Preliminary Engineering Report

Florida Department of Transportation

District 1

Bradenton-Palmetto Connector

Limits of Project: US 41/SR 55

from US 301/SR 683 at 9th Street East to North of 25th Street East

Manatee, Florida

Financial Management Number: 444843-1-22-01

ETDM Number: 14507

Date: June 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.

# PRELIMINARY ENGINEERING REPORT

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# PROFESSIONAL ENGINEER CERTIFICATION

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**ETDM Number:** 14507

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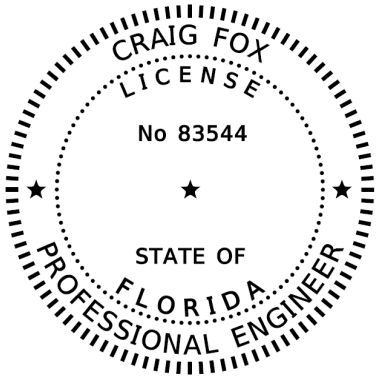
**Federal Aid Project Number:** D120-060-B

This preliminary engineering report contains engineering information that fulfills the purpose and need for the Bradenton-Palmetto Connector Project Development & Environment Study (PD&E) US 41/SR 55 from US 301/SR 683 at 9th Street East to north of 25th Street East in Manatee County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with GFT and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.




Craig Fox

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# 1.0 PROJECT SUMMARY

## 1.1 Project Description

The Florida Department of Transportation (FDOT), District One (D1) is conducting a Project Development and Environment (PD&E) study, known as the Bradenton-Palmetto Connector (BPC), to evaluate capacity and mobility improvements to United States (US) 41/State Road (SR) 55/1st Street (St)/Tamiami Trail (Trl) and US 301/SR 683 including roadway widening, bridge reconstruction, new stormwater management facilities (SMF), new floodplain compensation (FPC) sites, and bicycle and pedestrian accommodations. The study limits begin at US 301/SR 683 from 9th St East, north of the City of Bradenton, Florida, and continues along US 41 to north of 25th St East, north of the City of Palmetto, Florida. The project also crosses the Manatee River. The study limits extend approximately 4.5 miles, all within Manatee County. The project location and study limits are shown in **Figure 1-1**.

In 2025, FDOT D1 completed a PD&E study for the Hernando DeSoto Bridge (structure #130053) Replacement from westbound SR 64 to Haben Boulevard (Blvd) in Manatee County, Florida (FPID 442630-1-22-01, ETDM 14510). That study evaluated replacing the existing four-lane DeSoto Bridge with a new four-lane bridge that included wider shoulders, upgraded pedestrian facilities and other safety features. The DeSoto Bridge Replacement PD&E study limits fall within the BPC PD&E study limits; however, it did not include adding lanes for capacity improvements. This BPC PD&E study does include adding additional lanes both on the roadway and the DeSoto Bridge to accommodate capacity needed within the project study area.


**Figure 1-1 – Project Location Map**

The proposed improvements associated with the Preferred Alternative include widening the roadway from four to six general purpose lanes and adding two elevated proposed express lanes supported by median piers. Additional improvements include drainage upgrades and enhanced bicycle and pedestrian facilities, including sidewalks south of the DeSoto Bridge and shared use paths north of the DeSoto Bridge. In addition to the Preferred Alternative, due to funding constraints and the potential need for the elevated lanes of the Preferred Alternative to be tolled, an Interim Improvement is proposed between westbound SR 64 and US 301. This Interim Improvement would widen the roadway from four to six lanes and remove and replace the DeSoto Bridge with six travel lanes and a shared use path on both sides. The Interim Improvements are 1.7 miles of the total project length and do not include the elevated proposed express lanes.

Analysis of the Preferred Alternative does not assume any of the Interim Improvements are constructed. Instead, the study compares the Preferred Alternative to the existing/No-Build condition. This PD&E study evaluates the No-Build alternative and the Preferred Alternative. However, this study also includes information on the Interim Improvements to clearly quantify impacts of both Preferred Alternative and Interim Improvements. The Preferred Improvement and Interim Improvement limits are shown in **Figure 1-2**.


**Figure 1-2 – Preferred Alternative and Interim Improvements**

## 1.2 Purpose & Need

The purpose of the project is to provide additional capacity and accommodate transportation demand across the Manatee River, specifically between the cities of Bradenton, Palmetto, and the numerous communities in western Manatee County, as part of the regional transportation system. Another project goal is to enhance safety. The need for the project is based on the following criteria:

**PRIMARY NEEDS**

**Capacity**

The geography of Manatee County, particularly surrounding the Manatee River, creates a challenge to transportation infrastructure. The Manatee River divides the western half of Manatee County, separating the City of Bradenton (to the south) and the City of Palmetto (to the north). The roadway network of both cities consists of a grid system that helps distribute traffic across the network on each side of the river. However, only three crossings of the Manatee River exist that connect the Cities of Bradenton and Palmetto and facilitate north-south travel. These three river crossings include:

- US 41 Business (SR 45)/Green Bridge [Structure #130132]
- US 41 (SR 55)/US 301 (SR 683)/DeSoto Bridge [Structure #130053]
- I-75 (SR 93)/ I-75 Bridge [Structures #130103 and #130104]

To better understand travel patterns of the project study area, particularly north-south traffic patterns across the Manatee River, an origin-destination analysis was conducted in May 2025 and compared to the 2014 origin-destination analysis performed as part of the Central Manatee Network Alternatives Analysis (CMNAA) Study. The analysis revealed that the percentage of through trips [defined as trips that start and end outside of the project study area as described above] increased from 31% - 33% in 2014 to 47% in 2025, with most of the area traffic utilizing the DeSoto Bridge to cross the Manatee River. Specifically, 43% of the northbound trips on the DeSoto Bridge and 42% of the southbound trips on the DeSoto Bridge are through trips. Ultimately, north-south area traffic is funneled through the three river crossings and collected and distributed via the local street grid systems on each side of the river. As a result, the capacity of the three river crossings constrains traffic traveling north-south in western Manatee County.

According to FDOT 2024 Florida Traffic Online data, the three river crossings operate at Level of Service (LOS) F indicating that the Annual Average Daily Traffic (AADT) volumes for the three crossings exceed the FDOT target standard of LOS D for State Highway System facilities in urban areas during peak travel hours (*Highway Capacity Manual 7th Edition | FDOT Topic No. 000-525-*

*006-c*). These constrained conditions are echoed through the Volume to Capacity (V/C) ratios ranging from 1.501 to 2.5 as identified through the Sarasota/Manatee Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) and presented in **Table 1-1**.

**Table 1-1 – 2024 Traffic Volumes and Level of Service Conditions**

| 2024 Traffic Volumes and Level of Service Conditions | | | | | |
|---|---|---|---|---|---|
| Facility | Limits | Number of Lanes | 2024 AADT (1) | 2024 LOS (2) | 2024 V/C (3) |
| US 41 Business (SR 45)<br>Green Bridge | Westbound SR 64 to 10th Street | 4 | 41,000 | F | 1.501 - 2.5 |
| US 41 (SR 55) / US 301 (SR 683)<br>DeSoto Bridge | Westbound SR 64 to 10th Street | 4 | 65,000 | F | 1.501 - 2.5 |
| I-75 (SR 93)<br>I-75 Bridge | Westbound SR 64 to US 301 | 6 | 131,000 | F | 1.501 - 2.5 |
| *Sources/Notes:*<br>*(1) FDOT 2024 Florida Traffic Online*<br>*(2) FDOT 2023 Multimodal Quality/Level of Service (Q/LOS) Handbook*<br>*(3) Based on 2024 AADT volumes applied to Sarasota/Manatee MPO 2050 LRTP - Existing and Committed (E+C) network, which encompasses roadway network improvements made up to Fiscal Year 2023/2024.* | | | | | |

A V/C ratio of greater than 1.0 means that the volume of vehicles on the roadway segment is greater than the volume that the roadway was designed to accommodate when it was constructed. The Sarasota/Manatee MPO 2050 LRTP identified US 41 (SR 55)/US 301 (SR 683)/DeSoto Bridge from 21st Avenue to 10th Street and US 41 Business (SR 45)/Green Bridge from westbound SR 64 to Riverside Drive as two of the top ten most congested corridor segments within the region (ranked #1 and #6, respectively).

Results of the FDOT District One Regional Planning Model (D1RPM) are presented in **Table 1-2.** Two of the three river crossings will continue to operate at LOS F in 2045 under the No-Build scenario, as conditions will only be exacerbated with the increase in traffic volumes by 2045. Traffic volumes on the Green Bridge and DeSoto Bridge are anticipated to increase by 27.85% and 27.69%, respectively.

**Table 1-2 – 2045 Traffic Volumes and LOS Conditions**

| 2045 Traffic Volumes and Level of Service Conditions | | | | | |
|---|---|---|---|---|---|
| Facility | Limits | Number of Lanes (1) | Context Classification | 2045 AADT (2) | 2024 LOS (3) |
| US 41 Business (SR 45)<br>Green Bridge | Westbound SR 64 to 10th Street | 4 | C3C<br>C4<br>C5 | 52,420 | F |
| US 41 (SR 55) / US 301 (SR 683)<br>DeSoto Bridge | Westbound SR 64 to 10th Street | 4 | C3C<br>C3R<br>C4 | 83,000 | F |
| I-75 (SR 93)<br>I-75 Bridge | Westbound SR 64 to US 301 | 10 | Limited Access | 177,960 | E |
| *Sources/Notes:*<br>*(1) FDOT D1RPM 2045 Cost Feasible Scenario*<br>*(2) FDOT D1RPM 2045 Cost Feasible Scenario*<br>*(3) FDOT 2023 Multimodal Quality/LOS Handbook - It is assumed that the I-75 (SR 93)/I-75 Bridge is in a Transitioning Area.* | | | | | |

## Transportation Demand

The population of Manatee County more than doubled over the last 40 years, increasing from 148,442 in 1980 to 399,710 in 2020. The populations of the Cities of Bradenton and Palmetto, major municipalities within Manatee County, also increased by 84.26% and 54.26%, respectively, within the same period. **Table 1-3** summarizes the historic population growth in the region from 1980 - 2020. According to the 2020 United States Census, Manatee County had the eighth-highest growth rate of the 67 counties in Florida between 2010 and 2020.

**Table 1-3 – Historic Population Growth (1980 – 2020)**

| Historic Population Growth (1980 – 2020) | | | | | | |
|---|---|---|---|---|---|---|
| Region | 1980 | 1990 | 2000 | 2010 | 2020 | 1980 – 2020 % Growth Rate |
| City of Bradenton | 30,228 | 43,779 | 49,504 | 45,546 | 55,698 | 84.26% |
| City of Palmetto | 8,637 | 9,268 | 12,571 | 12,606 | 13,323 | 84.26% |
| Manatee County | 148,445 | 211,707 | 264,002 | 322,833 | 399,710 | 84.26% |
| *Source: United States Census Bureau.* | | | | | | |

The population is anticipated to continue to increase, as indicated in the Sarasota/Manatee MPO 2050 LRTP and cited in **Table 1-4**. According to the 2050 LRTP, the population of Manatee County is expected to increase from 421,846 in 2023 to 632,125 in 2050, resulting in a net change of 210,279 residents or a growth rate of 49.85%. The population of the City of Bradenton is

additionally projected to grow from 55,879 in 2023 to 61,937 in 2050, or by 10.84%. Likewise, the population of the City of Palmetto is expected to increase from 13,200 in 2023 to 14,248 in 2050, or by 7.94%. Data trends show population growth predominantly occurring within eastern Manatee County. Over ten Developments of Regional Impact (DRIs) in Manatee County have been or will be built near I-75.

**Table 1-4 – Population Growth (2023 – 2050)**

| Historic Population Growth (1980 – 2020) | | | | |
|---|---|---|---|---|
| Region | 2023 | 2050 | Net Change | 2023 – 2050 % Growth Rate |
| City of Bradenton | 55,879 | 61,937 | 6,058 | 10.84% |
| City of Palmetto | 13,200 | 14,248 | 1,048 | 7.94% |
| Manatee County | 421,846 | 632,125 | 210,279 | 49.85% |
| *Source: Sarasota/Manatee MPO 2050 LRTP.* | | | | |

The 2050 LRTP forecast also anticipates approximately 80,000 new jobs within Manatee County by 2050. In addition, Manatee County and the City of Bradenton are popular tourist destinations. The Business Observer reported that Manatee County hosted 3.8 million visitors in 2023.

While the street grid systems within the Cities of Bradenton and Palmetto offer more travel and circulation choices, all travelers crossing the Manatee River are limited to using the three existing bridges.

## SECONDARY NEED

### Safety

According to the Signal Four Analytics crash database (S4), all three river crossings (roadway segment with bridge) are experiencing a higher number of crashes compared to similar FDOT District One and statewide roadway facilities for the 2020 to 2024 five-year period. Of these crashes, a total of eight fatal and 64 serious injury crashes were reported. Rear-end and sideswipe collisions were identified as the most frequent crash types, indicating network congestion. **Table 1-5** presents the crash statistics for all three river crossings.

**Table 1-5 – Crash Statistics**

| Crash Statistics | | | | | |
|---|---|---|---|---|---|
| Facility | Limits | Total 5-Year Crashes | Fatal Crashes | Serious Injury Crashes | Predominant Crash Type (% of Crashes) |
| US 41 Business (SR 45) Green Bridge | Westbound SR 64 to 10th Street | 485 | 2 | 11 | Rear End (26%); Sideswipe (24%) |
| US 41 (SR 55) / US 301 (SR 683) DeSoto Bridge | Westbound SR 64 to 10th Street | 803 | 1 | 8 | Rear End (47%) |
| I-75 (SR 93) I-75 Bridge | Westbound SR 64 to US 301 | 1,119 | 5 | 45 | Rear End (47%) |
| *Source: Signal 4, 2020-2024.* | | | | | |

The five-year crash rates for all three facilities exceed both the FDOT District One and statewide average cash rates for similar facilities, as shown in **Table 1-6**.

**Table 1-6 – Crash Rates**

| Crash Statistics | | | | |
|---|---|---|---|---|
| Facility | Limits | 5-Year Crash Rates (1) | District One Average Crash Rates (2) | Statewide Average Crash Rates (3) |
| US 41 Business (SR 45) Green Bridge | Westbound SR 64 to 10th Street | 3.87 | 1.27 | 1.03 |
| US 41 (SR 55) / US 301 (SR 683) DeSoto Bridge | Westbound SR 64 to 10th Street | 3.81 | 1.27 | 1.03 |
| I-75 (SR 93) I-75 Bridge | Westbound SR 64 to US 301 | 1.33 | 0.69 | 0.90 |
| *Sources/Notes:*<br>*(1) Crashes per Million Vehicle Miles Traveled - calculated using 2020-2024 five-year crash totals and AADT volumes.*<br>*(2) Average Number of Crashes per MVMT on Similar FDOT District One Facilities.*<br>*(3) Average Number of Crashes per MVMT on Similar Statewide Facilities.* | | | | |

## Project Status

The project is identified in the Sarasota/Manatee MPO 2050 LRTP as a Tier 2 Roadway Capacity Program Project (unfunded). While it is noted in the Sarasota/Manatee MPO Fiscal Years (FY) 2025/26 - 2029/30 Transportation Improvement Program (TIP) as a regional bridge priority and part of the 2024 List of Project Priorities, no funding is identified. It is additionally identified as part of the Sarasota/Manatee MPO 2025 List of Project Priorities. The project is also included in the current FDOT State Transportation Improvement Program (STIP) as well as the FDOT 2026 - 2030 Five-Year Work Program with funding allocated for the PD&E phase in FY 2026. As the project advances, FDOT District One will coordinate with the Sarasota/Manatee MPO to ensure

that the project and funding per phase/future phases are consistent across the Sarasota/Manatee MPO LRTP, the Sarasota/Manatee MPO TIP, the FDOT STIP, and the FDOT Work Program.

## 1.3 Commitments

FDOT is considering the following project commitments:

| | |
|---|---|
| 1 | The most recent version of the *USFWS Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during construction of the proposed project; |
| 2 | The most recent version of the *USFWS Standard Manatee Conditions for In-Water Work* will be adhered to during construction of the proposed project; |
| 3 | The *NMFS Protected Species Construction Conditions* and *NMFS Vessel Strike Avoidance Measures, NOAA Fisheries SERO* will be adhered to during the construction of the proposed project; |
| 4 | Updated surveys for Submerged Aquatic Vegetation (SAV) will be conducted during the design phase of the project. The seagrass beds adjacent to the existing bridge in the project's northwest and northeast quadrants will be delineated with buoys to prevent adverse impacts from barges and small work boats during new bridge construction and existing bridge demolition; |
| 5 | Consultation will be re-initiated with NMFS regarding Section 7 and Essential Fish Habitat during the design phase of the project; |
| 6 | If the monarch butterfly is listed by USFWS as threatened or endangered and the project may affect the species, FDOT commits to reinitiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species; |
| 7 | Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1 to July 15) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit); |
| 8 | Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the study area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long- |

| | |
|---|---|
| | eared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.<br>• If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing the presence of the species within the vicinity of the study area. Additional survey work by FDOT, or application of avoidance and minimization measures, including not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1 to July 15) or when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit), may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.<br>• If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1 to July 15) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance. |

## 1.4 Alternatives Analysis Summary

An alternatives analysis process consists of developing, evaluating, and eliminating project alternatives based on the project's purpose and need. This process also considers engineering and environmental factors, along with public and stakeholder input. This document presents the No-Build Alternative and the Build Alternative: a roadway widening from 4 to 6 at-grade lanes, with the addition of two proposed express lanes, elevated on a viaduct.

### *1.4.1 No-Build Alternative*

Under the provisions of the National Environmental Policy Act (NEPA), the effects of not implementing the proposed action must be considered in the decision-making process. The No-Build (or No-Action) Alternative also serves as the baseline for comparing the impacts of the Build Alternative.

The No-Build alternative does not provide additional capacity nor improved mobility over the Manatee River, specifically between the cities of Bradenton and Palmetto. The existing conditions do not accommodate the projected future growth in the region. US 41 has two of the region's top 10 most congested corridor segments. The roadway corridor operates at LOS F, indicating higher congestion and longer travel times. There is also a higher number of crashes compared to similar FDOT District One and statewide roadway facilities. The No-Build Alternative does not meet the

project's purpose and need to provide additional capacity, accommodate transportation demand across the Manatee River, and enhance safety.

### *1.4.2 Build Alternative*

The Build Alternative would include the DeSoto Bridge Replacement to a wider bridge, widening the roadway from four to six general purpose through lanes, and adding two elevated proposed express lanes on a viaduct supported by median piers. Additional improvements include drainage upgrades and enhanced bicycle and pedestrian facilities, including sidewalks south of the DeSoto Bridge and shared use paths to north of the DeSoto Bridge.

The Build Alternative addresses forecasted north-south travel demand by providing additional roadway capacity on US 301 in Bradenton and on US 41 in Bradenton and Palmetto. Given the prevailing urban and suburban land use characteristics surrounding the project area, achieving a balance between the competing needs of capacity enhancement versus access to adjacent land use presents challenges. In response to those challenges, roadway capacity improvements were identified in conjunction with project stakeholders to maximize north-south traffic flow efficiency while minimizing impacts to abutting properties and environmentally sensitive areas. The resulting Build Alternative provides two new uninterrupted travel lanes, or proposed express lanes, separate from the existing travel lanes, or general-use lanes. In Bradenton south of westbound SR 64, roadway capacity enhancement is provided exclusively by proposed express lanes located in the roadway median on an elevated structure above the at-grade lanes. From north of westbound SR 64 to the northern project limit, capacity enhancements are provided via a combination of the two proposed express lanes plus expansion of the general-use lanes from four to six.

An Interim Improvements is proposed between westbound SR 64 and US 301 that would widen the roadway from four to six through lanes and replace the DeSoto Bridge with a 6-lane structure and add a shared use path on both sides of the bridge.

Further discussion of the Build Alternative is provided in **Section 5.4**. Estimated project costs are summarized in **Section 7.1.23**.

## 1.5 Description of Preferred Alternative

The Preferred Alternative is the Build Alternative as described in **Section 7.0.** It provides two new proposed express lanes and expands the general-use lanes to facilitate the movement of motorists, emergency responders, and freight handlers. It also addresses pedestrian and bicyclist needs by implementing shared use paths along US 41 from the DeSoto Bridge to 17$^{th}$ Street East, thereby enhancing connectivity to the existing and planned trails in the Manatee County Greenway Trail System. It also closes existing sidewalk gaps in Bradenton from westbound SR 64 to the DeSoto Bridge. It addresses safety enhancements by reducing congestion along US 41, which reduces the potential for both the number and severity of vehicular crashes. The Preferred

Alternative is anticipated to potentially encounter seven parcel relocations (six residential and one commercial parcel) to accommodate drainage ponds.

Potential Design Variations and Design Exceptions of the Preferred Alternative are discussed in **Section 7.1.5**.

## 1.6 List of Technical Documents

The following technical reports, documents, engineering, and environmental studies and analyses were conducted as part of the PD&E Study phase:
Public Involvement Documents:

- Public Involvement Plan (PIP) (June 2026) – Draft
- Advance Notification Package (January 2026)
- Public Hearing Transcript – TBD
- Comments and Coordination Report - TBD

Environmental Documents:

- Contamination Screening Evaluation Report (CSER) (June 2026) - Draft
- Cultural Resource Assessment Survey (CRAS) (June 2026) - Draft
- Natural Resources Evaluation (NRE) (June 2026)- Draft
- Noise Study Report (NSR) (June 2026)- Draft
- Conceptual Stage Relocation Plan (June 2026) - Draft
- Section 4(f) Applicability Determination
- Water Quality Impact Evaluation (WQIE) (June 2026)- Draft
- Type 2 Categorical Exclusion (Type 2 CE)
- ETDM Programming Summary Report (April 2026)

Engineering Documents:

- Location Hydraulic Report (LHR) (April 2026) - Draft
- Sea-Level Impact Projection (SLIP) Study (March 2026) – Draft
- Pond Siting Report (PSR) (June 2026)- Draft
- Project Traffic Analysis Report (PTAR) (June 2026)
- Typical Section Package (June 2026) - Draft
- Utility Assessment Package (UAP) (June 2026) - Draft

# 2.0 EXISTING CONDITIONS

Existing conditions along US 301 and US 41 in the project area were identified from GIS data, as-built construction plans, FDOT Roadway Characteristics Inventory, Straight-Line Diagrams, right-of-way maps, field reviews, survey information, and supporting technical studies and reports.

## 2.1 Previous Planning Studies

The Florida Department of Transportation (FDOT) completed the Bradenton-Palmetto Connector Alternative Corridor Evaluation (ACE) Study to identify, evaluate, and recommend improvement alternatives for a crossing of the Manatee River to enhance the connectivity between Bradenton, Palmetto, and adjacent communities. The ACE Study was completed in March 2025 and covered ten alternative corridors with a recommendation of the highest ranking three alternatives for further review.

After the ACE Study was completed, further analysis was done to evaluate the three corridors. The analysis includes refined future traffic projections and origin-destination analysis to more closely examine whether the three selected alternatives continue to meet the ACE Study's purpose and need, based on the best-performing lane configurations for each Corridor. In Addition, the three Corridors were also screened in the Programming Screen through the Efficient Transportation Decision Making (ETDM) process to obtain comments from the Environmental Technical Advisory Team (ETAT).

Results of additional environmental and engineering analysis, along with a review of input from local agencies, ETAT, and the public, led to the elimination of two Corridors (B and D) and the selection of Corridor A for study in this PD&E. The corridors elimination memo is available in the project file and uploaded to the StateWide Environmental Project Tracker (SWEPT).

In 2025, FDOT District One (D1) completed a PD&E study for the Hernando DeSoto (DeSoto) Bridge (structure #130053) Replacement from westbound SR 64 (Manatee Avenue) to Haben Boulevard in Manatee County, Florida (FPID 442630-1-22-01, ETDM 14510). That study evaluated an in-kind bridge replacement only and did not include capacity improvements. The DeSoto Bridge Replacement limits are encompassed within this current PD&E study, the Bradenton-Palmetto Connector, which evaluates the bridge's replacement to accommodate the capacity needed within the project study area.

## 2.2 Existing Roadway Conditions

Existing land use along the corridor includes commercial, residential, retail, and public uses. Pedestrian and bicycle facilities are discontinuous along the corridor. The Florida Department of Emergency Management identifies the corridor as an emergency evacuation route and a critical

segment with a high vehicle queue. Details on the existing roadway conditions, typical sections, and access management classification are provided in the subsections below.

### *2.2.1 Roadway Typical Sections*

At the southern project limit, west of the 9th Street East intersection, US 301 is a four-lane divided facility with two 12-foot travel lanes in each direction, outside paved shoulders, and a grass median. Drainage for roadway runoff is conveyed via swales and open ditches. There are no sidewalks or bicycle lanes. The roadway right-of-way width varies from 260 feet to 320 feet. A representation of the typical section is shown in **Figure 2-1**.

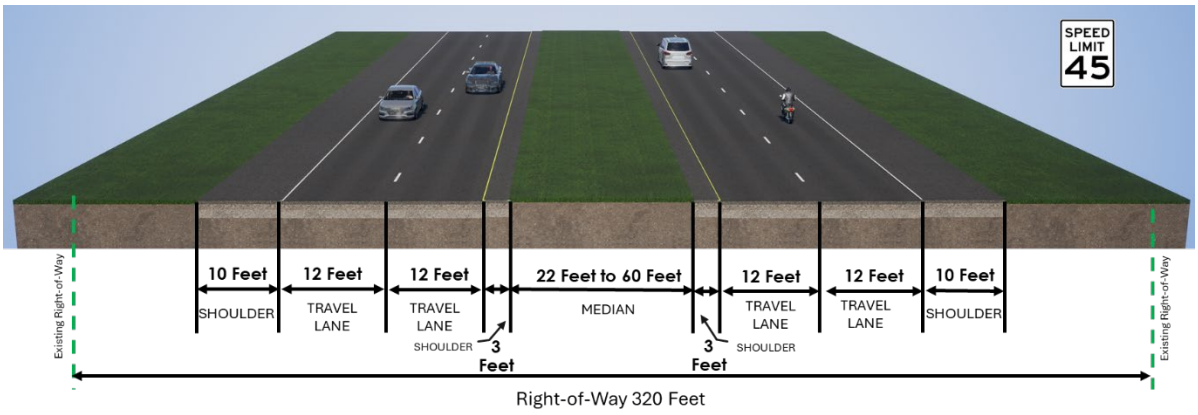



**Figure 2-1– Existing Roadway – US 301 West of 9th Street East**

North of the US 301 junction with US 41, from the CSX Railroad at-grade crossing to westbound SR 64, the US 41/US 301 roadway consists of seven travel lanes separated by an 18-foot grass median. The four northbound lanes and three southbound lanes include curb and gutter to channel roadway runoff into a closed drainage system. There is a sidewalk along both sides of the roadway, but there are no bicycle paths. Exclusive right- and left-turn lanes are used at select intersections, including all signalized intersections at 13th Ave, 9th Ave, eastbound SR 64/6th Ave, and westbound SR 64. Although the roadway right-of-way width varies, it is generally 125 feet wide. A representation of the lane arrangements is shown in **Figure 2-2**.

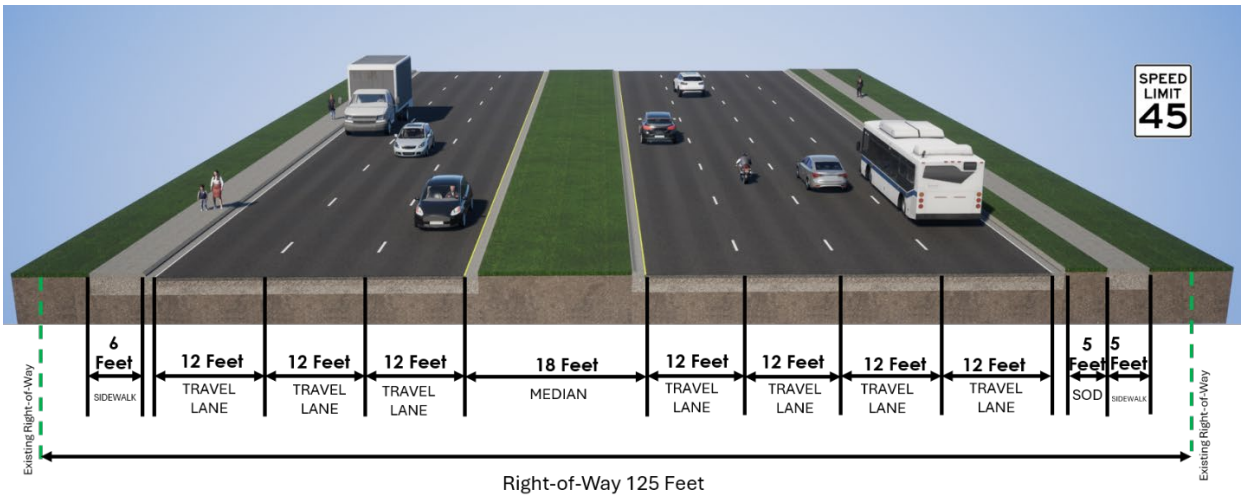



**Figure 2-2 – Existing Roadway – South of 13th Avenue to 9th Avenue**

From north of westbound SR 64 to the DeSoto Bridge, the US 41 roadway is a four-lane, divided facility with three 12-foot lanes in each direction, separated by a concrete barrier median. There are intermittent sidewalks along west side of this segment and no and no bicycle lanes. The roadway right-of-way width varies from 106 feet to 173 feet. A representation of the lane arrangements is shown in **Figure 2-3**.

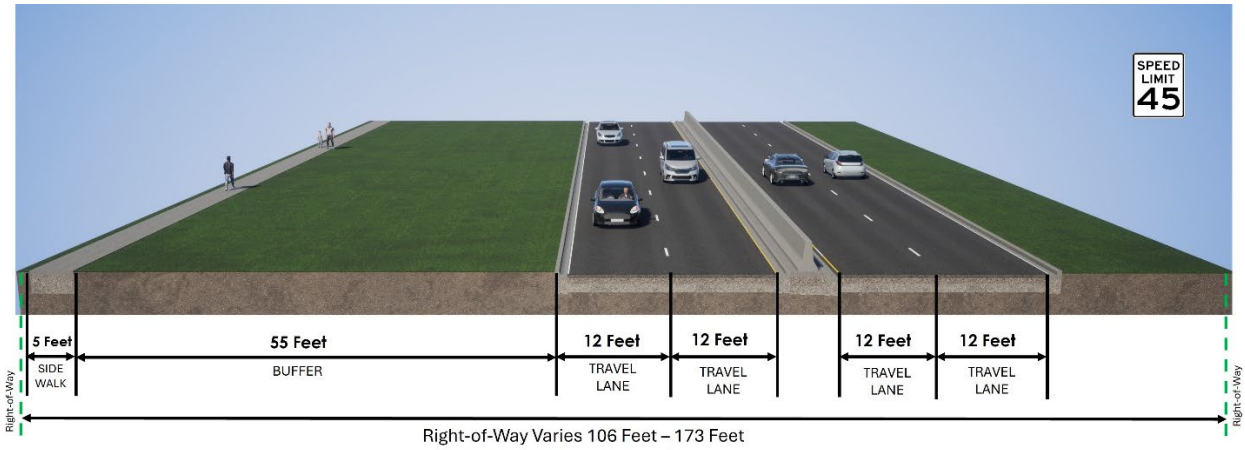



**Figure 2-3 – Existing Roadway South of DeSoto Bridge**

North of the DeSoto Bridge to the US 41 interchange with US 301 (10th St W), the typical roadway section consists of two 12-foot travel lanes in each direction separated by a 22-foot grass median. The outside shoulders of five feet are paved, except where they are replaced by exclusive right-turn lanes. There is a limited sidewalk along the east side of the roadway near Haben Boulevard, but there are no bicycle lanes. The roadway right-of-way width varies, but it is generally 120 feet. A representation of the lane arrangements is shown in **Figure 2-4**.

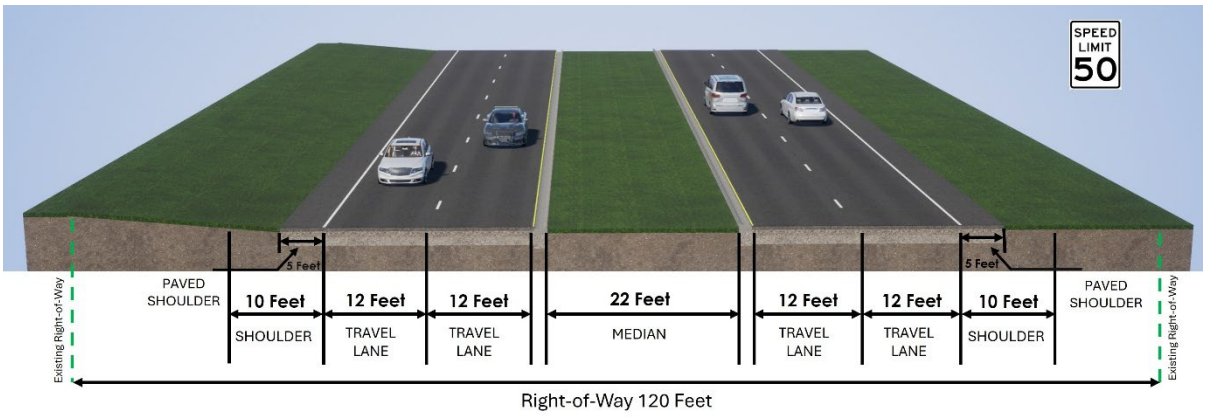



**Figure 2-4 – Existing Roadway North of DeSoto Bridge**

Refer to **Section 2.3** for further discussion of existing bridges at the US 301 junction with US 41, DeSoto Bridge, US 41 interchange with US 301, and US 41 over the CSX Railroad Short Line.

### *2.2.2 Roadway Functional & Context Classifications*

Both US 41 and US 301 are classified as Urban Principal Arterials. The context classification varies from C3R – Suburban Residential to C3C – Suburban Commercial to C4 – Urban General. The location where the respective context classifications are applied are shown below:

- C3C – Suburban Commercial
  - From US 301 at 9th St (13121000, MP 7.077) to Railroad (RR) Crossing #624712-B (13121000, MP 7.908)
  - From 1st St East (13130000, MP 3.372) to south of 17th St East (13130000, MP 4.564)
- C4 – Urban General
  - (RR) Crossing #624712-B (13130000, MP 1.661) to 1st St East (13130000, MP 3.372)
- C3R – Suburban Residential
  - From south of 17th St East (13130000, MP 4.564) to north of 25th St East (13130000, MP 5.342)

Both US 41 and US 301 are designated Florida Department of Emergency Management and Manatee County Evacuation Routes, FDOT District One Regional Freight Mobility Corridors, and Sarasota/Manatee MPO 2045 LRTP Regional Freight Mobility Corridors.

Neither US 41 and US 301 are part of the Strategic Intermodal System.

### *2.2.3 Access Management Classification*

Existing access management along US 301 and US 41 is designated as:

- Access Class 3 – from US 301 at 9th St to RR Crossing #624712-B and from westbound SR 64/Manatee Ave E to N of 25th Ave E
- Access Class 7 – from RR Crossing #624712-B to westbound SR 64/Manatee Ave E
- Access Class 6 – From US 41/1st St E at 21st Ave W to RR Crossing #624712-B

Due to the restrictive median types and connection spacing range, per FDOT standards shown in **Table 2-1** and in the FDOT Design Manual (FDM) Table 201.4.2.

**Table 2-1 – FDOT Arterial Access Classifications**

| FDOT Arterial Access Classifications & Standards | | | | | | |
|---|---|---|---|---|---|---|
| Access Class | Median Type | Connection Spacing (feet) | | Median Opening Spacing (feet) | | Signal Spacing (feet) |
| | | >45 mph | ≤45 mph | Directional | Full | |
| 3 | Restrictive | 660 | 440 | 1320 | 2640 | 2640 |
| 6 | Non-Restrictive | 440 | 245 | | | 1320 |
| 7 | Both Median Types | 125 | | 330 | 660 | 1320 |

Notes:
1) "Restrictive" physically prevents vehicle crossing.
2) "Non-Restrictive" allows turns across at any point.
*3)* Speeds shown in this table are the posted speed.

Interchange Ramp Areas:
Connections within the interchange ramp area require the following spacing from the end of the ramp taper:
- 440 feet ≤ 45 mph
- 660 feet > 45 mph
- 1,320 feet on Access Class 2 Facilities > 45 mph

Median openings within the interchange ramp area require the following standard distance from the end of the ramp taper:
- 2,640 feet for full median opening
- 1,320 feet for directional median opening

*Source: 2026 FDOT Design Manual*

### *2.2.4 Right-of-Way*

The right-of-way (ROW) varies throughout the project study area. The corresponding right-of-way widths are summarized in **Table 2-2**.

**Table 2-2 – Right-of-Way Widths**

| US 41/US 301 Right-of-Way Widths | |
|---|---|
| Section | Right-of-Way Width |
| US 301 – 9th St East to US 41 | 154' – 320' |
| US 41 – CSX RR At-Grade Crossing to US 301 Interchange | 106' – 173' |
| US 41 – US 301 Interchange to north of 25th St East | 100' – 230' |

### *2.2.5 Adjacent Land Use*

The area south of the DeSoto Bridge contains a mixture of commercial retail, residential, and institutional land uses, as shown in **Figure 2-5**. There is a large area of industrial land just to the east of the study area's termini at 9th St East. Manatee Memorial Hospital, Bradenton Riverwalk, and the Bradenton Riverwalk Skatepark are all prominent land uses south of the DeSoto Bridge.

The area surrounding the existing corridor north of the DeSoto Bridge comprises a mix of environmental preserves, recreational, vacant, governmental, residential, and industrial land uses. Prominent land uses include the Palmetto Estuary Preservation Project, Bradenton Area Convention Center, Lincoln Park and Aquatic Center, Lincoln Middle School, and a School District of Manatee County office.

The area is primarily dominated by transportation infrastructure, with roads and highways comprising the largest share of land use, followed by commercial and services at 15.6%. Residential land uses also account for a substantial portion of the study area, including medium- and high-density developments, totaling approximately 24%. Natural features remain an important element of the landscape, including water bodies at 9.7% and wetlands such as mangrove swamps at 4.3%. Institutional uses account for 7.8% of the area, and recreational or open-space contribute to balanced urban development and environmental resources.

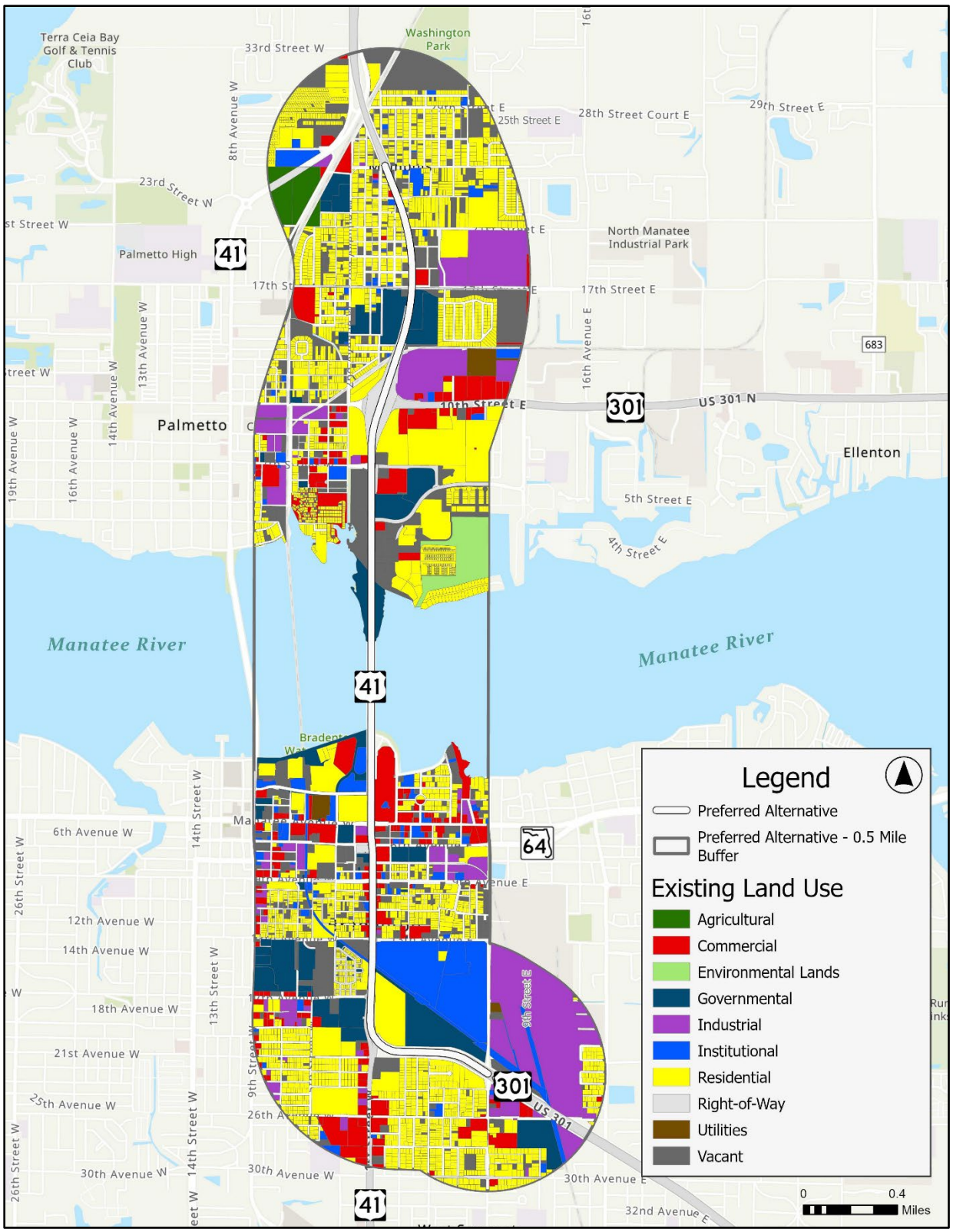



**Figure 2-5 – Existing Land Use**

### 2.2.6 *Pavement Type and Condition*

The overall asphalt condition of the pavement within the project limits is fair, with light to moderate cracking extending through the full pavement depth and minimal rutting. The 2022 pavement condition survey was performed by the State Materials Office, and the results are included in **Table 2-3** below. For the purposes of this study, Mile Post 2.255 to Mile Post 3.552 includes the section of the DeSoto Bridge Replacement.

**Table 2-3 – Existing Pavement Conditions**

| Existing Pavement Conditions | | | | | | |
|---|---|---|---|---|---|---|
| Roadway Section | Mile Post | Age | Lt Roadway Crack | Lt Roadway Ride | Rt Roadway Crack | Rt Roadway Ride |
| 13130000 | 1.661-2.617 | 16 | 6.0 | 6.3 | - | - |
| 13130000 | 2.208-2.617 | 16 | - | - | 6.0 | 7.1 |
| 13130000 | 3.038-5.819 | 22 | 6.0 | 7.8 | - | - |
| 13130000 | 3.038-5.819 | 22 | - | - | 6.5 | 7.8 |

A planned resurfacing project (FPID 447379-1-52-01; SR 55 (US 301/US 41/SR 45/US 19) from 23rd Ave West to 39th St East) will improve pavement conditions within the project limits. Construction is scheduled for FY 2025 at a construction cost of $15,840,888.

### 2.2.7 *Existing Design and Posted Speed*

Along US 301, from 9th St East to 1st St, where US 301 follows a sweeping curve to merge with US 41, the posted speed is 45 mph. However, along the sweeping curve, a posted speed advisory of 40 mph is in effect on US 301. Along US 41, north of the US 301 junction, the design and posted speed from 13th Ave to westbound SR 64 is 40 mph. North of westbound SR 64, the design and posted speed along US 41 changes from 40 mph to 50 mph and remains 50 mph through the northern project limits.

### 2.2.8 *Horizontal Alignment*

The horizonal alignment of US 41 generally follows a north-south direction, with curves in two segments of the highway, occurring at both the south and north project limits. At the southern end of the project, where US 301 joins US 41, there is a sharp degree of curvature. At the northern end of the project, from approximately 8th St East to the northern project limit, there is a more moderate curve. A summary of the existing horizontal alignment data is provided in **Table 2-4**.

**Table 2-4 – Existing Horizontal Alignment**

| Alignment Data | |
|---|---|
| **US 301 (9th Street East to US 41)** | |
| Begin MP 7.077 | |
| Curve 1 – MP 7.154 to MP 7.299 | Degree = 4°00′ / Delta = 30°38′22.84″ |
| Curve 2 – MP 7.299 to MP 7.464 | Degree = 4°00′ / Delta = 30°38′22.84″ |
| Curve 3 – MP 7.593 to MP 7.908 | Degree = 8°30′ / Delta = 91°10′51.22″ |
| End MP 7.908 | |
| **US 41 (US 301 to North of 25th Street)** | |
| Begin MP 1.661 | |
| Curve 1 – MP 2.109 to MP 2.175 | Degree = 2°00′ / Delta = 7°01′09.00″ |
| Curve 2 – MP 2.175 to MP 2.242 | Degree = 2°00′ / Delta = 7°02′39.00″ |
| Curve 3 – MP 3.854 to MP 3.992 | Degree = 2°30′ / Delta = 18°08′00.00″ |
| Curve 4 – MP 4.332 to MP 4.740 | Degree = 1°10′ / Delta = 25°10′04.00″ |
| Curve 5 – MP 4.740 to MP 4.886 | Degree = 1°30′ / Delta = 11°32′19.00″ |
| Curve 6 – MP 4.957 to MP 5.091 | Degree = 0°30′ / Delta = 3°32′53.00″ |
| Curve 7 – MP 5.112 to MP 5.188 | Degree = 0°30′ / Delta = 3°32′53.00″ |
| Curve 8 – MP 5.188 to MP 5.264 | Degree = 0°15′ / Delta = 1°00′05.00″ |
| End MP 5.342 | |
| Source: FDOT Straight Line Diagram of Roadway Inventory, US 301 (9/10/2021) and US 41/US 301/US 19/I-275 (6/27/2025) | |

### *2.2.9 Vertical Alignment*

Most of the roadway profile for US 301 and US 41 is flat, consistent with the surrounding terrain. The roadway profiles maintain minimum grades to drain roadway runoff, per FDOT design standards. The only locations where measurable vertical curves are incorporated in the roadway profiles are at the bridges where US 301 joins US 41 at 1st St, the DeSoto Bridge over the Manatee River, and at US 41 crossing over US 301 (10th St).

At the DeSoto Bridge, the roadway/bridge profile has a gradual slope on both the south and north approaches, with an elevation of about 5 feet above sea level. The original as-built bridge plans show a downgrade of 0.71%, then a 200-foot vertical curve leading to a flat 0% grade, increasing to a 3% grade over the river, and a 3% downgrade to a 0% grade. The crest vertical curve length over the Manatee River is 1,000 feet, with the sag vertical curves of 400 feet at both ends of the 3% grade. The K values are 167 for the crest curve and 133 for the sag vertical curves. The characteristics of the vertical curve are consistent with the posted and design speed of 45 mph.

Characteristics of the vertical curves along US 301 where it joins US 41 and where US 41 crosses over US 301 (10th Street) will be provided in a later version of this document.

### *2.2.10 Multi-modal Facilities*

There are no sidewalks along US 301 until the roadway merges with US 41 south of the DeSoto Bridge. Along US 41, five-foot-wide sidewalks are on both sides; however, they end just before

Manatee Memorial Hospital as the roadway approaches the DeSoto Bridge. There are no pedestrian facilities on the DeSoto Bridge or along the segment of US 41 immediately north of the bridge until the intersection with 17th St East, where sidewalks resume on both sides of the roadway to 25th Street East.

The Manatee County Area Transit (MCAT) is a major transportation provider in Manatee County and serves Bradenton, Ellenton, Palmetto, and Gulf Beach. Manatee County Area Transit (MCAT) Route 2 operates along US 41 from 26th Ave West to 9th Ave East, intersecting the project limits where US 301 aligns with US 41 south of the DeSoto Bridge. There are two bus stops on Route 2 on the east side of US 41, south of the DeSoto Bridge.

In addition to Route 2, several other MCAT routes intersect the project limits, including Routes 1, 3, 4, 13, 203, and North County ConneXion, as well as the Port Manatee ConneXion Shuttle, as shown in the **Figure 2-6**. These routes provide connectivity across key destinations within Manatee County:

- Route 1: Downtown to Ellenton Outlet Mall
- Route 2: DeSoto Station to East Bradenton
- Route 3: Downtown Bradenton to I-75 (Walmart at westbound SR 64)
- Route 4: Walmart (53rd Avenue) to Blake hospital
- Route 13: Washington Park/Palmetto Station to Downtown
- Route 203: Bay Pines VA Hospital to DeSoto Station
- North County ConneXion / 201: Rubina, Holy Cross, and Palmetto Walmart to Downtown Station

The Port Manatee ConneXion Shuttle is a mobility on-demand/call-ahead service available within a defined area of northern Manatee County. This new service was designed specifically for residents, visitors and those who work in the Port Manatee area. The Port Manatee ConneXion transfer points include the Palmetto Transit Station (Routes 1, 13, 201, and 203), the Palmetto Walmart (Routes 1, 13, and 201), and the Rubonia area (Route 201).

Existing and planned trails that intersect the project limits include the Bradenton Riverwalk Trail and the Palmetto Trails Network, which are part of the Florida Greenways and Trails System Plan.

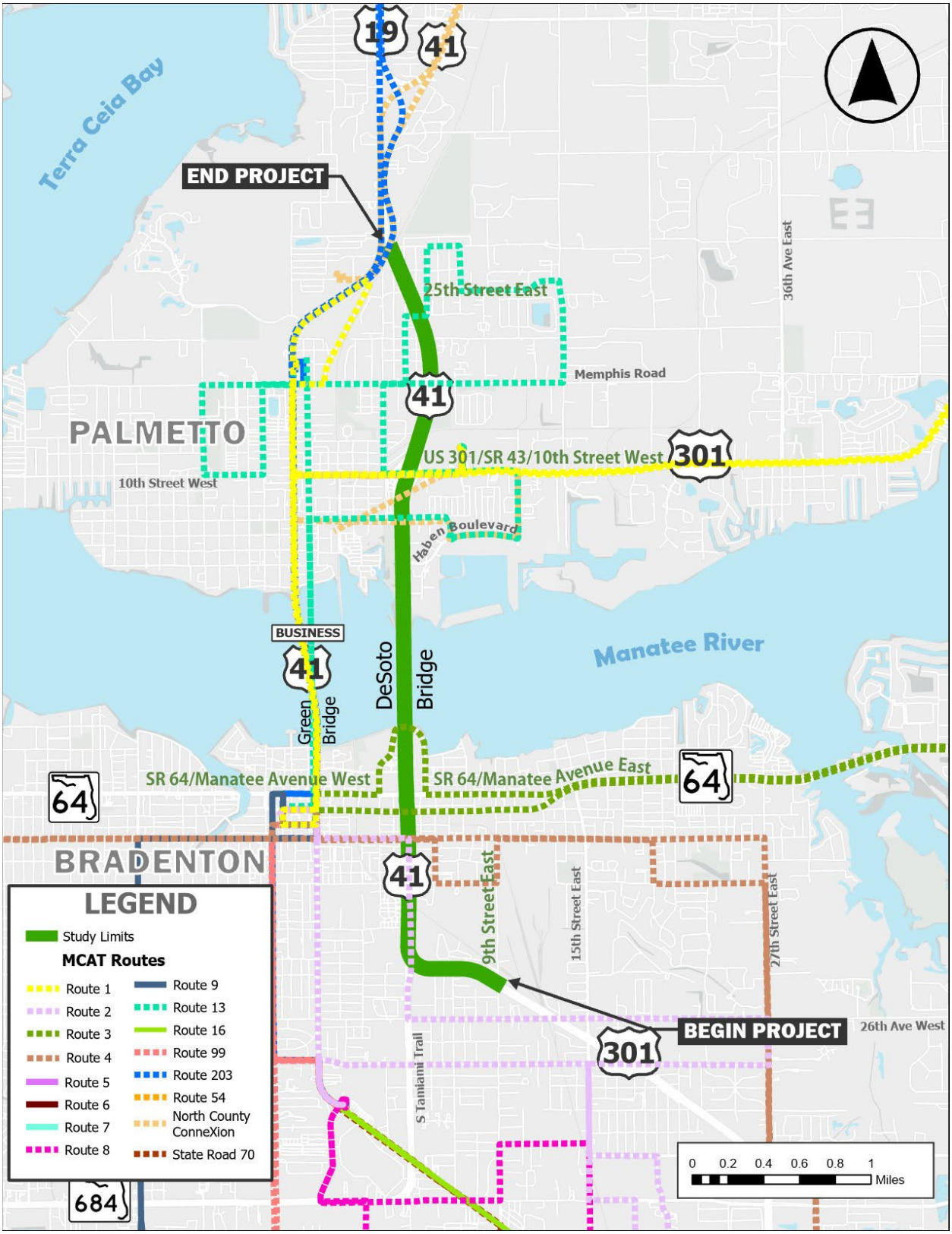



**Figure 2-6 – Manatee County Area Transit (MCAT) Routes**

### 2.2.11 Intersections

Along US 301, there are two signalized intersections at 15th St East and 9th St East, and one at-grade railroad crossing. Along US 41, there are eight signalized intersections: 13th Ave, Martin Luther King Jr Ave, 6th Ave, Manatee Ave, Haben Boulevard, 7th St, 17th St East, and 23rd St. There are also several unsignalized (minor street stop-controlled) intersections and driveways throughout the corridor.

### 2.2.12 Physical or Operational Restrictions

Physical and operational restrictions along US 41 include an at-grade crossing with the CSX Railroad south of 13th Ave, a bus stop on US 41 south of 13th Ave that serves the adjacent school and community center, and several locations where fixed objects are located within a few feet of the roadway edge, including posts for signs, roadway lighting, and overhead sign trusses. In addition, US 301 and US 41 serve as evacuation routes in Manatee County during extreme weather conditions.

### 2.2.13 Traffic Data

As of 2024, the average Annual Average Daily Traffic (AADT) of vehicles in the study area ranges from 31,000 to 65,500 AADT. The truck volume in the study area ranges from 1,660 to 4,888 AADT. A summary of AADT volumes is provided in **Table 2-5.**

**Table 2-5 – Average Annual Daily Traffic**

| Average Annual Daily Traffic | | |
|---|---|---|
| Segment | AADT | Truck AADT |
| US 301: 15th St E to US 41 | 31,000 | 2,821 |
| US 41: 13th Ave W to westbound SR 64/6th Ave | 65,500 | 3,013 |
| US 41: westbound SR 64/6th Ave to SR 64/Manatee Ave | 61,500 | 1,660 |
| US 41: westbound SR 64/Manatee Ave to US 301 | 65,000 | 4,615 |
| US 41: US 301 to 17th St W | 47,000 | 4,888 |
| US 41: 17th St W to 25th St E | 39,000 | 2,886 |

### 2.2.14 Roadway Operational Conditions

As of 2024, the level of service (LOS) within the project limits is F, which exceeds the FDOT target standard of LOS D for State Highway System facilities in urban areas during peak travel hours.

### 2.2.15 Managed Lanes

There are no existing managed lanes within the project limits.

### *2.2.16 Crash Data*

According to the Signal Four Analytics (S4) crash database, between January 1, 2021, and December 31, 2025, approximately 1,718 crashes occurred within the project limits. **Table 2-6** lists all crash types. The most common was a rear-end crash, with about 898 occurrences, or 52% of all crashes. The least common type of crash was rollover crashes, with only nine occurrences, or 0.5% of all crashes. **Table 2-7** lists the crashes by severity. There were nine fatal crashes and approximately 1,290 crashes with no injuries.

**Table 2-6 – Crash Types (2021 - 2025)**

| Average Annual Daily Traffic | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Crash Year | Angle | Bicycle | Head-On | Left-Turn | Off Road | Other | Pedestrian | Read-End | Right-Turn | Rollover | Sideswipe | Unknown | Total |
| 2021 | 18 | 2 | 2 | 31 | 6 | 12 | 2 | 188 | 7 | 4 | 83 | 7 | 362 |
| 2022 | 20 | 2 | 5 | 23 | 5 | 14 | 1 | 149 | 3 | 2 | 65 | 8 | 297 |
| 2023 | 20 | 4 | 2 | 29 | 9 | 16 | 2 | 212 | 3 | 1 | 78 | 14 | 390 |
| 2024 | 19 | 5 | 0 | 15 | 11 | 11 | 3 | 190 | 2 | 0 | 103 | 11 | 370 |
| 2025 | 11 | 1 | 5 | 20 | 5 | 10 | 3 | 159 | 2 | 2 | 72 | 9 | 299 |
| Total | 88 | 14 | 14 | 118 | 36 | 63 | 11 | 898 | 17 | 9 | 401 | 49 | 1718 |

**Table 2-7 – Crash Severity (2021 - 2025)**

| Crash Severity | | | | | |
|---|---|---|---|---|---|
| Crash Year | No Injury | Injury | Serious Injury | Fatality | Total |
| 2021 | 273 | 78 | 9 | 2 | 362 |
| 2022 | 219 | 69 | 6 | 3 | 297 |
| 2023 | 292 | 90 | 7 | 1 | 390 |
| 2024 | 284 | 79 | 6 | 1 | 370 |
| 2025 | 222 | 66 | 9 | 2 | 299 |
| Total | 1290 | 382 | 37 | 9 | 1718 |

As Shown in **Figure 2-7**, a heat map showing the areas of crash concentrations along the US 41 and US 301 corridors. The highest densities are at or near major signalized intersections. Notable hotspots include the US 41 and westbound SR 64/Manatee Avenue intersection, the US 41 and 7$^{th}$ St West intersection, the US 41 and 17$^{th}$ St East intersection, and the US 41 and 21$^{st}$ St East intersection. These areas show clusters of high crash intensity, suggesting recurring conflict points. The area with the highest crash density is just south of the DeSoto Bridge.

More details regarding the crashes, contributing causes, and traffic patterns can be found in the PTAR.


**Figure 2-7 – Corridor Crash Locations (2021 - 2025)**

### *2.2.17 Railroad Crossings*

The CSX Railroad mainline track runs near the project area and intersects with the project limits. To the west of 15th Street East, there is a bridge where the railroad crosses underneath to connect to the Tropicana factory. Traveling west and onto US 41, there is an at-grade crossing south of 13th Ave East, RR#624712-B. The railroad continues a parallel route north until the track diverges south of 10th St West. One track continues north, while the other travels east, crossing under US 41 near 12th St Court West.

The railroad passes beneath Bridge 130008. Bridge 130008 is located where US 41 is carried over the CSX Railroad track, or the Florida Power & Light Company (short line track).

### *2.2.18 Drainage*

Stormwater runoff along the project limits is collected through a combination of grass medians and swales, ditches, culverts, and a concrete gutter system with curb and pavement inlets. Cross drains are intermittently located along the project. The collected stormwater runoff is discharged and conveyed to surrounding stormwater ponds/retention areas as well as to nearby ditches, canals, and tributaries associated with the City of Bradenton Watershed, including the Manatee River, Braden River, Terra Ceia Bay, and Gap Creek. Stormwater on the existing bridge structure is discharged directly into the Manatee River.

### *2.2.19 Lighting*

There is consistent lighting throughout the corridor, including the DeSoto Bridge. The light poles are Drop Glass GPS GE Cobra Head and are owned by FDOT District 1.

A maintenance agreement between FDOT and Manatee County, executed in June 2020, gives Manatee County, as a maintaining agency, the responsibility to maintain the State highway lighting. The lighting within the project study area is covered under this agreement.

### *2.2.20 Utilities*

Several utilities are located within the project limits, including aerial power lines, underground fiber optic cable, water distribution, sanitary and storm sewers, and natural gas distribution. The subaqueous waterline (owned and operated by Manatee County) is a critical part of the County's potable water distribution system, runs parallel to the bridge, and will be replaced. It is anticipated that utility relocations will be required based on location and depth. Coordination with utility owners will occur during the design phase to finalize relocation agreements and schedules. A Utilities Assessment Package (UAP) dated May 2025 is included in the project file. Existing utilities are listed in **Table 2-8.**

**Table 2-8 – List of Study Area Utilities**

| No. | Utility Name | Description (TBD) | Reimbursable: Yes or No |
|---|---|---|---|
| 1 | City of Bradenton | City of Bradenton has a 20" ductile iron potable water line running east to west along the north side of Riverfront Blvd, crossing US 41 and exiting the project limits in both directions. City of Bradenton has a 2" PVC force main just west of US 41 that crosses from the north side of Riverfront Blvd to the south side and continues west, exiting the project limits | No (No Easement Provided) |
| 2 | City of Bradenton Street Lights and Traffic | No Facilities | No |
| 3 | City of Palmetto | The City of Palmetto has an 8" FM running along the west side of US-41 and an 8" WM along the east side of US-41. They begin at 1st St E and end at 7th St W. City of Palmetto also has a 12" PVC FM that crosses US-41 at 10th St W. | No (No Easement Provided) |
| 4 | Comcast | Comcast has underground facilities that enter the project at 17th Ave W and run north along the west side of US-41 before crossing to the east side at 13th Ave E and exiting the project limits at 12th Ave E. Comcast has two underground crossings south of the bridge (Martin Luther King Ave E and 6th Ave W). | No (Unless UAO proves facilities were installed 7 or less years ago) |
| 5 | Crown Castle Fiber, LLC | Crown Castle has an overhead line crossing US-41 along the north side of 6th Ave W. Crown Castle has an underground (2) 1.25" HDPE that crosses US-41 along the south side of Manatee Ave E and continues north along the west side of US-41 before going aerial just north of the bridge. The facilities continue ending just south of 10th St W. | No (Unless UAO proves facilities were installed 7 or less years ago) |
| 6 | Florida Power & Light Distribution | did not provide greenline markups or as-builts. | No (No Easement Provided) |
| 7 | Florida Power & Light Transmission | FPL Transmission has a 138 kV line crossing US-41 along the north side of 6th Ave E. | No (No Easement Provided) |
| 8 | Frontier Florida, LLC | Frontier has 5 buried 4" PVC with fiber north of Haben Blvd running south along the east side of US 41 to a 3'x5' handhole just north of the Desoto Bridge, where the lines go subaqueous to cross to the south side of the bridge and cross to a handhole on the south side of Riverfront Blvd. Frontier has 2 buried 4" PVC with fiber running east and west along the south side of Riverfront Blvd that cross US 41 and exit the project limits in both directions. | No (Unless UAO proves facilities were installed 7 or less years ago) |
| 9 | Manatee County – Utility Operations | Manatee County Utilities has a 16" DIP water main starting at the north end of the project, running south along the east side of US 41, eventually becoming subaqueous to cross to 1st St E. Manatee County Utilities has a 16" DIP water main running | No (No Easement Provided) |

| | | | |
|---|---|---|---|
| | | south east of 1st St E before ending at the northeast corner of the 3rd Ave W and 1st St E intersection. | |
| 10 | Manatee County Traffic Operations | No Facilities | No |
| 11 | MCI Metro Access Transmission Services, LLC | MCI has 2 x 2" HDPE conduit with FOC just south of 3rd Ave W that runs north along the west side of US 41, where it goes subaqueous to cross along the west side of the bridge, eventually exiting the project limits to the north. MCI has 2 x 2" HDPE conduit with FOC just south of 3rd Ave W that runs north along the east side of US 41 where it goes subaqueous to cross along the east side of the bridge eventually exiting the project limits to the north. | No (Unless UAO proves facilities were installed 7 or less years ago) |
| 12 | Peace River Electric Cooperative, Inc. | No Facilities | No |
| 13 | Peoples Gas System, Inc. | TECO Peoples Gas has an 8" gas main just south of the southern point of the bridge that runs north along the east side of the bridge, eventually ending just north of the bridge. | No (No Easement Provided) |
| 14 | Spectrum Sunshine State, LLC | Spectrum has multiple crossings at the southern end of the project. Spectrum has underground facilities at the northeast corner of Manatee Ave and US 41 intersection that cross to the northwest corner and continue north, going subaqueous at the bridge and crossing to the east side of US 41 just north of the bridge on the east side of US 41 running north until exiting the project. | No (Unless UAO proves facilities were installed 7 or less years ago) |
| 15 | Uniti Fiber LLC (Windstream) | Uniti has underground facilities north of Haben Blvd running south along the west side of US 41, attaching to the bridge to continue south along the west side. | No (Unless UAO proves facilities were installed 7 or less years ago) |
| 16 | Zayo Group LLC | Zayo has a buried fiber line at the southwest corner of the Manatee Ave and US 41 intersection that runs north before going subaqueous and crossing to the north end of the bridge. Zayo has a buried fiber line just north of the bridge that runs north along the west side of US 41 to the southwest corner of the Haben Blvd and US 41 intersection. Zayo has a buried fiber line at the southwest corner of the Haben Blvd and US 41 intersection that crosses to the southeast corner and then runs north, exiting the project limits | No (Unless UAO proves facilities were installed 7 or less years ago) |
| | | | |

Railroads within the Study Area:

There is one exiting CSX at-grade railroad crossing, RR#624712-B, located north of 17th Ave West. [DA4] [AY5] [CF6] The Preferred Alternative will construct a two-lane viaduct that will span the railroad with a minimum vertical clearance of 23 feet. No piers will be

placed within the railroad right-of-way. Around the railroad, the roadway will be widened without adjusting the sidewalks with no additional horizontal encroachment into the railroad right-of-way.

The railroad also passes beneath US 41 bridge 130008. Bridge 130008 is located north of the US 301 10th St W interchange. Bridge 130008 will be reconstructed to accommodate six travel lanes, two proposed express lanes, one northbound ramp lane, and a shared use path on both sides of the road.

### *2.2.21 Soils and Geotechnical Data*

According to the Natural Resources Conservation Service (NRCS) Soil Survey of Manatee County (1983), there are seventeen (17) soil types and one water classification present within the study area. The two most prevalent features in the study area are Eaugallie-Eaugallie Wet, Fine Sand, 0-2 percent slopes and Wabasso-Wabasso, Wet, Fine Sand, 0-2 Percent Slopes. Nine of the 17 soil types within the study area are classified as hydric. The most prevalent features are the Waters of the Gulf of Mexico. All soils documented within the project study area and their relative acreages are in **Table 2-9**. The NRCS soil types map within the study area is found in the Natural Resources Evaluation (NRE) and is kept in the project file.

**Table 2-9 – NRCS Soil Classifications**

| NRCS Soil Classifications | | | | |
|---|---|---|---|---|
| NRCS Code | NRCS Soil Description | Hydric Status | Acres | Percent of Total |
| 5 | Bradenton Fine Sand, Limestone Substratum | Hydric | 35.99 | 7.9 |
| 7 | Canova, Anclote, and Okeelanta Soils | Hydric | 1.14 | 0.2 |
| 9 | Canaveral Sand, Filled | Non-Hydric | 53.13 | 11.4 |
| 12 | Cassia Fine Sand, Moderately Well Drained | Non-Hydric | 34.30 | 7.4 |
| 13 | Chobee Loamy fine Sand, Frequently Ponded, 0-1 Percent Slopes | Hydric | 15.36 | 3.3 |
| 14 | Chobee Variant Sandy Clay Loam | Hydric | 4.75 | 1.0 |
| 16 | Delray Complex | Hydric | 3.33 | 0.7 |
| 20 | Eaugallie-Eaugallie Wet, Fine Sand, 0-2 Percent Slopes | Non-Hydric | 145.71 | 31.2 |
| 21 | Estero Muck, Tidal, 0-1 Percent Slopes | Hydric | 22.83 | 4.9 |

| NRCS Soil Classifications | | | | |
|---|---|---|---|---|
| 25 | Floridana Fine Sand, 0-2 Percent Slopes | Hydric | 7.95 | 1.7 |
| 36 | Orlando Fine Sand, Moderately Wet, 0-2 Percent Slopes | Non-Hydric | 6.48 | 1.4 |
| 37 | Orsino Fine Sand, 0-5 Percent Slopes | Non-Hydric | 2.52 | 0.5 |
| 39 | Parkwood Variant-Chobee, Limestone Substratum-Parkwood Complex | Hydric | 0.22 | 0.0 |
| 45 | Tavares Fine Sand, 0-5 Percent Slopes | Non-Hydric | 18.96 | 4.1 |
| 47 | Tomoka Muck, Frequently Ponded, 0-1 Percent Slopes | Hydric | 0.24 | 0.1 |
| 48 | Wabasso-Wabasso, Wet, Fine Sand, 0-2 Percent Slopes | Non-Hydric | 60.72 | 13.0 |
| 54 | Zolfo Fine Sand, 0-2 Percent Slopes | Non-Hydric | 10.00 | 2.1 |
| 100 | Waters of the Gulf of Mexico | Unranked | 42.16 | 9.1 |
| | | Total | 465.79 | 100.0% |

### *2.2.22 Aesthetics Features*

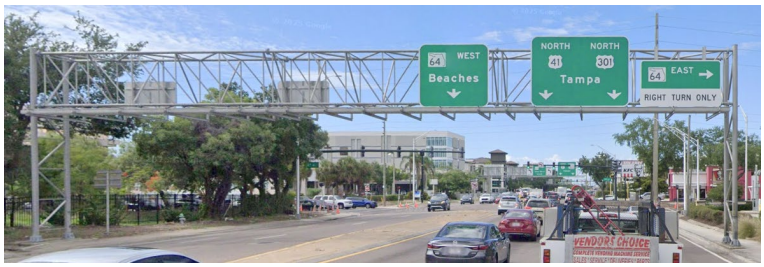
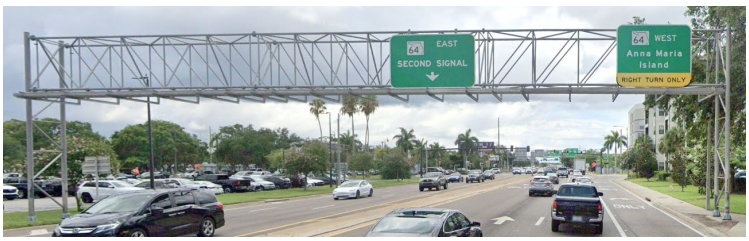
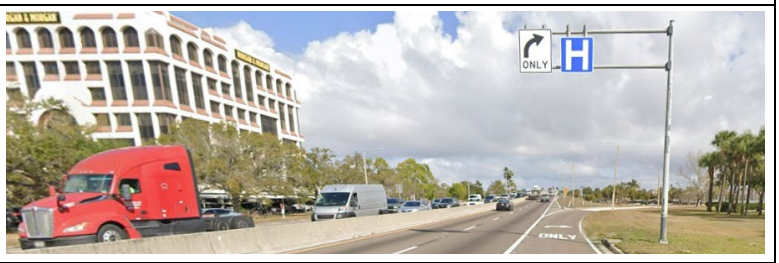
Visual aesthetics include views of the Manatee River from the DeSoto Bridge, the Palmetto Estuary Preserve from multiple locations, and the Manatee River from properties adjacent to the US 41 roadway right-of-way. Views of the Manatee River are considered a unique visual resource in the project area. Stakeholders with a particular interest in the project's aesthetic effects may include property owners abutting the roadway right-of-way and recreational users of the Manatee River Palmetto Estuary Preserve.

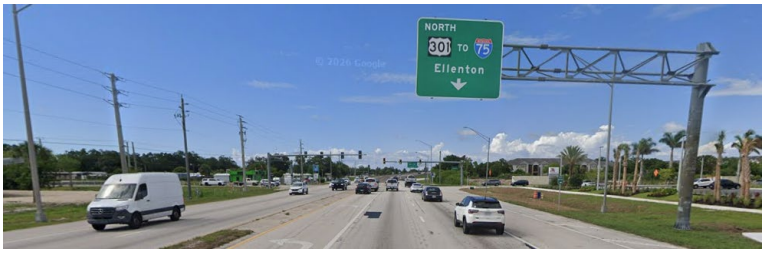
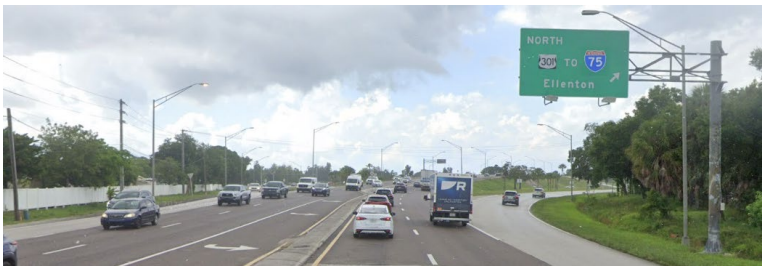
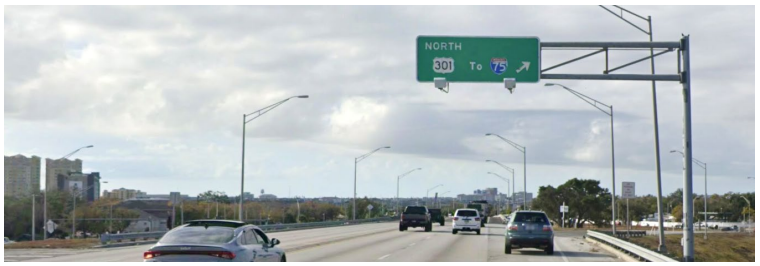
### *2.2.23 Traffic Signs*

There are three overhead sign trusses, six cantilever sign structures, and one two-post sign within the project limits, as shown in **Table 2-10** below.

**Table 2-10 – US 41-Existing Sign Structures**

| US 41 – Existing Overhead Signs | | |
|---|---|---|
| No. | Description / Location | |
| 1 | Cantilever Sign Structure<br>US 41/US 301 at 13th Ave<br>Looking South |  |

| US 41 – Existing Overhead Signs | | |
|---|---|---|
| No. | Description / Location | |
| 2A | Overhead Sign Truss<br>US 41/US 301 at 6th Ave<br>Looking North |  |
| 2B | Overhead Sign Truss<br>US 41/US 301 at 6th Ave<br>Looking South |  |
| 3A | Overhead Sign Truss<br>US 41/US 301 south of westbound SR 64<br>Looking North |  |
| 3B | Overhead Sign Truss<br>US 41/US 301 south of westbound SR 64<br>Looking South |  |
| 4 | Overhead Sign Truss<br>US 41/US 301 north of westbound SR 64<br>Looking South |  |
| 5 | Cantilever Sign Structure<br>US 41/US 301 north of westbound SR 64<br>Looking North |  |

| US 41 – Existing Overhead Signs | | |
|---|---|---|
| No. | Description / Location | |
| 6 | Cantilever Sign Structure<br>US 41/US 301 south of 7th St<br>Looking North |  |
| 7 | Cantilever Sign Structure<br>US 41/US 301 north of 7th St<br>Looking North |  |
| 8 | Cantilever Sign Structure<br>US 41/US 301 north of 7th St<br>Looking South |  |
| 9 | Cantilever Sign Structure<br>US 41 at US 301 (10th St)<br>Looking South |  |

### *2.2.24 Noise Barriers and Perimeter Walls*

There are no noise walls or perimeter walls within the project area.

A Noise Study Report (NSR) will be prepared using methodologies established by the FDOT in the PD&E Manual. The NSR should be completed in June 2026, and more information will be added upon its completion. Refer to **Section 1.6** for the list of technical documents.

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

Existing ITS-related features in the project limits include traffic cameras mounted on posts along US 41 from the junction with US 301 to the DeSoto Bridge. North of the bridge, there are intermittent traffic cameras at intersections with US 41 up to 25th St East.

There are no TSM&O features within the project limits.

## 2.3 Existing Bridges and Structures

The corridor crosses the Manatee River, a navigable waterway, via the DeSoto Bridge (130053). In addition to the DeSoto Bridge (#130053), three other bridges are located within the project's study area. Bridge #130083 is located where US 301 is carried over US 41 NB, and Bridge #130002 is located where US 41 is carried over US 301 as part of the US 41 and US 301 interchange. Bridge #130008 is located where US 41 is carried over the CSX Railroad track, also known as the Florida Power & Light Company's short-line track.

The four bridges within the project limits are summarized in **Table 2-11**.

**Table 2-11 – Existing Bridges and Structures**

| Existing Bridges and Structures | | | |
|---|---|---|---|
| Structure No. | Roadway | Crossing Over | Sufficiency Rating (1) |
| 130083 | US 301 | US 41 (NB) | 94.6 |
| 130053 | US 41/US 301 (DeSoto Bridge) | Manatee River | 74.4 |
| 130002 | US 41 | US 301 | 97.1 |
| 130008 | US 41 | CSX Short Line | 92.9 |
| *(1) Based on Overall National Bridge Inventory Ratings* | | | |

Bridge #130083 was constructed in 1986 and carries US 301 over US 41/S Tamiami Trail. It is a single-span (94 ft) prestressed concrete AASHTO beam bridge comprised of two 12-ft travel lanes in each direction, 10-ft outside shoulders, 8-ft inside shoulders, and a median concrete barrier. The structure has wrap around MSE wall approaches on pile supported end bents. The structure is 89-ft wide, 84.5-ft long and the typical section is shown in **Figure 2-8**.

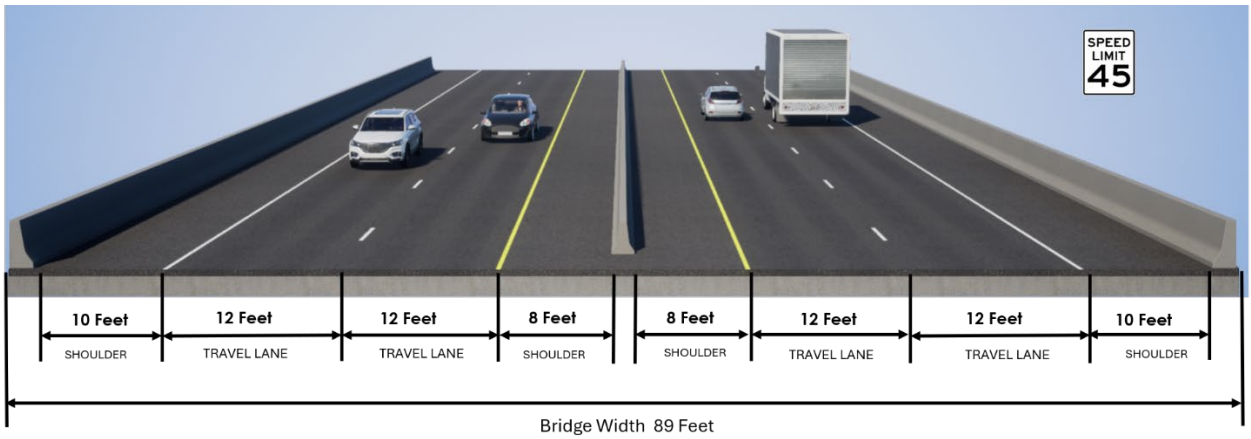



**Figure 2-8 – US 301 over US 41/S Tamiami Trail**

The DeSoto Bridge (#130053) was constructed in 1957 and carries US 41/US 301/Tamiami Trail over the Manatee River. The existing structure spans 2,225 feet and consists of a three-span main channel unit (70-feet-105-feet-70-feet continuous steel girders) and fifteen approach spans (66-foot pre-AASHTO post-tensioned (PT) concrete beams) on both sides. The superstructure is supported on concrete multi-column piers. The main channel piers are founded on mudline footings with steel h-piles, and all the approach piers in the water are founded on waterline footings, and the last three approach piers on the south side are founded on buried footings using both battered and plumb composite concrete and steel h-piles.

The existing typical section for the structure is a divided four-lane highway comprised of two 12-foot travel lanes, a 2-foot outside shoulder in each direction, and a 4-foot raised median and barrier wall. The mid-level fixed structure provides a clear navigational width of 75 feet (measured between the inside face of the fenders) and a 40-foot vertical navigational clearance above MHW.

Recent rehabilitation projects were undertaken in 2002, 2010, 2012, and 2017 to address maintenance issues with the structural steel, scour, concrete deck, PT beams, piles, columns, footings, and fender system. The bridge has substandard elements with design deficiencies, including narrow shoulders, no pedestrian facilities, and substandard bridge rails. The DeSoto Bridge has reached a critical threshold in which deterioration is expected to accelerate. Based on the age of the bridge with respect to its intended design life and structural condition, the bridge was programmed by FDOT for replacement. The typical section is shown in **Figure 2-9**.was programmed by FDOT for replacement. The typical section is shown in **Figure 2-9**.

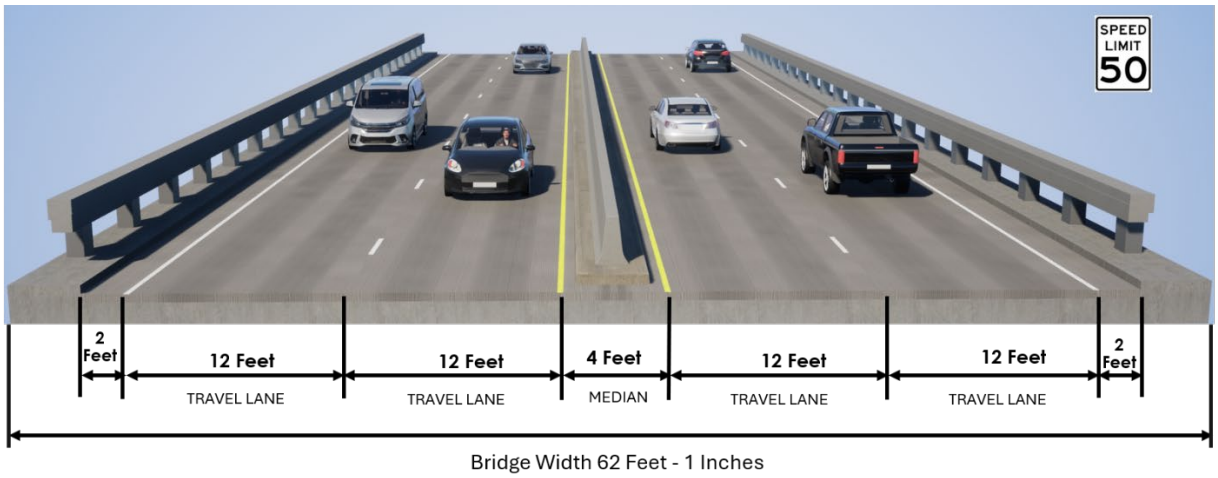



**Figure 2-9 DeSoto Bridge**

Bridge No. 130002 was constructed in 1964 and carries US 41 over US 301/SR 43/10th St West. The structure is a four-span (172 ft total length / max span 47 ft) AASHTO prestressed concrete bridge with two 12-ft lanes in each direction, a 4-ft concrete traffic separator, and a 9-ft outside shoulder, totaling 73 ft. wide. The facility crosses US 301/SR 43/10th St West, and the typical section is shown in **Figure 2-10**.

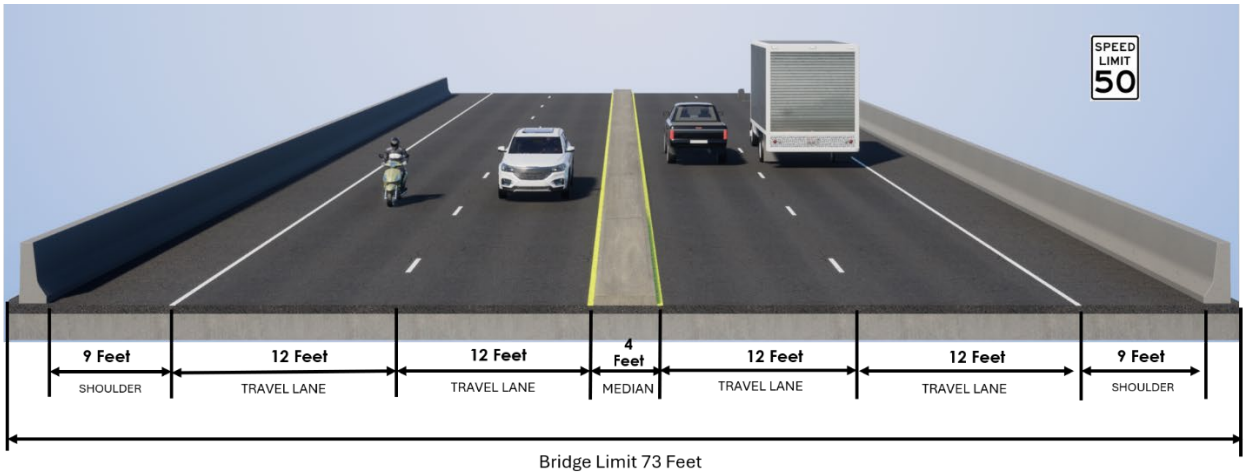



**Figure 2-10 – US 41 over US 301/SR 43/10th St West**

Structure No. 130008 was constructed in 1965 and is a three-span (141 ft total length / max span 47 ft) AASHTO prestressed concrete bridge which crosses the CSX Railway Short Line. The bridge is comprised of two 12-ft travel lanes in each direction, a 12-ft northbound ramp, 10-ft southbound shoulder, 6.5-ft northbound shoulder, and 4-foot raised concrete median. The structure is 83.5-ft wide and 169-ft long and the typical section is shown in **Figure 2-11.**

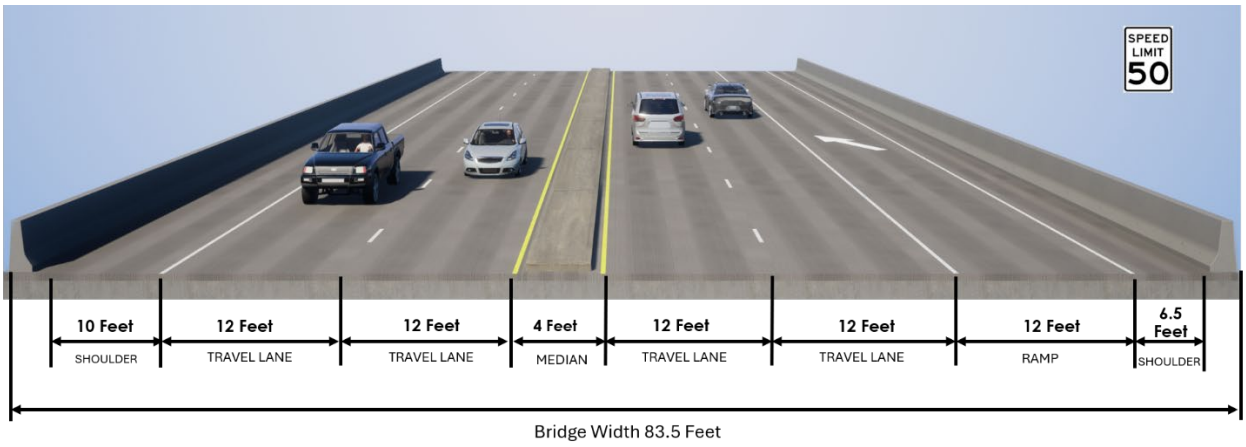



**Figure 2-11 US 41 CSX Railway Short Line**

## 2.4 Existing Environmental Features

The project study area was evaluated for Critical Habitat (CH) as defined by Congress 50 CFR Chapter IV, Subchapter A, Part 424, and it was determined that the project area falls within USFWS-designated CH for the West Indian manatee (Trichechus manatus latirostris) and NMFS proposed CH for the green sea turtle (Chelonia mydas).

Based on literature and field reviews, fifty-two (52) protected plant and wildlife species are known to occur in Manatee County. Seventeen (17) of the species are federally listed endangered or threatened. Thirty-one (31) species are state-listed endangered or threatened. Two species (bald eagle [Haliaeetus leucocephalus] and whooping crane [Grus americana]) are not federal or state listed but are fully protected. The bald eagle was delisted from protection under the Endangered Species Act (ESA) in 2007; however, the species is still protected under the Bald and Golden Eagle Protection Act (BGEPA), the Migratory Bird Treaty Act (MBTA), and State law (Florida Administrative Code [F.A.C.] 68A-16.002). Within Central Florida, an experimental (Non-essential), non-migratory population of whooping cranes was reintroduced from 1993 to 2005. Non-essential experimental populations are treated as threatened species on National Wildlife Refuge and National Park land (require consultation under 7(a)(2) of the ESA) and as a proposed species on private land (no section 7(a)(2) requirements, but Federal agencies must not jeopardize their existence (section 7(a)(4)). Multiple species of bats are state-protected by F.A.C. 68A- 4.001 General Prohibitions and 68A-9.010 Taking Nuisance Wildlife. Additionally, two species proposed for listing under the ESA (monarch butterfly [Danaus plexippus] and tricolored bat [Perimyotis subflavus]), have the potential to occur in Manatee County.

Four (4) wetland, surface water, and submerged aquatic vegetation (SAV) community types were identified within the project study area: reservoirs less than 10 acres (FLUCFCS 5300/USFWS:

PUBHx [Palustrine, Unconsolidated Bottom, Permanently Flooded, Excavated]), bays and estuaries (FLUCFCS: 5400/USFWS: E1UB2 [Estuarine, Subtidal, Unconsolidated Bottom, Sand]), mangrove swamps (FLUCFCS: 6120/USFWS: E2FO3N [Estuarine, Intertidal, Forested, Broad-Leaved Evergreen, Regularly Flooded]), and seagrass, sparse to medium (FLUCFCS: 9111/USFWS: E1AB3L [Estuarine, Intertidal, Aquatic Bed, Rooted Vascular, Subtidal]).

Six Section 4(f) resources occur within the project area, including multiple public parks, the Manatee River Blueway, and the Mid County Trail priority corridor. The identified parks include Bradenton Riverwalk, Coach Eddie Shannon Park (Formerly Lincoln Community Park), Palmetto Estuary Preserve, and Donal L. Courtney Veterans Monuments Park. Portions of these sites, including the Bradenton Riverwalk facilities and Palmetto Estuary parcels, are also protected under Section 6(f) of the Land and Water Conservation Fund Act.

The study area was evaluated for compliance with Section 106 of the National Historic Preservation Act (NHPA) standards. The archaeological Area of Potential Effects (APE) was defined as the construction footprint within the existing right-of-way (ROW), except for minor proposed areas of land. The historical or architectural APE was set based on the alternatives.

# 3.0 FUTURE CONDITIONS

## 3.1 Future Conditions Considerations

A Project Traffic Analysis Report (PTAR) was created to identify the future conditions of the study area. The population projections show that Manatee County's population is projected to grow at a compound annual rate of 1.22% from 2025 to 2050, representing an increase of approximately 165,000 residents. To understand the overall growth in the county and the study area, population projections for Manatee County were studied. As of 2025, Manatee County was estimated to have a population of 467,000.

This increase in population will result in more traffic on local and state roads. The historic traffic growth rate showed a 0.6% growth rate while the D1RPM showed a compound annual growth rate of 1.26%. Since the D1RPM corresponds closely with population growth, the D1RPM was chosen to forecast traffic along the Build Alternative.

To determine the most appropriate method for developing traffic projections along the study area, two different approaches were analyzed. The first approach utilized the D1RPM. Daily traffic forecasts for the 2015 base year and 2045 horizon year were extracted to determine the growth rate along the US 41 corridor using the D1RPM.

**Table 3-1 – D1RPM AADT Forecasts**

| Location | Year | | Annual Growth Rate |
|---|---|---|---|
| | 2015 | 2045 | |
| North of Desoto Bridge (17th St E) | 29,519 | 42,381 | 1.21% |
| Desoto Bridge | 53,510 | 79,378 | 1.32% |
| South of Desoto Bridge (13th Ave E) | 54,128 | 78,907 | 1.26% |
| Average | | | 1.27% |

According to the model forecasts, the average annual growth rate is approximately 1.27%

The second approach used historical traffic counts from six portable traffic monitoring sites within the project study area. These include 135023, 135022, 130031, 135026, 135081, 135091. Linear, exponential, and decaying exponential trend analyses were performed using historical AADTs from FTO for 2015 through 2024, and the results are shown in **Table 3-2**.

All the R-squared values were below the 75% threshold set by the *FDOT Project Traffic Forecasting Handbook (2024)*. It should be noted that the historic year analysis includes years in which Florida and the United States experienced the COVID health crisis and traffic patterns were severely disrupted due to stay-at-home restrictions. These fluctuations in traffic patterns may explain the

low R-squared value. When comparing the three different analyses, the Linear Regression analysis provided the highest R-square values with an average growth rate of 0.60%.

**Table 3-2 – Growth Trends**

| Segment | Type of Analysis | Annual Growth Rate (%) | R-Squared (%) |
|---|---|---|---|
| **Site:** 135023<br>**Roadway:** US 41/1st Street<br>**Description:** SR 55/US 41/301, north of 13th Avenue E | Linear | 0.67% | 11.37% |
| | Exponential | 0.65% | 10.68% |
| | Decaying Exponential | 0.67% | 10.65% |
| **Site:** 135022<br>**Roadway:** US 41/1st Street<br>**Description:** SR 55/US 41/301, south of westbound SR 64/Manatee Avenue WB | Linear | -0.25% | 0.86% |
| | Exponential | -0.15% | 0.29% |
| | Decaying Exponential | 0.51% | 2.97% |
| **Site:** 130031<br>**Roadway:** US 41/1st Street<br>**Description:** SR 55/US 41/301/1st Street, north of Manatee River | Linear | 0.33% | 9.10% |
| | Exponential | 0.34% | 9.56% |
| | Decaying Exponential | 0.49% | 17.63% |
| **Site:** 135026<br>**Roadway:** US 41/1st Street<br>**Description:** SR 55/US 41, north of SR43/US 301 | Linear | 1.07% | 24.35% |
| | Exponential | 1.01% | 22.71% |
| | Decaying Exponential | 0.81% | 13.18% |
| **Site:** 135081<br>**Roadway:** US 41<br>**Description:** SR 55/US 41, north of 25th Street E | Linear | 1.80% | 44.87% |
| | Exponential | 1.66% | 42.15% |
| | Decaying Exponential | 1.70% | 38.89% |
| **Site:** 135091<br>**Roadway:** US 41<br>**Description:** SR 55/US 41 SB, north of 17th Avenue W | Linear | -0.01% | 0.02% |
| | Exponential | -0.01% | 0.01% |
| | Decaying Exponential | 0.11% | 0.67% |

Under a No-Build scenario, in 2045, the LOS is projected to remain at F as conditions will only be exacerbated by increased traffic volumes. Traffic volumes on the DeSoto Bridge are anticipated to increase by about 27.69% by 2045.

# 4.0 DESIGN CONTROLS & CRITERIA

## 4.1 Design Controls

The design controls listed below are based on FDM 201 (2026) and Section 3.2.3.5 of Part 2, Chapter 3 of the PD&E Manual (2024).

- Roadway Context Classification
    - C3C – Suburban Commercial
        - From US 301 at 9th St (13121000, MP 7.077) to Railroad (RR) Crossing #624712-B (13121000, MP 7.908)
        - From 1st St East (13130000, MP 3.372) to south of 17th St East (13130000, MP 4.564)
    - C4 – Urban General
        - (RR) Crossing #624712-B (13130000, MP 1.661) to 1st St East (13130000, MP 3.372)
    - C3R- Suburban Residential
        - From south of 17th St East (13130000, MP 4.564) to north of 25th St East (13130000, MP 5.342)

- Functional Classification – Urban Principal Arterial
- Strategic Intermodal System (SIS) designation – Not designated
- Traffic and Design Year – 2050
- Access Management – Class 3 – Restrictive
- Design Speed – 40mph - 45 mph
- Target Speed: 35 mph - 45 mph
- Capacity and Level of Service (LOS) Target – LOS F
- Design vehicle – WB-62FL
- Pedestrian and bicycle requirements – Yes
- Physical constraints – Existing right-of-way including close proximity to existing buildings, aerial utilities, school facilities and parks, and existing railroad crossings.
- Environmental constraints – Palmetto Estuary Preservation Project NW of DeSoto Bridge
- Type of stormwater management facilities – Closed drainage system and detention ponds

- Navigational requirements – 40-foot vertical clearance; 75-foot horizontal clearance
- Design high water, including impacts from projections – 1.6 feet
- Design wave heights for coastal bridges – To be determined during Design Phase Design Criteria

Design criteria for the proposed improvements are based on the FDOT Design Manual, effective January 2026. A summary of the design criteria used to evaluate existing conditions and develop proposed improvements is listed in Table 4-1 on the following pages.

**Table 4-1 – Design Criteria**

| Design Element | Description | | | 2026 FDM (or Other) |
|---|---|---|---|---|
| **General** | | | | |
| Functional Classification | Urban Principal Arterial Other | | | (Straight Line Diagram 3/24) |
| Context Classification | **C3C – Suburban Commercial**<br>- From US 301 at 9th St to Railroad (RR) Crossing #624712-B<br>- From 1st St East to south of 17th St East<br>**C4 – Urban General**<br>- From RR#624712-B to 1st St East<br>**C3R – Suburban Residential**<br>- From south of 17th St East to north of 25th Street East | | | (ETDM Project #14507) |
| Design Speed | 40 mph - 45 mph (30 mph for ramps) | | | Table 201.5.1, 201.5.2 |
| Design Vehicle | WB-62FL | | | Section 201.6 |
| **Typical Section** | | | | |
| | General-use | Auxiliary | Ramps | |
| Travel Lane Width | 11 ft | 11 ft | 15 ft | Table 210.2.1, 211.2.1 |
| Shoulder Width – Median<br>– Outside | 10 ft<br>10 ft | 8 ft<br>10 ft | 4 ft<br>4 ft | Table 210.4.1, 211.4.1 |
| Median Width<br>– Left Turn Lane + Elev Lanes<br>– No Left Turn Lane + Elev Lanes | <br>32.5 ft<br>22 ft | <br>--<br>-- | <br>--<br>-- | <br>Table 215.2.2<br>Table 210.3.1 |
| Border Width | 14 ft | 14 ft | 12 ft | Table 210.7.1 |
| Clear Zone | 24 ft | 14 ft | 14 ft | Table 215.2.1 |
| Lateral Offset to Bridge Pier | 16 ft | 4-6 ft | 4-6 ft | Table 215.2.2 |
| Cross Slope (inside to out) | 2% - 3% | 2% | 2% | Figure 210.2.1 |
| **Horizontal** | | | | |
| Deflection Without Curve (Max) | 1 degree | -- | -- | Section 210.8.1 |
| Curve Length (Min) | 400-675 ft | 400-675 ft | 400-450 ft | Table 210.8.1 |
| Curve Radius (Min) | 559 ft | 559 ft | 231 ft | Table 210.8.2 |
| SE Transition Rate (e max = 0.10) | 1:200 – 1:160 | 1:200 | 1:175 | Table 210.9.3 |
| SE Transition Length (Min) | 100 ft | 100 ft | 100 ft | Section 210.9 |
| Taper Rate (Min) | L = W x S | L = W x S | $L=(WxS^2)/60$ | Section 210.2.5 |
| **Vertical** | | | | |
| Max Grade (Flat Terrain) | 6% | 6% | 8% | Table 210.10.1 |

| Design Element | Description | | 2026 FDM (or Other) | |
|---|---|---|---|---|
| Grade Change W/O Vertical Curve | 0.7% | 0.7% | 1% | Table 210.10.2 |
| Min K Value – Sag Curve<br>– Crest Curve | 79<br>98 | 79<br>98 | 37<br>31 | Table 210.10.3 |
| Min Curve Length – Sag Curve<br>– Crest Curve | 135<br>135 | 135<br>135 | 90<br>90 | Table 210.10.4 |
| Stopping Sight Distance (Min) | 400 ft | 400 ft | 215 ft | Table 210.11.1 |
| Deceleration Length for Exit Ramp | -- | -- | 385 ft | Table 211.13.1 |
| **Bridge** | | | | |
| | Proposed Express Lanes | DeSoto | Other * | |
| Travel Lane Width | 15 ft | 11-12 ft | 11-12 ft | Figure 260.1.1, 260.1.4 |
| Shoulder Width – Median<br>– Outside<br>– Buffer | 6 ft<br>6 ft<br>-- | 8 ft<br>8 ft<br>4 ft | 8 ft<br>8 ft<br>4 ft | Figure 260.1.4<br>Section 260.3<br>Section 211.3.3 |
| Min Clearance – Over Roadway<br>– Over Railroad<br>– Over Waterway | 16.5 ft<br>23.5 ft<br>-- | --<br>--<br>MHW + 6 ft | 16.5<br>23.5<br>-- | Table 260.6.1<br>Table 260.6.1<br>Section 260.8.1 |
| * Other bridges: SR 55 over US 301 and SR 55 over CSX RR (immediately north of US 301) | | | | |
| **Sidewalk / Shared use Path** | | | | |
| | Sidewalk | Shared use Path | | |
| Width | 6 ft | 12 ft | | Table 222.2.1, Section 224.4 |
| Offset From Roadway (Min) | 5 ft * | 5 ft | | Section 222.2.1.1, 224.12 |
| Vertical Clearance | 7 ft | 12 ft | | Section 222.2.1.2, 224.8 |
| Longitudinal Grade (Max) | 5% | 5% | | Section 222.2.1.3, 224.6 |
| Horizontal Clearance | 1-2 ft | 4 ft | | Section 222.2.1.3, 224.7 |
| Design Speed | -- | 18 mph | | Section 224.9 |
| Horizontal Curve (Min Radius) | -- | 74 ft | | Table 224.10.1 |
| * Offset applies if plantings and street furniture are considered. Offset is measured from back of curb. | | | | |

Structural Design Criteria:

- American Association of State Highway and Transportation Officials (AASHTO) LRFD Bridge Design Specifications, 9th Edition, 2020, U.S. Customary Units
- FDOT Structures Manual, January 2025

Note: During the Speed Selection process with District 1 early 2026, it was agreed that the target and design speed for the Preferred Alternative is 45 mph (except for the at-grade portion between 13th Ave East and westbound SR 64 where the design speed will be 40mph). This is consistent with the existing design speed from 9th Street East to westbound SR 64, however it reduces the current 50 mph design speed by 5 mph north of westbound SR 64.

# 5.0 ALTERNATIVES ANALYSIS

## 5.1 No-Build (No-Action) Alternative

NEPA requires that the impacts of not implementing a proposed action be considered in the decision-making process. The No-Build Alternative proposes no capacity or operational improvements along US 301 or US 41; only routine roadway and bridge maintenance would be performed throughout the project limits. The No-Build Alternative avoids impacts on the right-of-way, the environment, and other areas. However, it does not satisfy the project's purpose and need to provide additional roadway capacity, accommodate transportation demand across the Manatee River, or enhance safety.

The existing conditions do not accommodate the projected future growth in the region. US 41 has two of the region's top 10 most congested corridor segments. The roadway corridor operates at LOS F, indicating higher congestion and longer travel times. There is also a higher number of crashes compared to similar FDOT District One and statewide roadway facilities.

**Advantages of the No-Build Alternative**

- No new right-of-way required
- No design or construction costs
- No impacts on surrounding natural, physical, or social environments
- No inconvenience to the traveling public associated with construction staging

**Disadvantages of the No-Build Alternative**

- Increased traffic congestion and user costs associated with increased delays
- Increased potential for crashes due to traffic congestion
- Increased vehicle emission pollutants due to higher levels of traffic congestion
- No accommodations for pedestrians or bicyclists along US 41 across the Manatee River
- Inconsistent with the Sarasota/Manatee County MPO 2045 LRTP along US 41

Among the FDOT projects independent of this PD&E study but adjacent to the US 41 corridor are:

- FDOT Project 444807-2 | US 41 (Tamiami Trail) Traffic Operations Improvement
  Upgrades US 41 between 6$^{th}$ Avenue and Manatee Avenue to improve mobility and reduce congestion. Provides three lanes in each direction by eliminating northbound left-turns at the US 41 intersection with Manatee Avenue and southbound left-turns at the US 41 intersection with 6th Avenue.
- FDOT Project 447379-1 | SR 55 (US 19) and SR 684; from 23$^{rd}$ Avenue W to 39$^{th}$ Street E
  Improvements involve milling and resurfacing SR 55 and implementing safety upgrades

covering guardrail replacement, sidewalk repair, lighting updates, pedestrian signal replacements, and median modifications.

- FDOT Project 444857-1 | Palmetto Trails Network | PD&E Study
  Study for proposed shared use pathway in the City of Palmetto that will identify alignments and alternative facilities to improve access to schools, parks, public transportation, jobs, and health services. It will evaluate connections near Lincoln Park, Lincoln Middle School, and Washington Park, as well as connections to the area's future regional trail network.

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

The objective of Transportation Systems Management and Operations (TSM&O) is to identify strategies that reduce 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 roadway capacity required to meet projected traffic volumes in the project area cannot be provided solely through the implementation of TSM&O improvements, however.

No specific TSM&O Alternatives were studied within the project limits.

## 5.3 Multimodal Alternative(s)

The potential for multimodal alternatives was addressed by reviewing the Sarasota/Manatee Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan regarding trips by transit riders, bicyclists, and pedestrians. Manatee County Area Transit (MCAT) serves transit riders within and adjacent to the project limits. MCAT's north-south transit service in Bradenton and Palmetto utilizes US 41 Business (Green Bridge) rather than US 41 (DeSoto Bridge) to cross the Manatee River, as shown in **Figure 5-1** below.

Review of current and forecasted trips within the project area by transit riders, bicyclists, and pedestrians concluded that the project's purpose and need would be best met by improvements that do not rely solely on multimodal alternatives. Therefore, multimodal alternatives are not considered for further evaluation. However, proposed improvements under the Build Alternative accommodate transit riders via MCAT routes, enhance bicycle trips by adding shared use paths to improve connectivity to the Florida Greenways and Trails System, and benefits pedestrians by closing sidewalk gaps where they exist.

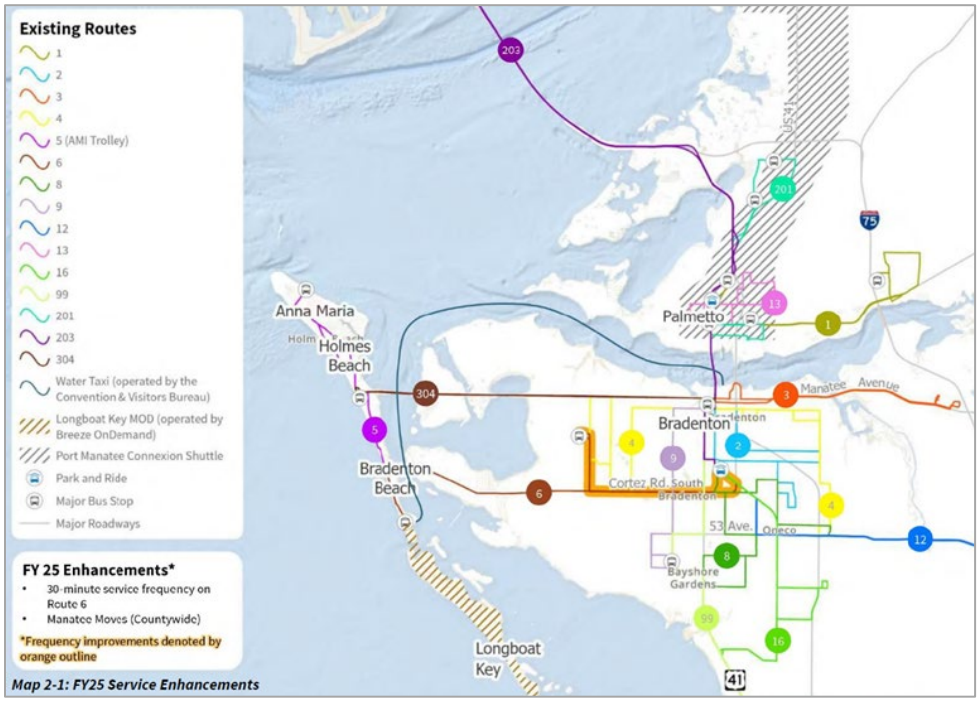



**Figure 5-1 – MCAT Transit Service**

## 5.4 Build Alternatives

As a result of the ACER and the ETDM screening, improvements to only corridor A are being evaluated in this study and is studied as the Build Alternative in this PD&E study. During the public workshop in February 2026, the department eliminated corridor B and corridor D from further analysis due to traffic analysis, cultural impacts, environmental impacts, and relocation impacts resulted. The build Alternative reduces impacts while accomplishing the study's purpose & need. The Build Alternative includes adding two uninterrupted travel lanes to US 301 and US 41 between 9th St East in Bradenton and north of 25th St East in Palmetto. The uninterrupted travel lanes, or proposed express lanes, are entirely separate from the existing general-use lanes and do not intersect with any roadways within the project limits. By restricting access to the proposed express lanes only at the project endpoints, they can provide maximum roadway capacity and north-south traffic flow efficiency.

The Build Alternative also includes:

- Expanding the number of general-use lanes from four to six on US 41 between westbound SR 64 and north of 25th Street East
- Replacing the DeSoto Bridge over the Manatee River
- Providing stormwater management facilities and floodplain compensation sites
- Providing shared use paths for pedestrians and bicyclists

The combination of all improvements proposed under the Build Alternative serves to meet the project's purpose and need of providing additional capacity for north-south traffic and improving safety for travelers using the corridor.

**US 301 at 9th Street to westbound SR 64**

Two proposed express are provided in the US 301 median via an elevated structure that begins just west of 9th St East. The elevated structure follows US 301 through a sweeping curve near 1st St, where US 301 joins US 41. North of the curve, the elevated structure carrying the proposed express lanes remains in the roadway median to westbound SR 64. The number and arrangement of existing general-use lanes does not change; however, US 41 north of the US 301 junction would be reconstructed with a wider median to accommodate the elevated structure carrying the proposed express lanes. The proposed design speed for the at-grade roadway varies from 40 mph to 45 mph. Along US 301 the design speed is 45 mph for both the at-grade and elevated proposed express lanes. The proposed design speed decreases to 40 mph for the at-grade lans of US 41 from 13th Ave East to westbound SR 64. North of westbound SR 64, the design speed returns to 45 mph to north of 25th St East. The proposed design speed for the elevated proposed express lanes is 45 mph throughout the project limits. A conceptual view of the proposed express lanes elevated over the general-use lanes is shown in **Figure 5-2**.

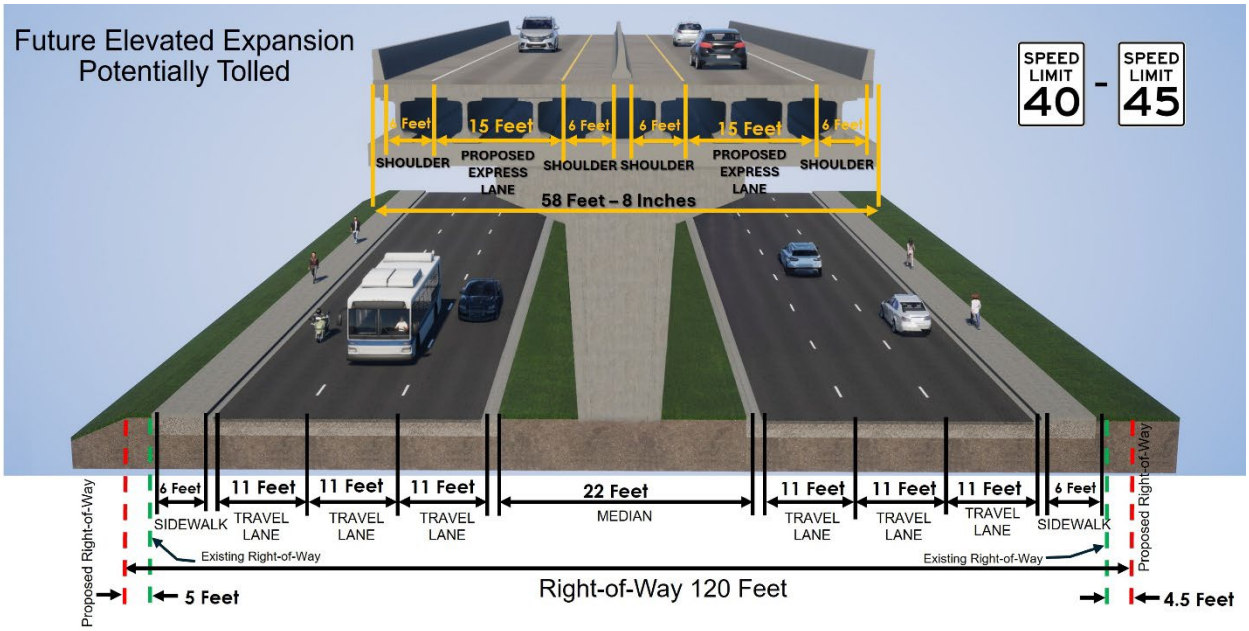



**Figure 5-2 – Proposed Express Lanes and Travel Lanes South of Manatee River**

**US 41 from westbound SR 64 to US 301**

The proposed express lanes transition from an elevated structure to match the elevation of the general-use lanes, simplifying construction and reducing costs for the Manatee River crossing.

The transition occurs just north of westbound SR 64, where the two proposed express lanes, together with six general-use lanes, approach the new DeSoto Bridge over the Manatee River. The new river bridge replaces the existing, aging bridge, which has only four travel lanes and does not accommodate pedestrians or bicyclists. The new DeSoto Bridge consists of eight travel lanes (six travel lanes + two proposed express lanes), plus a shared use path on each side, physically separated from the travel lanes by a barrier. In addition, the new bridge separates the proposed express lanes from the general-use lanes via a buffer, lined with flexible tubular markers delineating the difference between the two types of lane use, as shown in **Figure 5-3**. North of the new DeSoto Bridge, the proposed express lanes transition back to an elevated structure in the roadway median to just north of 7th St East, near the US 41 interchange with US 301. The number of general-use lanes will increase from four to six, and a shared use path will be provided on both sides of the roadway. The proposed design speed is 45 mph.

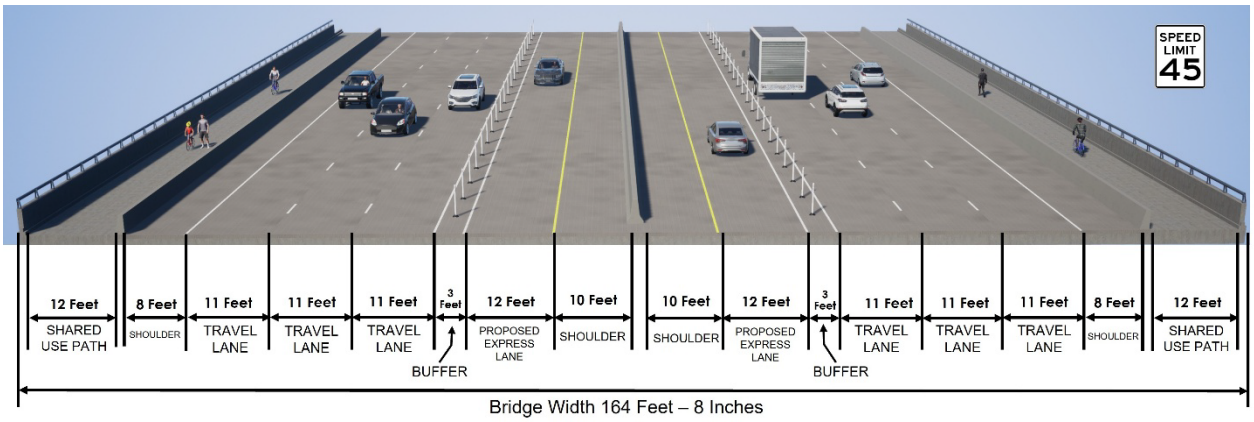



**Figure 5-3 – Proposed Express Lanes and Travel Lanes on DeSoto Bridge**

**US 41 From US 301 to North of 25th Street East**

Beginning just south of US 301, the proposed express lanes in the US 41 median transition from an elevated structure to the same elevation as the general-use lanes to facilitate the crossing of US 41 over US 301 and the adjacent CSX Railroad Short Line. Because they are at the same elevation, the proposed express and general-use lanes use the same bridges at both crossings, thereby simplifying construction and reducing costs. Both new bridges accommodate eight travel lanes, consisting of two proposed express lanes and six general-use lanes, separated by a buffer, lined with flexible tubular markers.

Because the shared use paths at the US 41 and US 301 interchange are located along the ramps, the new roadway bridge over US 301 does not accommodate them. Providing shared use paths along the interchange ramps enhances safety for pedestrians and bicyclists because the ramp crossings occur at signalized intersections on US 301 rather than at the ramp gores, where higher-speed traffic between US 41 and US 301 is merging and diverging. The new bridge over the CSX

Railroad Short Line includes a shared use path on both sides of the roadway, physically separated from the travel lanes by a barrier.

North of the bridge over the CSX Railroad Short Line, the proposed express lanes transition back to an elevated structure in the roadway median, spanning over 17th St East to 25th St East. North of 25th St East, the proposed express lanes transition from an elevated structure to the same elevation as the general-use lanes, where they merge just south of the existing bridge over the CSX Railroad. The number of general-use lanes is expanded from four to six between US 301 and 25th St East, and shared use paths are provided along both sides of US 41 between US 301 and 17th Street East, as conceptually shown in **Figure 5-4**.

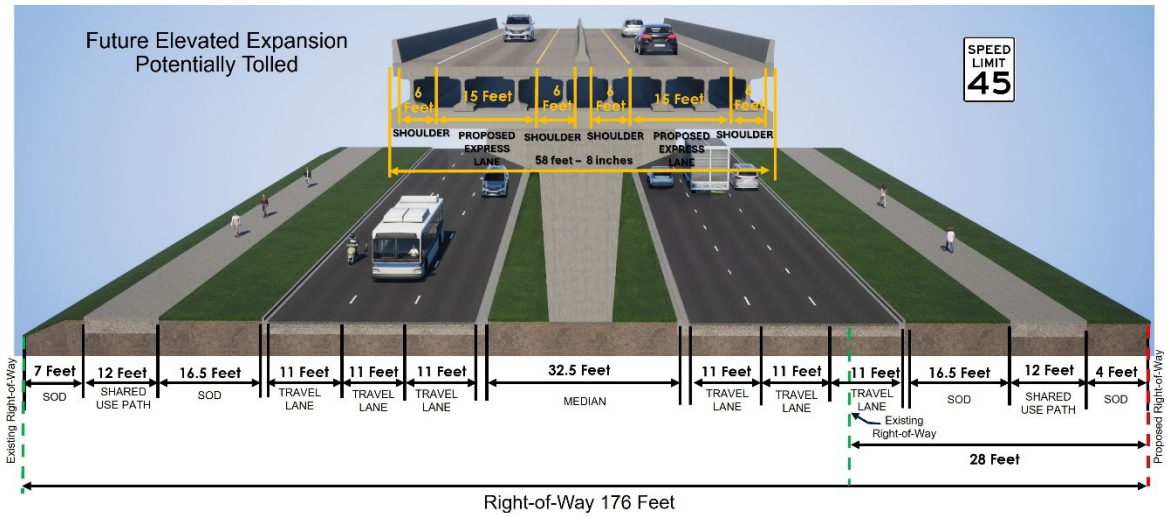



**Figure 5-4 – Proposed Express Lanes and Travel Lanes North of Manatee River**

### *5.4.1 Complete Streets*

The Build Alternative addresses context-sensitive issues related to the surrounding urban and suburban environments covering the transportation needs of pedestrians and bicyclists, motorists, transit riders, emergency responders, and freight handlers. Improvements include sidewalk enhancements and connectivity south of the DeSoto Bridge, a shared use path on the DeSoto Bridge itself, and a continued shared use path north of the DeSoto Bridge.

In addition to the bicycle/pedestrian facilities, the Build Alternative accomplishes the complete streets goals by improving north-south traffic flow throughout the project limits, providing connectivity to adjacent paths and trails for bicyclists and pedestrians, and accommodating pedestrians by providing appropriate crosswalks at intersections and closing sidewalk gaps where they exist. Existing bicycle and pedestrian infrastructure is shown in **Figure 5-5**. All the proposed improvements will enhance safety by separating pedestrians and bicyclists from vehicular traffic.


**Figure 5-5 – Existing Bicycle and Pedestrian Infrastructure**

### *5.4.2 Pedestrian and Bicycle Accommodation*

The Build Alternative includes a new, 12-foot shared use path along both sides of US 41 from the south end of the DeSoto Bridge to 17th St East. At the south end of the DeSoto Bridge, the shared use paths connect to the existing Bradenton Riverwalk. North of the DeSoto Bridge, the shared use paths extend to 7th St East adjacent to riverfront access points, the Palmetto Estuary Preserve, Bradenton Area Convention Center, and bordering businesses and residential areas. At 7th St East, just west of US 41, a connection to a potential extension of the SUN Trail network could be provided; however, this connection is not included as part of the project.

North of 7th St East, the new shared use paths follow the entrance and exit ramps at the US 41 interchange with US 301. The shared use paths are located along the ramps because they provide crosswalks across US 301 at signalized intersections rather than at ramp gores. North of US 301, the new shared use paths cross over the CSX Railroad Short Line on a new structure that separates the paths from the adjacent travel lanes with a barrier. The endpoint of the shared paths is at 17th Street East, next to Lincoln Memorial Middle School and Coach Eddie Shannon Park. Path access between the school and park would continue to be provided by a tunnel suitable for pedestrians and bicyclists under US 41. The shared use path terminus at 17th Street East was selected because it provides connectivity to the Palmetto Youth Center and Martin Luther King Jr Park to the west, and potential expansion of the Palmetto Trails Network to the east. Additionally, 17th Street East serves existing MCAT bus routes.

Sidewalk enhancements under the Build Alternative apply to US 41 between westbound SR 64 and the DeSoto Bridge, where a new 6-foot sidewalk is included along the east side of US 41, where no sidewalk exists, and a new crosswalk across 3rd Ave West to enhance access to existing sidewalks along the west side of US 41.

### *5.4.3 Traffic Operations and Safety*

The proposed express lanes under the Build Alternative improve traffic operations by streamlining north-south travel throughout the project limits and enhance safety because they avoid intersections with cross streets and are separated from the general-use lanes. Further, widening the general-use lanes from four to six between westbound SR 64 to north of 25th St East provides necessary additional capacity. Safety is enhanced at the signalized and non-signalized intersections of the general-use lanes with cross streets because the traffic carried by the proposed express lanes reduces the volume of traffic through the intersections. Also, all left-turning traffic from the general-use lanes is attended by separate left-turn lanes that enhance both operations and safety. The PTAR conducted a comparison of predicted crashes and identified 5,289.9 predicted crashes for the no-build scenario and 4,259.6 predicted crashes in the Preferred

Alternative which results in a reduction of 1,030.3 crashes. More details on traffic operations and safety can be found in the PTAR, added to the project file.

### *5.4.4 Managed Lanes*

Under the Preferred Alternative, managed lanes, in the form of proposed express lanes, extend throughout the project limits. They are separated from general-use lanes by either an elevated structure in the roadway median or by buffer separated lanes. Proposed express lanes may be tolled in the future. Further analysis will be needed prior to this determination.

### *5.4.5 Access Management*

The access management classification for the Build Alternative is Class 3, Restrictive Median, Class 6, Non-Restrictive, and Class 7, Both Median Types. The barrier median included with the proposed express lanes under the Build Alternative, and the raised median, provide a safety measure that is consistent with the project's purpose and need by reducing the potential for head-on crashes, thereby reducing the severity of crashes, and confining turning movement conflicts to intersection locations and to separate turn lanes. The proposed median modifications are shown in **Table 5-1.**

**Table 5-1 – Access Management Changes**

| Location | Existing Median Type | Proposed Median Type |
|---|---|---|
| **Access Rd W/Access Rd E** | Open Median | Closed Median |

### *5.4.6 Interchanges on Interstate Highways*

There are no interstate highways within the project limits. However, three state highways within or adjacent to the project limits include grade-separated facilities or interchange configurations:

- SR 683 (US 301) – North-south highway from south of the project limits to 1st Street in Bradenton
- SR 55 (US 41) – North-south highway from 21st Avenue West in Bradenton to north of the project limits
- SR 43 (US 301) – East-west highway in Palmetto with termini east and west of US 41.

In Bradenton, near the south end of the project limits, the Build Alternative maintains the existing grade separation of SR 683 (US 301) over SR 55 (US 41), however, it includes proposed express lanes in the roadway median. The Build Alternative does not change the existing access pattern between SR 683 (US 301) and SR 55 (US 41). During the project's design phase, which will occur after evaluation of potential tolling options for the proposed express lanes (Section 7.1.8), the existing grade separation configuration may be revised. At that time, the appropriate interchange report will be prepared.

In Palmetto, the Build Alternative maintains the diamond configuration of the SR 55 (US 41) interchange with SR 43 (US 301). Proposed improvements include adding proposed express lanes in the roadway median, widening the general-use lanes from four to six, and providing shared use paths along the interchange ramps.

### *5.4.7 Intelligent Transportation Systems*

Intelligent Transportation Systems will be evaluated in the design phase.

### *5.4.8 Lane Repurposing*

Lane repurposing was not considered, as it would not support the project's purpose and need to increase transportation capacity.

### *5.4.9 Landscape*

Proposed landscaping improvements will be evaluated in the design phase.

### *5.4.10 Lighting*

Proposed lighting plans will be prepared during the design phase.

### *5.4.11 Wildlife Crossings*

There are no wildlife crossings within the project limits.

### *5.4.12 Permits*

The U.S. Army Corps of Engineers (USACE) and SWFWMD regulate impacts to wetlands within the project limits. Other agencies, including the USFWS, U.S. Environmental Protection Agency, and the Florida Fish and Wildlife Conservation Commission, review and comment on wetland permit applications. The Fish and Wildlife Commission has the authority to issue permits for gopher tortoise relocation activities and protected bird nest takes. No gopher tortoise burrows or nests were recorded within the project study area (refer to the Natural Resources Evaluation (NRE)). Additional surveys and coordination may be required during the permitting phase. In addition, the FDEP regulates stormwater discharges from construction sites. The U.S. Coast Guard (USCG) reviews permit applications for new bridges over navigable waters. The anticipated permits required for this project are listed in **Table 5-2**.

**Table 5-2 – Anticipated Permits**

| **Anticipated Permits** | |
|---|---|
| **Coordinating Agency** | **Permit** |
| US Army Corps of Engineers (USACE) | Section 404 Dredge and Fill Permit (Nationwide 14) |

| Anticipated Permits | |
|---|---|
| **Coordinating Agency** | **Permit** |
| US Coast Guard | Bridge Permit |
| Southwest Florida Water Management District (SWFWMD) | Individual Environmental Resource Permit (ERP) |
| Florida Department of Environmental Protection (FDEP) | National Pollutant Discharge Elimination System (NPDES) Permit |

### *5.4.13 Stormwater Management*

The Pond Siting Report (PSR), scheduled to be completed in June 2026, identified stormwater management facilities (SMF) and floodplain compensation (FPC) site alternatives. Proposed drainage improvements will include the construction of SMF and FPC sites. Stormwater runoff will be collected and conveyed to proposed SMF sites via a series of roadside swales for water quality treatment and water quantity attenuation. The report has determined the preferred stormwater pond sites are Dry Pond 1N Alt 1, Dry Pond 1S Alt 1, Dry Pond 1A Alt 1, Dry Pond 2 Alt 1, VB-3A Alt 1, VB-3B Alt 1, VB-3C Alt 1, VB-3D Alt 1, VB-3E Alt 1, Wet Pond 3 Alt 1, Dry Pond 4 Alt 1, Swale 5S Alt 1, Wet Pond 5N Alt 1, Dry Pond 5NA Alt 1, 2&3, Swale 6S Alt 1, Wet Pond 6NA Alt 1, Dry Pond 6N Alt 1&3, Wet Pond 7A Alt 1, Dry Pond 7 Alt 1,2&3, Dry Pond 8A Alt 1 & 2 , Wet Pond 8 Alt 1, VB-9A Alt 1&2, VB-9B Alt 1&2, VB-9C Alt 1&2, VB-9D Alt 1, VB-9E Alt 1, VB-9F Alt 1, Wet Pond 9D Alt 1, Wet Pond 9E Alt 1, Wet Pond 9F Alt 1, Baffle Swale 10 Alt 1&2, and Wet Pond 10 Alt 1.

The preferred floodplain pond sites for the Build Alternative are FPC 1 Alt 1, FPC 2 Alt 1, and FPC 3 Alt 1. These alternatives were then compared based on relocations and community impacts; environmental impacts, including wetlands, upland habitat, and protected species involvement; petroleum and hazardous materials contamination; and economic factors, including right-of-way costs. Maps showing the alternative SMF and FPC sites are provided in the PSR, which is available in the project file.

### *5.4.14 Sea Level Impact Protection (SLIP) Studies*

Section 3.4.1 of the FDOT Drainage Manual (2025) requires sea-level rise to be incorporated into the design of new bridge structures. The methodology is based on long-term historical trends from NOAA tidal stations, using straight-line regression extrapolation to estimate future conditions. The nearest appropriate NOAA long-term tidal gauge for this analysis is the Clearwater Beach, Florida station (Station ID: 8726724).

The FDOT-required straight-line regression rate for this station is 4.22 millimeters per year, referenced to the NOAA Mean Sea Level (MSL) datum for the 1983–2001 tidal epoch. In accordance with FDOT guidance, sea-level rise was calculated from the midpoint of the tidal epoch (1992) and projected through the end of the proposed bridge's service life, which assumes a 75-

year design life with construction completion in 2035. Applying these parameters results in a projected sea-level rise of approximately 0.92 feet in 2040 and 2.17 feet in 2060. An additional 2-foot allowance per FDOT's resilience planning criteria, has been incorporated into the hydraulic and elevation design of the Preferred Alternative to ensure long-term resiliency. A SLIP study was conducted in March 2026 and submitted to FDEP. A copy of the SLIP study is available in the project file.

### *5.4.15 Water Quality*

A Water Quality Impact Evaluation (WQIE) Checklist, Form No. 650-050-37, was prepared for this project. The WQIE focuses on surface water and groundwater. The surface water evaluation identified and documented water quality issues to produce designs that comply with the goals of the Clean Water Act (CWA), as amended.

Water Quality Treatment: The alternative SMFs have been evaluated to provide treatment for the entire project limit in accordance with the following State standards based on the ERP Applicant's Handbook Volume I. For the impaired basins, BMP Trains was used to show a total of 80% nitrogen and 80% phosphorus removal for the proposed project due to the impairment of waterbodies. A higher rate of nutrient removal of 95% on nitrogen and phosphorus will be evaluated for the Interim Condition in the future phase to accommodate the encroachment of OFW's boundaries at the watershed downstream end.

Water Body Identification (WBID) waterbodies that are verified impaired include 1848A, 4848D1, and 1848D2. A Total maximum daily load (TMDL) plan is not required for any of the previously mentioned WBIDs.

Water Quantity: SWFWMD has water quantity criteria for open basins that must be satisfied.

- Southwest Florida Water Management District – The District's design storm event for construction activity is the 25-year/24-hour storm for open basins (40D-40, F.A.C.). It will be necessary to demonstrate that the post-development peak discharge from the design storm does not exceed the pre-development peak discharge for the same storm event for open basins.

Water quality regulatory requirements apply to this project and water quality and stormwater issues will be mitigated with the design requirements of the regulatory agencies.

### *5.4.16 Hydrology and Floodplains*

For the Floodplain impacts for Interim Improvements impact 0.013 acer foot (ac-ft) of floodplains and compensates those impacts with 0.017 ac-ft of compensation. For the Preferred Alternative 0.675 ac-ft of floodplain impacted and 1.123 ac-ft of compensation are provided. Nine cross drains (CD) were evaluated throughout the corridor; CD-1 will be replaced with a 3' × 6' box culvert, CD-

2 will be upsized to a 42-inch pipe, and several cross drains will be extended to accommodate roadway widening; Peak stages are reduced or maintained under proposed conditions, and no roadway overtopping is anticipated for the 50-year design storm. In conclusion, the proposed drainage, floodplain compensation, and cross drain improvements adequately support the Interim Improvements and Preferred Alternative widening of US 41 and the replacement of the DeSoto Bridge. The evaluation demonstrates compliance with applicable FDOT, FEMA, and Southwest Florida Water Management District (SWFWMD) criteria while minimizing floodplain impacts, maintaining hydraulic performance, and supporting the project's transportation and safety objectives.

### *5.4.17 Utilities and Railroads*

Existing railroad crossings are described in Section 2. 2.17. Railroads will not be impacted by this project.

Information on utilities and potential impacts are provided in **Section 7.1.22**

### *5.4.18 Survey and Mapping*

Survey and right-of-way maps will be completed in the design phase.

The Preferred Alternative and Interim Improvements will require the acquisition of additional right-of-way from parts of property parcels. The Build Alternative will have anticipated potential relocations of business or residential. Right-of-Way Impacts and Relocations are described in detail in Section 7.1.3.

### *5.4.19 Geotechnical Investigation*

Section 2.2.21 discusses soils and geotechnical data. A Geotechnical Investigation will be done during the design phase.

### *5.4.20 Structures and Bridges*

Refer to discussion under Section 7.1.16.

### *5.4.21 Perimeter Walls*

There are no existing perimeter walls within the project limits. The Build Alternative is not anticipated to include perimeter walls.

### *5.4.22 Transportation Management Plan*

The objectives of the Transportation Management Plan are to ensure that existing traffic along US 41 and US 301 experiences minimal disruptions. Construction activities on US 41, particularly in sections of the existing roadway, are expected to be conducted in phases to maintain four lanes

of traffic (two in each direction) during peak travel hours, with lane closures occurring at night during off-peak hours. These lane closure schedules will be coordinated with Manatee County and the Cities of Bradenton and Palmetto. Thrie beam will be added to provide more protection so a vehicle crossing the bridge won't crash into the river.

Further coordination will be necessary with Manatee Memorial Hospital and Manatee County Emergency Services during the final design phase to ensure uninterrupted access to the hospital is maintained throughout the construction period. Coordinating with local emergency service providers is critical for facilitating accommodation and planning for emergency vehicle routes during construction. It is anticipated that detours via US 41 Business (Green Bridge) instead of US 41 and the DeSoto Bridge could result in additional travel time of approximately 12 to 30 minutes, depending on the time of day. More details on the phasing can be found in **Section 7.1.17.**

### *5.4.23 Constructability*

Construction of the northbound half of the DeSoto Bridge will begin independently of the existing bridge, with a shift of approximately 41 feet to the east. This adjustment creates a 10-foot space between the new northbound section and the existing bridge, allowing traffic to flow normally on the existing bridge and roadway while the new bridge is built without any disruption. Once the northbound half is completed, temporary striping will be applied to provide four lanes — two in each direction — enabling traffic to move to the new bridge. Subsequently, the old DeSoto Bridge will be dismantled, and the southbound half of the new bridge will be constructed and connected to the northbound section.

Traffic shifts and temporary pavement with an overbuild will be used to construct and maintain landside traffic patterns. Construction of the shared-use paths and sidewalks will be incorporated in the phasing plans. More details on the phasing can be found in **Section 7.1.18.**

### *5.4.24 Construction Impacts*

Construction of the Build Alternative is expected to have moderate impacts related to property access. Construction is not anticipated to adversely impact listed species so long as adherence to project commitments, construction precautions, and conservation measures is maintained. Also, construction is not expected to have any significant impact on water quality, noise, or air quality. The project will adhere to the FDOT Standard Specifications for Road and Bridge Construction, along with the implementation of a Stormwater Runoff Control Concept and Best Management Practices to minimize or eliminate potential construction impact.

## 5.5 Comparative Alternatives Evaluation

A Comparative Alternatives Evaluation Matrix **(Table 5-3)** serves as a critical analytical tool for systematically comparing the performance set of proposed project alternatives, including the No-

Build Alternative, across a consistent set of engineering, environmental, and social criteria. The alternatives evaluation matrix for the No-Build Alternative and the Build Alternative is provided in **Table 5-3**.

The matrix provides a clear, objective framework for evaluating the advantages and disadvantages of each alternative, supporting data-driven decision-making and ensuring compliance with the NEPA. The matrix helps decision-makers select an alternative that optimally balances transportation needs, community priorities, environmental considerations, and long-term sustainability.

The matrix includes potential environmental impacts and estimated costs. The construction costs were prepared using the FDOT Long Range Estimate system on March 31, 2026, located in **Appendix E**. Right-of-way costs were estimated in April of 2026. Design and Construction Engineering and Inspection costs were calculated to be 10% of the construction cost. **Table 5-3** shows that the No-Build Alternative does not meet the project purpose and need but is included as a baseline for comparison.

## Table 5-3 – Alternative Evaluation Matrix

| BRADENTON-PALMETTO CONNECTOR PD&E STUDY | | | |
|---|---|---|---|
| **Evaluation Criteria** | **No-Build** | **Preferred Alternative** | **Interim Improvements** |
| | **No Improvements** | **4 lanes Added (2L at-grade and 2L Elevated)** | **2 Lanes Added (2L at-grade from S.R. 64 to U.S. 301)** |
| **Ability to meet Purpose and Need** | | | |
| Capacity<br>Transportation Demand<br>Safety |  |  |  |
| **Potential Right of Way Impacts** | | | |
| Parcels (# Business \| # Residential \| # Other ) | - | 38 \| 43 \| 17 | 8 \| 0 \| 2 |
| Area of Impact (acres) | - | 27.3 | 4.4 |
| Residential Relocations ( # ) | - | 6 | 0 |
| Business Relocations ( # ) | - | 1 | 0 |
| Utilities (Yes, No) | - | Yes | Yes |
| **Environmental Impacts** | | | |
| Protected Species (Low, Moderate, High) | - | Moderate | Moderate |
| Contamination Risk Sites (#) (Medium \| High) | - | 30 \| 1 | 6 \| 2 |
| Wetland (acres) | - | 1.8 | 1.2 |
| Seagrass (acres) | - | 0 | 0 |
| Surface Water (Low, Moderate, High) | - | Moderate | Moderate |
| Section 4(f) Resources ( # ) | - | 4 | 3 |
| Archaeological & Historic Resources ( # ) | - | 4 | 2 |
| Noise-Sensitive Receptors (#) (Evaluated \| Impacted) | - | 1,128 \| 341 | 244 \| 72 |
| **Estimated Project Costs (2026 $)*** | | | |
| Right of Way Estimate ( $ )* | $0 | $ 45.0 M | $ 15.0 M |
| Design ( $ )* | $0 | $ 73.2 M | $ 22.1 M |
| Construction ( $ )* | $0 | $ 732.1 M | $ 220.5 M |
| Construction Engineering & Inspection (CEI) ( $ )* | $0 | $ 73.2 M | $ 22.1 M |
| **Preliminary Estimate of Total Project Cost ( $ )*** | $0 | **$ 923.5 M** | **$ 279.7 M** |
| *** ALL COSTS AND VALUES ARE PRELIMINARY AND SUBJECT TO CHANGE** | | | |

## 5.6 Selection of the Preferred Alternative

The Preferred Alternative is the Build Alternative, including its first phase of implementation, referred to as the Interim Improvements. The Preferred Alternative meets the project's purpose and need by providing additional capacity for north-south traffic and improving safety for travelers using the corridor.

Conceptual design plans for the Preferred Alternative are included in **Appendix C.**

# 6.0 AGENCY COORDINATION & PUBLIC INVOLVEMENT

## 6.1 Agency Coordination

Coordination with local government entities and the public has been ongoing throughout the project. A total of 27 public and agency meetings were held, including 12 elected stakeholder meetings, 5 neighborhood meetings, 4 stakeholder meetings, 1 community outreach meeting, and 3 agency stakeholder meetings, as well as 2 public meetings. These meetings involved elected and appointed officials and agencies, including Manatee County, the City of Bradenton, and the City of Palmetto, to share information about the project and receive feedback. One presentation was given to the Sarasota/Manatee Metropolitan Planning Organization (MPO).

During the ETDM screening, the following ETAT members commented on the project:, FL Department of Agriculture and Consumer Services, FL Department of Economic Opportunity, FL Department of Environmental Protection, FL Department of State, FL Fish and Wildlife Conservation Commission, National Marine Fisheries Service, National Park Service, Natural Resources Conservation Service, Southwest Florida Water Management District, U.S. Army Corp of Engineers, U.S. Coast Guard, U.S. Environmental Protection Agency, and U.S. Fish and Wildlife Service.

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen and continued through the Programming Screen. The Programming Screen Review was initiated in December 2025 and ended in April 2026. The ETAT reviewed three corridors (Corridor A, Corridor B and Corridor D) and provided comments on potential impacts to resources and recommended Avoidance, Minimization, and Mitigation Opportunities. All ETAT comments favored Corridor A, the corridor being evaluated in this PD&E study. The overall degree of effects for corridor A was either an enhancement, minimal, moderate, and a few substantial. However, the substantial degree of effects in the screening was based on a wider footprint than what is studied in the PD&E study.

After review of ETAT comments, a response was sent to commenting agencies and a Summary Degree of Effect was assigned to each topic (see **Table 6-1)**

## Table 6-1 – Summary Degree of Effect

| | Social & Economic | | | | | | | Cultural | | | Natural | | | | | Physical | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Social | Economic | Land Use Changes | Mobility | Aesthetic Effects | Relocation Potential | Farmlands | Section 4(f) Potential | Historic & Archaeological Sites | Recreational & Protected Lands | Wetlands & Surface Waters | Water Resources | Floodplains | Protected Species & Habitat | Coastal & Marine | Noise | Air Quality | Contamination | Infrastructure | Navigation | Special Designations |
| **Corridor A** | | | | | | | | | | | | | | | | | | | | | |
| Summary Degree of Effect | Substantial | Substantial | Minimal | Enhanced | Moderate | Substantial | N/A / No Involvement | Moderate | Moderate | Moderate | Moderate | Moderate | Moderate | Moderate | Moderate | Moderate | Minimal | Moderate | Moderate | Moderate | None |
| **Modified Corridor B** | | | | | | | | | | | | | | | | | | | | | |
| Summary Degree of Effect | Substantial | Substantial | Minimal | Enhanced | Substantial | Substantial | N/A / No Involvement | Substantial | Substantial | Moderate | Substantial | Moderate | Moderate | Moderate | Substantial | Moderate | Minimal | Moderate | Moderate | Moderate | None |
| **Modified Corridor D** | | | | | | | | | | | | | | | | | | | | | |
| Summary Degree of Effect | Substantial | Substantial | Moderate | Enhanced | Substantial | Substantial | N/A / No Involvement | Substantial | Substantial | Moderate | Substantial | Moderate | Moderate | Moderate | Substantial | Moderate | Minimal | Moderate | Moderate | Moderate | None |

## 6.2 Public Involvement

A Public Involvement Plan (PIP) was developed and approved in June 2023 and updated in June 2026. The PIP was implemented in compliance with Part 1, Chapter 11 of the FDOT *Project Development and Environment Manual (PD&E Manual)*; Florida Statute 339.155; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the NEPA and 23 CFR 771.

FDOT utilized the PIP to obtain input and involvement from the public, key stakeholder groups, and others who could be affected by, benefit from, and/or have an interest in the proposed project. Most of the public involvement resources have been directed toward communicating with people who live, work, or have an interest in the Bradenton-Palmetto Connector PD&E Study. One of the primary goals was to provide affected communities with clear, consistent, accurate, and current information about the project throughout the NEPA process, including the alternatives being examined. The Comments and Coordination Report will document the outreach activities the FDOT has conducted and the comments submitted.

## 6.3 Public Workshop

A Public Workshop was held on February 3, 2026, and a virtual meeting was held on February 5, 2026. At the in-person meeting, attendees could leave written comments. All other comments were submitted either by email, website, or by mail. During the in-person meeting, 23 comments were received. Three comments were received during the 10-day comment period following the meeting, which ended on February 16, 2026. Most commenters expressed support for Corridor A, favoring the "Ultimate" elevated concept, and eliminating Corridors B and D. The comments emphasized operations and safety needs, better management of aggressive drivers merging near the hospital, and safer access to businesses. Several comments urged that any Ultimate elevated solution be four lanes at build-out to ensure long-term capacity and reliability. Multimodal improvements were emphasized, including dedicated and separated pedestrian and bike facilities. Environmental protection was a concern in the public comments, especially the potential effects on wetlands, floodplains, and habitats north of the river. Some comments included questions about stormwater, flood risk, and the role of the U.S. Army Corps of Engineers in review. Several comments emphasized the need for coordinated signal timing during construction, stronger speed management and enforcement on neighborhood streets, and clearer traveler information to reduce congestion due to crashes. Finally, stakeholders highlighted the importance and the need for securing state and federal funding to deliver the preferred alternative and other related connectivity improvements projects in the area.

## 6.4 Public Hearing

A Public Hearing will be held on June 25, 2026. The hearing will inform the public of the results of the PD&E Study associated with the No-Build and the Preferred Alternative.
A summary of the public hearing will be added after June 25, 2026.

## 6.5 Public Comments and Outstanding Issues

The feedback regarding the Bradenton-Palmetto Connector Project Development and Environment (PD&E) Study highlights a proactive community eager for effective traffic solutions. Comments received at meetings generally outlined questions about specific corridor routes, potential right-of-way acquisitions, and the potential for flyover lanes.

- **Traffic Congestion:** Many comments emphasize the need for designs that adequately address current and future traffic demands.
- **Community Preservation:** There is strong support for preserving the character of local neighborhoods, historical sites, and reducing impacts on minority neighborhoods with calls for careful planning to minimize impacts.
- **Alternative Routes**: Residents suggest exploring additional routes to ease congestion in central Bradenton and Palmetto, which would benefit overall traffic management.

While important issues need to be addressed, the community's constructive feedback reflects a shared commitment to improving local infrastructure and enhancing quality of life.
A summary of the public and agency meetings is shown in **Table 6-2**.

**Table 6-2 – Public and Agency Meetings**

| Public and Agency Meetings | | |
|---|---|---|
| Date | Meeting | Type |
| 3/13/2025 | City of Bradenton – Mayor Gene Brown | Elected - Stakeholder Meeting |
| 3/13/2025 | City of Bradenton – Councilwoman Lisa Gonzalez Moore | Elected - Stakeholder Meeting |
| 3/13/2025 | City of Palmetto – Mayor Dan West and Commissioner Scott Whitaker | Elected - Stakeholder Meeting |
| 3/13/2025 | City of Palmetto – Commissioner Brian Williams | Elected - Stakeholder Meeting |
| 3/18/2025 | Manatee County – Commissioner Pam Coachman | Elected - Stakeholder Meeting |
| 3/24/2025 | Manatee County – Commissioner George Kruse | Elected - Stakeholder Meeting |
| 3/26/2025 | Lakewood Ranch Business Alliance | Neighborhood Meeting |
| 3/26/2025 | Sanctuary Cove Informal Discussion | Stakeholder Meeting |
| 3/28/2025 | Manatee County – Neighborhood Summit | Community Outreach Event |
| 3/28/2025 | Manatee County – Commissioner Amanda Ballard | Elected - Stakeholder Meeting |
| 3/31/2025 | Manatee County – Commissioner Jason Bearden | Elected - Stakeholder Meeting |
| 4/7/2025 | Manatee County – Commissioner Tal Siddique | Elected - Stakeholder Meeting |
| 4/21/2025 | Pastors – Bradenton/Palmetto | Stakeholder Meeting |

| Public and Agency Meetings | | |
|---|---|---|
| Date | Meeting | Type |
| 5/23/2025 | Braden Castle Park | Neighborhood Meeting |
| 6/24/2025 | Manatee County – Public Works | Agency - Stakeholder Meeting |
| 8/14/2025 | City of Bradenton – Councilman Kemp Schuessler | Elected - Stakeholder Meeting |
| 8/27/2025 | City of Bradenton – City Council Meeting | Elected - Stakeholder Meeting |
| 9/8/2025 | City of Palmetto – Commission and Department Heads Meeting | Agency - Stakeholder Meeting |
| 9/29/2025 | Sarasota/Manatee MPO Presentation | Agency - Stakeholder Meeting |
| 10/7/2025 | Manatee County Commission | Elected - Stakeholder Meeting |
| 10/22/2025 | Braden Castle Park | Neighborhood Meeting |
| 10/23/2025 | Tropicana | Stakeholder Meeting |
| 11/5/2025 | Sanctuary Cove | Neighborhood Meeting |
| 1/7/2026 | Manatee County Chamber Leadership | Stakeholder Meeting |
| 2/3/2026 | Bradenton-Palmetto Connector PD&E Public Meeting, in-person | Public Meeting |
| 2/5/2026 | Bradenton-Palmetto Connector PD&E Public Meeting, virtual | Public Meeting |
| 3/9/2026 | Riveria Dunes – President | Neighborhood Meeting |

# 7.0 PREFERRED ALTERNATIVE

The Build Alternative was selected as the Preferred Alternative. This section includes a description of the design features of the Preferred Alternative. Concept plans for the Preferred Alternative are attached to **Appendix B** of this report. **Section 5.4** of this document also provides additional information on the proposed improvements.

## 7.1 Engineering Details of the Preferred Alternative

The engineering details of the Preferred Alternative are listed below.

### *7.1.1 Typical Sections*

The Preferred Alternative typical section generally consists of widening the roadway from 4 to 6 lanes, providing multimodal accommodations (Shared Use Path and Sidewalk), drainage improvement, and adding two elevated proposed express lanes on a viaduct supported by median piers. Descriptions of the Preferred alternative typical sections in detail can be found in **Section 5.4** of this report. Additionally, a Typical Section Package is included as **Appendix A**.

**Interim Improvements (Westbound SR 64 to US 301)**

The implementation of the Build Alternative is well-suited to incremental phasing commensurate with project priorities, mitigation measures, and available funding. Given the need to replace the existing DeSoto Bridge over the Manatee River due to its deteriorating condition, the highest priority is to replace the bridge and upgrade the associated roadway approaches.

In response to this priority, the Interim Improvements was developed to serve as the initial phase of the Build Alternative. The Interim Improvements does not include proposed express lanes; rather, it focuses on replacing the DeSoto Bridge and widening the adjacent roadway. The replacement would increase the capacity of the general-use lanes from four to six between westbound SR 64 and 17$^{th}$ St East, provide stormwater management facilities and floodplain compensation sites, and add shared-use paths and sidewalks.

In addition to addressing the immediate physical needs of the DeSoto Bridge, the Interim Improvements provides initial roadway capacity improvements, enhancement of the multimodal network, and operational and safety benefits to travelers in the corridor.

The southern limit at westbound SR 64 was selected because it provides sufficient length to transition from the existing lane arrangements south of westbound SR 64 to the southern end of the DeSoto Bridge. Proposed improvements include widening the general-use lanes on US 41 north of westbound SR 64 from four to six, implementing stormwater management facilities and floodplain compensation sites, providing a sidewalk on both sides of US 41 north of westbound

SR 64 in places where it does not exist, and adding a shared-use path on both sides of US 41 at the DeSoto Bridge. The conceptual lane arrangements are shown in **Figure 7-1** below.

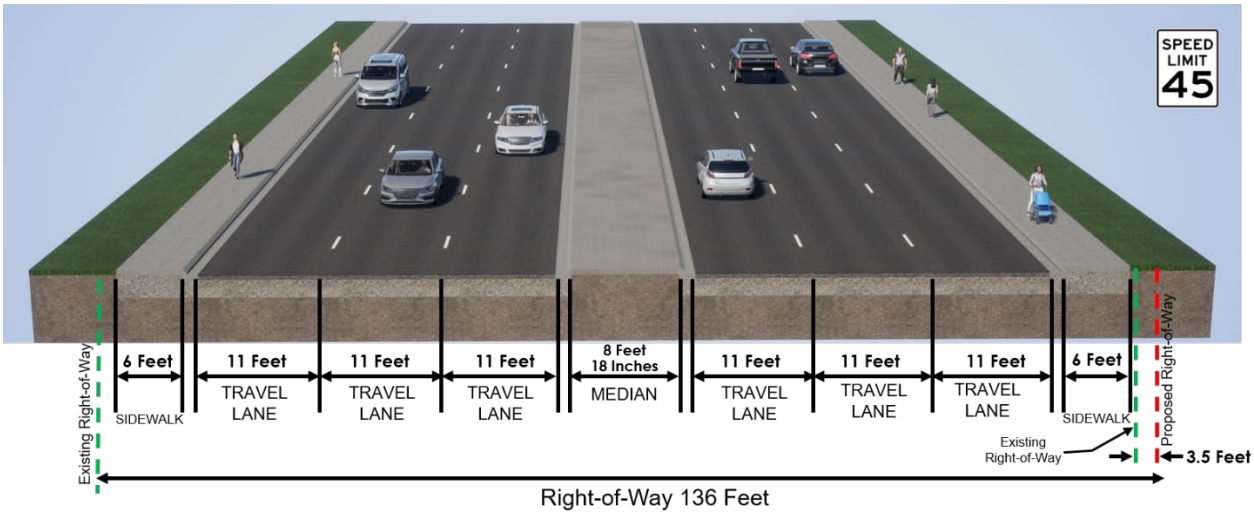



**Figure 7-1 – Interim Improvements South of Manatee River**

The Interim Improvements includes a full replacement of the DeSoto Bridge. Note that the Build Alternative for the DeSoto Bridge includes eight travel lanes and shared use paths. The eight travel lanes consist of two proposed express lanes plus six general-use lanes. Under the Interim Improvements, the DeSoto Bridge does not include the two proposed express lanes, only the six general-use lanes plus a shared use path on both sides of the bridge. However, the bridge design plans account for future widening of the structure so the proposed express lanes can be added when the Build Alternative is constructed. The lane arrangements on the DeSoto Bridge under the Interim Improvements are shown in **Figure 7-2** below.

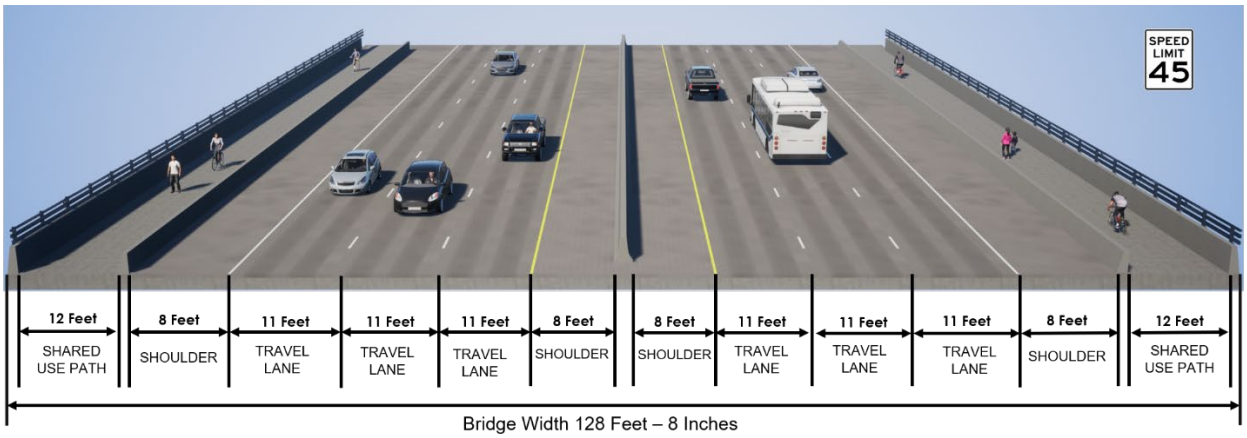



**Figure 7-2 – Interim Improvements DeSoto Bridge**

The northern limit at US 301 was selected because it provides the length needed to adequately transition between the lane arrangements, separate turn lanes, and intersections along US 41 to the northern end of the DeSoto Bridge. Proposed improvements include widening the general-

use lanes from four to six lanes, implementing stormwater management facilities and floodplain compensation sites compatible with the Build Alternative, and installing a shared-use path on both sides of US 41.

The length of the roadway approach north of the bridge is greater than that on the south because it is influenced by multiple intersections, including the unsignalized intersection serving the Palmetto Estuary Preserve, and the signalized intersections at 1st Street East, Haben Boulevard, and 7th Street East. The six general-use lanes include a median wide enough to accommodate an elevated structure for future proposed express lanes when the Build Alternative is constructed. The conceptual lane arrangements for the Interim Improvements north of the Manatee River are shown in **Figure 7-3**.

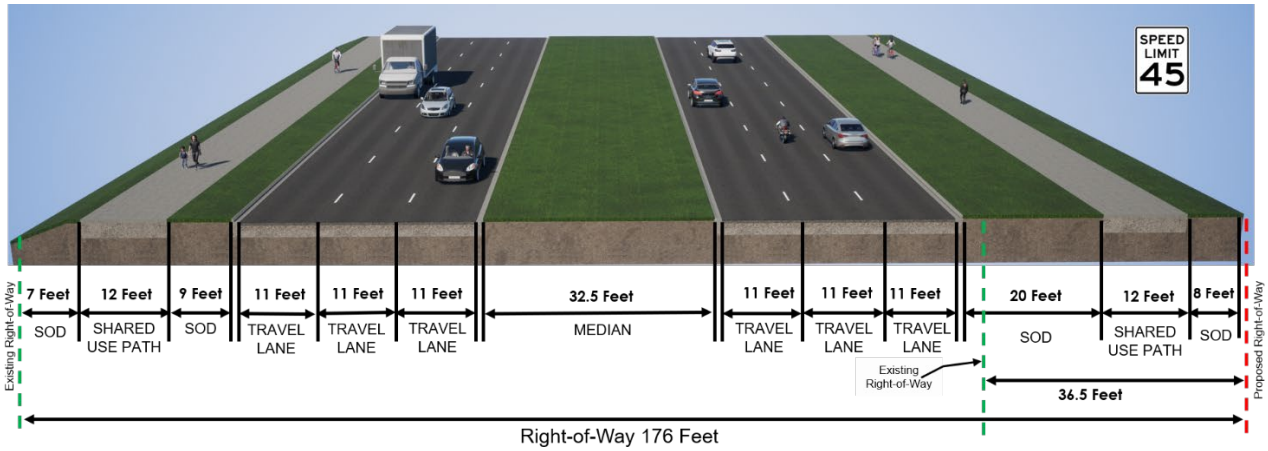



**Figure 7-3 – Interim Improvements North of Manatee River**

### *7.1.2 Access Management*

The access management classifications for the Build Alternative include class 3, class 6, and class 7, and for the Interim Improvements, class 3. The barrier median included with the proposed express lanes under the Preferred Alternative with the raised median and Interim Improvements provides a safety measure that is consistent with the project's purpose and need by reducing the potential for head-on crashes, and thereby the severity of crashes, and confining turning movement conflicts to intersection locations and at separate turn lanes. The Preferred Alternative does not change access to abutting properties or to existing roadways.

### *7.1.3 Right-of-Way*

The proposed project is intended to be consistent with current design standards; additional right-of-way is anticipated to accommodate elements such as shoulders, stormwater management facilities, and bicycle and pedestrian infrastructure. As a result, it will displace a few residences, businesses, or other uses. The preferred Alternative would potentially impact a total of 100 parcels, consisting primarily of commercial and residential land uses, as well as public, municipal,

institutional, and hospital properties. It would require approximately 27 acres of additional right-of-way, including approximately 4.5 acres for roadway and 22.7 acres for stormwater management ponds. A Conceptual State Relocation Plan (June 2026) was prepared to support the PD&E (See attached); of the 100 parcels identified as potentially impacted, six residential relocations and one business relocation are anticipated. The remaining parcels are expected to incur minor impacts affecting limited portions of the parcel and, therefore, are not anticipated to result in relocations.

A summary of the potentially relocated parcels for the Preferred Alternative is provided in **Table 7-1** and **Table 7-2**.

**Table 7-1 – Potential Residential Relocations**

| **Potentially Impacted Residences** | | |
|---|---|---|
| **Property Address** | **Parcel Number** | **Residence Type** |
| 1603 6th Ave E, Palmetto, FL 34221 | 2583300104 | Single Family Residential |
| 1619 6th Ave E, Palmetto, FL 34221 | 2583300039 | Single Family Residential |
| 1706 3rd Ave E, Palmetto, FL 34221 | 2556300008 | Single Family Residential |
| 1712 3rd Ave E, Palmetto, FL 34221 | 2556400006 | Single Family Residential |
| 1717 US 41 N, Palmetto, FL 34221 | 2556600001 | Single Family Residential |
| 115 10th St W, Palmetto, FL 34221-3952 | 2603610003 | *Mobile home |
| *Sources/Notes:*<br>*(1) Manatee County Property Appraiser*<br>**A small portion of a larger parcel is impacted, within which 16 mobile homes are potentially affected* | | |

**Table 7-2 – Potential Business Relocations**

| **Potential Business Relocations** | | | |
|---|---|---|---|
| **Property Address** | **Owner** | **Parcel Number** | **Residence Type** |
| 701 1st St E, Bradenton, FL 34208 | Bradenton Pooh LLC | 3175000059 | Wawa Convenience Store W/Gas |
| *Sources/Notes:*<br>*(1) Manatee County Property Appraiser* | | | |

A total of six potential residential and one potential business relocation are associated with the proposed improvements to US 41. The identified properties would be impacted by the proposed Wet Pond 9D, Dry Pond 9F, VB-9D, Swale 5S, FPC 2 and Dry Pond 2. A Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### *7.1.4 Horizontal and Vertical Geometry*

The horizontal alignment of the proposed express lanes under the Preferred Alternative is centered in the roadway median of US 301 and US 41 at the locations where they are on an elevated structure. At bridge locations where the proposed express lanes transition to the same elevation as the general-use lanes, the general-use lanes follow independent alignments that curve away from the proposed express lanes to allow the separation needed to complete the transition. The profile of the proposed express lanes generally parallels that of the general-use lanes, while maintaining a minimum vertical clearance of 16.5 feet over roadways and 23.5 feet over the CSX Railroad at-grade crossing just north of the US 301 junction with US 41.

The horizontal and vertical geometry of the general-use lanes under the Preferred Alternative matches existing conditions, except for the section from westbound SR 64 to 7$^{th}$ Street East, as described below.

The Preferred Alternative maintains the horizontal alignment from westbound SR 64 to 500 ft north of westbound SR 64. Then, the alignment shifts eastward to avoid impacting the City of Bradenton property, including the Bradenton Waterfront Riverwalk with an 8,250 ft curve, a short 100-foot tangent section, followed by an 8,250 ft westward curve. These shifts will also allow the construction of the new 2,570-ft bridge while maintaining traffic flow on the existing bridge. The alignment then shifts westward with 9,000 ft of reverse curves to tie into the existing roadway. **Appendix C** provides preliminary concept plans showing the Preferred Alternative's horizontal geometry.

The Preferred Alternative will utilize a 3.2% grade to achieve a 40-foot clearance over the Manatee River. The crest vertical curve over the navigable waterway is 724 feet long, and the K value is 137.

### *7.1.5 Design Variations and Design Exceptions*

Two design variations are required:

- Interim border width (DVB) from Sta. 2071+96.73 to sta. 169+00, sta. 205+00 to sta. 211+00, sta. 211+00 to sta. 231+00, sta. 237+00 to sta. 242+60
- lateral offset: Mile Post 1.661 to 2.617, 3.253 to 3.902, and 4.483 to 5.201

### *7.1.6 Multimodal Accommodations*

Refer to discussion in Section 5.3.

### *7.1.7 Intersection/ Interchange Concepts and Signal Analysis*

Intersection concepts and signals will be analyzed during the final design phase.

The design phase may include coordination with future improvement plans to the SR 43 (US 301) interchange, performed under a separate project.

### *7.1.8 Tolled Projects*

There are no existing tolled facilities within the project area. There is potential to toll the elevated proposed express lanes under the Build Alternative.

The Interim Improvements do not include elevated proposed express or tolled lanes.

### *7.1.9 Intelligent Transportation System (ITS) and TSM&O Strategies*

The concept plans have been developed to allow for the implementation of Intelligent Transportation Systems. Potential TSMO strategies will be addressed during the design phase.

Under the Interim Improvements, expanding the general-use lanes from four to six between westbound SR 64 and US 301 provides additional roadway capacity, enhancing traffic operations and reducing delays at signalized intersections.

### *7.1.10 Landscape*

There are locations on both sides of the DeSoto Bridge suitable for landscaping. Collaboration with local agencies to determine the locations for the proposed landscaping opportunities will occur during the design phase.

### *7.1.11 Lighting*

Proposed lighting plans will be prepared during the design phase. Proposed lighting plans are required along US 41 throughout the corridor to replace existing lighting. Lighting along US 301 west of 9$^{th}$ Street East is not provided. Additional lighting in that section will be evaluated during the design phase.

### *7.1.12 Wildlife Crossings*

There are no wildlife crossings within the project limits.

### *7.1.13 Permits*

The Preferred Alternative is anticipated to require the following permits.

- Florida Department of Environmental Protection - National Pollutant Discharge Elimination System (NPDES) Permit
- Southwest Florida Water Management District - Environmental Resource Permit (ERP)
- US Army Corps of Engineers (USACE) - Section 404 Dredge and Fill Permit (Nationwide 14)
- US Coast Guard - Bridge Permit

### *7.1.14 Drainage and Stormwater Management Facilities*

Refer to discussion in **Section 5.4.13** and the Pond Siting Report on file.

Water Quality Treatment: The alternative SMFs have been evaluated to provide treatment for the entire project limit in accordance with the following State standards based on the ERP Applicant's Handbook Volume I. For the impaired basins, BMP Trains was used to show a total of 80% nitrogen and 80% phosphorus removal for proposed project due to the impairment of waterbodies. A higher rate of nutrient removal of 95% on nitrogen and phosphorus will be evaluated for the Interim Improvements condition in the future phase to accommodate the encroachment of OFW's boundaries at the watershed downstream end.

Water Quantity: SWFWMD has water quantity criteria for open basins that must be satisfied.

- Southwest Florida Water Management District – The District's design storm event for construction activity is the 25-year/24-hour storm for open basins (40D-40, F.A.C.). It will be necessary to demonstrate that the post-development peak discharge from the design storm does not exceed the pre-development peak discharge for the same storm event for open basins.

### *7.1.15 Floodplain Analysis*

The project's drainage design is to provide floodplain compensation in compliance with FEMA, SWFWMD, and FDOT guidelines. No net encroachment shall occur as a result of the proposed activity.

All floodplain within the right-of-way is assumed to be completely impacted. This includes both existing right-of-way as well as areas where additional right-of-way has been proposed for roadway or use as stormwater management facilities.

The following floodplain information for the project area was reviewed:

- FEMA Flood Maps – The Flood Insurance Rate Map (FIRM) Community-Panel Number that includes the project area is 12081C0168F, 12081C0164F, 12081C0306F, 12081C0302F, effective August 28, 2008. Please refer to the project FEMA FIRMs included in Appendix A.

- City of Bradenton Watershed Study – The City of Bradenton Watershed model was used for floodplain evaluations and impacts for US 41, South of the DeSoto Bridge. Please refer to Appendix A.

The project traverses through two FEMA floodplains, including Zone AE on land and Zone VE over the Manatee River (North American Vertical Datum 88 (NAVD88)). The DeSoto Bridge is located over the Zone VE, but this should not impact the project. Roadway widening may impact the floodplain, and compensation will be accounted for in the pond design. Floodplain compensation

storage is provided for all impacts due to the roadway improvements or proposed Stormwater Management Facilities (SMFs). Cup-for-cup method is utilized for sizing Floodplain Compensation (FPC) sites. No portions of the project lie within a regulated floodway.

The preferred floodplain pond sites for the Build Alternative are FPC 1 Alt 1, FPC 2 Alt 1, and FPC 3 Alt 1. These alternatives were then compared based on relocations and community impacts; environmental impacts, including wetlands, upland habitat, and protected species involvement; petroleum and hazardous materials contamination; and economic factors, including right-of-way costs. Maps showing the alternative SMF and FPC sites are provided in the PSR, which is available in the project file.

### *7.1.16 Bridge and Structure Analysis*

The Preferred Alternative consists of multiple structures and bridges. Six typical sections are described below to describe the differences in bridges proposed for this project. For geometrical details, please refer to the Typical Section package in **Appendix A**, and the Concept plans in **Appendix B**.

**9th Street East to westbound SR 64**

Two proposed express lanes are provided in the US 301 median via an elevated structure beginning just west of 9th Street East and continuing through the US 301/US 41 junction to westbound SR 64. While the number and arrangement of existing general-use lanes remain unchanged, US 41 north of the junction would be reconstructed with a wider median to accommodate the elevated structure. The proposed typical section is a six-lane roadway with three 11-foot travel lanes and 6-foot sidewalks on both sides with curb and gutter and two elevated proposed express lanes on a structure. The proposed ROW is approximately 120 feet for this section, as conceptually shown in **Figure 7-4**. Additional details are provided in **Section 5.4**

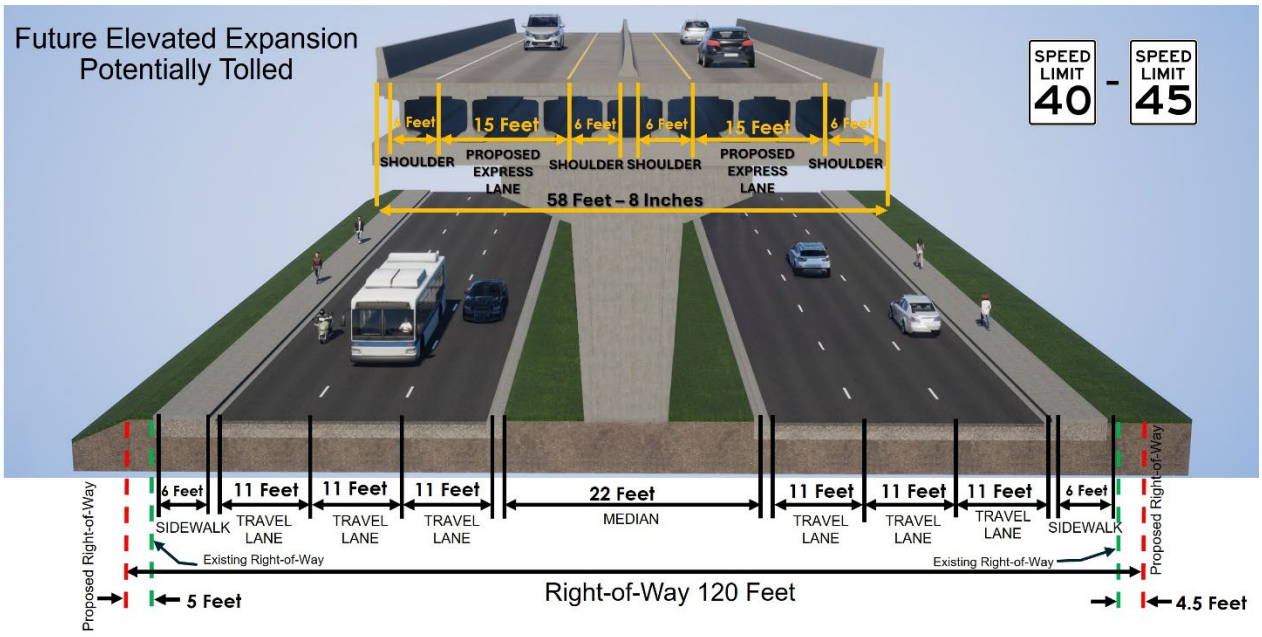



**Figure 7-4 – Preferred Alternative South of Desoto Bridge**

### US 301/1st Street W over US 41/S Tamiami Trail

The proposed typical section for US 301/1st Street West over US 41 consists of a four-lane bridge with two 12-foot travel lanes in each direction, 10-foot outside shoulders, and an 18-foot median separating opposing traffic. The total bridge width is approximately 90 feet, as conceptually shown in **Figure 7-5**.

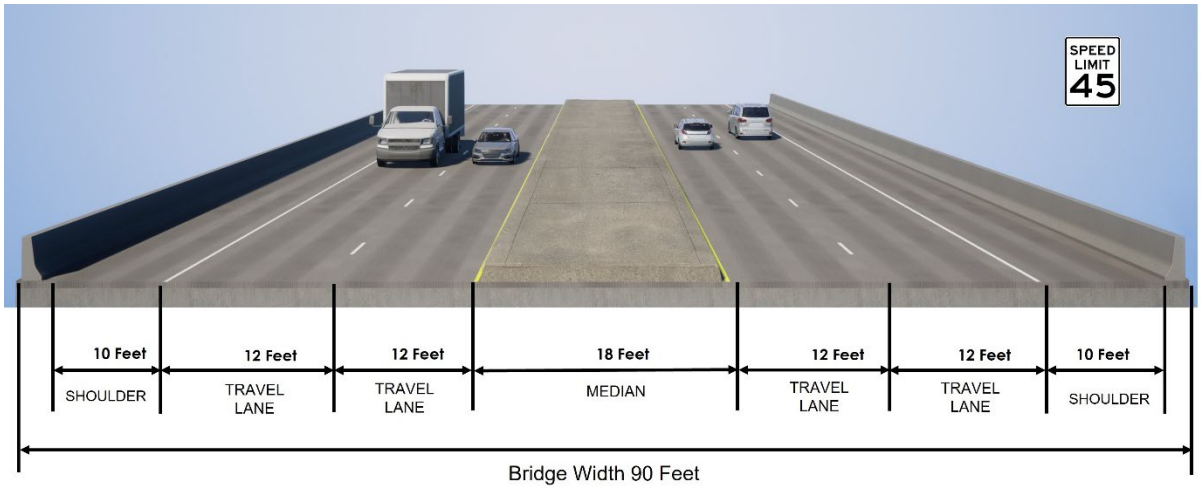



**Figure 7-5 – Preferred Alternative US 301/1st Street W over US 41/S Tamiami Trail**

### Westbound SR 64 to US 301- DeSoto Bridge

The new bridge over the Manatee River replaces the existing, aging bridge, which has only four travel lanes and does not accommodate pedestrians or bicyclists. The new DeSoto Bridge consists of six 11-foot travel lanes and two 12-foot proposed express lanes, plus a 12-foot shared use path on each side, physically separated from the travel lanes by a barrier. In addition, the new bridge separates the proposed express lanes from the general-use lanes via a buffer, as shown in **Figure 7-6**. Additional details are provided in **Section 5.4**.

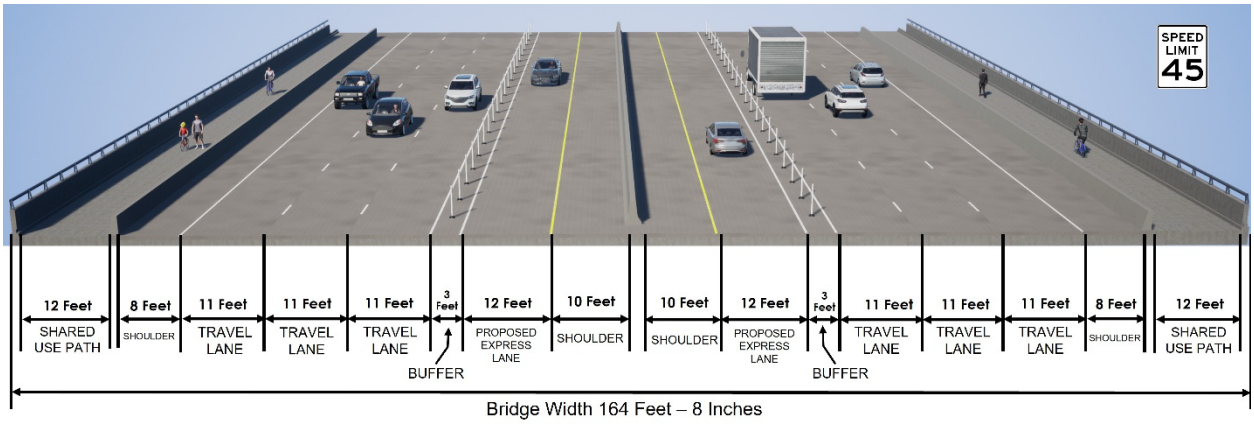



**Figure 7-6 – Preferred Alternative Desoto Bridge over the Manatee River**

The Preferred Alternative will replace the existing structure DeSoto Bridge with a fixed bridge with navigational clearances of a 40-foot minimum vertical clearance and a 75-foot horizontal clearance.

### US 301 To North of 25th Street East

Beginning just south of US 301, the proposed express lanes in the US 41 median transition from an elevated structure to at-grade to facilitate crossings over US 301 and the CSX Railroad Short Line, allowing shared bridge use and reducing construction costs. North of the DeSoto Bridge, the proposed typical section extends approximately two miles from 25th Street East and consists of a six-lane divided roadway with three 11-foot travel lanes in each direction, 12-foot shared use paths on both sides, and two elevated proposed express lanes within the median. The proposed right-of-way is approximately 176 feet, as conceptually shown in **Figure 7-7**, with additional details provided in **Section 5.4**.

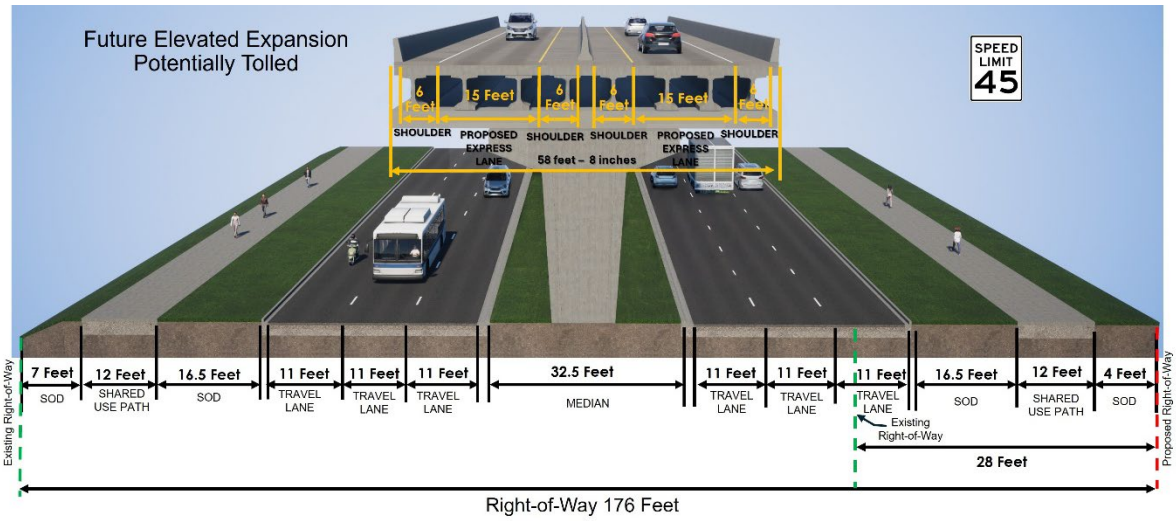



**Figure 7-7 – Preferred Alternative North of DeSoto Bridge to CSX RR Short Line**

### US 41 over US 301/10th St Tamiami Trail

The proposed typical section for US 41 over US 301/10th Street consists of six 11-foot travel lanes and two 12-foot proposed express lanes, plus an eight-foot shoulder on each side, physically separated from the travel lanes by a barrier. In addition, the new bridge separates the proposed express lanes from the general-use lanes via a four-foot buffer, resulting in a total bridge width of approximately 140 feet as shown in **Figure 7-8**.

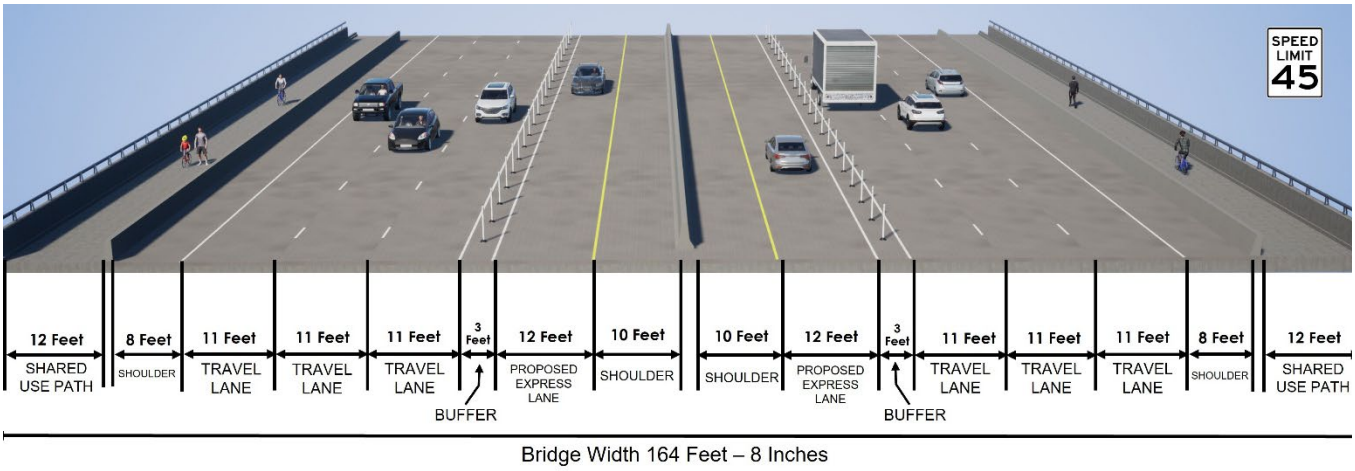



**Figure 7-8 – Preferred Alternative US 41 over US 301/10th St**

### US 41 over US CSX RR Short Line

The proposed typical section for US 41 over the CSX Railroad Short Line consists of a multi-lane bridge facility accommodating both proposed express and travel lanes. The section includes three 11-foot general-use travel lanes in each direction, separated by buffers from 12-foot proposed express lanes in each direction. The typical section also includes shared use paths on both sides,

shoulders, and a ramp connection, resulting in a total bridge width of approximately 186 feet and eight inches, as conceptually shown in **Figure 7-9**.

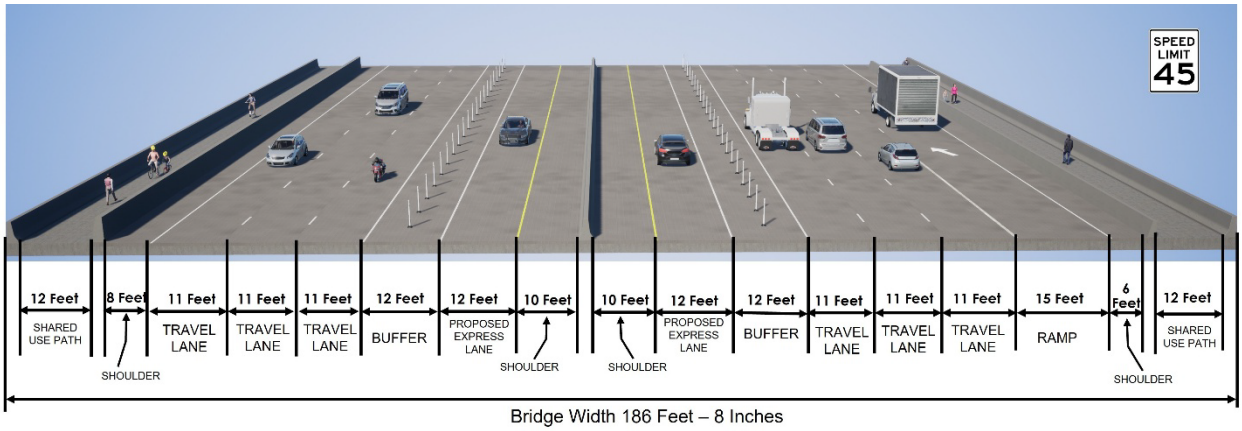



**Figure 7-9 – Preferred Alternative US 41 over CSX RR Short Line**

**Interim Improvements:**

The Interim Improvements includes a full replacement of the DeSoto Bridge. Under this improvements, the proposed typical section consists of a six-lane bridge facility with three 11-foot travel lanes in each direction, separated by a barrier. The section also includes eight-foot outside shoulders on both sides and 12-foot shared use paths on each side of the bridge. The bridge is designed to accommodate future widening to add proposed express lanes as part of the Build Alternative. The total bridge width is approximately 128 feet and eight inches. The lane arrangements on the DeSoto Bridge under the Interim Improvements are shown in **Figure 7-10** below.

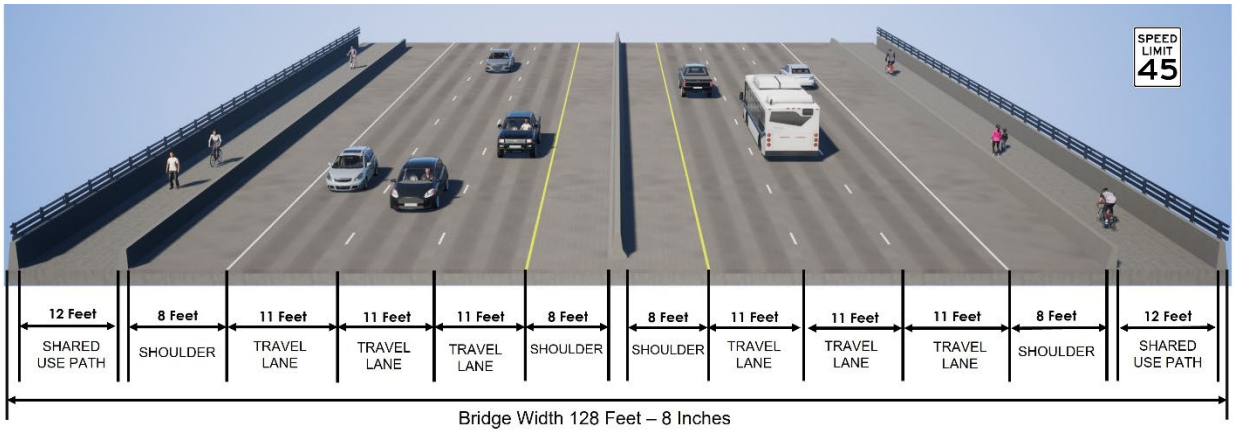



**Figure 7-10 – Interim Improvements Desoto Bridge**

### *7.1.17 Bridge Environmental Classification*

The DeSoto bridge is in an area classified as a marine environment and is anticipated to be classified as "extremely aggressive" for both the substructure and superstructure. The other bridges are located outside of a marine environment are anticipated to be classified as "moderately aggressive" for both the superstructure and substructure.

#### *7.1.17.1 Bridge Superstructure*

It is anticipated that the DeSoto bridge will utilize a superstructure consisting of approximately 150-foot to 170-foot spans that use FIB-72 or FIB-78 girders. The US 301 bridge over US 41 NB is anticipated to have a superstructure consisting of FIB 54 or FIB 63 girders for a 140-foot span. The US 41 bridge over US 301 is anticipated to have a superstructure consisting of FIB 63 or FIB 72 girders for 150-foot spans. The US 41 bridge over the CSX RR Short Line is anticipated to have a superstructure consisting of FIB 54 or FIB 63 girders for a 140-foot span. The majority of the elevated viaduct structure is anticipated to have varying spans from 100-foot to over 200-foot that utilize FIB 36 to FIB 96 girders. There is the potential for the elevated viaduct structure to utilize steel plate girders for spans longer than 200-foot and for areas where the roadway geometrics require curved spans. Other superstructure alternatives for the elevated viaduct include post-tensioned segmental box girders and steel box girders.

These span lengths are considered reasonable for standard construction and delivery methods and routes, and the weight of these beams is not expected to require special coordination with FDOT's Permit Office for Over-Weight/Over-Dimension vehicles. The arrangement of the spans and the type of superstructure will be further evaluated during the design phase and documented in the Bridge Development Report (BDR).

#### *7.1.17.2 Bridge Aesthetics*

It is anticipated that the DeSoto Bridge and the US 41 over US 301 Bridge will utilize multi-column piers and that the elevated viaduct structure will utilize single column piers. Both pier types may potentially have flared or tapered caps and/or columns to produce a visually appealing structure. Some of the elevated viaduct structure piers may have to utilize non-flared or non-tapered columns and/or caps to meet the minimum vertical clearance requirements. It is anticipated that the mechanically-stabilized earth (MSE) walls can have an aesthetic finish applied to enhance the visual appeal if desired.

Aesthetics will be further evaluated during the design phase and documented in the BDR.

#### *7.1.17.3 Bridge Substructure*

It is anticipated for the DeSoto Bridge will have a substructure consisting of two multi-column piers that can be independently constructed during the two construction phases. All piers are

anticipated to be in the water and utilize waterline footings, except the first pier on the south side, which will have a buried footing. It is anticipated for the US 41 bridge over US 301 will have a substructure consisting of two multi-column piers that can be independently constructed during two construction phases. It is anticipated that the elevated viaduct bridge will have single column piers with the potential for inverted-tee caps to help meet vertical clearance requirements. Post-tensioning for some of the elevated structure pier caps may be required. It is anticipated that all bridges will utilize standard end bents.

Repetitive details could be utilized to reduce costs, increase constructability, and enhance the feasibility of using precast elements for the footings and columns if desired. The substructure type will be further evaluated during the design phase and documented in the BDR.

#### *7.1.17.4 Bridge Foundation*

Based on limited available project geotechnical data, it is anticipated that 24-inch precast concrete piles could be utilized for the bridge replacements. Installation of the proposed piles without impacting the existing piles appears possible since the majority of the proposed piers can be located away from existing foundations. This minimizes the potential for vibration impacts during the construction of proposed pilings and avoids potential conflicts with the existing piles, allowing them to remain in place and be cut off a minimum of two (2) feet below the groundline. Therefore, removing the existing piles may be required, but will be avoided if possible by carefully evaluating footing locations. It is anticipated that either 24-inch precast concrete piles or single large diameter drilled shafts could be utilized for the elevated viaduct bridges. The use of single large diameter drilled shafts may reduce the area required for the foundations in the median and allow for a smaller work zone. The foundation types and location will be further evaluated during the design phase and documented in the BDR.

#### *7.1.17.5 Bridge Layout*

The proposed span arrangement of the DeSoto Bridge was based on maintaining a 75-foot horizontal clearance between bridge fenders to match the existing navigational channel. This can be accomplished with an approximate 170-foot main channel span and varying approach span lengths on both sides. The preliminary span arrangement was chosen to maximize the distance to existing bridge foundations and to minimize bridge hydraulics impacts. It is anticipated that piers may need to be placed near Riverside Boulevard and in the Bradenton Waterfront Riverwalk near existing pier locations. The proposed 140-foot span for US 301 over US 41 NB was estimated to provide a clear span to allow for the roadway typical section of US 41 NB to be improved to meet current standards. The proposed 150-foot spans for US 41 over US 301 were estimated to provide clear spans to allow for the roadway typical section of US 301 to be improved to meet current standards. The proposed 140-foot span for US 41 over CSX RR Short Line was estimated to provide

a clear span over the RR ROW. The elevated viaduct structure is proposed to have 100-foot to 200-foot typical spans with potential for 250-foot spans at major intersections.

MSE retaining walls are anticipated to be utilized to eliminate the use of embankment slopes and limit the need for additional right-of-way. The span arrangement and wall layout will be further evaluated during the design phase and documented in the BDR.

#### *7.1.17.6 Bridge Horizontal Alignment*

The horizontal alignment of the roadway mirrors that of the existing road. The DeSoto Bridge shifts the centerline of the new bridge to the east of the existing bridge to facilitate phased construction of the bridge.

#### *7.1.17.7 Bridge Vertical Alignment*

The vertical alignment of the bridges are based on a vertical clearance evaluation that considers the purpose and need for the project, impacts on both the north and south, channel location (if applicable) and topography, surrounding resources, maintenance, and connectivity. For the DeSoto Bridge the preliminary clearance determination received from our USCG coordination meeting in February 2024 noted that a minimum vertical clearance of 40 feet above MHW for a fixed bridge would meet the reasonable needs of navigation for this bridge crossing. The other bridges will have a vertical clearance that meet the FDOT FDM.

### *7.1.18 Transportation Management Plan*

The Transportation Management Plan outlines a phased construction approach designed to maximize the number of lanes open to traffic at all times minimizing disruptions to motorists, adjacent properties, and overall corridor operations. Phase I will keep the existing two-lane traffic on its current alignment while crews widen the roadway and sidewalk to the outside to provide one operational southbound travel lane and associated shoulders for use in Phase II; this strategy ensures that early construction activities proceed without affecting current traffic operations. In Phase II, southbound traffic will be shifted onto the newly built southbound lane and bridge, allowing construction to advance on the remaining elements of the proposed bridge structure as well as the northbound roadway improvements. Phase III will then transition traffic onto the newly completed roadway and bridge to facilitate completion of the remaining northbound roadway work and the demolition and removal of the existing bascule bridge. Finally, Phase IV will focus on applying the final roadway friction course and installing the permanent pavement markings, completing the corridor's operational and safety enhancements. Further coordination will be necessary with Manatee Memorial Hospital and Manatee County Emergency Services during the final design phase to ensure uninterrupted access to the hospital is maintained throughout the construction period. Coordinating with local emergency service providers is critical for facilitating accommodation and planning for emergency vehicle routes during construction. It is anticipated

that detours via US 41 Business (Green Bridge) instead of US 41 and the DeSoto Bridge could result in additional travel times ranging from approximately 12 to 30 minutes, depending on the time of day.

### *7.1.19 Constructability*

The construction of the northbound half of the DeSoto Bridge will start independently from the existing bridge, with a shift of approximately 44 feet to the east. This adjustment creates a 10-foot space between the new northbound section and the existing bridge, allowing traffic to flow normally on the existing bridge and roadway while the new bridge is built without any disruption. Once the northbound half is completed, temporary striping will be applied to provide four lanes — two in each direction — enabling traffic to move to the new bridge. Subsequently, the old DeSoto Bridge will be dismantled, and the southbound half of the new bridge will be constructed and connected to the northbound section.

It is anticipated that top-down construction techniques will be utilized for the elevated viaduct structure in order to minimize the total width of the required median work zones. Traffic can be shifted as necessary away from the median area while maintaining the flow of traffic.

Traffic shifts and temporary pavement, with overbuild, will be utilized to construct and maintain landside traffic patterns. Construction of the shared use paths and sidewalks will be incorporated in the phasing plans.

**Phasing details:**

- **Phase I:** Keep traffic on existing lanes while widening US 41 to the outside from the at-grade CSX railway to south of DeSoto bridge and also from north of DeSoto bridge the project end at structure #130009.
- **Phase II:** Shift at-grade traffic to the outside and adjust medians to the viaduct piers.
- **Phase III:** Construct the managed lane viaduct.
- **Phase IV:** Complete the final roadway fiction course and apply permanent pavement markings.

### *7.1.20 Construction Impacts*

Construction of the Build Alternative is expected to have moderate impacts related to property access. Construction is not anticipated to adversely impact listed species so long as adherence to project commitments, construction precautions, and conservation measures is maintained. Also, construction is not expected to have any significant impact on water quality, noise, or air quality. The project will adhere to the FDOT Standard Specifications for Road and Bridge Construction, along with implementing a Stormwater Runoff Control Concept and Best Management Practices to minimize or eliminate potential construction impacts.

This project includes several features to be considered during design and construction:

**Environmental Considerations**

Construction activities for the proposed project may cause minor short-term impacts on noise, air quality, water quality, traffic congestion, and visual impacts within the immediate vicinity of the project.

For residents living along the project area, some of the construction equipment and materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem.

Dust from earthwork and unpaved areas may impact air quality. Adherence to applicable state regulations and to applicable sections of the FDOT's Standard Specifications for Road and Bridge Construction will minimize these impacts.

Potential water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with the agency permit conditions, the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, Section 104 "Prevention, Control, and Abatement of Erosion and Water Pollution", and through the use of Best Management Practices (BMPs). These BMPs (e.g., siltation barriers and containment devices) will prevent water quality degradation to surrounding or nearby waters during construction activities. A National Pollutant Discharge Elimination Systems (NPDES) construction permit will be acquired, and the associated requirement to develop and implement a Stormwater Runoff Control Concept will be met.

BMPs such as delineation markers, barrier fencing, and runoff containment measures will be implemented to limit equipment access and control turbid water discharges outside of construction limits.

Maintenance of traffic (MOT) and sequencing of construction activities will be planned and scheduled to minimize traffic delays throughout the project. There will be no bridge closures during construction. Signage will be used as appropriate to provide pertinent information to the traveling public. A sign providing the name, address, and telephone number of an FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers to questions about project activity.

Based on these considerations, construction of the Preferred Alternative is not expected to result in significant impacts.

### *7.1.21 Special Features*

Special features of the Build Alternative include the implementation of proposed express lanes throughout the project limits. Further, the proposed express lanes transition from an elevated structure to the same elevation as the general-use lanes not only at the project end points, but also at the US 41 bridges over the Manatee River, US 301, and the CSX Railroad Short Line. The transition areas include mechanically stabilized earth (MSE) retaining walls to minimize the roadway footprint on adjacent parcels and environmentally sensitive areas such as the Palmetto Estuary Preserve.

### *7.1.22 Utilities*

Several utilities are located within the project limits including aerial power lines, underground electric lines, underground fiber optic cable, water distribution, sanitary and storm sewers, and gas distribution. For the Preferred Alternative, it is anticipated that utility relocations will be required based on location and depth. Coordination with utility owners will take place during the design phase for relocation agreements and schedules. A Utilities Assessment Package (UAP) is included as part of the project.

Given the potential for initial implementation of the Build Alternative under the Interim Improvements, particular attention has been given to the utilities in this area. surrounding the DeSoto Bridge. A subaqueous waterline owned and operated by Manatee County, which is a critical part of the County's potable water distribution system, runs parallel to the bridge and will be replaced. Existing utilities are listed in **Table 7-3**.

**Table 7-3 – Utilities List**

| **Utilities List** | | | |
|---|---|---|---|
| Utility Name | Description (TBD) | Potential Relocation Cost | Percent of Total |
| City of Bradenton | | | |
| City of Bradenton Street Lights and Traffic | | | |
| City of Palmetto | | | |
| Comcast | | | |
| Crown Castle Fiber, LLC | | | |
| Florida Power & Light Distribution | | | |
| Florida Power & Light Transmission | | | |
| Frontier Florida, LLC | | | |
| Manatee County – Utility Operations | | | |

| Utilities List | | | |
|---|---|---|---|
| Manatee County Traffic Operations | | | |
| MCI Metro Access Transmission Services, LLC | | | |
| Peace River Electric Cooperative, Inc. | | | |
| Peoples Gas System, Inc. | | | |
| Spectrum Sunshine State, LLC | | | |
| Uniti Fiber LLC (Windstream) | | | |
| Zayo Group LLC | | | |
| | Total | | |

### *7.1.23 Project Costs*

Preliminary cost estimates for the Preferred Alternative are included in **Table 7-44**. Construction costs are based on FDOT's Long Range Estimates (LRE) cost estimating system which includes temporary traffic control, mobilization, project unknowns and contingency. The LRE estimate is included in **Appendix C**. Estimated costs are subject to revision as the design phase progresses.

**Table 7-4 – Estimated Costs for the Preferred Alternative**

| Estimated Costs | | |
|---|---|---|
| Component | Preferred Alternative (rounded to $0.10 million) | Interim Improvements |
| Design (10% of Construction) | $73.20 | $22.05 |
| Right-of-Way | $45.00 | $15.00 |
| Construction Engineering & Inspection (10% of Construction) | $73.20 | $22.05 |
| Construction | $732.10 | $220.50 |
| **Total Estimated Cost** | **$923.50** | **$279.60** |
| Notes: 1) Estimated Construction cost based on LRE system dated April 2026<br>2) Estimated Construction cost does not include utility relocation costs | | |

## 7.2 Summary of Environmental Impacts

Below is a summary of the impacts of the Preferred Alternative on environmental resources.

### *7.2.1 Future Land Use*

The proposed improvements associated with the Preferred Alternative are compatible with both the Bradenton and Palmetto Comprehensive Plans and support their respective plans' Future Land Use Elements. According to the City of Bradenton 2030 Comprehensive Plan Future Land Use Map and the City of Palmetto Future Land Use Map, the project area will remain urbanized, with predominantly commercial, retail, institutional, community recreational, high-density residential,

and undeveloped/open land uses. The City of Bradenton designates the areas between the Desoto bridge and 10th Ave East as Urban Central Business District according to the 2010-2030 Future Land Use Map and the study area south of the Business District is designated as Urban Commercial Corridor.

The portion of the project within the City of Palmetto designates areas within the study area as Public Use, General Commercial, and Planned Community, making the Preferred Alternative compatible with the intent and purpose of the local jurisdiction's Comprehensive Plans, specifically the Land Use and Transportation Elements.

### *7.2.2 Section 4(f)*

Six resources were identified and evaluated for the applicability of Section 4(f). The evaluation determined that there will be no adverse impacts on any of the six resources reviewed, as listed below.

- Donald L. Courtney Veterans Monuments Park
- Bradenton Riverwalk
- Manatee River Blueway
- Palmetto Estuary Preserve
- Coach Eddie Shannon Park (Formerly Lincoln Park)
- Mid County Trail Corridor

### *7.2.3 Cultural Resources*

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project (June 2026), and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 02/20/2024. Therefore, FDOT, in consultation with SHPO, has determined that the preferred alternative has no Adverse Effects to Historic properties or Archeological resources.

- Three linear resources (8MA01381, 8MA02249 and 8MA02568)
- One previously recorded building (8MA02569)
- 21 historic buildings (8MA03122–8MA03142)
- Two historic resource groups (8MA02874, 8MA02875)

### *7.2.4 Wetlands*

A Natural Resource Evaluation (NRE) was completed in June 2026 to document and present the findings of potential wetland involvement associated with the Preferred Alternative and is located in the project file.

A total of 1.833 acres of mangrove swamps (FLUCFCS 6120) will be impacted by the Preferred Alternative. The total functional loss for this wetland system is 0.89 units. Compensatory mitigation options for wetland impacts will be addressed in future phases of this project, but at this time, Mangrove Point Mitigation Bank has a service area that overlaps the project and has the appropriate credits available.

The proposed bridge will cross 6.09 acres of USACE- and SWFWMD-jurisdictional surface waters. Construction of bridge pilings will result in permanent surface water impacts; however, these impacts are considered minimis, for they total less than 0.10 acres of impact and result in less than 0.01 units of functional loss; therefore, mitigation is not required. Shade impacts are not considered since this area for surface waters consists of a non-vegetated bottom. Based upon the current seagrass bed boundaries, no seagrass impacts are anticipated.

A total of 1.10 acres of impacts to OSWs are anticipated. These features are roadside ditches created as part of the roadway system for the conveyance of stormwater. They will be replaced as part of the new roadway system, and therefore, no mitigation is required. A wetland and surface water summary table is summarized in **Table 7-55**.

**Table 7-5 – Wetland and Surface Water**

| **Wetland and Surface Water** | | | | | |
|---|---|---|---|---|---|
| FLUCFCS/*ID* | USFWS Classification | Preferred Alternative | | | |
| | | Impact type | Impact Acreage | UMAM Score | Functional Loss |
| Wetlands | | | | | |
| 6129 / WL 1-2 | E2FO3N | Direct | 1.156 | 0.73 | 0.84 |
| | | Secondary | 0.677 | 0.07 | 0.05 |
| | | Total | 1.833 | - | 0.89 |
| Surface Waters | | | | | |
| 5400 / SW 1 | E1UB2 | Direct (Fill) | <0.10 | - | <0.01 |
| Other surface waters | | | | | |
| 5100 / OSW 1-11 | PEM1Cx | Direct (Fill) | 1.10 | - | - |

The proposed project will have no significant short-term or long-term adverse impacts to wetlands, there is no practicable alternative to construction in wetlands, and measures have been taken to minimize harm to wetlands. FDOT will employ various strategies to fulfill mitigation needs, which may include using approved mitigation banks or restoration, enhancement, preservation, and/or creation of wetlands, either on or off-site.

### *7.2.5 Protected Species and Habitat*

A Natural Resource Evaluation (NRE) was completed in June 2026 to document and present the findings of potential protected species and habitat involvement associated with the Preferred Alternative and is located in the project file.

Fifty-two (52) protected plants and wildlife species are known to occur in Manatee County. Seventeen (17) of the species are federally listed endangered or threatened. Thirty-one (31) species are state-listed endangered or threatened. Two species (bald eagle and whooping crane) are not federal or state listed but are protected. Multiple species of bats are state-protected by F.A.C. 68A-4.001 General Prohibitions and 68A-9.010 Taking Nuisance Wildlife. Additionally, two species proposed for listing under the ESA (monarch butterfly and tricolored bat) have the potential to occur in Manatee County.

Compensatory mitigation and conservation measures implemented during construction will offset negative impacts to federally protected species. The tricolored bat is not likely to roost within the bridge structure. FDOT will continue coordination with USFWS to determine the potential effect on the tricolored bat once a final listing decision has been made. No impacts are anticipated to state or federally protected bats due to the proposed project.

Compensatory mitigation, conservation measures implemented during construction, and the ability of avian species to move away from construction will offset negative impacts to state-protected species.

No bald eagle nests are located within the secondary protection zone (660-foot) of the study area. Therefore, no impacts are anticipated on the species.

No roosting bats were observed within the DeSoto Bridge during field reviews.

Multiple avenues of protection will be employed to negate and minimize any potential effects on federal and state listed species. Some of the measures employed may include detailed surveys and agency coordination during the project design phase, including providing appropriate mitigation to offset impacts. During construction, BMPs, adherence to FDOT's "Standard Specification for Road and Bridge Construction", and use of preconstruction surveys are strategies that will be considered, as needed, for protection of listed species.

The study area occurs within areas of CH for the West Indian manatee. The proposed project will include the replacement of an existing overwater structure and minor impacts to mangroves and surface waters (Manatee River), which provides a suitable habitat utilized by manatees. Impacts to mangroves are minor, given the small size of the impact to mangroves relative to the available habitat in the region. Additionally, compensatory mitigation to offset the loss of similar habitat will be provided. No impact on seagrass is proposed, which is a main food source for manatees.

Seagrasses in the vicinity of the bridge will be unaffected by construction. Water depths are shallow around the mangrove swamps but deepen under the main stretch of the bridge, where pilings will be added. Boat traffic is common within the channel/Manatee River. Impacts on surface waters considered critical habitat will result from the pilings; however, these impacts will be minimal. Impacts on water quality during construction may occur due to pile driving and other in-water work; however, these will be temporary, and BMPs will be implemented. For these reasons, it was determined that the Preferred Alternative will not result in the destruction or adverse modification of critical habitat for the West Indian manatee.

### *7.2.6 Essential Fish Habitat*

An NRE was completed in June 2026 to document and present the findings of potential protected Essential Fish Habitat (EFH) involvement associated with the Preferred Alternative. It has been determined that this project will have minimal impacts on EFH.

The Preferred Alternative will result in direct and secondary impacts EFH (direct impacts: 1.156 acres of mangrove wetlands and less than 0.10 acres to surface waters, indirect impacts: 0.677 acres of mangrove wetlands and 3.45 acres of surface waters). These impacts resulted in 0.89 units of functional loss, which is anticipated to be mitigated through the purchase of credits from Mangrove Point Mitigation Bank, or whichever mitigation bank is deemed most appropriate at the time of permitting. Based on the environmental review of the current design of the Preferred Alternative, this project is anticipated to have minimal impacts on EFH. As the majority of the waterward portion of the mangrove fringe will not be impacted by the project and will remain intact, EFH in the project footprint would be anticipated to return to similar/equivalent conditions post-construction.

Since the specifications for in-water work and pile driving have not been finalized at this time, consultation with NMFS regarding Section 7 and EFH will be deferred to the project's design phase.

### *7.2.7 Highway Traffic Noise*

A Noise Study Report (NSR) was completed in June 2026 to document and present the findings of the proposed project's traffic noise levels. Land uses within the project limits are identified in the FDOT listing of noise and vibration-sensitive sites (e.g., residences, hospitals, and parks). Construction of the proposed bridge replacement is not expected to have any significant noise or vibration impact. It is anticipated that the application of the FDOT "Standard Specifications for Road and Bridge Construction" will minimize or eliminate potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during construction, the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods to control these impacts.

### *7.2.8 Contamination*

A Contamination Screening Evaluation Report (CSER) was developed to evaluate the potential and existing contamination sources within the study area with a buffer of 500 feet, 1,000 feet and half a mile from the project limits. Seventy contamination sites were identified within or near the project Right of Way. A contamination risk rating was assigned to each site to describe the potential for a contaminated site to impact the project area. The risk rating distribution for these identified sites/facilities is presented in . The sites with Medium and High contamination risk ratings will be reevaluated during the project design phase by performing a Level 2 Impact to Construction Assessment (ICA) if deemed necessary. The ICA effort will be coordinated through the District Contamination Impact Coordinator (DCIC).

On behalf of the Florida Department of Transportation, this Level I Contamination Screening Evaluation Report (CSER) was prepared to evaluate the Bradenton-Palmetto Connector US 41/SR 55 from US 301/SR 683 at 9th Street East to North of 25th Street East Project, located in Manatee County, Florida. This contamination evaluation was performed in accordance with the FDOT's Project Development and Environment Study (PD&E) Manual. The CSER was performed for the project limits shown on report figures and described as existing and proposed right-of-way necessary to accommodate the proposed project improvements. The study area includes a search buffer from the project limits of 500 feet for petroleum, drycleaners, and non-petroleum sites; 1,000 feet for non-landfill solid waste sites; and ½ mile for Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), National Priorities list (NPL) Superfund sites, or Landfill sites.

The following risk ratings were assigned to the 74 contamination sites identified within or near the project right-of-way, shown in .

**Table 7-6 – Number of Contamination Sites per Risk Rating**

| Number of Contamination Sites per Risk Rating | | | |
|---|---|---|---|
| High | Medium | Low | No |
| 7 | 20 | 47 | 0 |

This PD&E study evaluates the Preferred Alternative and the Interim Improvements within the project study limits. The overall corridor improvements (Preferred Alternative) begin at US 301/SR 683 at 9th St East in the City of Bradenton, Florida and continues north to US 41 north of 25th St East in the City of Palmetto, Florida. The limits of the Interim Improvements are inside the Preferred Alternative from westbound SR 64 to US 301. The Preferred Alternative and Interim Improvement limits are shown in **Figure 1-2**.

presents a summary of the risk ratings assigned for each pond:

**Table 7-7 – Number of Ponds per Risk Rating**

| Number of Ponds per Risk Rating | | | |
|---|---|---|---|
| High | Medium | Low | No |
| 10 | 33 | 40 | 0 |

For the Medium and High rated sites, Level II testing, if deemed appropriate by the District Contamination Impact Coordinator (DCIC), is recommended. The Level II assessment can include hazardous material surveys, soil borings, monitor well installation, soil and groundwater sampling, laboratory testing, and the use of Ground Penetrating Radar (GPR).

For the locations rated No or Low for contamination, no further action is required. These locations are not anticipated to have contamination risk to the project limits at this time.

Once final design plans are available, additional review is recommended in consideration of dewatering operations that may be necessary under the National Pollutant Discharge Elimination System (NPDES) Generic Permit for Stormwater Discharges from Large and Small Construction Activities. Verification testing may be warranted for contamination issues within 500 feet of the dewatering area.

# APPENDIX

## Appendix A: Typical Section Package – Preferred Alternative

STATE OF FLORIDA

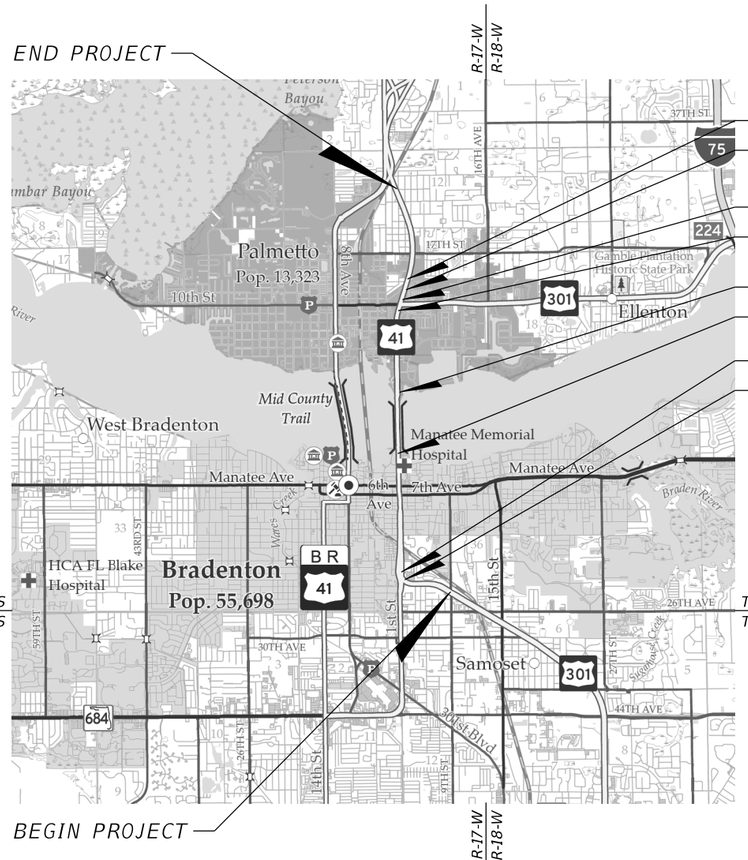
DEPARTMENT OF TRANSPORTATION

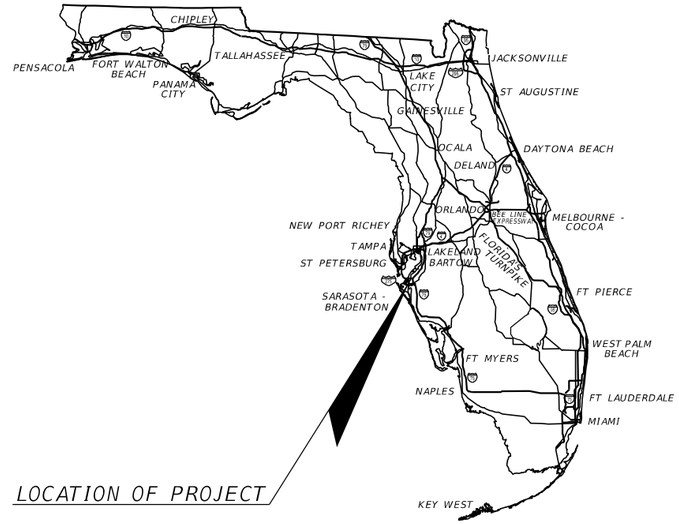
# TYPICAL SECTION PACKAGE

## FINANCIAL PROJECT ID 444843-1-22-01
## (FEDERAL FUNDS)

## MANATEE COUNTY (13130)

STATE ROAD NO. 55 (US 301/US 41)
FROM US 301 AND 9TH STREET EAST TO
NORTH OF 25TH STREET EAST.

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END BRIDGE NO. 130008
BEGIN BRIDGE NO. 130008
END BRIDGE NO. 130002
BEGIN BRIDGE NO. 130002
END BRIDGE NO. 130053
BEGIN BRIDGE NO. 130053
END BRIDGE NO. 130083
BEGIN BRIDGE NO. 130083

APPROVED BY:

BRIAN ROBERT BRANTLEY
LICENSE
No 62390
STATE OF FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

GFT INFRASTRUCTURE, INC.
12620 TELECOM DRIVE
TEMPLE TERRACE, FLORIDA 33637
BRIAN ROBERT BRANTLEY, P.E. NO. 62390

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

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:

INDEX OF SHEETS



SHEET NO. 1

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# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) 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

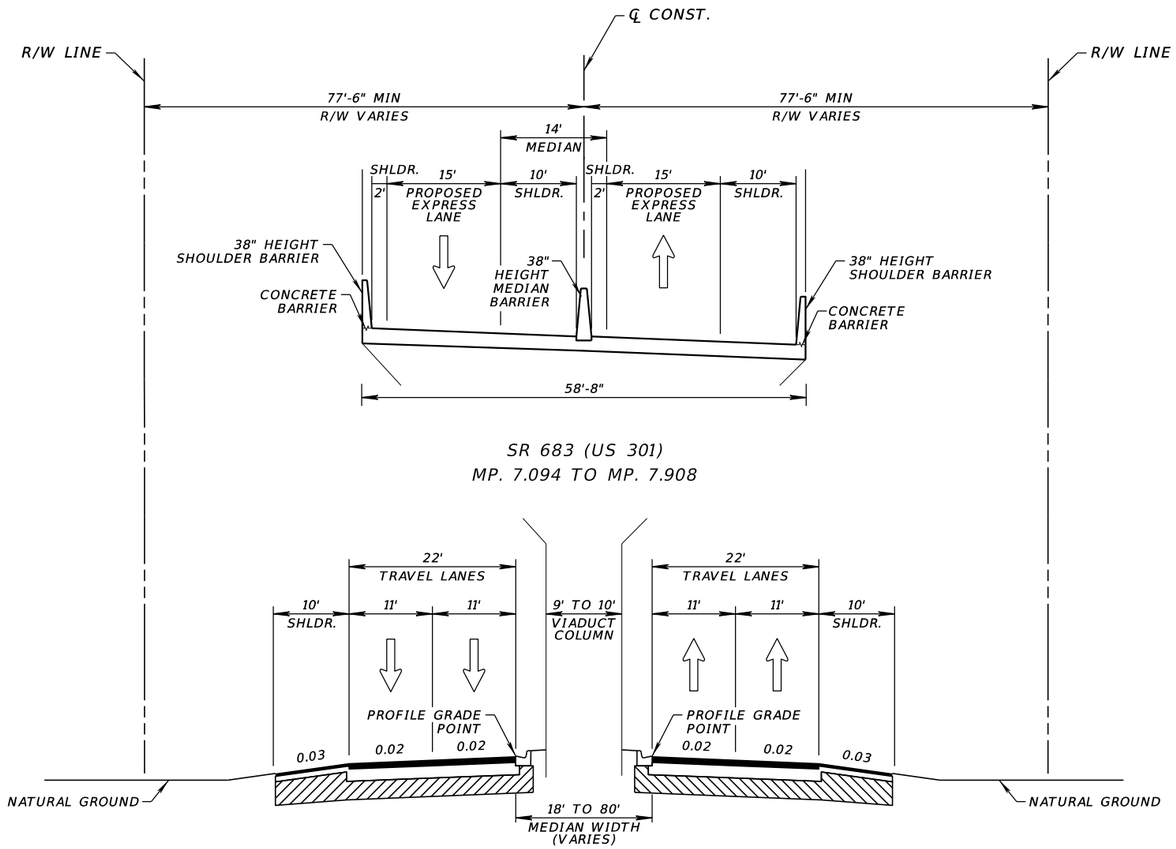
## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. LATERAL OFFSET

# TYPICAL SECTION No. 01




SR 683 (US 301)
MP. 7.094 TO MP. 7.908

## TRAFFIC DATA: AT-GRADE

CURRENT YEAR = 2024 AADT = 33,100
ESTIMATED OPENING YEAR = 2030 AADT = 22,100
ESTIMATED DESIGN YEAR = 2050 AADT = 23,400
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

## TRAFFIC DATA: PROPOSED EXPRESS LANES

CURRENT YEAR = 2024 AADT =
ESTIMATED OPENING YEAR = 2030 AADT = 43,600
ESTIMATED DESIGN YEAR = 2050 AADT = 49,600
K = 7.5% D = 57% T = 0.0% (24 HOUR)
DESIGN HOUR T = 0.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 2 |

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

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

## ACCESS CLASSIFICATION

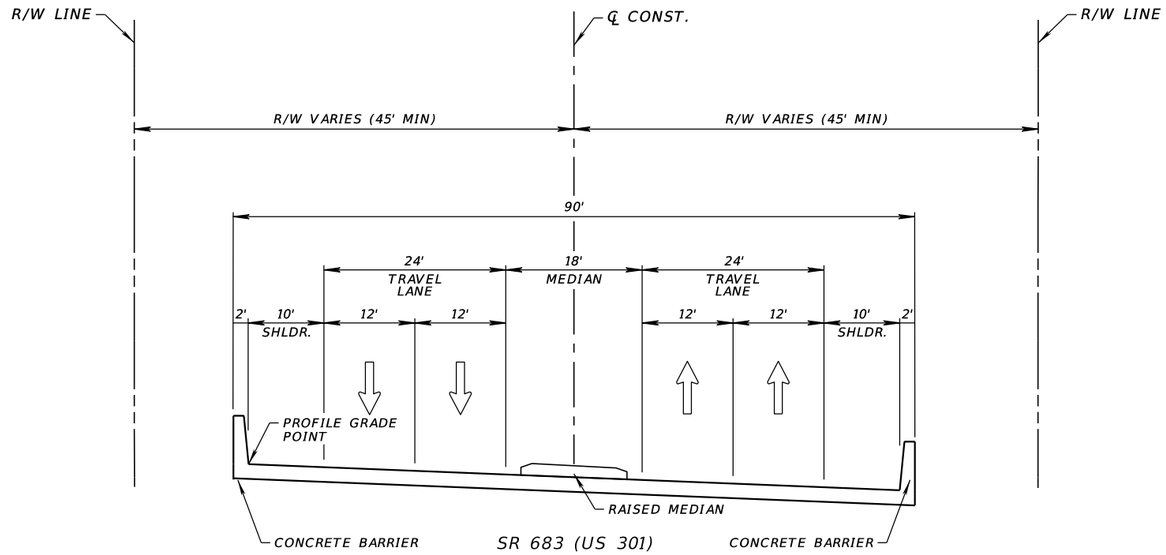
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

# TYPICAL SECTION No. 02




SR 683 (US 301)
BRIDGE #130083
MP. 7.509 TO MP. 7.606

## TRAFFIC DATA

CURRENT YEAR = 2024 AADT = 33,100
ESTIMATED OPENING YEAR = 2030 AADT = 22,100
ESTIMATED DESIGN YEAR = 2050 AADT = 23,400
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 3 |

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# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) 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

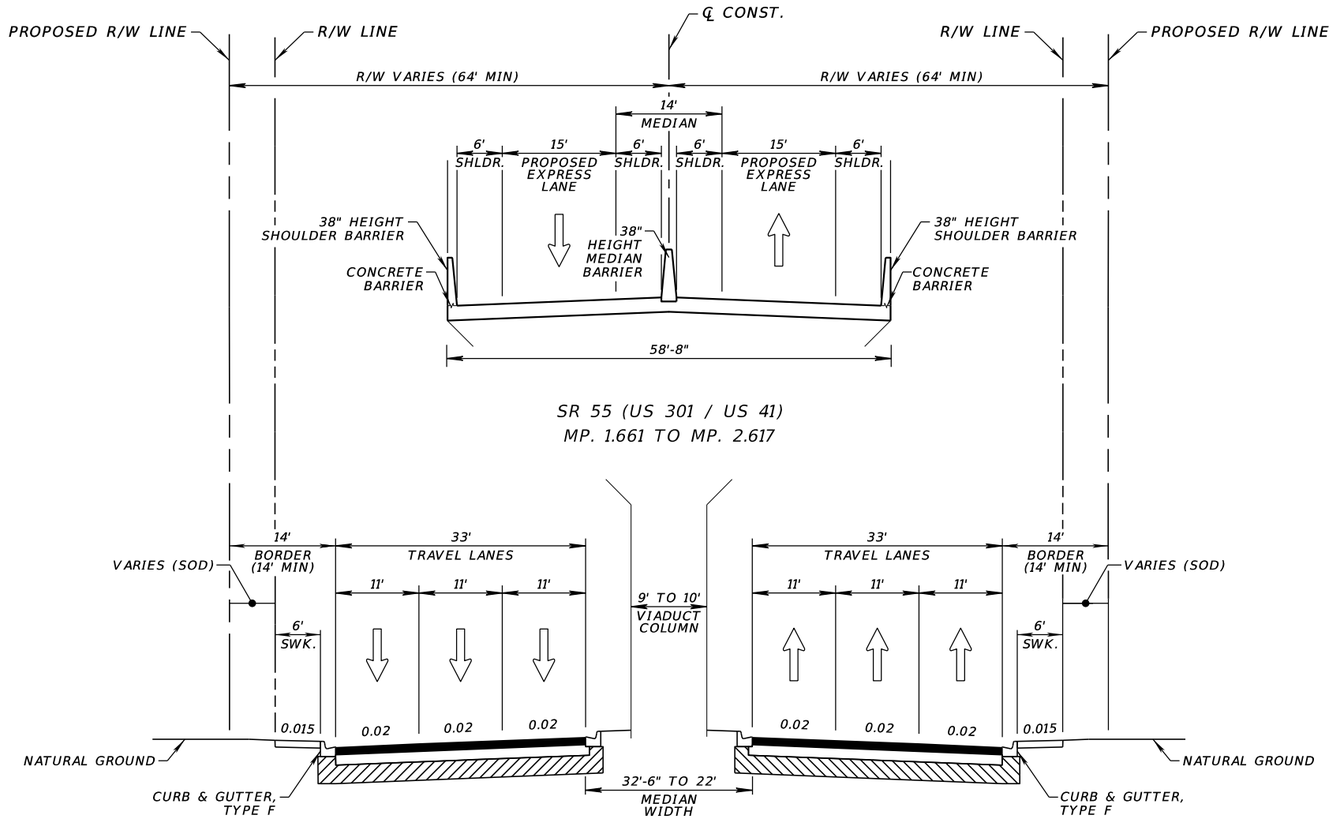
## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. LATERAL OFFSET

# TYPICAL SECTION No. 03




### TRAFFIC DATA: AT-GRADE MP. 1.661 TO MP. 1.765

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 68,600
ESTIMATED DESIGN YEAR = 2050 AADT = 82,200
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 35 MPH
DESIGN SPEED = 40 MPH
POSTED SPEED = 40 MPH

### TRAFFIC DATA: AT-GRADE MP. 1.765 TO MP. 2.255

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 68,600
ESTIMATED DESIGN YEAR = 2050 AADT = 82,200
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 35 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

### TRAFFIC DATA: PROPOSED EXPRESS LANES

CURRENT YEAR = 2024 AADT =
ESTIMATED OPENING YEAR = 2030 AADT = 43,600
ESTIMATED DESIGN YEAR = 2050 AADT = 49,600
K = 7.5% D = 57% T = 0.0% (24 HOUR)
DESIGN HOUR T = 0.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 4 |

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

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

## ACCESS CLASSIFICATION

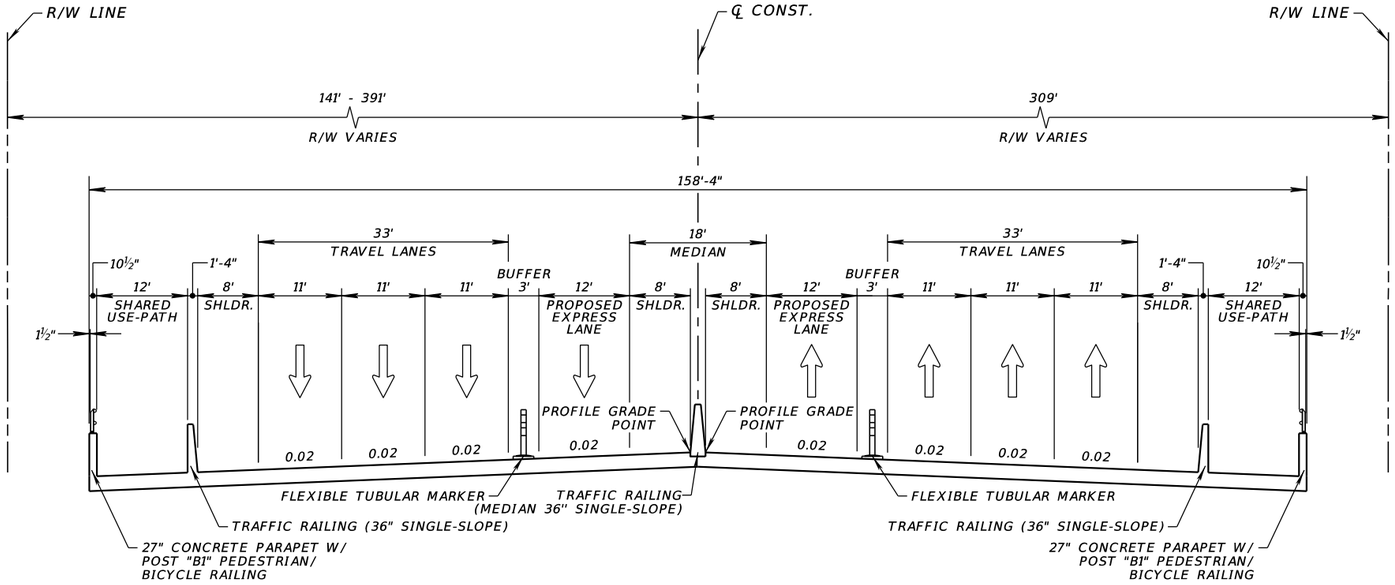
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

# TYPICAL SECTION No. 04




SR 55 (US 301 / US 41)
BRIDGE #130053
MP. 2.617 TO MP. 3.253

### TRAFFIC DATA: TRAVEL LANES

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 68,600
ESTIMATED DESIGN YEAR = 2050 AADT = 82,200
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 35 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

### TRAFFIC DATA: PROPOSED EXPRESS LANES

CURRENT YEAR = 2024 AADT =
ESTIMATED OPENING YEAR = 2030 AADT = 43,600
ESTIMATED DESIGN YEAR = 2050 AADT = 49,600
K = 7.5% D = 57% T = 0.0% (24 HOUR)
DESIGN HOUR T = 0.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 5 |

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) 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

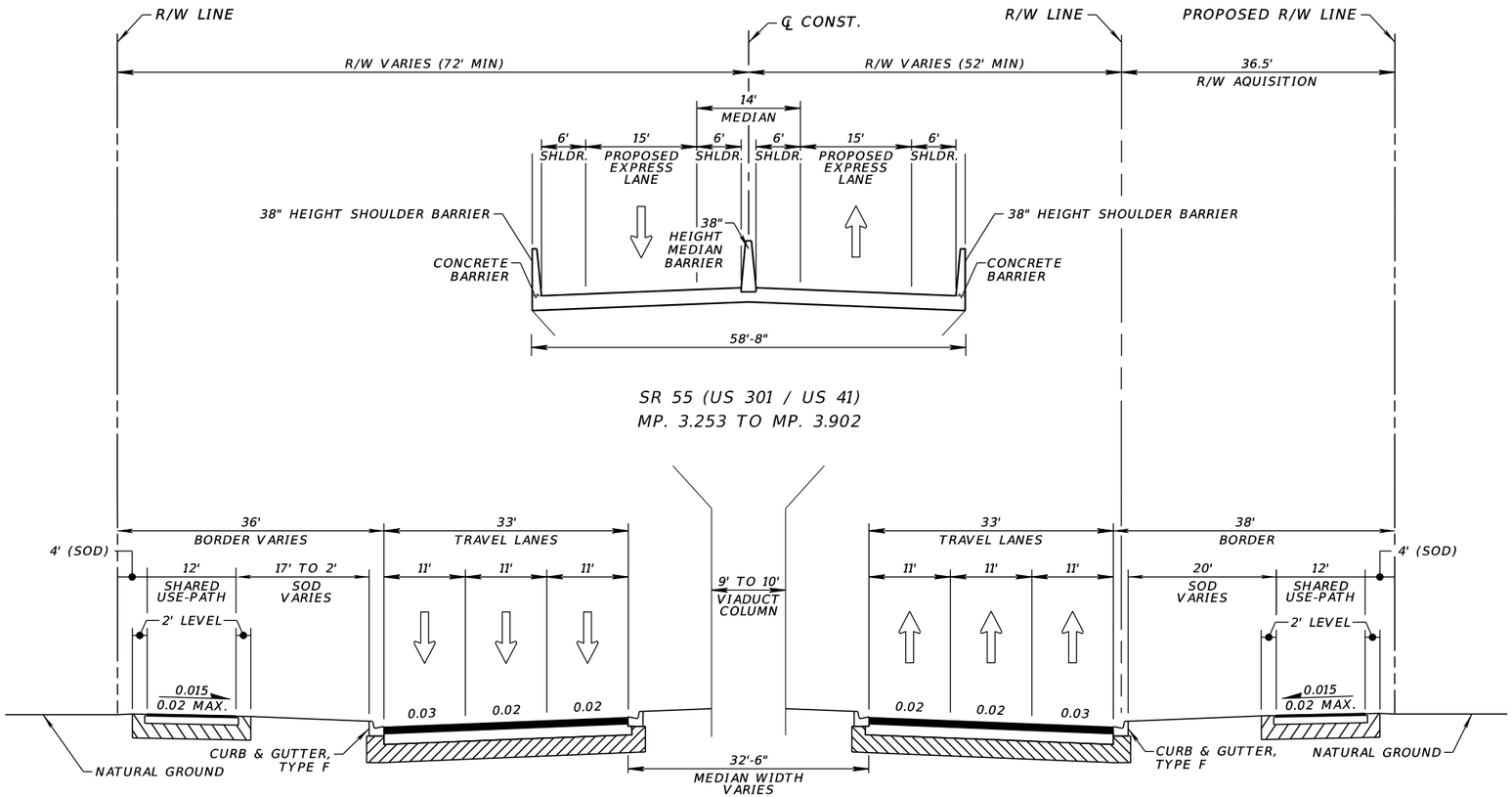
## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. LATERAL OFFSET

# TYPICAL SECTION No. 05




SR 55 (US 301 / US 41)
MP. 3.253 TO MP. 3.902

## TRAFFIC DATA: AT-GRADE

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 68,600
ESTIMATED DESIGN YEAR = 2050 AADT = 82,200
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 40 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

## TRAFFIC DATA: PROPOSED EXPRESS LANES

CURRENT YEAR = 2024 AADT =
ESTIMATED OPENING YEAR = 2030 AADT = 43,600
ESTIMATED DESIGN YEAR = 2050 AADT = 49,600
K = 7.5% D = 57% T = 0.0% (24 HOUR)
DESIGN HOUR T = 0.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 6 |

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

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

## ACCESS CLASSIFICATION

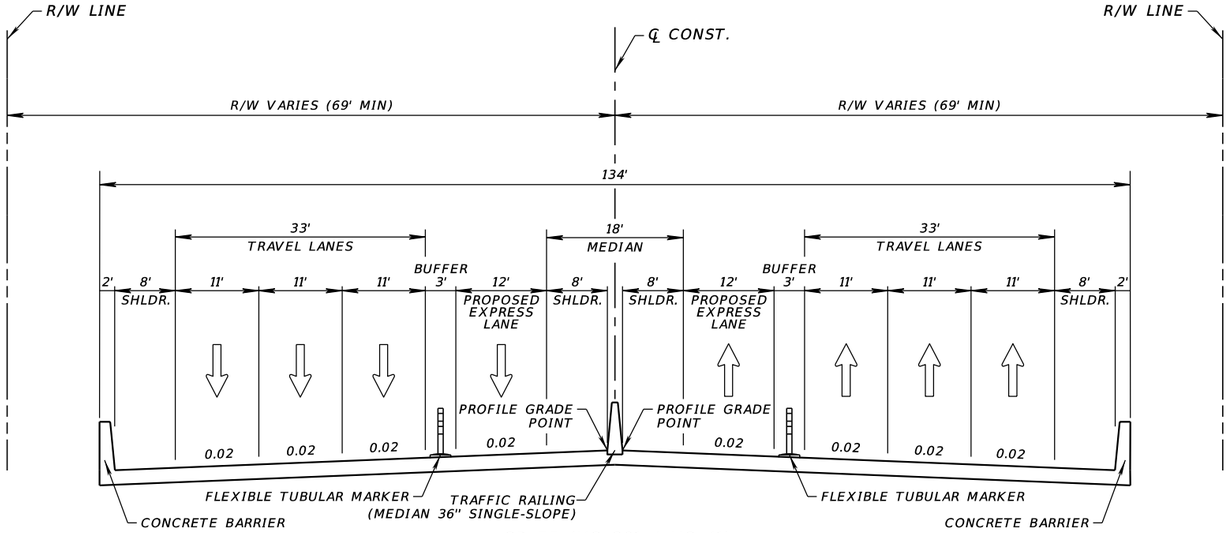
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

# TYPICAL SECTION No. 06




SR 55 (US 301 / US 41)
BRIDGE #130002
MP. 3.902 TO MP. 4.170

## TRAFFIC DATA: TRAVEL LANES

CURRENT YEAR = 2024 AADT = 55,000
ESTIMATED OPENING YEAR = 2030 AADT = 58,800
ESTIMATED DESIGN YEAR = 2050 AADT = 63,200
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 40 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

## TRAFFIC DATA: PROPOSED EXPRESS LANES

CURRENT YEAR = 2024 AADT =
ESTIMATED OPENING YEAR = 2030 AADT = 43,600
ESTIMATED DESIGN YEAR = 2050 AADT = 49,600
K = 7.5% D = 57% T = 0.0% (24 HOUR)
DESIGN HOUR T = 0.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 7 |

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

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

## ACCESS CLASSIFICATION

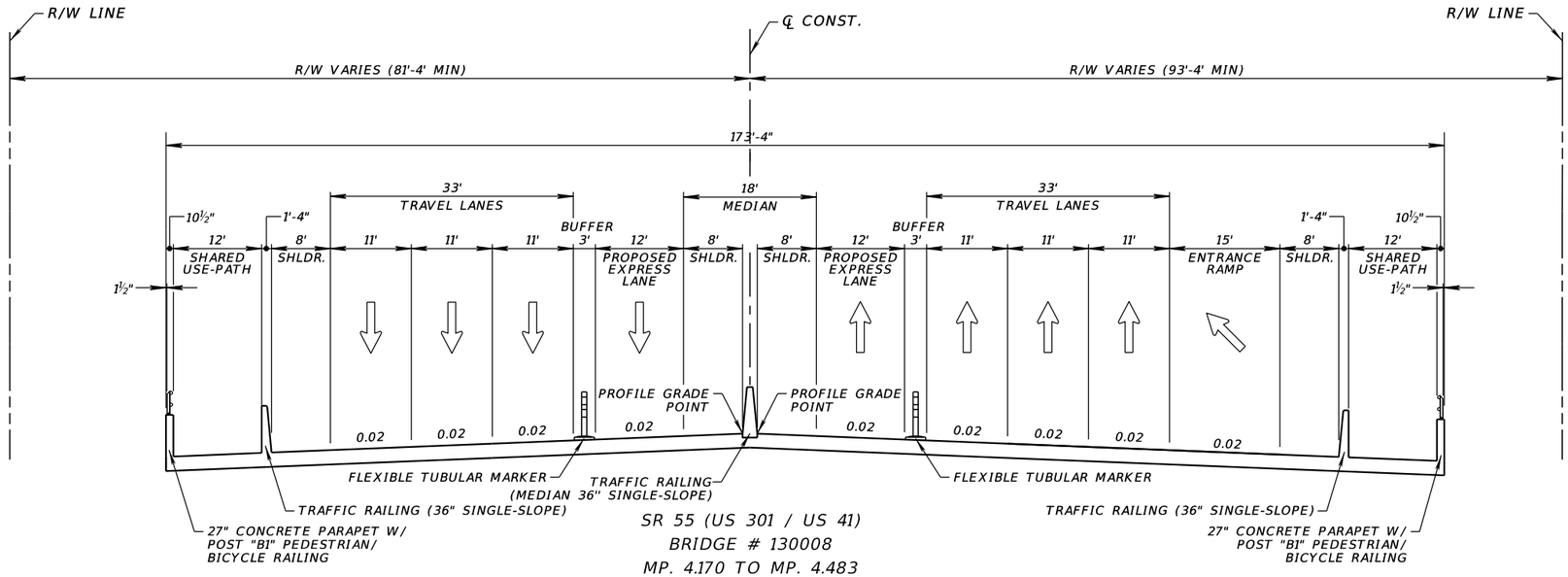
( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

# TYPICAL SECTION No. 07




SR 55 (US 301 / US 41)
BRIDGE # 130008
MP. 4.170 TO MP. 4.483

### TRAFFIC DATA: TRAVEL LANES

CURRENT YEAR = 2024 AADT = 47,000
ESTIMATED OPENING YEAR = 2030 AADT = 47,100
ESTIMATED DESIGN YEAR = 2050 AADT = 47,600
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 40 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

### TRAFFIC DATA: MANAGED LANES

CURRENT YEAR = 2024 AADT =
ESTIMATED OPENING YEAR = 2030 AADT = 43,600
ESTIMATED DESIGN YEAR = 2050 AADT = 49,600
K = 7.5% D = 57% T = 0.0% (24 HOUR)
DESIGN HOUR T = 0.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 8 |

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C:\Transystems\pw_local\transystcorp-pw1\d1549582\TYPDRD01.dgn

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) 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

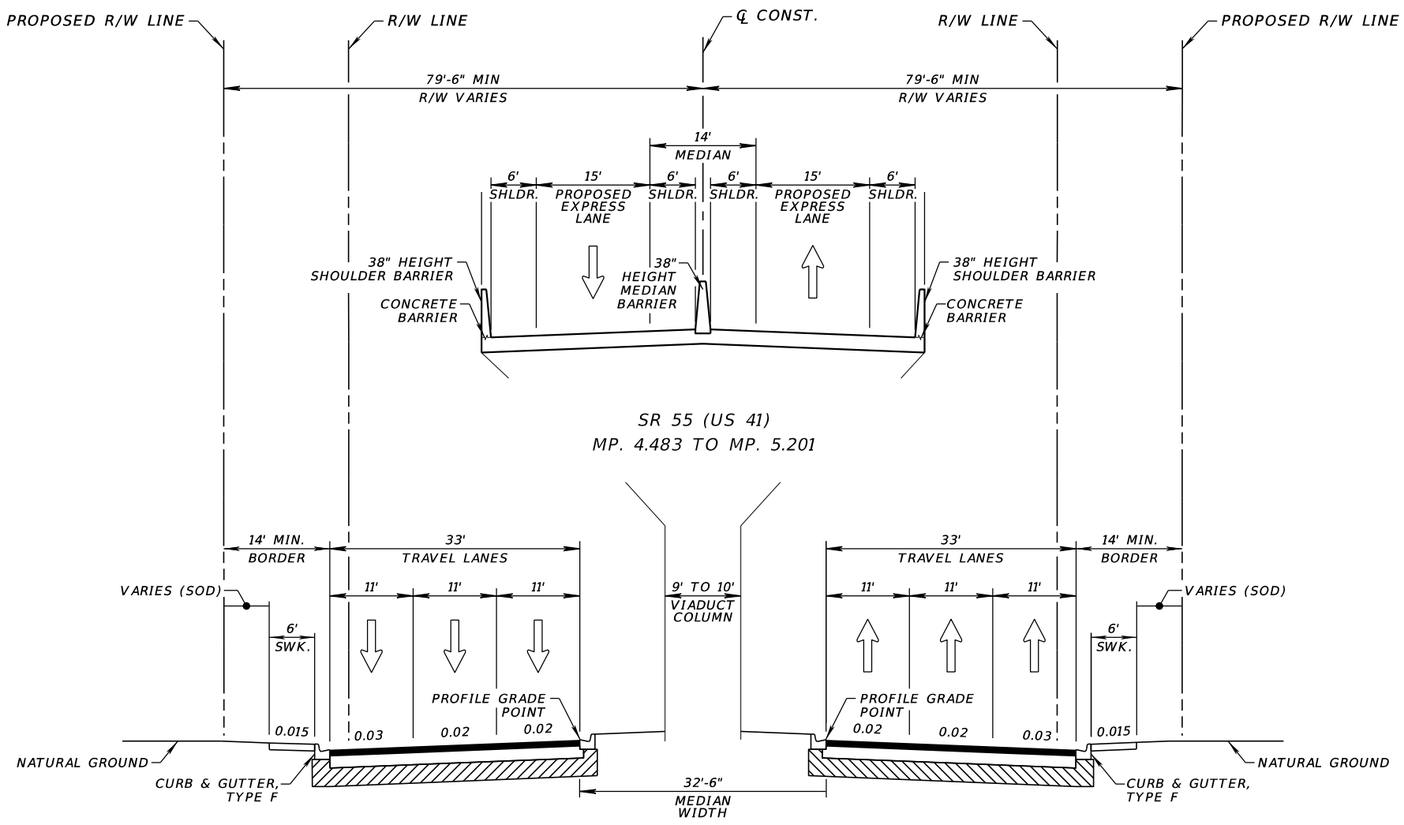
## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. LATERAL OFFSET

# TYPICAL SECTION No. 08




## TRAFFIC DATA: AT-GRADE

CURRENT YEAR = 2024 AADT = 47,000
ESTIMATED OPENING YEAR = 2030 AADT = 45,200
ESTIMATED DESIGN YEAR = 2050 AADT = 45,700
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = 40 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

## TRAFFIC DATA: PROPOSED EXPRESS LANES

CURRENT YEAR = 2024 AADT =
ESTIMATED OPENING YEAR = 2030 AADT = 43,600
ESTIMATED DESIGN YEAR = 2050 AADT = 49,600
K = 7.5% D = 57% T = 0.0% (24 HOUR)
DESIGN HOUR T = 0.0%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 9 |

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6/10/2026 9:05:44 AM USER: jsarullo
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## Appendix B: Typical Section Package – Interim Improvements

STATE OF FLORIDA

# DEPARTMENT OF TRANSPORTATION

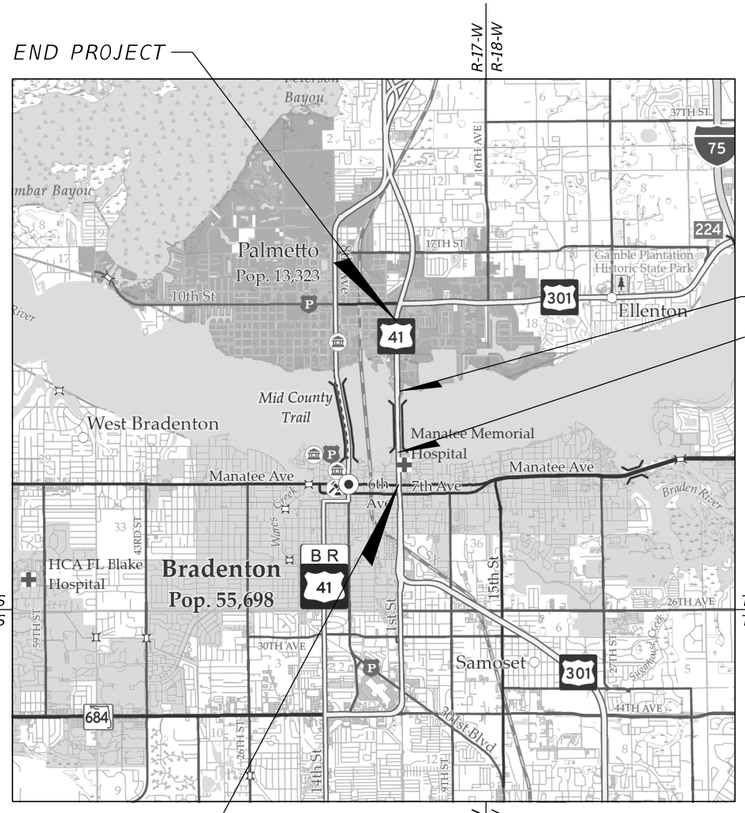
# TYPICAL SECTION PACKAGE

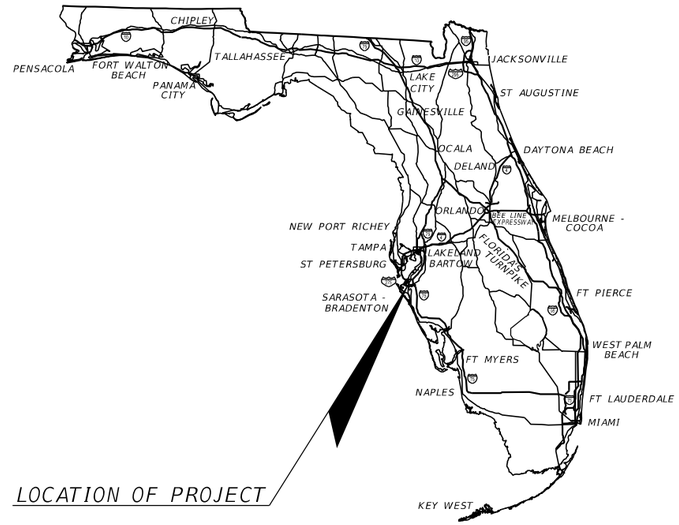
FINANCIAL PROJECT ID 444843-1-22-01
(FEDERAL FUNDS)

MANATEE COUNTY (13130)

STATE ROAD NO. 55 (US 301/US 41)

FROM MANATEE AVENUE WEST (SR 64) TO 7TH STREET.




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:

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN ROBERT BRANTLEY
LICENSE
No 62390
STATE OF FLORIDA
PROFESSIONAL ENGINEER

ON THE DATE ADJACENT TO THE SEAL.

SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.


GFT INFRASTRUCTURE, INC.
12620 TELECOM DRIVE
TEMPLE TERRACE, FLORIDA 33637
BRIAN ROBERT BRANTLEY, P.E. NO. 62390


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. 1

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

6/10/2026 9:11:36 AM USER: jsarullo
c:\transystems\pw local\transystcorp-pw1\d1549631\TYPDRD BPC-6-Lane-Divided.dgn

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
( ) 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

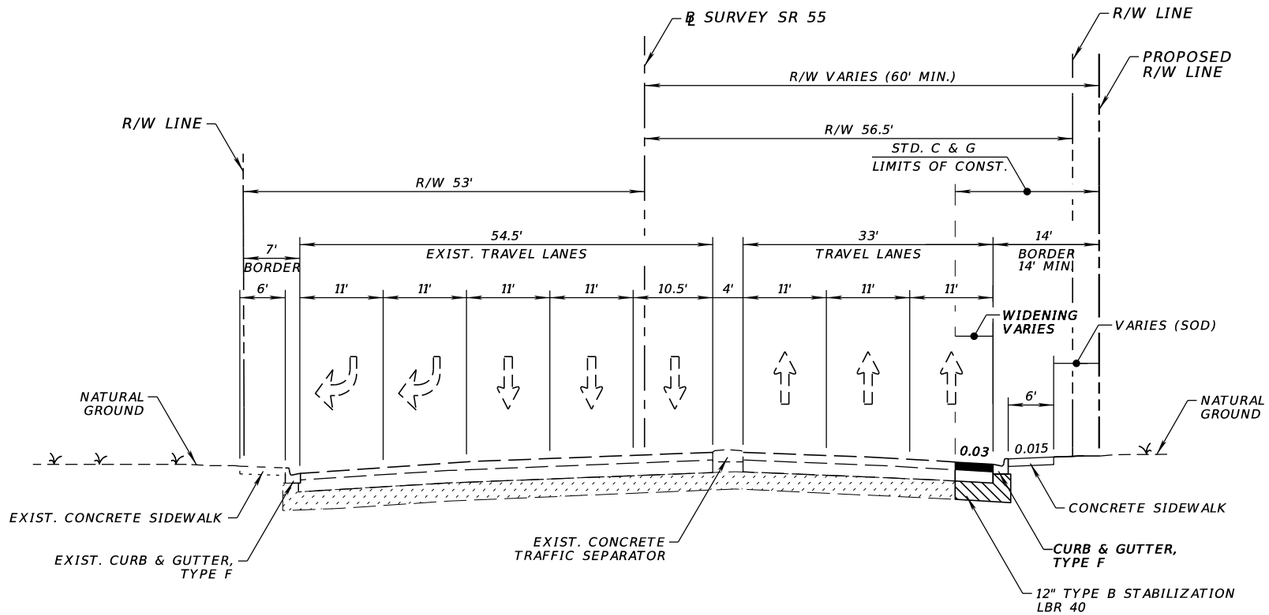
## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. BORDER WIDTH

# TYPICAL SECTION No. 01




SR 55 (US 301 / US 41)
MP. 2.255 TO MP. 2617

## TRAFFIC DATA

CURRENT YEAR = 2024 AADT = 33,100
ESTIMATED OPENING YEAR = 2030 AADT = 33,700
ESTIMATED DESIGN YEAR = 2050 AADT = 41,800
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
DESIGN SPEED = 45 MPH
POSTED SPEED = 40 MPH
TARGET SPEED = 40 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 2 |

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

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
(X) 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

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

## ACCESS CLASSIFICATION

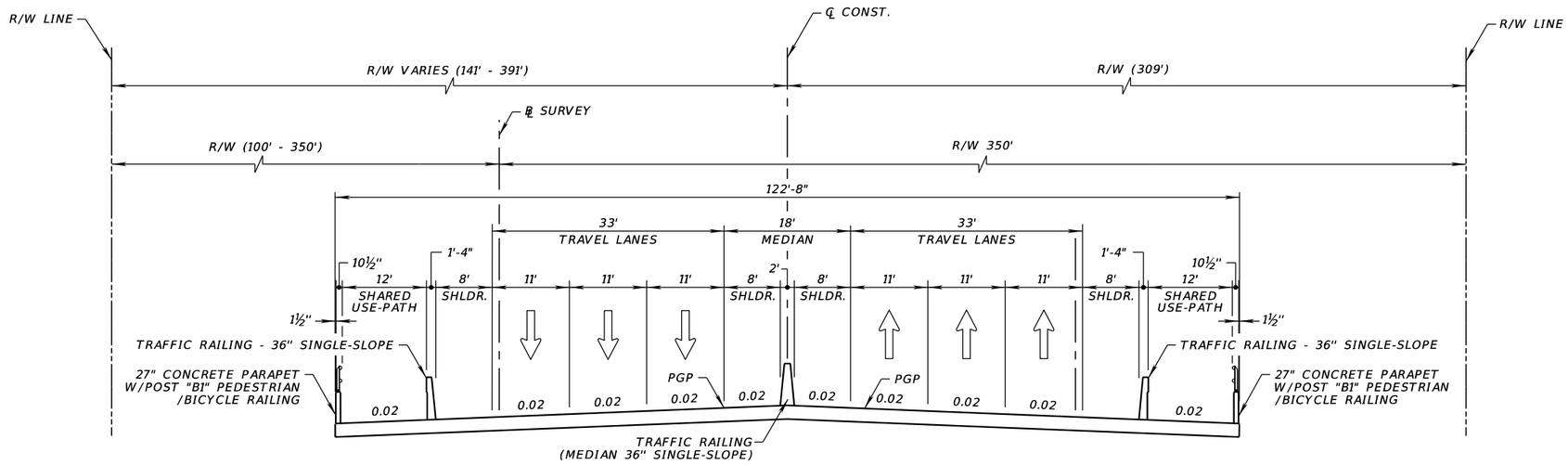
( ) 1 – FREEWAY
( ) 2 – RESTRICTIVE w/Service Roads
(X) 3 – RESTRICTIVE w/660 ft. Connection Spacing
( ) 4 – NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 – RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 – NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 – BOTH MEDIAN TYPES

## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

# TYPICAL SECTION No. 02




BRIDGE #130053
SR 55 (US 301 / US 41)
MP. 2.617 TO MP. 3.038

## TRAFFIC DATA

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 71,800
ESTIMATED DESIGN YEAR = 2050 AADT = 99,900
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 40 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 3 |

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
(X) 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

( ) NATIONAL HIGHWAY SYSTEM
( ) 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

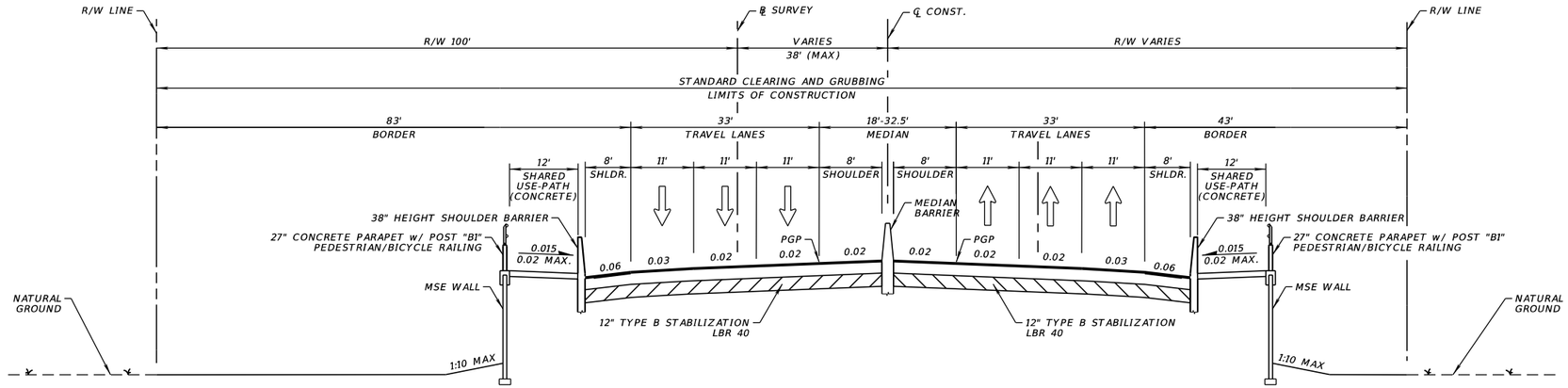
## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. BORDER WIDTH

# TYPICAL SECTION No. 03




SR 55 (US 301 / US 41)
MP. 3.038 TO MP. 3.253
END BRIDGE TO ACCESS ROAD

## TRAFFIC DATA

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 71,800
ESTIMATED DESIGN YEAR = 2050 AADT = 99,900
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 40 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 4 |

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

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

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

## FUNCTIONAL CLASSIFICATION

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

## HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) 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

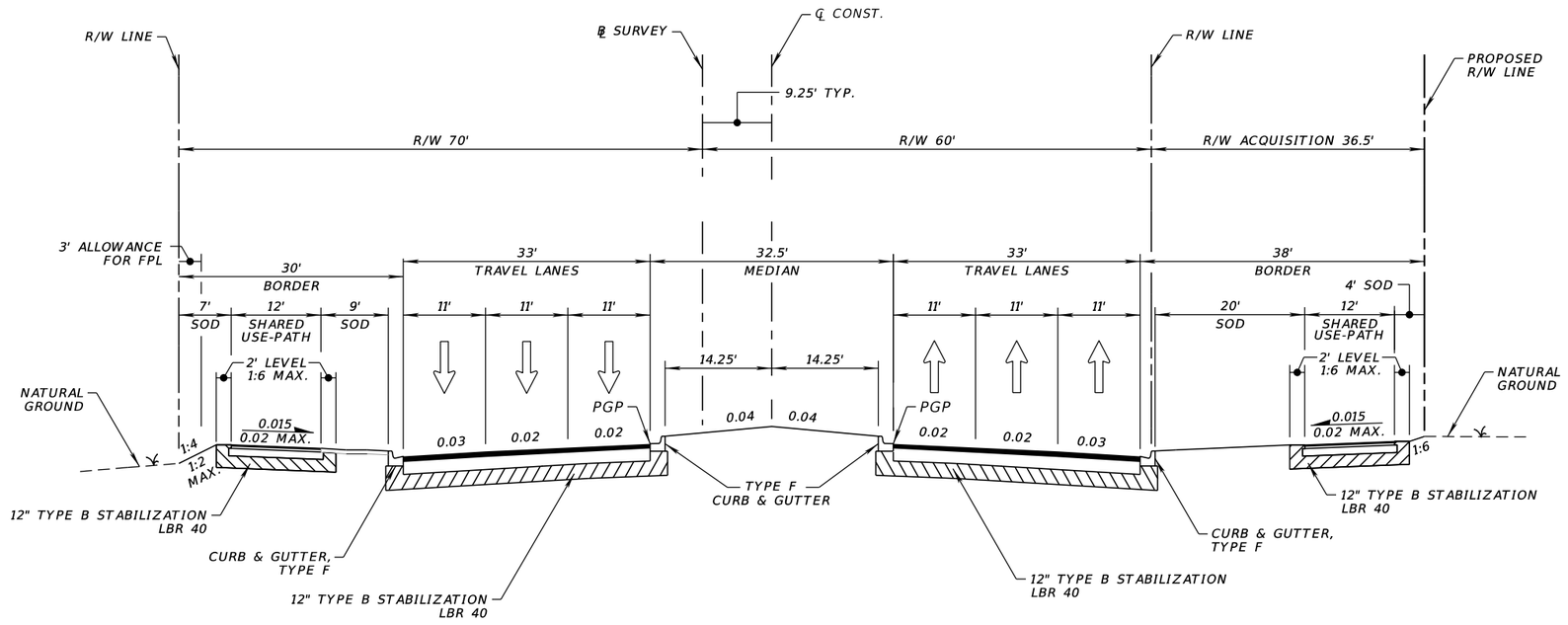
- (X) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

1. BORDER WIDTH

# TYPICAL SECTION No. 04




SR 55 (US 301 / US 41)
MP. 3.253 TO MP. 3.552
ACCESS ROAD TO HABEN

## TRAFFIC DATA

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 71,800
ESTIMATED DESIGN YEAR = 2050 AADT = 99,900
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 40 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 5 |

# PROJECT CONTROLS

## CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
(X) 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

( ) NATIONAL HIGHWAY SYSTEM
( ) 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

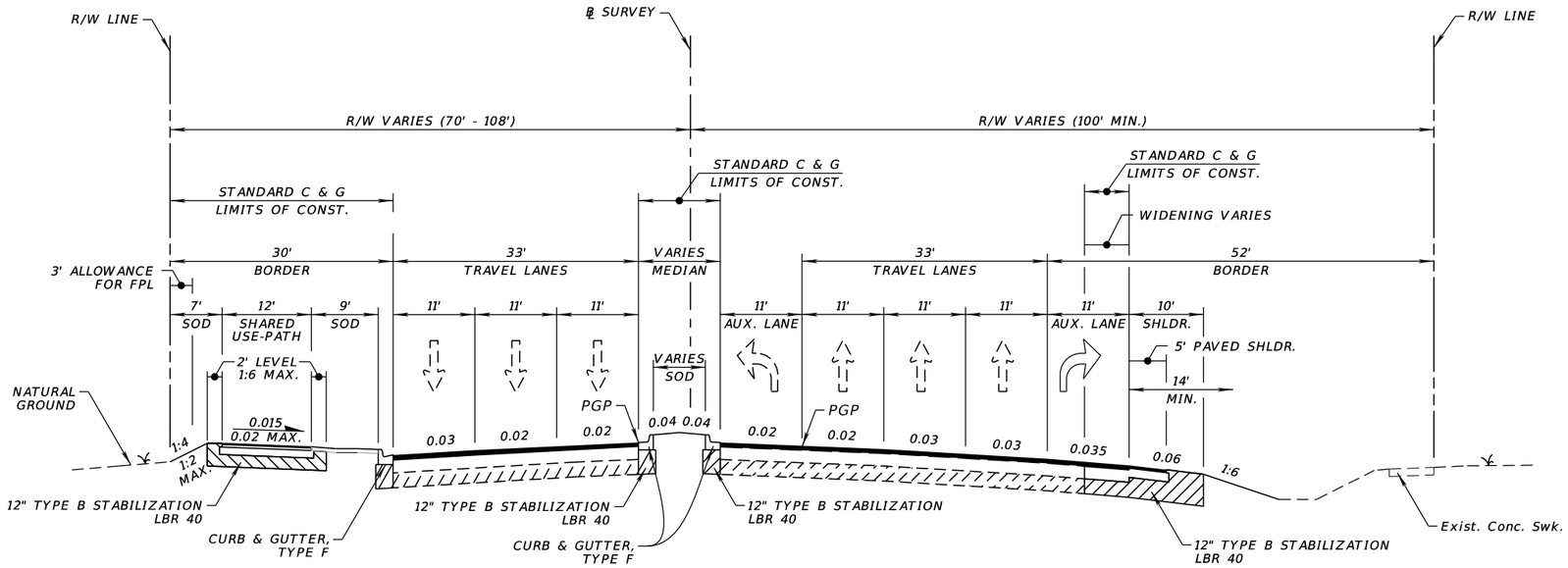
## CRITERIA

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

## POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
1. BORDER WIDTH

# TYPICAL SECTION No. 05




SR 55 (US 301 / US 41)
MP. 3.552 TO MP. 3.788
CONVENTION CENTER ENTRANCE TO 7TH STREET EAST

## TRAFFIC DATA

CURRENT YEAR = 2024 AADT = 65,000
ESTIMATED OPENING YEAR = 2030 AADT = 71,800
ESTIMATED DESIGN YEAR = 2050 AADT = 99,900
K = 7.5% D = 57% T = 8.0% (24 HOUR)
DESIGN HOUR T = 4.0%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 40 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|---|---|
| 444843-1-22-01 | 6 |

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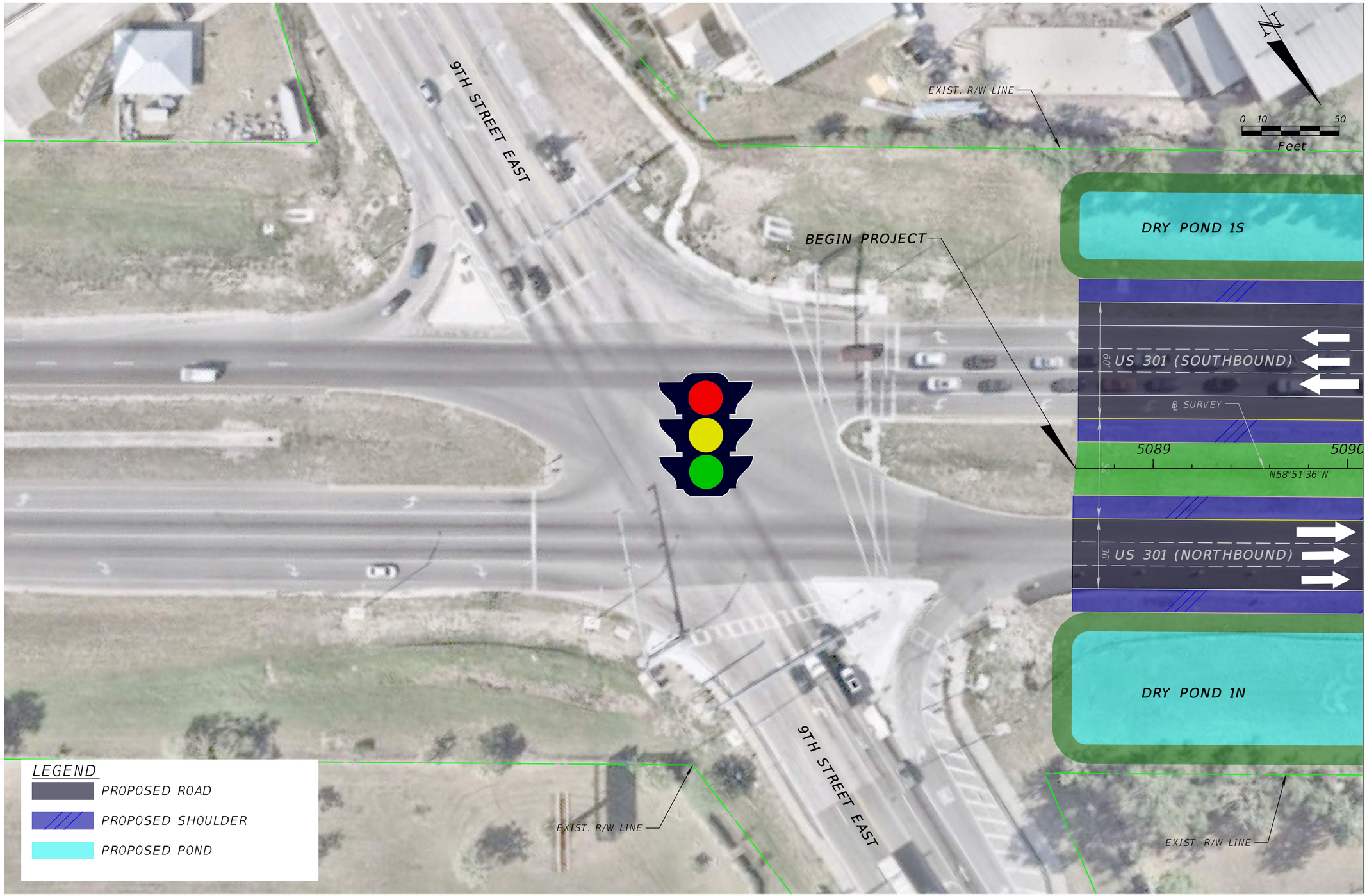
## Appendix C: Concept Plans - Preferred Alternative

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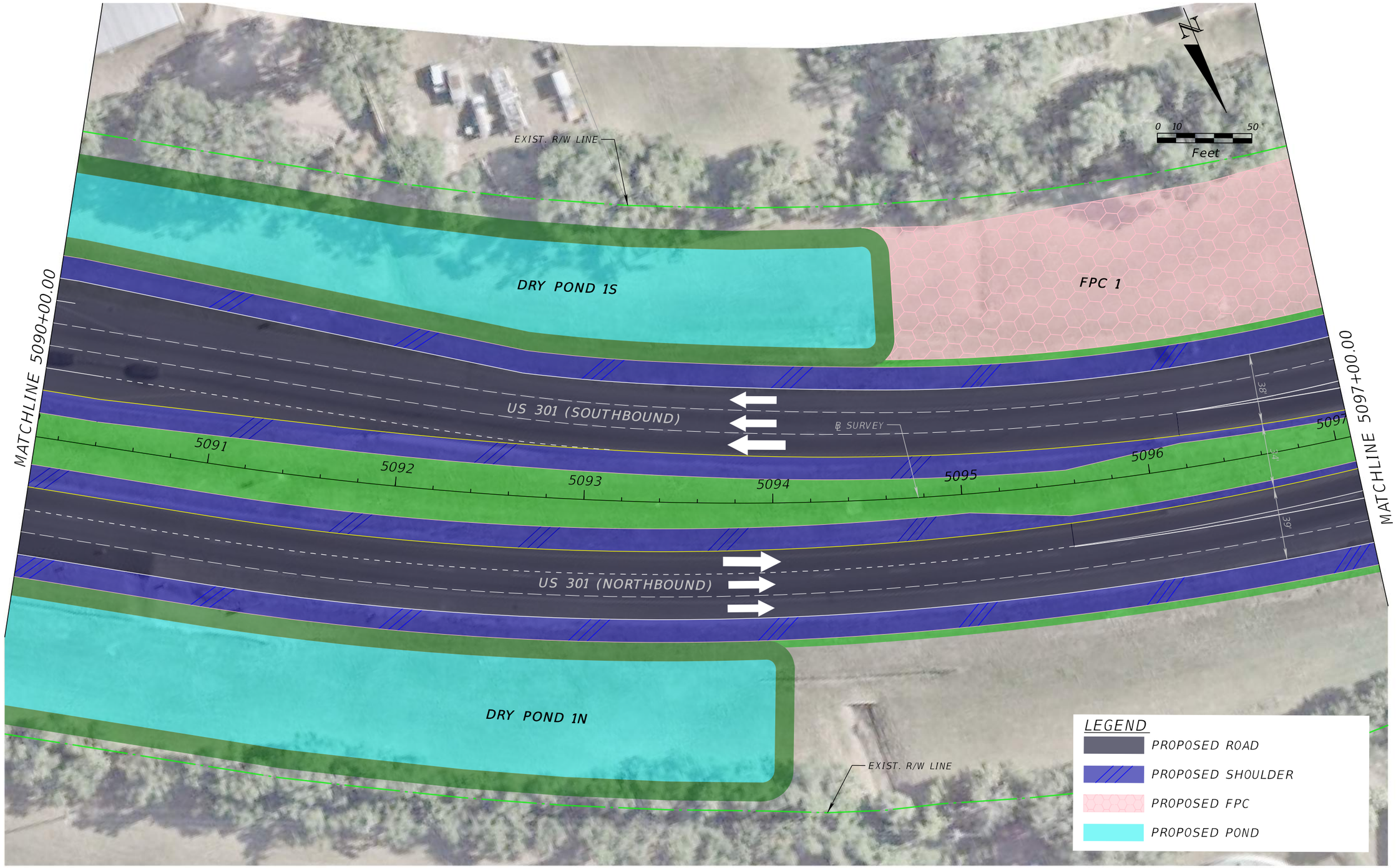
| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | ROADWAY PLAN | 1 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 2 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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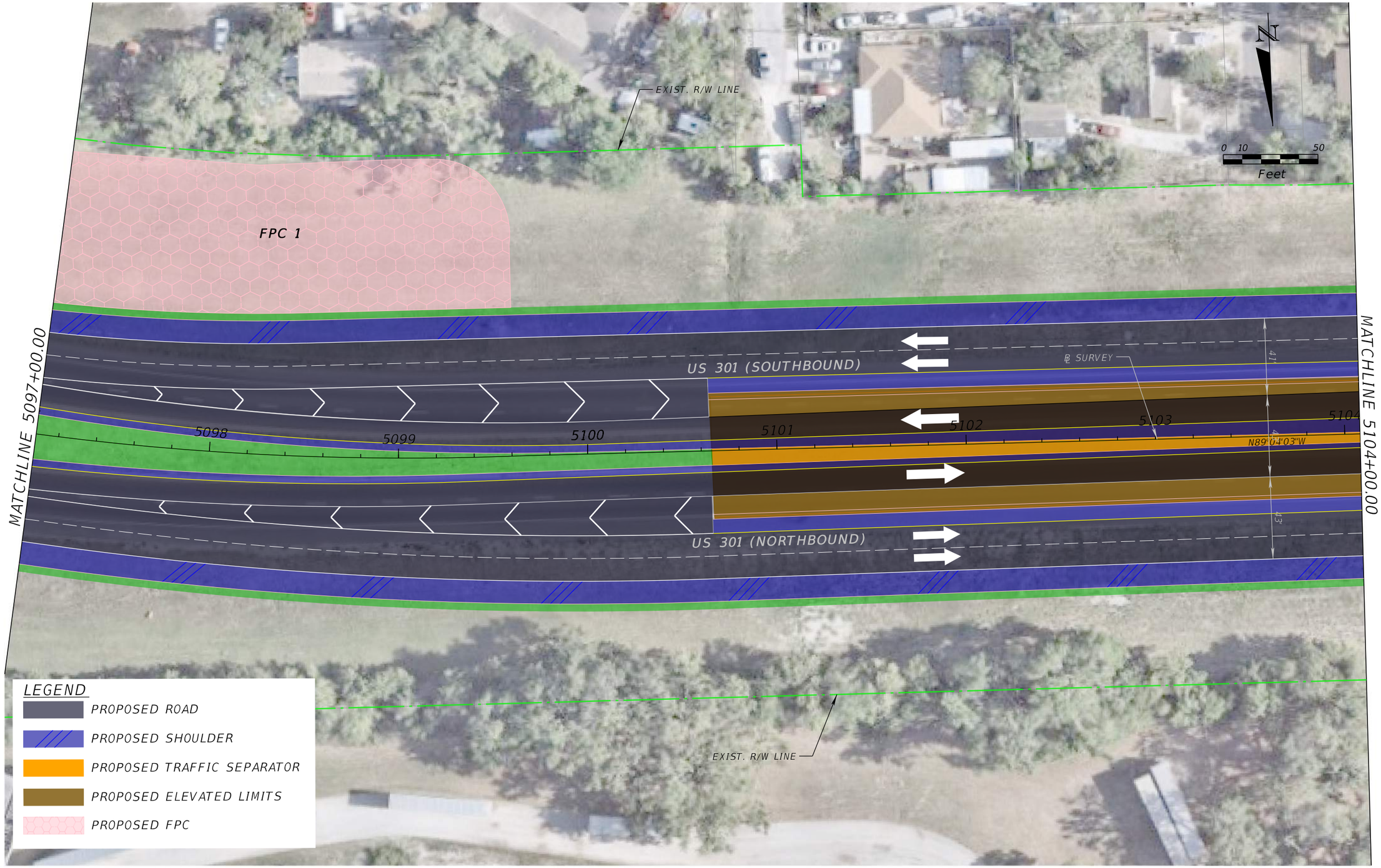


| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 3

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agarcia 6/22/2026 3:38:42 PM


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 4 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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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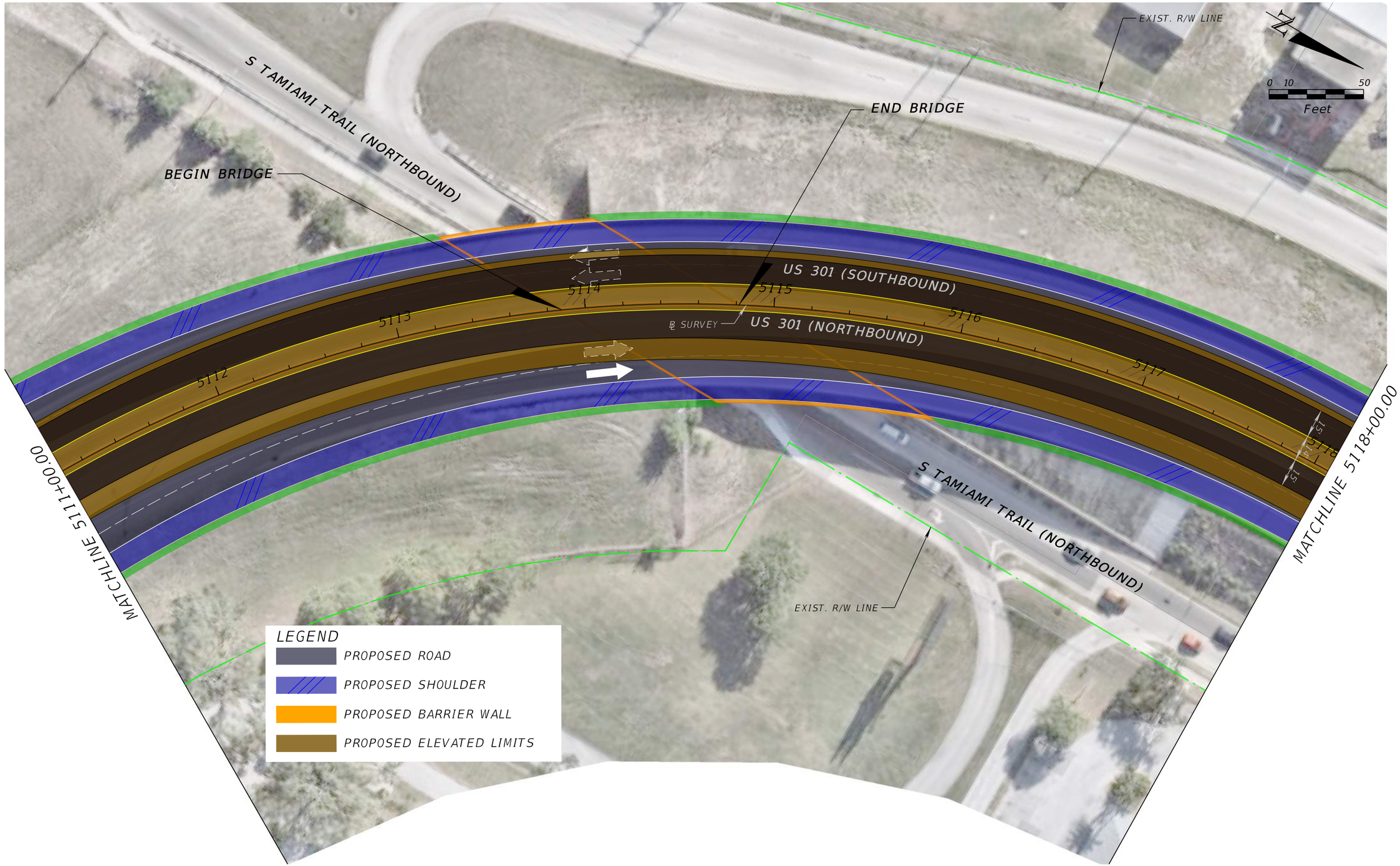


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 5 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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c:\transystems\pw_local\transyscorp-pw1\d1549582\PLANRD02_BPC Ultimate.dgn : CL_BPC-1 - PLAN 5 [SHEET]
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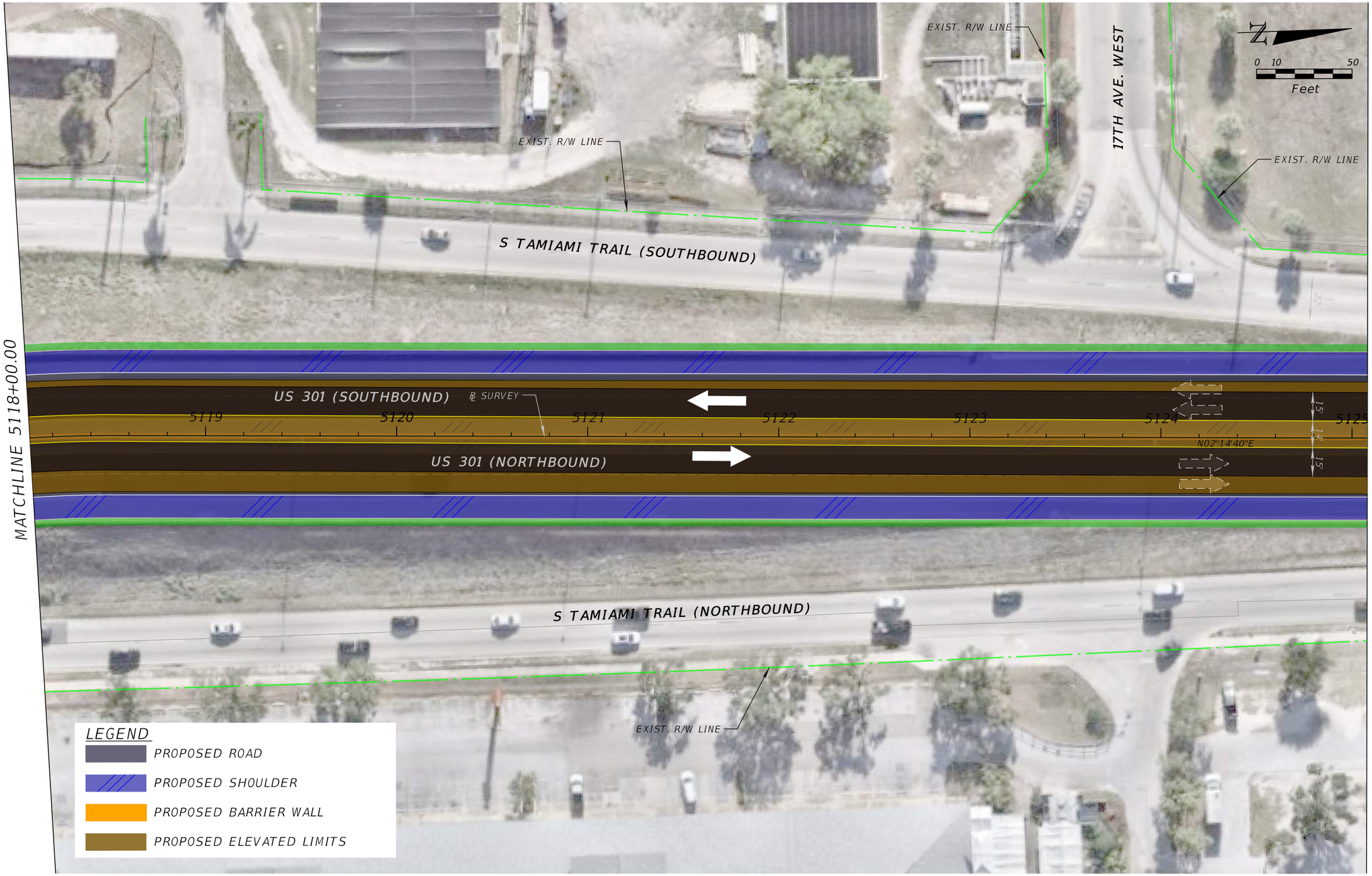


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 6 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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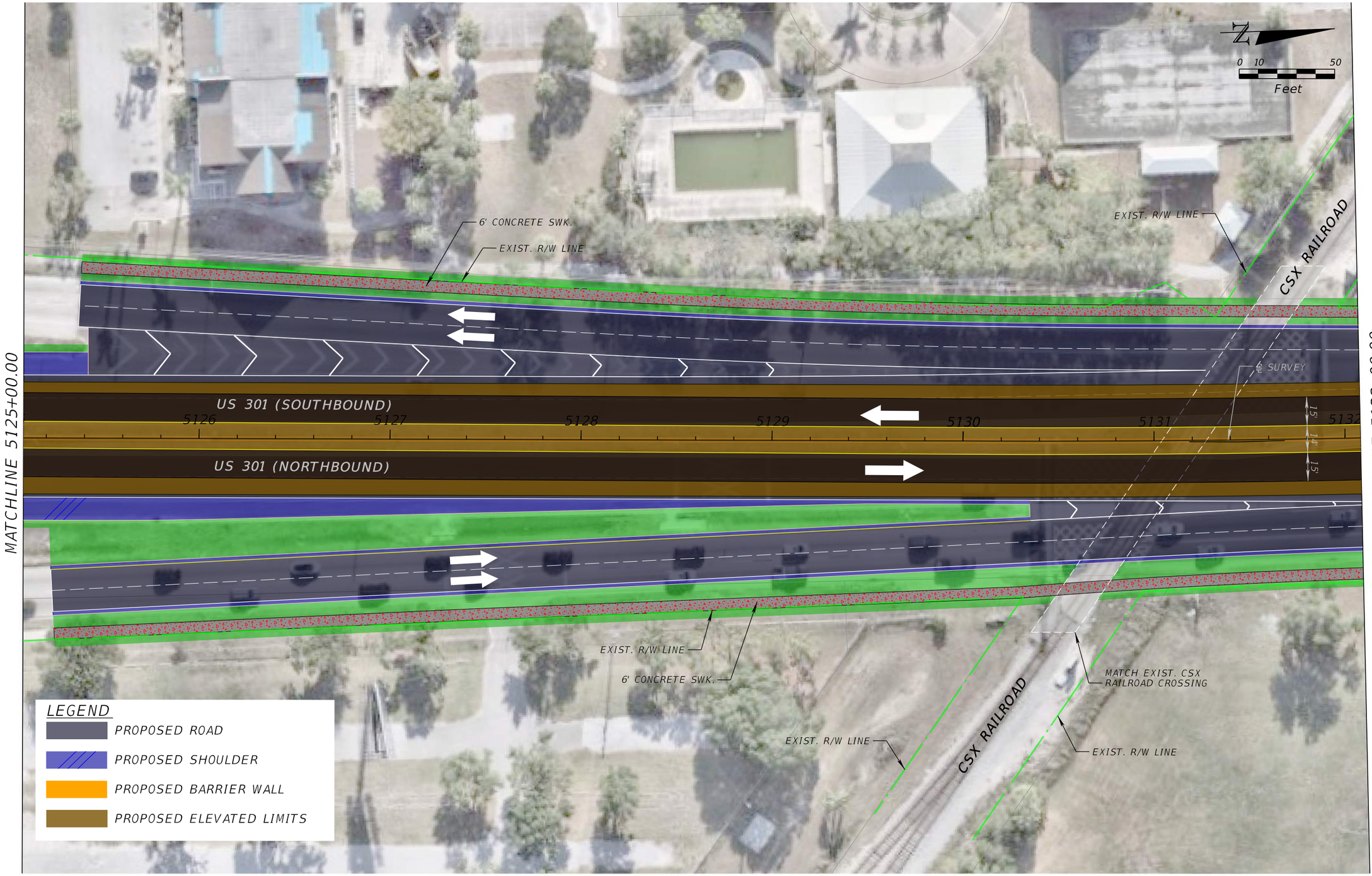


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 7 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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c:\transystems\pw_local\transyscorp-pw1\d1549582\PLANRD02_BPC Ultimate.dgn : CL_BPC-1 - PLAN 7 [SHEET]
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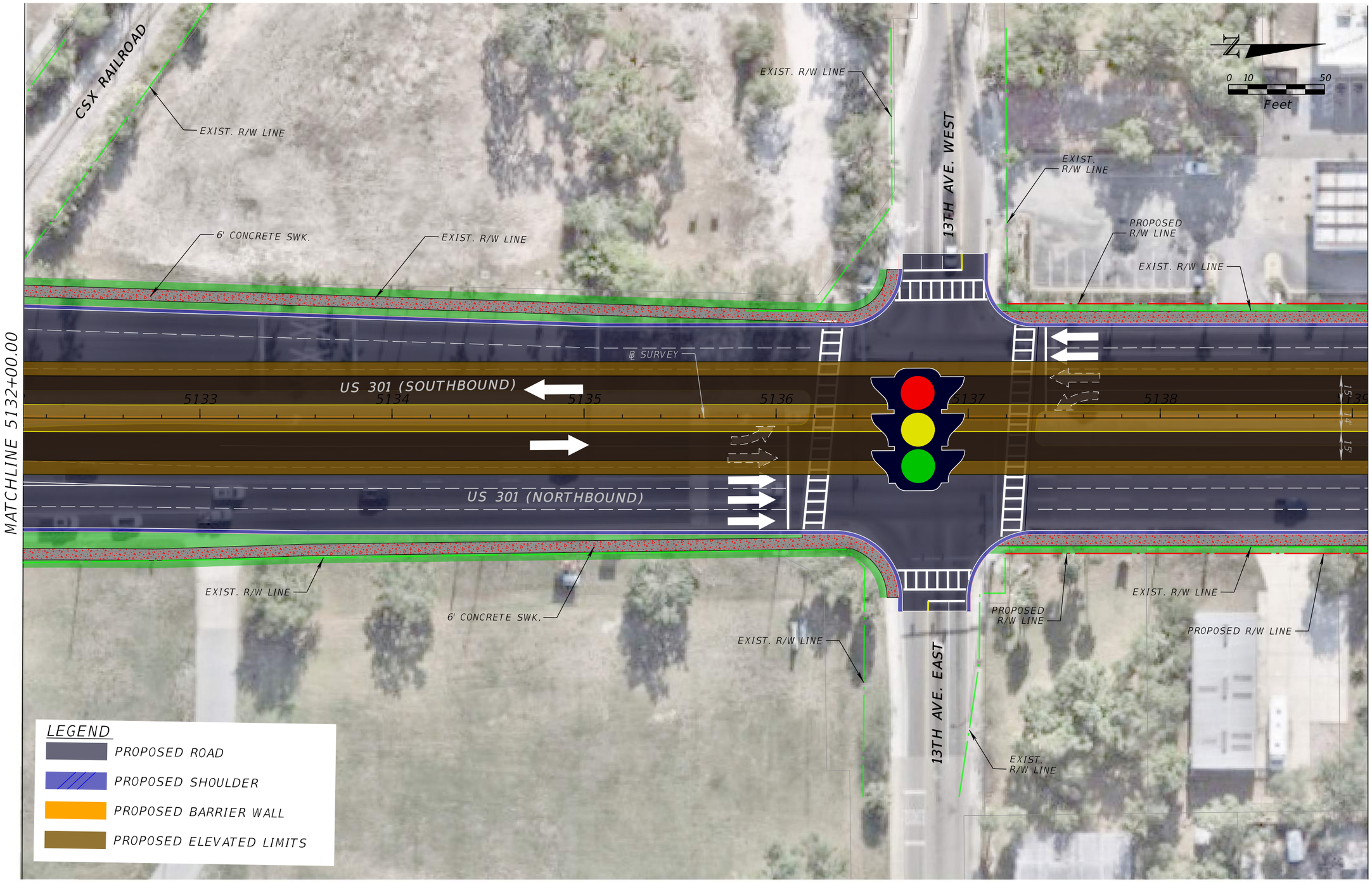


THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 8

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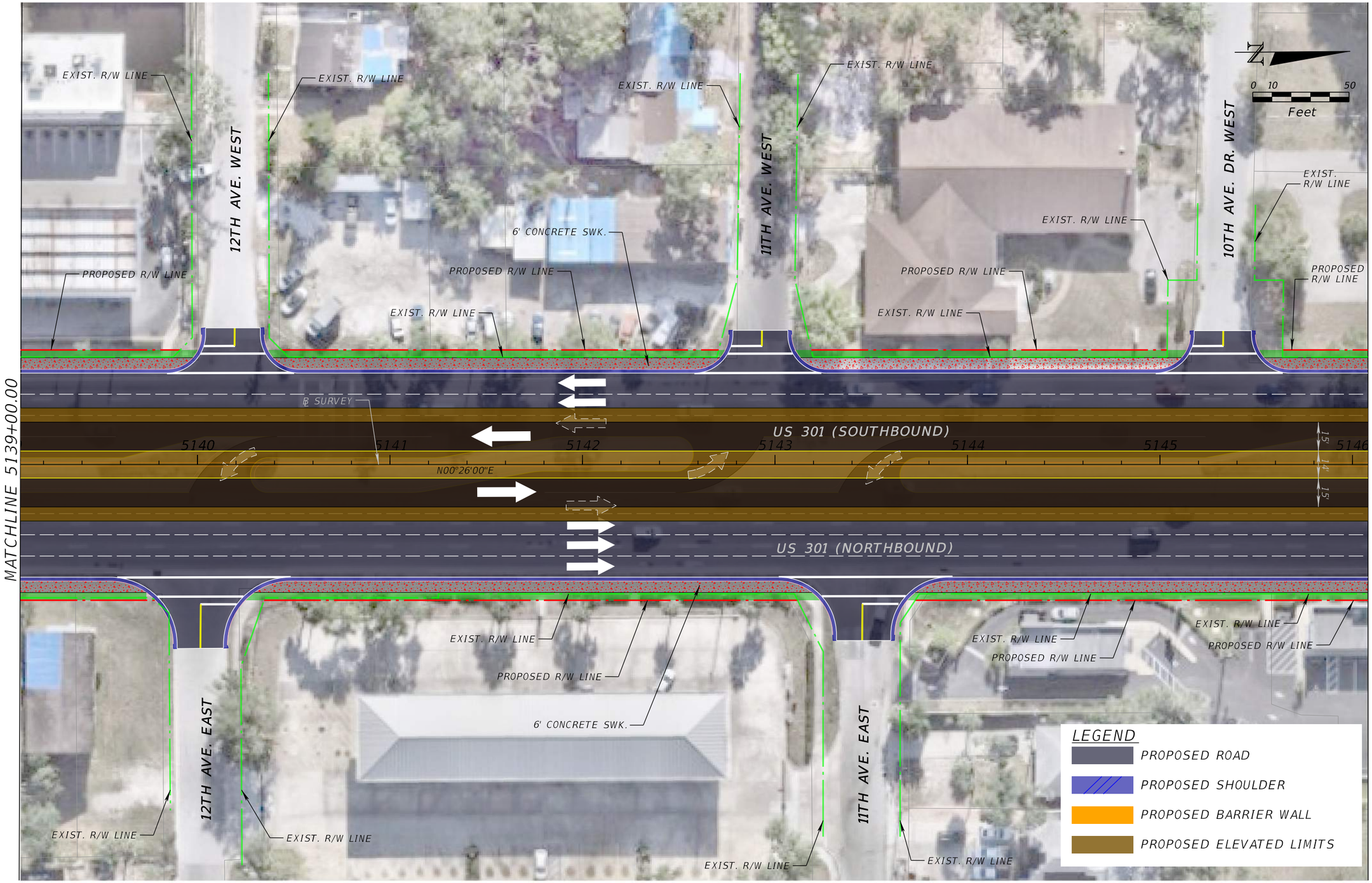
agarcia 6/22/2026 3:38:48 PM




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

| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 9 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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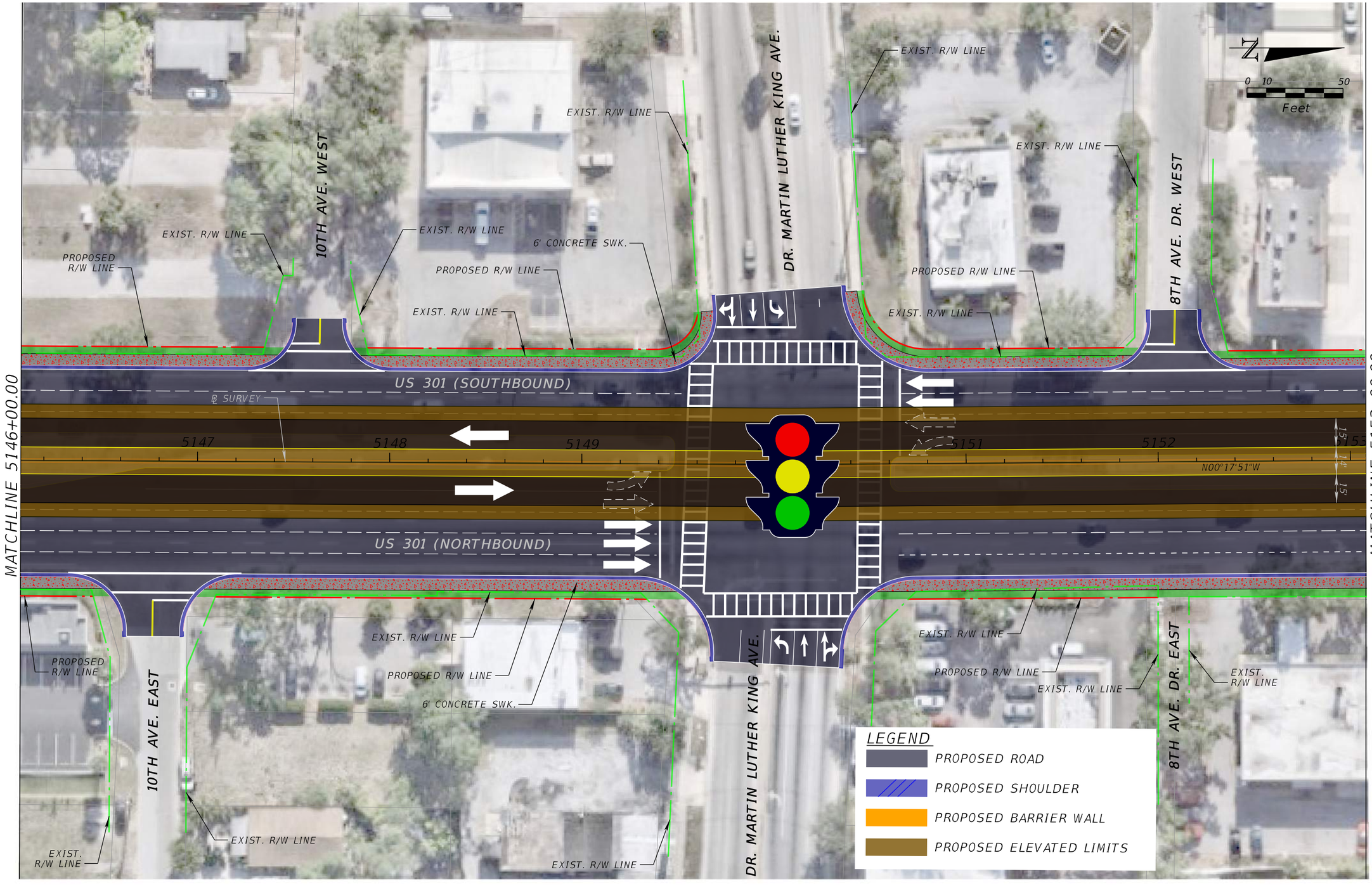


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 10 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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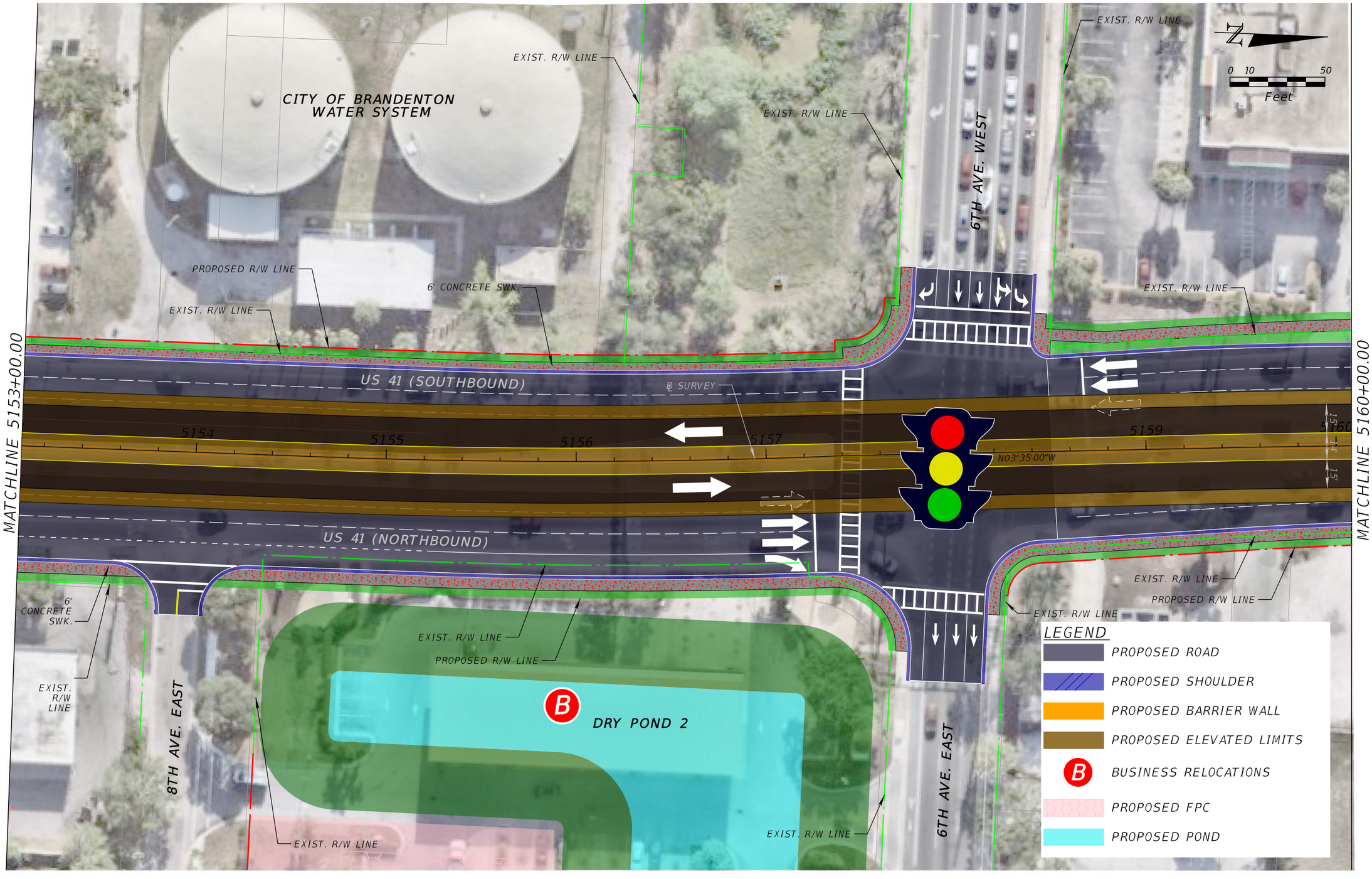


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 11 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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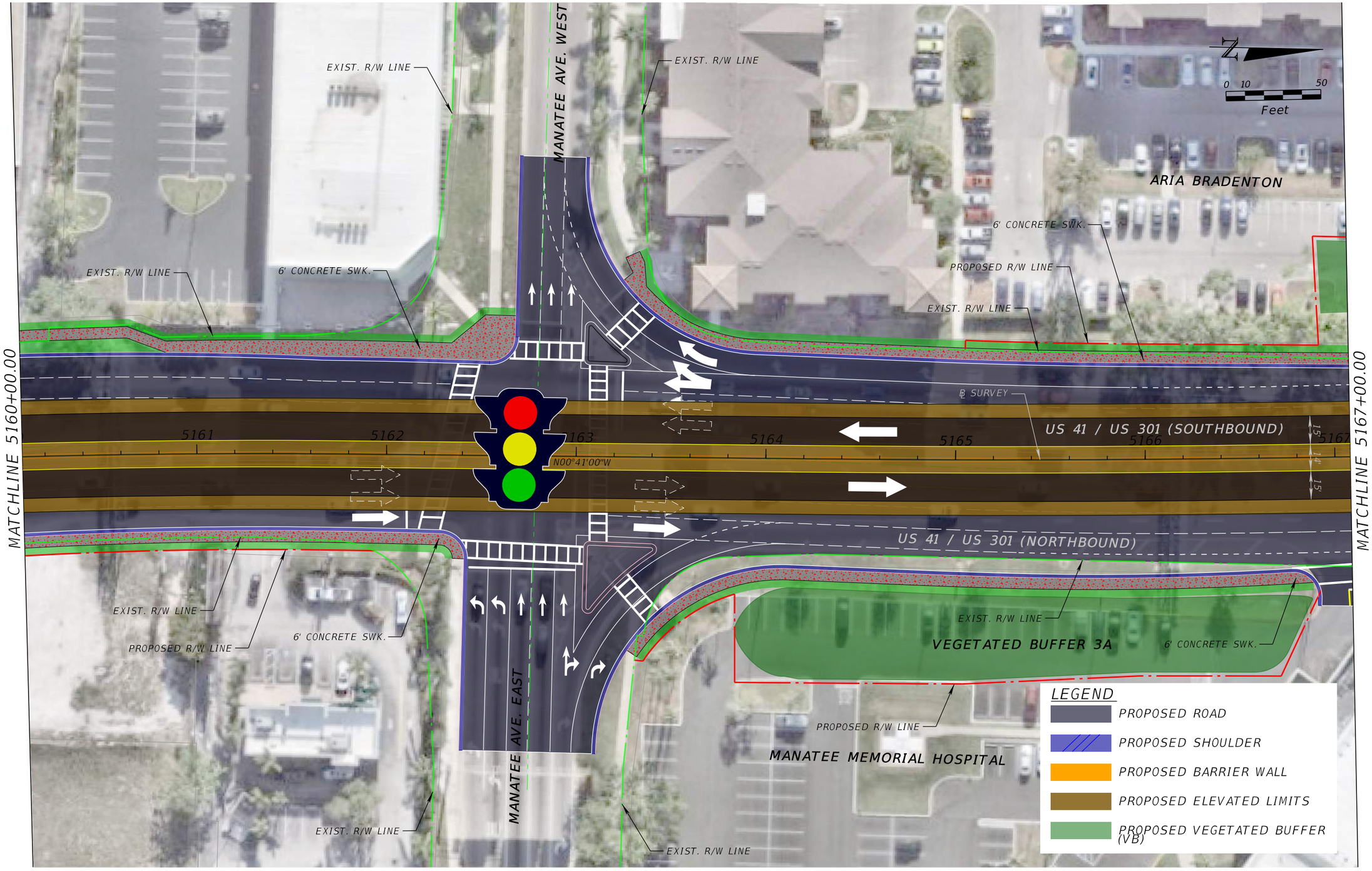


| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 12

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| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 13 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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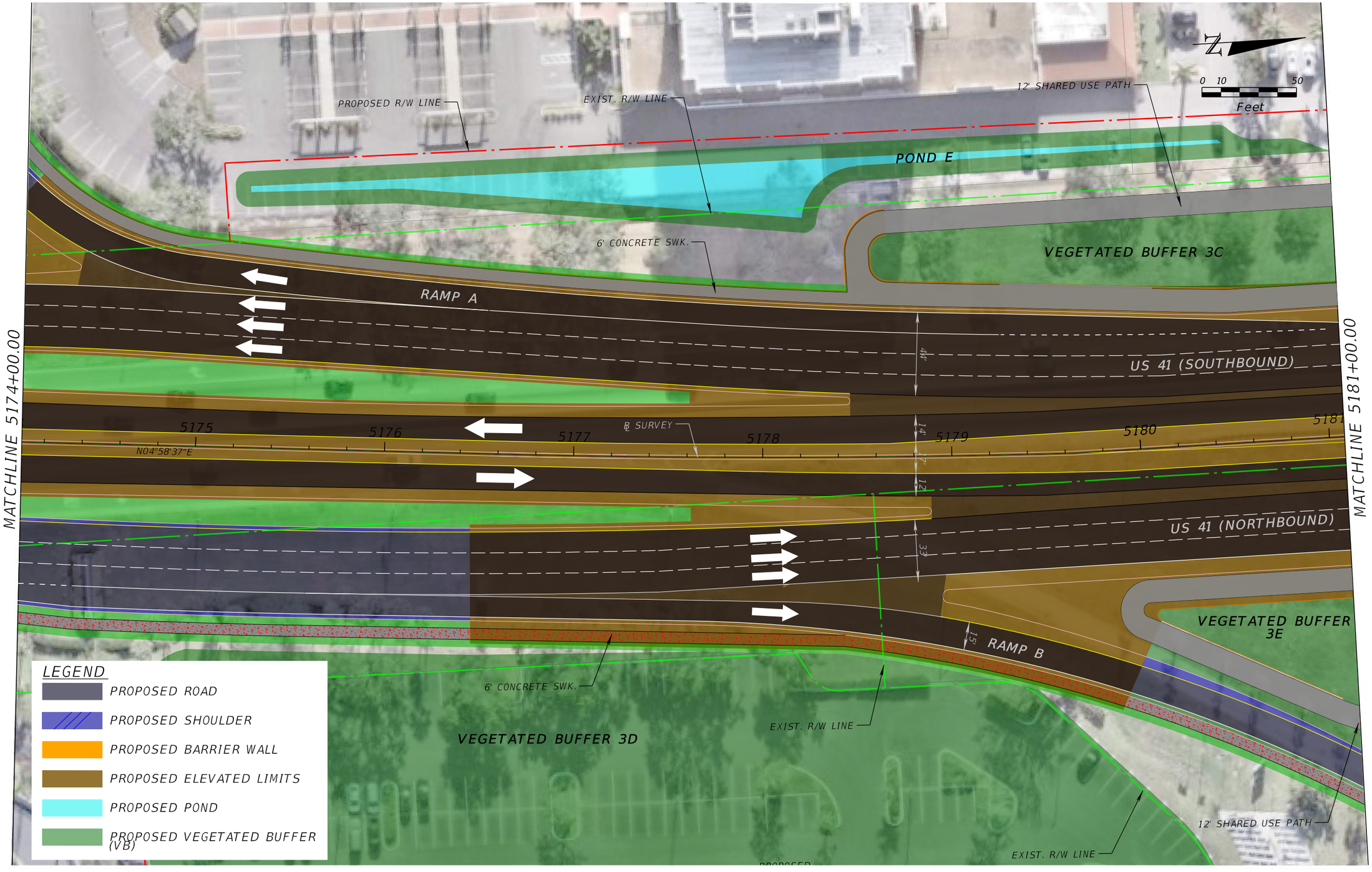
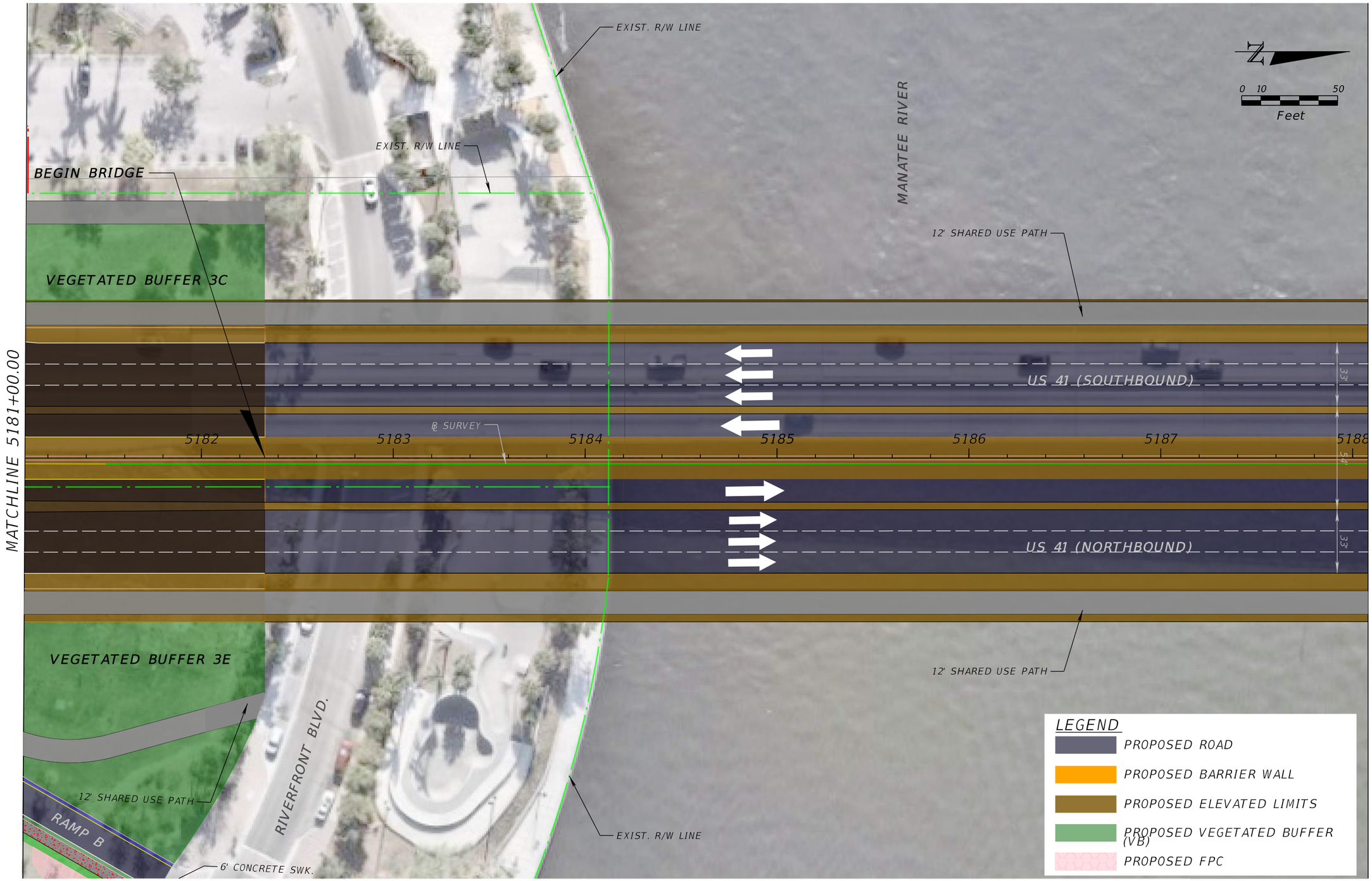



| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 14 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 15 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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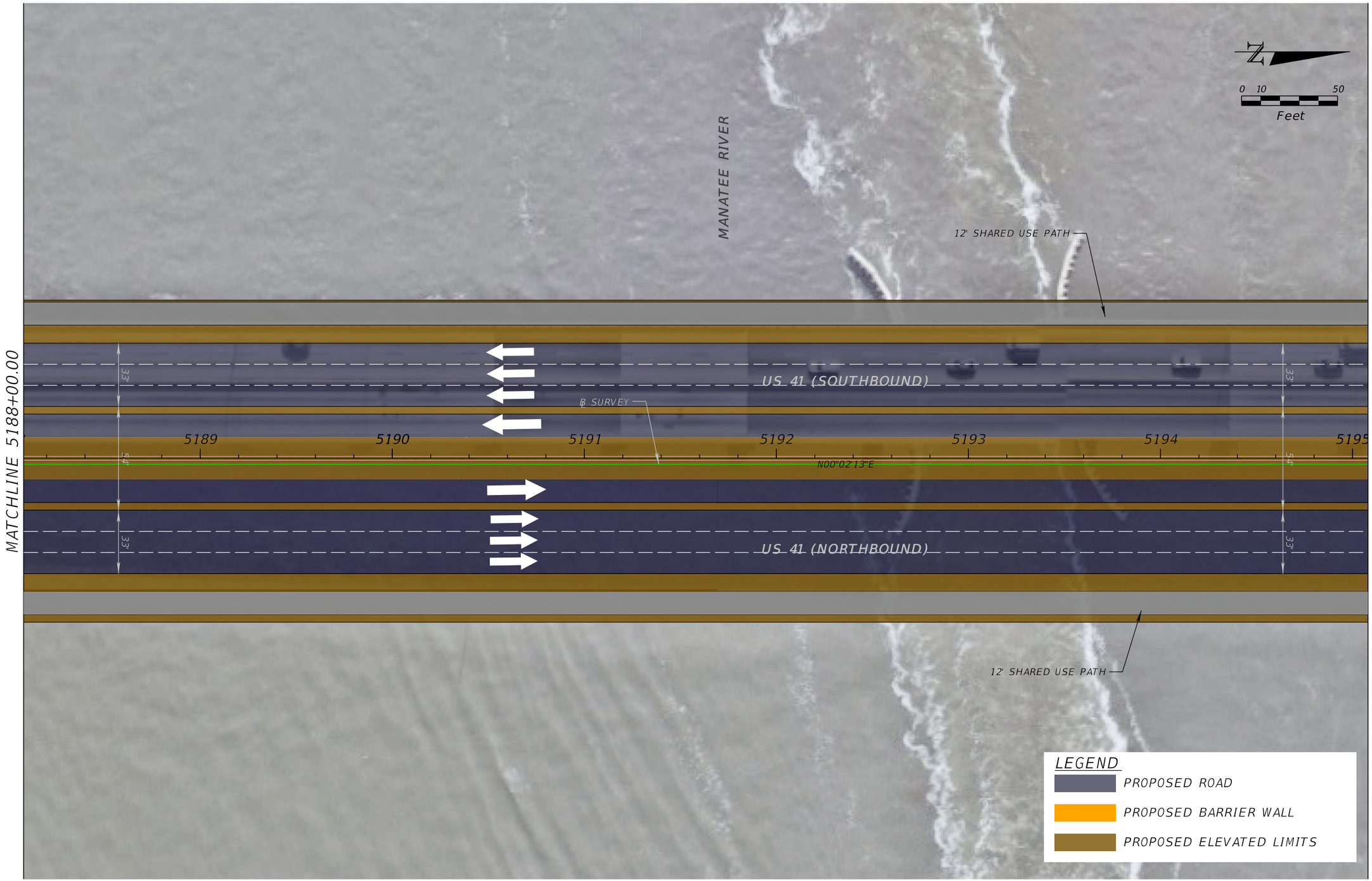


| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO.
16

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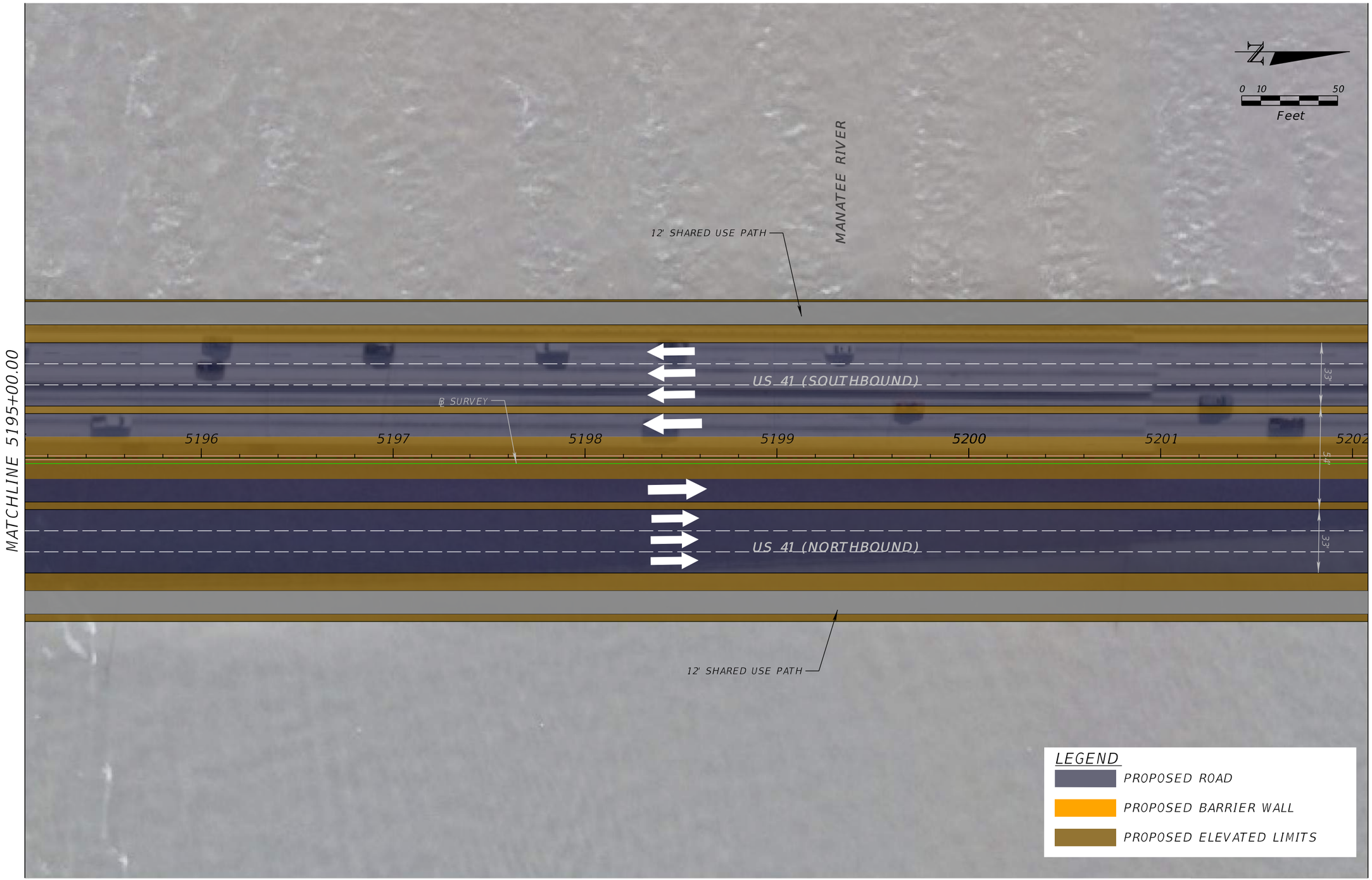


| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 17

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| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 18

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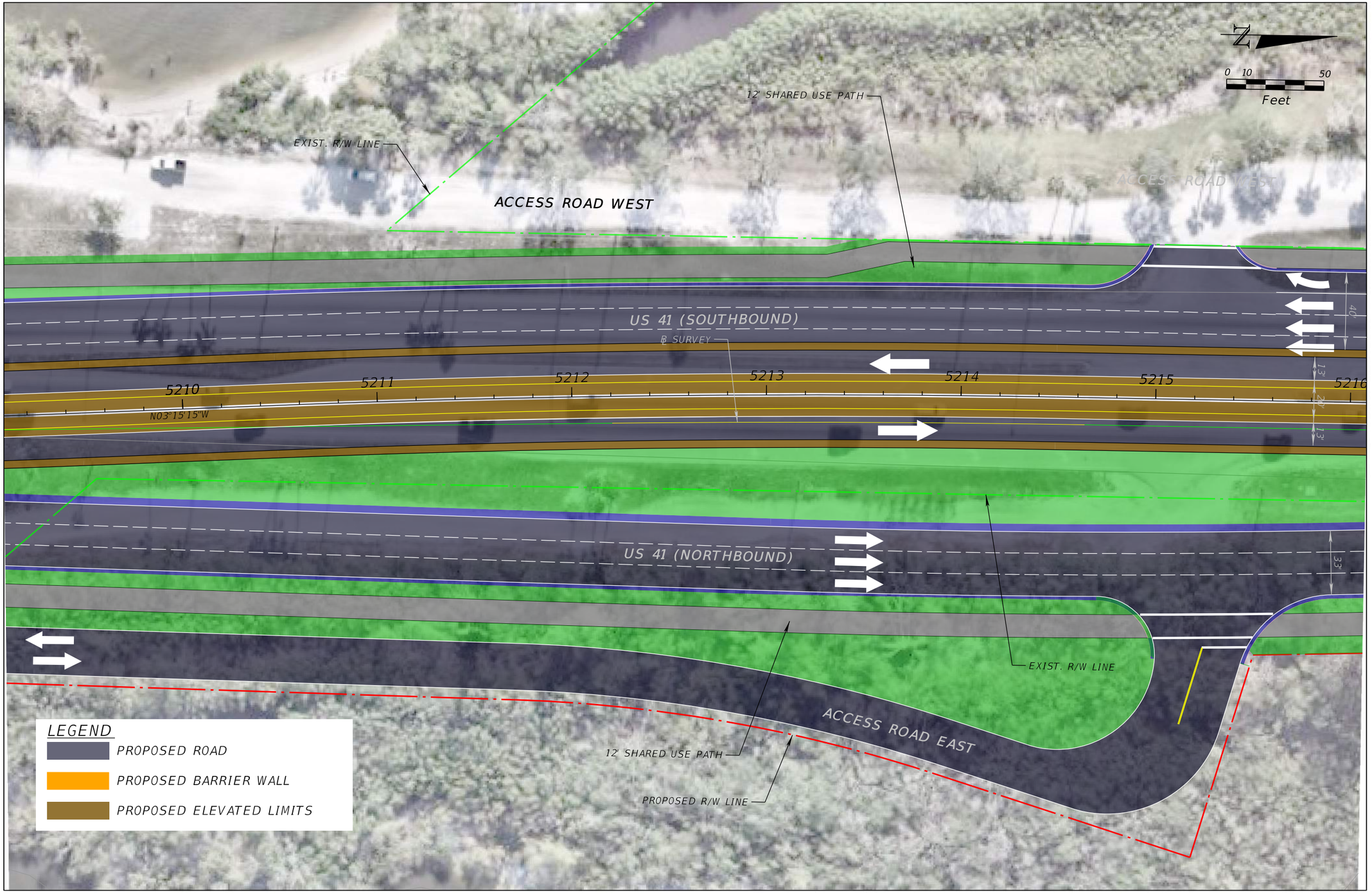
agarcia 6/22/2026 3:39:01 PM

MATCHLINE 5209+00.00




MATCHLINE 5216+00.00

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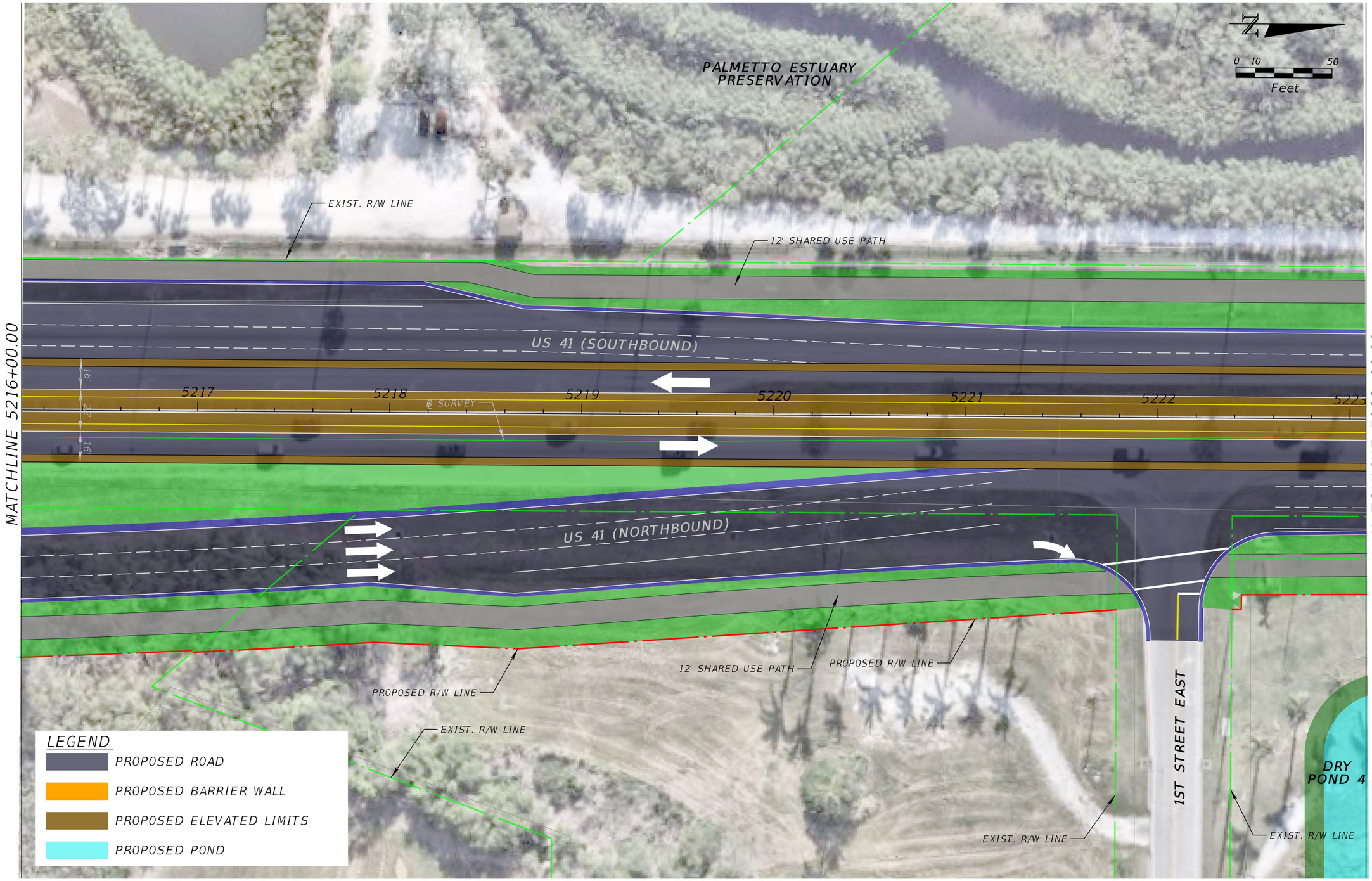
| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 19 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | ROADWAY PLAN | |
| | | | | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | US 41 | MANATEE | 444843-1-22-01 | | 20 |

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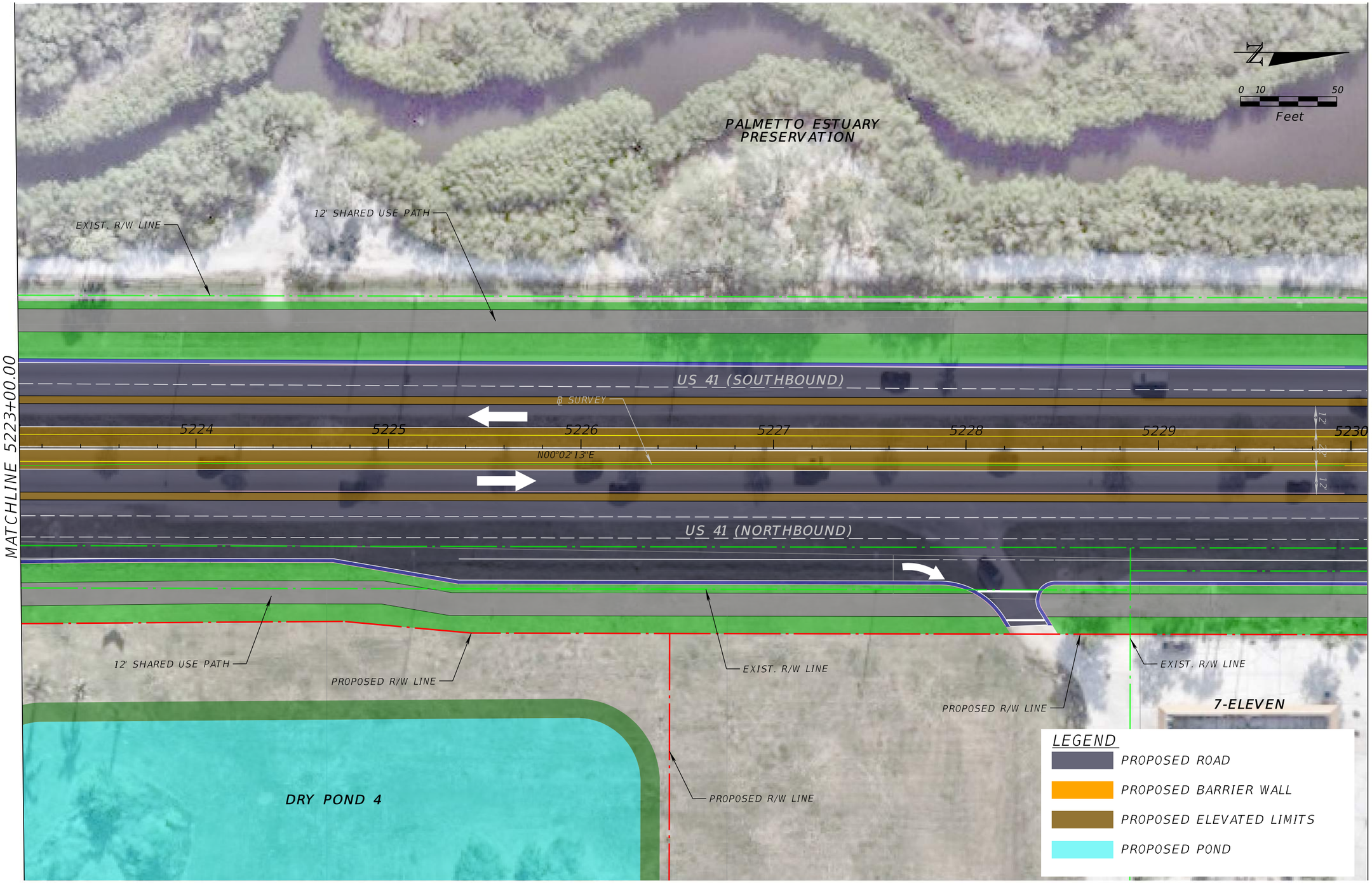


| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 21

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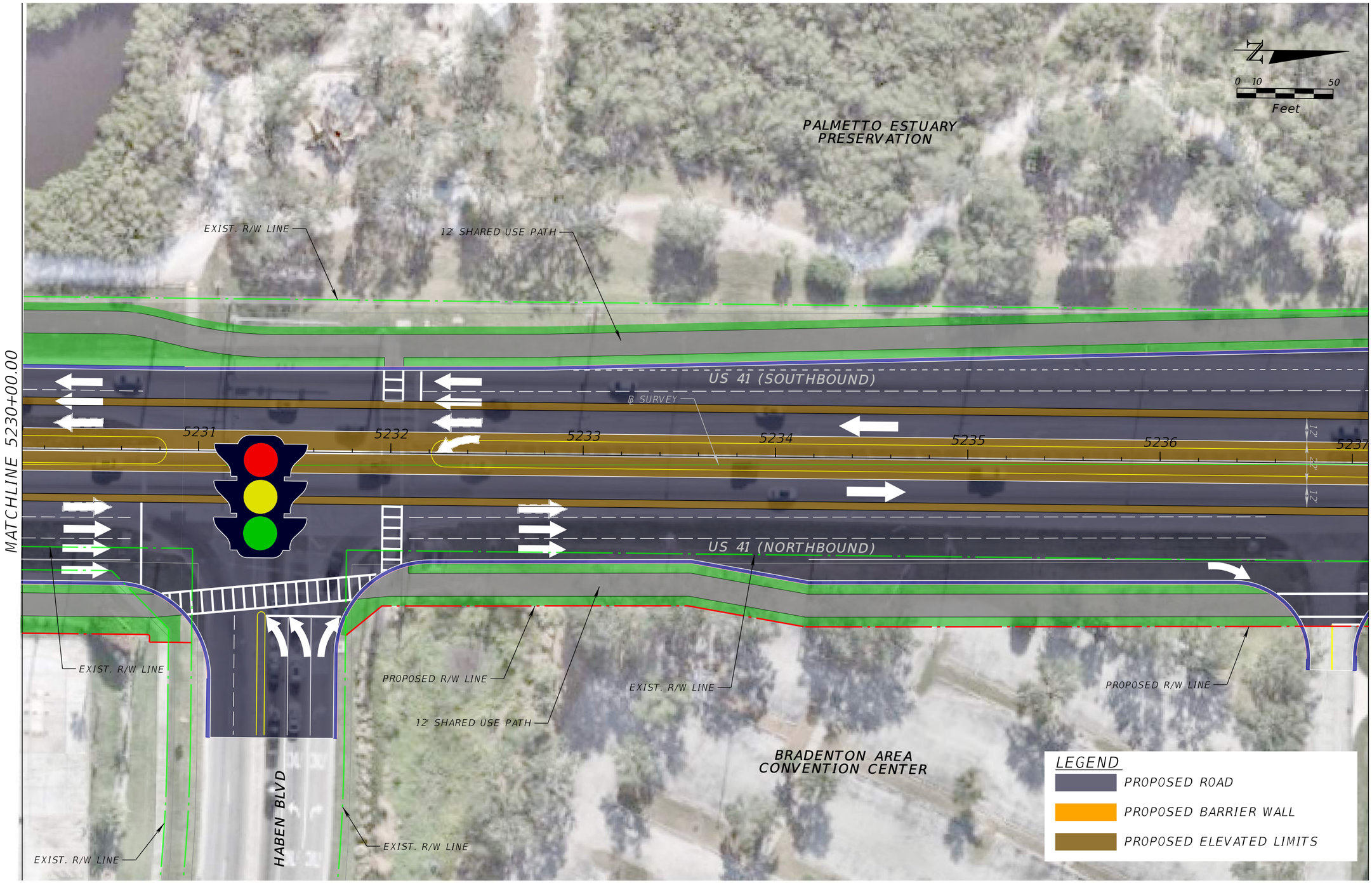


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | ROADWAY PLAN | 22 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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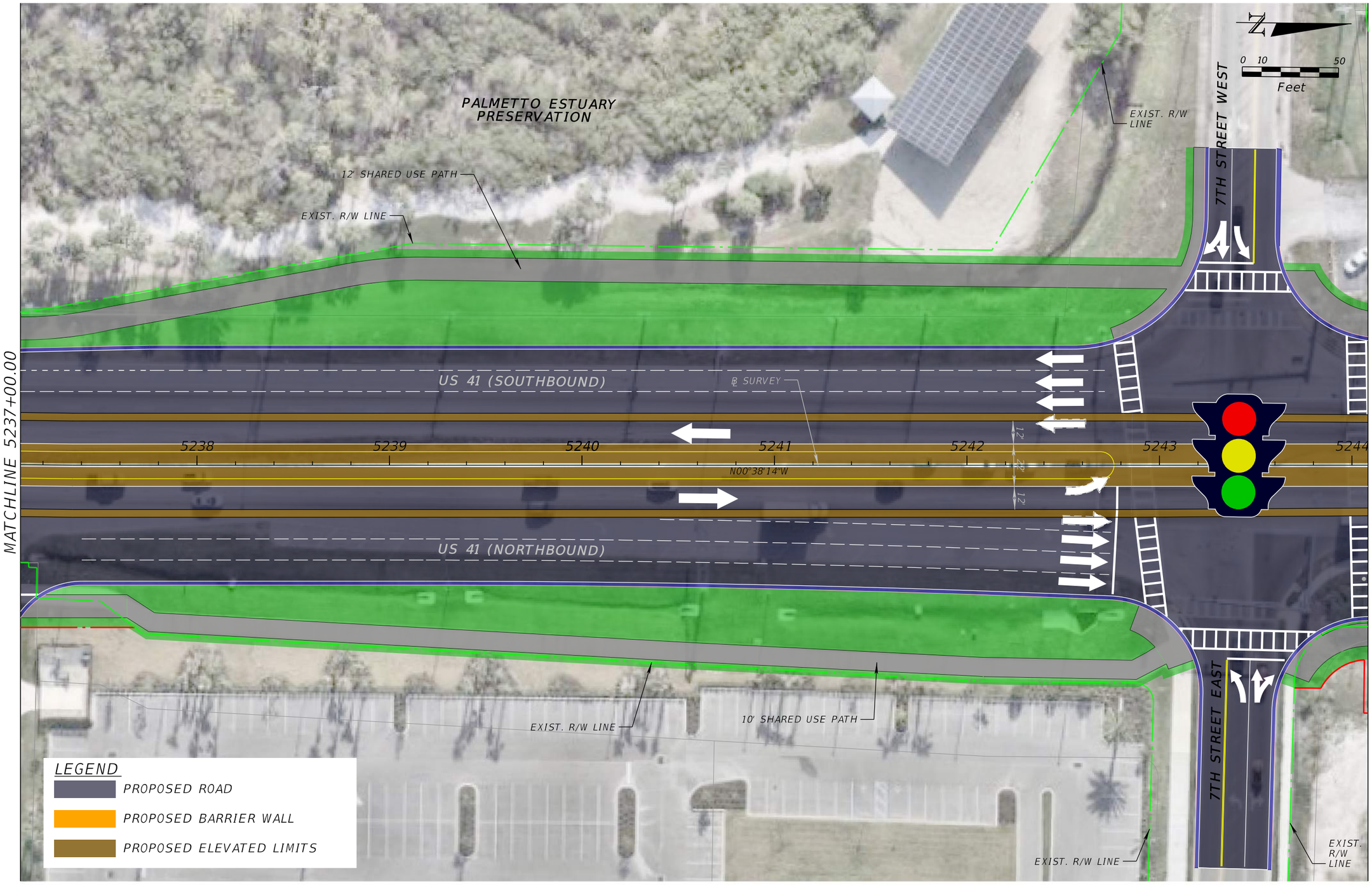


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 23 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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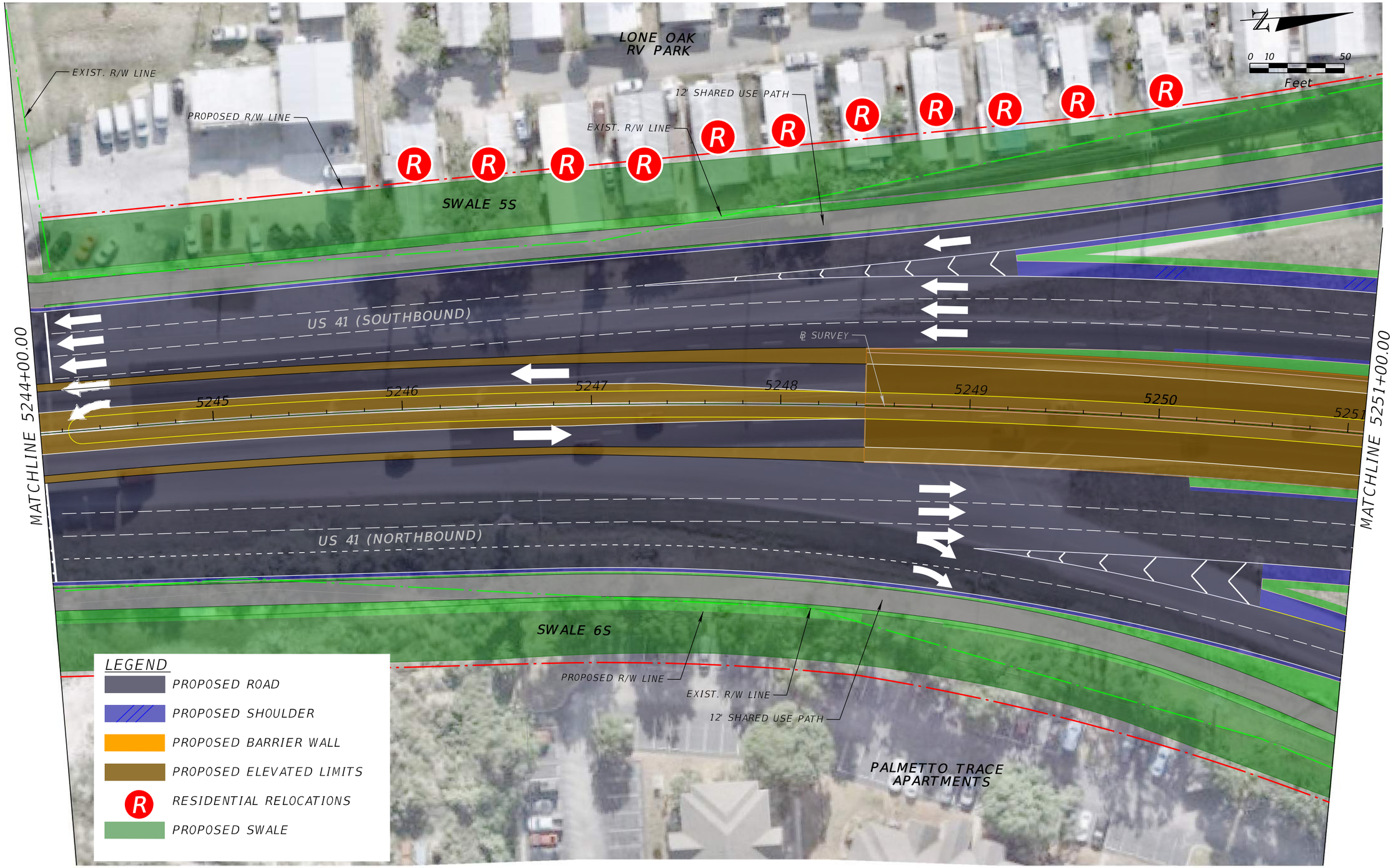


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| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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MATCHLINE SHEET NO. 36

12' SHARED USE PATH

SWALE 5S

EXIST. R/W LINE

SR 55/US 41 ON-RAMP TO US 301

WET POND 5N

DRY POND 5N

WET POND 7

N

0 10 50

Feet

℄ SURVEY

US 41 (SOUTHBOUND)

5252 5253 5254 5255 5256 5257 5258

12' 12' 12'

US 41 (NORTHBOUND)

MATCHLINE 5251+00.00

MATCHLINE 5258+00.00

DRY POND 6N

WET POND 6N

SR 55/US 41 OFF-RAMP TO US 301

EXIST. R/W LINE

12' SHARED USE PATH

SWALE 6S

LEGEND

- PROPOSED ROAD
- PROPOSED SHOULDER
- PROPOSED BARRIER WALL
- PROPOSED ELEVATED LIMITS
- PROPOSED POND
- PROPOSED SWALE

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| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

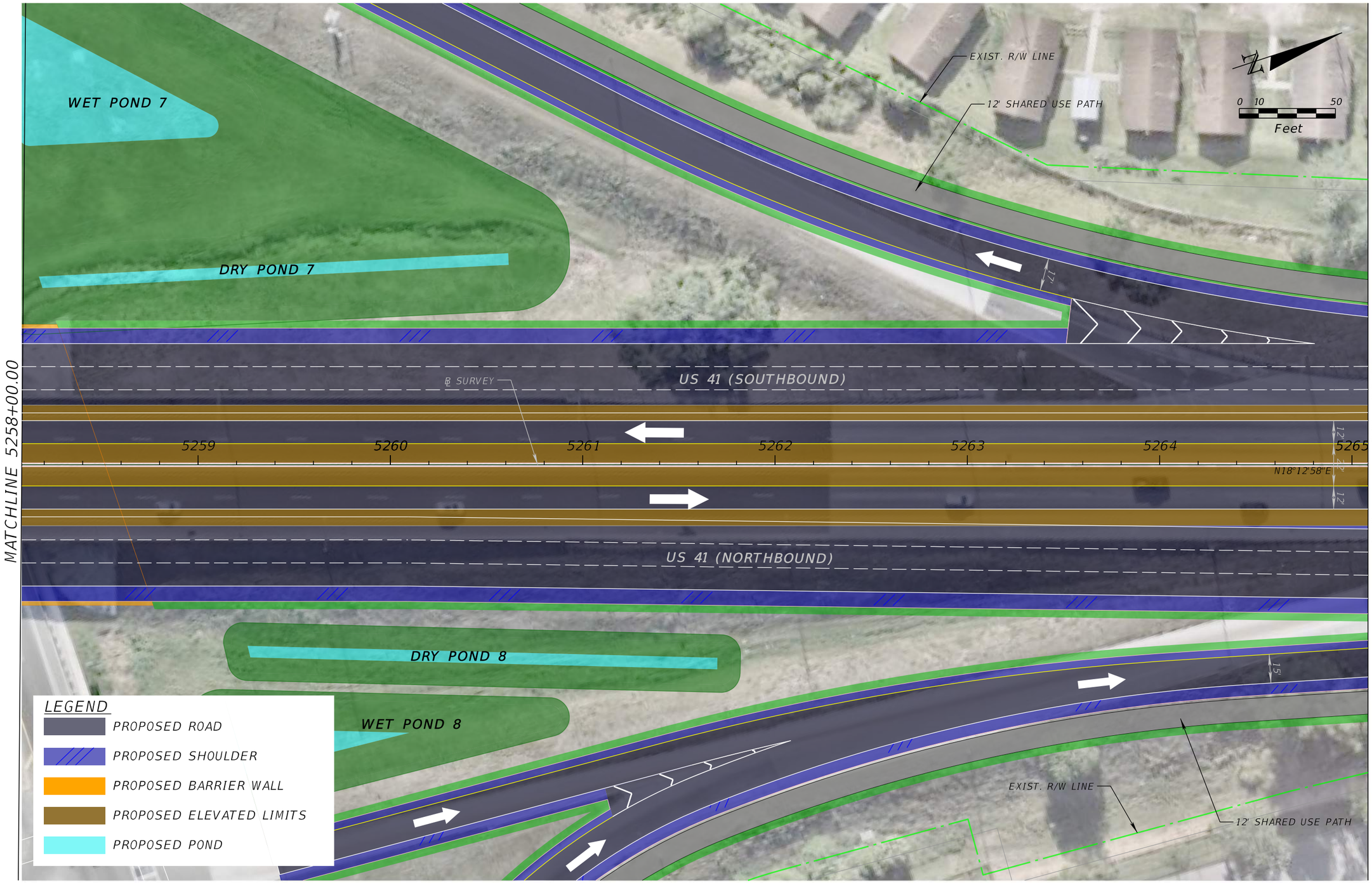
CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 25




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 26 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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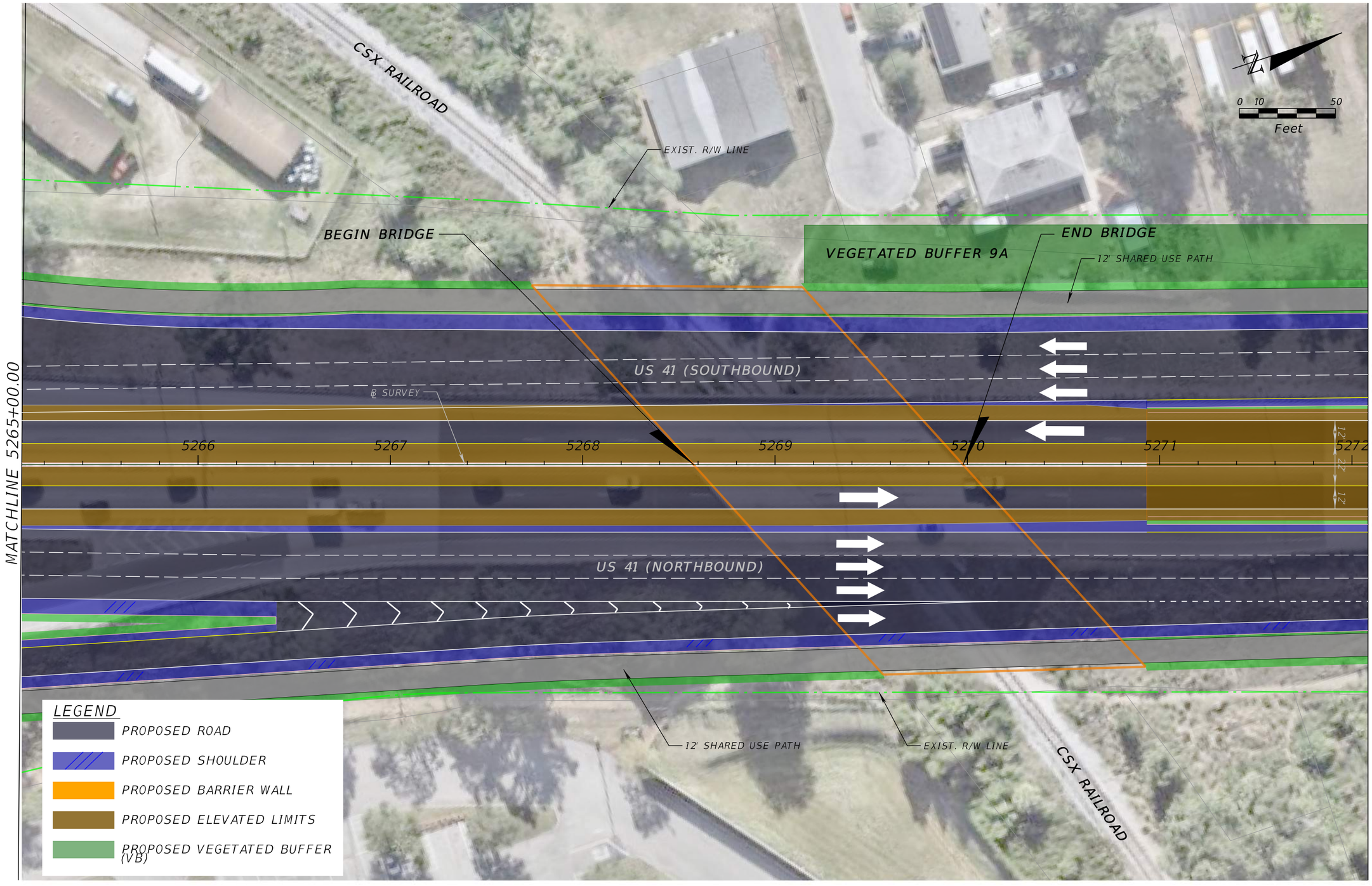


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
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| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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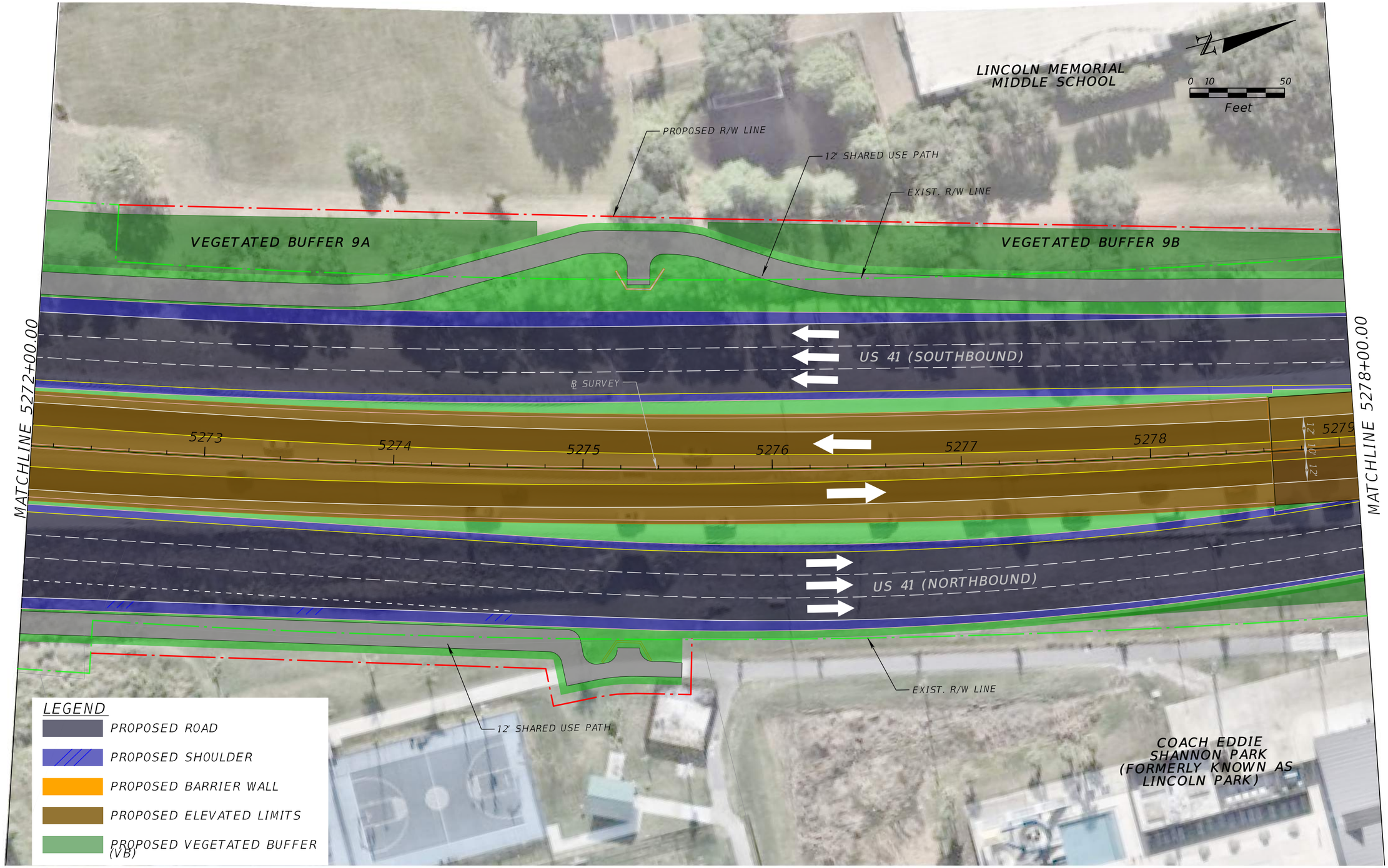
agarcia 6/22/2026 3:39:13 PM




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
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| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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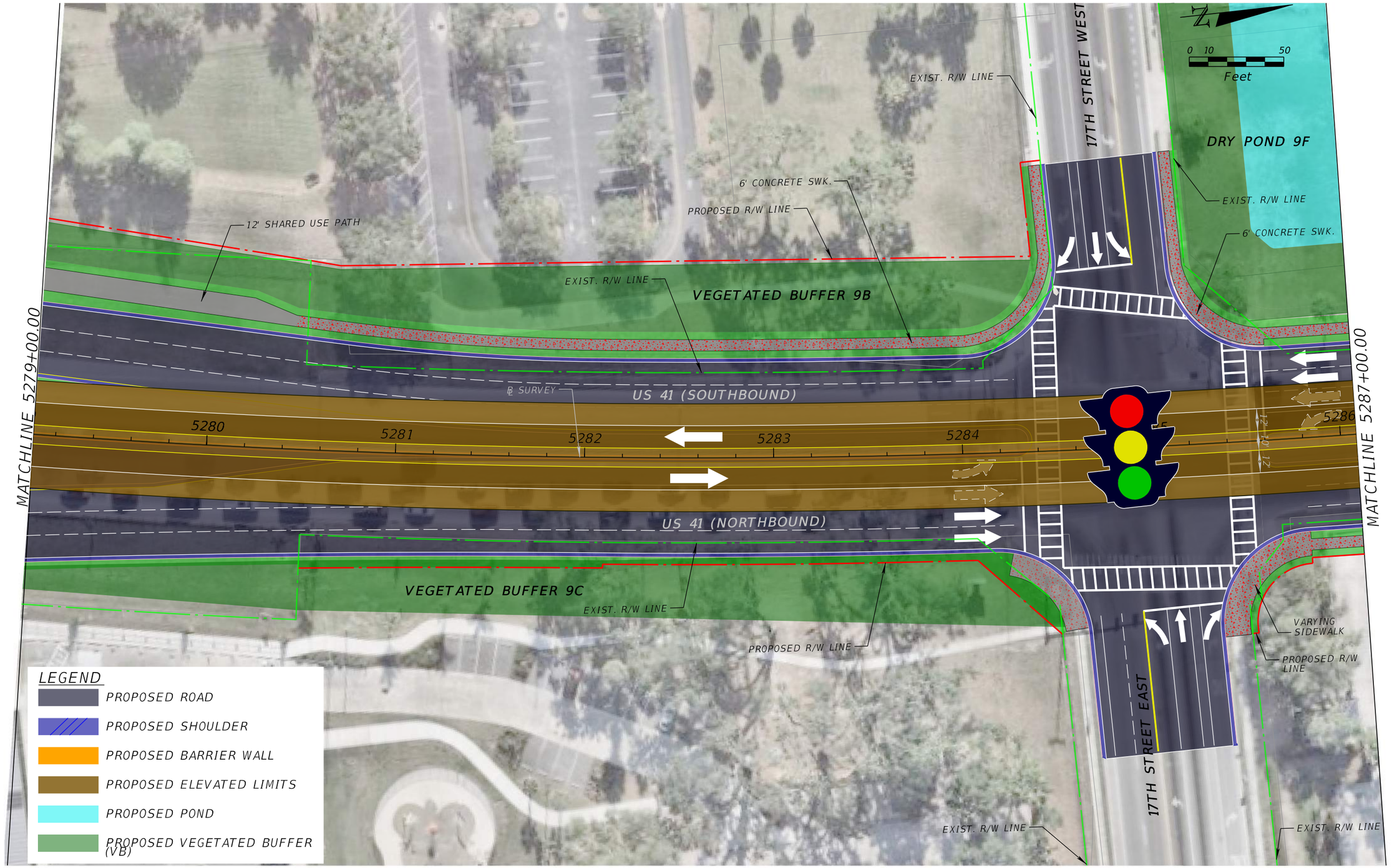


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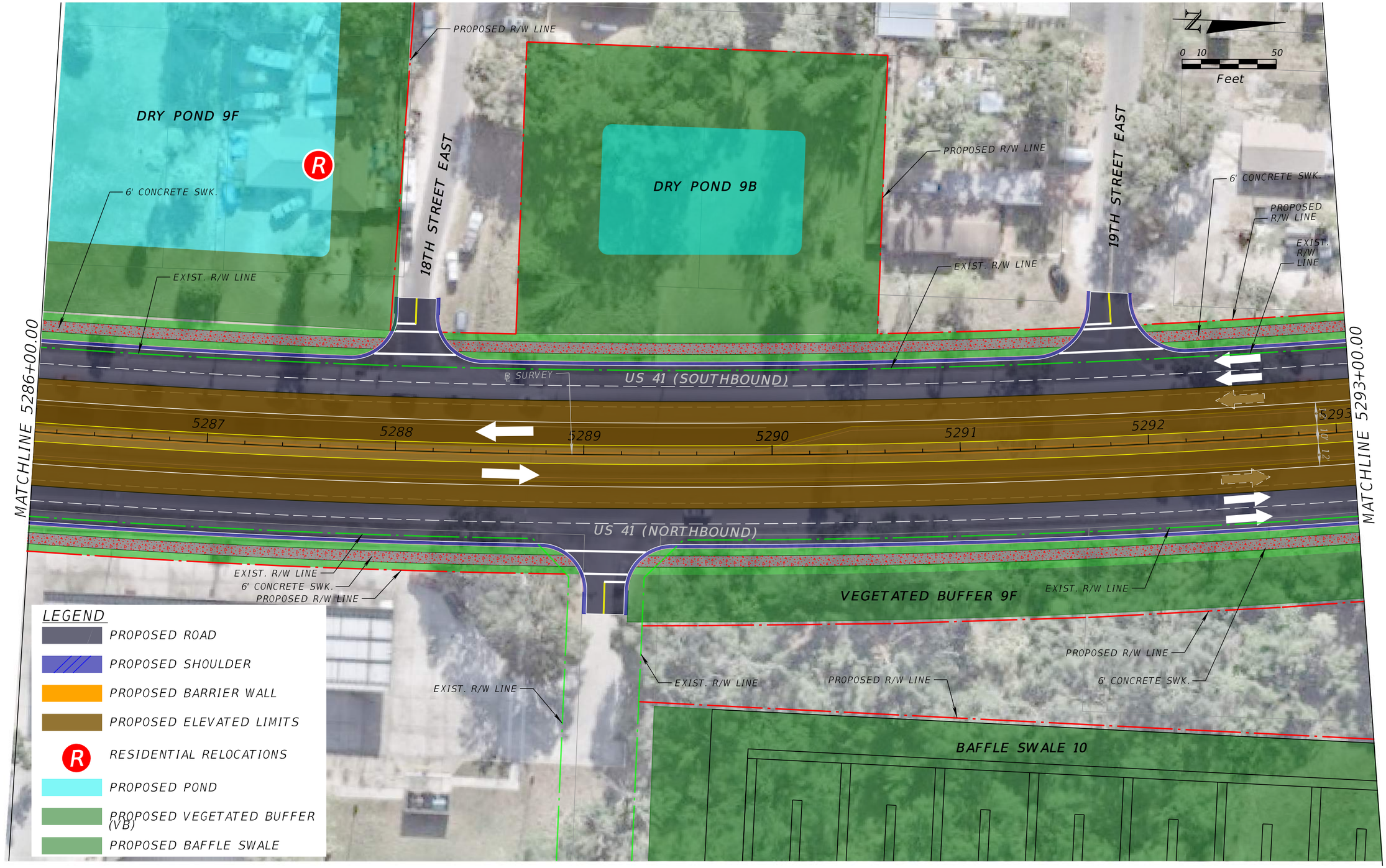
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |




| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 30

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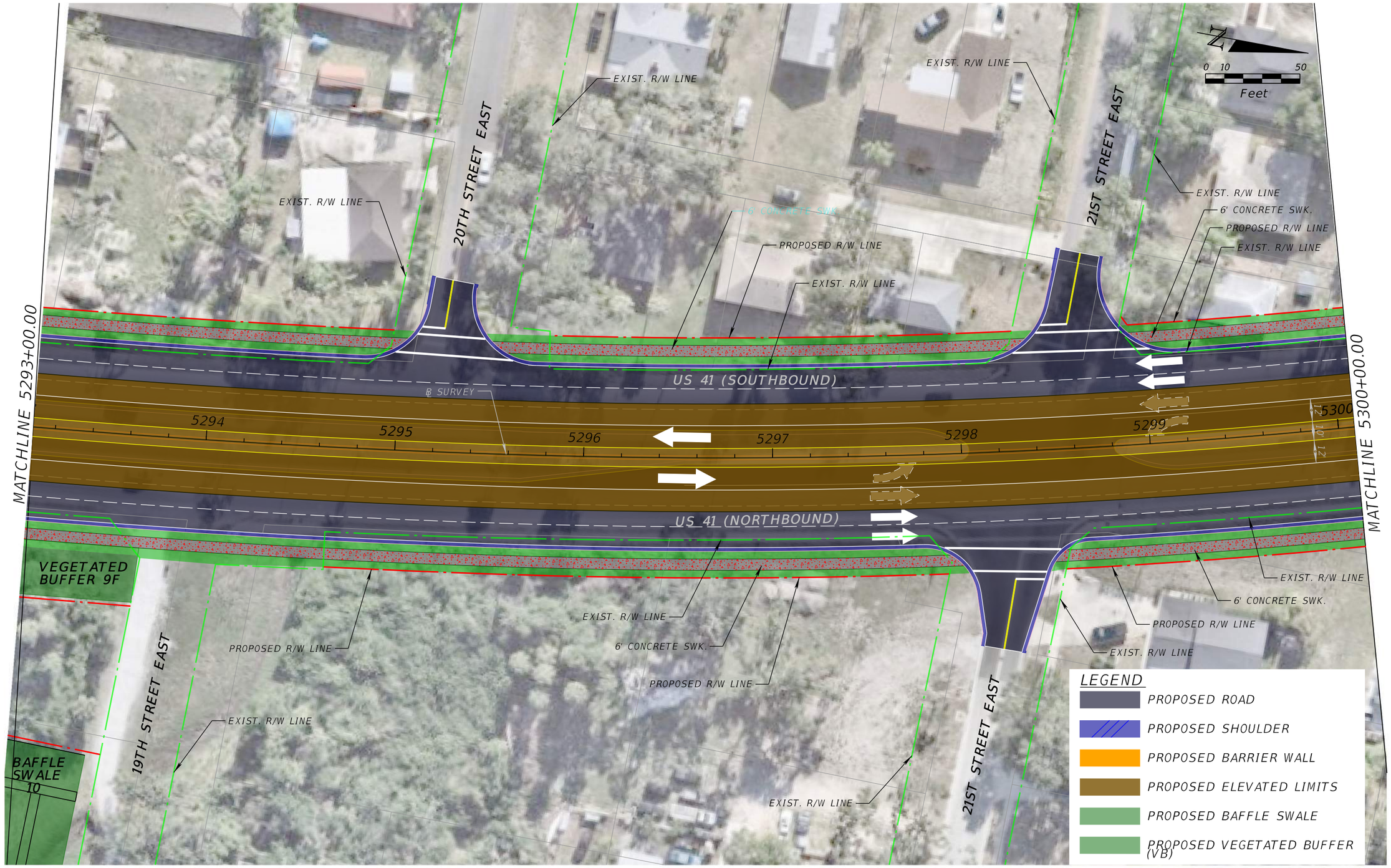


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| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 31 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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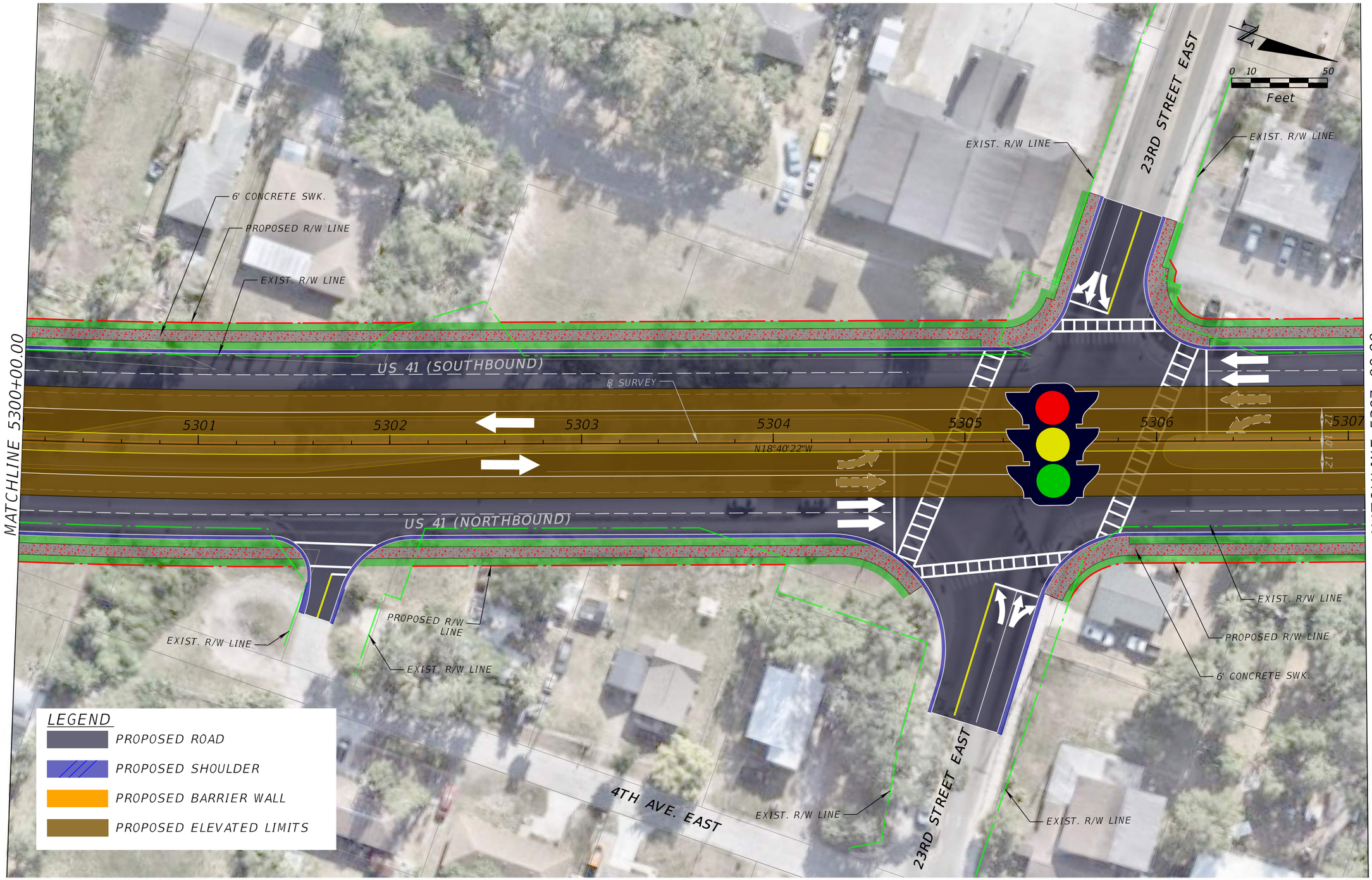


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|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 32 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
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ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 33

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| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 34 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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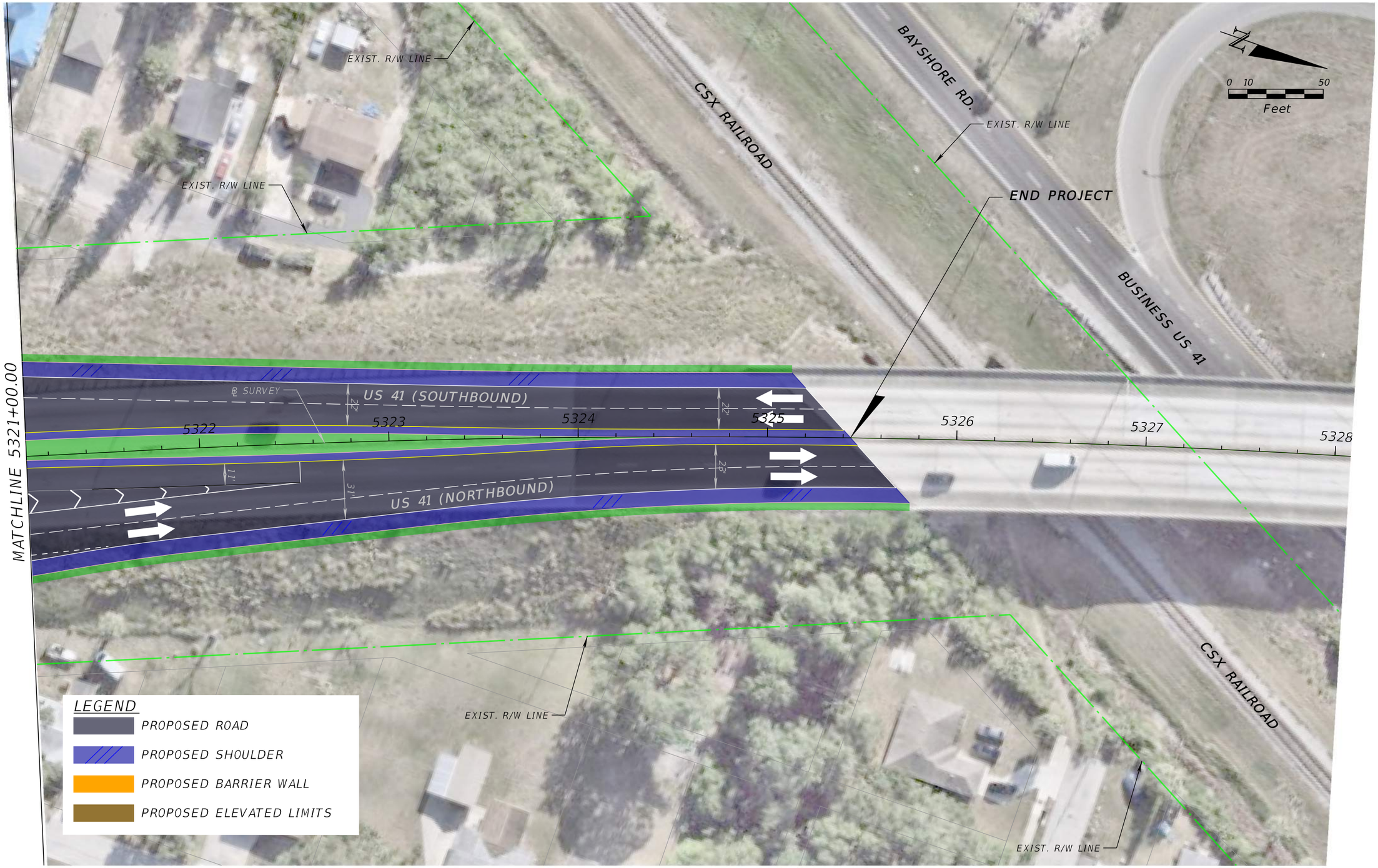


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| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 35 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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MATCHLINE SHEET NO. 25

| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 36 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | DRY POND 2 AND FPC 2 | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 37 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | DRY POND 4 | |
| | | | | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | US 41 | MANATEE | 444843-1-22-01 | | 38 |

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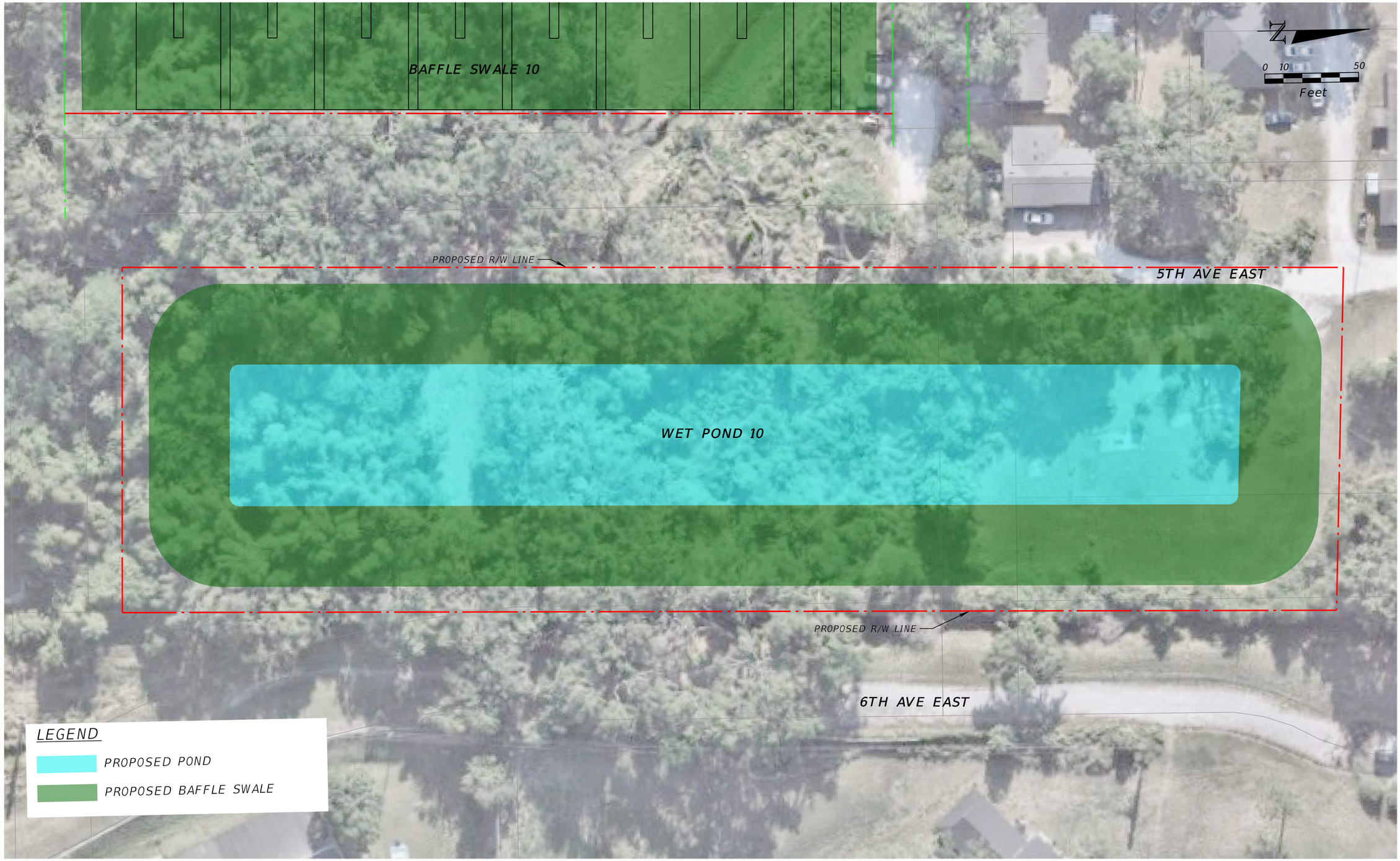


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| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | WET POND 10 | 39 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 40 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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| REVISIONS | | | |
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| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# DRY POND 9B AND 9F AND T

SHEET NO. 41

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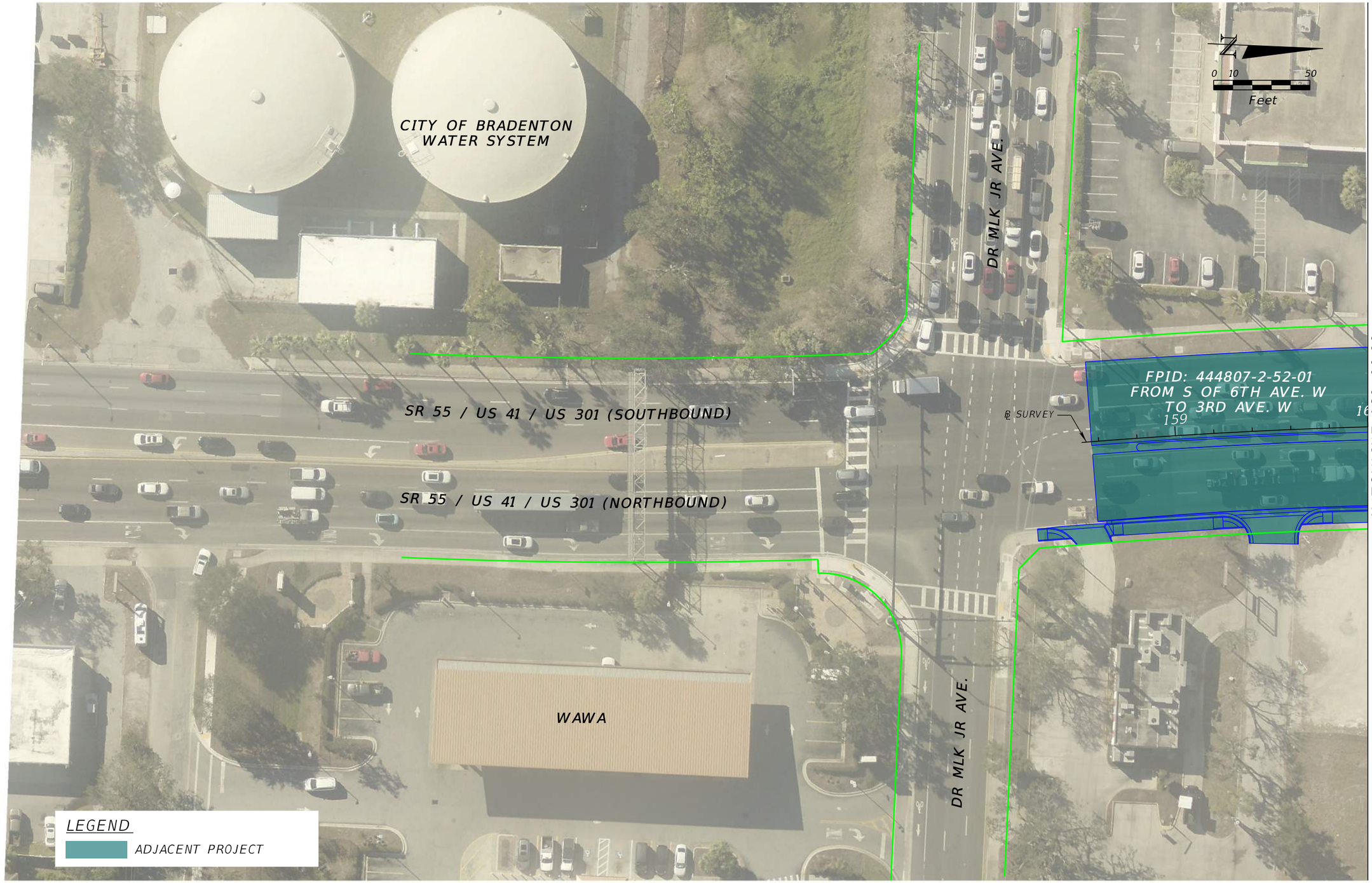
## Appendix D: Concept Plans - Interim Improvements

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| DATE | DESCRIPTION | DATE | DESCRIPTION |
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ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 1

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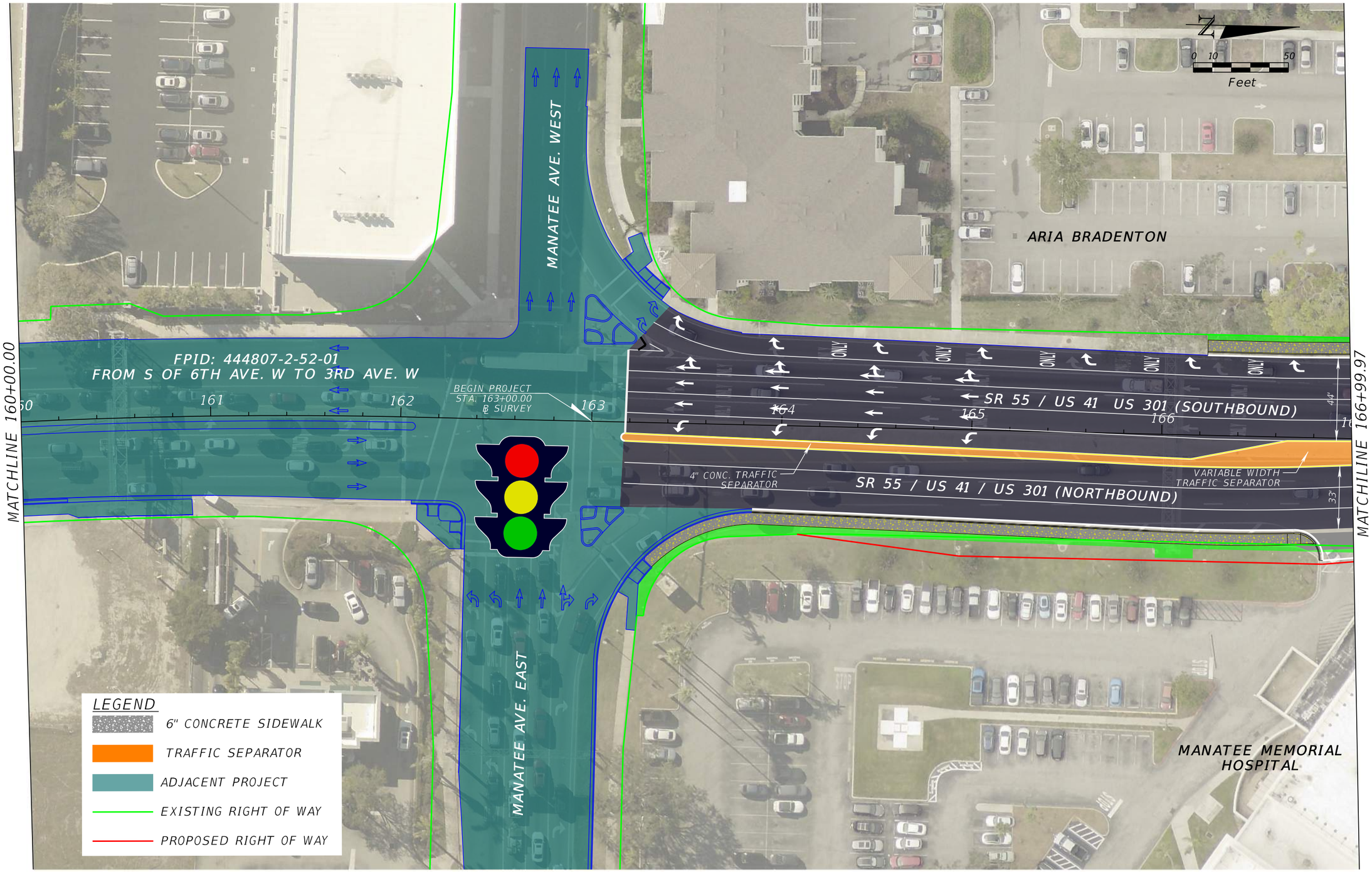


| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
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| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 2 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |



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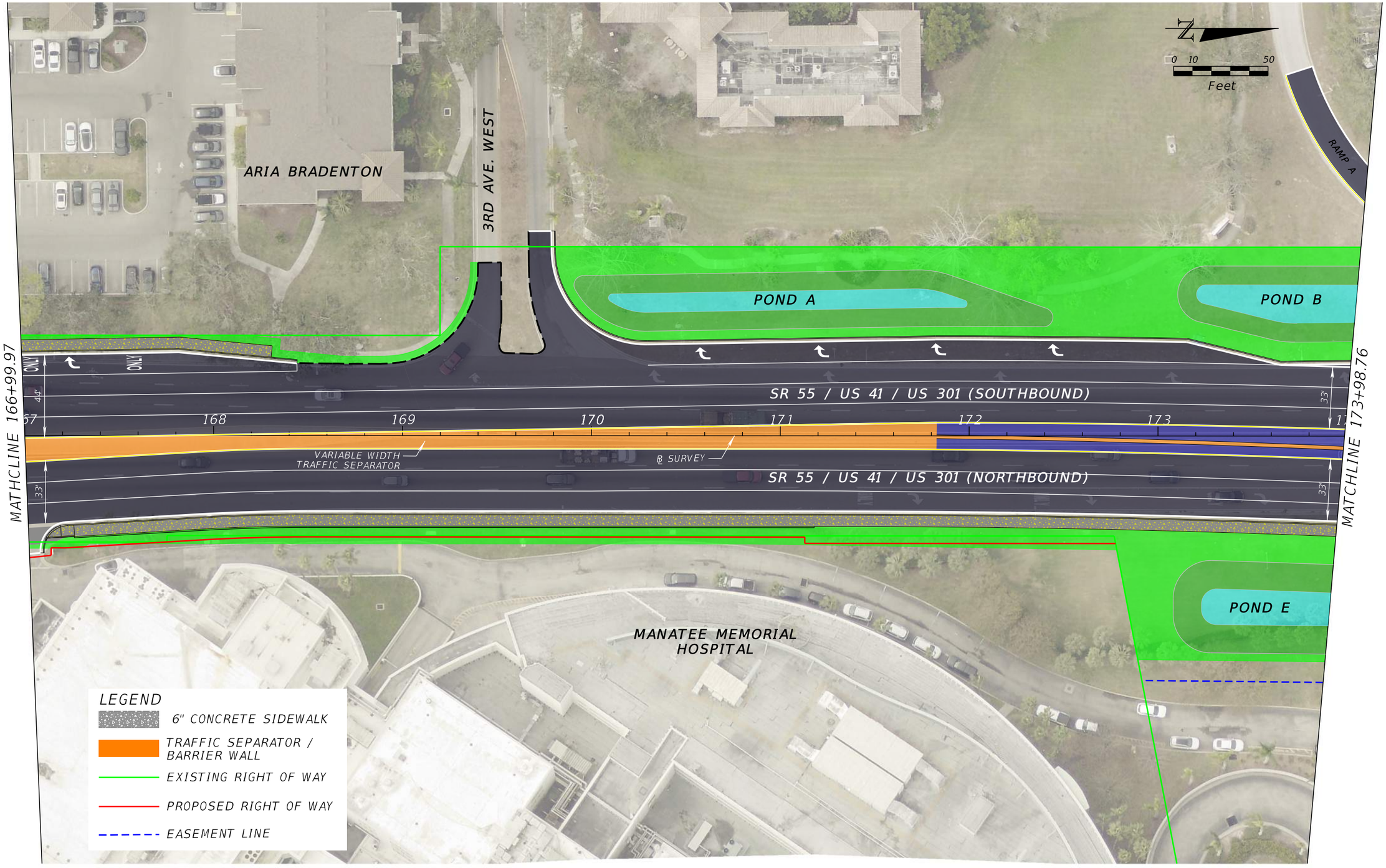


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ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
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12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 3

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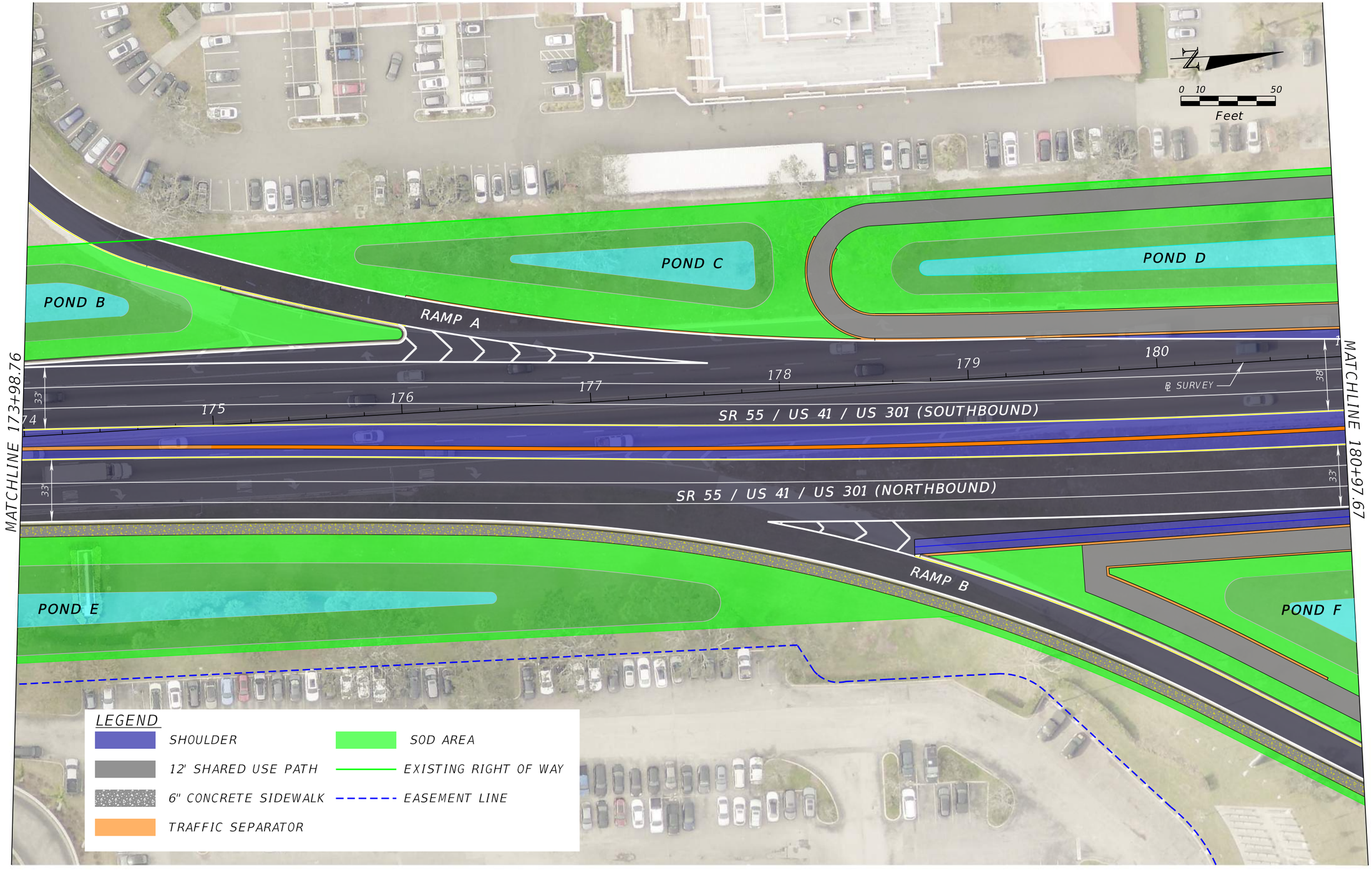


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ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
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12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
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# ROADWAY PLAN

SHEET NO. 4

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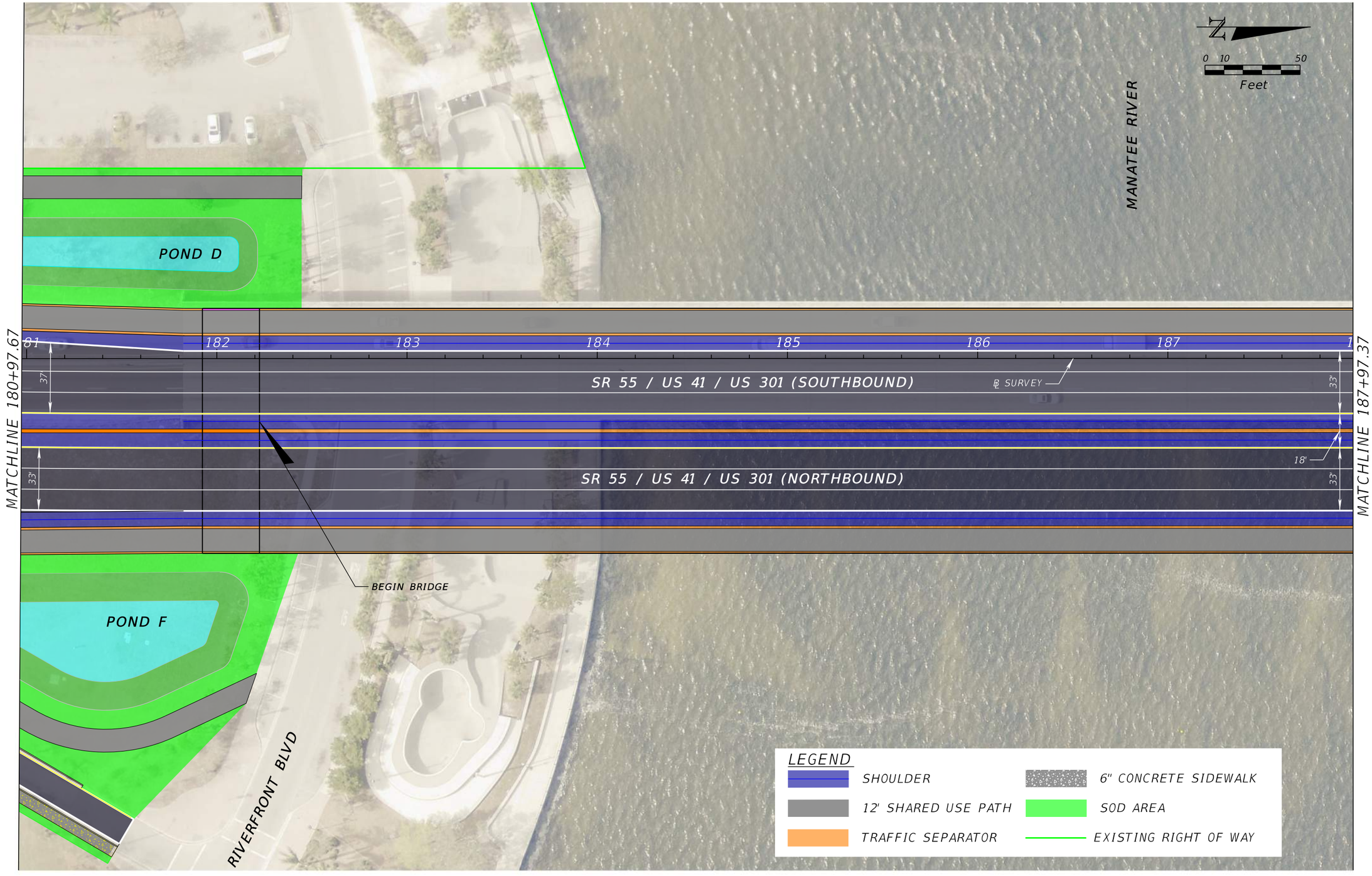


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ENGINEER OF RECORD

CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

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# ROADWAY PLAN

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| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 6 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 7 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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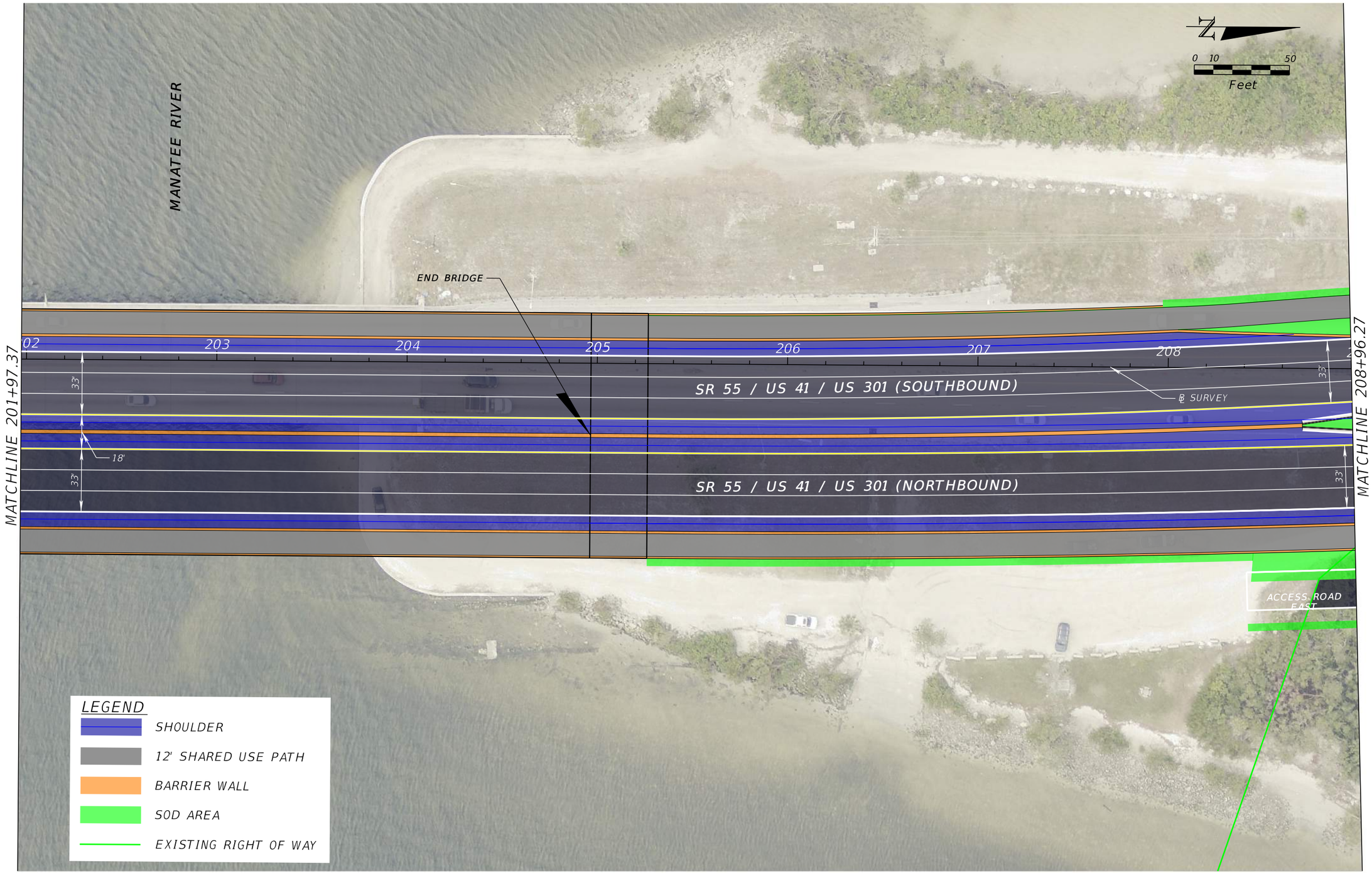


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| DATE | DESCRIPTION | DATE | DESCRIPTION |
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CRAIG FOX, P.E.
LICENSE NUMBER: 83544
GFT INFRASTRUCTURE, INC.
12620 TELECOM DR
TAMPA, FL 33637

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

| ROAD NO. | COUNTY | FINANCIAL PROJECT ID |
|---|---|---|
| US 41 | MANATEE | 444843-1-22-01 |

# ROADWAY PLAN

SHEET NO. 8

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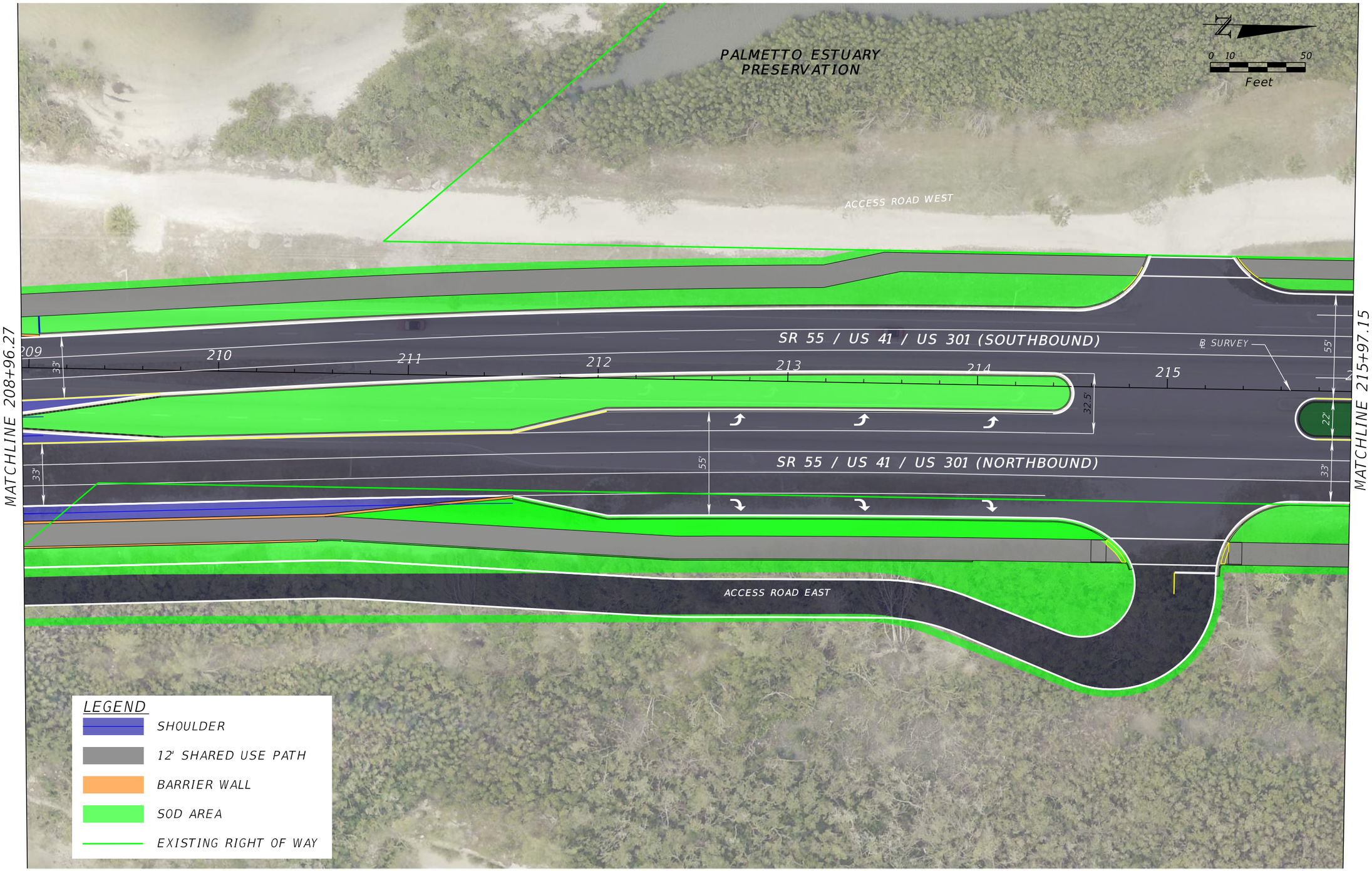


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|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 9 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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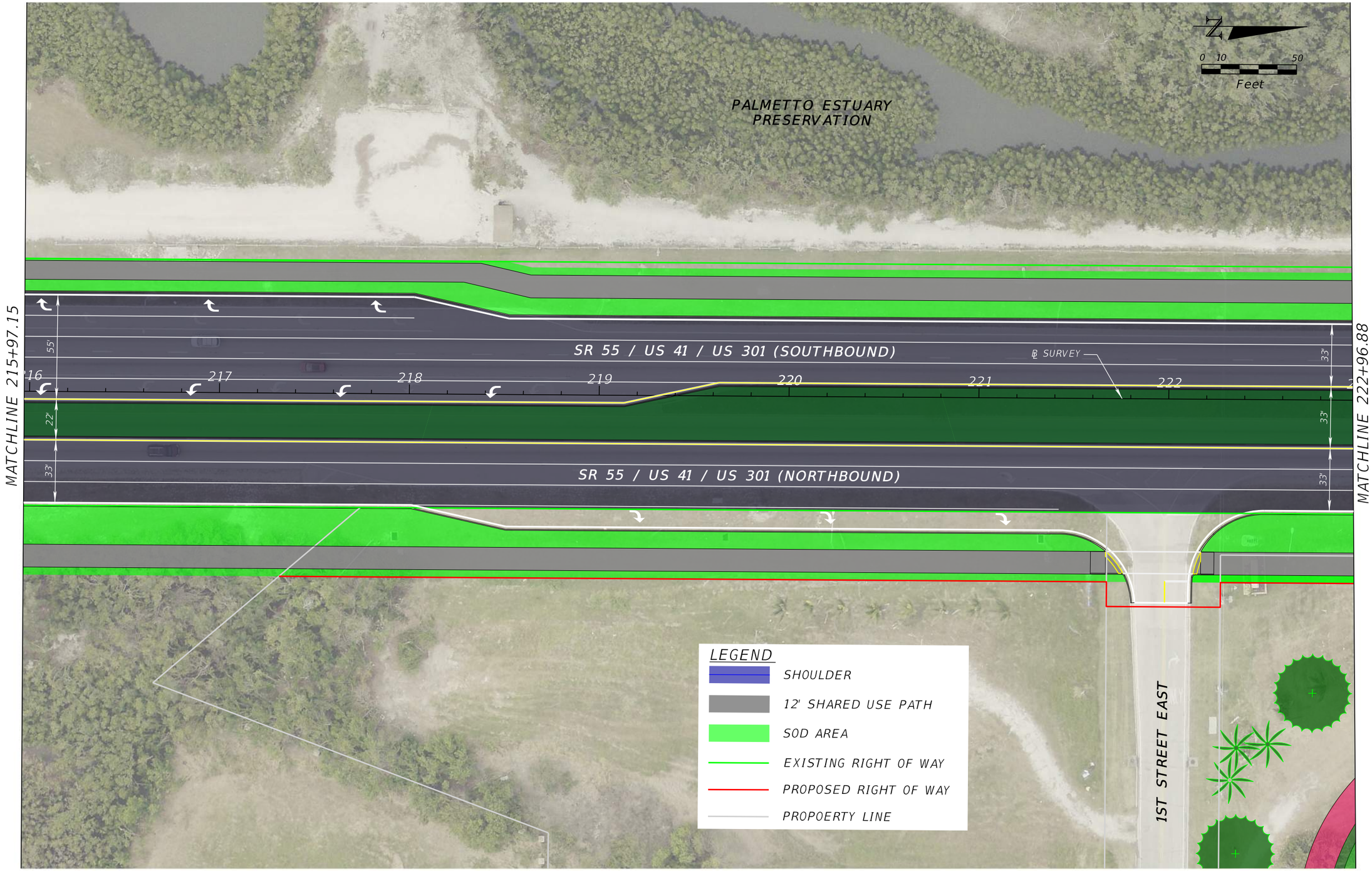


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| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | ROADWAY PLAN | 10 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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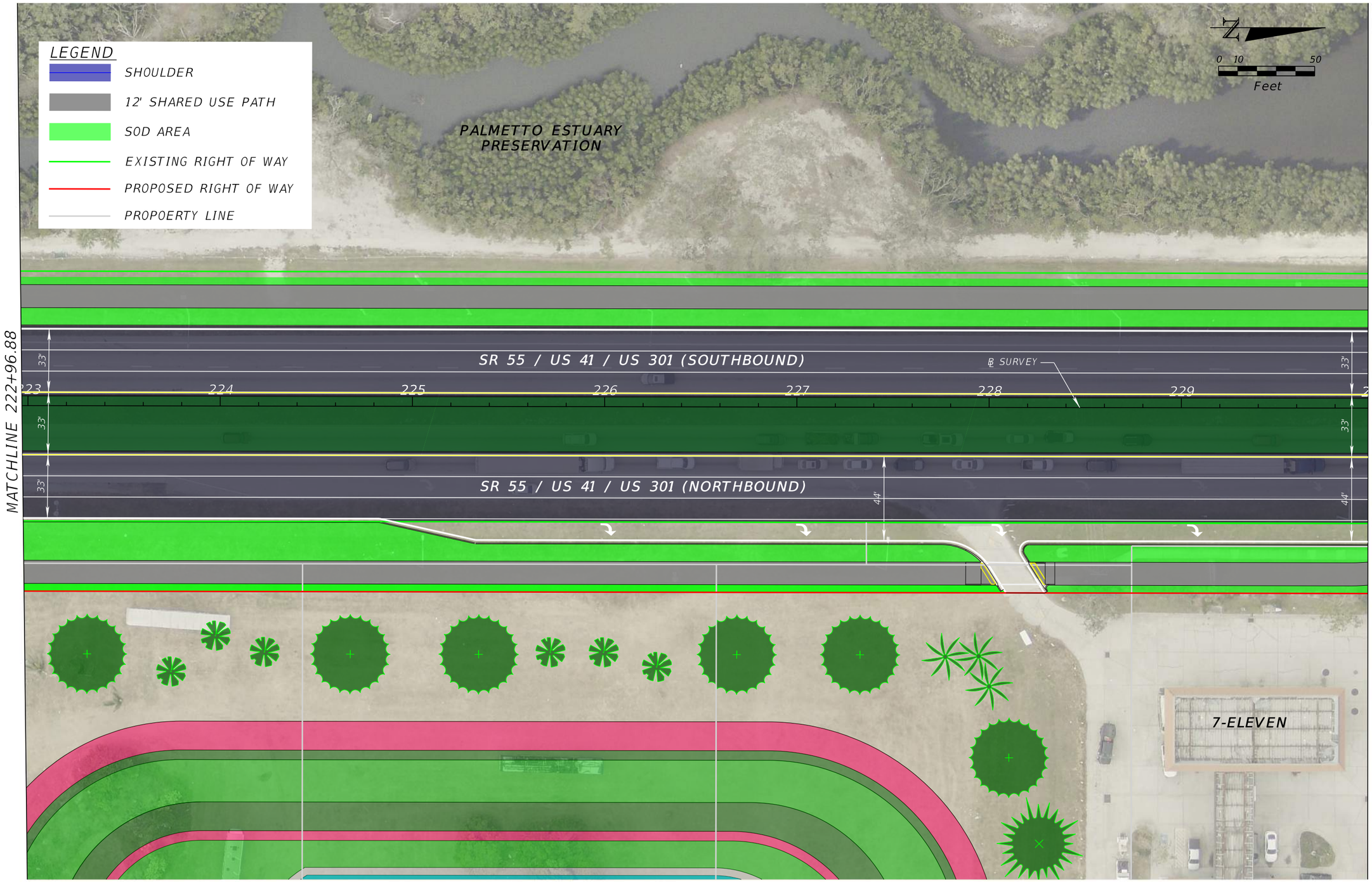


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| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | ROADWAY PLAN | 11 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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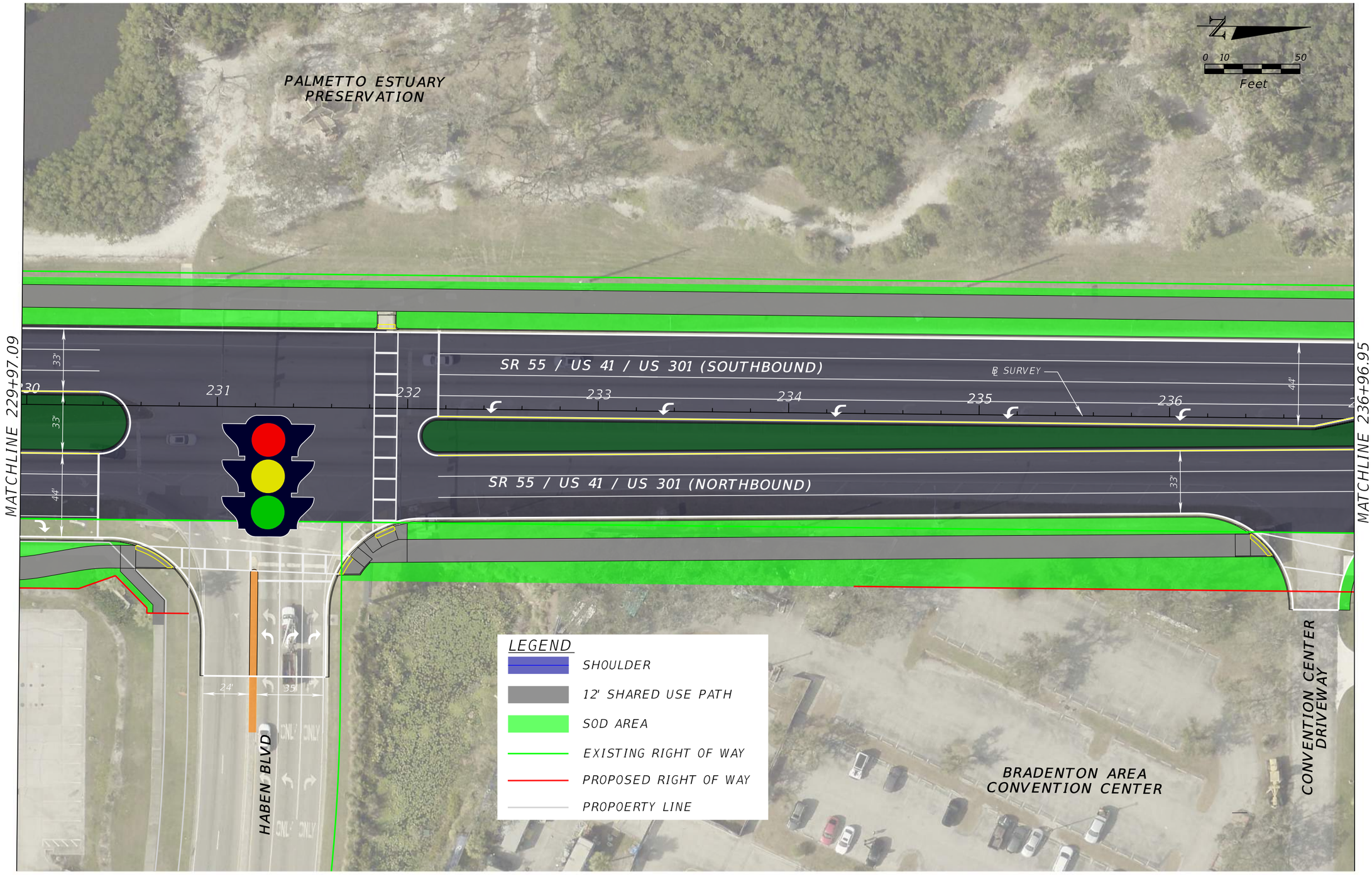


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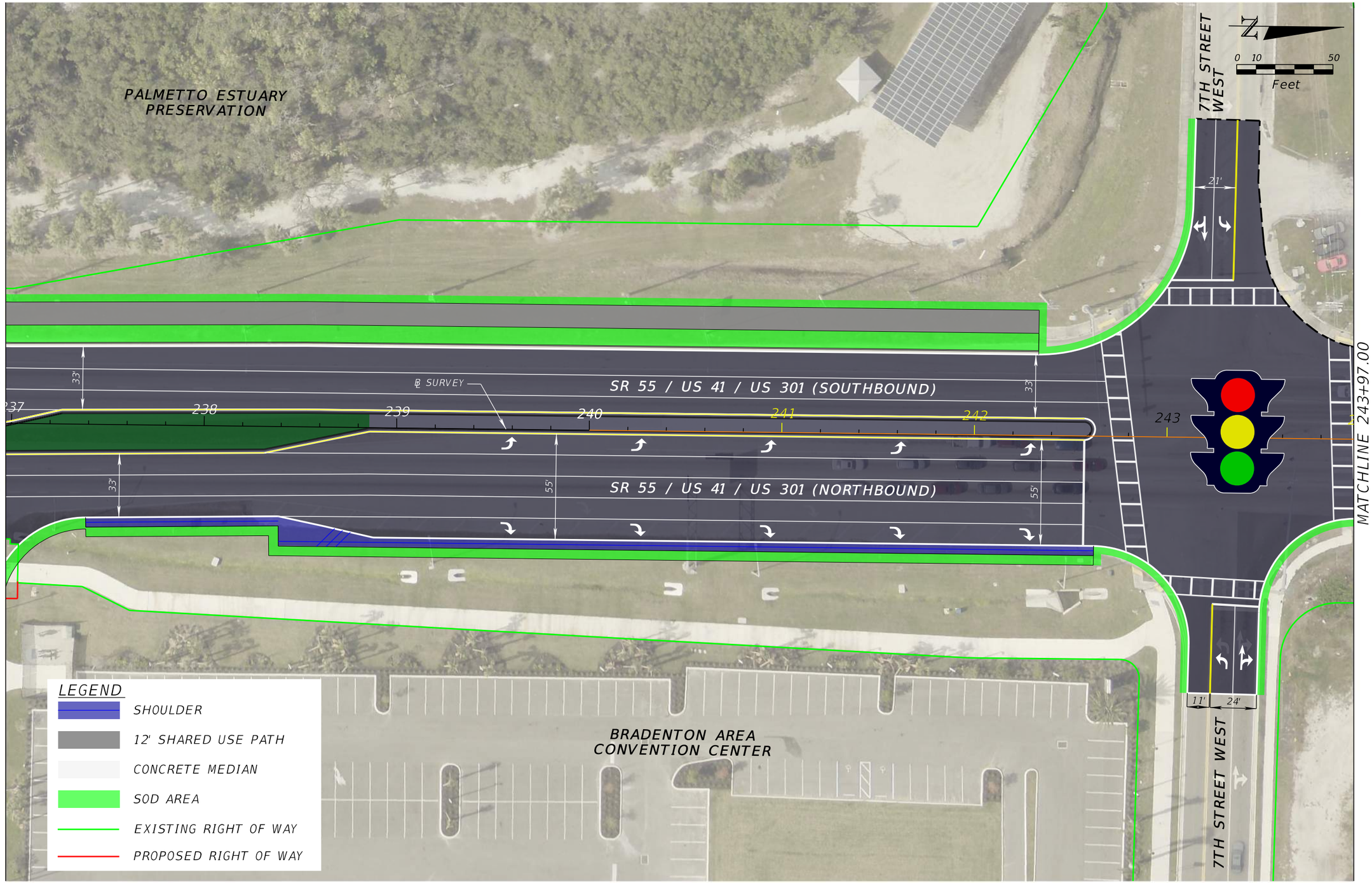
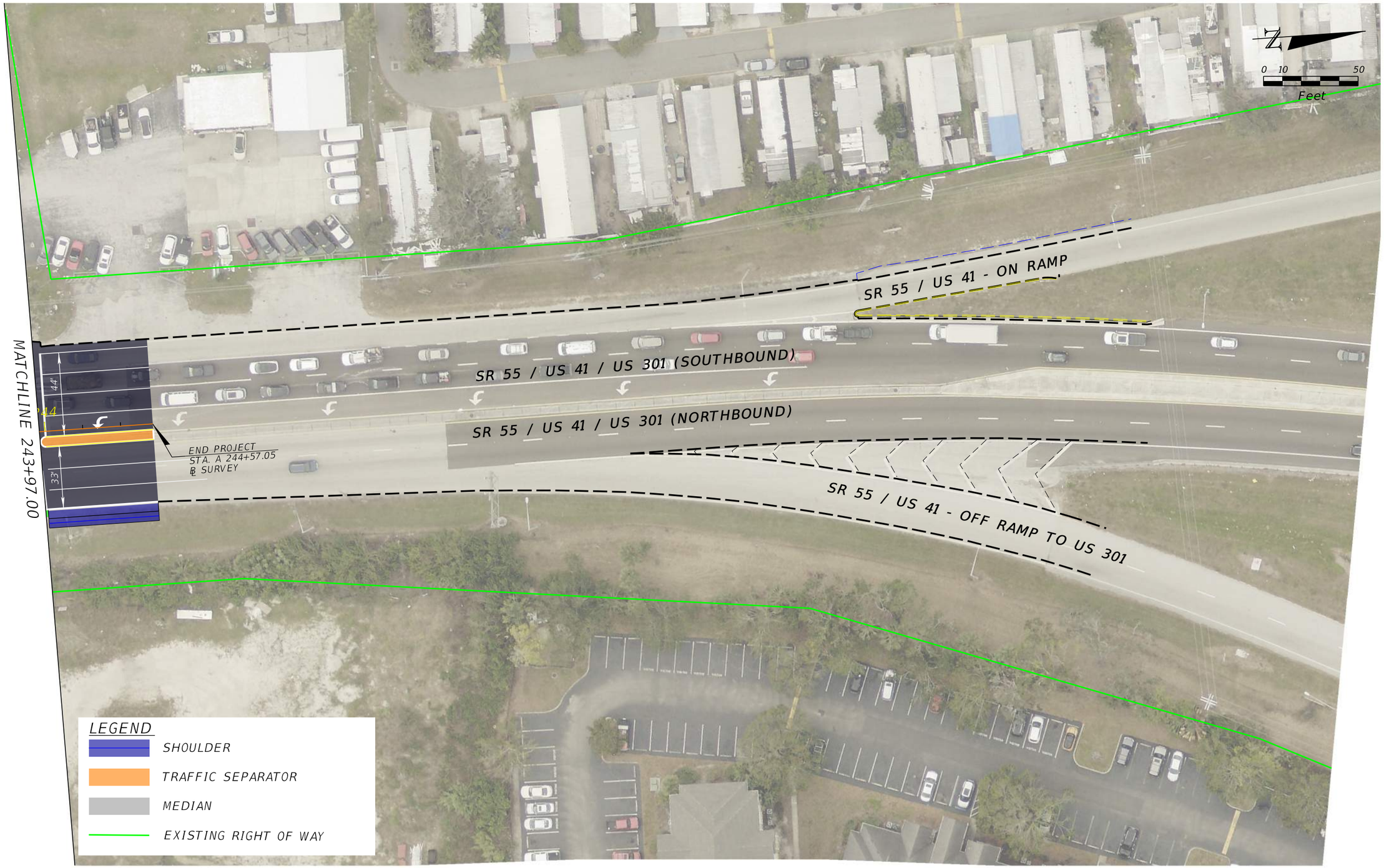
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 12 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 13 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | ROADWAY PLAN | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | | 14 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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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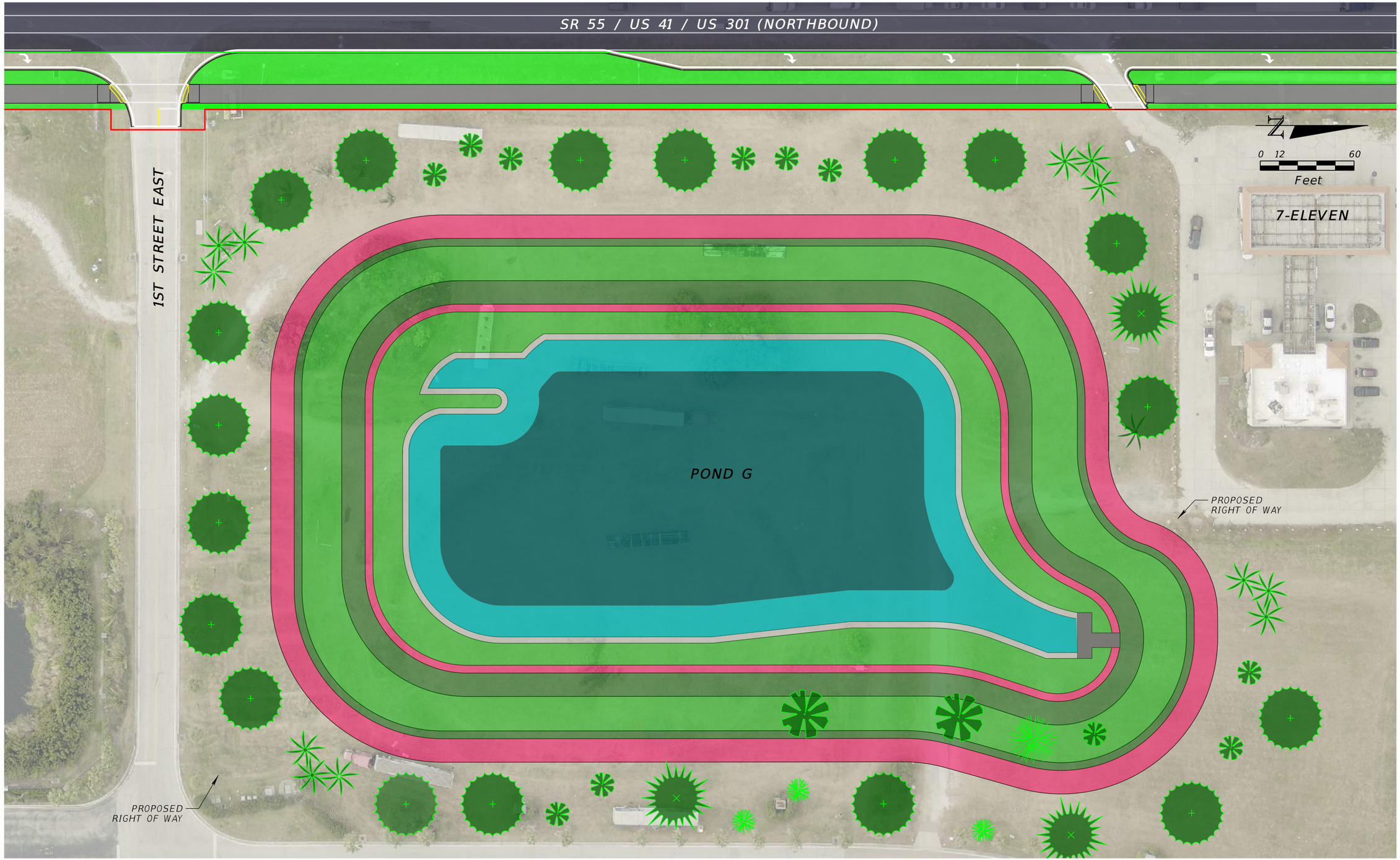
agarcia 6/19/2026 10:56:35 AM




| REVISIONS | | | | ENGINEER OF RECORD | STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | | | | SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | CRAIG FOX, P.E.<br>LICENSE NUMBER: 83544<br>GFT INFRASTRUCTURE, INC.<br>12620 TELECOM DR<br>TAMPA, FL 33637 | ROAD NO. | COUNTY | FINANCIAL PROJECT ID | POND G | 15 |
| | | | | | US 41 | MANATEE | 444843-1-22-01 | | |

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 E: Long Range Estimates – Preferred Alternative

Date: 3/31/2026 11:33:45 AM

# FDOT Long Range Estimating System - Production

## R3: Project Details by Sequence Report

**Project:** 444843-1-22-01 **Letting Date:** 01/2099

**Description:** US 41/SR 55 from US 301/SR63 at 9th Street East to north of 25th Street East

**District:** 01 **County:** 13 MANATEE **Market Area:** 10 **Units:** English

**Contract Class:** 4 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 4.512 MI

**Project Manager:** NEM-AEH-SAA

**Version 2 Project Grand Total** **$732,268,758.02**

**Description:** March 2026 GFT Markups from Version 1-3/24/26

**Sequence:** 1 WDU - Widen/Resurface, Divided, Urban **Net Length:** 4.512 MI 23,823 LF

**Description:** 6-lane alternative with elevated two-way managed lanes

---

### EARTHWORK COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Standard Clearing and Grubbing Limits L/R | 25.00 / 25.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| | |
| Alignment Number | 1 |
| Distance | 0.831 |
| Top of Structural Course For Begin Section | 102.00 |
| Top of Structural Course For End Section | 102.00 |
| 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 Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Existing Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| Front Slope L/R | 6 to 1 / 6 to 1 |
| Median Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| 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 | 27.35 AC | $25,267.69 | $691,071.32 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 7,377.80 CY | $30.06 | $221,776.67 |
| | **Earthwork Component Total** | | | $912,847.99 |

---

### ROADWAY COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Number of Lanes | 6 |
| Existing Roadway Pavement Width L/R | 24.00 / 24.00 |
| Structural Spread Rate | 165 |
| Friction Course Spread Rate | 80 |
| Widened Outside Pavement Width L/R | 45.00 / 45.00 |

| | |
|---|---|
| Widened Inside Pavement Width L/R | 0.00 / 0.00 |
| Widened Structural Spread Rate | 275 |
| Widened Friction Course Spread Rate | 165 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 160-4 | TYPE B STABILIZATION | 251,892.33 | SY | $4.80 | $1,209,083.18 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 239,980.65 | SY | $18.33 | $4,398,845.31 |
| 327-70-5 | MILLING EXIST ASPH PAVT, 2" AVG DEPTH | 127,057.92 | SY | $2.72 | $345,597.54 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 10,482.28 | TN | $133.97 | $1,404,311.05 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 32,757.12 | TN | $133.97 | $4,388,471.37 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 5,082.32 | TN | $150.35 | $764,126.81 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 19,654.27 | TN | $150.35 | $2,955,019.49 |

**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 | 4 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 706-1-3 | RAISED PAVMT MARK, TYPE B | 3,046.00 | EA | $4.51 | $13,737.46 |
| 710-11-101 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 18.05 | GM | $1,838.89 | $33,191.96 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 18.05 | GM | $573.39 | $10,349.69 |
| 711-16-101 | THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" | 18.05 | GM | $5,686.31 | $102,637.90 |
| 711-16-131 | THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6" | 18.05 | GM | $1,502.91 | $27,127.53 |
| | **Roadway Component Total** | | | | $15,652,499.29 |

---

## SHOULDER COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Existing Total Outside Shoulder Width L/R | 12.25 / 12.25 |
| New Total Outside Shoulder Width L/R | 17.25 / 19.25 |
| Total Outside Shoulder Perf. Turf Width L/R | 5.00 / 5.00 |
| Sidewalk Width L/R | 10.00 / 12.00 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 23,823.36 | LF | $41.17 | $980,807.73 |
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 23,823.36 | LF | $41.17 | $980,807.73 |

| | | | | | |
|---|---|---|---|---|---|
| 522-1 | CONCRETE SIDEWALK AND DRIVEWAYS, 4" | 58,234.88 | SY | $32.74 | $1,906,609.97 |
| 570-1-1 | PERFORMANCE TURF | 26,470.40 | SY | $1.85 | $48,970.24 |

**Erosion Control**

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 104-10-3 | SEDIMENT BARRIER | 47,646.72 | LF | $2.69 | $128,169.68 |
| 104-11 | FLOATING TURBIDITY BARRIER | 451.20 | LF | $15.22 | $6,867.26 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 451.20 | LF | $13.40 | $6,046.08 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 5.00 | EA | $4,043.99 | $20,219.95 |
| 104-18 | INLET PROTECTION SYSTEM | 208.00 | EA | $179.90 | $37,419.20 |
| 107-1 | LITTER REMOVAL | 39.34 | AC | $71.13 | $2,798.25 |
| 107-2 | MOWING | 39.34 | AC | $92.36 | $3,633.44 |
| | **Shoulder Component Total** | | | | $4,122,349.53 |

---

## MEDIAN COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Total Median Width | 22.00 |
| Performance Turf Width | 5.34 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 570-1-1 | PERFORMANCE TURF | 14,135.19 | SY | $1.85 | $26,150.10 |
| | **Median Component Total** | | | | $26,150.10 |

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## DRAINAGE COMPONENT

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 425-1-351 | INLETS, CURB, TYPE P-5, <10' | 163.00 | EA | $10,220.49 | $1,665,939.87 |
| 425-1-451 | INLETS, CURB, TYPE J-5, <10' | 46.00 | EA | $16,704.44 | $768,404.24 |
| 430-175-124 | PIPE CULV, OPT MATL, ROUND, 24"S/CD | 2,496.00 | LF | $175.53 | $438,122.88 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 728.00 | LF | $273.54 | $199,137.12 |
| 570-1-1 | PERFORMANCE TURF | 1,371.65 | SY | $1.85 | $2,537.55 |

**Retention Basin 1**

| Description | Value |
|---|---|
| Size | 20 AC |
| Multiplier | 18 |
| Depth | 6.00 |
| Description | |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-1-1 | CLEARING & GRUBBING | 360.00 | AC | $25,267.69 | $9,096,368.40 |
| 120-1 | REGULAR EXCAVATION | 3,484,800.00 | CY | $3.71 | $12,928,608.00 |
| 425-1-541 | INLETS, DT BOT, TYPE D, <10' | 54.00 | EA | $12,165.76 | $656,951.04 |

| | | | | | |
|---|---|---|---|---|---|
| 425-2-71 | MANHOLES, J-7, <10' | 54.00 | EA | $12,554.98 | $677,968.92 |
| 430-175-142 | PIPE CULV, OPT MATL, ROUND, 42"S/CD | 2,736.00 | LF | $416.14 | $1,138,559.04 |
| 430-175-160 | PIPE CULV, OPT MATL, ROUND, 60"S/CD | 10,800.00 | LF | $388.63 | $4,197,204.00 |
| 550-10-220 | FENCING, TYPE B, 5.1-6.0', STANDARD | 79,560.00 | LF | $27.04 | $2,151,302.40 |
| 550-60-234 | FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN | 108.00 | EA | $4,945.40 | $534,103.20 |
| 570-1-1 | PERFORMANCE TURF | 1,742,400.00 | SY | $1.85 | $3,223,440.00 |

**Retention Basin 2**

| Description | Value |
|---|---|
| Size | 2 AC |
| Multiplier | 1 |
| Depth | 6.00 |
| Description | FPC'S (4) |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-1-1 | CLEARING & GRUBBING | 2.00 | AC | $25,267.69 | $50,535.38 |
| 120-1 | REGULAR EXCAVATION | 19,360.00 | CY | $3.71 | $71,825.60 |
| 425-1-541 | INLETS, DT BOT, TYPE D, <10' | 1.00 | EA | $12,165.76 | $12,165.76 |
| 425-2-71 | MANHOLES, J-7, <10' | 1.00 | EA | $12,554.98 | $12,554.98 |
| 430-175-142 | PIPE CULV, OPT MATL, ROUND, 42"S/CD | 56.00 | LF | $416.14 | $23,303.84 |
| 430-175-160 | PIPE CULV, OPT MATL, ROUND, 60"S/CD | 200.00 | LF | $388.63 | $77,726.00 |
| 550-10-220 | FENCING, TYPE B, 5.1-6.0', STANDARD | 1,180.00 | LF | $27.04 | $31,907.20 |
| 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 | 9,680.00 | SY | $1.85 | $17,908.00 |

**Drainage Component Total** $37,981,518.82

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## 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 | 100.00 | EA | $599.05 | $59,905.00 |
| 700-1-112 | SINGLE COL GRND SIGN AS, F&I GM, 12-20 | 10.00 | EA | $1,971.84 | $19,718.40 |
| 700-1-500 | SINGLE COL GRND SIGN AS, RELOCATE | 10.00 | EA | $256.76 | $2,567.60 |
| 700-1-600 | SINGLE COL GRND SIGN AS, REMOVE | 100.00 | EA | $54.76 | $5,476.00 |
| 700-2-114 | MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF | 10.00 | EA | $6,813.05 | $68,130.50 |
| 700-2-600 | MULTI- COLUMN GROUND SIGN, REMOVE | 10.00 | EA | $1,484.15 | $14,841.50 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 700-4-114 | OH STATIC SIGN STR, F&I, C 41-50 FT | 2.00 | EA | $148,717.93 | $297,435.86 |

| | | |
|---|---|---|
| | **Signing Component Total** | $468,074.86 |

## SIGNALIZATIONS COMPONENT

**Signalization 1**

| Description | Value |
|---|---|
| Type | 6 Lane Mast Arm |
| Multiplier | 8 |
| Description | |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 5,600.00 | LF | $16.55 | $92,680.00 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 2,400.00 | LF | $29.97 | $71,928.00 |
| 632-7-1 | SIGNAL CABLE- NEW OR RECO, FUR & INSTALL | 8.00 | PI | $12,315.47 | $98,523.76 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 176.00 | EA | $1,645.02 | $289,523.52 |
| 639-1-112 | ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON | 8.00 | AS | $4,372.84 | $34,982.72 |
| 639-2-1 | ELECTRICAL SERVICE WIRE, F&I | 480.00 | LF | $12.67 | $6,081.60 |
| 641-2-11 | PREST CNC POLE,F&I,TYP P-II,PEDESTAL | 8.00 | EA | $2,643.49 | $21,147.92 |
| 649-21-21 | STEEL MAST ARM ASSEMBLY, F&I, 78' | 48.00 | EA | $133,471.22 | $6,406,618.56 |
| 650-1-14 | VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W | 160.00 | AS | $1,741.57 | $278,651.20 |
| 653-1-11 | PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY | 64.00 | AS | $980.00 | $62,720.00 |
| 660-1-102 | LOOP DETECTOR INDUCTIVE, F&I, TYPE 2 | 160.00 | EA | $649.33 | $103,892.80 |
| 660-2-106 | LOOP ASSEMBLY, F&I, TYPE F | 160.00 | AS | $2,555.31 | $408,849.60 |
| 665-1-11 | PEDESTRIAN DETECTOR, F&I, STANDARD | 64.00 | EA | $479.37 | $30,679.68 |
| 670-5-166 | TRAF CNTL ASS,F&I,NEMA,STD LOCK,RISER,1P | 8.00 | AS | $51,377.13 | $411,017.04 |
| 700-3-101 | SIGN PANEL, F&I GM, UP TO 12 SF | 32.00 | EA | $368.20 | $11,782.40 |
| | **Signalizations Component Total** | | | | $8,329,078.80 |

## LIGHTING COMPONENT

**Conventional Lighting Subcomponent**

| Description | Value |
|---|---|
| Spacing | MIN |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 23,823.36 | LF | $16.55 | $394,276.61 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 4,728.58 | LF | $29.97 | $141,715.54 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 158.00 | EA | $1,645.02 | $259,913.16 |
| 715-1-13 | LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 | 87,009.41 | LF | $4.31 | $375,010.56 |
| 715-61-342 | LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L | 158.00 | EA | $11,397.75 | $1,800,844.50 |

| | | | | | |
|---|---|---|---|---|---|
| 715-500-1 | POLE CABLE DIST SYS, CONVENTIONAL | 158.00 | EA | $929.33 | $146,834.14 |
| | **Subcomponent Total** | | | | $3,118,594.51 |
| | **Lighting Component Total** | | | | $3,118,594.51 |

## BRIDGES COMPONENT

**Bridge 130053**

| **Description** | **Value** |
|---|---|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Length (LF) | 2,200.00 |
| Width (LF) | 46.00 |
| Type | Low Level |
| Cost Factor | 2.48 |
| Structure No. | |
| Removal of Existing Structures area | 0.00 |
| Default Cost per SF | $164.00 |
| Factored Cost per SF | $406.72 |
| **Final Cost per SF** | **$407.96** |
| **Basic Bridge Cost** | **$41,160,064.00** |
| Description | |

**Bridge Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 102.22 | CY | $1,008.98 | $103,137.94 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 17,888.50 | LB | $1.25 | $22,360.62 |
| | **Bridge 130053 Total** | | | | $41,285,562.56 |

**Bridge 130002**

| **Description** | **Value** |
|---|---|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Length (LF) | 200.00 |
| Width (LF) | 156.00 |
| Type | Low Level |
| Cost Factor | 2.41 |
| Structure No. | |
| Removal of Existing Structures area | 16,000.00 |
| Default Cost per SF | $164.00 |
| Factored Cost per SF | $395.24 |
| **Final Cost per SF** | **$408.88** |
| **Basic Bridge Cost** | **$12,331,488.00** |
| Description | |

**Bridge Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-3 | REMOVAL OF EXISTING STRUCTURES/BRIDGES | 16,000.00 | SF | $91.62 | $1,465,920.00 |
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 346.67 | CY | $1,008.98 | $349,783.10 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 60,667.25 | LB | $1.25 | $75,834.06 |

| | | |
|---|---|---|
| | **Bridge 130002 Total** | $14,223,025.16 |

**Bridge 130008**

| **Description** | **Value** |
|---|---|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Length (LF) | 140.00 |
| Width (LF) | 275.00 |
| Type | Low Level |
| Cost Factor | 2.37 |
| Structure No. | |
| Removal of Existing Structures area | 16,100.00 |
| Default Cost per SF | $164.00 |
| Factored Cost per SF | $388.68 |
| **Final Cost per SF** | **$408.17** |
| **Basic Bridge Cost** | **$14,964,180.00** |
| Description | |

**Bridge Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-3 | REMOVAL OF EXISTING STRUCTURES/BRIDGES | 16,100.00 | SF | $91.62 | $1,475,082.00 |
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 611.11 | CY | $1,008.98 | $616,597.77 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 106,944.25 | LB | $1.25 | $133,680.31 |
| | **Bridge 130008 Total** | | | | $17,189,540.08 |

**Bridge VIADUC**

| **Description** | **Value** |
|---|---|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Length (LF) | 12,855.00 |
| Width (LF) | 58.67 |
| Type | Low Level |
| Cost Factor | 2.49 |
| Structure No. | |
| Removal of Existing Structures area | 0.00 |
| Default Cost per SF | $164.00 |
| Factored Cost per SF | $408.36 |
| **Final Cost per SF** | **$408.57** |
| **Basic Bridge Cost** | **$307,986,275.83** |
| Description | |

**Bridge Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 130.38 | CY | $1,008.98 | $131,550.81 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 22,816.50 | LB | $1.25 | $28,520.62 |
| | **Bridge VIADUC Total** | | | | $308,146,347.26 |

**Bridge 130083**

| **Description** | **Value** |
|---|---|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |

| | |
|---|---|
| Length (LF) | 100.00 |
| Width (LF) | 92.00 |
| Type | Low Level |
| Cost Factor | 2.32 |
| Structure No. | |
| Removal of Existing Structures area | 9,200.00 |
| Default Cost per SF | $164.00 |
| Factored Cost per SF | $380.48 |
| **Final Cost per SF** | **$407.76** |
| **Basic Bridge Cost** | **$3,500,416.00** |
| Description | |

**Bridge Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-3 | REMOVAL OF EXISTING STRUCTURES/BRIDGES | 9,200.00 | SF | $91.62 | $842,904.00 |
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 204.44 | CY | $1,008.98 | $206,275.87 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 35,777.00 | LB | $1.25 | $44,721.25 |
| | **Bridge 130083 Total** | | | | $4,594,317.12 |
| | **Bridges Component Total** | | | | $385,438,792.18 |

**RETAINING WALLS COMPONENT**

**Retaining Wall 1**

| Description | Value |
|---|---|
| Length | 4,450.00 |
| Begin height | 26.00 |
| End Height | 26.00 |
| Multiplier | 1 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 548-12 | RET WALL SYSTEM, PERM, EX BARRIER | 115,700.00 | SF | $60.07 | $6,950,099.00 |
| | **Retaining Walls Component Total** | | | | $6,950,099.00 |

**Sequence 1 Total** $463,000,005.08

Date: 3/31/2026 11:33:45 AM

# FDOT Long Range Estimating System - Production

## R3: Project Details by Sequence Report

**Project:** 444843-1-22-01 **Letting Date:** 01/2099

**Description:** US 41/SR 55 from US 301/SR63 at 9th Street East to north of 25th Street East

**District:** 01 **County:** 13 MANATEE **Market Area:** 10 **Units:** English

**Contract Class:** 4 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 4.512 MI

**Project Manager:** NEM-AEH-SAA

**Version 2 Project Grand Total** **$732,268,758.02**

**Description:** March 2026 GFT Markups from Version 1-3/24/26

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| | | | |
|---|---|---|---|
| **Project Sequences Subtotal** | | | **$463,000,005.08** |
| 102-1 | Maintenance of Traffic | 15.00 % | $69,450,000.76 |
| 101-1 | Mobilization | 10.00 % | $53,245,000.58 |
| **Project Sequences Total** | | | **$585,695,006.42** |
| Project Unknowns | | 25.00 % | $146,423,751.60 |
| Design/Build | | 0.00 % | $0.00 |

**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 2 Project Grand Total** | | | | | **$732,268,758.02** |

## Appendix F: Long Range Estimates – Interim Improvements

Date: 4/3/2026 9:15:38 AM

# FDOT Long Range Estimating System - Production

## R3: Project Details by Sequence Report

**Project:** 442630-2-52-01 **Letting Date:** 07/2030

**Description:** DESOTO (US 41) BRIDGE FROM NORTH OF SR 64 TO HABEN BLVD BRIDGE #130053

**District:** 01 **County:** 13 MANATEE **Market Area:** 10 **Units:** English

**Contract Class:** 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 5.242 MI

**Project Manager:** NEM-BCC-JLM

**Version 21 Project Grand Total** **$200,612,900.30**

**Description:** March 2026 Markups from Version 20-3/31/26

**Sequence:** 1 MIS - Miscellaneous Construction **Net Length:** 0.000 MI 0 LF

**Description:** Bridge No. 130053

**Special Conditions:** total quantities for 6-Lane Alt (SR 64 to US 301)single 128'-8" wide bridge replacement

---

### DRAINAGE COMPONENT

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 530-5-12 | GABION, MATTRESS 1 FOOT AND GREATER TH | 1,811.00 | SY | $240.81 | $436,106.91 |
| | **Drainage Component Total** | | | | $436,106.91 |

---

### BRIDGES COMPONENT

**Bridge 130053**

| Description | Value |
|---|---|
| Estimate Type | SF Estimate |
| Primary Estimate | YES |
| Type | Misc/Rehab |
| Structure No. | 130053 |
| Description | US 41 OVER MANATEE RIVER |

**Bridge Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-3 | REMOVAL OF EXISTING STRUCTURES/BRIDGES | 140,619.00 | SF | $83.00 | $11,671,377.00 |

**Bridge X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 400-2-10 | CONC CLASS II, APPROACH SLABS | 286.00 | CY | $994.68 | $284,478.48 |
| 400-4-4 | CONC CLASS IV, SUPERSTRUCTURE | 8,335.90 | CY | $2,021.77 | $16,853,272.54 |
| 400-4-5 | CONC CLASS IV, SUBSTRUCTURE | 163.70 | CY | $1,866.22 | $305,500.21 |
| 400-4-25 | CONC CLASS IV, MASS, SUBSTRUCTURE | 10,405.10 | CY | $1,984.56 | $20,649,545.26 |
| 400-7-1 | BRIDGE DECK GROOVING | 26,715.00 | SY | $9.10 | $243,106.50 |
| 400-9-1 | BRIDGE DECK PLANING | 31,815.00 | SY | $9.59 | $305,105.85 |
| 400-147 | COMPOSITE NEOPRENE PADS | 186.00 | CF | $2,533.33 | $471,199.38 |
| 415-1-4 | REINF STEEL- SUPERSTRUCTURE | 1,708,860.00 | LB | $1.20 | $2,050,632.00 |
| 415-1-5 | REINF STEEL- SUBSTRUCTURE | 2,259,196.00 | LB | $1.37 | $3,095,098.52 |
| 415-1-9 | REINF STEEL- APPROACH SLABS | 57,200.00 | LB | $1.25 | $71,500.00 |

| | | | | | |
|---|---|---|---|---|---|
| 450-2-78 | PREST BEAMS: FLORIDA-I BEAM 78" | 29,707.00 | LF | $570.20 | $16,938,931.40 |
| 455-14-42 | CONC SHEET PILING, CFRP/GFRP, 12" THICK | 15,780.00 | SF | $135.75 | $2,142,135.00 |
| 455-15-16 | PREFORMED PILE HOLES, 36" TO 43" DRILL | 23,579.00 | LF | $155.82 | $3,674,079.78 |
| 455-15-26 | PREFORM PILE HOLES CASE,36" TO 43" DRILL | 23,579.00 | LF | $239.81 | $5,654,479.99 |
| 455-20-1 | PILE INSPECTION, DRIVEN PILE | 586.00 | EA | $746.27 | $437,314.22 |
| 455-34-2 | PRESTRESSED CONCRETE PILING, 14" SQ. | 16,960.00 | LF | $317.38 | $5,382,764.80 |
| 455-34-5 | PRESTRESSED CONCRETE PILING, 24" SQ | 42,450.92 | LF | $213.58 | $9,066,667.49 |
| 455-115 | PILE REDRIVE | 64.00 | EA | $2,985.04 | $191,042.56 |
| 455-133-2 | SHEET PILING STEEL, TEMPORARY-CRITICAL | 33,270.00 | SF | $30.98 | $1,030,704.60 |
| 455-137-2 | LOAD TEST (DYNAMIC), VERIFICATION TEST | 294.00 | EA | $2,404.62 | $706,958.28 |
| 455-143-5 | TEST PILES-PREST CONCRETE,24" SQ | 1,439.00 | LF | $482.11 | $693,756.29 |
| 458-1-12 | BRIDGE DECK EXPANSION JNT,NEW,STRIP SEAL | 515.00 | LF | $562.93 | $289,908.95 |
| 459-71 | PILES, POLYETHYLENE SHEETING | 302.00 | SY | $11.05 | $3,337.10 |
| 471-1-1 | FENDER SYS,PLASTIC MARINE LUMBER,REINF | 33.00 | MB | $35,771.31 | $1,180,453.23 |
| 471-1-2 | FENDER SYS,PLASTIC MARINE LUMBER, NR | 14.00 | MB | $32,106.62 | $449,492.68 |
| 506-2 | BRIDGE DRAINAGE PIPE | 3,520.00 | LF | $299.20 | $1,053,184.00 |
| 506-3 | BRIDGE DRAINS | 14.00 | EA | $5,164.34 | $72,300.76 |
| 510-1 | NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM | 1.00 | LS | $59,890.48 | $59,890.48 |
| 515-4-2 | BULLET RAIL, DOUBLE RAIL | 4,669.00 | LF | $51.59 | $240,873.71 |
| 521-5-12 | CONC TRAF RAIL- BRG, 36" MED SING SLOPE | 2,335.00 | LF | $158.88 | $370,984.80 |
| 521-5-13 | CONC TRAF RAIL- BRIDGE, 36" SING SLOPE | 4,669.00 | LF | $153.95 | $718,792.55 |
| 521-6-11 | CONC PARAPET, PED/BIKE, 27" | 4,669.00 | LF | $112.22 | $523,955.18 |
| 530-3-3 | RIPRAP- RUBBLE, BANK AND SHORE | 9,465.00 | TN | $170.62 | $1,614,918.30 |
| 630-2-16 | CONDUIT, F& I, EMBEDDED-BARR./RAILINGS | 32,680.00 | LF | $35.33 | $1,154,584.40 |
| 635-3-13 | JUNCTION BOX, FURNISH & INSTALL, EMBED | 80.00 | EA | $1,070.14 | $85,611.20 |

**Bridge EX-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 455-137 | LOAD TEST (DYNAMIC), DATA COLLECTION AND ANALYSIS | 587.00 | EA | $1,021.63 | $599,696.81 |
| | **Bridge 130053 Total** | | | | $110,337,634.30 |
| | **Bridges Component Total** | | | | $110,337,634.30 |

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**MISCELLANEOUS COMPONENT**

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 108-1 | MONITOR EXISTING STRUCTURES- SETTL | 1.00 | LS | $5,000.00 | $5,000.00 |
| 108-2 | MONITOR EXISTING STRUCTURES- VIBRA | 1.00 | LS | $5,000.00 | $5,000.00 |
| 108-3 | MONITOR EXISTING STRUCTURES- GROUN | 1.00 | LS | $5,000.00 | $5,000.00 |
| 400-1-30 | CONC, CLASS I (SEAL) | 1,165.20 | CY | $1,583.44 | $1,845,024.29 |

| | | | | |
|---|---|---|---|---|
| 548-12 | RET WALL SYSTEM, PERM, EX BARRIER | 25,818.00 SF | $48.03 | $1,240,038.54 |
| 548-13 | RETAINING WALL SYSTEM,TEMP, EXC BAR. | 11,258.00 SF | $24.66 | $277,622.28 |

**EX-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 103-1-100 | TEMPORARY WORK STRUCTURES | 1.00 | LS | $8,800,000.00 | $8,800,000.00 |

**Miscellaneous Component Total** $12,177,685.11

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**Sequence 1 Total** $122,951,426.32

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**Sequence:** 2 NDU - New Construction, Divided, Urban **Net Length:** 0.237 MI 1,250 LF

**Description:** Reconstruction from 3rd Ave to Bridge, Ramps A (600 LF) and B (800 LF) in X-items

## 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 | 0.237 |
| Top of Structural Course For Begin Section | 110.00 |
| Top of Structural Course For End Section | 110.00 |
| 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 Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| 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 | 5.75 | AC | $36,990.22 | $212,693.76 |
| 120-6 | EMBANKMENT | 70,649.47 | CY | $18.14 | $1,281,581.39 |
| | **Earthwork Component Total** | | | | $1,494,275.16 |

## ROADWAY COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Number of Lanes | 6 |
| Roadway Pavement Width L/R | 41.00 / 41.00 |
| Structural Spread Rate | 330 |
| Friction Course Spread Rate | 165 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 160-4 | TYPE B STABILIZATION | 12,819.92 | SY | $5.52 | $70,765.96 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 11,386.85 | SY | $18.79 | $213,958.91 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 1,878.83 | TN | $178.48 | $335,333.58 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 939.41 | TN | $186.51 | $175,209.36 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 102-2-1 | SPECIAL DETOUR 1 | 1.00 | LS | $250,000.00 | $250,000.00 |
| 102-2-2 | SPECIAL DETOUR 2 | 1.00 | LS | $250,000.00 | $250,000.00 |
| 102-71-15 | TEMPORARY BARRIER, F&I, ANCHORED | 4,600.00 | LF | $38.91 | $178,986.00 |
| 102-71-16 | TEMPORARY BARRIER, F&I, FREE STAND | 2,000.00 | LF | $25.53 | $51,060.00 |
| 102-71-25 | TEMPORARY BARRIER, REL, ANCHORED | 4,600.00 | LF | $17.60 | $80,960.00 |
| 102-71-26 | TEMPORARY BARRIER, REL, FREE STAND | 2,000.00 | LF | $9.70 | $19,400.00 |
| 160-4 | TYPE B STABILIZATION | 5,209.00 | SY | $5.52 | $28,753.68 |
| 285-704 | OPTIONAL BASE,BASE GROUP 04 | 2,955.00 | SY | $19.17 | $56,647.35 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 2,490.00 | SY | $18.79 | $46,787.10 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 192.50 | TN | $178.48 | $34,357.40 |

| | | | | | |
|---|---|---|---|---|---|
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 192.50 | TN | $186.51 | $35,903.18 |
| 534-72-101 | SOUND/NOISE BARRIER-INC FOUNDATION, PERM | 6,000.00 | SF | $58.18 | $349,080.00 |
| 544-3-2 | CRASH CUSHION, TL-3, WIDE | 6.00 | EA | $45,144.35 | $270,866.10 |

**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 | 4 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 706-1-3 | RAISED PAVMT MARK, TYPE B | 160.00 | EA | $4.63 | $740.80 |
| 710-11-101 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 0.95 | GM | $1,679.75 | $1,595.76 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 0.95 | GM | $580.41 | $551.39 |
| 711-16-101 | THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" | 0.95 | GM | $5,929.85 | $5,633.36 |
| 711-16-131 | THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6" | 0.95 | GM | $1,486.23 | $1,411.92 |
| | **Roadway Component Total** | | | | $2,458,001.85 |

---

**SHOULDER COMPONENT**

**User Input Data**

| Description | Value |
|---|---|
| Total Outside Shoulder Width L/R | 0.00 / 8.25 |
| Total Outside Shoulder Perf. Turf Width L/R | 0.00 / 0.00 |
| Sidewalk Width L/R | 0.00 / 6.00 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 522-1 | CONCRETE SIDEWALK AND DRIVEWAYS, 4" | 833.18 | SY | $82.91 | $69,078.95 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 2,500.00 | LF | $33.61 | $84,025.00 |

**Erosion Control**

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 104-10-3 | SEDIMENT BARRIER | 2,499.55 | LF | $2.28 | $5,698.97 |
| 104-11 | FLOATING TURBIDITY BARRIER | 59.18 | LF | $15.22 | $900.72 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 59.18 | LF | $13.40 | $793.01 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 | EA | $4,260.49 | $4,260.49 |
| 104-18 | INLET PROTECTION SYSTEM | 13.00 | EA | $177.61 | $2,308.93 |
| 107-1 | LITTER REMOVAL | 6.02 | AC | $68.03 | $409.54 |
| 107-2 | MOWING | 6.02 | AC | $88.00 | $529.76 |
| | **Shoulder Component Total** | | | | $168,005.37 |

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## MEDIAN COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Total Median Width | 18.00 |
| Performance Turf Width | 0.00 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 521-1-11 | MEDIAN CONC BARRIER, 38" HEIGHT | 1,010.00 | LF | $242.51 | $244,935.10 |
| | **Median Component Total** | | | | $244,935.10 |

---

## DRAINAGE COMPONENT

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 425-1-351 | INLETS, CURB, TYPE P-5, <10' | 24.00 | EA | $10,220.49 | $245,291.76 |
| 425-1-451 | INLETS, CURB, TYPE J-5, <10' | 13.00 | EA | $14,511.09 | $188,644.17 |
| 425-1-521 | INLETS, DT BOT, TYPE C, <10' | 2.00 | EA | $10,577.92 | $21,155.84 |
| 425-2-41 | MANHOLES, P-7, <10' | 2.00 | EA | $9,559.97 | $19,119.94 |
| 430-175-124 | PIPE CULV, OPT MATL, ROUND, 24"S/CD | 1,152.00 | LF | $135.11 | $155,646.72 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 408.00 | LF | $254.61 | $103,880.88 |
| 430-175-148 | PIPE CULV, OPT MATL, ROUND, 48"S/CD | 1,296.00 | LF | $479.27 | $621,133.92 |
| 570-1-1 | PERFORMANCE TURF | 247.96 | SY | $9.03 | $2,239.08 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 425-1-551 | INLETS, DT BOT, TYPE E, <10' | 2.00 | EA | $8,819.33 | $17,638.66 |
| 425-2-71 | MANHOLES, J-7, <10' | 2.00 | EA | $12,554.98 | $25,109.96 |
| 430-524-100 | STRAIGHT CONC ENDW 24", SINGLE, 0 ROUND | 2.00 | EA | $7,483.15 | $14,966.30 |
| 430-548-100 | STRAIGHT CONC ENDW 48", SINGLE, 0 ROUND | 2.00 | EA | $14,868.12 | $29,736.24 |
| 430-982-129 | MITERED END SECT, OPTIONAL RD, 24" CD | 4.00 | EA | $3,727.30 | $14,909.20 |

**Retention Basin 1**

| Description | Value |
|---|---|
| Size | 1.5 AC |
| Multiplier | 2 |
| Depth | 4.00 |
| Description | |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-1-1 | CLEARING & GRUBBING | 3.00 | AC | $36,990.22 | $110,970.66 |
| 120-1 | REGULAR EXCAVATION | 19,360.00 | CY | $17.50 | $338,800.00 |
| 430-175-160 | PIPE CULV, OPT MATL, ROUND, 60"S/CD | 400.00 | LF | $604.78 | $241,912.00 |
| 550-10-220 | FENCING, TYPE B, 5.1-6.0', STANDARD | 1,515.00 | LF | $27.04 | $40,965.60 |
| 570-1-1 | PERFORMANCE TURF | 14,520.00 | SY | $9.03 | $131,115.60 |
| | **Drainage Component Total** | | | | $2,323,236.53 |

---

## 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 | 6.00 | EA | $637.45 | $3,824.70 |
| 700-1-112 | SINGLE COL GRND SIGN AS, F&I GM, 12-20 | 1.00 | EA | $1,977.65 | $1,977.65 |
| 700-2-115 | MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF | 1.00 | EA | $10,886.05 | $10,886.05 |
| 700-2-116 | MULTI- COLUMN SIGN, F&I GM, 100.1-200 SF | 1.00 | EA | $23,304.27 | $23,304.27 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 700-4-114 | OH STATIC SIGN STR, F&I, C 41-50 FT | 2.00 | EA | $218,188.53 | $436,377.06 |
| | **Signing Component Total** | | | | $476,369.73 |

**LIGHTING COMPONENT**

**Conventional Lighting Subcomponent**

| Description | Value |
|---|---|
| Spacing | MIN |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 1,249.78 | LF | $19.47 | $24,333.22 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 248.06 | LF | $29.68 | $7,362.42 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 9.00 | EA | $1,525.00 | $13,725.00 |
| 715-1-13 | LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 | 4,564.52 | LF | $4.22 | $19,262.27 |
| 715-61-342 | LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L | 9.00 | EA | $10,751.73 | $96,765.57 |
| 715-500-1 | POLE CABLE DIST SYS, CONVENTIONAL | 9.00 | EA | $852.49 | $7,672.41 |
| | **Subcomponent Total** | | | | $169,120.89 |
| | **Lighting Component Total** | | | | $169,120.89 |

**Sequence 2 Total** $7,333,944.63

**Sequence:** 3 NDU - New Construction, Divided, Urban **Net Length:** 0.492 MI 2,600 LF

**Description:** Reconstruction from Bridge to Haben Blvd, includes Access Roads (1340 LF) and 2210 LF of aux lanes as X-items

## EARTHWORK COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Standard Clearing and Grubbing Limits L/R | 105.00 / 105.00 |
| Incidental Clearing and Grubbing Area | 0.00 |
| | |
| Alignment Number | 1 |
| Distance | 0.492 |
| Top of Structural Course For Begin Section | 105.00 |
| Top of Structural Course For End Section | 105.00 |
| 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 Shoulder Cross Slope L/R | 4.00 % / 4.00 % |
| Outside Shoulder Cross Slope L/R | 2.00 % / 2.00 % |
| 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 | $36,990.22 | $463,117.55 |
| 120-6 | EMBANKMENT | 61,125.29 | CY | $18.14 | $1,108,812.76 |
| | **Earthwork Component Total** | | | | $1,571,930.31 |

## ROADWAY COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Number of Lanes | 6 |
| Roadway Pavement Width L/R | 33.00 / 33.00 |
| Structural Spread Rate | 330 |
| Friction Course Spread Rate | 165 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 160-4 | TYPE B STABILIZATION | 22,046.91 | SY | $5.52 | $121,698.94 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 19,065.73 | SY | $18.79 | $358,245.07 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 3,145.85 | TN | $178.48 | $561,471.31 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 1,572.92 | TN | $186.51 | $293,365.31 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 160-4 | TYPE B STABILIZATION | 4,340.00 | SY | $5.52 | $23,956.80 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 4,340.00 | SY | $18.79 | $81,548.60 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 716.00 | TN | $178.48 | $127,791.68 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 358.00 | TN | $186.51 | $66,770.58 |
| 527-2 | DETECTABLE WARNINGS | 450.00 | SF | $38.16 | $17,172.00 |

**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 4

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 706-1-3 | RAISED PAVMT MARK, TYPE B | 332.00 | EA | $4.63 | $1,537.16 |
| 710-11-101 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 1.97 | GM | $1,679.75 | $3,309.11 |
| 710-11-131 | PAINTED PAVT MARK,STD,WHITE,SKIP, 6" | 1.97 | GM | $580.41 | $1,143.41 |
| 711-16-101 | THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" | 1.97 | GM | $5,929.85 | $11,681.80 |
| 711-16-131 | THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6" | 1.97 | GM | $1,486.23 | $2,927.87 |

**Peripherals Subcomponent**

| Description | Value |
|---|---|
| Off Road Bike Path(s) | 0 |
| Off Road Bike Path Width L/R | 12.00 / 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 | 8,088.49 | SY | $5.52 | $44,648.46 |
| 285-701 | OPTIONAL BASE,BASE GROUP 01 | 6,932.99 | SY | $22.85 | $158,418.82 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 762.63 | TN | $178.48 | $136,114.20 |

**Roadway Component Total** $2,011,801.12

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## SHOULDER COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Total Outside Shoulder Width L/R | 6.75 / 8.75 |
| Total Outside Shoulder Perf. Turf Width L/R | 4.50 / 6.50 |
| Sidewalk Width L/R | 0.00 / 0.00 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 2,599.87 | LF | $33.61 | $87,381.63 |
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 2,599.87 | LF | $33.61 | $87,381.63 |
| 570-1-1 | PERFORMANCE TURF | 3,177.62 | SY | $9.03 | $28,693.91 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 160-4 | TYPE B STABILIZATION | 1,335.00 | SY | $5.52 | $7,369.20 |
| 285-704 | OPTIONAL BASE,BASE GROUP 04 | 1,335.00 | SY | $19.17 | $25,591.95 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 1,100.00 | TN | $178.48 | $196,328.00 |
| 520-1-7 | CONCRETE CURB & GUTTER, TYPE E | 5,371.00 | LF | $30.75 | $165,158.25 |
| 520-1-10 | CONCRETE CURB & GUTTER, TYPE F | 5,200.00 | LF | $33.61 | $174,772.00 |

**Erosion Control**

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 104-10-3 | SEDIMENT BARRIER | 5,199.74 | LF | $2.28 | $11,855.41 |

| | | | | |
|---|---|---|---|---|
| 104-11 | FLOATING TURBIDITY BARRIER | 123.10 LF | $15.22 | $1,873.58 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 123.10 LF | $13.40 | $1,649.54 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 EA | $4,260.49 | $4,260.49 |
| 104-18 | INLET PROTECTION SYSTEM | 26.00 EA | $177.61 | $4,617.86 |
| 107-1 | LITTER REMOVAL | 12.53 AC | $68.03 | $852.42 |
| 107-2 | MOWING | 12.53 AC | $88.00 | $1,102.64 |
| | **Shoulder Component Total** | | | $798,888.51 |

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**MEDIAN COMPONENT**

**User Input Data**

| Description | Value |
|---|---|
| Total Median Width | 32.50 |
| Performance Turf Width | 19.00 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 520-1-7 | CONCRETE CURB & GUTTER, TYPE E | 5,199.74 | LF | $30.75 | $159,892.00 |
| 570-1-1 | PERFORMANCE TURF | 5,488.62 | SY | $9.03 | $49,562.24 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 521-1-11 | MEDIAN CONC BARRIER, 38" HEIGHT | 375.00 | LF | $242.51 | $90,941.25 |
| | **Median Component Total** | | | | $300,395.50 |

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**DRAINAGE COMPONENT**

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 425-1-351 | INLETS, CURB, TYPE P-5, <10' | 44.00 | EA | $10,220.49 | $449,701.56 |
| 425-1-451 | INLETS, CURB, TYPE J-5, <10' | 2.00 | EA | $14,511.09 | $29,022.18 |
| 430-175-124 | PIPE CULV, OPT MATL, ROUND, 24"S/CD | 5,776.00 | LF | $135.11 | $780,395.36 |
| 570-1-1 | PERFORMANCE TURF | 173.00 | SY | $9.03 | $1,562.19 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 425-1-541 | INLETS, DT BOT, TYPE D, <10' | 1.00 | EA | $12,165.76 | $12,165.76 |
| 430-175-142 | PIPE CULV, OPT MATL, ROUND, 42"S/CD | 400.00 | LF | $456.07 | $182,428.00 |
| | **Comment:** Retention Basin | | | | |
| 430-982-129 | MITERED END SECT, OPTIONAL RD, 24" CD | 3.00 | EA | $3,727.30 | $11,181.90 |
| 550-60-234 | FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN | 1.00 | EA | $13,120.73 | $13,120.73 |

**Retention Basin 1**

| Description | Value |
|---|---|
| Size | .5 AC |
| Multiplier | 12 |
| Depth | 4.00 |
| Description | |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 110-1-1 | CLEARING & GRUBBING | 6.00 | AC | $36,990.22 | $221,941.32 |

| | | | | | |
|---|---|---|---|---|---|
| 120-1 | REGULAR EXCAVATION | 38,720.04 | CY | $17.50 | $677,600.70 |
| 430-175-160 | PIPE CULV, OPT MATL, ROUND, 60"S/CD | 2,400.00 | LF | $604.78 | $1,451,472.00 |
| 570-1-1 | PERFORMANCE TURF | 29,040.00 | SY | $9.03 | $262,231.20 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 550-10-220 | FENCING, TYPE B, 5.1-6.0', STANDARD | 2,982.84 | LF | $27.04 | $80,655.99 |

**Drainage Component Total** $4,173,478.89

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## 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 | 12.00 | EA | $637.45 | $7,649.40 |
| 700-1-112 | SINGLE COL GRND SIGN AS, F&I GM, 12-20 | 1.00 | EA | $1,977.65 | $1,977.65 |
| 700-2-115 | MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF | 1.00 | EA | $10,886.05 | $10,886.05 |
| 700-2-116 | MULTI- COLUMN SIGN, F&I GM, 100.1-200 SF | 1.00 | EA | $23,304.27 | $23,304.27 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 700-5-22 | INTERNAL ILLUM SIGN, F&I OM, 12-18 SF | 8.00 | EA | $8,478.96 | $67,831.68 |

**Signing Component Total** $111,649.05

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## SIGNALIZATIONS COMPONENT

**Signalization 1**

| Description | Value |
|---|---|
| Type | Miscellaneous |
| Multiplier | 1 |
| Description | |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 250.00 | LF | $19.47 | $4,867.50 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 500.00 | LF | $29.68 | $14,840.00 |
| 632-7-1 | SIGNAL CABLE- NEW OR RECO, FUR & INSTALL | 2.00 | PI | $12,592.41 | $25,184.82 |
| 633-2-31 | FIBER OPTIC CONNECTION, INSTALL, SPLICE | 8.00 | EA | $57.29 | $458.32 |
| 633-2-32 | FIBER OPTIC CONNECTION, INSTALL, TERM | 24.00 | EA | $91.62 | $2,198.88 |
| 633-3-11 | FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE | 2.00 | EA | $1,305.99 | $2,611.98 |
| 633-3-12 | FIBER OPTIC CONN HDWR, SPLICE TRAY | 2.00 | EA | $67.55 | $135.10 |
| 633-3-15 | FIBER OPTIC CONN HDWR, PRETERM PATCH PAN | 2.00 | EA | $2,442.85 | $4,885.70 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 2.00 | EA | $1,525.00 | $3,050.00 |
| 635-2-12 | PULL & SPLICE BOX, F&I, 24" X 36" | 2.00 | EA | $3,072.10 | $6,144.20 |
| 635-2-13 | PULL & SPLICE BOX, F&I, 30" X 60" OR 36" | 2.00 | EA | $6,201.53 | $12,403.06 |
| 635-2-14 | PULL & SPLICE BOX, F&I, 17" X 30" | 24.00 | EA | $1,910.93 | $45,862.32 |

| | | | | | |
|---|---|---|---|---|---|
| 639-1-122 | ELECTRICAL POWER SRV,F&I, UG,PUR CONT | 2.00 | AS | $4,333.69 | $8,667.38 |
| 639-2-1 | ELECTRICAL SERVICE WIRE, F&I | 200.00 | LF | $12.86 | $2,572.00 |
| 641-2-12 | PREST CNC POLE,F&I,TYP P-II SRV POLE | 2.00 | EA | $2,481.35 | $4,962.70 |
| 641-2-15 | PREST CNC POLE,F&I,TYP P-V | 1.00 | EA | $18,663.66 | $18,663.66 |
| 646-1-11 | ALUMINUM SIGNALS POLE, PEDESTAL | 16.00 | EA | $2,802.27 | $44,836.32 |
| 649-21-10 | STEEL MAST ARM ASSEMBLY, F&I, 60' | 12.00 | EA | $78,186.70 | $938,240.40 |
| 650-1-14 | VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W | 16.00 | AS | $1,850.56 | $29,608.96 |
| 650-1-16 | VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 1 W | 8.00 | AS | $2,479.85 | $19,838.80 |
| 653-1-11 | PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY | 16.00 | AS | $1,036.91 | $16,590.56 |
| 660-3-11 | VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB | 2.00 | EA | $12,387.31 | $24,774.62 |
| 660-3-12 | VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO | 8.00 | EA | $12,840.86 | $102,726.88 |
| 660-8-11 | TRAFFIC DATA DETECT SYS-MICRO, F&I, CAB | 2.00 | EA | $3,432.34 | $6,864.68 |
| 660-8-12 | TRAFF DATA DETECT SYS-MICRO, F&I, ABOVE | 2.00 | EA | $12,421.62 | $24,843.24 |
| 665-1-11 | PEDESTRIAN DETECTOR, F&I, STANDARD | 16.00 | EA | $519.40 | $8,310.40 |
| 670-5-110 | TRAF CNTL ASSEM, F&I, NEMA | 2.00 | AS | $60,491.38 | $120,982.76 |
| 682-1-113 | ITS CCTV CAMERA, F&I, DOME ENCL-PRESS | 2.00 | EA | $8,807.63 | $17,615.26 |
| 682-1-132 | ITS CCTV CAMERA, F&I, DOME, IP STD DEF | 1.00 | EA | $12,297.41 | $12,297.41 |
| 684-1-1 | MANAGED FIELD ETHERNET SWITCH, F&I | 2.00 | EA | $7,244.28 | $14,488.56 |
| 685-1-14 | UPS, F&I, ONLINE DOUBLE CONVERSION W CAB | 2.00 | EA | $13,896.73 | $27,793.46 |
| | **Signalizations Component Total** | | | | $1,567,319.93 |

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**INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT**

**Description of Work**

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 200.00 | LF | $19.47 | $3,894.00 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 4,500.00 | LF | $29.68 | $133,560.00 |
| 633-1-111 | FIBER OPTIC CABLE, F&I, OVH,2-12 | 1,000.00 | LF | $5.30 | $5,300.00 |
| 633-1-114 | FIBER OPTIC CABLE,F&I, OVH,97-144 | 7,500.00 | LF | $7.62 | $57,150.00 |
| 633-2-31 | FIBER OPTIC CONNECTION, INSTALL, SPLICE | 60.00 | EA | $57.29 | $3,437.40 |
| 633-2-32 | FIBER OPTIC CONNECTION, INSTALL, TERM | 60.00 | EA | $91.62 | $5,497.20 |
| 633-3-11 | FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE | 5.00 | EA | $1,305.99 | $6,529.95 |
| 633-3-12 | FIBER OPTIC CONN HDWR, SPLICE TRAY | 5.00 | EA | $67.55 | $337.75 |
| 633-3-14 | FIBER OPTIC CONN HDWR, BUFFER TUBE FAN O | 5.00 | EA | $98.91 | $494.55 |
| 635-2-12 | PULL & SPLICE BOX, F&I, 24" X 36" | 10.00 | EA | $3,072.10 | $30,721.00 |
| 635-2-13 | PULL & SPLICE BOX, F&I, 30" X 60" OR 36" | 5.00 | EA | $6,201.53 | $31,007.65 |

| | | | | | |
|---|---|---|---|---|---|
| 641-3-163 | CONCRETE CCTV POLE, FUR & INS W/LOW | 1.00 | EA | $53,288.19 | $53,288.19 |
| 676-2-111 | ITS CABINET- F&I, POLE, 336 | 3.00 | EA | $13,500.26 | $40,500.78 |
| 684-1-1 | MANAGED FIELD ETHERNET SWITCH, F&I | 5.00 | EA | $7,244.28 | $36,221.40 |
| 685-1-11 | UPS POWER SUPPLY, F&I, LINE INTERACTIVE | 5.00 | EA | $7,103.38 | $35,516.90 |
| | **Intelligent Traffic System (ITS) Component Total** | | | | $443,456.77 |

**LIGHTING COMPONENT**

**Conventional Lighting Subcomponent**

| **Description** | **Value** |
|---|---|
| Spacing | MIN |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 630-2-11 | CONDUIT, F& I, OPEN TRENCH | 2,599.87 | LF | $19.47 | $50,619.47 |
| 630-2-12 | CONDUIT, F& I, DIRECTIONAL BORE | 516.04 | LF | $29.68 | $15,316.07 |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" | 18.00 | EA | $1,525.00 | $27,450.00 |
| 715-1-13 | LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2 | 9,495.44 | LF | $4.22 | $40,070.76 |
| 715-61-342 | LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L | 18.00 | EA | $10,751.73 | $193,531.14 |
| 715-500-1 | POLE CABLE DIST SYS, CONVENTIONAL | 18.00 | EA | $852.49 | $15,344.82 |
| | **Subcomponent Total** | | | | $342,332.25 |
| | **Lighting Component Total** | | | | $342,332.26 |

**Sequence 3 Total** $11,321,252.34

**Sequence:** 4 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.530 MI 2,800 LF

**Description:** Manatee Ave. E to 3rd Ave West (approx 1100 LF) and Haben Blvd to north 7th St. East (approx 1700 LF)

## EARTHWORK COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Standard Clearing and Grubbing Limits L/R | 3.85 / 3.85 |
| Incidental Clearing and Grubbing Area | 0.00 |
| | |
| Alignment Number | 1 |
| Distance | 0.530 |
| Top of Structural Course For Begin Section | 102.00 |
| Top of Structural Course For End Section | 102.00 |
| 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 Outside Shoulder Cross Slope L/R | 6.00 % / 6.00 % |
| 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 | 0.49 | AC | $36,990.22 | $18,125.21 |
| 120-2-2 | BORROW EXCAVATION, TRUCK MEASURE | 346.17 | CY | $47.81 | $16,550.39 |
| | **Earthwork Component Total** | | | | $34,675.60 |

## ROADWAY COMPONENT

**User Input Data**

| Description | Value |
|---|---|
| Number of Lanes | 6 |
| Existing Roadway Pavement Width L/R | 33.00 / 33.00 |
| Structural Spread Rate | 0 |
| Friction Course Spread Rate | 165 |
| Widened Outside Pavement Width L/R | 3.85 / 3.85 |
| Widened Structural Spread Rate | 330 |
| Widened Friction Course Spread Rate | 165 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 160-4 | TYPE B STABILIZATION | 8,617.73 | SY | $5.52 | $47,569.87 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 2,600.87 | SY | $18.79 | $48,870.35 |
| 327-70-5 | MILLING EXIST ASPH PAVT, 2" AVG DEPTH | 20,533.22 | SY | $3.90 | $80,079.56 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 395.26 | TN | $178.48 | $70,546.00 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 1,693.99 | TN | $186.51 | $315,946.07 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 197.63 | TN | $186.51 | $36,859.97 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 160-4 | TYPE B STABILIZATION | 1,980.00 | SY | $5.52 | $10,929.60 |
| 285-709 | OPTIONAL BASE,BASE GROUP 09 | 1,980.00 | SY | $18.79 | $37,204.20 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 327.00 | TN | $178.48 | $58,362.96 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 163.50 | TN | $186.51 | $30,494.38 |

**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 | 5 |

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 706-1-3 | RAISED PAVMT MARK, TYPE B | 501.00 | EA | $4.63 | $2,319.63 |
| 710-11-101 | PAINTED PAVT MARK,STD,WHITE,SOLID,6" | 1.06 | GM | $1,679.75 | $1,780.54 |
| 710-11-231 | PAINTED PAVT MARK,STD,YELLOW,SKIP,6" | 2.65 | GM | $587.67 | $1,557.33 |
| 711-16-101 | THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" | 1.06 | GM | $5,929.85 | $6,285.64 |
| 711-16-231 | THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6" | 2.65 | GM | $2,037.13 | $5,398.39 |
| | **Roadway Component Total** | | | | $754,204.50 |

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**SHOULDER COMPONENT**

**User Input Data**

| Description | Value |
|---|---|
| Existing Total Outside Shoulder Width L/R | 10.00 / 10.00 |
| New Total Outside Shoulder Width L/R | 10.00 / 10.00 |
| Total Outside Shoulder Perf. Turf Width L/R | 2.67 / 2.67 |
| Existing Paved Outside Shoulder Width L/R | 5.00 / 5.00 |
| New Paved Outside Shoulder Width L/R | 5.00 / 5.00 |
| Structural Spread Rate | 110 |
| Friction Course Spread Rate | 80 |
| 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 |
|---|---|---|---|---|---|
| 285-704 | OPTIONAL BASE,BASE GROUP 04 | 3,316.43 | SY | $19.17 | $63,575.96 |
| 327-70-1 | MILLING EXIST ASPH PAVT, 1" AVG DEPTH | 3,111.09 | SY | $4.81 | $14,964.34 |
| 334-1-13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 171.11 | TN | $178.48 | $30,539.71 |
| 337-7-83 | ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22 | 124.44 | TN | $186.51 | $23,209.30 |
| 570-1-1 | PERFORMANCE TURF | 1,661.32 | SY | $9.03 | $15,001.72 |

**Erosion Control**

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 104-10-3 | SEDIMENT BARRIER | 6,439.96 | LF | $2.28 | $14,683.11 |
| 104-11 | FLOATING TURBIDITY BARRIER | 53.03 | LF | $15.22 | $807.12 |
| 104-12 | STAKED TURBIDITY BARRIER-NYL REINF PVC | 53.03 | LF | $13.40 | $710.60 |
| 104-15 | SOIL TRACKING PREVENTION DEVICE | 1.00 | EA | $4,260.49 | $4,260.49 |
| 104-18 | INLET PROTECTION SYSTEM | 2.00 | EA | $177.61 | $355.22 |
| 107-1 | LITTER REMOVAL | 1.28 | AC | $68.03 | $87.08 |
| 107-2 | MOWING | 1.28 | AC | $88.00 | $112.64 |
| | **Shoulder Component Total** | | | | $168,307.29 |

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## DRAINAGE COMPONENT

**Pay Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 430-174-124 | PIPE CULV, OPT MATL, ROUND,24"SD | 80.00 | LF | $317.18 | $25,374.40 |
| 430-175-136 | PIPE CULV, OPT MATL, ROUND, 36"S/CD | 40.00 | LF | $254.61 | $10,184.40 |
| 430-984-129 | MITERED END SECT, OPTIONAL RD, 24" SD | 10.00 | EA | $3,030.92 | $30,309.20 |
| 570-1-1 | PERFORMANCE TURF | 421.24 | SY | $9.03 | $3,803.80 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 425-1-351 | INLETS, CURB, TYPE P-5, <10' | 12.00 | EA | $10,220.49 | $122,645.88 |
| 425-1-451 | INLETS, CURB, TYPE J-5, <10' | 15.00 | EA | $14,511.09 | $217,666.35 |
| 430-175-124 | PIPE CULV, OPT MATL, ROUND, 24"S/CD | 224.00 | LF | $135.11 | $30,264.64 |
| | **Drainage Component Total** | | | | $440,248.67 |

## 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 | $637.45 | $1,274.90 |
| 700-1-112 | SINGLE COL GRND SIGN AS, F&I GM, 12-20 | 11.00 | EA | $1,977.65 | $21,754.15 |
| 700-1-500 | SINGLE COL GRND SIGN AS, RELOCATE | 2.00 | EA | $290.61 | $581.22 |
| 700-1-600 | SINGLE COL GRND SIGN AS, REMOVE | 11.00 | EA | $50.32 | $553.52 |
| 700-2-113 | MULTI- COLUMN SIGN, F&I GM, 20.1-30 SF | 2.00 | EA | $6,238.78 | $12,477.56 |
| 700-2-600 | MULTI- COLUMN GROUND SIGN, REMOVE | 2.00 | EA | $1,307.26 | $2,614.52 |

**X-Items**

| Pay item | Description | Quantity | Unit | Unit Price | Extended Amount |
|---|---|---|---|---|---|
| 700-4-114 | OH STATIC SIGN STR, F&I, C 41-50 FT | 2.00 | EA | $218,188.53 | $436,377.06 |
| 700-4-127 | OH STATIC SIGN STR, F&I, S 151-200 FT | 1.00 | EA | $582,758.53 | $582,758.53 |
| | **Signing Component Total** | | | | $1,058,391.46 |

**Sequence 4 Total** $2,455,827.52

Date: 4/3/2026 9:15:39 AM

# FDOT Long Range Estimating System - Production

## R3: Project Details by Sequence Report

**Project:** 442630-2-52-01 **Letting Date:** 07/2030

**Description:** DESOTO (US 41) BRIDGE FROM NORTH OF SR 64 TO HABEN BLVD BRIDGE #130053

**District:** 01 **County:** 13 MANATEE **Market Area:** 10 **Units:** English

**Contract Class:** 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 5.242 MI

**Project Manager:** NEM-BCC-JLM

**Version 21 Project Grand Total** **$200,612,900.30**

**Description:** March 2026 Markups from Version 20-3/31/26

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| | | | |
|---|---|---|---|
| **Project Sequences Subtotal** | | | **$144,062,450.81** |
| 102-1 | Maintenance of Traffic | 15.00 % | $21,609,367.62 |
| 101-1 | Mobilization | 10.00 % | $16,567,181.84 |
| **Project Sequences Total** | | | **$182,239,000.27** |
| Project Unknowns | | 10.00 % | $18,223,900.03 |
| Design/Build | | 0.00 % | $0.00 |

**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 21 Project Grand Total** | | | | | **$200,612,900.30** |