Construct the proposed eastbound roadway, eastbound ditch, and shared-use path.
- Construct temporary diversion.
- Construct the limits of the proposed temporary wall.
- Excavate and backfill unsuitable materials within the work zone.

Phase IV

- Shift traffic onto the temporary diversion and maintain two-lane, two-way traffic on the proposed eastbound travel lanes.
- Demolish the existing roadway.
- Construct the westbound roadway, westbound ditch, Old S.R. 8 realignment, and limits of rigid pavement.
- Excavate and backfill unsuitable materials within the work zone.
- Construct the proposed mast arms and light poles.

Phase V

- Place the final friction course, ground-in rumble strips, and final pavement markings.

Segment C- Ekhoff Lane (MP 15.090) to C.R. 29 (MP 17.245)

Phase I

- Install work zone signs, channelizing devices, portable changeable message signs, and other devices required for traffic control.
- Install erosion control devices.

Phase II

- Construct the proposed offsite ponds.
- Construct the proposed canal segment.

Phase III

- Construct temporary pavement and lane shift.
- Maintain two-lane, two-way traffic on the existing travel lanes.

Phase IV

- Construct the limits of the proposed eastbound roadway, eastbound ditch, and shared-use path.
- Fill in the existing eastbound roadside canal segment.
- Construct temporary wall.
- Excavate and backfill unsuitable materials within the work zone.

Phase V

- Shift traffic onto the temporary diversion and maintain two-lane, two-way traffic on the proposed eastbound travel lanes.
- Construct the proposed westbound roadway and roadside ditch.
- Excavate and backfill unsuitable materials within the work zone.

Phase VI

- Construct median curb and gutter/traffic separator.
- Place the final friction course, ground-in rumble strips, and final pavement markings.

7.1.18 Constructability

Previous coordination with FP&L was completed for the placement of their recently constructed (2025) transmission line located on the north side of S.R. 70 to avoid any impacts. Further coordination with FP&L will be required for any excavation within 30-ft of existing poles or for construction activities involving crane operations adjacent to FP&L lines. Please refer to **Table 6-1** for the FP&L coordination meetings to date for the project.

Coordination with U.S. Sugar will be conducted in the design phase to minimize and or avoid any impacts to the railroad during construction. Please see Section **5.4.23** Constructability for details regarding the constructability of the Preferred Alternative.

7.1.19 Construction Impacts

Please see Section **5.4.24 Construction Impacts** for details regarding the construction impacts from the Preferred Alternative.

7.1.20 Special Features

FDOT will coordinate with FWC on the location and design of wildlife crossings and wildlife directional fencing to mitigate impacts to the LWRWEA. See Section **7.1.12 Wildlife Crossings** for additional information.

Overhead guide signs will be needed for all the approaches to the U.S. 27/S.R. 70 intersections to direct approaching traffic to the correct lane to use for the overall intersection movements and the MUT intersections specifically.

7.1.21 Utilities

Conservative utility relocation estimates were requested as part of the utility coordination process, and subsequent follow-up with the UAOs. The cost estimate is based on the FDOT 12-month statewide average. The relocation cost estimates do not include the cost for any ROW needs such as a "Suitable Replacement Easement" for FGT or a replacement easement for FP&L. The UAOs impacted by the Preferred Alternative include Duke Energy Distribution, FGT, FP&L, and Lumen/Century Link-Local. Minor impacts are anticipated for Comcast Communications and Glades Electric Co-Op. Please see **Table 7-13** for the total relocation cost and **Table 2-17** for the UAO's within the Preferred Alternative limits.

Table 7-13: Total Estimated Relocation Cost

#	Description	Unit	Amount
1	Relocation Cost (Non-Reimbursable)	Total	$ 1,091,525.67
2	Relocation Reimbursement Cost	Total	$7,309,857.78

The estimated impacts to utility facilities resulting from the Preferred Alternative are itemized by location in the ***UAP***, ***June 2026***, along with estimated relocation costs. Actual utility impacts will be verified during the design phase when a detailed survey and subsurface utility information are available.

7.1.22 Project Costs

The project's LRE (March 2026) has been included within **Table 7-14** summarizes construction cost for the Preferred Alternative. Costs for property acquisition that will be needed to mitigate for Section 4(f)/ARC impacts to LWRWEA are included below. Please see Section **7.2.2 Section 4(f)** for more information.

The wetland and species mitigation costs account for 10.54 acres of direct wetland impacts and the estimated take of 50 eastern indigo snakes. In addition to these mitigation costs, the Preferred Alternative will require acquisition of skink habitat and scrub-jay habitat mitigation credits from a USFWS-approved species conservation bank. Approximately 226.44 credits are anticipated to be required for the Incidental Take of sand skinks and blue-tailed mole skinks, and approximately 139.56 credits would need to be purchased to offset impacts to the scrub-jay. These credits are subject to change and final costs will be provided prior to construction.

Table 7-14: Total Estimated Project Cost

Cost Estimates (2026 Cost)	Preferred Alternative
Final Design*	$10,540,000
Right of Way Acquisition	$13,100,000
LWRWEA Mitigation	$20,000,000
Wetland/Species Mitigation**	$2,350,000
Roadway, Stormwater Management Facilities (Ponds), and Floodplain Compensation Construction	$155,410,000
Reimbursable Utility Relocation	$7,310,000
Railroad	$1,250,000
Construction Engineering & Inspection (10% Construction Cost)	$15,540,000
Total Estimated Cost	**$225,500,000**

*Design cost based on the programmed amounts in the Work Program

**Wetland/Species Mitigation does not account for the additional 226.44 credits required for the Incidental Take of sand skinks and blue-tailed mole skinks, and approximately 139.56 credits that would need to be purchased to offset impacts to the scrub-jay

7.2 Summary of Environmental Impacts

7.2.1 Future Land Use

Since S.R. 70 serves as an important roadway for emergency evacuations, roadway improvements, including expansion to four lanes, will help aid in reducing high vehicle queues during emergency evacuations. S.R. 70 is currently deficient for multiple criteria governing SIS highway components. Widening improvements to S.R. 70 will also enhance its ability to function as a SIS highway component and accomplish SIS objectives for interregional transportation linked to economic development. The future land use will remain the same as mainly agricultural, conservation use, and industrial and commercial use. The improvements will support the purpose and need of this project without changing the land use. Please see Section **3.1 Future Conditions Considerations** for more information regarding the Highlands County future land use.

7.2.2 Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 enhances the protection of publicly owned park and recreation lands, wildlife and waterfowl refuges, and historic sites during the planning and development of transportation facilities. The LWRWEA, specifically the Lake Placid Scrub tract and the McJunkin tract are significant resources as defined by Section 4(f) and play an important role in meeting the ecosystems and protected species conservation objectives of the FWC. The Preferred Alternative has been refined to minimize impacts to the LWRWEA. The total amount of impacted acres to the LWRWEA is 46.37. Coordination with the FWC is ongoing to mitigate the impacts to the LWRWEA as a result of the Preferred Alternative. This mitigation is likely to include purchase of properties that would be transferred to FWC for conservation purposes. This coordination will continue through the Design phase as part of the ARC process.

7.2.3 Cultural Resources

The ***CRAS Survey Addendum Report S.R. 70 from Jefferson Avenue to C.R. 29***, ***Highlands County***, ***Florida***, ***Revised***, ***April 2025***, which received concurrence from SHPO on April 9, 2025, supplements the original ***CRAS*** that was prepared in 2019, as well as the ***CRAS Survey Technical Memorandum for Pond Sites***, ***January 2020***. The report specifically addresses the design changes to the mainline corridor and proposed pond sites and addresses additional ROW needed for bulbouts and the reconfiguration of several pond sites.

The ***CRAS Addendum***, ***July 2026***, which received concurrence from SHPO on August 20, 2026, provides the latest cultural resource assessment for the project. It serves as an addendum to the ***CRAS Survey Addendum Report***, ***April 2025***, listed above. The ***CRAS Addendum***, ***July 2026***, covers the survey of the proposed ROW needed for proposed SMFs and FPCs, including associated drainage and maintenance easement areas and expanded mainline ROW areas.

There is one previously recorded linear resource (8HG01115 [CSX Railroad]) eligible for listing in the NRHP. The proposed S.R. 70 widening project will not cause an adverse effect to CSX Railroad (8HG01115). The setting within the vicinity of S.R. 70 and the CSX Railroad (8HG01115) corridor has been substantially altered by previous and ongoing modern transportation development. The Preferred Alternative will have no adverse effect on any resources listed, eligible, or potentially eligible for the NRHP.

7.2.4 Wetlands

Although unavoidable wetland impacts will occur as a result of the Preferred Alternative, these wetlands are located within or adjacent to the existing roadway ROW and have generally been previously disturbed by agricultural and residential development, roadway construction, maintenance activities and the invasion of nuisance/exotic species. Wetlands to be impacted by the proposed improvements include wetland hardwood forests, stream and lake swamps, mixed wetland hardwoods, wetland forested mixed, vegetated non-forested wetlands, and freshwater marshes. The total wetland impacts are anticipated to be 13.66 acres. **Table 7-15** summarizes the impacts of the Preferred Alternative to wetlands and other surface waters. Consistent with Chapter 62.345 F.A.C., a Uniform Mitigation Assessment Methodology (UMAM) functional loss analysis was performed on representative wetland impact areas.

Table 7-15: Proposed Wetland and Other Surface Water Impacts and Estimated UMAM Functional Loss

Impact Type	Direct Impact Acres	Secondary Impact Acres	Total Impact Acres	Direct Functional Loss	Secondary Functional Loss	Total Functional Loss
Wetlands	10.54	3.12	13.66	-3.9	-0.45	-4.35

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 22 U.S. Code (U.S.C.) § 1344. Based on the type and location of project impacts, the FDOT has determined that there is no practicable alternative to the proposed construction in wetlands. In accordance with Executive Order 11990, the FDOT has undertaken all actions to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. The proposed project will not adversely impact wetlands as unavoidable impacts will be mitigated to achieve no net loss of wetland function. SWFWMD's FDOT Mitigation Plan (i.e. Senate Bill 1986) (373.4137, F.S.) will be considered as an option for mitigation. The FDOT will evaluate the project to use credits from FDOT Mitigation Plan based on the availability of suitable and sufficient credits within the proposed project's watershed basin, the ability to satisfy commitments to regulatory and resource agencies, the availability of mitigation sites with suitable and sufficient credits initiated with FDOT funds under the program and the ability to satisfy state and federal requirements, including long-term maintenance and liability.

In addition, the proposed project is located within the service area of the Lake Istokpoga Mitigation Bank, which currently has 1.56 emergent credits and 7.98 forested (federal) credits available Kissimmee Ridge Mitigation Bank covers portions of the project between Placid Lakes Boulevard to just west of the S.R. 70 and U.S. 27 intersection. At the time of this report, Kissimmee Ridge has 3.89 forested and 0.04 emergent/herbaceous (federal) credits available. The FDOT is evaluating additional options such as regional offsite mitigation areas and permittee-responsible options. The status of available mitigation banks and credits will also be assessed as this project moves forward into design and permitting. At the time of permitting, if the use of the Senate Bill program, a mitigation bank, or in-lieu fee project is not available, a conceptual permitted-responsible mitigation plan may be created to offset the unavoidable impacts to wetlands that would result from construction of the proposed project. This conceptual mitigation plan may include restoring, enhancing, or creating wetland/other surface water habitats of similar type and quality (on-site or off-site) within the same drainage basin as the project study area.

Please see the ***NRE Addendum, August 2026***, for more information.

7.2.5 Protected Species and Habitat

The project study area was evaluated for potential occurrences of federal and state protected species in accordance with Section Seven of the Endangered Species Act of 1973

(ESA), as amended, and Chapters 5B-40 and 68A-27 of the FAC. The evaluation included coordination with the USFWS and FWC. The evaluation also included literature and database reviews, as well as field assessments and species-specific surveys of the project study area to identify the potential occurrence of protected species or presence of federal-designated critical habitat. Project biologists conducted field evaluations and species-specific surveys of the project study area beginning in 2016 through 2025 as part of a previous, but related study effort. These prior assessments and surveys served as background data for this report. The ***NRE Addendum, August 2026***, documents updated species-specific surveys and habitat assessments conducted in 2025. Based on the evaluation of collected data and field reviews, the federal and state protected species discussed in **Table 7-16** and **Table 7-17** were observed or were determined to have the potential to occur within or adjacent to the project study area. An effect determination was made for each of these federal and state protected species based on an analysis of the potential impacts of the proposed project on each species.

Table 7-16: Federal Listed Species Effect Determination

Effect Determination	Federal Listed Species
No effect	Red-cockaded woodpecker (*Picoides borealis*) - E
May affect, not likely to adversely affect	Florida bonamia (*Bonamia grandiflora*) – FT/SE
	Pygmy fringe tree (*Chionanthus pygmaeus*) - E
	Perforate reindeer lichen (*Cladonia perforata*) - E
	Short-leaved rosemary (*Conradina brevifolia*) - E
	Avon Park rabbit-bells (*Crotalaria avonensis*) - E
	Garrett's scrub balm (*Dicerandra christmanii*) - E
	Scrub mint (*Dicerandra frutescens*) - E
	Scrub buckwheat (*Eriogonum longifolium var. gnaphalifolium*) – FT/SE
	Wedge-leaved button-snakeroot (*Eryngium cuneifolium*) - E
	Lewton's polygala (*Polygala lewtonii*) - E
	Small's jointweed (*Polygonella myriophylla*) - E
	Scrub plum (*Prunus geniculata*) - E
	Scrub ziziphus (*Pseudoziziphus celata*) - E
	Carter's warea (*Warea carteri*) - E
	Florida grasshopper sparrow (*Ammodramus savannarum floridanus*) - E
	Eastern black rail (*Laterallus jamaicensis jamaicensis*) - T
	Everglade snail kite (*Rostrhamus sociabilis plumbeus*) - E
	Florida panther (*Puma concolor coryi*) - E
May affect, likely to adversely affect	Scrub pigeon wing (*Clitoria fragrans*) - T
	Highlands scrub hypericum (*Hypericum cumulicola*) - E
	Scrub blazing star (*Liatris ohlingerae*) - E
	Britton's beargrass (*Nolina brittoniana*) - E
	Paper nailwort (*Paronychia chartacea*) – FT/SE
	Florida jointweed (*Polygonum basiramia*) - E
	Eastern indigo snake (*Drymarchon couperi*) - T
	Blue-tailed mole skink (*Plestiodon egregius lividus*) - T
	Sand skink (*Plestiodon reynoldsi*) - T
	Florida scrub-jay (*Aphelocoma coerulescens*) - T
	Crested caracara (*Polyborus plancus audubonii*) - T
	Florida bonneted bat (*Eumops floridanus*) - E

E = endangered; T = threatened; FT = Federally threatened; SE = State endangered

Table 7-17: State Listed Protected Species Effect Determinations

Effect Determination	State Listed Species
No effect anticipated	Chapman's sedge (*Carex chapmanii*) - T
	Piedmont jointgrass (*Mnesithea tuberculosa*) - T
	Narrowleaf naiad (*Najas filifolia*) - T
No adverse effect anticipated	Pinewoods bluestem (*Andropogon arctatus*) - T
	Many-flowered grass-pink (*Calopogon multiflorus*) - T
	Sand butterfly pea (*Centrosema arenicola*) - E
	Florida goldenaster (*Chrysopsis floridana*) - E
	Highlands goldenaster (*Chrysopsis highlandsensis*) - E
	Spurred neottia (*Eltroplectris calcarata*) - E
	Hartwrightia (*Hartwrightia floridana*) - T
	Pine pinweed (*Lechea divaricata*) - E
	Florida spiny-pod (*Matelea floridana*) - E
	Toothed maidenfern (*Meniscium serratum*) - E
	Celestial lily (*Nemastylis floridana*) - E
	Florida beargrass (*Nolina atopocarpa*) - T
	Yellow fringeless orchid (*Platanthera integra*) - E
	Giant orchid (*Pteroglossaspis ecristata*) - T
	Florida willow (*Salix floridana*) - E
	Scrub bluestem (*Schizachyrium niveum*) - E
	Redmargin zephyrlily (*Zephyranthes simpsonii*) - T
	Short-tailed snake (*Lampropeltis extenuata*) – T
	Florida pine snake (*Pituophis melanoleucus*) - T
	Florida burrowing owl (*Athene cunicularia floridana*) -T
	Little blue heron (*Egretta caerulea*) - T
	Tricolored heron (*Egretta tricolor*) - T
	Southeastern American kestrel (*Falco sparverius paulus*) - T
	Florida sandhill crane (*Grus canadensis pratensis*) - T
	Roseate spoonbill (*Platalea ajaja*) - T
	Least tern (*Sternula antillarum*) – T
Potential for adverse effect	Curtiss' milkweed (*Asclepias curtissii*) – E
	Ashe's savory (*Calamintha ashei*) - T
	Cutthroat grass (*Coleataenia abscissa*) - E
	Scrub spurge (*Euphorbia rosescens*) - E
	Garberia (*Garberia heterophylla*) - T
	Edison's ascyrum (*Hypericum edisonianum*) - E
	Nodding pinweed (*Lechea cernua*) - T
	Scrub stylisma (*Stylisma abdita*) - E
	Northern needleleaf (*Tillandsia balbisiana*) - T
	Cardinal airplant (*Tillandsia fasciculata*) - E
	Giant airplant (*Tillandsia utriculata*) - E
	Gopher tortoise (*Gopherus polyphemus*) - T

E = endangered; T = threatened;

Additionally, the monarch butterfly (*Danaus plexippus*) and tricolored bat (*Pipistrellus subflavus*) were evaluated due to their proposed listings. The bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), and Florida black bear (Ursus americanus floridanus) were also evaluated due to documented occurrences within the project limits and additional protections that they are provided. Please see the ***NRE Addendum, August 2026***, for more information.

7.2.6 Essential Fish Habitat

No essential fish habitat (EFH) is located within or adjacent to the project area; therefore, no involvement with EFH resources is anticipated. Please see the ***NRE Addendum, August 2026***, for more information.

7.2.7 Highway Traffic Noise

A ***Noise Study Report*** (***NSR***), ***August 2026***, located in the project file, was prepared under separate cover for this project.

The ***NSR***, ***August 2026***, presents the methodology and results of the highway traffic noise evaluation for S.R. 70 from Jefferson Ave to C.R. 29. The purpose of this noise study is to identify noise sensitive sites that would be impacted by the preferred alternative, evaluate abatement measures at impacted noise sensitive sites, and determine where noise abatement (i.e., noise barriers) should be included with the project and re-evaluated in the Design phase.

The ***Federal Highway Administration*** (***FHWA***) ***Traffic Noise Model*** (***TNM***), ***version 2.5***, was utilized to predict noise levels at 67 receptor points representing 87 residences. For the year 2052 Build condition, noise levels are predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at 31 residences within the project limits. These impacted noise sensitive sites were evaluated to determine the feasibility and reasonableness of providing barriers to reduce traffic noise. Additionally, a substantial increase of 15 A-weighted decibels (dB(A)) is not predicted to occur at any residence.

The noise barrier evaluation process identified that noise barriers are a feasible and reasonable form of abatement and could potentially provide at least a five dB(A) reduction at 28 of the 31 impacted residences at a cost below the reasonable limit. Additionally, the noise barrier achieves the Noise Reduction Design Goal (NRDG). Noise barriers were found to be potentially feasible and reasonable at the following Noise Sensitive Areas (NSA):

- Alpine Village
- Sunshine RV Resort

Noise barriers cannot provide at least a 5 dB(A) reduction to 3 impacted residences because they do not meet the criteria of feasibility and/or reasonableness to warrant the construction of a noise barrier. Noise barriers were found to be potentially feasible and reasonable at the NSAs listed in **Table 7-18**.

Table 7-18: Potentially Reasonable and Feasible Noise Barriers

Barrier ID	Common Noise Environments	Barrier Location	Barrier Height (ft.)	Barrier Length* (ft.)	Barrier Total Cost** ($)	Approximate Barrier XY Extent (Stationing)	Benefited Impacted Residences	Benefited Non-Impacted Residences	Total Benefited Residences	Cost per Benefited Residence	Cost Reasonable?
1	Alpine Village	ROW	16	420	$ 320,000	1289+00.00/ 1293+20.00	6	6	12	$ 26,666	Yes
		ROW	16	80		1293+51.250/ 1295+31.25					
2	Sunshine RV Resort	ROW	16	1120	$ 832,000	1282+30.11/ 1293+48.89	22	19	41	$ 20,292	Yes
		ROW	16	180		1293+89.47/ 1295+69.47					
Totals	------	------	------	------	$ 1,152,000.00	------	28	25	53	------	------

*Barrier length refers to the total length at the ROW, Shoulder, or on Structure.

**Assumes $40 per square ft.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in the ***NSR***, ***August 2026***, and listed in **Table 7-18** contingent upon the following conditions:

1. Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
2. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
3. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
4. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office;
5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues are resolved.

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements will have noise or vibration impacts. If noise sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. Please see the ***NSR***, ***August 2026***, for more information.

7.2.8 Contamination

A total of forty-two contamination sites were evaluated. Risk ratings were assigned to contamination sites are shown in **Table 7-19** and the number of drainage sites per risk rating are shown in **Table 7-20**.

Table 7-19: Number of Mainline Sites per Risk Rating

High	Medium	Low	No	Total
2	18	16	6	42

The following table presents a summary of the risk ratings for all fifteen preferred drainage sites:

Table 7-20: Number of Drainage Sites per Risk Rating

High	Medium	Low	No
0	13	2	0

A total of thirty-three locations (twenty contamination sites and thirteen drainage sites) were assigned risk ratings of High or Medium. These locations should be considered for Level II testing in consultation with the District Contamination Impact Coordinator (DCIC) in the design phase.

Specific details for each contamination site and drainage site are provided in **Table 7-21** and **Table 7-22**, respectively. Please see the ***CSER***, ***June 2026***, for more information.

Table 7-21: Risk Rating for Contamination Sites

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
1	**Smoak Groves – Lonesome Dove** 5001 S.R. 70	TANKS: 8942817	Heart Groves Inc. (since 2022)	Adjoining south (Parcel) 1,500 feet southwest (Tank)	pesticides, herbicides, petroleum	Low	NA
2 EDM 1A	**Griffin Trees** 100 Parkland Drive 108 Parkland Drive	TANKS: 8944354	Cecil and Marie Wilson (since 2012 and 2017)	Adjoining south Tank farm 650 feet south	Petroleum	No	NA
3	**Posey Dairy aka Sumrset LLC** 3521 S.R. 70 3600 S.R. 70	Wastewater FLA284611, FRS ID: 110035475633	Heart Groves, Inc. (since 2021)	Adjoining south (Parcel) 830 feet south (Structures)	Nutrients (Nitrogen, Phosphorous)	Low	NA
4 EDM 1	**70 Grove** S.R. 70	TANKS: 8736758	Unknown	Unknown	Petroleum	Low	NA

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number/ (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
5	**Scarborough Groves** 3001-3101 S.R. 70	Aerial photographs, site reconnaissance	Caladium Estates Since 2023	Adjoining south (Parcel)	Herbicides, pesticides	**Medium**	NA
6 EDM 2A	**Lake Placid Groves – Lake Annie Block** S.R. 70	TANKS: 9102354	PAI Lake Placid Groves LLC (since 2018)	Adjoining south (Parcel) 580 feet south (Structures)	Herbicides, pesticides	**Medium**	NA
7 EDM 2	**Former Division of Forestry – Herren Nursery** 1801 S.R. 70```	TANKS: 8521077	Youngman Frank C (since 2014)	Adjoining north (Parcel) 250 feet north (tank farm)	Herbicides, Pesticides	**Medium**	FPC 1211B

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number/ (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
8 EDM 3	**Worley Block/Black Bear Citrus/Lake Placid Groves-Air Strip** 1307 S.R. 70 West and 25 Pump Road	TANKS: 9401208 (Worley) 9102355 (Lk Placid Groves-Air Strip)	Lake Placid Ranch Corp (since 2022)	Adjoining north (Parcel) 40 feet north (Tank)	Petroleum, Pesticides, Herbicides	**Medium**	FPC 1211B FPC 1213A
9 EDM 6	**Highlands County Brownfield Area**	BF280601000	PAI Lake Placid Groves LLC	Within and adjacent	NA	No	SMF 1203D SMF 1203A FPC 1214B FPC 1214D SMF 1204A FPC 1214C
10	**CSX Railroad**	Aerial photographs, site reconnaissance	South Central Florida Express, Inc.	Within and adjacent	Herbicides, Pesticides, Metals, Petroleum	**Medium**	SMF 1203A SMF 1203D SMF 1214C

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
11	**E'Harts Nursery** 2806 Old S.R. 8 851 S.R. 70 855 S.R. 70 767 S.R. 70	Aerial photographs, site reconnaissance	E'Harts Nursery and Landscaping Inc. (since 1979); Michael L. Eisenhart	Partially within proposed S.R. 70 and Old S.R. 8 ROW (Parcel)	Herbicides, Pesticides, Petroleum and Arsenic	**Medium**	SMF 1203A SMF 1203D FPC 1214B FPC 1214D FPC 1214C
12	**Former Sunshine Newspaper Printing** 3109 Old S.R. 8	ECHO 110006156989, RCRAGR04 FLR000020172 SQG_35120	Wood Rock Design Art Inc. (since 2023)	Within and adjoining west of Old S.R. 8 ROW Adjoining south of S.R. 70	Inks, Solvents	Low	SMF 1203A SMF 1203D
13	**Smith Property** 2858 Old S.R. 8	Solid Waste: 101011 FLR000108597	Global NGP LLC (since 2023)	450 feet south of Old S.R. 8 project limit	Solid Waste	Low	NA

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
14	**Glades Electric Truck Fire** 2829 Old S.R. 8	ERIC_13318 VOLCLNUP 3378167	Global NGP, LLC (since 2023)	1,900 feet south	Petroleum	No	NA
15	**Lake Placid Contractor Yard** Venus, Florida 33960	ECHO 110040766454, ICIS-NPDES FLR10JF81	Howard Fertilizer + Chemical Co. Inc. (since 2011)	Adjacent south	NA	Low	FPC 1214B FPC 1214D FPC 1214C
16 (EDM 5)	**Howard Fertilizer Inc.** 600 S.R. 70 (currently 12538 Distribution Boulevard)	TANKS 8519674 SPILLS: 53364SP SSTS: 035512FL004 TRI: 3385WHWRDF6 RCRANGR04: FLD07999953	Howard Fertilizer + Chemical Co Inc. (since 2011)	Tanks are 290 feet south Parcel is adjoining south	Petroleum, Fertilizer	Low	FPC 1214B FPC 1214D FPC 1214C

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
17	**Lake Placid Groves** 3000 Old S.R. 8	Aerial photographs, site reconnaissance	PAI Lake Placid Groves Inc. (since 2018)	Parcel is adjoining north	Petroleum, Herbicides, Pesticides	**Medium**	FPC 1214D
18 (EDM 7)	**Georgia-Pacific** 400 S.R. 70 (currently 12537 Distribution Blvd.)	Institutional Control (IC) 621, TANKS 8520366 SPILLS 45042 HMIRSR04 I-2002050666, RCRANGR04 FLD045003613, ECHO 110001738184, 110053833465, VOLCLNP 305712, ERIC_6682 ERIC_13299	Ready Depot LLC (since 2022)	Parcel is adjoining south Soil contamination within ROW	Metals, Petroleum, Hazardous Waste	**High**	FPC 1214D

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
19 (EDM 8)	**AT&T Communications – Childs Microwave Tower** 301 S.R. 70	TANKS: 8626671	Crown Castle GT Company LLC (since 2000)	Tank is 150 feet south Parcel is adjoining south	Petroleum (Heating Oil)	Low	NA
20	**Glades Electric – Lake Placid Yard** 214 S.R. 70 and 221 S.R. 70	TANKS 8732786, ECHOR04: 110035599091, 11004406207, RCRAGR04: FLR000180182, FLR000090787	Glades Electric Cooperative Inc. (since 1980)	Adjoining north (Parcel) 120 feet north (Tank)	Petroleum, PCBs, Creosote, Solvents	Low	SMF 1204A
21	**Smoak & Sons/ Smoak Citrus** 196 S.R. 70	TANKS: 8626327	Smoak Citrus Development PRTSP (since 1986)	Adjoining north (Parcel) 550 feet north (Tank)	Herbicides, Pesticides, Petroleum	**Medium**	SMF 1204A

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
22	**Wedgworth (Former Douglas Fertilizer/The Andersons)** 211-213 S.R. 70	TANKS 8732475, ERIC_18066, SEMS/ RCRAGR04 FLD070080924 SPILLS 55581 ECHO 110045965773, 110070244794, ERNS 121531, 245440	Wedgworths Inc. (since 2017)	Adjoining south of S.R. 70 (Parcel) 350 feet south (tanks)	Herbicides, Pesticides, Petroleum, Fertilizer	**Medium**	SMF 1204A
23	**American Tower** 101 S.R. 70	Aerial photographs, site reconnaissance	American Tower Systems LP (since 1998)	Adjoining south of S.R. 70 (Parcel) 200 feet south (Tank)	Petroleum	Low	SMF 1204A

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
24	**Chevron #48021 (Former 27 Truck Stop)** 2758 U.S. 27 South	TANKS: 9046139 8626328 ERNS 99921, RCRAGNR04 FLD984186379	Super Petroleum Inc. (since 2019)	Adjoining south of S.R. 70 and west of U.S. 27	Petroleum	**Medium**	NA
25	**Shell / Circle K #2707451** 2742 U.S. 27 South	TANKS/DEP CLEANUP: 8519614, ECHO 110025312463, RCRAGR04 FLD984254979	DBNCH Circle LLC (since 2003)	Adjoining north of S.R. 70	Petroleum	**Medium**	NA
26	**Lake Placid Caretakers Inc.** Highway 27 South of Highway 70 101 S.R. 70	TANKS: 8733682	Reynolds Farms, Inc. (since 1995)	Parcel is within U.S. 27 ROW, and adjoining south of S.R. 70 ROW	Herbicides, pesticides, arsenic, petroleum	**Medium**	NA

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
27	**Former Groves and Gas Station** 2741 U.S. 27 South	Florida Memory/ State Library and Archives of Florida	Lindner Mark L TR, Rapps William D TR (since 2007) M & A Brothers Realty No. 26 Inc (since 2025)	Adjoining north/partially within proposed S.R. 70 ROW	Petroleum Herbicides, Pesticides	**Medium**	NA
28	**Reynolds Groves/Reynolds Farms Inc** 101 S.R. 70	TANKS: 8519993	Reynolds Farms Inc. (since 1995)	Adjoining south (Parcel) 865 feet south (tank)	Petroleum, Herbicides, Pesticides	**Medium**	NA
29	**Eagle Plant Nursery** 300 S.R. 70 East	Aerial photographs, site reconnaissance	McDougald Jeffrey and Nancy (since 2001)	Adjoining north (Parcel)	Herbicides, Pesticides	Low	NA

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
30	**Sunburst RV Park** 303 S.R. 70 East	ECHO: 110027964246	Sunshine MHRV LLC (since 2022)	Adjoining south	NA	No	NA
31	**Alpine Mobile Home Park** 18 Center Street	ECHO: 110027950929,	Alpine Village Roc Inc (since 2007)	Adjoining north of S.R. 70	NA	No	NA
32	**Ekhoff Groves** 23 Ekhoff Lane	Aerial photographs, site reconnaissance	Golaub Gasford R Jr (since 2023)	Adjoining north/partially within proposed S.R. 70 ROW (Parcel) 65 feet north (Tank)	Pesticides, herbicides	**Medium**	FPC 1301A SMF 1301A

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
33	**Lake Placid Groves – Veli Block** 500 Cambria Road	TANKS: 9046277	PAI Lake Placid Groves Inc (since 2023)	Within proposed S.R. 70 ROW (Parcel)	Petroleum, pesticides, herbicides	**Medium**	FPC 1303A FPC 1306A SMF 1302C FPC 1309C
34	**Sutton Property** 1313 S.R. 70	Aerial photographs, site reconnaissance	Sutton Teresa Tamea TRS (since 2007)	Within proposed S.R. 70 ROW (Parcel) 130 feet south (debris)	Debris	Low	FPC 1309C
35	**Former K-W Farms** 1411 S.R. 70	TANKS: 8943012, 8842476	Keystone Bear Hollow LLC (since 2017)	Within proposed S.R. 70 ROW (Parcel)	Petroleum, herbicides, pesticides	**High**	FPC 1309C

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
36	**Pump House** 1470 S.R. 70	Aerial photographs, site reconnaissance	Pindar Acquisitions LLC (since 2008)	Adjoining north of S.R. 70 230 feet north (pump house)	Hazardous materials	Low	NA
37	**Griffin Trees** 845 S.R. 70	Aerial photographs, site reconnaissance	Griffin Trees Inc, Green Trees of Florida Inc (since 1989)	Adjoining north of S.R. 70 (Parcel)	Pesticides, herbicides	Low	NA
38	**Blanco and Turner Property** 1571 S.R. 70 East	Aerial photographs, site reconnaissance	Blanco Lacey and Turner Amber (since 2003)	Within proposed S.R. 70 ROW	Debris	Low	NA
39	**K-W Farms / Kelly Bulb Farm** 125 K-W Farms Road	TANKS: 8943012, 8842476	L323 Holdings LLC (since 2023) Keystone Bear Hollow LLC	Within proposed S.R. 70 ROW (Parcel)	Pesticides, herbicides, petroleum	**Medium**	SMF 1303A

Table 7-21: Risk Ratings for Contamination Sites (Continued)

Map ID Number / (EDM Number)	Site Name & Address	Databases/ Facility ID/ Other Sources	Property Owner(s)	Distance from S.R. 70 ROW	Contaminants of Concern	Risk Rating	Drainage Sites Affected
40	**Pole Barn** 2085 C.R. 29	Aerial photographs, site reconnaissance	LL Bar LLC (since 2025)	Adjoining north of S.R. 70 (Parcel) 180 feet north (Structure)	Pesticides, herbicides, petroleum	Low	SMF 1303A
41	**Rucks Former Crops**	Aerial photographs, site reconnaissance	Rucks Chad W TTEE, Rucks Traci Renee TTEE, and Chad W Rucks Liv TR Since 2014	Within and adjoining south of S.R. 70 ROW	Pesticides, herbicides	**Medium**	SMF 1303A
42	**S.R. 70 Desoto County** From U.S. 27 to Harney Pond Canal	ECHO: 110022844243	NA	NA	NA	No	NA

Table 7-22: Risk Ratings for Drainage Sites

Drainage Site Name	Owner(s) Since (year)	Contaminants of Concern	2019 PD&E Risk Rating	2025 Preliminary Risk Rating	2026 Risk Rating
FPC 1211B	Youngman Frank C 2014	Petroleum, Herbicides, Pesticides	NA	**Medium**	**Medium**
FPC 1213A	Lake Placid Ranch Corp Since 2022	Petroleum, Pesticides, Herbicides	**Medium**	**Medium**	**Medium**
SMF 1203D	E'Harts Nursery and Landscaping Inc Since 1979	Herbicides, Pesticides, Petroleum and Arsenic	**Medium**	**Medium**	**Medium**
SMF 1203A	E'Harts Nursery and Landscaping Inc Since 1979	Herbicides, Pesticides, Petroleum and Arsenic	**Medium**	**Medium**	**Medium**
FPC 1214B	E'Harts Nursery and Landscaping Inc Since 1984	Herbicides, Pesticides, Petroleum and Arsenic	NA	Low	**Medium**

Table 7-22: Risk Ratings for Drainage Sites (Continued)

Drainage Site Name	Owner(s) Since (year)	Contaminants of Concern	2019 PD&E Risk Rating	2025 Preliminary Risk Rating	2026 Risk Rating
FPC 1214C	PAI Lake Placid Groves LLC Since 2018 Palm Beach Aggregates LLC Since 2025	Herbicides, Pesticides, Metals, Petroleum, and Arsenic	NA	Low	**Medium**
FPC 1214D	E'Harts Nursery and Landscaping Since 1986 PAI Lake Placid Groves LLC Since 2018	NA	NA	**Medium**	**Medium**
SMF 1204A	Smoak Citrus Development PRTSP Since 1986	Herbicides, Pesticides, Petroleum	**Medium**	**Medium**	**Medium**
FPC 1301A	Golaub Gasford R Jr. Since 2023	Herbicides, Pesticides,	NA	**Medium**	**Medium**

Table 7-22: Risk Ratings for Drainage Sites (Continued)

Drainage Site Name	Owner(s) Since (year)	Contaminants of Concern	2019 PD&E Risk Rating	2025 Preliminary Risk Rating	2026 Risk Rating
SMF 1301A	Burke Hal J Since 1999	NA	No	Low	Low
FPC 1303A	PAI Lake Placid Groves LLC Since 2023	Herbicides, Pesticides, Petroleum	NA	**Medium**	**Medium**
FPC 1306A	PAI Lake Placid Groves LLC Since 2023	Herbicides, Pesticides, Petroleum	NA	**Medium**	**Medium**
SMF 1302C	PAI Lake Placid Groves LLC Since 2023	Herbicides, Pesticides, Petroleum	NA	**Medium**	**Medium**
FPC 1309C	Sutton Teresa Tamea TRS Since 2007	NA	NA	NA	Low
SMF 1303A	Rucks Chad W TTEE, Rucks Traci Renee TTEE, and Chad W Rucks Liv TR Since 2014	NA	No	No	**Medium**

APPENDICES

Appendix A: Long-Range Estimate (LRE)

Date: 3/12/2026 7:33:01 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 414506-3-52-01 **Letting Date:** 01/2099

Description: SR 70 FROM JEFFERSON AVE TO US 27

District: 01 **County:** 09 HIGHLANDS **Market Area:** 09 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 4.260 MI

Project Manager: JMK-MMS-JOE

Version 14 Project Grand Total **$101,617,361.10**

Description: March 2026 Segment 12 Markups from Version 13P-3/10/26

Sequence: 1 NDR - New Construction, Divided, Rural **Net Length:** 2.265 MI 11,960 LF

Description: SR 70 FROM WEST OF JEFFERSON AVENUE TO WEST OF MONROE STREET. WIDEN FROM EXISTING RURAL 2 LANE ROADWAY TO 4 LANES WITH MEDIAN GUARDRAIL

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	90.00 / 150.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.265
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	65.89	AC	$15,000.00	$988,350.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	30,100.00	CY	$7.34	$220,934.00
120-4	SUBSOIL EXCAVATION	25,600.00	CY	$20.57	$526,592.00
120-6	EMBANKMENT	256,900.00	CY	$12.45	$3,198,405.00
	Comment: (231,300 CY for standard embankment, 25,600 CY for subsoil backfill)				
	Earthwork Component Total				$4,934,281.00

ROADWAY COMPONENT

User Input Data

Description	Value

Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	65,542.20	SY	$25.44	$1,667,393.57
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	12,279.20	TN	$163.73	$2,010,473.42
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,551.52	TN	$230.49	$588,099.84

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	99,008.00	SY	$6.63	$656,423.04
	Comment: 63790+35215 SY(MEDIAN)=99008 SY				
285-706	OPTIONAL BASE,BASE GROUP 06	15,240.19	SY	$34.01	$518,318.86
	Comment: For SUP; only base pay item available for use in Peripheral Component for SUP is 285-701.				
285-709	OPTIONAL BASE,BASE GROUP 09	4,480.00	SY	$25.44	$113,971.20
	Comment: FOR MEDIAN AUX LANES				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,000.00	TN	$163.73	$163,730.00
	Comment: FOR MEDIAN AUX LANES				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	210.00	TN	$230.49	$48,402.90
	Comment: FOR MEDIAN AUX LANES				
339-1	MISCELLANEOUS ASPHALT PAVEMENT	30.00	TN	$232.40	$6,972.00
	Comment: Shoulder				
521-6-31	CONC PARAPET, RETAINING WALL SYS, 27"	75.00	LF	$407.82	$30,586.50
	Comment: For Shoulder				
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	900.00	LF	$28.84	$25,956.00
536-1-3	GUARDRAIL- ROADWAY, DOUBLE FACE	10,700.00	LF	$37.45	$400,715.00
	Comment: For Median				
536-6	PIPE RAIL FOR GUARDRAIL	300.00	LF	$24.39	$7,317.00
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	4.00	EA	$3,354.04	$13,416.16
	Comment: 2 for Shldr, 2 for Median				
536-8-113	GUARDRL TRANS CONN TO RIGID BA, F&I, TR	2.00	EA	$1,344.50	$2,689.00
536-85-20	GUARDRAIL END TREAT-TRAILING ANCHORAGE	2.00	EA	$1,769.16	$3,538.32
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	2.00	EA	$3,765.17	$7,530.34
536-85-27	GUARDRAIL END TREAT- DOUB FACE APPR TER	9.00	EA	$11,730.08	$105,570.72
	Comment: For Median				
570-1-2	PERFORMANCE TURF, SOD	172,100.00	SY	$4.32	$743,472.00
	Comment: Area between the shoulder and the limits of construction.				

Turnouts/Crossovers Subcomponent

Description	Value

Asphalt Adjustment	5.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	3,277.11	SY	$25.44	$83,369.68
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	613.96	TN	$163.73	$100,523.67

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	917.00	EA	$4.88	$4,474.96
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	9.06	GM	$1,351.36	$12,243.32
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.53	GM	$641.77	$2,907.22
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	9.06	GM	$6,616.20	$59,942.77
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.53	GM	$2,680.41	$12,142.26

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 12.00
Bike Path Structural Spread Rate	220
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	21,262.68	SY	$6.63	$140,971.57
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,754.17	TN	$172.16	$301,997.91
	Roadway Component Total				$7,833,149.23

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	10.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 7.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	165

Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	14,166.26	SY	$26.35	$373,280.95
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,096.36	TN	$163.73	$179,507.02
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	531.57	TN	$230.49	$122,521.57
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	4.53	GM	$1,546.20	$7,004.29
570-1-2	PERFORMANCE TURF, SOD	15,947.01	SY	$4.32	$68,891.08

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	32,640.00	SY	$6.63	$216,403.20
	Comment: 2700 SY for U-Turn Bulbouts, 700 SY for Shldr Aux Lanes, 29240 SY for Shoulders,				
285-709	OPTIONAL BASE,BASE GROUP 09	3,400.00	SY	$25.44	$86,496.00
	Comment: 2700 SY for U-Turn Bulbouts, 700 SY for Shldr Aux Lanes				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	25.00	TN	$230.49	$5,762.25
	Comment: 25 TN for Shldr Aux Lanes				
520-6	SHOULDER GUTTER- CONCRETE	970.00	LF	$52.82	$51,235.40
521-8-7	CONC BARRIER, W/JUNCT SL, 36 SS	750.00	LF	$453.09	$339,817.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	31,096.67	LF	$2.00	$62,193.34
104-11	FLOATING TURBIDITY BARRIER	566.30	LF	$16.50	$9,343.95
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	566.30	LF	$7.12	$4,032.06
104-15	SOIL TRACKING PREVENTION DEVICE	3.00	EA	$2,637.79	$7,913.37
104-18	INLET PROTECTION SYSTEM	14.00	EA	$144.14	$2,017.96
107-1	LITTER REMOVAL	54.91	AC	$48.26	$2,649.96
107-2	MOWING	54.91	AC	$69.89	$3,837.66
	Shoulder Component Total				$1,542,907.56

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	26.50
Performance Turf Width	0.00
Total Median Shoulder Width L/R	4.00 / 4.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	11,508.42	SY	$26.35	$303,246.87
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	877.09	TN	$163.73	$143,605.95
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	425.25	TN	$230.49	$98,015.87
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	5.00	GM	$1,546.20	$7,731.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	2,460.00	TN	$232.40	$571,704.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	550.00	SY	$157.00	$86,350.00
	Median Component Total				$1,210,653.69

DRAINAGE COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	40.00	EA	$8,741.73	$349,669.20
425-2-61	MANHOLES, P-8, <10'	5.00	EA	$8,579.00	$42,895.00
425-2-91	MANHOLES, J-8, <10'	5.00	EA	$12,975.59	$64,877.95
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	1,736.00	LF	$193.26	$335,499.36
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	3,000.00	LF	$123.95	$371,850.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	70.00	EA	$3,735.70	$261,499.00
524-1-1	CONCRETE DITCH PAVT, NR, 3"	4,329.60	SY	$114.75	$496,821.60
570-1-1	PERFORMANCE TURF	1,524.02	SY	$4.15	$6,324.68

Box Culvert 1

Description	Value
Size	10 x 5
Length	150.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	173.30	CY	$2,036.80	$352,977.44
415-1-1	REINF STEEL- ROADWAY	20,805.00	LB	$1.62	$33,704.10

Box Culvert 2

Description	Value
Size	Dbl. 8 x 5
Length	150.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	230.70	CY	$2,036.80	$469,889.76

415-1-1	REINF STEEL- ROADWAY	34,444.00	LB	$1.62	$55,799.28

Box Culvert 3

Description	Value
Size	6 x 4
Length	150.00
Multiplier	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	207.80	CY	$2,036.80	$423,247.04
415-1-1	REINF STEEL- ROADWAY	33,680.00	LB	$1.62	$54,561.60

Retention Basin 1

Description	Value
Size	.5 AC
Multiplier	44
Depth	3.00
Description	SMF 1-3A, SMF 2-1A, SMF 2-1C, SMF 2-2A, SMF 2-2C, SMF 2-3B, SMF 2-4A, SMF 2-4C, SMF 2-4D, SMF 2-5A, SMF 2-5B, SMF 2-5C, SMF 2-5D, SMF 2-5E, SMF 2-5F

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	106,480.00	CY	$7.34	$781,563.20
425-1-541	INLETS, DT BOT, TYPE D, <10'	44.00	EA	$9,187.03	$404,229.32
425-2-71	MANHOLES, J-7, <10'	44.00	EA	$13,254.62	$583,203.28
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	2,464.00	LF	$188.53	$464,537.92
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	8,800.00	LF	$500.44	$4,403,872.00

Retention Basin 25

Description	Value
Size	.5 AC
Multiplier	7
Depth	6.00
Description	FPC 1, FPC 4, FPC 5, FPC 6, FPC 8, FPC 8A, FPC 8B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.50	AC	$15,000.00	$52,500.00
120-1	REGULAR EXCAVATION	33,880.00	CY	$7.34	$248,679.20
570-1-1	PERFORMANCE TURF	16,940.00	SY	$4.15	$70,301.00

Retention Basin 26

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	FPC 7

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$15,000.00	$15,000.00
120-1	REGULAR EXCAVATION	9,680.00	CY	$7.34	$71,051.20
570-1-1	PERFORMANCE TURF	4,840.00	SY	$4.15	$20,086.00

Retention Basin 27

Description	Value
Size	1.5 AC
Multiplier	2
Depth	6.00
Description	FPC 2, FPC 3

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00	AC	$15,000.00	$45,000.00
120-1	REGULAR EXCAVATION	29,040.00	CY	$7.34	$213,153.60
570-1-1	PERFORMANCE TURF	14,520.00	SY	$4.15	$60,258.00
	Drainage Component Total				$10,753,050.73

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	5.00	EA	$568.40	$2,842.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	55.00	EA	$2,032.87	$111,807.85
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	5.00	EA	$7,895.20	$39,476.00
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	14.00	EA	$10,457.10	$146,399.40
	Signing Component Total				$300,525.25

BRIDGES COMPONENT

Bridge 1

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	51.00
Width (LF)	42.67
Type	Low Level
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$164.00
Factored Cost per SF	$205.00
Final Cost per SF	**$270.02**
Basic Bridge Cost	**$446,114.85**
Description	

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

Bridge X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	95.70	CY	$969.50	$92,781.15
415-1-9	REINF STEEL- APPROACH SLABS	19,147.00	LB	$1.57	$30,060.79
521-5-13	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE	120.00	LF	$155.50	$18,660.00
	Bridge 1 Total				$587,616.79

Bridge 2

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	51.00
Width (LF)	57.67
Type	Low Level
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$164.00
Factored Cost per SF	$205.00
Final Cost per SF	**$273.41**
Basic Bridge Cost	**$602,939.85**
Description	

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

Bridge X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	129.40	CY	$969.50	$125,453.30
415-1-9	REINF STEEL- APPROACH SLABS	25,879.00	LB	$1.57	$40,630.03
515-4-2	BULLET RAIL, DOUBLE RAIL	60.00	LF	$167.40	$10,044.00
521-5-13	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE	120.00	LF	$155.50	$18,660.00
521-6-11	CONC PARAPET, PED/BIKE, 27"	60.00	LF	$106.92	$6,415.20
	Bridge 2 Total				$804,142.38
	Bridges Component Total				$1,391,759.17

RETAINING WALLS COMPONENT

Retaining Wall 1

Description	Value
Length	1,250.00
Begin height	7.00
End Height	7.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	8,750.00	SF	$64.22	$561,925.00

Retaining Wall 2

Description	Value
Length	5,160.00
Begin height	4.00
End Height	4.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-13	RETAINING WALL SYSTEM,TEMP, EXC BAR.	20,640.00	SF	$25.21	$520,334.40
	Retaining Walls Component Total				$1,082,259.40

Sequence 1 Total $29,048,586.03

Sequence: 2 NDR - New Construction, Divided, Rural **Net Length:** 2.018 MI 10,656 LF

Description: SR 70 from West of Monroe Street to Concrete Pavement

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.018
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	48.92	AC	$15,000.00	$733,800.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	23,400.00	CY	$7.34	$171,756.00
120-4	SUBSOIL EXCAVATION	28,900.00	CY	$20.57	$594,473.00
120-6	EMBANKMENT	213,000.00	CY	$12.45	$2,651,850.00
	Comment: (184,100 CY for standard embankment, 28,900 CY for subsoil backfill)				
	Earthwork Component Total				$4,151,879.00

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	58,395.41	SY	$25.44	$1,485,579.23
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	10,940.26	TN	$163.73	$1,791,248.77
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,273.30	TN	$230.49	$523,972.92

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	76,230.00	SY	$6.63	$505,404.90

	Comment: 56,830 SY for Roadway, 4,030 SY FOR MEDIAN AUX LANES, 9,470 SY FOR MEDIAN SHOULDERS, 5,900 FOR MEDIAN CURB				
285-709	OPTIONAL BASE,BASE GROUP 09	4,150.00	SY	$25.44	$105,576.00
	Comment: FOR MEDIAN AUX LANES				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,470.00	TN	$163.73	$240,683.10
	Comment: 425 TN FOR U-TURN BULB-OUTS, 270 TN FOR AUX LANES, 775 FOR MEDIAN AUX LANES				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	160.00	TN	$230.49	$36,878.40
	Comment: FOR MEDIAN AUX LANES				
339-1	MISCELLANEOUS ASPHALT PAVEMENT	35.00	TN	$232.40	$8,134.00
	Comment: 35 TN for Shldr Aux Lanes				
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	1,050.00	LF	$28.84	$30,282.00
	Comment: 980 LF for Shldr Aux Lane				
536-85-20	GUARDRAIL END TREAT-TRAILING ANCHORAGE	1.00	EA	$1,769.16	$1,769.16
	Comment: 1 EA for Shldr Aux Lane				
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00	EA	$3,765.17	$3,765.17
	Comment: 1 EA for Shldr Aux Lane				
570-1-2	PERFORMANCE TURF, SOD	104,200.00	SY	$4.32	$450,144.00
	Comment: Area between the shoulder and the limits of construction.				

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	5.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	2,919.77	SY	$25.44	$74,278.95
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	547.01	TN	$163.73	$89,561.95

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	817.00	EA	$4.88	$3,986.96
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.07	GM	$1,351.36	$10,905.48
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.04	GM	$641.77	$2,592.75

711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	8.07 GM	$6,616.20	$53,392.73
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.04 GM	$2,680.41	$10,828.86

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 10.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	16,576.15 SY	$6.63	$109,899.87
285-701	OPTIONAL BASE,BASE GROUP 01	11,840.11 SY	$24.43	$289,253.89
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	976.81 TN	$172.16	$168,167.61
	Roadway Component Total			$5,996,306.70

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	7.00 / 7.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	12,621.55 SY	$26.35	$332,577.84
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	976.81 TN	$163.73	$159,933.10
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	473.60 TN	$230.49	$109,160.06
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	4.04 GM	$1,546.20	$6,246.65
570-1-2	PERFORMANCE TURF, SOD	16,576.15 SY	$4.32	$71,608.97

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	32,020.00 SY	$6.63	$212,292.60
	Comment: 2,200 SY for U-Turn Bulbouts, 1,400 SY for Aux Lanes, 28,420 SY for Shoulders			
285-709	OPTIONAL BASE,BASE GROUP 09	3,640.00 SY	$25.44	$92,601.60
	Comment: 2,200 SY for U-Turn Bulbouts, 1,440 SY for Aux Lanes			
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	56.00 TN	$230.49	$12,907.44
	Comment: For Aux Lanes			

520-6	SHOULDER GUTTER- CONCRETE	1,650.00	LF	$52.82	$87,153.00
	Comment: Aux Lanes				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	21,300.00	LF	$2.00	$42,600.00
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	504.55	LF	$7.12	$3,592.40
104-15	SOIL TRACKING PREVENTION DEVICE	3.00	EA	$2,637.79	$7,913.37
104-18	INLET PROTECTION SYSTEM	13.00	EA	$144.14	$1,873.82
107-1	LITTER REMOVAL	1,785.00	AC	$48.26	$86,144.10
107-2	MOWING	1,400.00	AC	$69.89	$97,846.00
	Shoulder Component Total				$1,324,450.95

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	30.00
Performance Turf Width	17.50
Total Median Shoulder Width L/R	4.00 / 4.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	10,253.53	SY	$25.44	$260,849.80
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,823.38	TN	$163.73	$298,542.01
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	378.88	TN	$230.49	$87,328.05
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	4.00	GM	$1,546.20	$6,184.80
570-1-2	PERFORMANCE TURF, SOD	20,720.19	SY	$4.32	$89,511.22

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	17,000.00	LF	$47.26	$803,420.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	1,700.00	LF	$83.68	$142,256.00
	Comment: At median openings				
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	145.00	SY	$157.00	$22,765.00
	Median Component Total				$1,710,856.88

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

425-1-551	INLETS, DT BOT, TYPE E, <10'	13.00	EA	$8,741.73	$113,642.49
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	1,616.00	LF	$193.26	$312,308.16
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	696.00	LF	$123.95	$86,269.20
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	600.00	LF	$207.34	$124,404.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	81.00	EA	$3,735.70	$302,591.70
524-1-1	CONCRETE DITCH PAVT, NR, 3"	4,036.40	SY	$114.75	$463,176.90
570-1-1	PERFORMANCE TURF	1,420.81	SY	$4.15	$5,896.36

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	70.00	EA	$8,741.73	$611,921.10
425-2-61	MANHOLES, P-8, <10'	4.00	EA	$8,579.00	$34,316.00
425-2-91	MANHOLES, J-8, <10'	4.00	EA	$12,975.59	$51,902.36
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	3,400.00	LF	$123.95	$421,430.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	2,600.00	LF	$207.34	$539,084.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	1,504.00	LF	$188.53	$283,549.12

Box Culvert 1

Description	Value
Size	8 x 5
Length	150.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	137.80	CY	$2,036.80	$280,671.04
415-1-1	REINF STEEL- ROADWAY	16,941.00	LB	$1.62	$27,444.42

Retention Basin 1

Description	Value
Size	2.5 AC
Multiplier	1
Depth	5.00
Description	1202A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$15,000.00	$37,500.00
120-1	REGULAR EXCAVATION	20,166.67	CY	$7.34	$148,023.36
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00	EA	$14,108.56	$14,108.56
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$13,254.62	$26,509.24
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$27.04	$36,098.40
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	12,100.00	SY	$4.15	$50,215.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03

Retention Basin 2

Description	Value
Size	1.5 AC
Multiplier	1
Depth	8.00
Description	1203A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$15,000.00	$22,500.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$7.34	$142,102.40
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$13,254.62	$26,509.24
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$27.04	$27,716.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	7,260.00	SY	$4.15	$30,129.00

Retention Basin 3

Description	Value
Size	1 AC
Multiplier	1
Depth	9.00
Description	1203D

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$15,000.00	$15,000.00
120-1	REGULAR EXCAVATION	14,520.00	CY	$7.34	$106,576.80
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$13,254.62	$13,254.62
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$27.04	$22,713.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	4,840.00	SY	$4.15	$20,086.00

Retention Basin 4

Description	Value
Size	.5 AC
Multiplier	1
Depth	2.00
Description	1203E

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50	AC	$15,000.00	$7,500.00
120-1	REGULAR EXCAVATION	1,613.33	CY	$7.34	$11,841.84
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$13,254.62	$13,254.62
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	600.00	LF	$27.04	$16,224.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	2,420.00	SY	$4.15	$10,043.00

Retention Basin 5

Description	Value
Size	1.5 AC
Multiplier	1
Depth	11.50
Description	1204A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$15,000.00	$22,500.00
120-1	REGULAR EXCAVATION	27,830.00	CY	$7.34	$204,272.20
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$13,254.62	$26,509.24
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$27.04	$27,716.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	7,260.00	SY	$4.15	$30,129.00

Retention Basin 6

Description	Value
Size	.5 AC
Multiplier	1
Depth	3.00
Description	FPC 1211B

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50	AC	$15,000.00	$7,500.00
120-1	REGULAR EXCAVATION	2,420.00	CY	$7.34	$17,762.80
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$13,254.62	$13,254.62
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00

550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	600.00	LF	$27.04	$16,224.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	2,420.00	SY	$4.15	$10,043.00

Retention Basin 7

Description	Value
Size	1 AC
Multiplier	1
Depth	1.50
Description	FPC 1213A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00	AC	$15,000.00	$15,000.00
120-1	REGULAR EXCAVATION	2,420.00	CY	$7.34	$17,762.80
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$13,254.62	$13,254.62
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	840.00	LF	$27.04	$22,713.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	4,840.00	SY	$4.15	$20,086.00

Retention Basin 8

Description	Value
Size	2.5 AC
Multiplier	1
Depth	1.00
Description	FPC 1214A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$15,000.00	$37,500.00
120-1	REGULAR EXCAVATION	4,033.33	CY	$7.34	$29,604.64
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00	EA	$14,108.56	$14,108.56
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$13,254.62	$13,254.62
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$27.04	$36,098.40
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	12,100.00	SY	$4.15	$50,215.00

Retention Basin 9

Description	Value
Size	2.5 AC
Multiplier	1
Depth	1.00

Description FPC 1214A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$15,000.00	$37,500.00
120-1	REGULAR EXCAVATION	4,033.33	CY	$7.34	$29,604.64
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00	EA	$14,108.56	$14,108.56
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$13,254.62	$13,254.62
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$188.53	$10,557.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$27.04	$36,098.40
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	12,100.00	SY	$4.15	$50,215.00

Retention Basin 10

Description	Value
Size	2.5 AC
Multiplier	2
Depth	2.00

Description FPC 1214D

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$15,000.00	$75,000.00
120-1	REGULAR EXCAVATION	16,133.34	CY	$7.34	$118,418.72
425-1-361	INLETS, CURB, TYPE P-6, <10'	2.00	EA	$14,108.56	$28,217.12
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$13,254.62	$26,509.24
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$188.53	$21,115.36
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00	LF	$500.44	$200,176.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,670.00	LF	$27.04	$72,196.80
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$4,945.40	$9,890.80
570-1-1	PERFORMANCE TURF	24,200.00	SY	$4.15	$100,430.00
	Drainage Component Total				$7,039,385.82

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	5.00	EA	$568.40	$2,842.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	49.00	EA	$2,032.87	$99,610.63
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	5.00	EA	$7,895.20	$39,476.00
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	13.00	EA	$10,457.10	$135,942.30

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-4-113	OH STATIC SIGN STR, F&I, C 31-40 FT	4.00	EA	$129,080.44	$516,321.76
	Comment: For advance traffic guidance at US 27 Intersection approaches				
	Signing Component Total				$794,192.69

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	SR 70 AT US 27

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,125.00	LF	$23.63	$26,583.75
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	575.00	LF	$41.26	$23,724.50
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	2.00	PI	$13,850.56	$27,701.12
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	23.00	EA	$1,347.06	$30,982.38
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00	EA	$89,445.76	$357,783.04
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$939.38	$7,515.04
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$277.73	$2,221.84
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$342.83	$1,371.32

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	1.00	AS	$6,472.80	$6,472.80
639-2-1	ELECTRICAL SERVICE WIRE, F&I	320.00	LF	$10.69	$3,420.80
649-21-6	STEEL MAST ARM ASSEMBLY, F&I, 50'	4.00	EA	$75,855.52	$303,422.08
649-23-2	STEEL MAST ARM ASSEMBLY, INST/REL NEW	4.00	EA	$48,970.50	$195,882.00
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	14.00	AS	$2,068.86	$28,964.04
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$939.38	$7,515.04
660-4-11	VEHICLE DETECTION SYSTEM-VIDEO, CABINET	1.00	EA	$21,627.02	$21,627.02
660-4-12	VEHICLE DETECTION SYSTEM-VIDEO, ABOVE G	4.00	EA	$8,682.76	$34,731.04
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$277.73	$2,221.84
670-5-161	TRAF CNTL ASS,F&I, NEMA, STD LOCK, 1 PRE	1.00	AS	$56,819.14	$56,819.14
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	1.00	EA	$4,179.19	$4,179.19
685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, F&I	1.00	EA	$1,920.00	$1,920.00

Signalization 2

Description	Value
Type	2 Lane Mast Arm
Multiplier	1
Description	SR 70 WEST U-TURN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	$23.63	$18,904.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	200.00	LF	$41.26	$8,252.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$13,850.56	$13,850.56
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	2.00	EA	$1,074.87	$2,149.74
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	12.00	EA	$1,347.06	$16,164.72
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$6,251.54	$6,251.54
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$10.69	$641.40
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	3.00	AS	$2,068.86	$6,206.58
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	3.00	EA	$649.33	$1,947.99
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	3.00	AS	$2,099.11	$6,297.33
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$38,491.40	$38,491.40
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$342.83	$1,371.32

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
649-21-15	STEEL MAST ARM ASSEMBLY, F&I, 70'	2.00	EA	$94,374.98	$188,749.96
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	4.00	AS	$2,068.86	$8,275.44

Signalization 3

Description	Value
Type	2 Lane Mast Arm
Multiplier	1
Description	SR 70 EAST U TURN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	$23.63	$18,904.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	200.00	LF	$41.26	$8,252.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$13,850.56	$13,850.56
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	2.00	EA	$1,074.87	$2,149.74
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	12.00	EA	$1,347.06	$16,164.72
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$6,251.54	$6,251.54
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$10.69	$641.40

650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	3.00	AS	$2,068.86	$6,206.58
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	3.00	EA	$649.33	$1,947.99
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	3.00	AS	$2,099.11	$6,297.33
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$38,491.40	$38,491.40
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$342.83	$1,371.32

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
649-21-15	STEEL MAST ARM ASSEMBLY, F&I, 70'	2.00	EA	$94,374.98	$188,749.96
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	4.00	AS	$2,068.86	$8,275.44
	Signalizations Component Total				$1,780,165.94

LIGHTING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	4,411.00	LF	$23.63	$104,231.93
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	1,173.00	LF	$41.26	$48,397.98
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	46.00	EA	$1,347.06	$61,964.76
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	864.00	LF	$3.37	$2,911.68
715-1-40	LIGHTING CONDUCTORS, RELOCATE EXISTING C	19,128.00	LF	$2.20	$42,081.60
715-61-452	LIGHT POLE CMPLT,STD,F&I, 45'MH,15'ARM L	12.00	EA	$11,937.05	$143,244.60
715-68-000	LIGHT POLE COMPLETE, RELOCATE	33.00	EA	$7,600.14	$250,804.62
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	12.00	EA	$963.50	$11,562.00
	Lighting Component Total				$665,199.17

Sequence 2 Total $23,462,437.15

Sequence: 3 NDR - New Construction, Divided, Rural **Net Length:** 0.299 MI 1,580 LF

Description: US 27 Rigid Pavement Widening

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.290
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.62	AC	$15,000.00	$54,300.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	1,550.00	CY	$7.34	$11,377.00
120-6	EMBANKMENT	160.00	CY	$12.45	$1,992.00
	Earthwork Component Total				$67,669.00

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	0.00 / 12.00
Structural Spread Rate	0
Friction Course Spread Rate	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,037.21	SY	$6.63	$26,766.70
285-704	OPTIONAL BASE,BASE GROUP 04	2,222.22	SY	$50.64	$112,533.22

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
350-3-8	PLAIN CEMENT CONC PAVT, 9.5"	160.00	SY	$211.48	$33,836.80
	Comment: 2x((18'x790')/9)=3,160 SY				
352-70	GRINDING CONCRETE PAVT	10,530.00	SY	$7.19	$75,710.70
	Comment: 2x((60'x790')/9)=10,530 SY				
570-1-2	PERFORMANCE TURF, SOD	4,560.00	SY	$4.32	$19,699.20
	Comment: 2x(((50'-24')x790')/9)=4,560 SY				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Concrete
Solid Stripe No. of Paint Applications	0
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	0
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	40.00	EA	$4.88	$195.20
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	1.20	GM	$6,616.20	$7,939.44
	Roadway Component Total				$276,681.26

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 11.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 7.00
Paved Outside Shoulder Width L/R	0.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	760.05	SY	$26.35	$20,027.32
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	57.93	TN	$172.16	$9,973.23
570-1-2	PERFORMANCE TURF, SOD	1,228.71	SY	$4.32	$5,308.03

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,930.00	SY	$6.63	$12,795.90

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	4,107.42	LF	$2.00	$8,214.84
104-11	FLOATING TURBIDITY BARRIER	74.80	LF	$16.50	$1,234.20
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	74.80	LF	$7.12	$532.58
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,637.79	$2,637.79
104-18	INLET PROTECTION SYSTEM	2.00	EA	$144.14	$288.28
107-1	LITTER REMOVAL	7.25	AC	$48.26	$349.88
107-2	MOWING	7.25	AC	$69.89	$506.70
	Shoulder Component Total				$61,868.76

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	2.00	EA	$8,741.73	$17,483.46
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	240.00	LF	$193.26	$46,382.40
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	104.00	LF	$123.95	$12,890.80
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	88.00	LF	$207.34	$18,245.92
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00	EA	$3,735.70	$44,828.40
524-1-1	CONCRETE DITCH PAVT, NR, 3"	598.40	SY	$114.75	$68,666.40
570-1-1	PERFORMANCE TURF	210.64	SY	$4.15	$874.16
	Drainage Component Total				$209,371.54

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$568.40	$568.40
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	8.00	EA	$2,032.87	$16,262.96
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,895.20	$7,895.20
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	2.00	EA	$10,457.10	$20,914.20
	Signing Component Total				$45,640.76

Sequence 3 Total $661,231.32

Sequence: 4 NDR - New Construction, Divided, Rural **Net Length:** 0.212 MI 1,120 LF

Description: SR 70 Rigid Pavement Widening

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	65.00 / 80.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.212
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.73	AC	$15,000.00	$55,950.00
120-1	REGULAR EXCAVATION	7,776.24	CY	$7.34	$57,077.60

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	700.00	CY	$7.34	$5,138.00
120-6	EMBANKMENT	2,750.00	CY	$12.45	$34,237.50
	Earthwork Component Total				$152,403.10

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	0.00 / 12.00
Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	1,575.31	SY	$25.44	$40,075.89
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	287.44	TN	$163.73	$47,062.55
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	59.73	TN	$230.49	$13,767.17

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	765.00	SY	$43.37	$33,178.05
	Comment: Median				
160-4	TYPE B STABILIZATION	3,550.00	SY	$6.63	$23,536.50

	Comment: 2990+560 SY curb stabilization			
285-704	OPTIONAL BASE,BASE GROUP 04	1,500.00 SY	$50.64	$75,960.00
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	2,110.00 SY	$10.71	$22,598.10
	Comment: For M&R Areas+500 SY PAVED SHOULDER MILLING			
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	174.00 TN	$163.73	$28,489.02
	Comment: For M&R Areas+ 42 TN PAVED SHOULDER OVERLAY			
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	65.00 TN	$230.49	$14,981.85
	Comment: For M&R Areas+ 20TN PAVED SHOULDER OVERLAY			
350-3-7	PLAIN CEMENT CONC PAVT, 9"	1,500.00 SY	$191.47	$287,205.00
	Comment: For Concrete Pavement Widening			
352-70	GRINDING CONCRETE PAVT	4,610.00 SY	$7.19	$33,145.90
	Comment: 3,610 SY for Roadway, 1,000 SY for Median			
570-1-2	PERFORMANCE TURF, SOD	10,700.00 SY	$4.32	$46,224.00
	Comment: Sod areas between edge of shoulder and R/W line.			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.85 GM	$1,351.36	$1,148.66
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.85 GM	$6,616.20	$5,623.77

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 10.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,742.05 SY	$6.63	$11,549.79
285-701	OPTIONAL BASE,BASE GROUP 01	1,244.32 SY	$24.43	$30,398.74
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	102.66 TN	$172.16	$17,673.95
	Roadway Component Total			$732,618.94

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 7.00
Paved Outside Shoulder Width L/R	0.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	663.22	SY	$26.35	$17,475.85
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	51.33	TN	$163.73	$8,404.26
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	24.89	TN	$230.49	$5,736.90
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	0.21	GM	$1,546.20	$324.70
570-1-2	PERFORMANCE TURF, SOD	871.02	SY	$4.32	$3,762.81

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,990.00	SY	$6.63	$19,823.70
285-702	OPTIONAL BASE,BASE GROUP 02	540.00	SY	$26.35	$14,229.00
	Comment: Adjacent to Rigid Pavement				
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	41.00	TN	$172.16	$7,058.56
	Comment: Adjacent to Rigid Pavement				
570-1-2	PERFORMANCE TURF, SOD	870.00	SY	$4.32	$3,758.40
	Comment: Adjacent to Rigid Pavement				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,911.71	LF	$2.00	$5,823.42
104-11	FLOATING TURBIDITY BARRIER	53.03	LF	$16.50	$875.00
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	53.03	LF	$7.12	$377.57
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,637.79	$2,637.79
104-18	INLET PROTECTION SYSTEM	2.00	EA	$144.14	$288.28
107-1	LITTER REMOVAL	5.14	AC	$48.26	$248.06
107-2	MOWING	5.14	AC	$69.89	$359.23
	Shoulder Component Total				$91,183.53

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	30.00
Performance Turf Width	17.50
Total Median Shoulder Width L/R	4.00 / 4.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	0

Friction Course Spread Rate	0
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	2,177.56	SY	$4.32	$9,407.06

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	2,000.00	LF	$47.26	$94,520.00
	Median Component Total				$103,927.06

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	2.00	EA	$8,741.73	$17,483.46
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	176.00	LF	$193.26	$34,013.76
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	72.00	LF	$123.95	$8,924.40
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	64.00	LF	$207.34	$13,269.76
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	9.00	EA	$3,735.70	$33,621.30
524-1-1	CONCRETE DITCH PAVT, NR, 3"	424.20	SY	$114.75	$48,676.95
570-1-1	PERFORMANCE TURF	149.32	SY	$4.15	$619.68
	Drainage Component Total				$156,609.31

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$568.40	$568.40
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	6.00	EA	$2,032.87	$12,197.22
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,895.20	$7,895.20
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	2.00	EA	$10,457.10	$20,914.20
	Signing Component Total				$41,575.02

Sequence 4 Total $1,278,316.96

Sequence: 5 NUR - New Construction, Undivided, Rural **Net Length:** 0.421 MI 2,225 LF

Description: Old SR 8 Realignment

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	60.00 / 60.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.421
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	6.12	AC	$15,000.00	$91,800.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	1,700.00	CY	$7.34	$12,478.00
120-4	SUBSOIL EXCAVATION	14,200.00	CY	$20.57	$292,094.00
120-6	EMBANKMENT	26,300.00	CY	$12.45	$327,435.00
	Comment: (12,100 FOR STANDARD EMBANKMENT, 14,200 CY FOR SUBSOIL BACKFILL)				
	Earthwork Component Total				$723,807.00

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	220
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	6,096.48	SY	$25.44	$155,094.45
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	652.66	TN	$193.29	$126,152.65
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	237.33	TN	$259.45	$61,575.27

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	5,930.00	SY	$6.63	$39,315.90

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	57.00	EA	$4.88	$278.16
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.84	GM	$1,351.36	$1,135.14
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.42	GM	$751.68	$315.71
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.84	GM	$6,061.35	$5,091.53
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"	0.42	GM	$2,418.40	$1,015.73
	Roadway Component Total				$389,974.54

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	8.00 / 8.00
Total Outside Shoulder Perf. Turf Width L/R	8.00 / 8.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	0.84	GM	$1,546.20	$1,298.81
570-1-2	PERFORMANCE TURF, SOD	3,955.54	SY	$4.32	$17,087.93

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,960.00	SY	$6.63	$26,254.80

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,784.98	LF	$2.00	$11,569.96
104-11	FLOATING TURBIDITY BARRIER	105.35	LF	$16.50	$1,738.28
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	105.35	LF	$7.12	$750.09
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,637.79	$2,637.79
107-1	LITTER REMOVAL	5.11	AC	$48.26	$246.61
107-2	MOWING	5.11	AC	$69.89	$357.14
	Shoulder Component Total				$61,941.41

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	344.00	LF	$193.26	$66,481.44
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	72.00	LF	$207.34	$14,928.48
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	17.00	EA	$3,735.70	$63,506.90
570-1-1	PERFORMANCE TURF	296.67	SY	$4.15	$1,231.18
	Drainage Component Total				$146,148.00

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	1.00	EA	$568.40	$568.40
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	9.00	EA	$2,032.87	$18,295.83
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	1.00	EA	$7,895.20	$7,895.20
	Signing Component Total				$26,759.43

Sequence 5 Total $1,348,630.38

Date: 3/12/2026 7:33:02 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 414506-3-52-01 **Letting Date:** 01/2099

Description: SR 70 FROM JEFFERSON AVE TO US 27

District: 01 **County:** 09 HIGHLANDS **Market Area:** 09 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 4.260 MI

Project Manager: JMK-MMS-JOE

Version 14 Project Grand Total **$101,617,361.10**

Description: March 2026 Segment 12 Markups from Version 13P-3/10/26

Project Sequences Subtotal			**$55,799,201.84**
102-1	Maintenance of Traffic	15.00 %	$8,369,880.28
101-1	Mobilization	10.00 %	$6,416,908.21
Project Sequences Total			**$70,585,990.33**
Project Unknowns		25.00 %	$17,646,497.58
Design/Build		15.00 %	$13,234,873.19

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					**$150,000.00**
Version 14 Project Grand Total					**$101,617,361.10**

Date: 3/12/2026 7:33:31 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 414506-4-52-01 **Letting Date:** 07/2031

Description: SR 70 FROM US 27 TO CR 29

District: 01 **County:** 09 HIGHLANDS **Market Area:** 09 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 2.763 MI

Project Manager: JMK-MMS-JOE

Version 16 Project Grand Total **$53,794,615.46**

Description: March 2026 Segment 13 Markups from Version 15P-3/10/26

Sequence: 1 NDR - New Construction, Divided, Rural **Net Length:** 0.504 MI 2,662 LF

Description: SR 70 FROM EAST OF US 27 TO EAST OF EKHORFF LANE

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 105.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.504
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	12.52	AC	$15,000.00	$187,800.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	5,800.00	CY	$15.81	$91,698.00
120-4	SUBSOIL EXCAVATION	1,400.00	CY	$20.57	$28,798.00
120-6	EMBANKMENT	35,200.00	CY	$12.45	$438,240.00
	Comment: (33,800 CY FOR STANDARD EMBANKMENT, 1,400 CY FOR SUBSOIL BACKFILL)				
	Earthwork Component Total				$746,536.00

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4

Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	14,588.72	SY	$31.40	$458,085.81
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,733.17	TN	$163.73	$447,501.92
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	567.93	TN	$230.49	$130,902.19

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	16,700.00	SY	$9.15	$152,805.00
	Comment: 14,200 ROADWAY + 2500 FOR AUX LANES				
285-709	OPTIONAL BASE,BASE GROUP 09	2,570.00	SY	$31.40	$80,698.00
	Comment: Aux Lanes				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	655.00	TN	$163.73	$107,243.15
	Comment: 480 ROADWAY + 175 MEDIAN U-Turn Bulb Out				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	100.00	TN	$230.49	$23,049.00
	Comment: Aux Lanes				
455-133-2	SHEET PILING STEEL, TEMPORARY-CRITICAL	4,000.00	SF	$87.81	$351,240.00
570-1-2	PERFORMANCE TURF, SOD	27,510.00	SY	$4.32	$118,843.20
	Comment: Area between the shoulder and the limits of construction.				

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	5.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	729.44	SY	$31.40	$22,904.42
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	136.66	TN	$163.73	$22,375.34

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	204.00	EA	$4.88	$995.52

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	2.02 GM	$1,351.36	$2,729.75
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.01 GM	$641.77	$648.19
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.02 GM	$6,616.20	$13,364.72
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.01 GM	$2,680.41	$2,707.21

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 10.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	1,450.00
Noise Barrier Wall Begin Height	10.50
Noise Barrier Wall End Height	10.50

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,141.16 SY	$9.15	$37,891.61
285-701	OPTIONAL BASE,BASE GROUP 01	2,957.97 SY	$24.43	$72,263.21
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	244.03 TN	$172.16	$42,012.20
534-72-101	SOUND/NOISE BARRIER-INC FOUNDATION, PERM	15,225.00 SF	$58.16	$885,486.00
	Roadway Component Total			$2,973,746.44

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	7.00 / 7.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	3,153.20 SY	$30.15	$95,068.98
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	244.03 TN	$163.73	$39,955.03
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	118.32 TN	$230.49	$27,271.58
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	1.01 GM	$1,546.20	$1,561.66
570-1-2	PERFORMANCE TURF, SOD	4,141.16 SY	$4.32	$17,889.81

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,000.00 SY	$9.15	$73,200.00
	Comment: 900 SY for U-Turn Bulb-Out 7,100 SY for Shoulder Stabilization			
285-709	OPTIONAL BASE,BASE GROUP 09	900.00 SY	$31.40	$28,260.00

Comment: For U-Turn Bulb Out

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	6,921.66	LF	$2.00	$13,843.32
104-11	FLOATING TURBIDITY BARRIER	126.05	LF	$16.50	$2,079.83
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	126.05	LF	$7.12	$897.48
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,637.79	$2,637.79
104-18	INLET PROTECTION SYSTEM	4.00	EA	$144.14	$576.56
107-1	LITTER REMOVAL	12.22	AC	$48.26	$589.74
107-2	MOWING	12.22	AC	$69.89	$854.06
	Shoulder Component Total				$304,685.84

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	30.00
Performance Turf Width	17.50
Total Median Shoulder Width L/R	4.00 / 4.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	385
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	2,561.60	SY	$31.40	$80,434.24
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	455.53	TN	$163.73	$74,583.93
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	94.66	TN	$230.49	$21,818.18
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	1.00	GM	$1,546.20	$1,546.20
570-1-2	PERFORMANCE TURF, SOD	5,176.45	SY	$4.32	$22,362.26

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	3,200.00	LF	$47.26	$151,232.00
520-5-41	TRAF SEP CONC-TYPE IV, 4' WIDE	950.00	LF	$95.83	$91,038.50
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	35.00	SY	$157.00	$5,495.00
	Comment: At median openings				
	Median Component Total				$448,510.31

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

425-1-551	INLETS, DT BOT, TYPE E, <10'	4.00 EA	$9,766.67	$39,066.68
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	472.00 LF	$193.26	$91,218.72
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	176.00 LF	$180.97	$31,850.72
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	368.00 LF	$207.34	$76,301.12
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	12.00 EA	$4,018.69	$48,224.28
524-1-1	CONCRETE DITCH PAVT, NR, 3"	1,008.40 SY	$136.82	$137,969.29
570-1-1	PERFORMANCE TURF	354.96 SY	$4.76	$1,689.61
	Drainage Component Total			$426,320.42

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	2.00 EA	$568.40	$1,136.80
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	13.00 EA	$2,032.87	$26,427.31
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00 EA	$8,706.33	$17,412.66
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	4.00 EA	$12,500.00	$50,000.00
	Signing Component Total			$94,976.77

Sequence 1 Total $4,994,775.78

Sequence: 2 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.288 MI 6,800 LF

Description: SR 70 FROM EAST OF EKHOFF LANE TO EAST OF BEAR ROAD

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 140.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.288
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	37.47 AC	$15,000.00	$562,050.00

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	39,400.00 CY	$15.81	$622,914.00
120-4	SUBSOIL EXCAVATION	1,900.00 CY	$20.57	$39,083.00
120-6	EMBANKMENT	93,900.00 CY	$12.45	$1,169,055.00
	Comment: (92,000 FOR STANDARD EMBANKMENT, 1,900 CY FOR SUBSOIL BACKFILL)			
	Earthwork Component Total			$2,393,102.00

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Existing Roadway Pavement Width L/R	24.00 / 0.00
Structural Spread Rate	468
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 24.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	385
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
327-70-10	MILLING EXIST ASPH PAVT, 5" AVG DEPTH	18,133.63 SY	$8.40	$152,322.49

334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	4,243.27 TN	$163.73	$694,750.60
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	3,490.72 TN	$163.73	$571,535.59
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	725.35 TN	$230.49	$167,185.92
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	725.35 TN	$230.49	$167,185.92

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	33,500.00 SY	$9.15	$306,525.00
	Comment: 18,100 SY ROADWAY + 3,300 SY FOR AUX LANES, 12,100 SY FOR SHOULDERS			
285-702	OPTIONAL BASE,BASE GROUP 02	3,272.00 SY	$30.15	$98,650.80
	Comment: FROM MEDIAN			
285-709	OPTIONAL BASE,BASE GROUP 09	18,100.00 SY	$31.40	$568,340.00
	Comment: 18,600 SY Roadway			
327-70-10	MILLING EXIST ASPH PAVT, 5" AVG DEPTH	4,100.00 SY	$8.40	$34,440.00
	Comment: 1,070 SY FOR AUX LANES, 3,030 SY FOR SHOULDERS			
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	2,515.00 TN	$163.73	$411,780.95
	Comment: 616 TN Aux Lane Widening 264 TN Aux Ln Resurf AND 385 TN FOR U-TURN BULB OUTS			
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	171.00 TN	$230.49	$39,413.79
	Comment: 128 TN Aux Lane Widening 43 TN Aux Lane Resurfacing			
570-1-2	PERFORMANCE TURF, SOD	89,150.00 SY	$4.32	$385,128.00

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	5.00
Milling Code	N
Stabilization Code	Y
Base Code	Y
Friction Course Code	N

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	212.16 TN	$163.73	$34,736.96

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	522.00 EA	$4.88	$2,547.36

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	5.15 GM	$1,351.36	$6,959.50
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.58 GM	$641.77	$1,655.77
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	5.15 GM	$6,616.20	$34,073.43
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.58 GM	$2,680.41	$6,915.46

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 12.00
Bike Path Structural Spread Rate	165
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	12,089.09 SY	$9.15	$110,615.17
285-701	OPTIONAL BASE,BASE GROUP 01	9,066.82 SY	$24.43	$221,502.41
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	748.01 TN	$172.16	$128,777.40
	Roadway Component Total			$4,145,042.52

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	7.00 / 7.00
Existing Paved Outside Shoulder Width L/R	0.00 / 0.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	8,054.35 SY	$30.15	$242,838.65
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	623.34 TN	$163.73	$102,059.46
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	302.23 TN	$230.49	$69,660.99
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	2.58 GM	$1,546.20	$3,989.20
570-1-2	PERFORMANCE TURF, SOD	10,577.95 SY	$4.32	$45,696.74

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	20,100.00 SY	$9.15	$183,915.00
	Comment: 2,000 SY for U-Turn Bulb-Outs 18,100 SY for Shoulder Stabilization			

285-709	OPTIONAL BASE,BASE GROUP 09	2,000.00 SY	$31.40	$62,800.00
	Comment: U-Turn Bulb Outs			

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	15,640.26 LF	$2.00	$31,280.52
104-11	FLOATING TURBIDITY BARRIER	128.79 LF	$16.50	$2,125.04
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	128.79 LF	$7.12	$916.98
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	$2,637.79	$5,275.58
107-1	LITTER REMOVAL	9.36 AC	$48.26	$451.71
107-2	MOWING	9.36 AC	$69.89	$654.17
	Shoulder Component Total			$751,664.04

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Performance Turf Width	32.00
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	4.00 / 4.00
Existing Total Median Shoulder Width L/R	8.00 / 0.00
Existing Paved Median Shoulder Width L/R	4.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	498.67 TN	$163.73	$81,647.24
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	241.78 TN	$230.49	$55,727.87
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	3.00 GM	$1,546.20	$4,638.60
570-1-2	PERFORMANCE TURF, SOD	24,178.18 SY	$4.32	$104,449.74

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	1,000.00 LF	$47.26	$47,260.00
	Comment: Median Opening Features			
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	100.00 SY	$157.00	$15,700.00
	Comment: Median Opening Features			
	Median Component Total			$309,423.45

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	504.00	LF	$193.26	$97,403.04
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	368.00	LF	$207.34	$76,301.12
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00	EA	$4,018.69	$56,261.66
570-1-1	PERFORMANCE TURF	906.68	SY	$4.76	$4,315.80

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	29.00	EA	$9,766.67	$283,233.43
430-173-118	PIPE CULV OPT MATL, ROUND, 18", GD	1,456.00	LF	$192.14	$279,755.84
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	728.00	LF	$180.97	$131,746.16
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	368.00	LF	$232.37	$85,512.16
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	368.00	LF	$207.34	$76,301.12
430-530-100	STRAIGHT CONC ENDW 30", SINGLE, 0 ROUND	2.00	EA	$12,460.68	$24,921.36
430-530-200	STRAIGHT CONC ENDW 30", DOUBLE, 0 ROUND	6.00	EA	$9,290.85	$55,745.10
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	14.00	EA	$4,018.69	$56,261.66

Retention Basin 1

Description	Value
Size	2.5 AC
Multiplier	1
Depth	5.00
Description	Retention Basin 1301

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$15,000.00	$37,500.00
120-1	REGULAR EXCAVATION	20,166.67	CY	$15.81	$318,835.05
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00	EA	$14,108.56	$14,108.56
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$20,920.12	$20,920.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$385.03	$21,561.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$27.04	$36,098.40
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	12,100.00	SY	$4.76	$57,596.00

Retention Basin 2

Description	Value
Size	.5 AC
Multiplier	1
Depth	4.00
Description	Retention Basin 1302

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

110-1-1	CLEARING & GRUBBING	0.50	AC	$15,000.00	$7,500.00
120-1	REGULAR EXCAVATION	3,226.67	CY	$15.81	$51,013.65
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$20,920.12	$20,920.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$385.03	$21,561.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	600.00	LF	$27.04	$16,224.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	2,420.00	SY	$4.76	$11,519.20

Retention Basin 3

Description	Value
Size	2.5 AC
Multiplier	1
Depth	2.00
Description	FPC 1301

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	2.50	AC	$15,000.00	$37,500.00
120-1	REGULAR EXCAVATION	8,066.67	CY	$15.81	$127,534.05
425-1-361	INLETS, CURB, TYPE P-6, <10'	1.00	EA	$14,108.56	$14,108.56
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$20,920.12	$20,920.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$385.03	$21,561.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,335.00	LF	$27.04	$36,098.40
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	12,100.00	SY	$4.76	$57,596.00

Retention Basin 4

Description	Value
Size	1.5 AC
Multiplier	1
Depth	3.50
Description	1303A

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.50	AC	$15,000.00	$22,500.00
120-1	REGULAR EXCAVATION	8,470.00	CY	$15.81	$133,910.70
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00	EA	$20,920.12	$20,920.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$385.03	$21,561.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1,025.00	LF	$27.04	$27,716.00

550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	7,260.00 SY	$4.76	$34,557.60

Retention Basin 5

Description	Value
Size	.5 AC
Multiplier	1
Depth	4.00
Description	FPC 1306A

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50 AC	$15,000.00	$7,500.00
120-1	REGULAR EXCAVATION	3,226.67 CY	$15.81	$51,013.65
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00 EA	$20,920.12	$20,920.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00 LF	$385.03	$21,561.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00 LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	600.00 LF	$27.04	$16,224.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	2,420.00 SY	$4.76	$11,519.20
	Drainage Component Total			$3,121,068.56

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	3.00 EA	$568.40	$1,705.20
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	31.00 EA	$2,032.87	$63,018.97
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	3.00 EA	$528.13	$1,584.39
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	31.00 EA	$46.47	$1,440.57
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	3.00 EA	$8,706.33	$26,118.99
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	3.00 EA	$1,188.33	$3,564.99
	Signing Component Total			$97,433.11

Sequence 2 Total $10,817,733.68

Sequence: 3 NDR - New Construction, Divided, Rural **Net Length:** 0.907 MI 4,788 LF

Description: SR 70 FROM EAST OF BEAR ROAD TO CR 29

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	120.00 / 180.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.906
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	32.98	AC	$15,000.00	$494,700.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	2,500.00	CY	$15.81	$39,525.00
120-4	SUBSOIL EXCAVATION	78,500.00	CY	$20.57	$1,614,745.00
	Comment: Muck removal at eastern end of Segment 13				
120-6	EMBANKMENT	241,100.00	CY	$12.45	$3,001,695.00
	Comment: (162,600 CY FOR STANDARD EMBANKMENT, 78,500 FOR SUBSOIL BACKFILL)				
	Earthwork Component Total				$5,150,665.00

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00
Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	26,237.71	SY	$31.40	$823,864.09
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	4,915.58	TN	$163.73	$804,827.91
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,021.42	TN	$230.49	$235,427.10

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	41,350.00	SY	$9.15	$378,352.50

	Comment: 25,500 SY Roadway+5,320 SY FOR RELOCATED CANAL BERM + 10,530 SY 2,030 SY FOR AUX LANES, 8,500 FOR SHOULDERS			
285-706	OPTIONAL BASE,BASE GROUP 06	6,383.87 SY	$27.03	$172,556.01
285-709	OPTIONAL BASE,BASE GROUP 09	2,090.00 SY	$31.40	$65,626.00
	Comment: 2,055 SY Aux Lane Widening			
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	390.00 TN	$163.73	$63,854.70
	Comment: 385 TN Aux Lane Widening			
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	80.00 TN	$230.49	$18,439.20
	Comment: Aux Lane Widening			
570-1-2	PERFORMANCE TURF, SOD	83,000.00 SY	$4.32	$358,560.00

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	5.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	N

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-709	OPTIONAL BASE,BASE GROUP 09	1,311.89 SY	$31.40	$41,193.35
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	245.78 TN	$163.73	$40,241.56

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	367.00 EA	$4.88	$1,790.96
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	3.63 GM	$1,351.36	$4,905.44
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.81 GM	$641.77	$1,161.60
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	3.63 GM	$6,616.20	$24,016.81
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.81 GM	$2,680.41	$4,851.54

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 12.00
Bike Path Structural Spread Rate	220
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,511.83	SY	$9.15	$77,883.24
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	702.23	TN	$172.16	$120,895.92
	Roadway Component Total				$3,238,447.93

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	7.00 / 7.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	5,671.01	SY	$30.15	$170,980.95
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	438.89	TN	$163.73	$71,859.46
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	212.80	TN	$230.49	$49,048.27
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	1.81	GM	$1,546.20	$2,798.62
570-1-2	PERFORMANCE TURF, SOD	7,447.85	SY	$4.32	$32,174.71

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	13,660.00	SY	$9.15	$124,989.00
	Comment: 900 SY U-Turn Bulb Out 12,760 SY Shoulder Stabilization				
285-709	OPTIONAL BASE,BASE GROUP 09	900.00	SY	$31.40	$28,260.00
	Comment: U-Turn Bulb Out				

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	12,448.55	LF	$2.00	$24,897.10
104-11	FLOATING TURBIDITY BARRIER	226.70	LF	$16.50	$3,740.55
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	226.70	LF	$7.12	$1,614.10
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,637.79	$2,637.79
104-18	INLET PROTECTION SYSTEM	6.00	EA	$144.14	$864.84
107-1	LITTER REMOVAL	21.98	AC	$48.26	$1,060.75
107-2	MOWING	21.98	AC	$69.89	$1,536.18
	Shoulder Component Total				$516,462.32

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Performance Turf Width	32.00
Total Median Shoulder Width L/R	8.00 / 8.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	4,607.03	SY	$30.15	$138,901.95
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	351.11	TN	$163.73	$57,487.24
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	170.24	TN	$230.49	$39,238.62
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	2.00	GM	$1,546.20	$3,092.40
570-1-2	PERFORMANCE TURF, SOD	17,023.66	SY	$4.32	$73,542.21

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	600.00	LF	$47.26	$28,356.00
	Comment: Aux Lane Widening				
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	100.00	SY	$157.00	$15,700.00
	Comment: Aux Lane Widening				
	Median Component Total				$356,318.42

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	35.00	EA	$9,766.67	$341,833.45
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	984.00	LF	$193.26	$190,167.84
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	312.00	LF	$180.97	$56,462.64
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	440.00	LF	$207.34	$91,229.60
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	37.00	EA	$4,018.69	$148,691.53
524-1-1	CONCRETE DITCH PAVT, NR, 3"	1,813.60	SY	$136.82	$248,136.75
570-1-1	PERFORMANCE TURF	638.39	SY	$4.76	$3,038.74

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	421.30	CY	$2,418.95	$1,019,103.64
415-1-1	REINF STEEL- ROADWAY	47,772.30	LB	$1.74	$83,123.80
	Comment: FOR 6.2' X 16' BOX CULVERT				
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	1,752.00	LF	$203.32	$356,216.64
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	880.00	LF	$180.97	$159,253.60

430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	440.00 LF	$232.37	$102,242.80
430-175-236	PIPE CULV, OPT MATL, OTHER, 36"S/CD	200.00 LF	$399.65	$79,930.00
430-536-102	STRAIGHT CONC ENDW 36", SINGLE, 0 ROU,EL	2.00 EA	$8,559.26	$17,118.52
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	28.00 EA	$4,018.69	$112,523.32

Retention Basin 3

Description	Value
Size	2 AC
Multiplier	2
Depth	4.40
Description	Retention Basin 130A

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	4.00 AC	$15,000.00	$60,000.00
120-1	REGULAR EXCAVATION	28,394.66 CY	$15.81	$448,919.57
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	$9,187.03	$18,374.06
425-2-71	MANHOLES, J-7, <10'	2.00 EA	$20,920.12	$41,840.24
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00 LF	$385.03	$43,123.36
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400.00 LF	$500.44	$200,176.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,360.00 LF	$27.04	$63,814.40
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	$4,945.40	$9,890.80
570-1-1	PERFORMANCE TURF	19,360.00 SY	$4.76	$92,153.60

Retention Basin 4

Description	Value
Size	.5 AC
Multiplier	1
Depth	8.50
Description	1309C

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.50 AC	$15,000.00	$7,500.00
120-1	REGULAR EXCAVATION	6,856.67 CY	$15.81	$108,403.95
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00 EA	$9,187.03	$9,187.03
425-2-71	MANHOLES, J-7, <10'	1.00 EA	$20,920.12	$20,920.12
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00 LF	$385.03	$21,561.68
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00 LF	$500.44	$100,088.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	600.00 LF	$27.04	$16,224.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00 EA	$4,945.40	$4,945.40
570-1-1	PERFORMANCE TURF	2,420.00 SY	$4.76	$11,519.20
	Drainage Component Total			$4,287,714.28

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	2.00	EA	$568.40	$1,136.80
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	22.00	EA	$2,032.87	$44,723.14
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,706.33	$17,412.66
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	6.00	EA	$12,500.00	$75,000.00
	Signing Component Total				$138,272.60

Sequence 3 Total $13,687,880.55

Date: 3/12/2026 7:33:32 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 414506-4-52-01 **Letting Date:** 07/2031

Description: SR 70 FROM US 27 TO CR 29

District: 01 **County:** 09 HIGHLANDS **Market Area:** 09 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 2.763 MI

Project Manager: JMK-MMS-JOE

Version 16 Project Grand Total **$53,794,615.46**

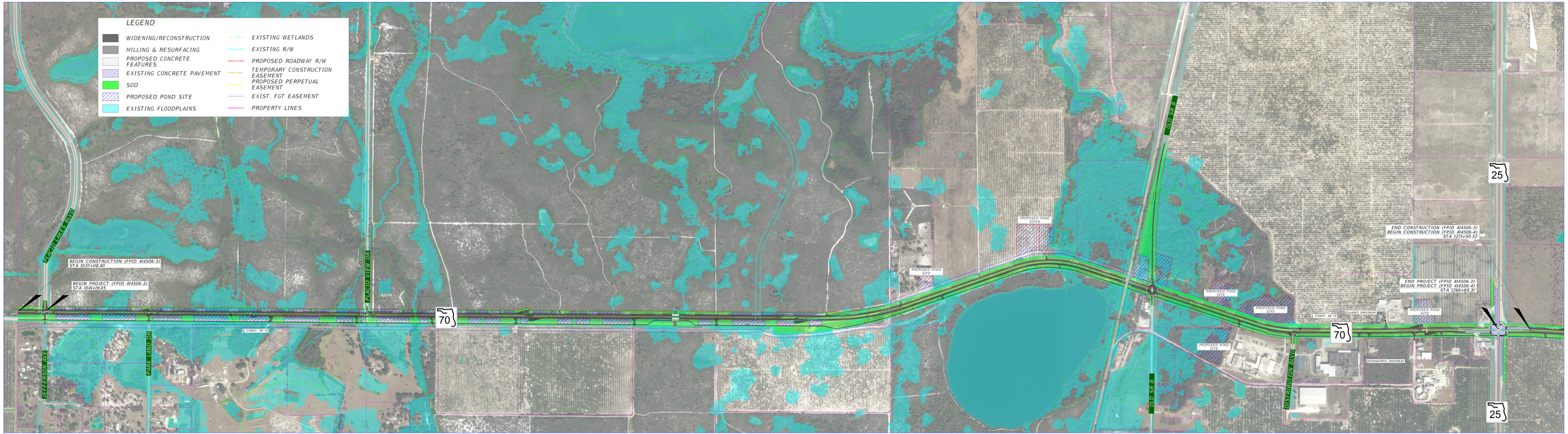
Description: March 2026 Segment 13 Markups from Version 15P-3/10/26

Project Sequences Subtotal			**$29,500,390.01**
102-1	Maintenance of Traffic	15.00 %	$4,425,058.50
101-1	Mobilization	10.00 %	$3,392,544.85
Project Sequences Total			**$37,317,993.36**
Project Unknowns		25.00 %	$9,329,498.34
Design/Build		15.00 %	$6,997,123.76

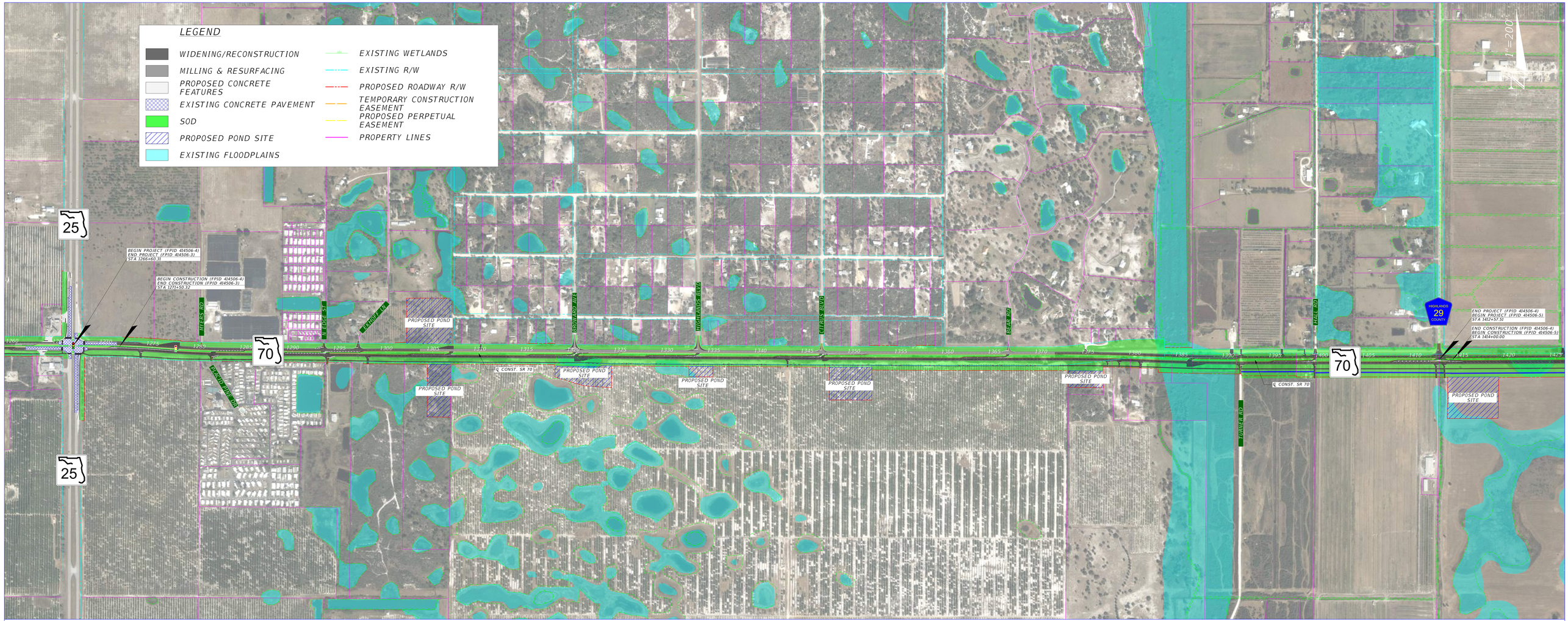
Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					**$150,000.00**
Version 16 Project Grand Total					**$53,794,615.46**

Appendix B: Preferred Alternative Plans



SR 70 WIDENING - FPID 414506-1-22-01



SR 70 WIDENING - FPID 414506-1-22-01

Appendix C: Typical Section Package

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 414506-3-52-01

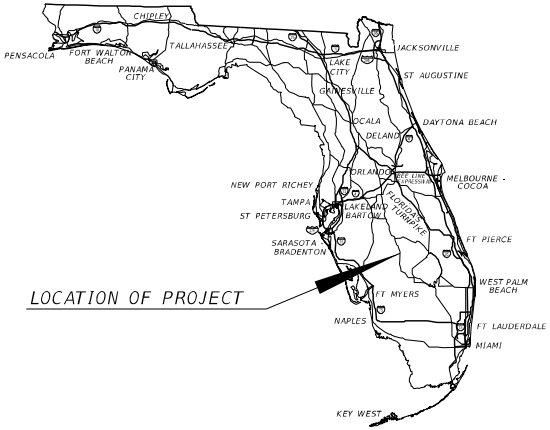
(FEDERAL FUNDS)

HIGHLANDS COUNTY (09060000)

STATE ROAD NO.70

WIDENING FROM M.P. 10.217 TO 14.490

PROJECT LOCATION URL:	https://tinyurl.com/4k8fzr8r
PROJECT LIMITS:	BEGIN M.P. 10.217 - END M.P. 14.490
EXCEPTIONS:	NONE
BRIDGE LIMITS:	M.P. 12.040 - M.P. 12.050
RAILROAD CROSSING:	M.P. 13.381; ;#627642Y; SOUTH CENTRAL FLORIDA EXPRESS, INC.



FDOT DISTRICT DESIGN ENGINEER	FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER
CONCURRING WITH: TYPICAL SECTION ELEMENTS TARGET SPEED DESIGN & POSTED SPEEDS	CONCURRING WITH: TARGET SPEED DESIGN & POSTED SPEEDS
FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER	FDOT DISTRICT STRUCTURES DESIGN ENGINEER
CONCURRING WITH: CONTEXT CLASSIFICATION TARGET SPEED	CONCURRING WITH: TYPICAL SECTION ELEMENTS
FHWA TRANSPORTATION ENGINEER	LOCAL TRANSPORTATION ENGINEER
CONCURRING WITH: TYPICAL SECTION ELEMENTS	CONCURRING WITH: TYPICAL SECTION ELEMENTS
NOT USED	NOT USED
CONCURRING WITH:	CONCURRING WITH:

APPROVED BY:

BRETT M. HENSLEY
LICENSE
No 94514
STATE OF FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Brett M Hensley

ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

HNTB CORPORATION
4651 SALISBURY ROAD
SUITE 320
JACKSONVILLE, FL 32256
BRETT M. HENSLEY, P.E. NO. 94514

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

INDEX OF SHEETS

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

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) 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

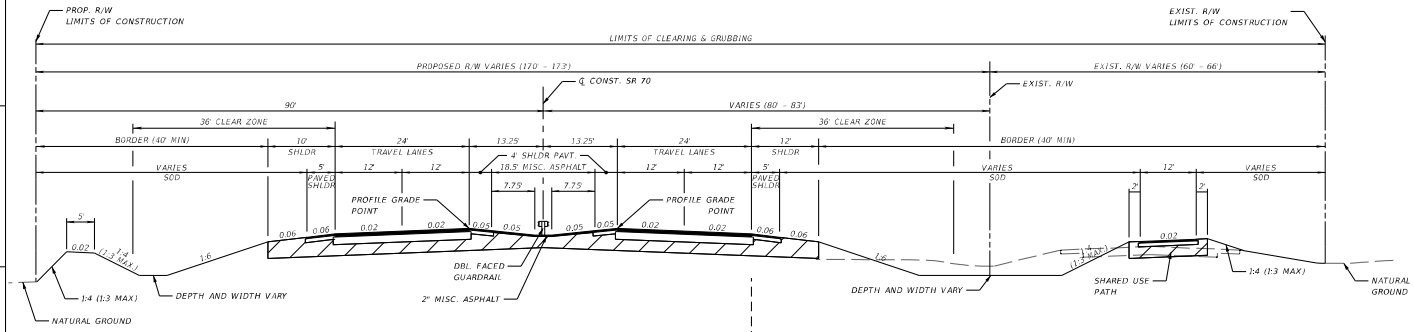
CRITERIA

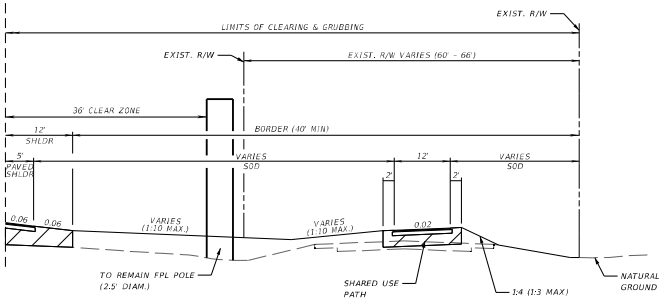
(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATION MEMORANDUM
1. MEDIAN WIDTH

TYPICAL SECTION NO. 1





POLE DETAIL

TYPICAL SECTION NO. 1

NOT TO SCALE

SR 70

℄ CONST. SR 70
M.P. 10.217 TO M.P. 12.040
M.P. 12.050 TP M.P. 12.349

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 5100
ESTIMATED OPENING YEAR	= 2030	AADT = 7400
ESTIMATED DESIGN YEAR	= 2050	AADT = 13000

K = 9.5% D = 59.9% T = 32.0%
DESIGN HOUR T = 16.0%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-3-52-01	2

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

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
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( ) 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

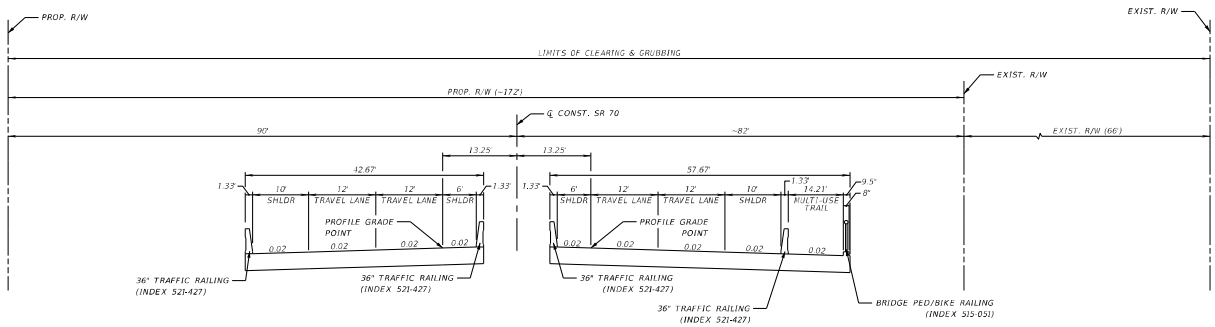
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION NO. 2



NOT TO SCALE

TYPICAL SECTION NO. 2

SR 70

℄ CONST. SR 70
M.P. 12.040 TO M.P. 12.050

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 5100
ESTIMATED OPENING YEAR	= 2030	AADT = 7400
ESTIMATED DESIGN YEAR	= 2050	AADT = 13000

K = 9.5% D = 59.9% T = 32.0%
DESIGN HOUR T = 16.0%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-3-52-01	3

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

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) 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

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( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

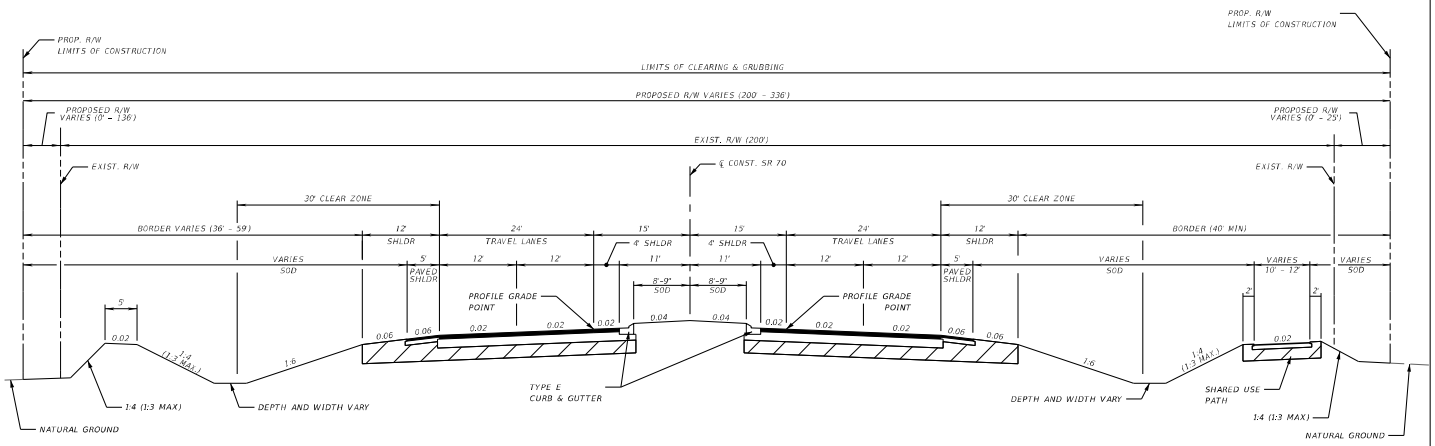
(X) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

1. SIS DESIGN SPEED
2. OUTSIDE FLUSH SHOULDER ON HIGH-SPEED CURBED ROADWAYS
3. BORDER WIDTH

TYPICAL SECTION NO. 3



NOT TO SCALE

TYPICAL SECTION NO. 3

SR 70

℄ CONST. SR 70
M.P. 12.349 TO M.P. 14.490

TRAFFIC DATA

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ESTIMATED OPENING YEAR	= 2030	AADT = 7400
ESTIMATED DESIGN YEAR	= 2050	AADT = 13000

K = 9.5% D = 59.9% T = 32.0%
DESIGN HOUR T = 16.0%
DESIGN SPEED = 55 MPH
POSTED SPEED = 55 MPH
TARGET SPEED = 55 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-3-52-01	4

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) 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

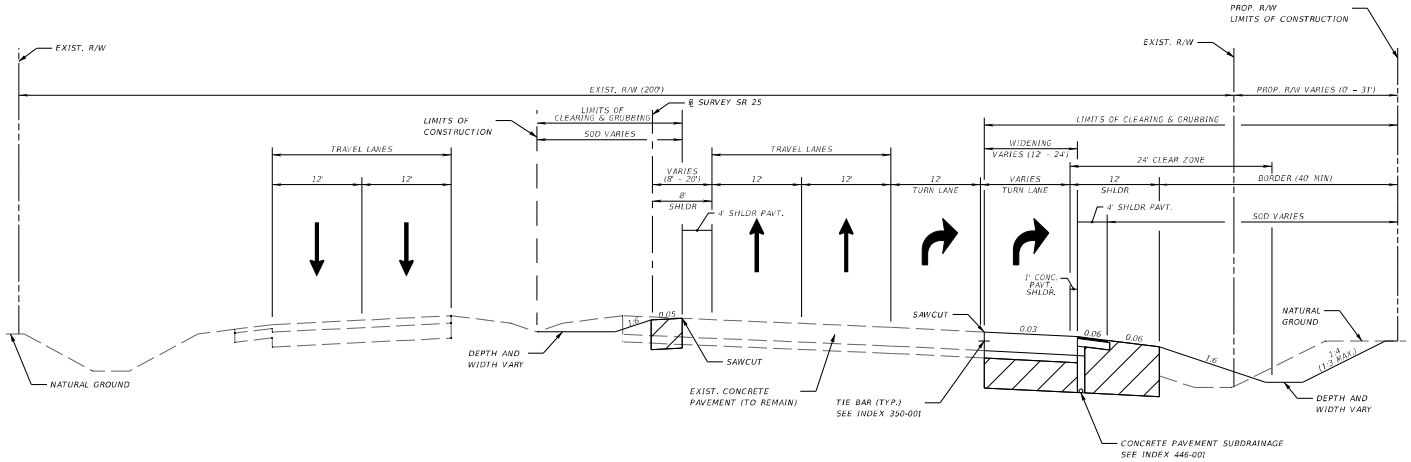
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION NO. 4



NOT TO SCALE

TYPICAL SECTION NO. 4

SR 25

℄ SURVEY SR 25
M.P. 12.034 TO M.P. 12.278

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 9400
ESTIMATED OPENING YEAR	= 2030	AADT = 12408
ESTIMATED DESIGN YEAR	= 2050	AADT = 19928

K = 9.5% D = 60.0% T = 33.0%
DESIGN HOUR T = 16.5%
DESIGN SPEED = 70 MPH
POSTED SPEED = 55 MPH
TARGET SPEED = 55 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-3-52-01	5

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

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

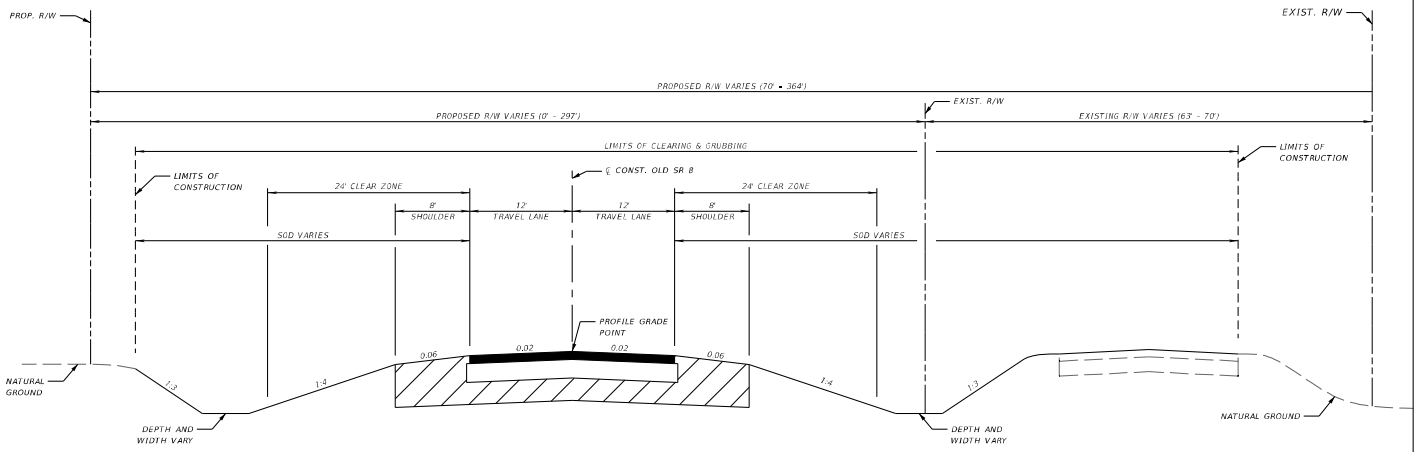
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing
(X) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION NO. 5



NOT TO SCALE

TYPICAL SECTION NO. 5

OLD SR 8

℄ CONST. OLD SR 8

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 1100
ESTIMATED OPENING YEAR	= 2030	AADT = 1452
ESTIMATED DESIGN YEAR	= 2050	AADT = 2332

K = 9.5% D = 70.0% T = 15.0%
DESIGN HOUR T = 7.5%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-3-52-01	6

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

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STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

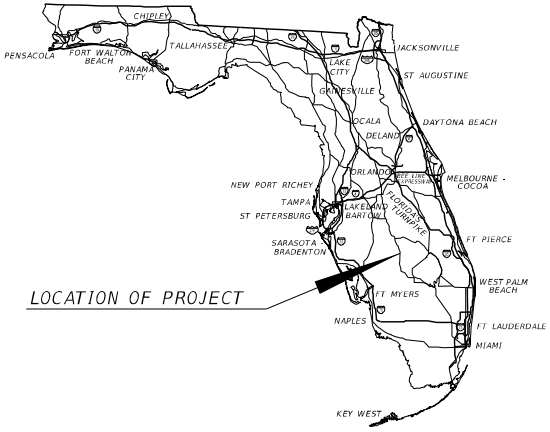
FINANCIAL PROJECT ID 414506-4-52-01

(FEDERAL FUNDS)

HIGHLANDS COUNTY (09060000)

STATE ROAD NO.70

WIDENING FROM M.P. 14.490 TO 17.245



PROJECT LOCATION URL:	https://tinyurl.com/4jhf489n
PROJECT LIMITS:	BEGIN M.P. 14.490 - END M.P. 17.245
EXCEPTIONS:	NONE
BRIDGE LIMITS:	NONE
RAILROAD CROSSING:	NONE

FDOT DISTRICT DESIGN ENGINEER

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

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

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:

APPROVED BY:

BRETT M. HENSLEY
LICENSE
No 94514
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Brett M Hensley

ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

HNTB CORPORATION
4651 SALISBURY ROAD
SUITE 320
JACKSONVILLE, FL 32256
BRETT M. HENSLEY, P.E. NO. 94514

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

INDEX OF SHEETS

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

3/26/2026 9:25:17 AM bhensley
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) 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

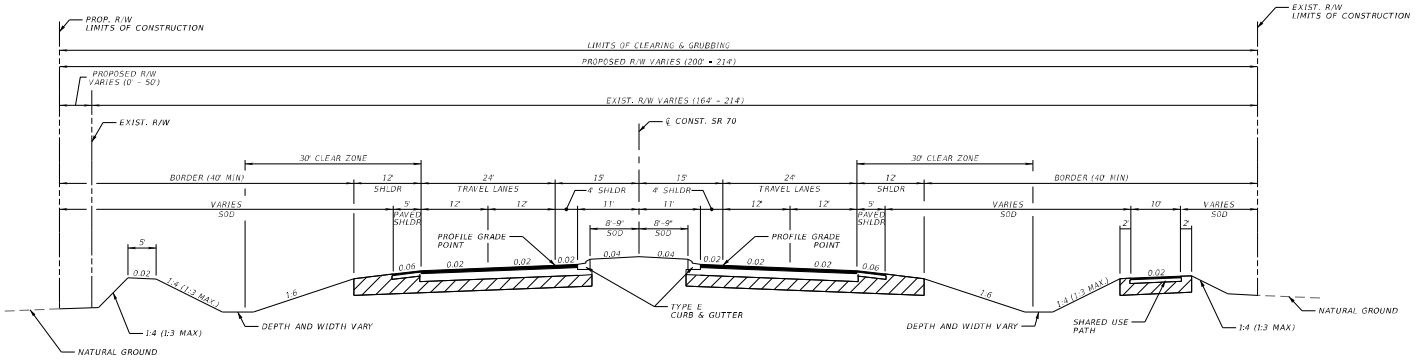
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. SIS DESIGN SPEED
2. OUTSIDE FLUSH SHOULDER FOR HIGH-SPEED CURB AND GUTTER ROADWAYS.

TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 1

SR 70

℄ CONST. SR 70
M.P. 14.490 TO M.P. 15.090

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 5600
ESTIMATED OPENING YEAR	= 2030	AADT = 7500
ESTIMATED DESIGN YEAR	= 2050	AADT = 12500

K = 9.5% D = 59.9% T = 32.0%
DESIGN HOUR T = 16.0%
DESIGN SPEED = 55 MPH
POSTED SPEED = 55 MPH
TARGET SPEED = 55 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-4-52-01	2

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

3/26/2026 9:25:18 AM bhensley
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) 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

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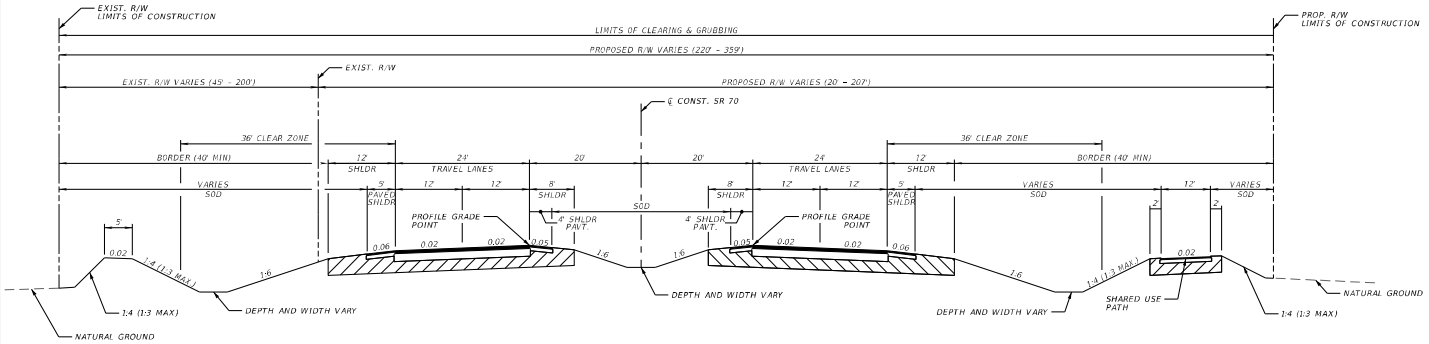
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 2

SR 70

℄ CONST. SR 70
M.P. 15.090 TO M.P. 15.192
M.P. 16.477 TO M.P. 16.845

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 5600
ESTIMATED OPENING YEAR	= 2030	AADT = 7500
ESTIMATED DESIGN YEAR	= 2050	AADT = 12500

K = 9.5% D = 59.9% T = 32.0%
DESIGN HOUR T = 16.0%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-4-52-01	3

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

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
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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
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( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
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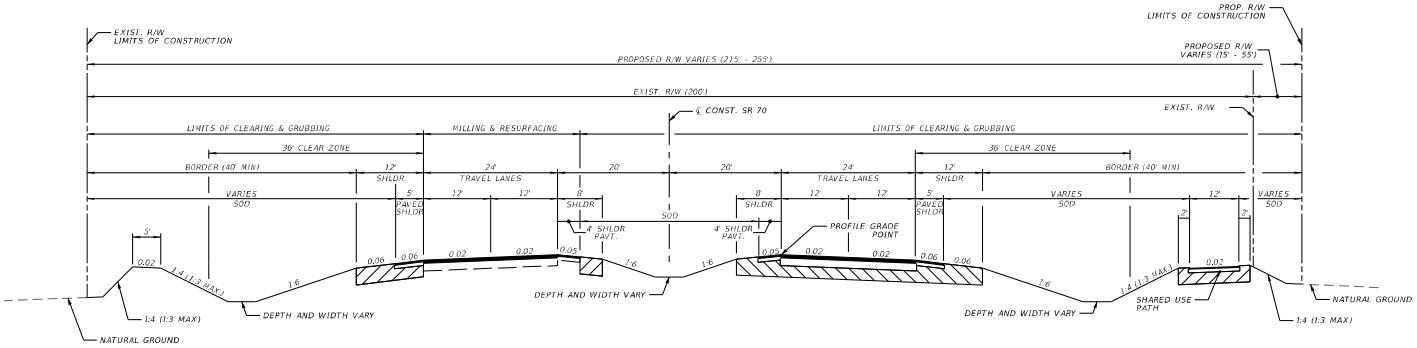
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 3

SR 70

℄ CONST. SR 70
M.P. 15.192 TO M.P. 16.477

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 5600
ESTIMATED OPENING YEAR	= 2030	AADT = 7500
ESTIMATED DESIGN YEAR	= 2050	AADT = 12500

K = 9.5% D = 59.9% T = 32.0%
DESIGN HOUR T = 16.0%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-4-52-01	4

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

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
(X) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) 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
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( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
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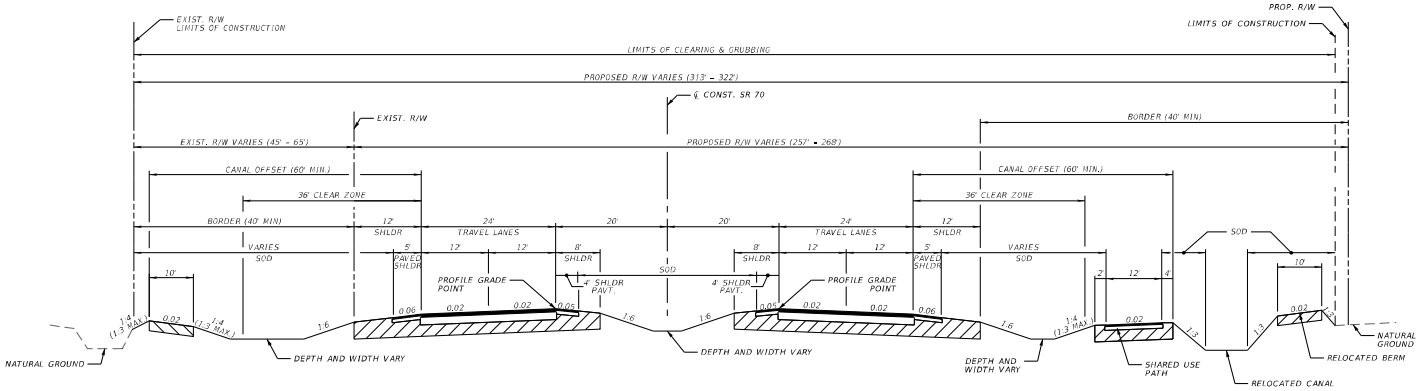
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION NO. 4



TYPICAL SECTION NO. 4

SR 70

℄ CONST. SR 70
M.P. 16.845 TO M.P. 17.245

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR	= 2022	AADT = 5600
ESTIMATED OPENING YEAR	= 2030	AADT = 7500
ESTIMATED DESIGN YEAR	= 2050	AADT = 12500

K = 9.5% D = 59.9% T = 32.0%
DESIGN HOUR T = 16.0%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH

FINANCIAL PROJECT ID	SHEET NO.
414506-4-52-01	5

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

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Appendix D: Drainage and Soil Maps

LEGEND

- FLOW DIRECTION
- BASIN BOUNDARY
- EXIST. EASEMENT
- EXIST. R/W
- WETLAND LINE
- FLOODPLAIN

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

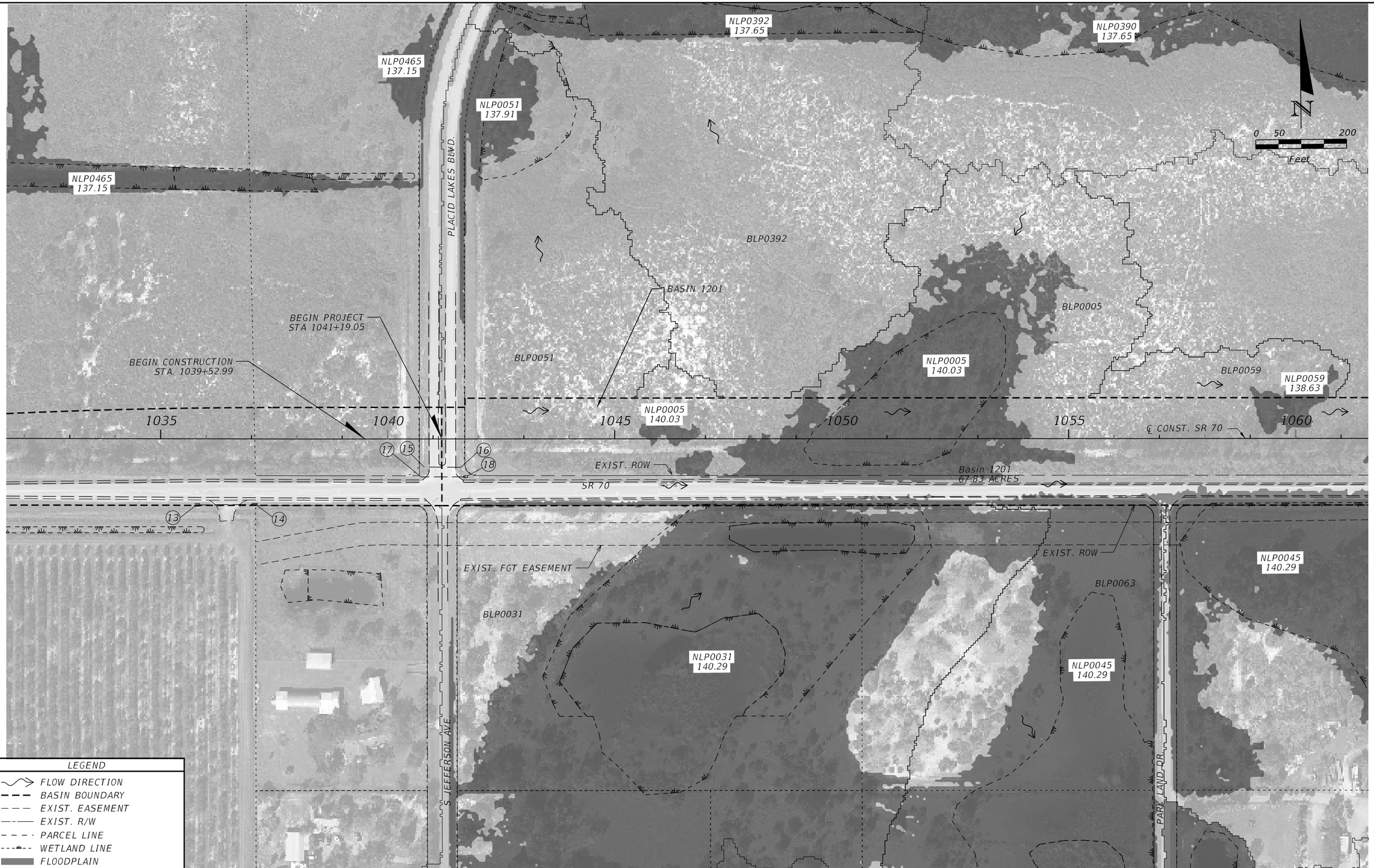
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 1

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

c:\caddlib\pw\hntb_awaller\sediv\d0241335\DRMPRD1297.dgn : CL8 - DRAINAGE MAP [SHEET]
awaller 11/13/2025 11:38:25 AM



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 2

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

c:\caddlib\pw\hntb_awaller\sediv\d0241335\DRMPRD1297.dgn : CL8 - DRAINAGE MAP-1 [SHEET]
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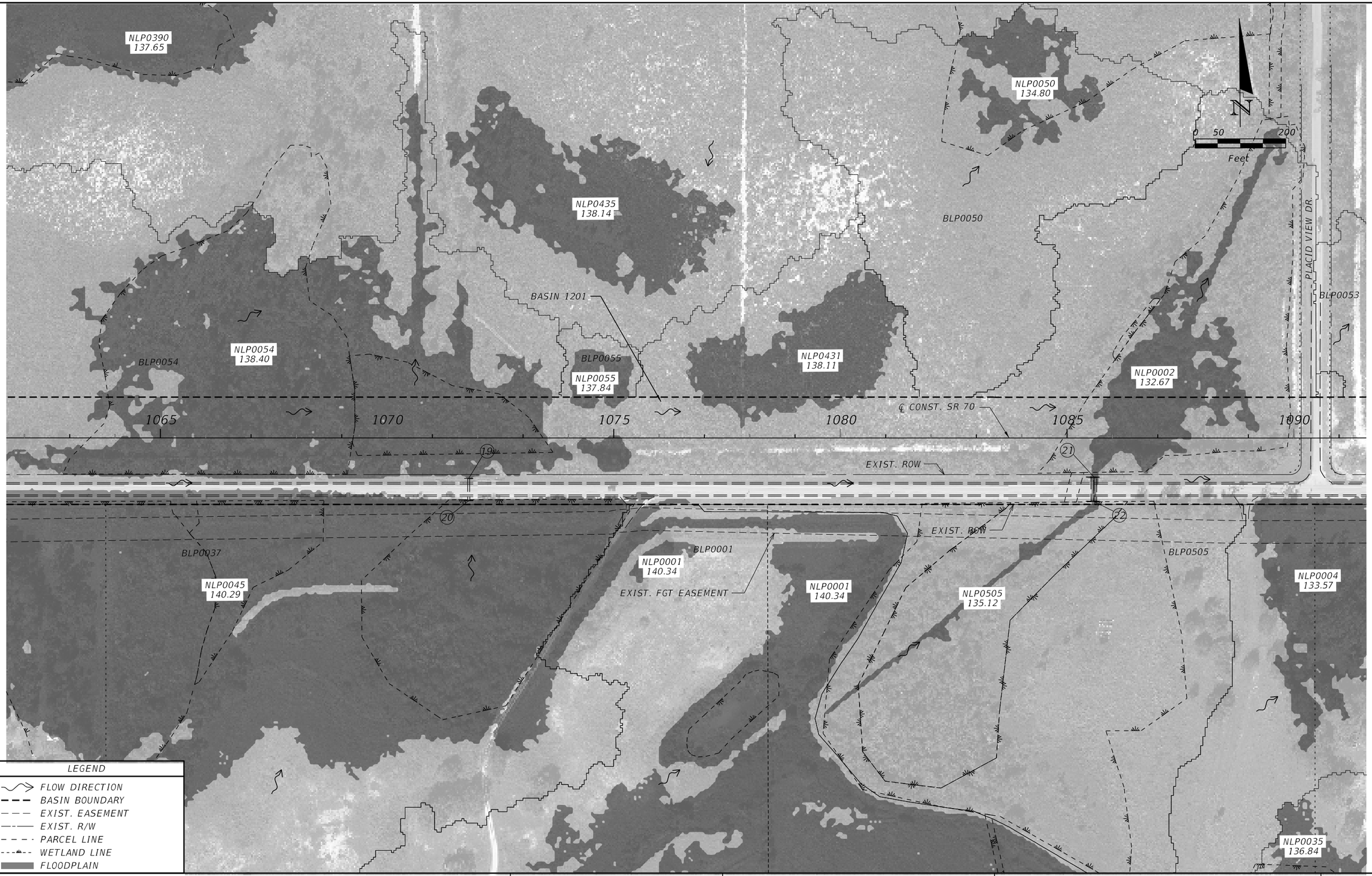

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 3

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

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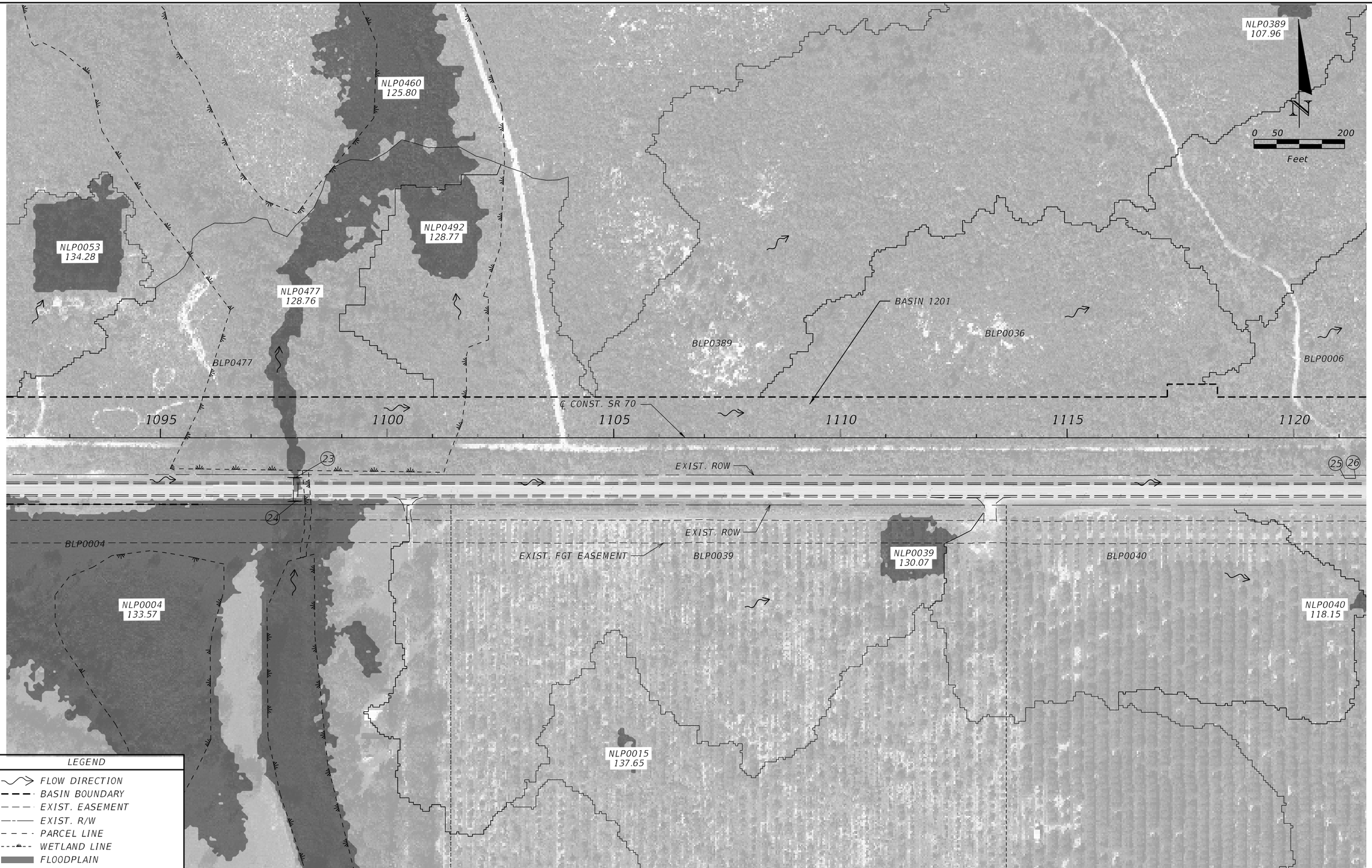

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 4

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

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awaller 11/13/2025 11:38:35 AM

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO.
5

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

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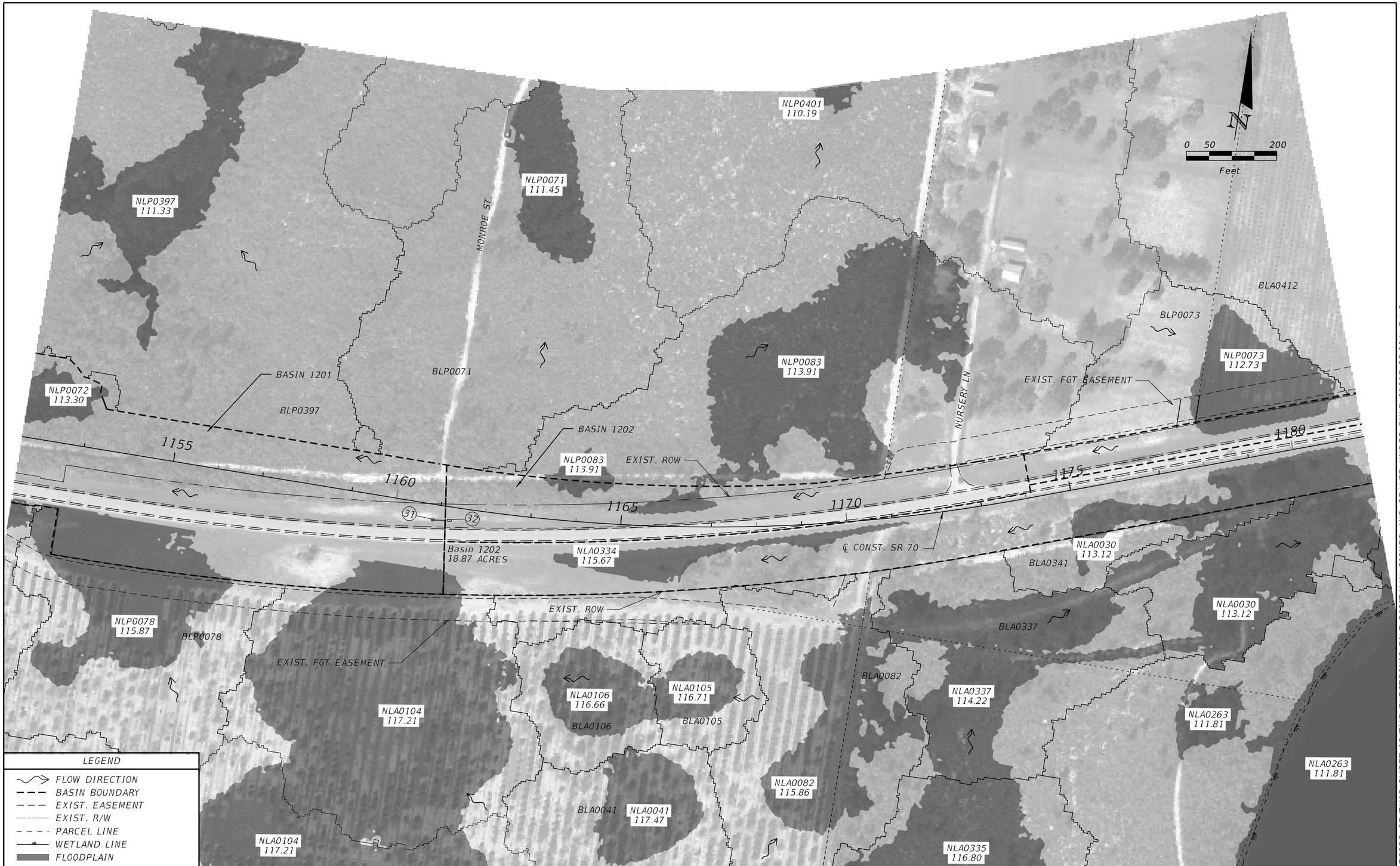
awaller 11/13/2025 11:38:37 AM



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

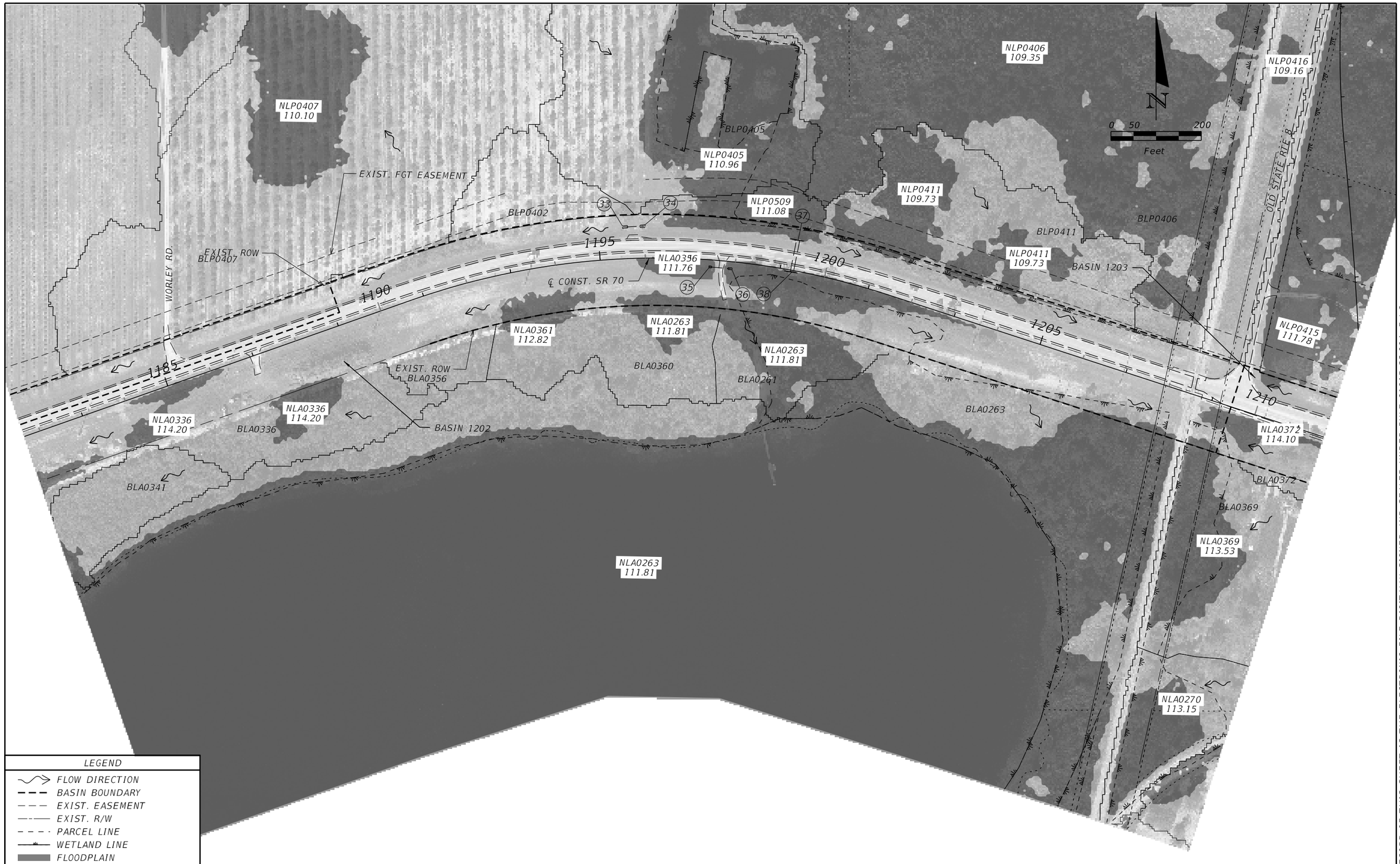
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 6

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



LEGEND
FLOW DIRECTION
BASIN BOUNDARY
EXIST. EASEMENT
EXIST. R/W
PARCEL LINE
WETLAND LINE
FLOODPLAIN

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
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TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO.
7

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 8

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awaller 11/13/2025 11:38:44 AM

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

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LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 9

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STRUCT. NO.	STATION	DESIGN FLOOD		BASE FLOOD		OVERTOPPING FLOOD				GREATEST FLOOD	
		2% PROB. DISCHARGE	50 YR. FREQ. STAGE	1% PROB. DISCHARGE	100 YR. FREQ. STAGE	DISCHARGE	STAGE	PROB. X	FREQ. YR.	0.2% PROB. DISCHARGE	500 YR. FREQ. STAGE

NOTE: THE HYDRAULIC DATA IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. TO INDICATE THE FLOOD DISCHARGES AND WATER SURFACE ELEVATIONS WHICH MAY BE ANTICIPATED IN ANY GIVEN YEAR. THIS DATA WAS GENERATED USING HIGHLY VARIABLE FACTORS DETERMINED BY A STUDY OF THE WATERSHED. MANY JUDGEMENTS AND ASSUMPTIONS ARE REQUIRED TO ESTABLISH THESE FACTORS. THE RESULTANT HYDRAULIC DATA IS SENSITIVE TO CHANGES, PARTICULARLY OF ANTECEDENT CONDITIONS, URBANIZATION, CHANNELIZATION, AND LAND USE. USERS OF THIS DATA ARE CAUTIONED AGAINST THE ASSUMPTION OF PRECISION WHICH CANNONT BE ATTAINED. DISCHARGES ARE IN CUBIC FEET PER SECOND AND STAGES ARE IN FEET, NGVD '88.

DEFINITIONS:

DESIGN FLOOD: THE FLOOD SELECTED BY FOOT TO BE UTILIZED TO ASSURE A STANDARD LEVEL OF HYDRAULIC PERFORMANCE.

BASE FLOOD: THE FLOOD HAVING A 1% CHANCE OF BEING EXCEEDED IN ANY YEAR. (100 YR. FREQUENCY)

OVERTOPPING FLOOD: THE FLOOD WHERE FLOW OCCURS (A) OVER THE HIGHWAY, (B) OVER A WATERSHED DIVIDE, OR (C) THROUGH EMERGENCY RELIEF STRUCTURES.

GREATEST FLOOD: THE MOST SEVERE FLOOD WHICH CAN BE PREDICTED WHERE OVERTOPPING IS NOT PRACTICABLE, NORMALLY ONE WITH A 0.2% CHANCE OF BEING EXCEEDED IN ANY YEAR (500 YR. FREQUENCY)

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REVISIONS			
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TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO. 10

EXIST STR.	DESCRIPTION
1	STRAIGHT ENDWALL 9' X 4' BXC INV. 123.82' E 9' X 4' BXC INV. 123.82' E
2	STRAIGHT ENDWALL 9' X 4' BXC INV. 123.71' W 9' X 4' BXC INV. 123.69' W
3	MITERED END SECTION 30" CMP INV. 126.28' N
4	MITERED END SECTION 30" CMP INV. 127.24' S
5	MITERED END SECTION 30" X 19" RCP INV. 128.74' N
6	MITERED END SECTION 30" X 19" RCP INV. 129.14' S
7	MITERED END SECTION 24" RCP INV. 129.88' N
8	MITERED END SECTION 24" RCP INV. 129.94' S
9	MITERED END SECTION 24" CMP INV. 130.31' N
10	MITERED END SECTION 24" CMP INV. 129.97' S
11	STRAIGHT ENDWALL 18" RCP W/ PLASTIC LINER INV. 129.47' E
12	STRAIGHT ENDWALL 18" RCP W/ PLASTIC LINER INV. 130.18' W
13	MITERED END SECTION 30" X 19" RCP INV. 136.76' N
14	MITERED END SECTION 30" X 19" RCP INV. 137.10' S
15	18" CMP INV. 137.35' N
16	18" CMP INV. 137.95' S
17	18" CMP INV. 138.58' N
18	18" CMP INV. 138.63' S
19	STRAIGHT ENDWALL 24" CCP INV. 136.45' E 30" RCP INV. 136.47' E
20	STRAIGHT ENDWALL 24" CCP INV. 136.43' W 30" RCP INV. 136.40' W
21	STRAIGHT ENDWALL 6' X 3' BXC INV. 133.53' W 6' X 3' BXC INV. 133.52' E
22	STRAIGHT ENDWALL 6' X 3' BXC INV. 134.02' W 6' X 3' BXC INV. 134.02' E
23	STRAIGHT ENDWALL 10' X 4' BXC INV. 130.10' N
24	STRAIGHT ENDWALL 10' X 4' BXC INV. 130.19' S
25	MITERED END SECTION 18" CMP INV. 120.02' W
26	MITERED END SECTION 18" CMP INV. 119.74' E
27	STRAIGHT ENDWALL 30" RCP INV. 109.68' N
28	STRAIGHT ENDWALL 30" RCP INV. 109.92' S
29	MITERED END SECTION 18" CMP INV. 112.98' W
30	MITERED END SECTION 18" CMP INV. 112.84' E
31	MITERED END SECTION 18" CMP INV. 116.11' W
32	MITERED END SECTION 18" CMP INV. 116.19' E
33	MITERED END SECTION 24" CMP INV. 112.22' W
34	MITERED END SECTION 24" CMP INV. 111.77' E
35	MITERED END SECTION 18" CMP INV. 108.85' W
36	MITERED END SECTION 18" CMP INV. 108.92' E
37	STRAIGHT ENDWALL 7' X 5' BXC INV. 105.52' N
38	STRAIGHT ENDWALL 7' X 5' BXC INV. 105.71' S
39	MITERED END SECTION 24" RCP INV. 112.06' W
40	MITERED END SECTION 24" RCP INV. 111.86' E
41	MITERED END SECTION 15" CMP INV. 109.57' N
42	MITERED END SECTION 15" CMP INV. 110.03' S
43	STRAIGHT ENDWALL 36" RCP INV. 110.31' NW 36" RCP INV. 110.24' NE
44	STRAIGHT ENDWALL 36" RCP INV. 110.64' SW 36" RCP INV. 110.38' SE
45	MITERED END SECTION 43" X 27" CMP INV. 111.28' W
46	MITERED END SECTION 43" X 27" CMP INV. 110.80' E
47	MITERED END SECTION 36" CMP INV. 112.19' W
48	MITERED END SECTION 36" CMP INV. 112.91' E
49	MITERED END SECTION 30" RCP INV. 117.06' W
50	DITCH BOTTOM INLET 30" RCP INV. 117.43' E
51	MITERED END SECTION 24" RCP INV. 128.28' W
52	DITCH BOTTOM INLET 24" RCP INV. 128.31' E
53	MITERED END SECTION 18" RCP INV. 138.94' W
54	MITERED END SECTION 18" RCP INV. 139.02' E
55	MITERED END SECTION 18" CMP INV. 142.11' W
56	MITERED END SECTION 18" CMP INV. 142.99' E
57	MITERED END SECTION 18" CMP INV. 142.90' W
58	MITERED END SECTION 18" CMP INV. 144.34' E
59	MITERED END SECTION 18" CMP INV. 143.33' W
60	MITERED END SECTION 18" CMP INV. 141.65' E
61	MITERED END SECTION 18" CMP INV. 138.46' W
62	MITERED END SECTION 18" CMP INV. 137.54' E
63	MITERED END SECTION 18" RCP INV. 136.97' W
64	MITERED END SECTION 18" RCP INV. 132.37' E
65	MITERED END SECTION 18" CMP INV. 138.46' W
66	MITERED END SECTION 18" CMP INV. 138.46' E
67	MITERED END SECTION 18" RCP INV. 130.41' W
68	MITERED END SECTION 18" RCP INV. 130.95' E
69	MITERED END SECTION 4" CPP INV. 131.79' S
70	MITERED END SECTION 18" RCP INV. 131.30' W
71	MITERED END SECTION 18" RCP INV. 131.86' E
72	MITERED END SECTION 18" RCP INV. 129.00' W
73	DITCH BOTTOM INLET 18" RCP INV. 129.48' E
74	MITERED END SECTION 4" CPP INV. 132.27' S
75	MITERED END SECTION 4" CPP INV. 133.01' N
76	MITERED END SECTION 4" CPP INV. 131.40' W
77	MITERED END SECTION 4" CPP INV. 131.74' W
78	MITERED END SECTION 18" RCP INV. 131.74' N
79	MITERED END SECTION 18" RCP INV. 131.76' S
80	DITCH BOTTOM INLET 18" RCP INV. 133.60' W
81	MITERED END SECTION 4" CPP INV. 132.14' E
82	STRAIGHT ENDWALL 18" RCP INV. 131.07' E
83	MITERED END SECTION 4" CPP INV. 132.33' E
84	DITCH BOTTOM INLET 18" RCP INV. 129.31' W
85	STRAIGHT ENDWALL 18" RCP INV. 129.10' E
86	MITERED END SECTION 4" CPP INV. 131.40' E
87	MITERED END SECTION 4" CPP INV. 132.62' S
88	MITERED END SECTION 4" CPP INV. 126.81' N

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, PE
LICENSE NUMBER: 80386
HNTB CORPORATION
201 N. FRANKLIN STREET, SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-3-52-01

EXISTING DRAINAGE MAP

SHEET NO.
11

LEGEND

- FLOW DIRECTION
- BASIN BOUNDARY
- PARCEL LINE
- FEMA FLOODPLAIN

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
P.E. LICENSE NUMBER 80386
HNTB CORPORATION
201 N FRANKLIN STREET SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-4-52-01

EXISTING DRAINAGE MAP

SHEET NO. 1

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
P.E. LICENSE NUMBER 80386
HNTB CORPORATION
201 N FRANKLIN STREET SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-4-52-01

EXISTING DRAINAGE MAP

SHEET NO. 2

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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201 N FRANKLIN STREET SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-4-52-01

EXISTING DRAINAGE MAP

SHEET NO. 3

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LEGEND

- FLOW DIRECTION
- BASIN BOUNDARY
- PARCEL LINE
- WETLAND LINE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

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HNTB CORPORATION
201 N FRANKLIN STREET SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-4-52-01

EXISTING DRAINAGE MAP

SHEET NO. 4

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-4-52-01

EXISTING DRAINAGE MAP

SHEET NO.
5

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LEGEND

- FLOW DIRECTION
- BASIN BOUNDARY
- PARCEL LINE
- WETLAND LINE
- FEMA FLOODPLAIN

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

HONG TING CHIU, P.E.
P.E. LICENSE NUMBER 80386
HNTB CORPORATION
201 N FRANKLIN STREET SUITE 1200
TAMPA, FL 33602

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-4-52-01

EXISTING DRAINAGE MAP

SHEET NO. 6

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EXIST STR.	DESCRIPTION
1	DITCH BOTTOM INLET 18" RCP INV. 129.31' E GRATE EL. 131.88'
2	STRAIGHT ENDWALL 18" RCP INV. 129.10' W
3	STRAIGHT ENDWALL 4" CPP INV. 131.40' E
4	MITERED END SECTION 4" CPP INV. 132.62' N
5	MITERED END SECTION 4" CPP INV. 126.81' S
6	MITERED END SECTION 18" RCP INV. 123.49' S
7	MITERED END SECTION 18" RCP INV. 123.99' N
8	DITCH BOTTOM INLET 18" RCP INV. 121.91' E GRATE EL. 124.41'
9	MITERED END SECTION 18" RCP INV. 121.80' W
10	MITERED END SECTION 4" CPP INV. INV. 132.14' W
11	STRAIGHT ENDWALL 18" RCP INV. 131.07' W
11A	DITCH BOTTOM INLET 18" RCP INV. 133.60' E
12	MITERED END SECTION 4" CPP INV. INV. 132.33' W
13	MITERED END SECTION 24" RCP INV. 119.66' S
14	STRAIGHT ENDWALL 24" RCP INV. 119.49' N
15	MITERED END SECTION 18" CMP INV. 120.09' E
16	MITERED END SECTION 18" CMP INV. 119.79' W
17	MITERED END SECTION 18" CMP INV. 121.16' E
18	MITERED END SECTION 18" CMP INV. 120.82' E
19	12" CCP INV. 117.91' S INV. 118.13' N
20	24" RCP INV. 117.66' E INV. 117.55' W
21	STRAIGHT ENDWALL 30" RCP INV. 114.45' S
22	STRAIGHT ENDWALL 30" RCP INV. 114.63' N
23	DITCH BOTTOM INLET 18" RCP INV. 114.89' E GRATE EL. 118.49'
24	DITCH BOTTOM INLET 18" RCP INV. 116.16' W GRATE EL. 118.49'
25	MITERED END SECTION 18" CMP INV. 119.04' E
26	MITERED END SECTION 18" CMP INV. 118.91' W
27	STRAIGHT ENDWALL 24" RCP INV. 114.02' S
28	STRAIGHT ENDWALL 24" RCP INV. 113.68' N
29	STRAIGHT ENDWALL 24" RCP INV. 108.48' S
30	STRAIGHT ENDWALL 24" RCP INV. 108.39' N
31	STRAIGHT ENDWALL 24" RCP INV. 96.21' S
32	STRAIGHT ENDWALL 24" RCP INV. 96.15' N
33	MITERED END SECTION 18" CMP INV. 89.40' E
34	MITERED END SECTION 18" CMP INV. 89.22' W
35	MITERED END SECTION 18" CMP INV. 63.99' W
36	MITERED END SECTION 18" CMP INV. 81.13' E
37	MITERED END SECTION 18" CMP INV. 79.96' W
38	MITERED END SECTION 18" CMP INV. 73.36' E
39	DITCH BOTTOM INLET 18" CMP INV. 70.89' W 18" CMP INV. 70.32' E GRATE EL. 73.00'
40	DITCH BOTTOM INLET 18" CMP INV. 67.72' W 18" CMP INV. 67.43' E GRATE EL. 69.93'
41	MITERED END SECTION 18" CMP INV. 62.72' W
42	12" CMP INV. 42.55' S 12" CMP INV. 42.95' N
43	24" CMP INV. 42.06' E 24" CMP INV. 41.65' W
44	30" CMP INV. 43.17' E 30" CMP INV. 43.11' W
45	10" PVC INV. 44.57' S 10" PVC INV. 43.96' N
46	24" CPP INV. 39.60' S 24" CPP INV. 40.09' N
47	42" CMP INV. 37.31' E 42" CMP INV. 37.70' W
48	60" CMP INV. 38.01' E 60" CMP INV. 37.96' W
49	STRAIGHT ENDWALL 48" RCP INV. 38.94' E
50	STRAIGHT ENDWALL 48" RCP INV. 39.04' W
51	UNKOWN PIPE INV. 39.82' S INV. 39.65' N
52	24" CMP INV. 38.26' S 24" CMP INV. 38.40' N
53	36" CMP INV. 38.94' E 36" CMP INV. 39.04' W
54	72" CMP INV. 36.27' E 72" CMP INV. 35.95' W
55	24" CMP INV. 38.09' E 24" CMP INV. 36.98' W

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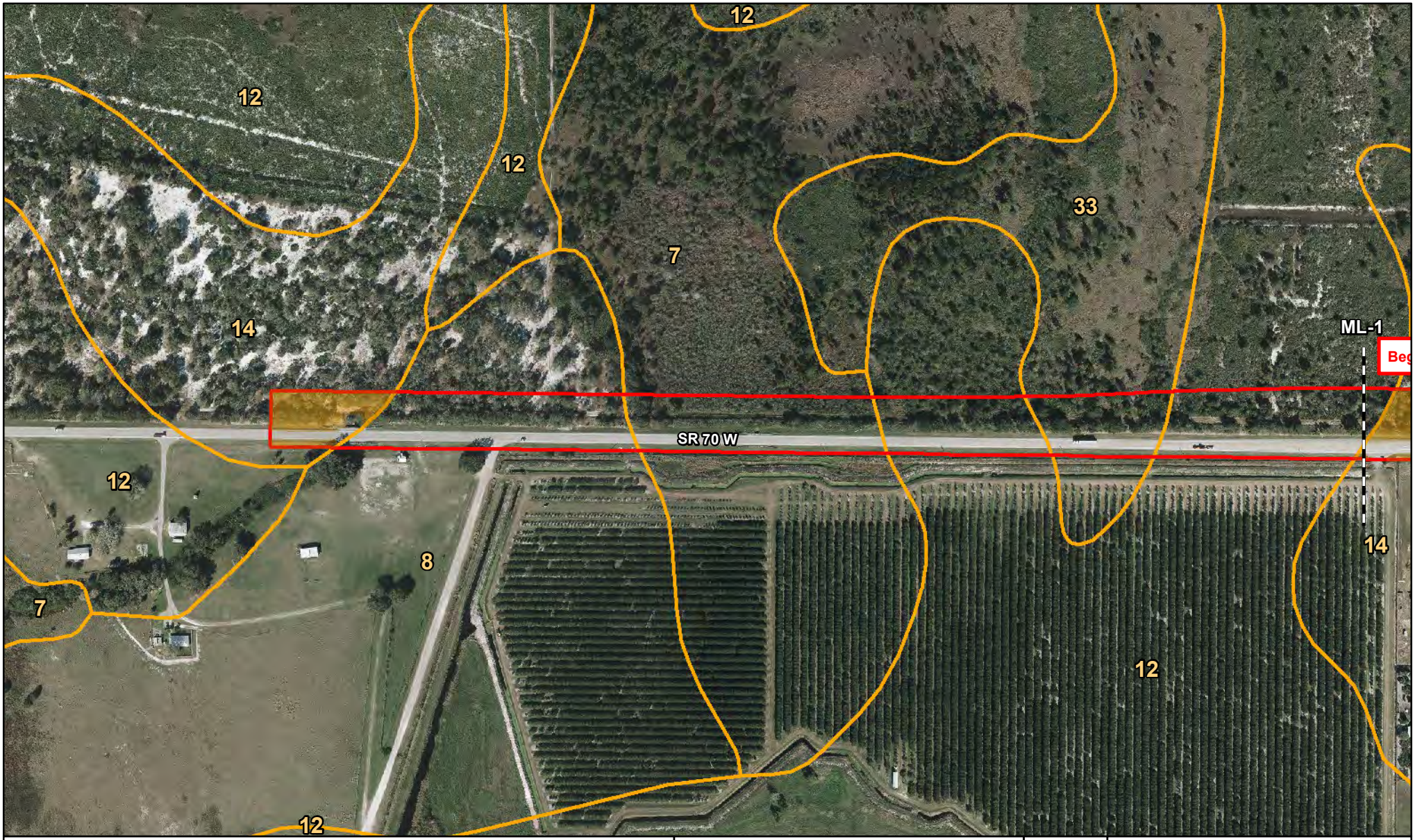
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	HIGHLANDS	414506-4-52-01

EXISTING DRAINAGE MAP

SHEET NO.
7



Sand Skink Soils in Project Study Area

Project Study Area

1: PAOLA SAND, 0 TO 8 PERCENT SLOPES
2: ST. LUCIE SAND, 0 TO 8 PERCENT SLOPES
3: BASINGER FINE SAND, DEPRESSIONAL
4: DUETTE SAND, 0 TO 5 PERCENT SLOPES
5: DAYTONA SAND, 0 TO 5 PERCENT SLOPES
6: TAVARES SAND, 0 TO 5 PERCENT SLOPES
7: PLACID FINE SAND, DEPRESSIONAL
8: IMMOKALEE SAND
9: ASTATULA SAND, 0 TO 5 PERCENT
10: MYAKKA FINE SAND
11: ORSINO SAND, 0 TO 5 PERCENT SLOPES
12: BASINGER FINE SAND
13: FELDA FINE SAND
14: SATELLITE SAND
15: BRADENTON FINE SAND
18: KALIGA MUCK
20: SAMSULA MUCK
21: HONTOON MUCK
24: PINEDA SAND
25: CHOBEE FINE SANDY LOAM, DEPRESSIONAL
26: TEQUESTA MUCK
28: ARCHBOLD SAND, 0 TO 5 PERCENT
30: OLDSMAR FINE SAND
33: BASINGER, ST. JOHNS, AND PLACID SOILS
35: SANIBEL MUCK
36: POMELLO SAND, 0 TO 5 PERCENT SLOPES
38: EAUGALLIE FINE SAND
39: SMYRNA SAND
40: ARENTS, ORGANIC SUBSTRATUM
42: ASTATULA-URBAN LAND COMPLEX, 0 TO 8 PERCENT
44: SATELLITE-BASINGER-URBAN LAND COMPLEX
45: PAOLA-BASINGER SANDS, ROLLING
47: ASTATULA SAND, 5 TO 12 PERCENT
48: ASTATULA SAND, 12 TO 20 PERCENT
99: WATER

NRCS Soils Map
SR 70 from Jefferson Avenue
to CR 29
FPID: 414506-1-22-01

Attachment A
Page 1 of 12

N W E S

400 200 0 400
Feet

Kisinger Campo & Associates, Corp.
201 N. Franklin Street, Suite 400
Tampa, FL 33602
Phone: 813/871-5331
Fax: 813/871-5135

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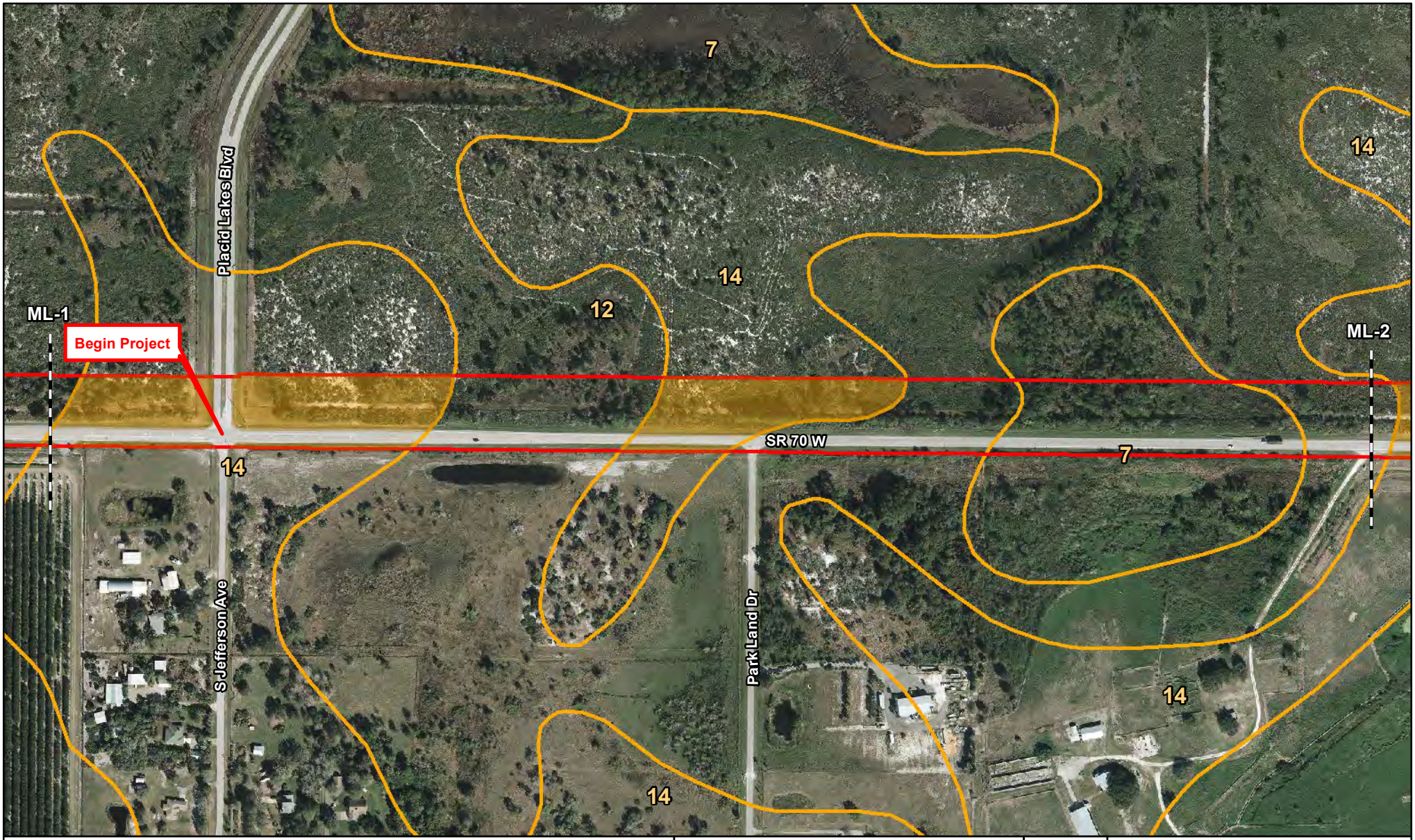

Sand Skink Soils in Project Study Area

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47: ASTATULA SAND, 5 TO 12 PERCENT
48: ASTATULA SAND, 12 TO 20 PERCENT
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NRCS Soils Map
SR 70 from Jefferson Avenue
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Attachment A
Page 2 of 12

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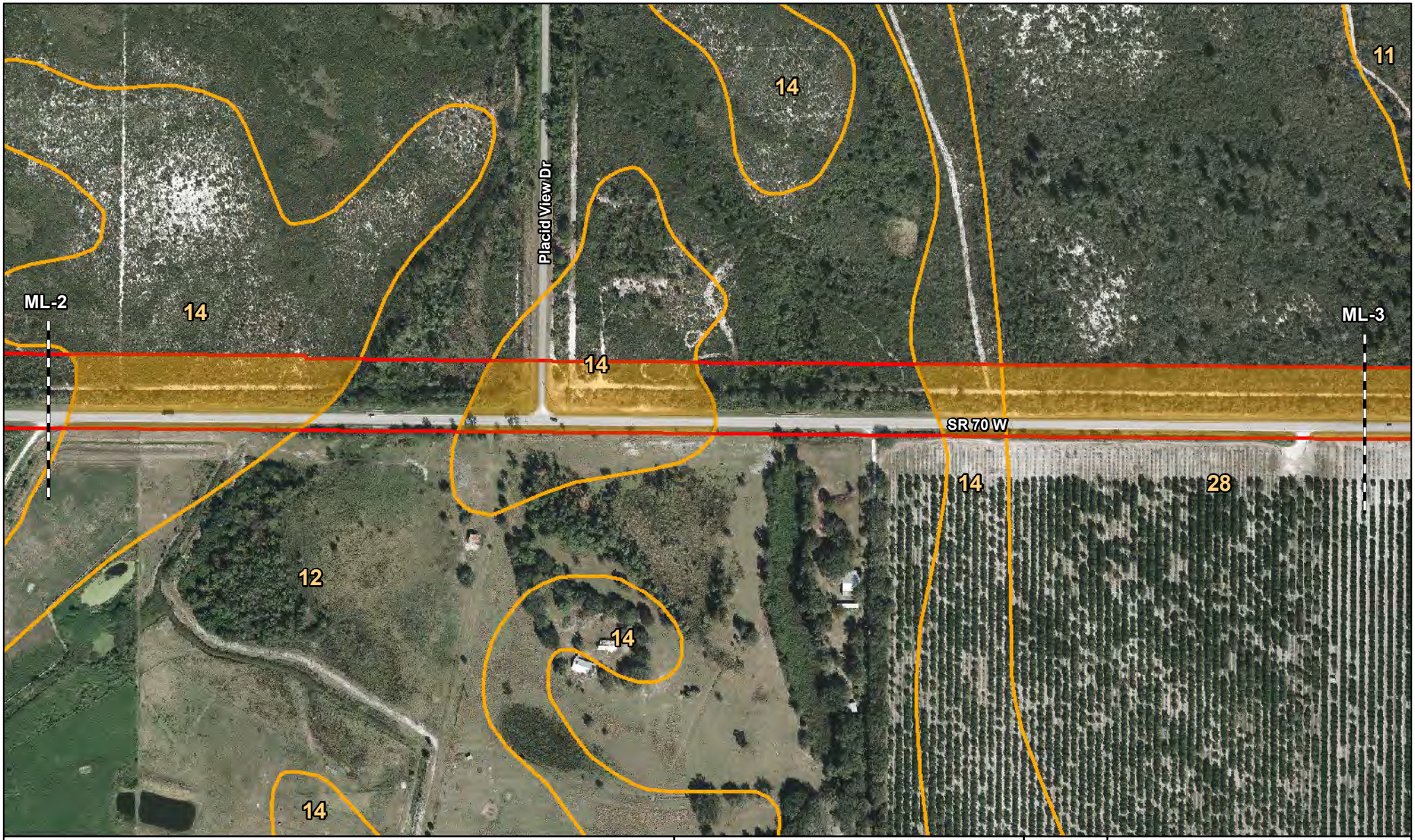

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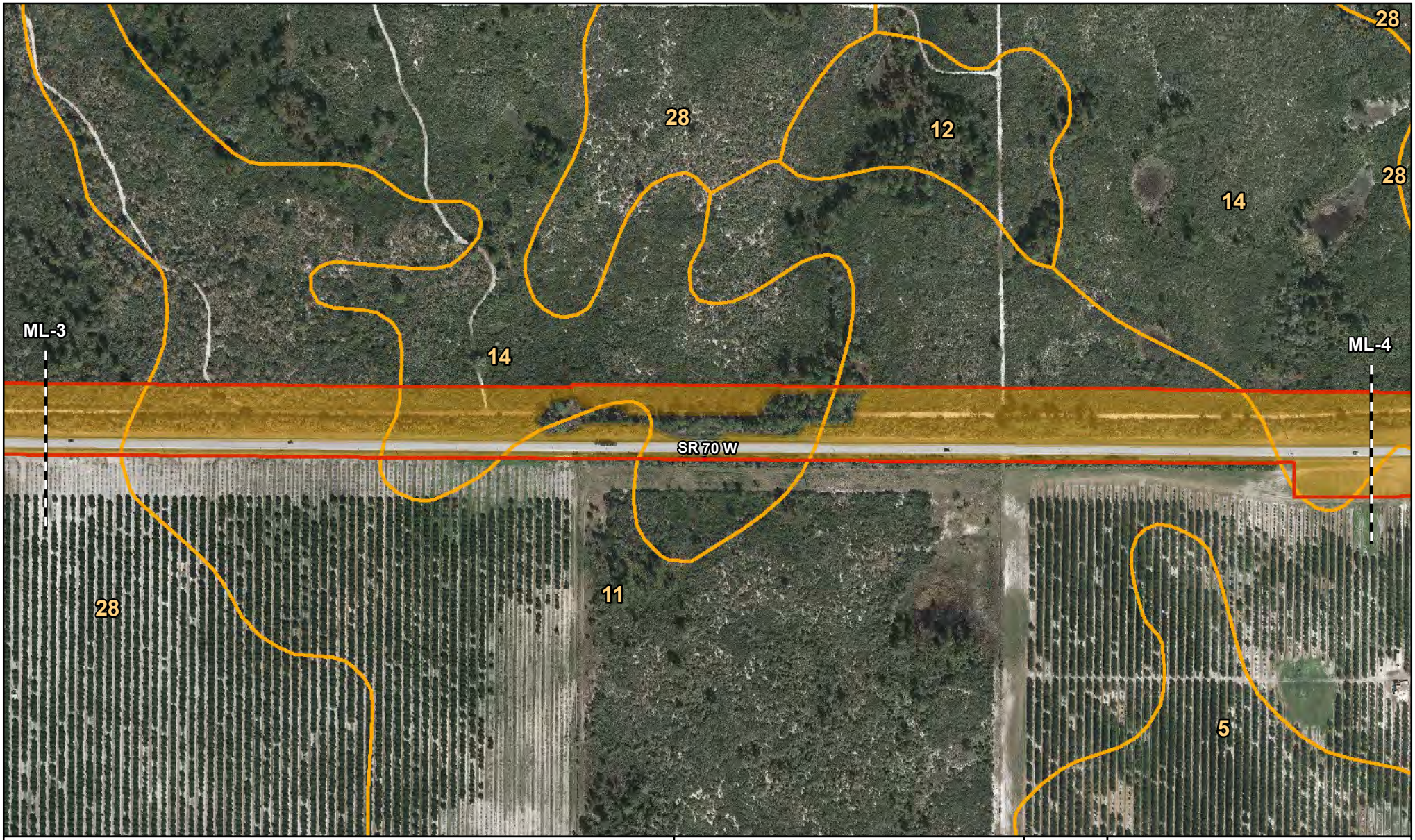

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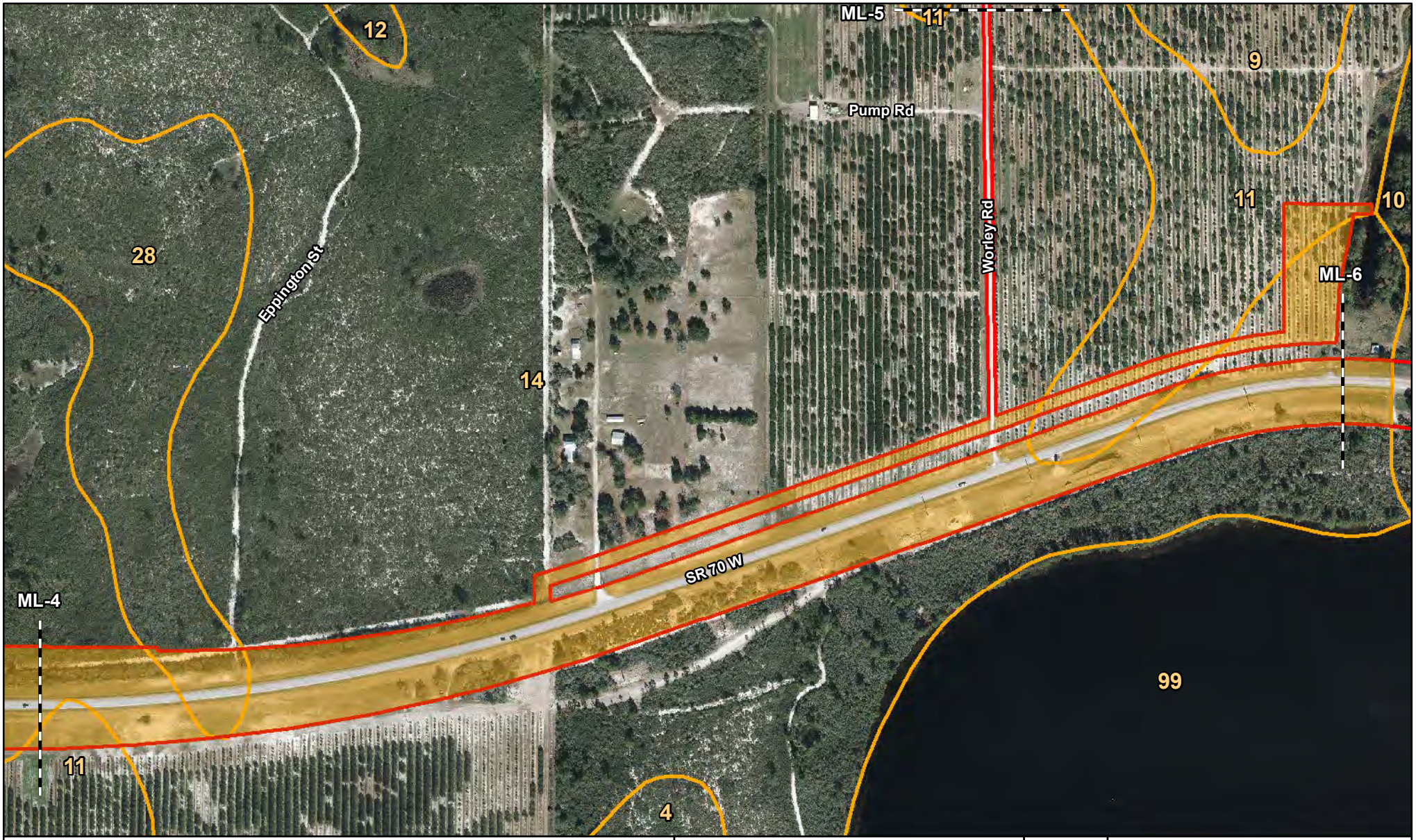

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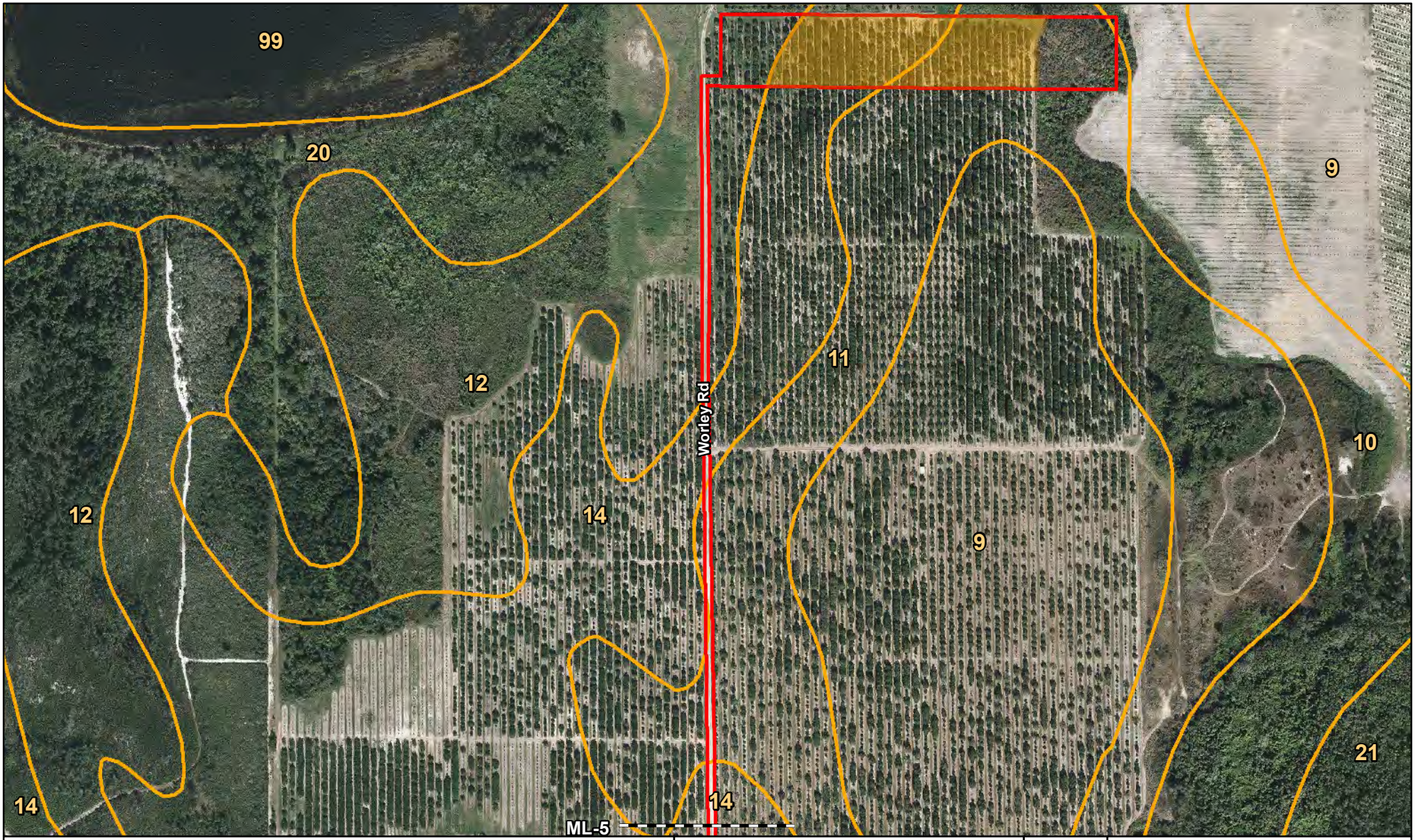

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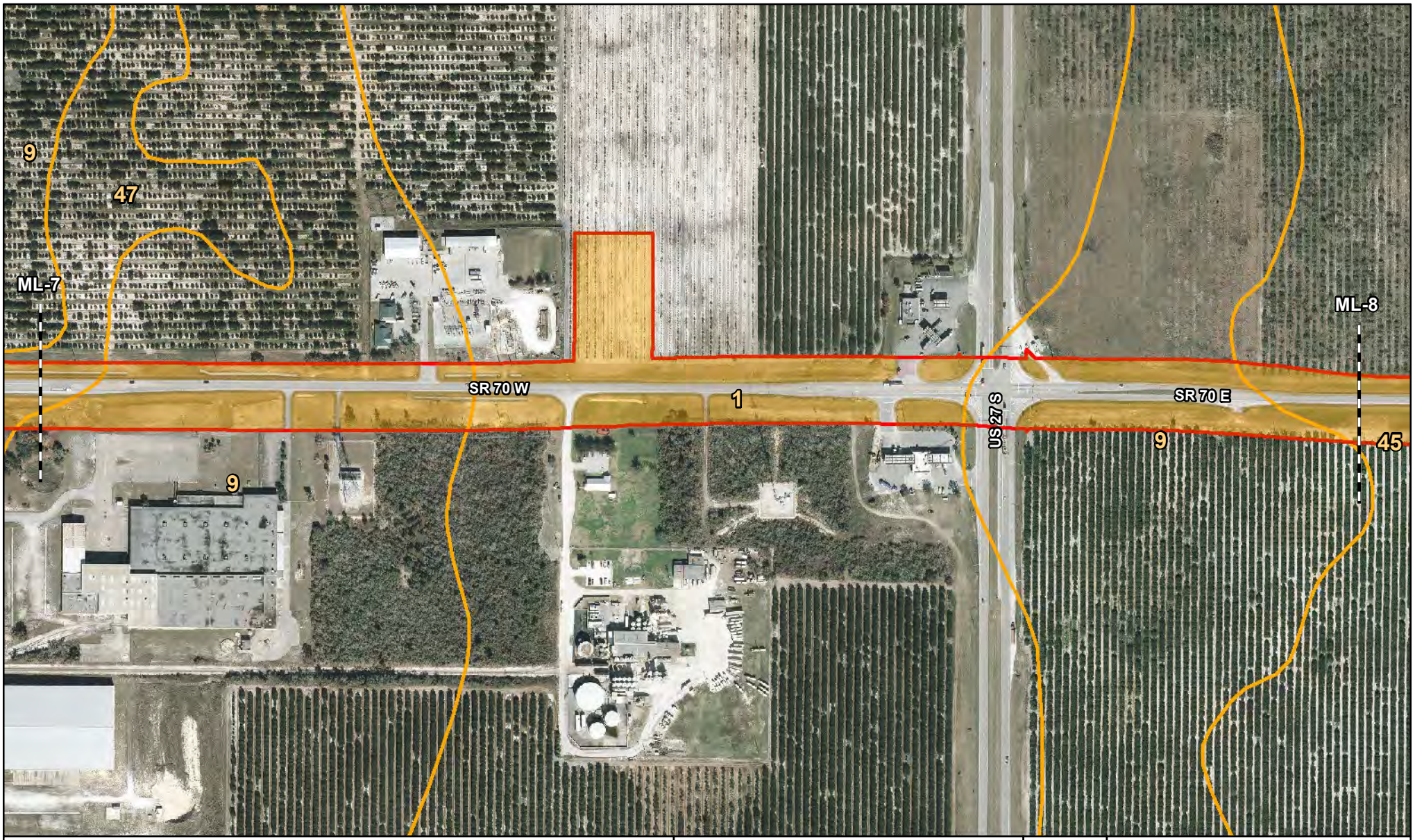

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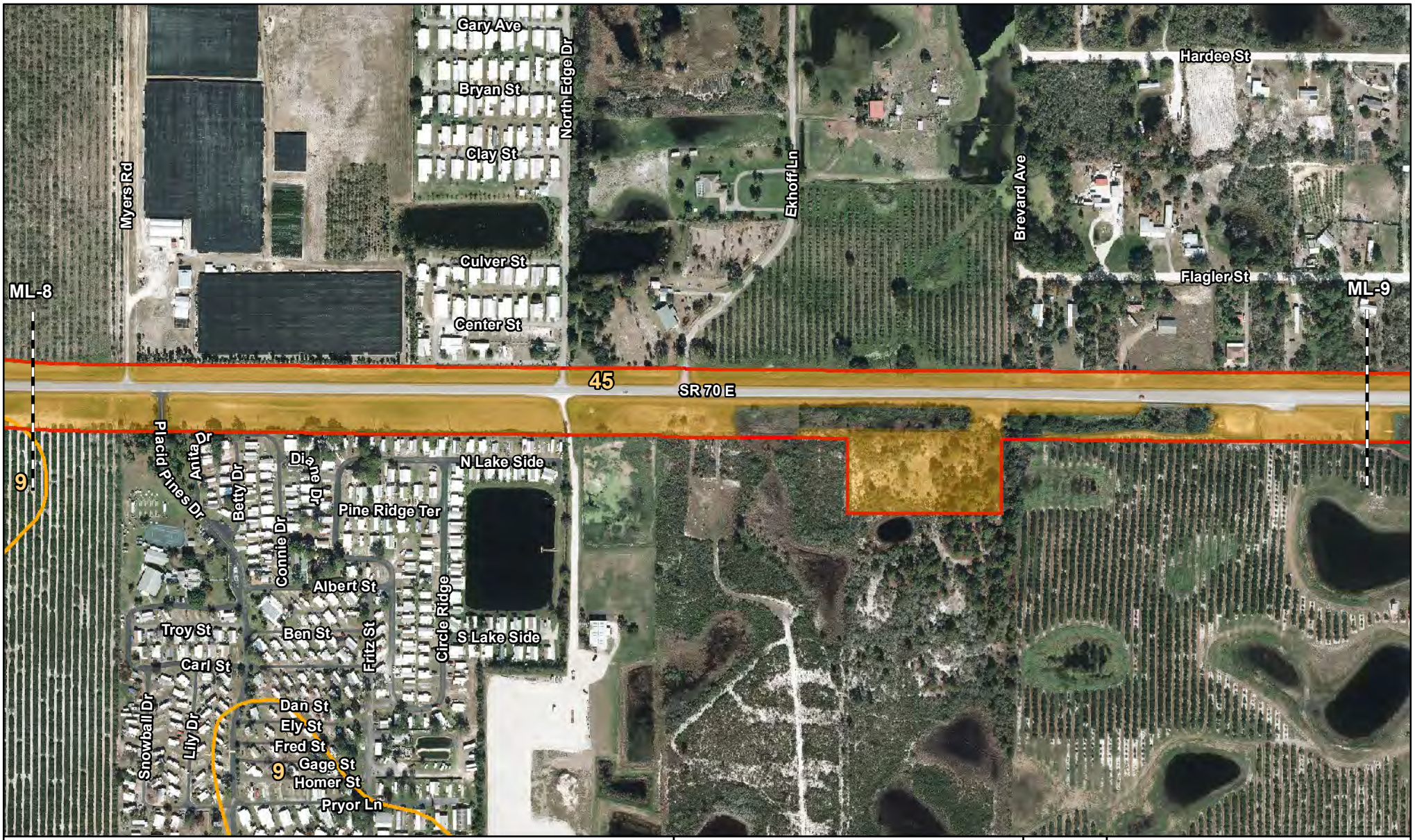

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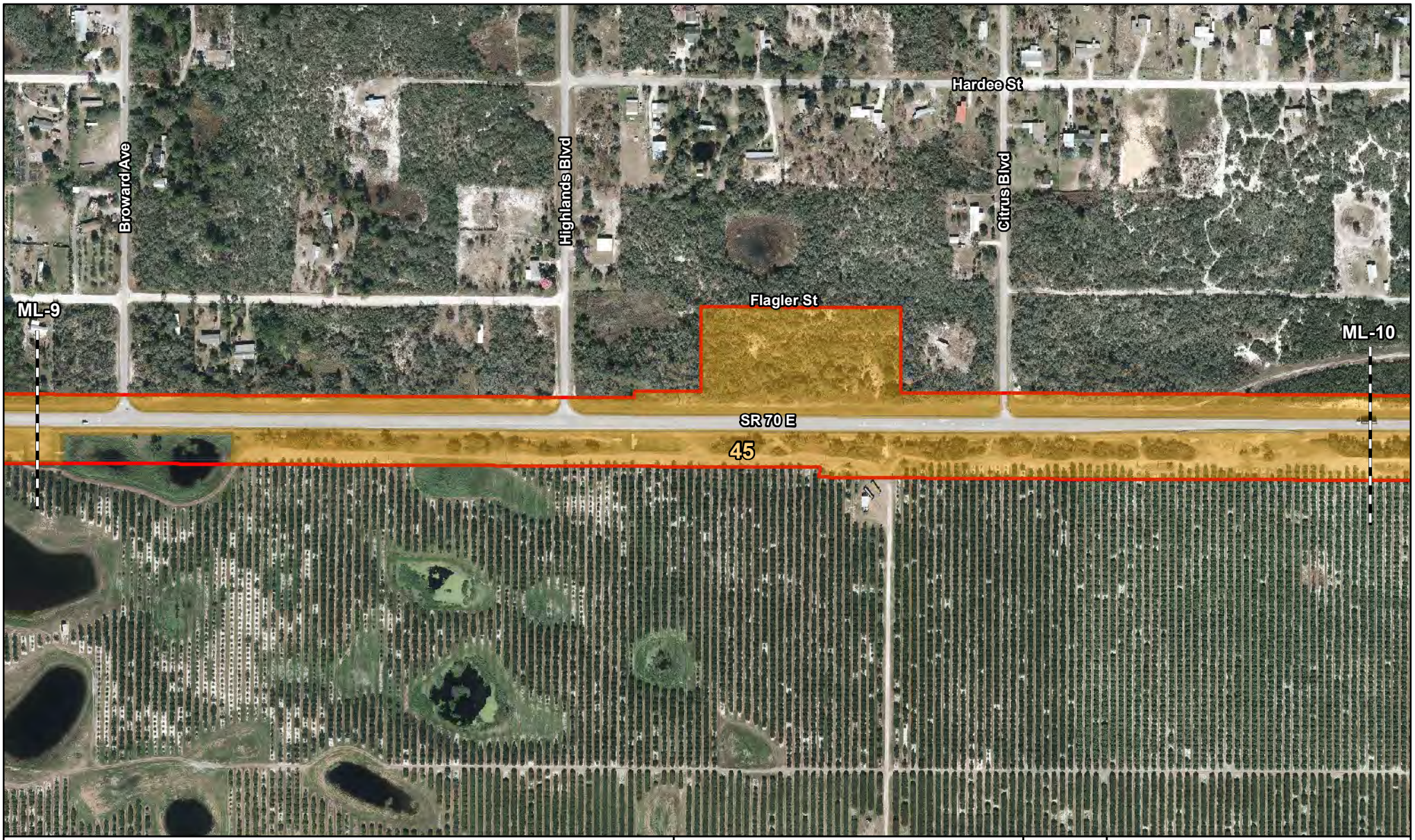

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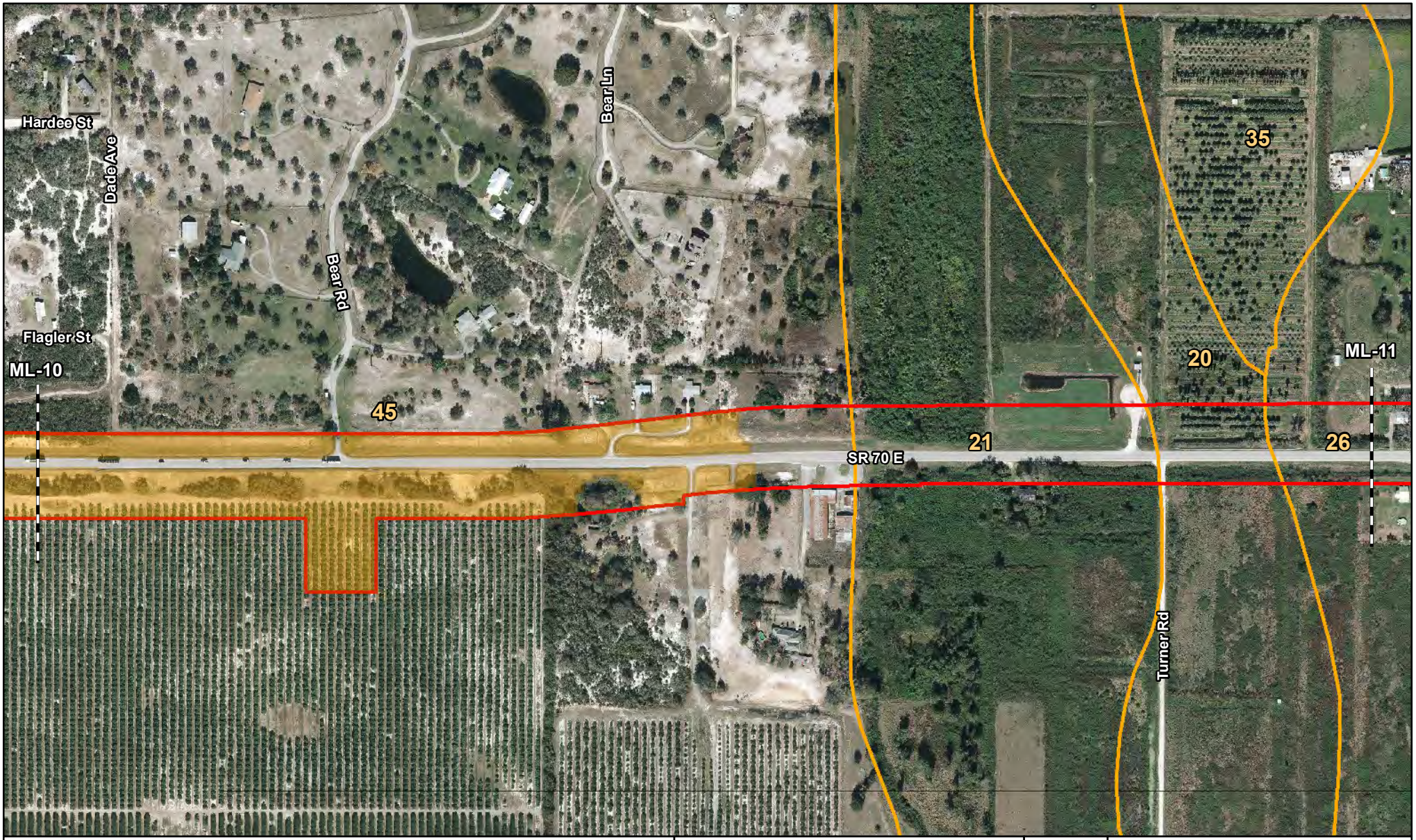

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40: ARENTS, ORGANIC SUBSTRATUM
42: ASTATULA-URBAN LAND COMPLEX, 0 TO 8 PERCENT
44: SATELLITE-BASINGER-URBAN LAND COMPLEX
45: PAOLA-BASINGER SANDS, ROLLING
47: ASTATULA SAND, 5 TO 12 PERCENT
48: ASTATULA SAND, 12 TO 20 PERCENT
99: WATER

NRCS Soils Map
SR 70 from Jefferson Avenue
to CR 29
FPID: 414506-1-22-01

N W E S

400 200 0 400
Feet

Kisinger Campo & Associates, Corp.
201 N. Franklin Street, Suite 400
Tampa, FL 33602
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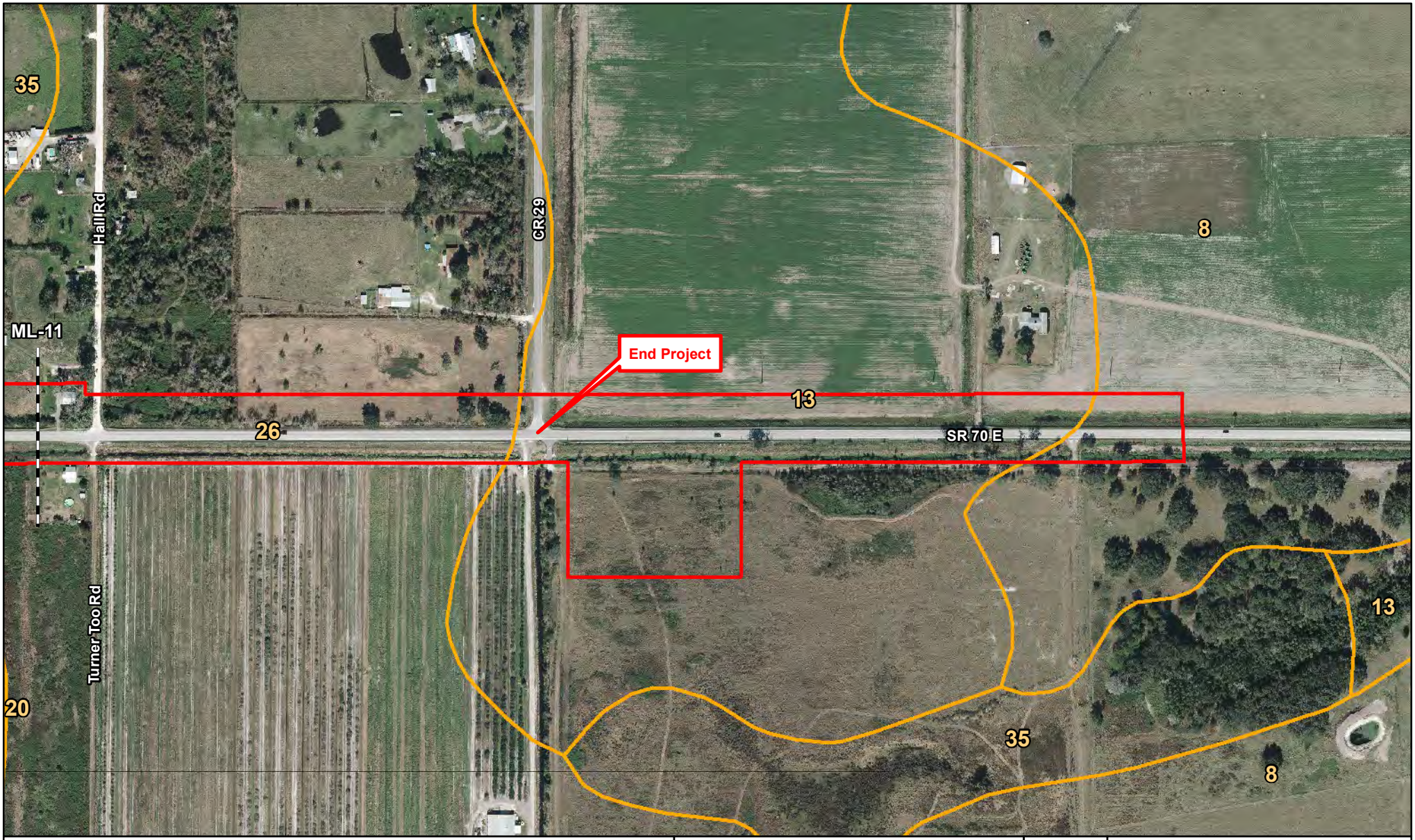

Sand Skink Soils in Project Study Area

Project Study Area

1: PAOLA SAND, 0 TO 8 PERCENT SLOPES
2: ST. LUCIE SAND, 0 TO 8 PERCENT SLOPES
3: BASINGER FINE SAND, DEPRESSIONAL
4: DUETTE SAND, 0 TO 5 PERCENT SLOPES
5: DAYTONA SAND, 0 TO 5 PERCENT SLOPES
6: TAVARES SAND, 0 TO 5 PERCENT SLOPES
7: PLACID FINE SAND, DEPRESSIONAL
8: IMMOKALEE SAND
9: ASTATULA SAND, 0 TO 5 PERCENT
10: MYAKKA FINE SAND
11: ORSINO SAND, 0 TO 5 PERCENT SLOPES
12: BASINGER FINE SAND
13: FELDA FINE SAND
14: SATELLITE SAND
15: BRADENTON FINE SAND
18: KALIGA MUCK
20: SAMSULA MUCK
21: HONTOON MUCK
24: PINEDA SAND
25: CHOBEE FINE SANDY LOAM, DEPRESSIONAL
26: TEQUESTA MUCK
28: ARCHBOLD SAND, 0 TO 5 PERCENT
30: OLDSMAR FINE SAND
33: BASINGER, ST. JOHNS, AND PLACID SOILS
35: SANIBEL MUCK
36: POMELLO SAND, 0 TO 5 PERCENT SLOPES
38: EAUGALLIE FINE SAND
39: SMYRNA SAND
40: ARENTS, ORGANIC SUBSTRATUM
42: ASTATULA-URBAN LAND COMPLEX, 0 TO 8 PERCENT
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Appendix E: LWRWEA Alternatives Analysis Memorandum

ALTERNATIVES ANALYSIS SUMMARY MEMORANDUM FOR LAKE WALES RIDGE WILDLIFE ENVIRONMENTAL AREA

Florida Department of Transportation

District One

State Road (S.R.) 70 Project Development and Environment (PD&E) Study

Limits of Project: S.R. 70 from Jefferson Ave to C.R. 29

Highlands County, Florida

Financial Management Number: 414506-1-22-01

ETDM Number: 3054

Date: October 2025

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by Federal Highway Administration and FDOT.

TABLE OF CONTENTS

1.0 ALTERNATIVES ANALYSIS SUMMARY 1

1.1 PROJECT DESCRIPTION 1

1.2 PURPOSE & NEED 2

1.3 ALTERNATIVES ANALYSIS SUMMARY 6

1.3.1 No-Build (No-Action) Alternative 8

1.3.2 Transportation Systems Management and Operations (TSM&O) Alternative 8

1.3.3 Multimodal Alternative 9

1.3.4 Future Conditions 10

1.3.5 Build Alternative(s) 10

1.3.5.1 Tier 1: Initial Corridor Alternatives 11

1.3.5.2 Tier 2: Refinement of Alternatives 16

1.3.5.3 Tier 3: Evaluation of Refined Alternatives 20

1.3.6 Comparative Alternatives Evaluation 20

1.3.7 Selection of the Preferred Alternative and Next Steps 23

LIST OF FIGURES

Figure Page Number

Figure 1–Project Location Map 2

Figure 2–Existing Typical Section 7

Figure 3–Alternative 1 – North Alternative Typical Section 12

Figure 4–Alternative 2 – South Alternative Typical Section 13

Figure 5–Alternative 3 – Far North Alternative Typical Section 14

Figure 6–Alternative 4 – Far South Alternative Typical Section 15

Figure 7–Alternative 1 – Revised North Alternative Typical Section 18

Figure 8–Alternative 3 – Revised Far North Alternative Typical Section 19

LIST OF TABLES

Table Page Number

Table 1–Comparative Alternatives Evaluation Matrix 21

APPENDICES

APPENDIX A: LONG RANGE ESTIMATES (LRE)

APPENDIX B: IMPACTS TO LAKE WALES RIDGE WILDLIFE AND ENVIRONMENTAL AREA

APPENDIX C: PREFERRED ALTERNATIVE WITHIN THE LAKE WALES RIDGE WILDLIFE AND ENVIRONMENTAL AREA ROLL PLOT

1.0 ALTERNATIVES ANALYSIS SUMMARY

1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate options for widening State Road (S.R.) 70 in Highlands County. The project limits cover approximately seven miles of S.R. 70 beginning west of Jefferson Avenue/Placid Lakes Boulevard (Milepost (MP) 10.217) and ending at County Road (C.R.) 29 (MP 17.245). The project limits are shown in **Figure 1**. S.R. 70 is a Strategic Intermodal System (SIS) facility with daily truck percentages as high as 33% and it is a designated hurricane evacuation route.

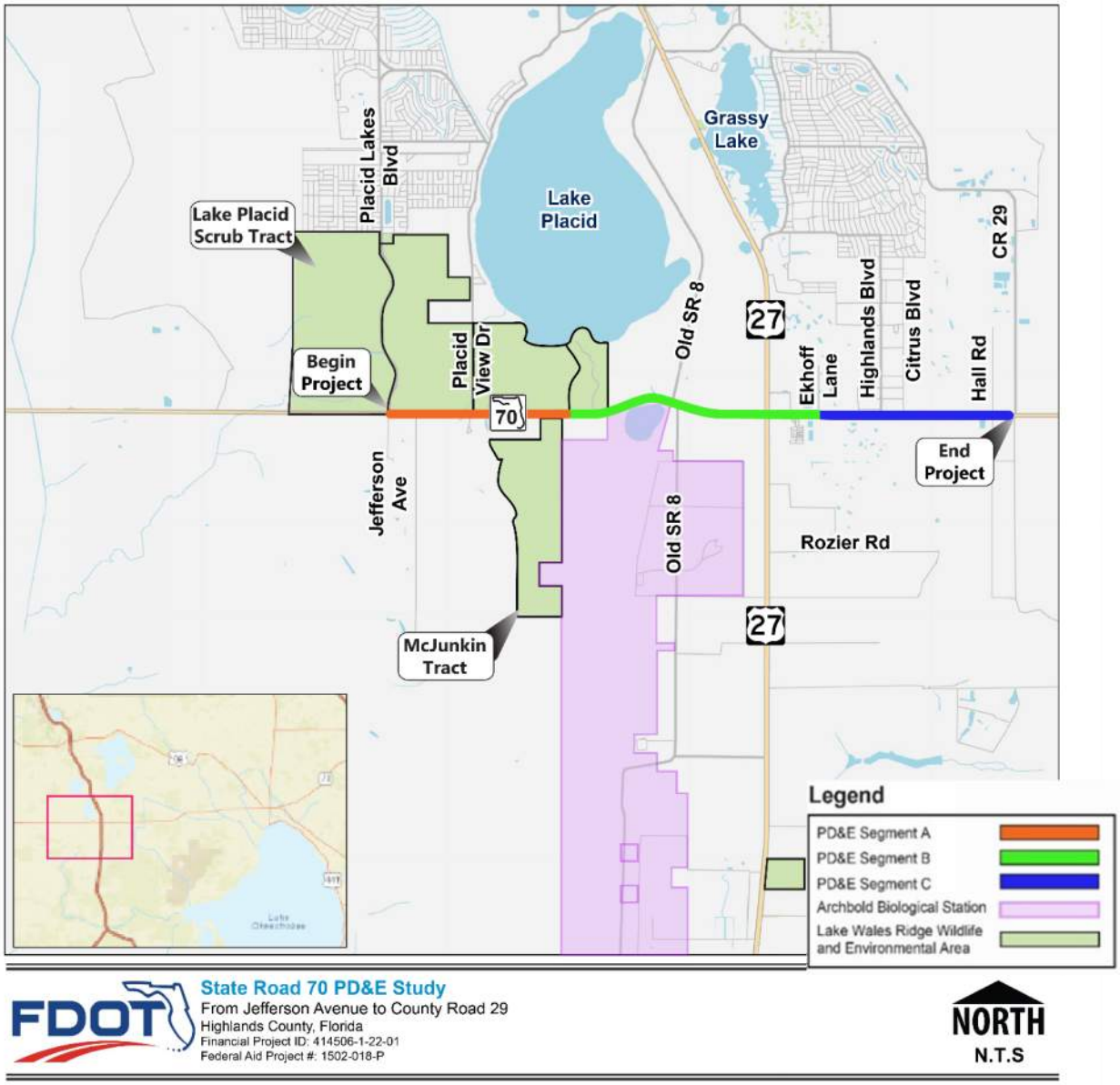
The purpose of this Alternatives Analysis Summary is to document the evaluation to minimize potential effects to the environmentally sensitive Lake Wales Ridge Wildlife and Environmental Area (LWRWEA). This area, known as Segment A of the project, covers approximately 2.1 miles, from Jefferson Avenue/Placid Lakes Boulevard (MP 10.217) to East of Placid View Drive (MP 12.327). The focus of this document is Segment A, although the LWRWEA extends through to Segment B where the typical section transitions to a 200-ft right-of-way (ROW). The LWRWEA is not present in Segment C. All Impacts made to the conservation area are accounted for in this memorandum.

The objective of this PD&E study is to evaluate widening the existing two-lane undivided roadway to a four-lane divided roadway. Project construction will include wildlife crossing features, roadway signing and pavement markings, a shared use path, and the construction of stormwater management facilities, including treatment ponds and floodplain compensation sites.

The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #3054. An ETDM Programming Screen Summary Report containing comments from the Environmental Technical Advisory Team (ETAT) was published on July 7, 2016. The ETAT evaluated the project's effects on various social, cultural, natural, and physical resources.

Upon completion, the study will meet all requirements of the National Environmental Policy Act of 1969 (NEPA) as administered for the FDOT by the FDOT Office of Environmental Management (OEM) and the requirements of other federal and state laws to qualify the proposed project for federal-aid funding.

Figure 1–Project Location Map



1.2 Purpose & Need

The purpose of this project is to improve operational conditions for emergency evacuations along the S.R. 70 corridor from Jefferson Avenue to C.R. 29. The Florida Division of Emergency Management (FDEM) Statewide Regional Evacuation Study Program determined the segment of S.R. 70 between United States (U.S. 27) to east of the end project limits at C.R. 29 to be a critical segment with the longest vehicle queues

among all roadways in the Central Florida region. The need for the project is based on the following primary and secondary criteria:

OPERATIONAL CONDITIONS: Improve Operational Capacity for Emergency Evacuations

This widening project is anticipated to improve traffic operations along S.R. 70 where emergency evacuation traffic modeling performed by the FDEM identified the roadway to include a critical segment with longest vehicle queues. Although nearly all roadways will have extended vehicle queues during an emergency evacuation, S.R. 70 from U.S. 27 to east of the end project limit demonstrated evacuation vehicle queues lasting among the longest time periods in the region under multiple evacuation scenarios.

Delay caused by traffic congestion contributes to prolonged emergency evacuation clearance times. According to the Florida Statewide Regional Evacuation Study Program, key transportation improvement projects can impact the anticipated evacuation clearance times. The widening of S.R. 70 is anticipated to reduce evacuating vehicle queues and thereby reduce the clearance time during an evacuation by:

1) Increasing the capacity of the roadway to accommodate evacuating vehicles, and
2) Improving shoulders and roadside slopes to meet current Florida Design Manual (FDM) criteria in order to better accommodate removal of disabled vehicles which can obstruct evacuating vehicles during an emergency.

ROADWAY DEFICIENCIES: Correct Existing Inadequate Cross-Section and Substandard Geometrics

The entire project segment of S.R. 70 is included in Florida's SIS. These facilities generally support major flows of interregional, and interstate travel and commerce. Facilities on the SIS are subject to special standards and criteria for number of lanes, design speed, access, level of service and other requirements. SIS criteria for a facility in a C1 Natural or C2 Rural context classification requires a minimum design speed of 65 mph. Cross sectional elements and geometrics along the existing S.R. 70 corridor are inadequate for a SIS facility with these context classifications.

The existing S.R. 70 facilities exhibit the following:

1) Shoulder widths are required to be a minimum of ten feet in width with five feet paved. Existing S.R. 70 includes substandard eight-foot shoulders with four feet paved.
2) Front slopes are required at 1:6 or flatter for fill heights up to five feet. For significant sections of the project limits, S.R. 70 includes existing front slopes steeper than 1:6.
3) A clear zone with 36 feet of recoverable terrain free of obstructions is required from through travel lanes. Deficient existing clear zones provide recoverable areas less than 18 feet in some segments.
4) An offset of 12 feet is the standard required to accommodate guardrail. Existing guardrail offsets are less than seven feet from the travel lanes.

The improvements to S.R. 70 will widen the existing shoulders, flatten roadside slopes, extend clear zones and increase offsets to guardrails to meet the respective criteria.

Further, the primary function of SIS highway components is to provide for efficient interregional traffic movements. Access is highly regulated to accommodate high-speed and high-volume facilities that support these movements. FDOT criteria state that controlled access segments of the SIS highway component shall be consistent with Access Class 2 or 3 of the Florida Administrative Code Rule 14-97. These access classifications include restrictive medians which provide for access control and enhance separation of opposing mainline movements. The widening of S.R. 70 to a four-lane divided facility will introduce a median for improved access control, while also addressing potential conflicts and safety issues associated with a high-speed undivided roadway.

SAFETY: Increase Vehicular Safety

Historical crash data was collected and evaluated as part of this study from the *Project Traffic Analysis Report* (*PTAR*). Crash data was acquired for the last (5) years (spanning from January 1, 2015, to December 31, 2019) via the State Safety Office Geographic Information System (SSOGIS) platform. The most recently available crash data (January 1, 2020 to October 31, 2022) was also collected through SSOGIS and Signal 4 Analytics (S4) to aid in identifying any trends that carry from the previous 5 years of data.

For the five-year study period from 2015 through 2019, the crash data collected within the entire PD&E study limits showed a total of 82 crashes, including 2 fatalities, 35 injury crashes (causing 92 injuries) and 45 property damage only crashes. The project portion from the western terminus near Lightsey Ranch Road to U.S. 27 had 37 crashes and the calculated crash rate of 0.755 per million vehicle miles (MVM) in this section was less than the statewide average crash rate of 0.802 MVM for comparable facilities (i.e., at 94%). The portion from U.S. 27 to C.R. 29 had 45 crashes and the calculated crash rate of 1.590 MVM in this section exceeded the statewide average crash rate of 0.802 MVM (i.e., 198% higher).

For the study period spanning January 1, 2020 – October 31, 2022, the crash data collected within the entire PD&E showed a total of 71 crashes, including five fatality crashes (causing nine fatalities), 33 injury crashes (causing 66 injuries) and 33 property damage only crashes. The project portion from the western terminus near Lightsey Ranch Road to U.S. 27 had 40 crashes and the calculated crash rate of 1.441 MVM in this section exceeded the statewide average crash rate of 0.802 MVM for comparable facilities (i.e., 179.6% higher). The section from U.S. 27 to C.R. 29 had 31 crashes and the calculated crash rate of 1.932 MVM in this section exceeded the statewide average crash rate of 0.802 MVM (i.e., 240% higher).

ECONOMIC DEVELOPMENT: Rural Area of Economic Concern

Highlands County, among six counties was identified as a South-Central Rural Area of Critical Economic Concern, as designated by the Governor. The Florida Department of Economic Opportunity, Rural Economic Development Initiative (REDI) established a Sebring Highlands County Catalyst industrial development project adjacent to Sebring Airport in Highlands County. The objective of the project is to create a significant economic effect to the entire region that will result in the development of high-wage and highly skilled jobs.

The REDI Sebring Highlands County Catalyst development is highly consistent with the stated goals for the SIS, which includes strengthening the linkage between transportation and economic development, assisting rural area of opportunity and enhancing economic competitiveness. The catalyst site connects to S.R. 70 via a second SIS highway component, U.S. 27, which intersects S.R. 70 within the project limits. The S.R. 70 corridor is the nearest east-west SIS highway component providing interregional connectivity from the catalyst site directly to both coasts.

As described above, S.R. 70 corridor within the project limits is deficient for multiple criteria governing SIS highway components. Widening improvements to S.R. 70 will enhance its ability to function as an SIS highway component and accomplish SIS objectives for interregional transportation linked to economic development.

1.3 Alternatives Analysis Summary

The objective of the alternatives analysis process is to identify technically and environmentally sound alternatives that meet the needs of the project, are cost-effective, and are acceptable to local stakeholders. This section describes the alternatives considered and results of the alternatives evaluation. The existing corridor consists of a two-lane undivided roadway with 12-foot travel lanes, five-foot paved shoulders, and open roadside ditches within varying widths of existing ROW. Florida Power and Light (FP&L) transmission lines are located on the north side of S.R. 70 along with the LWRWEA. Located on the south side of S.R. 70 is an existing Florida Gas Transmission (FGT) pipeline that is centered in the 50-ft FGT easement leaving typically 35-foot between the existing ROW and the FGT easement. The existing typical section is shown below in **Figure 2**.

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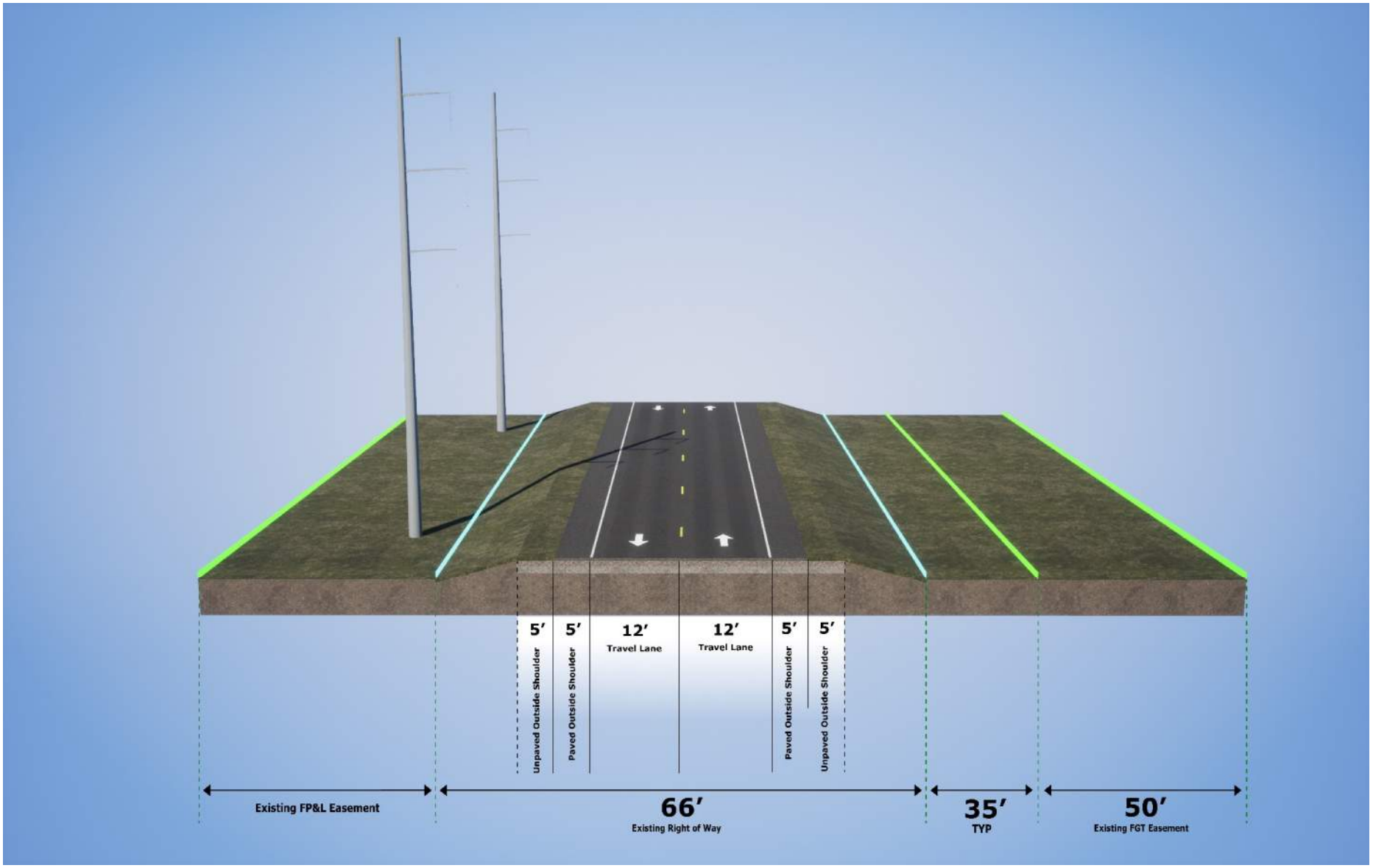
Figure 2–Existing Typical Section



1.3.1 No-Build (No-Action) Alternative

In the No-Build Alternative, S.R. 70 remains a 2-lane undivided highway. Under the No-Build Alternative, only standard maintenance activities would be conducted along the project. The No-Build Alternative assumes that traffic volumes continue to increase in the future without capacity or operational improvements. The No-Build Alternative minimizes ROW and construction costs along with environmental impacts.

The following are advantages and disadvantages associated with the No-Build Alternative:

Advantages of the No-Build Alternative

- No additional ROW needed
- No design or construction costs
- No delays to motorists or inconveniences to property owners due to construction
- No construction impacts to the adjacent natural, physical, and social environment
- No impacts to FGT
- No impacts to FP&L Transmission

Disadvantages of the No-Build Alternative

- Does not meet the project Purpose and Need
- Does not correct roadway deficiencies that could lead to potential crashes
- Increased traffic congestion and user costs associated with increased delays and reduced level of service at intersections
- Increased emergency vehicle response times
- Increased evacuation travel times
- Incompatibility with the adopted Highlands County Comprehensive Plan
- No multimodal improvements

The No-Build (No-Action) Alternative will remain a viable alternative throughout this PD&E Study.

1.3.2 Transportation Systems Management and Operations (TSM&O) Alternative

The objective of Transportation Systems Management and Operations (TSM&O) is to identify strategies that reduce existing traffic congestion and prevent its occurrence in areas that are currently congested. These strategies are designed to modify travel behavior and increase system efficiency without infrastructure improvements.

TSM&O strategies may include upgrades or additions to the existing facility, in the case of S.R. 70 these could include: traffic incident management, work zone traffic management, road weather management, traveler information services, traffic control, commercial vehicle operations, and freight management. According to the *PTAR (*May 2025) prepared for this PD&E Study, under the No-Build Alternative design year (2052) scenario, minor operational deficiencies are expected at some cross-street approaches to S.R. 70 (i.e., Jefferson Avenue). However, the corridor will require additional capacity to address the demand in the event of eastbound or westbound hurricane evacuation scenarios. None of these TSM&O strategies were deemed feasible for this project since they would not provide the additional capacity needed to improve hurricane evacuations or address the needs of the project, such as safety, area wide network / system linkage, and transportation demand. Therefore, this alternative was eliminated from further consideration.

1.3.3 Multimodal Alternative

Each of the build alternatives include a shared use path in order to provide safe multimodal options along the S.R. 70 corridor. Both the *Highlands County 2030 Comprehensive Plan* and the Heartland Regional Transportation Planning Organization (HRTPO) *2045 Long Range Transportation Plan* identify multimodal needs which should be addressed in future transportation projects. For example, the Highlands County Bicycle and Walking Policy in the *Comprehensive Plan* outlines the County's desire to plan and provide strategies to establish safe pedestrian walkways. The S.R. 70 project will help to implement the visions and goals for both plans, by inclusion of a shared use path in all build alternatives.

The build alternatives align with the vision, mission, and goals of the *Highlands Transit Plan*. The Multimodal Alternative for S.R. 70 from the DeSoto County Line to Jefferson Avenue included analyzing planned and programmed transit service operated by Highlands County within the study area. These include improvements identified in the Highlands County Transit Development Plan (covering years 2025 to 2034), which was adopted on October 2, 2024. This service when implemented will include a Countywide Mobility-on-Demand transit service operating Monday through Saturday utilizing six vehicles with estimated wait times of forty (40) minutes.

A 12-foot shared use path is being included in the build alternatives project improvements. But multimodal improvements alone do not meet the project's full Purpose and Need.

1.3.4 Future Conditions

The context classification of Segment A is C2-Rural. The land surrounding Segment A primarily consists of conservation and agricultural lands. The northern area of Segment A is the LWRWEA area while the southern area is primarily used for agricultural and livestock. The project itself will cause limited changes in land use along the corridor.

The development of future traffic along S.R. 70 requires the analysis of the historical growth along the corridor, understanding the local traffic patterns, and analyzing the travel characteristics along the corridor. Considering such analyses, future travel demand was determined for the corridor. The existing conditions do not show current intersection LOS failures, but with forecasted traffic growth, intersection improvements and corridor widening will be needed before the project's design year (2052). By the design year (2052) all segments of S.R. 70 will operate at LOS D in the No-Build condition. The design year (2052) No-Build Alternative Annual Average Daily Traffic (AADT) volume is 10,500 vehicles per day (vpd).

The design year (2052) Build Alternative AADT volume is 12,000 vpd. The Design Year (2052) Directional Design Hourly Volumes (DDHVs) in the Build Alternative for Segment A in the eastbound direction is 821 vehicles. DDHVs for Segment A in the westbound direction is 820 vehicles. The Build Alternative would operate at a LOS B.

A full detailed explanation of the volume development and analysis can be found in the *PTAR* for this project.

1.3.5 Build Alternative(s)

A tiered evaluation approach was used to assess the feasibility of roadway widening alternatives for S.R. 70, while minimizing impacts to critical regional utilities, ROW, and environmentally sensitive areas, including the LWRWEA. The analysis progressed through three phases, starting with the identification of potential alternatives in Tier 1, followed by refinement of alternatives to enhance the compatibility with adjacent projects in Tier 2, and concluding with a comparative evaluation of the most viable options in Tier 3. Key considerations throughout the process included project timeline, utility coordination, environmental impacts, and constructability. This structured approach ensured a

comprehensive assessment, leading to the selection of the Preferred Alternative. A detailed explanation of the Tiered analysis is provided below.

1.3.5.1 Tier 1: Initial Corridor Alternatives

The first tier of the evaluation focused on assessing the feasibility of widening to either the north or south of S.R. 70, considering factors such as ROW constraints, environmental impacts, adjacent land uses, and major utility corridors. Initially, two preliminary alternatives were developed:

- Alternative 1 – North Alternative: Widening to the north while maintaining the existing southern ROW boundary.
- Alternative 2 – South Alternative: Widening to the south while maintaining the existing northern ROW boundary.

As the analysis progressed, major constraints emerged, particularly concerning the existing utility easements. FP&L transmission lines are located along the north side of S.R. 70, in a historic linear easement of undefined width, while a FGT pipeline runs along the south side of S.R. 70. The FGT pipeline is centered in the 50-foot FGT easement leaving typically 35-foot between the existing ROW and the FGT easement. Given these constraints, two additional alternatives were introduced:

- Alternative 3 – Far North Alternative: Shifting the widening further north beyond the FP&L easement and repurposing the existing roadway as a shared use path.
- Alternative 4 – Far South Alternative: Shifting the widening further south to minimize conflicts with FGT infrastructure and repurposing the existing roadway as a shared use path.

Below are the proposed typical sections for Alternatives 1-4.

Figure 3–Alternative 1 – North Alternative Typical Section

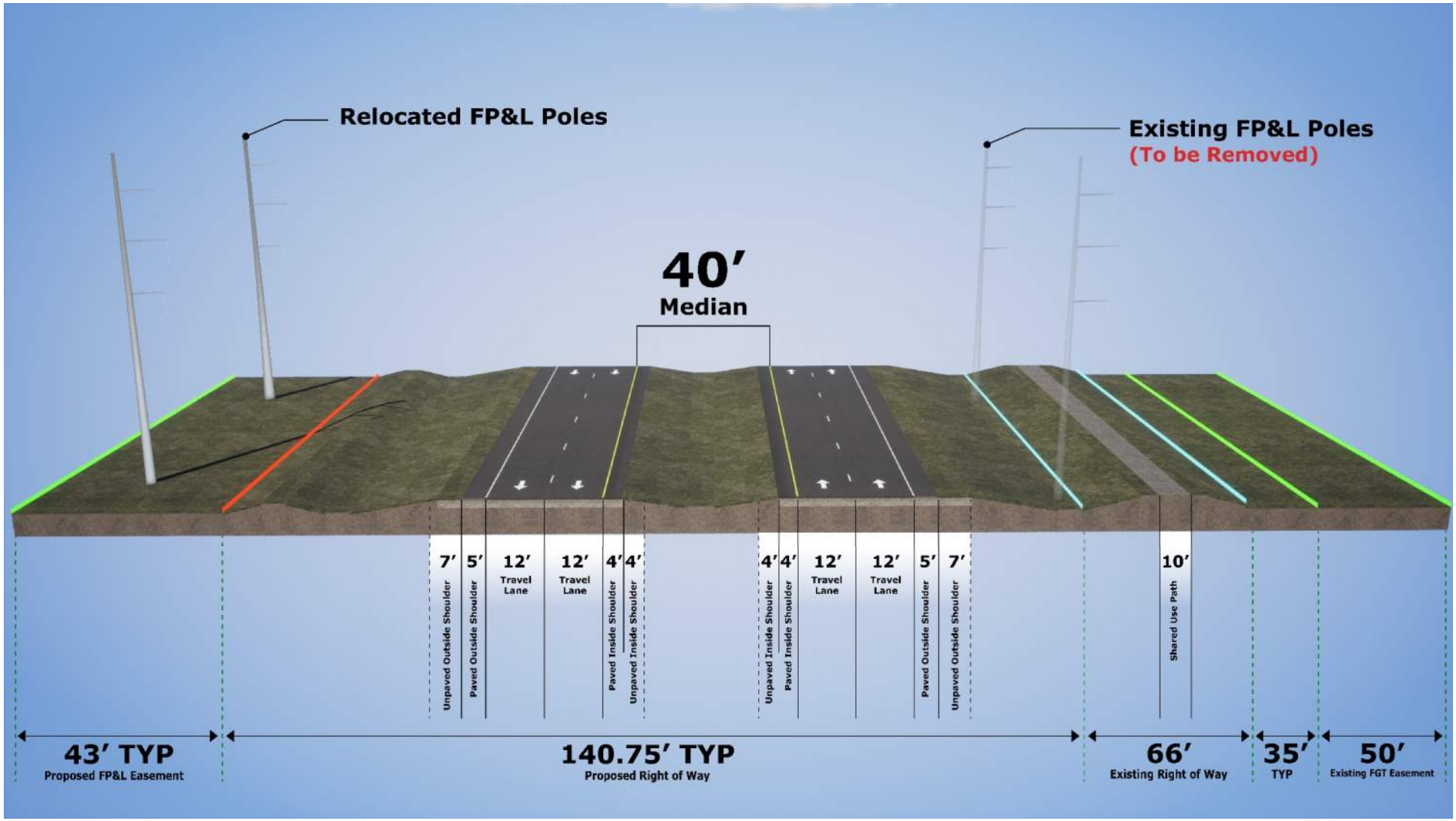


Figure 4–Alternative 2 – South Alternative Typical Section

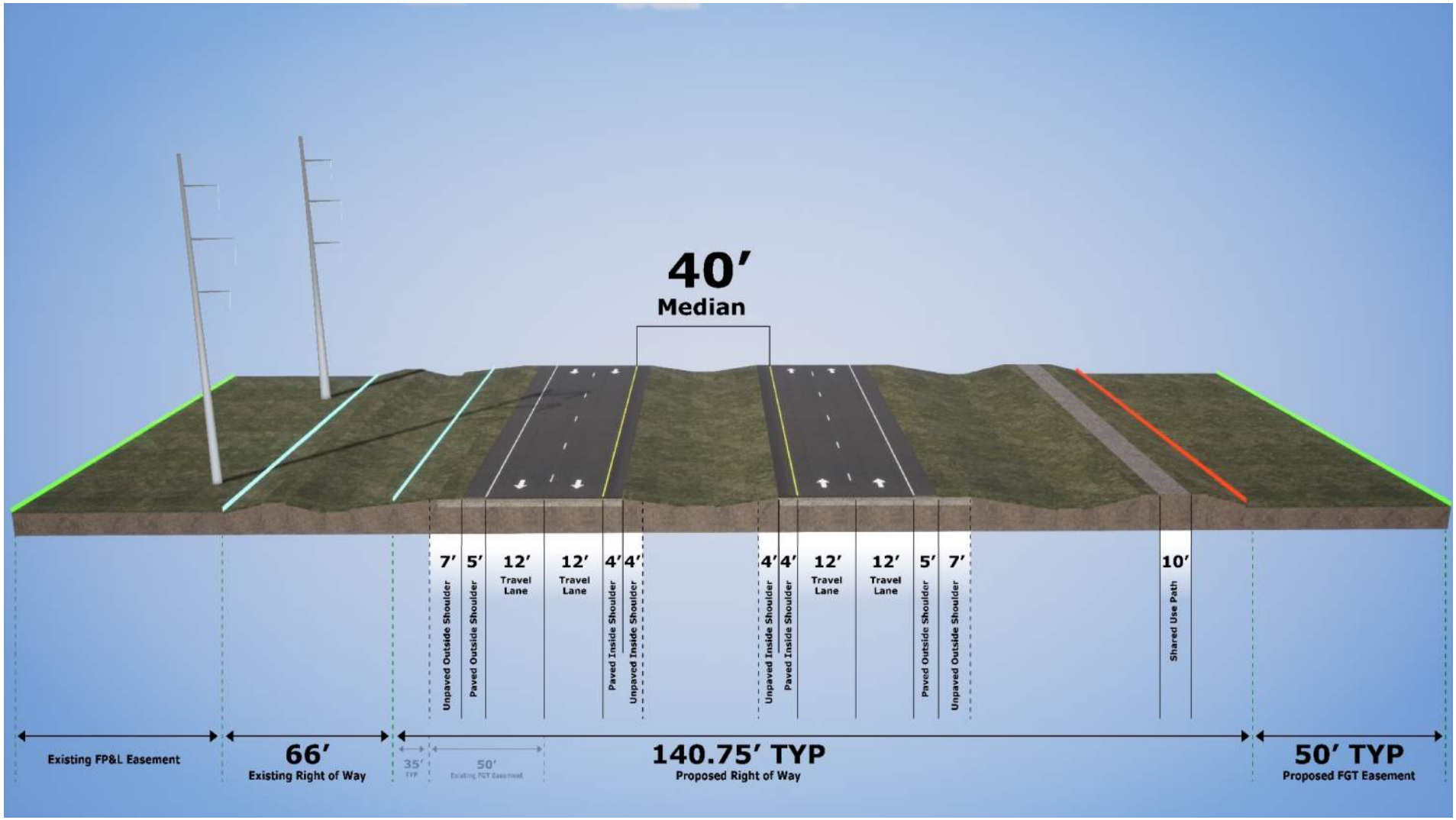


Figure 5–Alternative 3 – Far North Alternative Typical Section

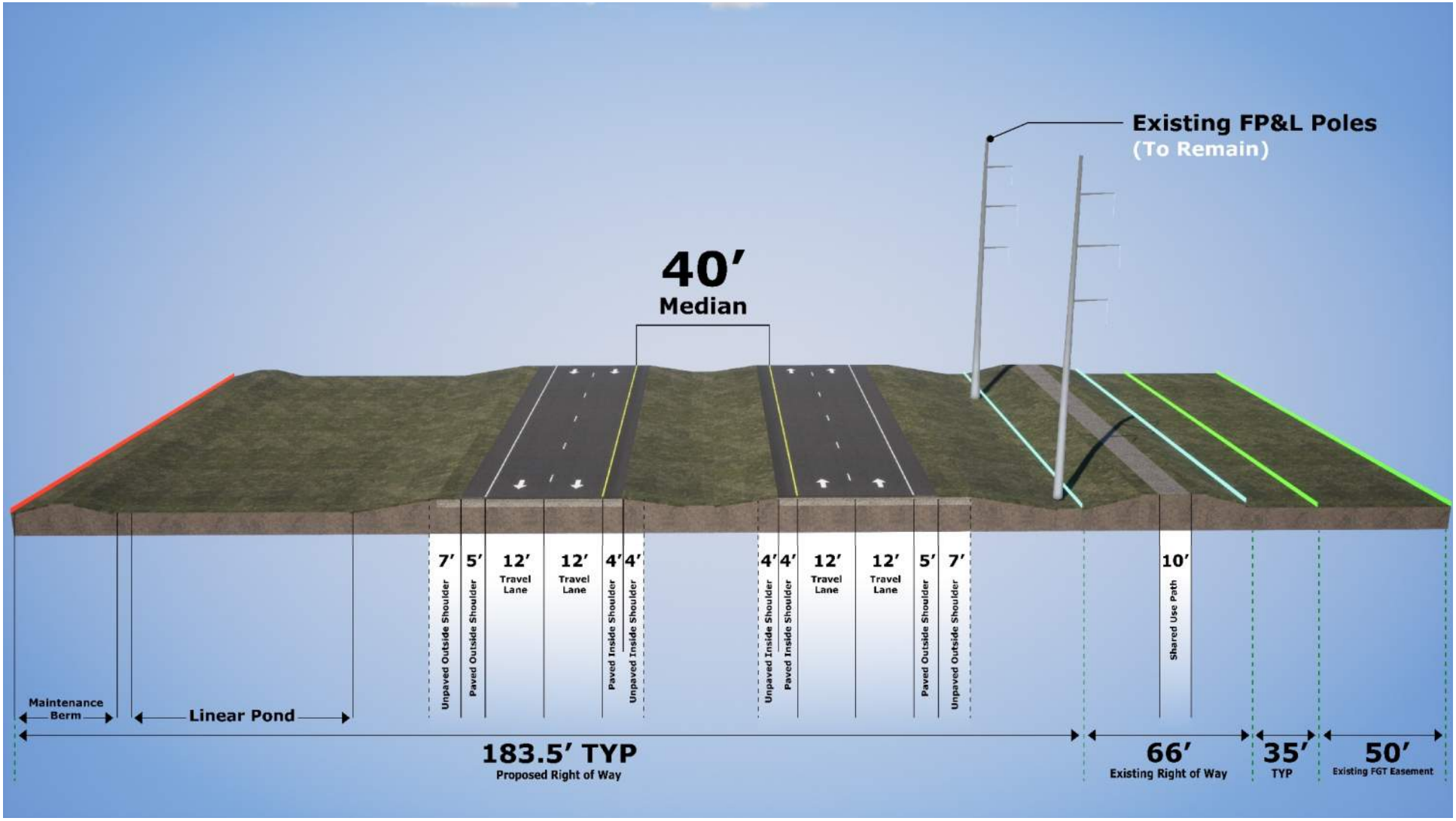
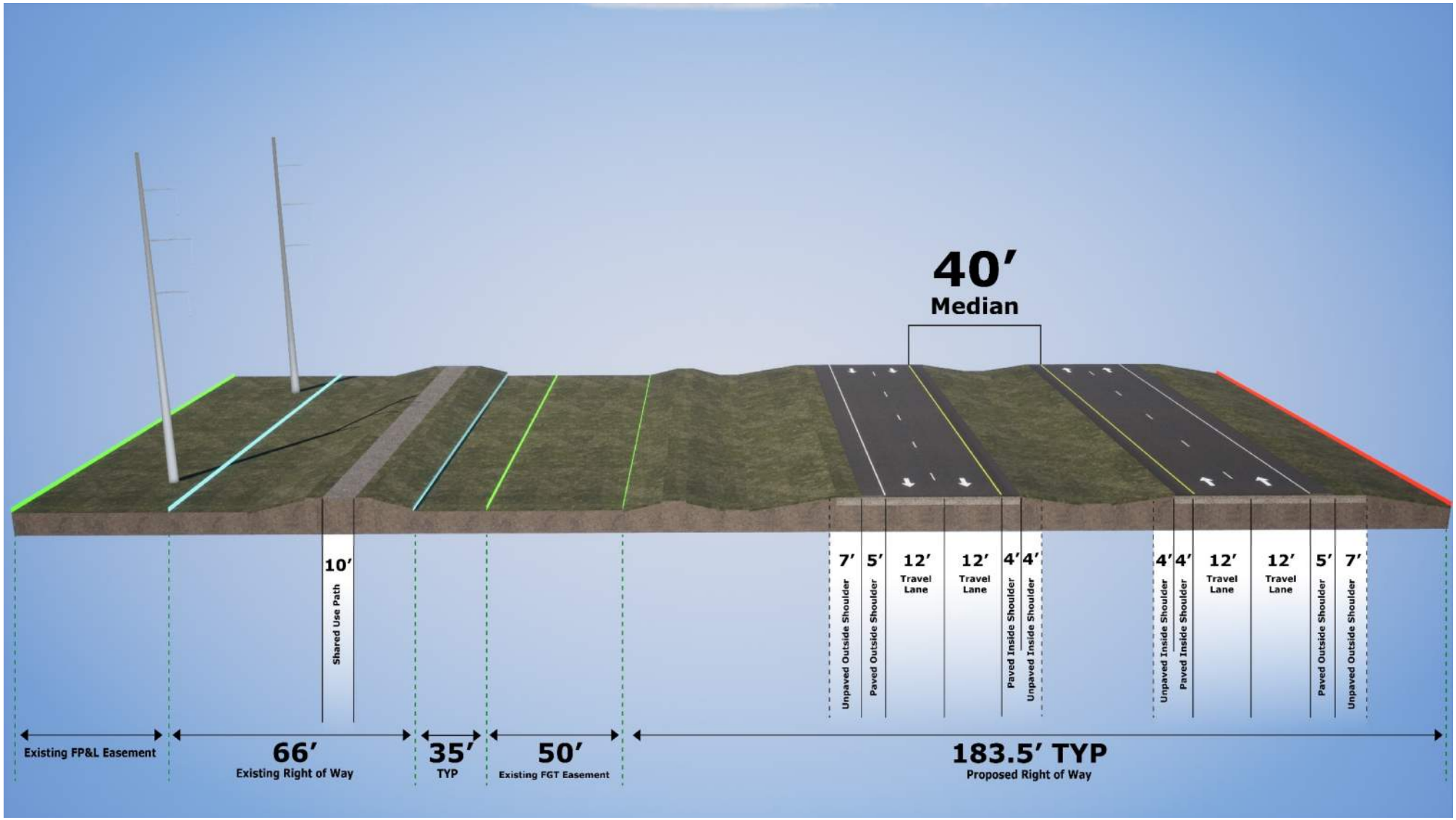


Figure 6–Alternative 4 – Far South Alternative Typical Section



1.3.5.2 Tier 2: Refinement of Alternatives

The second tier of evaluation focused on refining the initial alternatives to determine the most feasible options for further analysis. A key consideration was the significant cost and complexity associated with relocating the FGT pipeline. Relocations were estimated at $15 million per mile (not including ROW costs and further environmental impacts), making any alternative that required pipeline impacts financially and logistically challenging.

For Alternative 2 (South Alternative) the required relocation of the FGT pipeline extended across Segment A for 2.1 miles of S.R. 70. At a cost of $15 million per mile, this would have cost approximately $31.5 million plus additional ROW costs, making it an impractical option due to excessive cost and coordination challenges.

For Alternative 4 (Far South Alternative), while it did not require full relocation of the pipeline, it still crossed the FGT corridor at one location. Given the high-speed nature of the roadway, the required design geometry would result in relatively flat curves at these crossings. This would have necessitated approximately one mile of FGT pipeline relocation, adding significant cost and complexity.

Beyond cost, coordination risks with FGT posed a major concern. FGT operates under a global agreement with FDOT, granting them substantial control over project approvals until the 90% design stage. This means that any alternative impacting FGT carried the risk of project delays or even rejection late in the design process. Although Alternative 1 and Alternative 3 have costs associated with species impacts and conservation land mitigation, Alternatives 2 and 4 would have similar environmental impact costs in addition to the utility impact costs. The ROW mitigation costs are not equivalent to the relocation of the FGT pipeline. Given these financial and coordination challenges, both Alternative 2 and Alternative 4 were eliminated from further consideration.

With the southern alternatives removed, the evaluation process shifted its focus to these remaining northern alternatives:

- **Alternative 1** – North Alternative
- **Alternative 3** – Far North Alternative

Additional refinements were made to minimize impacts to the environmentally sensitive LWRWEA. A 26.5-foot paved median with dual-face guardrail was incorporated, reducing the overall project footprint while still meeting necessary design standards. To further minimize impacts, a five-foot outside shoulder was used instead of a typical seven-foot.

For Alternative 3, the roadway alignment was set to ensure that the FP&L poles were outside of a 36-foot clear zone. Please see the next page for the narrowed typical sections through the LWRWEA for both Alternatives 1 and 3.

Figure 7–Alternative 1 – Revised North Alternative Typical Section

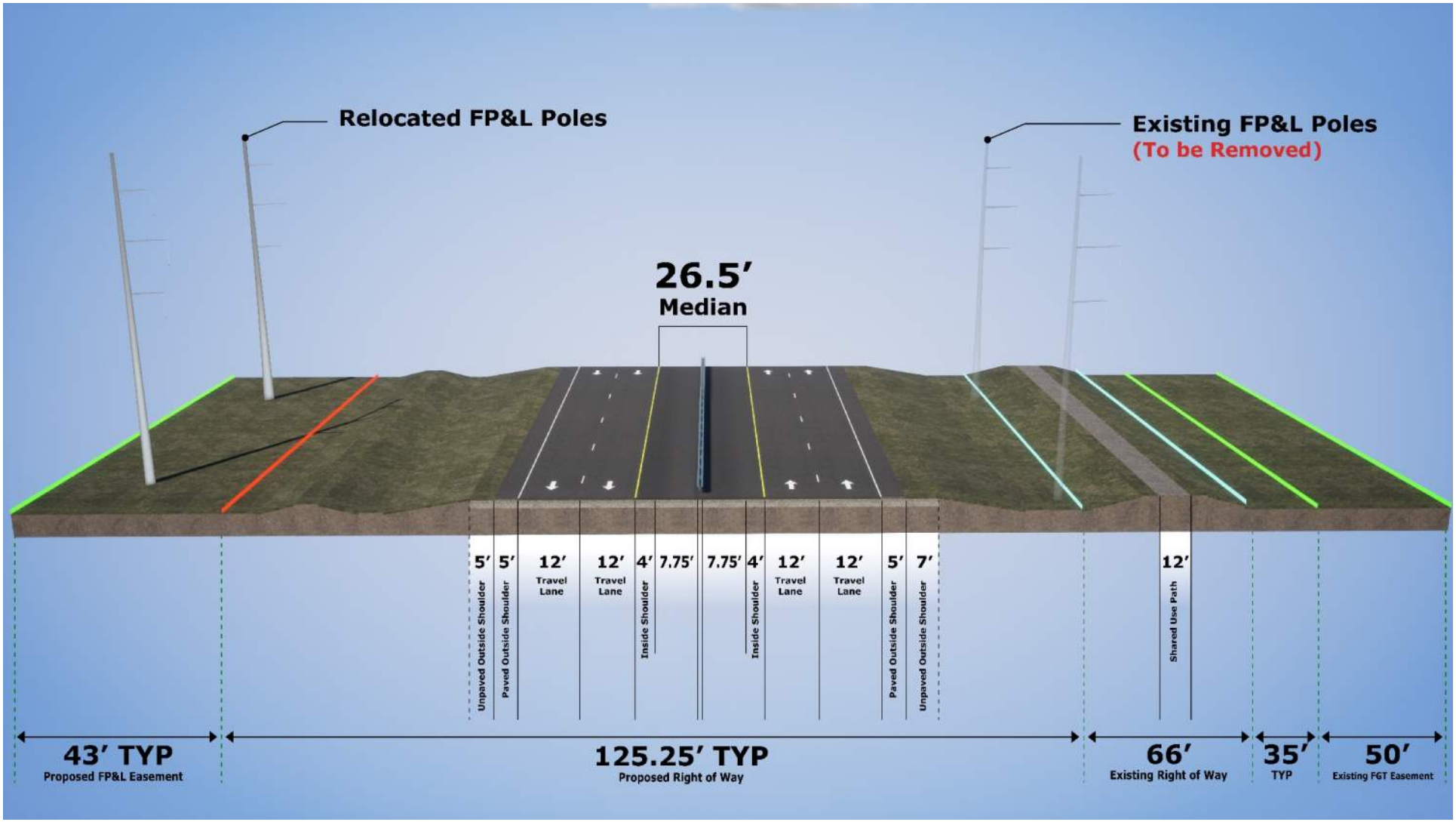
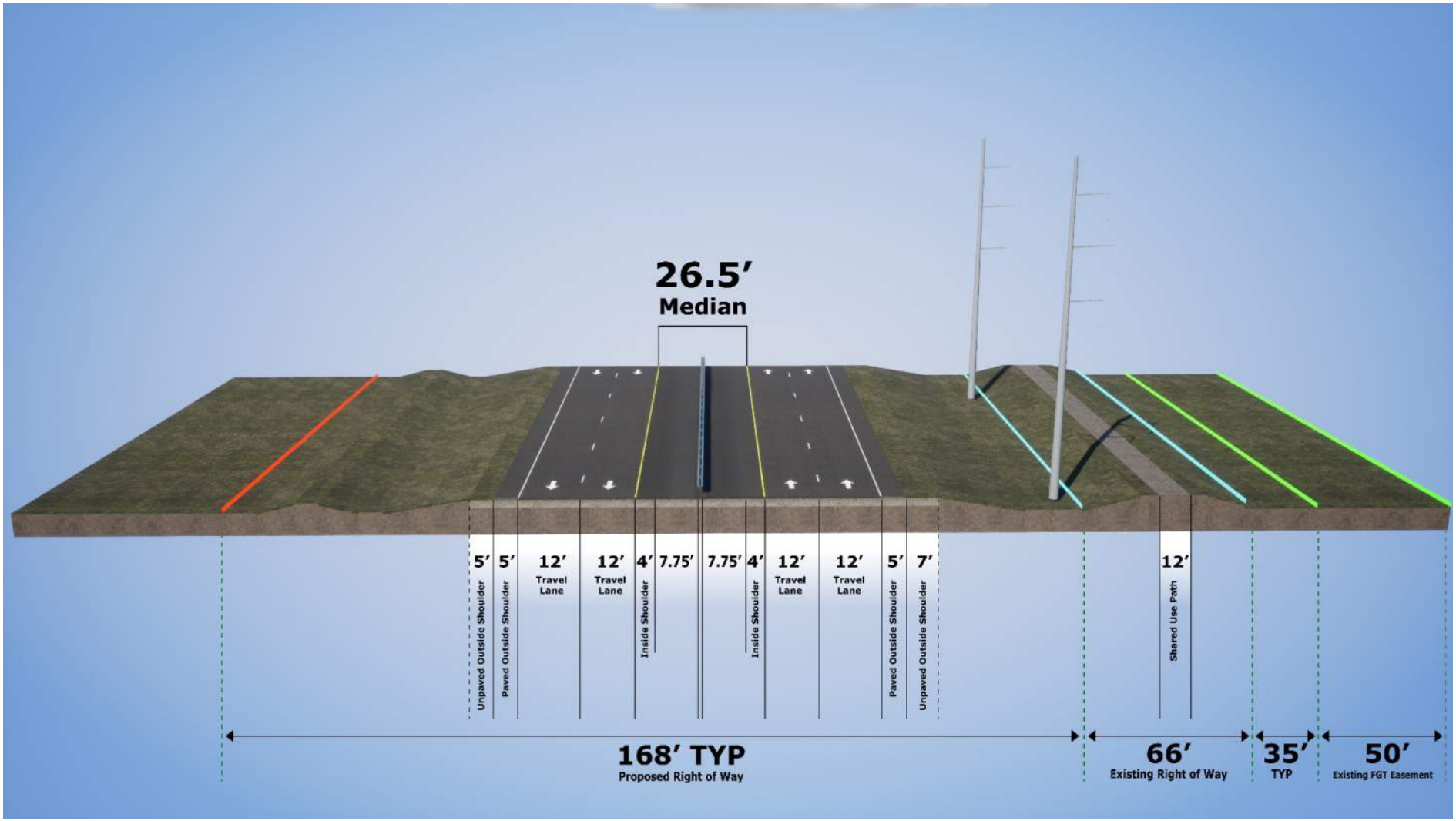


Figure 8–Alternative 3 – Revised Far North Alternative Typical Section



1.3.5.3 Tier 3: Evaluation of Refined Alternatives

The final phase of the evaluation process considered the No-Build Alternative, Alternative 1 (North Alternative), and Alternative 3 (Far North Alternative) to determine the most viable solution. Among the most critical factors influencing the evaluation was the presence of the FP&L ongoing transmission line upgrades along the corridor. The potential impacts to these transmission facilities became a defining consideration, as it introduced implications across multiple evaluation criteria. Alternative 1, which required relocation of the poles, would trigger extended coordination efforts, introduce significant schedule risks, and incur substantial additional costs. FDOT's accelerated schedule necessitated an alternative that could be delivered efficiently without major dependencies on FP&L and/or FGT coordination or construction.

The following section presents the comparative evaluation matrix, which outlines key criteria used in the selection of the Preferred Alternative.

1.3.6 Comparative Alternatives Evaluation

The evaluation of the No-Build Alternative alongside the two remaining Build Alternatives—Alternative 1 (North Alternative) and Alternative 3 (Far North Alternative)—considered a range of critical factors, including environmental impacts, ROW requirements, utilities, project costs, and engineering feasibility. **Table 1** presents the results of this alternatives evaluation process in a structured format, quantifying key considerations such as potential residential and business relocations, impacts on environmental resources, and the acreage required for roadway improvements and stormwater facilities. Additionally, the matrix provides a qualitative assessment of potential effects on archaeological and historical sites, noise-sensitive areas, and threatened and endangered species. Please see **APPENDIX B: IMPACTS TO LAKE WALES RIDGE WILDLIFE AND ENVIRONMENTAL AREA** for the total acres of impact to the LWRWEA. To further inform the decision-making process, preliminary cost estimates for ROW acquisition, construction, design, and construction engineering and inspection were also included. These estimates, based on 2025 unit-costs, and were developed using FDOT's Long Range Estimate (LRE) web-based system, with construction cost estimates originally prepared in March 2025 and detailed in **APPENDIX A: LONG RANGE ESTIMATES (LRE)**. Design costs, and construction engineering and inspection costs were calculated as 10% of construction costs. This comprehensive evaluation framework ensured a balanced assessment of each alternative's feasibility and impact.

Table 1–Comparative Alternatives Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Alternative 1 (North Alternative)	Alternative 3 (Far North Alternative)
Roadway			
Centerline Length of Improvement (feet)	N/A	12,980	12,980
Centerline Length of Improvement (miles)	N/A	2.46	2.46
Business Impacts			
Number of Business Relocations	0	0	0
Residential Impacts			
Number of Residential Relocations	0	0	0
Environmental Effects			
Archaeological/Historical Sites (potential)	None	Medium	Medium
Public Parks, Recreation Areas, or Wildlife Refuges (acreage)	0.0	39.08	46.36
Noise (potential)	None	Low	Low
Wetland (acres)	0.0	1.13	1.30
Surface Water (acres)	0.0	0.00	0.00
Floodplains (acres)	0.0	1.59	3.86
Threatened and Endangered Species (potential)	None	High	High
Contamination Sites (High / Medium)	None	0 / 0	0 / 0
ROW Needs			
ROW to be Acquired for Roadway (acres)	0.0	39.08	46.36
ROW to be Acquired for Stormwater Facilities (acres)	0.0	0.00 = Linear Treatment 0.00 = Stormwater Pond	0.00 = Linear Treatment 0.00 = Stormwater Pond

Table 1–Comparative Alternatives Evaluation Matrix (Continued)

Evaluation Criteria	No-Build Alternative	Alternative 1 (North Alternative)	Alternative 3 (Far North Alternative)
ROW to be Acquired for Floodplain Compensation (acres)	0.0	0.00	0.00
ROW Acquisition for Proposed FP&L Easement (acres)	0.00	12.30	0.00
Estimated Total Project Costs (2025 Cost)			
Wetland Mitigation	$0	$180,000	$200,000
ROW Acquisition for Roadway (Mitigation Acreage Included)	$0	$7.40 million	$9.67 million
Species Mitigation	$0	$2.00 million	$2.00 million
Construction Cost for Project	$0	$56.92 million	$60.14 million
Utility Relocation Cost	$0	$9.09 million	$0
Total Construction Cost	**$0**	**$75.59 million**	**$72.01 million**
Design (10% of the Construction Cost)	$0	$5.69 million	$6.01 million
Construction Engineering & Inspection (10% of the Construction Cost)	$0	$5.69 million	$6.01 million
Preliminary Estimate of Total Project Cost	**$0**	**$86.97 million**	**$84.03 million**

Note: Preliminary Estimates (Subject to Change)

1.3.7 Selection of the Preferred Alternative and Next Steps

The selection of the Preferred Alternative was the result of a comprehensive tiered evaluation process, which systematically assessed feasibility, environmental impacts, utility coordination challenges, and overall project constraints. After narrowing down the alternatives, Alternative 3 (Far North Alternative) emerged as the most viable solution for the S.R. 70 widening project. This Alternative provides the greatest balance of feasibility, cost-effectiveness, and risk mitigation, ensuring the project can move forward efficiently without major dependencies on FP&L and/or FGT coordination. Please see **APPENDIX C: PREFERRED ALTERNATIVE WITHIN THE LAKE WALES RIDGE** WILDLIFE AND ENVIRONMENTAL AREA ROLL PLOT for the Preferred Alternative, Alternative 3 Far North, roll plot.

Reasoning for the selection of Alternative 3 is detailed below:

1) Avoids Major Utility Conflicts: Unlike Alternative 1 (North Alternative), which required relocating the FP&L transmission lines, Alternative 3 (Far North Alternative) eliminates costly and time-consuming utility relocations, reducing project risk. Only minor impacts will be made to FGT, none will require major relocations of pipelines.

2) Maintains Project Schedule: The FP&L relocation process could significantly delay the project. By avoiding these conflicts, Alternative 3 (Far North Alternative) allows FDOT to proceed with construction without dependency on the FP&L timeline.

3) Minimizes Long-Term Costs: The financial burden of relocating the FP&L infrastructure would have been substantial. The costs to relocate FP&L infrastructure in Alternative 1 would be $9.09 million while Alternative 3 (Far North Alternative) removes these relocation costs, making it the more cost-effective option.

4) Ensures Compatibility with Adjacent Projects: This Alternative aligns with planned improvements along S.R. 70, particularly within S.R. 70 from DeSoto County Line to Jefferson Avenue (FPID 451649-1), enhancing integration with surrounding projects.

5) Consolidates Impacts: Alternative 3 will consolidate ROW by using a reduced median width of 26.5 feet and a five-foot outside shoulder. This will eliminate further impacts to the environmentally sensitive LWRWEA area as well as reduce construction impacts. By using the reduced median and outside shoulder, roughly 4.5 acres of ROW impacts were eliminated.

The next phase of the PD&E Study will focus on further refining the Preferred Alternative. This includes conducting additional engineering and environmental analysis, interagency

coordination, and meeting with individual property owners affected by the project. A Public Hearing will then be held, followed by a ten-day public comment period. After the comment period, public input will be reviewed before making a final decision. The No-Build (No-Action) Alternative will remain a viable option throughout the study. Final project documentation will then be submitted to FDOT's Office of Environmental Management for review and approval.

APPENDICES

APPENDIX A: LONG RANGE ESTIMATES (LRE)

Date: 3/19/2025 11:49:57 AM

Alternative 1-Revised North

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 414506-3-52-01 **Letting Date:** 01/2099

Description: SR 70 FROM JEFFERSON AVE TO US 27

District: 01 **County:** 09 HIGHLANDS **Market Area:** 09 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 4.260 MI

Project Manager: JMK-MMS-JOE

Version 13 Project Grand Total **$121,667,096.90**

Description: Phase I with Markups per PM from Version 12P - 3/17/25

Sequence: 1 NDR - New Construction, Divided, Rural **Net Length:** 2.165 MI 11,430 LF

Description: SR 70 FROM WEST OF JEFFERSON AVENUE TO WEST OF MONROE STREET. WIDEN FROM EXISTING RURAL 2 LANE ROADWAY TO 4 LANES WITH MEDIAN GUARDRAIL

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	23.25 / 150.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.165
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	45.35	AC	$15,000.00	$680,250.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	21,744	CY	$15.06	$327,464.64
120-4	SUBSOIL EXCAVATION	10,368	CY	$30.03	$311,351.04
120-6	EMBANKMENT	167,832	CY	$21.61	$3,626,849.52
	Earthwork Component Total				$4,945,915.20

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00

Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	101,601.28	SY	$9.21	$935,747.79
285-709	OPTIONAL BASE,BASE GROUP 09	62,637.19	SY	$16.96	$1,062,326.74
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	11,734.95	TN	$179.38	$2,105,015.33
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,438.43	TN	$252.49	$615,679.19

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	60,960.00	SY	$9.21	$561,441.60
285-706	OPTIONAL BASE,BASE GROUP 06	15,240.19	SY	$49.87	$760,028.28
	Comment: For SUP; only base pay item available for use in Peripheral Component for SUP is 285-701.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,253.00	TN	$179.38	$224,763.14
	Comment: 375 TN for U-Turn Bulbouts, 118 TN for Shldr Aux Lanes, 760 TN for Median Aux Lanes				
339-1	MISCELLANEOUS ASPHALT PAVEMENT	30.00	TN	$391.60	$11,748.00
	Comment: Shoulder				
521-6-31	CONC PARAPET, RETAINING WALL SYS, 27"	75.00	LF	$414.34	$31,075.50
	Comment: For Shoulder				
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	710.00	LF	$28.84	$20,476.40
536-1-3	GUARDRAIL- ROADWAY, DOUBLE FACE	10,700.00	LF	$37.45	$400,715.00
	Comment: For Median				
536-6	PIPE RAIL FOR GUARDRAIL	300.00	LF	$24.04	$7,212.00
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	4.00	EA	$3,587.66	$14,350.64
	Comment: 2 for Shldr, 2 for Median				
536-8-113	GUARDRL TRANS CONN TO RIGID BA, F&I, TR	2.00	EA	$1,488.39	$2,976.78
536-85-20	GUARDRAIL END TREAT-TRAILING ANCHORAGE	2.00	EA	$1,862.98	$3,725.96
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	2.00	EA	$3,678.60	$7,357.20
536-85-27	GUARDRAIL END TREAT- DOUB FACE APPR TER	9.00	EA	$11,730.08	$105,570.72
	Comment: For Median				
570-1-2	PERFORMANCE TURF, SOD	164,500.00	SY	$5.52	$908,040.00
	Comment: Area between the shoulder and the limits of construction.				

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,160.13	SY	$9.21	$93,574.80
285-709	OPTIONAL BASE,BASE GROUP 09	6,263.72	SY	$16.96	$106,232.69
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,173.49	TN	$179.38	$210,500.64

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	877.00	EA	$5.02	$4,402.54
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.66	GM	$1,351.36	$11,702.78
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.33	GM	$641.77	$2,778.86
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	8.66	GM	$6,595.41	$57,116.25
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.33	GM	$2,680.41	$11,606.18

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 12.00
Bike Path Structural Spread Rate	220
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	20,320.26	SY	$9.21	$187,149.59
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,676.42	TN	$189.54	$317,748.65
	Roadway Component Total				$8,781,063.25

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	7.00 / 7.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	13,538.37	SY	$35.72	$483,590.58
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,047.76	TN	$179.38	$187,947.19
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	508.01	TN	$252.49	$128,267.44
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	4.33	GM	$1,546.20	$6,695.05
570-1-2	PERFORMANCE TURF, SOD	17,780.22	SY	$5.52	$98,146.81

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	67,130.00	SY	$9.21	$618,267.30
	Comment: 2400 SY for U-Turn Bulbouts, 600 SY for Shldr Aux Lanes, 30480 SY for Shoulders, 33650 SY for Entire Median				
285-709	OPTIONAL BASE,BASE GROUP 09	6,620.00	SY	$16.96	$112,275.20
	Comment: 1950 SY for U-Turn Bulbouts, 630 SY for Shldr Aux Lanes, 4040 SY for Median Aux Lanes				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	185.00	TN	$252.49	$46,710.65
	Comment: 25 TN for Shldr Aux Lanes, 160 TN for Median Aux Lanes				
520-6	SHOULDER GUTTER- CONCRETE	875.00	LF	$58.38	$51,082.50
521-8-7	CONC BARRIER, W/JUNCT SL, 36 SS	750.00	LF	$446.55	$334,912.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	22,860.00	LF	$1.95	$44,577.00
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	541.20	LF	$7.12	$3,853.34
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,637.79	$2,637.79
104-18	INLET PROTECTION SYSTEM	13.00	EA	$159.24	$2,070.12
107-1	LITTER REMOVAL	2,420.00	AC	$30.46	$73,713.20
107-2	MOWING	1,810.00	AC	$64.20	$116,202.00
	Shoulder Component Total				$2,310,948.67

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	26.50
Performance Turf Width	0.00
Total Median Shoulder Width L/R	4.00 / 4.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	10,998.34	SY	$35.72	$392,860.70

334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	838.21	TN	$179.38	$150,358.11
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	406.41	TN	$252.49	$102,614.46
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	4.00	GM	$1,546.20	$6,184.80

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	2,350.00	TN	$391.60	$920,260.00
520-1-7	CONCRETE CURB & GUTTER, TYPE E	100.00	LF	$45.42	$4,542.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	110.00	SY	$157.00	$17,270.00
	Median Component Total				$1,594,090.07

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	13.00	EA	$8,835.01	$114,855.13
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	1,736.00	LF	$230.87	$400,790.32
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	744.00	LF	$215.31	$160,190.64
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	640.00	LF	$313.87	$200,876.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	87.00	EA	$3,737.83	$325,191.21
524-1-1	CONCRETE DITCH PAVT, NR, 3"	4,329.60	SY	$117.15	$507,212.64
570-1-1	PERFORMANCE TURF	1,524.02	SY	$4.15	$6,324.68

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	98.00	EA	$8,835.01	$865,830.98
425-2-61	MANHOLES, P-8, <10'	5.00	EA	$8,605.30	$43,026.50
425-2-91	MANHOLES, J-8, <10'	5.00	EA	$13,648.77	$68,243.85
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	4,400.00	LF	$215.31	$947,364.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	3,400.00	LF	$313.87	$1,067,158.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	2,000.00	LF	$394.13	$788,260.00

Box Culvert 1

Description	Value
Size	10 x 5
Length	150.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	173.30	CY	$2,153.63	$373,224.08
415-1-1	REINF STEEL- ROADWAY	20,805.00	LB	$1.79	$37,240.95

Box Culvert 2

Description	Value
Size	Dbl. 8 x 5
Length	150.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	230.70	CY	$2,153.63	$496,842.44
415-1-1	REINF STEEL- ROADWAY	34,444.00	LB	$1.79	$61,654.76

Box Culvert 3

Description	Value
Size	6 x 4
Length	150.00
Multiplier	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	207.80	CY	$2,153.63	$447,524.31
415-1-1	REINF STEEL- ROADWAY	33,680.00	LB	$1.79	$60,287.20

Retention Basin 1

Description	Value
Size	.5 AC
Multiplier	15
Depth	6.00
Description	SMF 1-3A, SMF 2-1A, SMF 2-1C, SMF 2-2A, SMF 2-2C, SMF 2-3B, SMF 2-4A, SMF 2-4C, SMF 2-4D, SMF 2-5A, SMF 2-5B, SMF 2-5C, SMF 2-5D, SMF 2-5E, SMF 2-5F

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-541	INLETS, DT BOT, TYPE D, <10'	15.00	EA	$9,187.03	$137,805.45
425-2-71	MANHOLES, J-7, <10'	15.00	EA	$12,760.65	$191,409.75
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	840.00	LF	$394.13	$331,069.20
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	3,000.00	LF	$666.82	$2,000,460.00

Retention Basin 2

Description	Value
Size	1 AC
Multiplier	9
Depth	6.00
Description	SMF 1-3B, SMF 1-3C, SMF 2-1B, SMF 2-1D, SMF 2-2B, SMF 2-3A, SMF 2-4B, SMF 2-4E, SMF 2-5G

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	9.00	AC	$15,000.00	$135,000.00
120-1	REGULAR EXCAVATION	87,120.00	CY	$15.06	$1,312,027.20

425-1-541	INLETS, DT BOT, TYPE D, <10'	9.00 EA	$9,187.03	$82,683.27
425-2-71	MANHOLES, J-7, <10'	9.00 EA	$12,760.65	$114,845.85
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	504.00 LF	$394.13	$198,641.52
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	1,800.00 LF	$666.82	$1,200,276.00
570-1-1	PERFORMANCE TURF	43,560.00 SY	$4.15	$180,774.00

Retention Basin 25

Description	Value
Size	.5 AC
Multiplier	7
Depth	6.00
Description	FPC 1, FPC 4, FPC 5, FPC 6, FPC 8, FPC 8A, FPC 8B

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.50 AC	$15,000.00	$52,500.00
120-1	REGULAR EXCAVATION	33,880.00 CY	$15.06	$510,232.80
570-1-1	PERFORMANCE TURF	16,940.00 SY	$4.15	$70,301.00

Retention Basin 26

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	FPC 7

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00 AC	$15,000.00	$15,000.00
120-1	REGULAR EXCAVATION	9,680.00 CY	$15.06	$145,780.80
570-1-1	PERFORMANCE TURF	4,840.00 SY	$4.15	$20,086.00

Retention Basin 27

Description	Value
Size	1.5 AC
Multiplier	2
Depth	6.00
Description	FPC 2, FPC 3

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	$15,000.00	$45,000.00
120-1	REGULAR EXCAVATION	29,040.00 CY	$15.06	$437,342.40
570-1-1	PERFORMANCE TURF	14,520.00 SY	$4.15	$60,258.00

Drainage Component Total $14,213,591.73

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	5.00 EA	$488.94	$2,444.70

700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	52.00 EA	$1,922.73	$99,981.96
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	5.00 EA	$7,641.52	$38,207.60
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	13.00 EA	$10,467.17	$136,073.21
	Signing Component Total			$276,707.47

BRIDGES COMPONENT

Bridge 1

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	51.00
Width (LF)	42.67
Type	Low Level
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$164.00
Factored Cost per SF	$205.00
Final Cost per SF	**$269.67**
Basic Bridge Cost	**$446,114.85**
Description	

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

Bridge X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	95.70 CY	$969.50	$92,781.15
415-1-9	REINF STEEL- APPROACH SLABS	19,147.00 LB	$1.53	$29,294.91
521-5-13	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE	120.00 LF	$155.50	$18,660.00
	Bridge 1 Total			$586,850.91

Bridge 2

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	51.00
Width (LF)	57.67
Type	Low Level
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$164.00
Factored Cost per SF	$205.00
Final Cost per SF	**$272.02**
Basic Bridge Cost	**$602,939.85**
Description	

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

Bridge X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	129.40 CY	$969.50	$125,453.30
415-1-9	REINF STEEL- APPROACH SLABS	25,879.00 LB	$1.53	$39,594.87
515-4-2	BULLET RAIL, DOUBLE RAIL	60.00 LF	$107.11	$6,426.60
521-5-13	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE	120.00 LF	$155.50	$18,660.00
521-6-11	CONC PARAPET, PED/BIKE, 27"	60.00 LF	$116.13	$6,967.80
	Bridge 2 Total			$800,042.42
	Bridges Component Total			$1,386,893.33

RETAINING WALLS COMPONENT

Retaining Wall 1

Description	Value
Length	1,250.00
Begin height	7.00
End Height	7.00
Multiplier	1

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	8,750.00 SF	$58.95	$515,812.50
	Retaining Walls Component Total			$515,812.50

Sequence 1 Total $34,025,022.22

Project Sequences Subtotal

102-1	Maintenance of Traffic	15.00 %
101-1	Mobilization	10.00 %

Project Sequences Total

Project Unknowns	15.00 %
Design/Build	15.00 %

Grand Total Construction Cost: $56,922,585.75

Date: 3/19/2025 11:49:57 AM

Alternative 3-Revised Far North

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 414506-3-52-01 **Letting Date:** 01/2099

Description: SR 70 FROM JEFFERSON AVE TO US 27

District: 01 **County:** 09 HIGHLANDS **Market Area:** 09 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 4.260 MI

Project Manager: JMK-MMS-JOE

Version 13 Project Grand Total **$121,667,096.90**

Description: Phase I with Markups per PM from Version 12P - 3/17/25

Sequence: 1 NDR - New Construction, Divided, Rural **Net Length:** 2.165 MI 11,430 LF

Description: SR 70 FROM WEST OF JEFFERSON AVENUE TO WEST OF MONROE STREET. WIDEN FROM EXISTING RURAL 2 LANE ROADWAY TO 4 LANES WITH MEDIAN GUARDRAIL

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	90.00 / 150.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.165
Top of Structural Course For Begin Section	100.00
Top of Structural Course For End Section	100.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	62.98	AC	$15,000.00	$944,700.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
120-1	REGULAR EXCAVATION	30,200.00	CY	$15.06	$454,812.00
120-4	SUBSOIL EXCAVATION	14,400.00	CY	$30.03	$432,432.00
120-6	EMBANKMENT	233,100.00	CY	$21.61	$5,037,291.00
	Earthwork Component Total				$6,869,235.00

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Roadway Pavement Width L/R	24.00 / 24.00

Structural Spread Rate	385
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	101,601.28	SY	$9.21	$935,747.79
285-709	OPTIONAL BASE,BASE GROUP 09	62,637.19	SY	$16.96	$1,062,326.74
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	11,734.95	TN	$179.38	$2,105,015.33
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	2,438.43	TN	$252.49	$615,679.19

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	60,960.00	SY	$9.21	$561,441.60
285-706	OPTIONAL BASE,BASE GROUP 06	15,240.19	SY	$49.87	$760,028.28
	Comment: For SUP; only base pay item available for use in Peripheral Component for SUP is 285-701.				
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,253.00	TN	$179.38	$224,763.14
	Comment: 375 TN for U-Turn Bulbouts, 118 TN for Shldr Aux Lanes, 760 TN for Median Aux Lanes				
339-1	MISCELLANEOUS ASPHALT PAVEMENT	30.00	TN	$391.60	$11,748.00
	Comment: Shoulder				
521-6-31	CONC PARAPET, RETAINING WALL SYS, 27"	75.00	LF	$414.34	$31,075.50
	Comment: For Shoulder				
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	710.00	LF	$28.84	$20,476.40
536-1-3	GUARDRAIL- ROADWAY, DOUBLE FACE	10,700.00	LF	$37.45	$400,715.00
	Comment: For Median				
536-6	PIPE RAIL FOR GUARDRAIL	300.00	LF	$24.04	$7,212.00
536-8-112	GUARDRA CONN TO RIGID BA, F&I, N APPR 3	4.00	EA	$3,587.66	$14,350.64
	Comment: 2 for Shldr, 2 for Median				
536-8-113	GUARDRL TRANS CONN TO RIGID BA, F&I, TR	2.00	EA	$1,488.39	$2,976.78
536-85-20	GUARDRAIL END TREAT-TRAILING ANCHORAGE	2.00	EA	$1,862.98	$3,725.96
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	2.00	EA	$3,678.60	$7,357.20
536-85-27	GUARDRAIL END TREAT- DOUB FACE APPR TER	9.00	EA	$11,730.08	$105,570.72
	Comment: For Median				
570-1-2	PERFORMANCE TURF, SOD	164,500.00	SY	$5.52	$908,040.00
	Comment: Area between the shoulder and the limits of construction.				

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	10.00
Stabilization Code	Y
Base Code	Y
Friction Course Code	N

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,160.13	SY	$9.21	$93,574.80
285-709	OPTIONAL BASE,BASE GROUP 09	6,263.72	SY	$16.96	$106,232.69
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,173.49	TN	$179.38	$210,500.64

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	877.00	EA	$5.02	$4,402.54
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.66	GM	$1,351.36	$11,702.78
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.33	GM	$641.77	$2,778.86
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	8.66	GM	$6,595.41	$57,116.25
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.33	GM	$2,680.41	$11,606.18

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 12.00
Bike Path Structural Spread Rate	220
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	20,320.26	SY	$9.21	$187,149.59
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1,676.42	TN	$189.54	$317,748.65
	Roadway Component Total				$8,781,063.25

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	7.00 / 7.00
Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	13,538.37	SY	$35.72	$483,590.58
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,047.76	TN	$179.38	$187,947.19
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	508.01	TN	$252.49	$128,267.44
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	4.33	GM	$1,546.20	$6,695.05
570-1-2	PERFORMANCE TURF, SOD	17,780.22	SY	$5.52	$98,146.81

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	67,130.00	SY	$9.21	$618,267.30
	Comment: 2400 SY for U-Turn Bulbouts, 600 SY for Shldr Aux Lanes, 30480 SY for Shoulders, 33650 SY for Entire Median				
285-709	OPTIONAL BASE,BASE GROUP 09	6,620.00	SY	$16.96	$112,275.20
	Comment: 1950 SY for U-Turn Bulbouts, 630 SY for Shldr Aux Lanes, 4040 SY for Median Aux Lanes				
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	185.00	TN	$252.49	$46,710.65
	Comment: 25 TN for Shldr Aux Lanes, 160 TN for Median Aux Lanes				
520-6	SHOULDER GUTTER- CONCRETE	875.00	LF	$58.38	$51,082.50
521-8-7	CONC BARRIER, W/JUNCT SL, 36 SS	750.00	LF	$446.55	$334,912.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	22,860.00	LF	$1.95	$44,577.00
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	541.20	LF	$7.12	$3,853.34
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,637.79	$2,637.79
104-18	INLET PROTECTION SYSTEM	13.00	EA	$159.24	$2,070.12
107-1	LITTER REMOVAL	2,420.00	AC	$30.46	$73,713.20
107-2	MOWING	1,810.00	AC	$64.20	$116,202.00
	Shoulder Component Total				$2,310,948.67

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	26.50
Performance Turf Width	0.00
Total Median Shoulder Width L/R	4.00 / 4.00
Paved Median Shoulder Width L/R	4.00 / 4.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-702	OPTIONAL BASE,BASE GROUP 02	10,998.34	SY	$35.72	$392,860.70

334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	838.21	TN	$179.38	$150,358.11
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	406.41	TN	$252.49	$102,614.46
546-72-3	GROUND-IN RUMBLE STRIPS, 8" SIN	4.00	GM	$1,546.20	$6,184.80

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	2,350.00	TN	$391.60	$920,260.00
520-1-7	CONCRETE CURB & GUTTER, TYPE E	100.00	LF	$45.42	$4,542.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	110.00	SY	$157.00	$17,270.00
	Median Component Total				$1,594,090.07

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	13.00	EA	$8,835.01	$114,855.13
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	1,736.00	LF	$230.87	$400,790.32
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	744.00	LF	$215.31	$160,190.64
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	640.00	LF	$313.87	$200,876.80
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	87.00	EA	$3,737.83	$325,191.21
524-1-1	CONCRETE DITCH PAVT, NR, 3"	4,329.60	SY	$117.15	$507,212.64
570-1-1	PERFORMANCE TURF	1,524.02	SY	$4.15	$6,324.68

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-551	INLETS, DT BOT, TYPE E, <10'	98.00	EA	$8,835.01	$865,830.98
425-2-61	MANHOLES, P-8, <10'	5.00	EA	$8,605.30	$43,026.50
425-2-91	MANHOLES, J-8, <10'	5.00	EA	$13,648.77	$68,243.85
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	4,400.00	LF	$215.31	$947,364.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	3,400.00	LF	$313.87	$1,067,158.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	2,000.00	LF	$394.13	$788,260.00

Box Culvert 1

Description	Value
Size	10 x 5
Length	150.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	173.30	CY	$2,153.63	$373,224.08
415-1-1	REINF STEEL- ROADWAY	20,805.00	LB	$1.79	$37,240.95

Box Culvert 2

Description	Value
Size	Dbl. 8 x 5
Length	150.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	230.70	CY	$2,153.63	$496,842.44
415-1-1	REINF STEEL- ROADWAY	34,444.00	LB	$1.79	$61,654.76

Box Culvert 3

Description	Value
Size	6 x 4
Length	150.00
Multiplier	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	207.80	CY	$2,153.63	$447,524.31
415-1-1	REINF STEEL- ROADWAY	33,680.00	LB	$1.79	$60,287.20

Retention Basin 1

Description	Value
Size	.5 AC
Multiplier	15
Depth	6.00
Description	SMF 1-3A, SMF 2-1A, SMF 2-1C, SMF 2-2A, SMF 2-2C, SMF 2-3B, SMF 2-4A, SMF 2-4C, SMF 2-4D, SMF 2-5A, SMF 2-5B, SMF 2-5C, SMF 2-5D, SMF 2-5E, SMF 2-5F

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
425-1-541	INLETS, DT BOT, TYPE D, <10'	15.00	EA	$9,187.03	$137,805.45
425-2-71	MANHOLES, J-7, <10'	15.00	EA	$12,760.65	$191,409.75
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	840.00	LF	$394.13	$331,069.20
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	3,000.00	LF	$666.82	$2,000,460.00

Retention Basin 2

Description	Value
Size	1 AC
Multiplier	9
Depth	6.00
Description	SMF 1-3B, SMF 1-3C, SMF 2-1B, SMF 2-1D, SMF 2-2B, SMF 2-3A, SMF 2-4B, SMF 2-4E, SMF 2-5G

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	9.00	AC	$15,000.00	$135,000.00
120-1	REGULAR EXCAVATION	87,120.00	CY	$15.06	$1,312,027.20

425-1-541	INLETS, DT BOT, TYPE D, <10'	9.00 EA	$9,187.03	$82,683.27
425-2-71	MANHOLES, J-7, <10'	9.00 EA	$12,760.65	$114,845.85
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	504.00 LF	$394.13	$198,641.52
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	1,800.00 LF	$666.82	$1,200,276.00
570-1-1	PERFORMANCE TURF	43,560.00 SY	$4.15	$180,774.00

Retention Basin 25

Description	Value
Size	.5 AC
Multiplier	7
Depth	6.00
Description	FPC 1, FPC 4, FPC 5, FPC 6, FPC 8, FPC 8A, FPC 8B

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.50 AC	$15,000.00	$52,500.00
120-1	REGULAR EXCAVATION	33,880.00 CY	$15.06	$510,232.80
570-1-1	PERFORMANCE TURF	16,940.00 SY	$4.15	$70,301.00

Retention Basin 26

Description	Value
Size	1 AC
Multiplier	1
Depth	6.00
Description	FPC 7

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.00 AC	$15,000.00	$15,000.00
120-1	REGULAR EXCAVATION	9,680.00 CY	$15.06	$145,780.80
570-1-1	PERFORMANCE TURF	4,840.00 SY	$4.15	$20,086.00

Retention Basin 27

Description	Value
Size	1.5 AC
Multiplier	2
Depth	6.00
Description	FPC 2, FPC 3

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.00 AC	$15,000.00	$45,000.00
120-1	REGULAR EXCAVATION	29,040.00 CY	$15.06	$437,342.40
570-1-1	PERFORMANCE TURF	14,520.00 SY	$4.15	$60,258.00

Drainage Component Total $14,213,591.73

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	5.00 EA	$488.94	$2,444.70

700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	52.00 EA	$1,922.73	$99,981.96
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	5.00 EA	$7,641.52	$38,207.60
700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	13.00 EA	$10,467.17	$136,073.21
	Signing Component Total			$276,707.47

BRIDGES COMPONENT

Bridge 1

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	51.00
Width (LF)	42.67
Type	Low Level
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$164.00
Factored Cost per SF	$205.00
Final Cost per SF	**$269.67**
Basic Bridge Cost	**$446,114.85**
Description	

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

Bridge X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	95.70 CY	$969.50	$92,781.15
415-1-9	REINF STEEL- APPROACH SLABS	19,147.00 LB	$1.53	$29,294.91
521-5-13	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE	120.00 LF	$155.50	$18,660.00
	Bridge 1 Total			$586,850.91

Bridge 2

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	51.00
Width (LF)	57.67
Type	Low Level
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$164.00
Factored Cost per SF	$205.00
Final Cost per SF	**$272.02**
Basic Bridge Cost	**$602,939.85**
Description	

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

Bridge X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	129.40	CY	$969.50	$125,453.30
415-1-9	REINF STEEL- APPROACH SLABS	25,879.00	LB	$1.53	$39,594.87
515-4-2	BULLET RAIL, DOUBLE RAIL	60.00	LF	$107.11	$6,426.60
521-5-13	CONC TRAF RAIL- BRIDGE, 36" SING SLOPE	120.00	LF	$155.50	$18,660.00
521-6-11	CONC PARAPET, PED/BIKE, 27"	60.00	LF	$116.13	$6,967.80
	Bridge 2 Total				$800,042.42
	Bridges Component Total				$1,386,893.33

RETAINING WALLS COMPONENT

Retaining Wall 1

Description	Value
Length	1,250.00
Begin height	7.00
End Height	7.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	8,750.00	SF	$58.95	$515,812.50
	Retaining Walls Component Total				$515,812.50

Sequence 1 Total $35,948,342.02

Project Sequences Subtotal

102-1	Maintenance of Traffic	15.00 %
101-1	Mobilization	10.00 %

Project Sequences Total

Project Unknowns	15.00 %
Design/Build	15.00 %

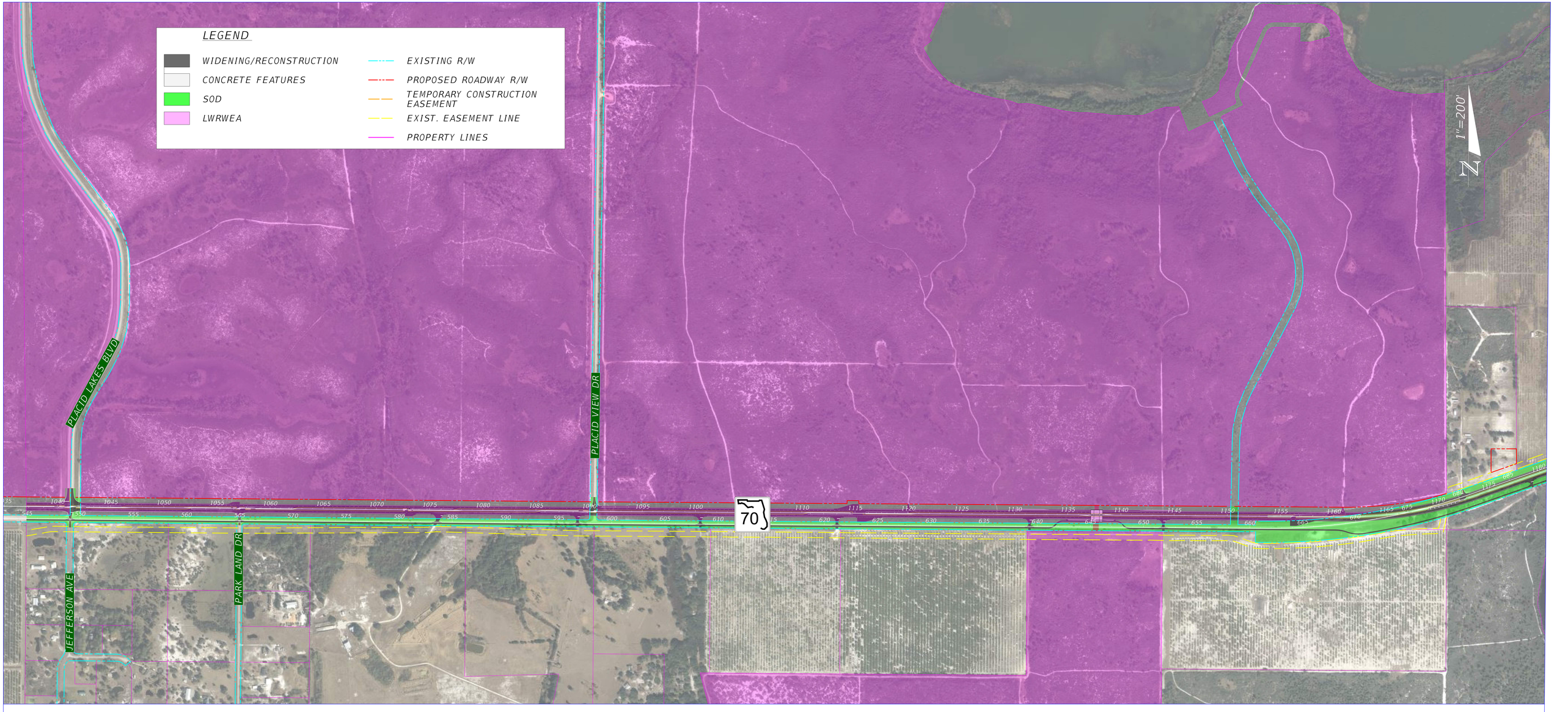
Grand Total Construction Cost: $60,140,228.14

APPENDIX B: IMPACTS TO LAKE WALES RIDGE WILDLIFE AND ENVIRONMENTAL AREA

LWRWEA Impacts - Alternative 1 Revised North											
Owner		Parcel ID	Parcel Adress	Owner Adress	Owner City	Owner State	Owner Zip	Total Area (sq ft)	Total Acres	Impact Area(sq ft)	Impact Area (acres)
1	TIITF/FWCC	C-26-37-29-A00-0010-0000	4000 SR 70 W LAKE PLACID, FL 33852	LAKE WALES RIDGE 3900 COMMONWEALTH BLVD MAIL STATION 108	TALLAHASSEE	FL	32399	84,562,000	1941.27	1,702,300	39.08
					FINAL COUNT			**84,562,000.00**	**1,941.27**	**1,702,300.00**	**39.08**

LWRWEA Impacts - Alternative 3 Revised Far North											
Owner		Parcel ID	Parcel Adress	Owner Adress	Owner City	Owner State	Owner Zip	Total Area (sq ft)	Total Acres	Impact Area (sq ft)	Impact Area (acres)
1	TIITF/FWCC	C-26-37-29-A00-0010-0000	4000 SR 70 W LAKE PLACID, FL 33852	LAKE WALES RIDGE 3900 COMMONWEALTH BLVD MAIL STATION 108	TALLAHASSEE	FL	32399	84,562,000	1941.27	2,019,400	46.36
					FINAL COUNT			**84,562,000.00**	**1,941.27**	**2,019,400.00**	**46.36**

APPENDIX C: PREFERRED ALTERNATIVE WITHIN THE LAKE WALES RIDGE WILDLIFE AND ENVIRONMENTAL AREA ROLL PLOT



PREFERRED ALTERNATIVE WITHIN THE LAKE WALES RIDGE WILDLIFE AND ENVIRONMENTAL AREA

Appendix F: SWFWMD and SFWMD Interagency Agreement

INTERAGENCY AGREEMENT BETWEEN THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT AND THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT FOR THE DESIGNATION OF REGULATORY RESPONSIBILITY FOR AN ENVIRONMENTAL RESOURCE PERMIT FOR THE SR 70 PROJECT IN HIGHLANDS COUNTY

THIS INTERAGENCY AGREEMENT (Agreement) is made and entered into by and between the SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT (SWFWMD) and the SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD).

WITNESSETH:

WHEREAS, The Florida Department of Transportation (FDOT) is seeking an environmental resource permit for construction of road improvements and associated stormwater facilities along an approximately 7-mile portion of SR 70, from east of Jefferson Avenue to CR 29, in Highlands County, Florida. (SR 70 Project); and

WHEREAS, the beginning of the SR 70 Project falls under the jurisdiction of SFWMD, and then the project continues along the geographical boundary between SFWMD and SWFWMD until it again falls under SWFWMD's jurisdiction, and then ends in SFWMD's jurisdiction. See project map attached as "Exhibit A."

WHEREAS, the geographic area of the SR 70 Project includes portions of Highlands County that are located within the jurisdictional boundaries of SWFWMD and SFWMD; and

WHEREAS, Subsection 373.046(6), Fla. Stat., authorizes a water management district to designate, via an interagency agreement, regulatory responsibility to another water management district when the geographic area of a project or local government crosses water management district boundaries; and

WHEREAS, the designation of the SWFWMD as the water management district with Part IV, Chapter 373, Fla. Stat., regulatory responsibility for the SR 70 Project would allow for more efficient processing of permit applications under that part; and

WHEREAS, the SWFWMD and the SFWMD desire to designate the SWFWMD as the water management district with Part IV, Chapter 373, Fla. Stat., regulatory responsibility for the SR 70 Project, pursuant to Part IV, Chapter 373, Fla. Stat.;

NOW THEREFORE, the SWFWMD and the SFWMD, under the authority of Subsection 373.046(6), Fla. Stat., hereby agree as follows:

1. The SFWMD hereby designates to SWFWMD all regulatory responsibilities under Part IV of Chapter 373, Fla. Stat., for those activities associated with the SR 70 Project that lie within the jurisdictional boundaries of SFWMD. Such regulatory responsibilities shall include receiving, processing, and taking final agency action

on all environmental resource permit applications, or modifications thereof, and taking any compliance and enforcement action with regard to such permit.

2. This Agreement will commence upon execution by all parties and will remain in effect until either party terminates such agreement for its convenience upon ninety (90) days written notice to the other party.

IN WITNESS WHEREOF, each party, or its lawful representative, has executed this Agreement on the date set forth next to their signature below.

SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT

By: _____
Randall S. Maggard, Chair

Attest: _____
~~Bryan K. Beswick, Secretary~~
Ed Armstrong, Treasurer

Date: March, 27, 2018

(Seal)

Legal Form Approved:

_____
Jodi A. Thompson
Staff Attorney

SOUTH FLORIDA WATER MANAGEMENT DISTRICT

By: _____
Jill S. Creech, P.E.
Director, Regulation Division

Attest: _____
District Clerk/Secretary

Date: 03/16/18, 2018

(Seal)

Legal Form Approved:

_____
Jennifer D. Brown
Senior Attorney

Southwest Florida
Water Management District

JUN 12 2017

Received
Brooksville RSB

SR 70 Project Development and Environment Study **From East of Jefferson Avenue to East of CR 29** **Highlands County, Florida** **FPN: 414506-1-22-01**	FDOT	**Figure 2:** **Water Management District Map**

EXHIBIT

A

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