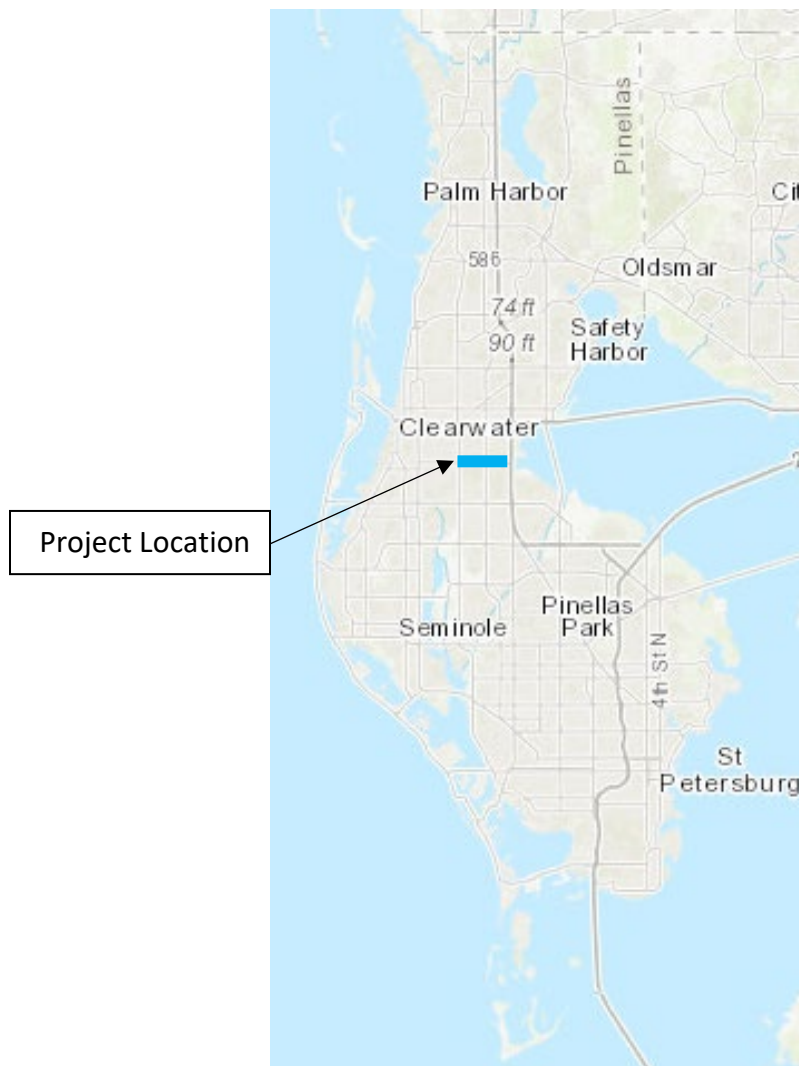


Project Location Map



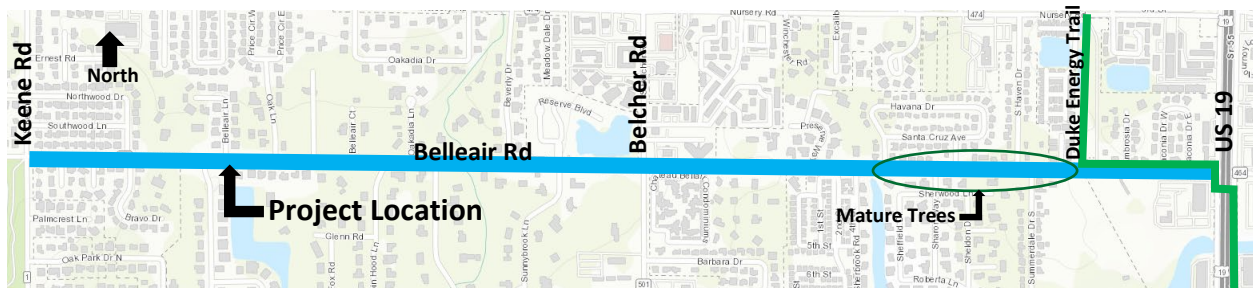
Scope of Work

The Belleair Road (County Road 464) Multimodal Improvement Project includes the addition of raised medians to slow traffic, dedicated left turn lanes to reduce traffic back-ups and rear-end collisions, and a trail connection from the Duke Energy Trail to Eagle Lake Park and the City of Largo's trail system. A feasibility study was completed in 2019 by HNTB which included transportation needs and upcoming drainage projects. As part of the current design phase, Fiscal Years 2023 to 2025, we are refining the proposed alternatives with the community and cities of Clearwater and Largo for a best fit for this corridor while increasing the safety of all modes of travel. Pinellas County asks to for the construction phase to be considered for the Multimodal priority Project list to be eligible for state and federal funding resources. Construction will be Fiscal Years 2026 to 2028.

Project Location

Belleair Road is an east/west roadway from South Fort Harrison Ave/Clearwater Largo Road North to US 19 in Pinellas County. The road is somewhat a dividing line between the City of Largo to the south and City of Clearwater to the north. The Belleair Road right-of-way is owned and maintained by Pinellas County.

This project for Belleair Road is the two miles from Keene Road (County Road 1) to US 19. It is a two-lane undivided roadway with sidewalks on both sides of the road with a speed limit of 35mph. There are three signals within the project, Keene Road, Belcher Road and US 19 frontage roads. US 19 is elevated with at grade frontage roads and ramps. The two closest US 19 interchanges are Whitney Road to the south and Seville Blvd to the north. Therefore, Belleair Road has additional traffic due to its access to US 19.



The Duke Energy Trail runs north/south within the Duke Energy Corridor north of Belleair Road and then along the north side of Belleair Road between the corridor and US 19. The only trail crossing of Belleair Road is at US 19. Trail parking is available on the north side of Belleair Road. Trail users from the communities to the west and south cross Belleair Road between traffic gaps to avoid additional travel to US 19 and back just to cross the road.

Although the roadway volumes are high, it leads directly to a highway interchange, and the right-of-way is 100-feet in width, the mature trees located from Havana Drive to the Pinellas

Trail have constrained the roadway to remain only one-lane in each direction. The trees are within the clear zone of the roadway and guardrail has been installed on both sides of the road. A photo of the mature trees is on the cover of this application.

Pinellas County completed an intersection improvement project at Belleair Road and Belcher Road in 2018. Additional turn lanes were added and an 8-foot wide sidewalk on the north side of the road approximately 550 feet west and 480 feet east of Belcher Road.

Feasibility Study

The 2019 multimodal feasibility study suggests replacing the remaining sidewalk on the northside of Belleair Road with a wide multiuse path and connecting to the Belcher Road intersection project where possible. Medians between the two travel lanes will slow traffic by narrowing the asphalt path and providing areas for pedestrian refuge areas for mid-block crosswalks. All mid-block crossings would have Rectangular Rapid Flashing Beacons in key locations. Dedicated left-turn lanes will reduce the traffic back-ups and rear-end collisions.



Forward Pinellas

Forward Pinellas identified Belleair Road, from US 19 to Belcher Road, as a segment warranted for further study to provide information on trends and conditions of the County's multimodal transportation system including crash locations, duration of congestion, transit quality of service, and other considerations. Additionally, Belleair Road from Keene Road to US 19, is identified as a Policy Constrained Road due to environmentally sensitive areas (old growth trees) along the corridor, in the Pinellas County Comprehensive Plan.

Ability of the Project to Meet the Goals of the Program

With an increasing population of both residents and tourists within Pinellas County and more specifically, the Mid County area, the need for safe multimodal options has become a top priority. Additionally, Pinellas County has been making strides in developing local and regional trails that can be enjoyed by residents and visitors alike. These trails not only provide another transportation mode choice, but they promote recreation, improved health, sense of place, and community connectivity. These corridor improvements will directly support the existing and proposed land-use that benefit from transit-supported mix-use growth. The following are goals with this multimodal project:

- Increased safety for pedestrians, bicyclists, and motorists
- Improved transit accessibility
- Improved local mobility for non-motorized modes of transportation
- Local and regional trail connectivity
- Improved non-motorized accessibility to local destinations
- Neighborhood connectivity and community cohesiveness
- Economic value via increased patronage for nearby businesses
- Improved corridor aesthetics

Improve Safety

The need for corridor improvements to preserve safety for users can be demonstrated through both observations and data trends. Currently, pedestrian and bicyclists using the Duke Energy Trail routinely cross at unmarked midblock locations to access the south sidewalk. This movement is unprotected, leaving the patrons exposed to vehicular traffic. The two-lane roadway with no side street turn lanes creates traffic backups, particularly in the peak hour. The queuing of traffic and the waiting to turn from a travel lane increases rear-end crashes.

Enhance Equitable Outcomes

A one-mile screening indicates a population density of 3,899 people per square mile with a 17% minority population. The per capita income is just over \$35,000, and 24% of the population is considered low income. The population is half male and half female, and the predominant age is 18 to 65 years. Over 70% of the housing is owner occupied, whereas nearly 30% is renter occupied. The home quality varies throughout the corridor, but the economic home value generally increases in the west part of the corridor as compared to the eastern part.

Improve Mobility

The goal of the project is to develop feasible context-sensitive solutions to improve corridor safety, operational efficiency, and multimodal mobility as well as identify other corridor wide needs that may be included for development of the project into the capital improvement program (CIP). The project will look at the needs of pedestrians, bicyclists, motorists, and transit riders. Connections to transit will be enhanced to PSTA Route 62 on Belcher from

Tyrone Square Mall to The Shoppes of Boot Ranch and to PSTA Route 19 on US 19 from Largo Transit Center to Tarpon Springs.

Foster Economic Growth

The corridor and shared use path connections are intended to improve mobility and regional accessibility which will benefit the local neighborhoods, service workers, as well as the public. Furthermore, the corridor improvements are intended to improve economic vitality and assist in connecting the adjacent communities.

Protect the Environment

The major environmental factors for the Belleair Multimodal Improvement Project are the mature trees lining the roadway and the stormwater treatment and water quality. The sidewalk, trail and roadway design will include their protection.

Improve Resiliency

Pinellas County has a department dedicated to sustainability and resiliency to maximize our resources efficiently while ensuring long-term solutions are implemented to address economic, environmental, and social challenges.



Countywide Significance of the Project

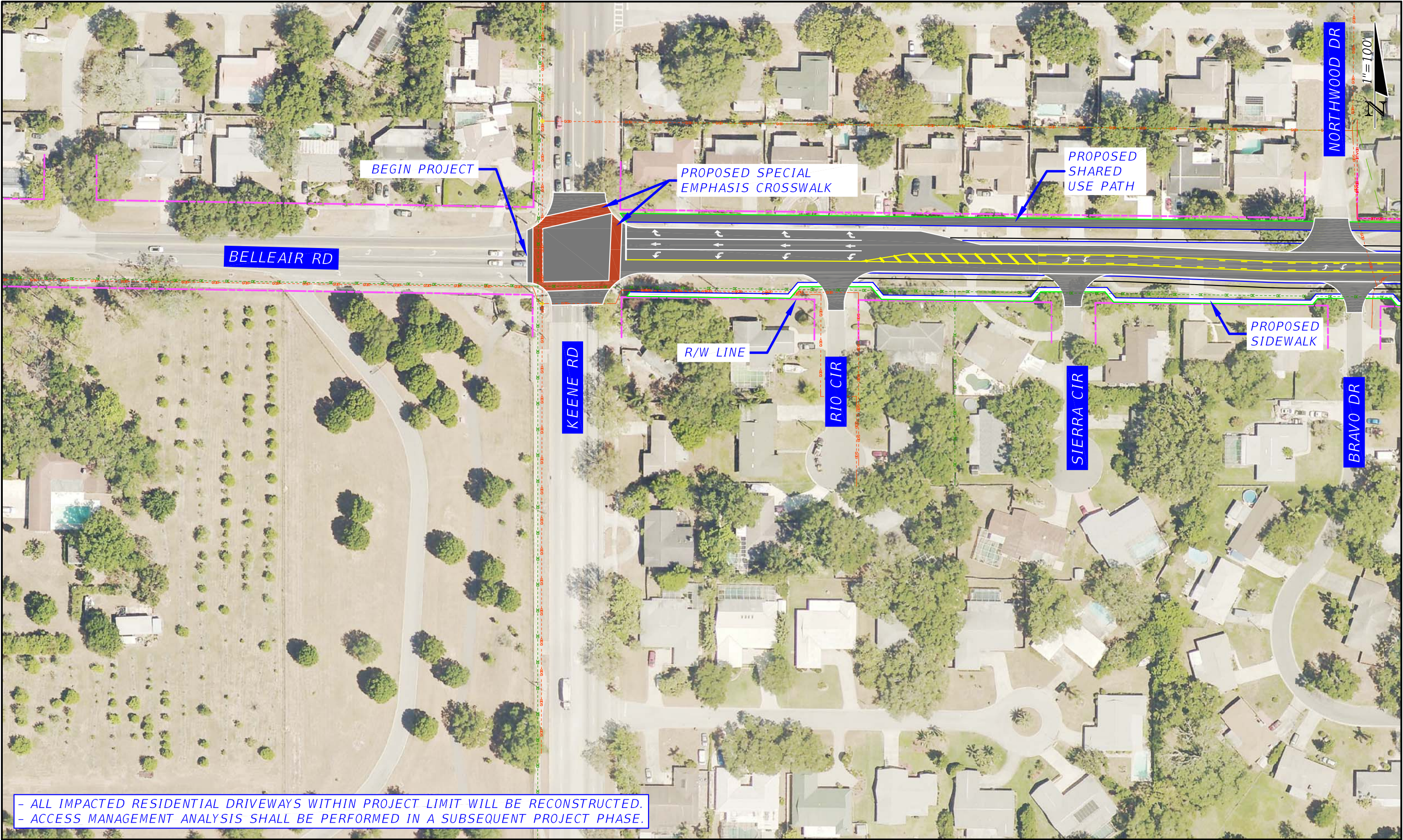
Opportunities exist to provide both local and regional connectivity that would close a shared use path gap from the Duke Energy Trailhead located west of US 19 to Eagle Lake Park located along Keene Road, Clearwater. With a direct connection to US 19, Belleair Road is not only used by the adjacent neighborhoods and school, but other drivers use it daily to get to other areas in the County.

Project Readiness

This project is in the Fiscal Years 2023 through 2028 Pinellas County Capital Improvement Plan for \$15,700,000.

Project Coordination and Support

Public Works Construction Management will manage the project through construction.



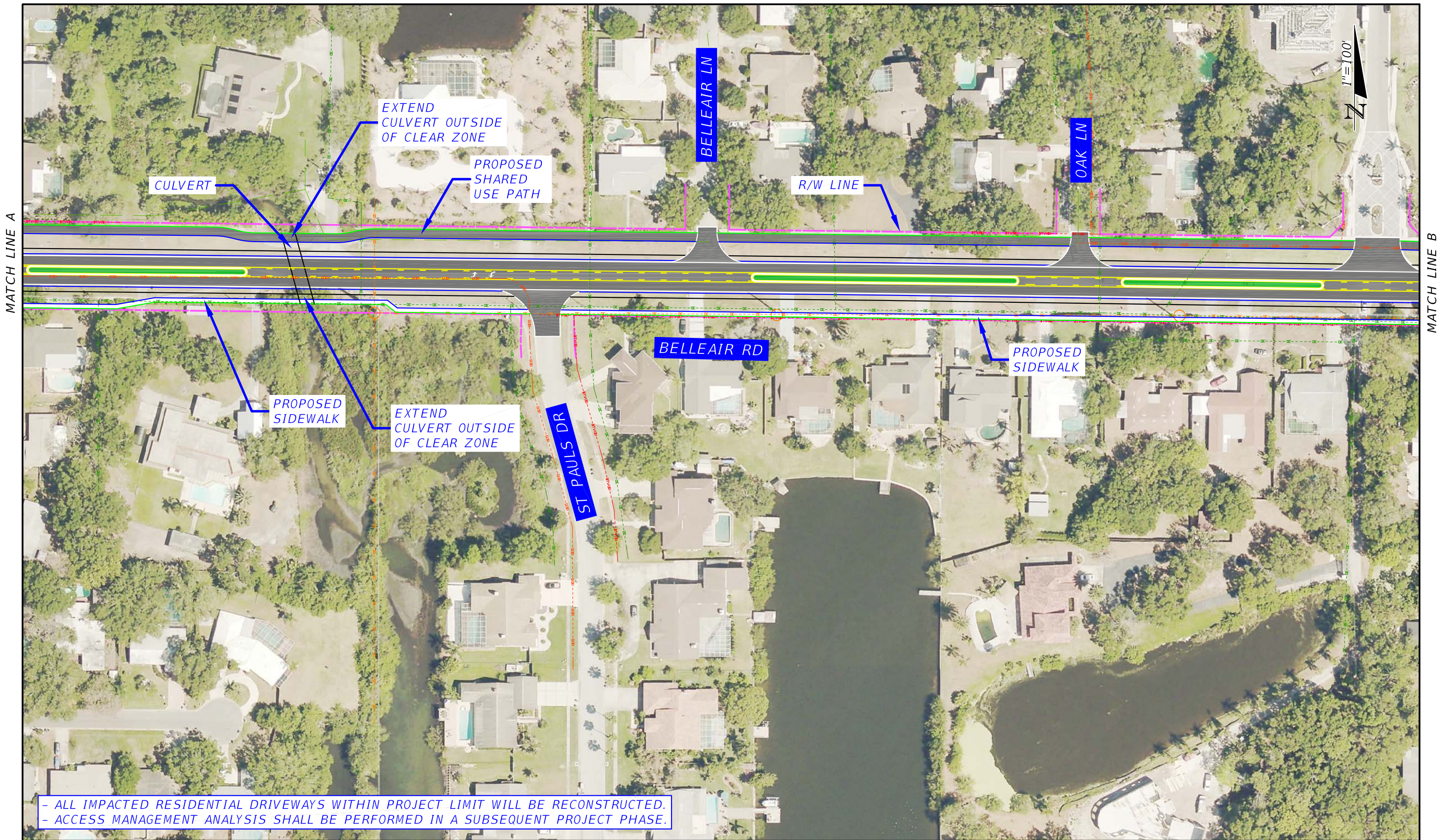
- ALL IMPACTED RESIDENTIAL DRIVEWAYS WITHIN PROJECT LIMIT WILL BE RECONSTRUCTED.
- ACCESS MANAGEMENT ANALYSIS SHALL BE PERFORMED IN A SUBSEQUENT PROJECT PHASE.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

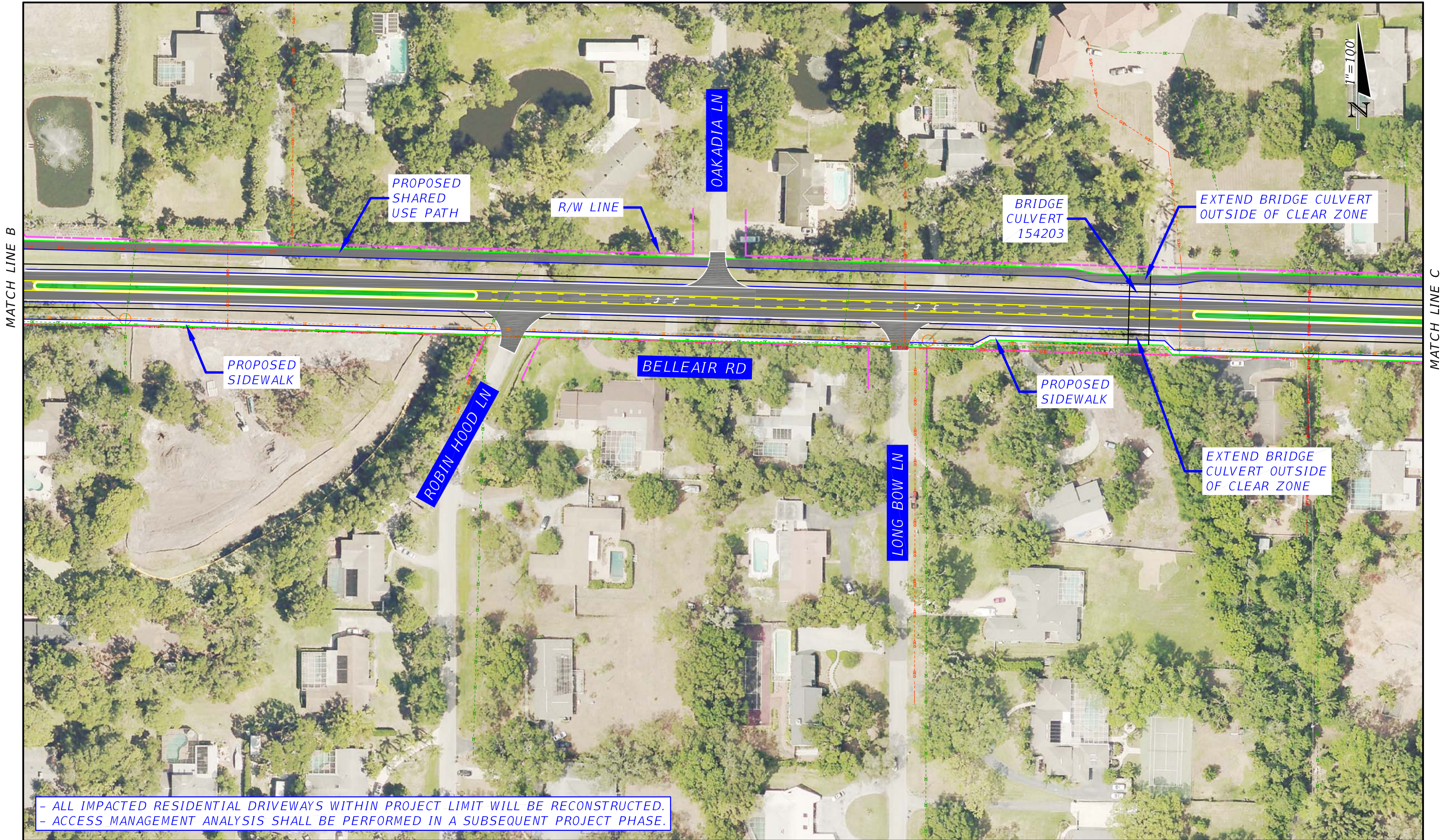


PINELLAS COUNTY
TRANSPORTATION DIVISION
22211 US HIGHWAY 19 NORTH, BUILDING 1
CLEARWATER, FL 33765

BELLEAIR ROAD
ALTERNATIVE 2



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



- ALL IMPACTED RESIDENTIAL DRIVEWAYS WITHIN PROJECT LIMIT WILL BE RECONSTRUCTED.
- ACCESS MANAGEMENT ANALYSIS SHALL BE PERFORMED IN A SUBSEQUENT PROJECT PHASE.

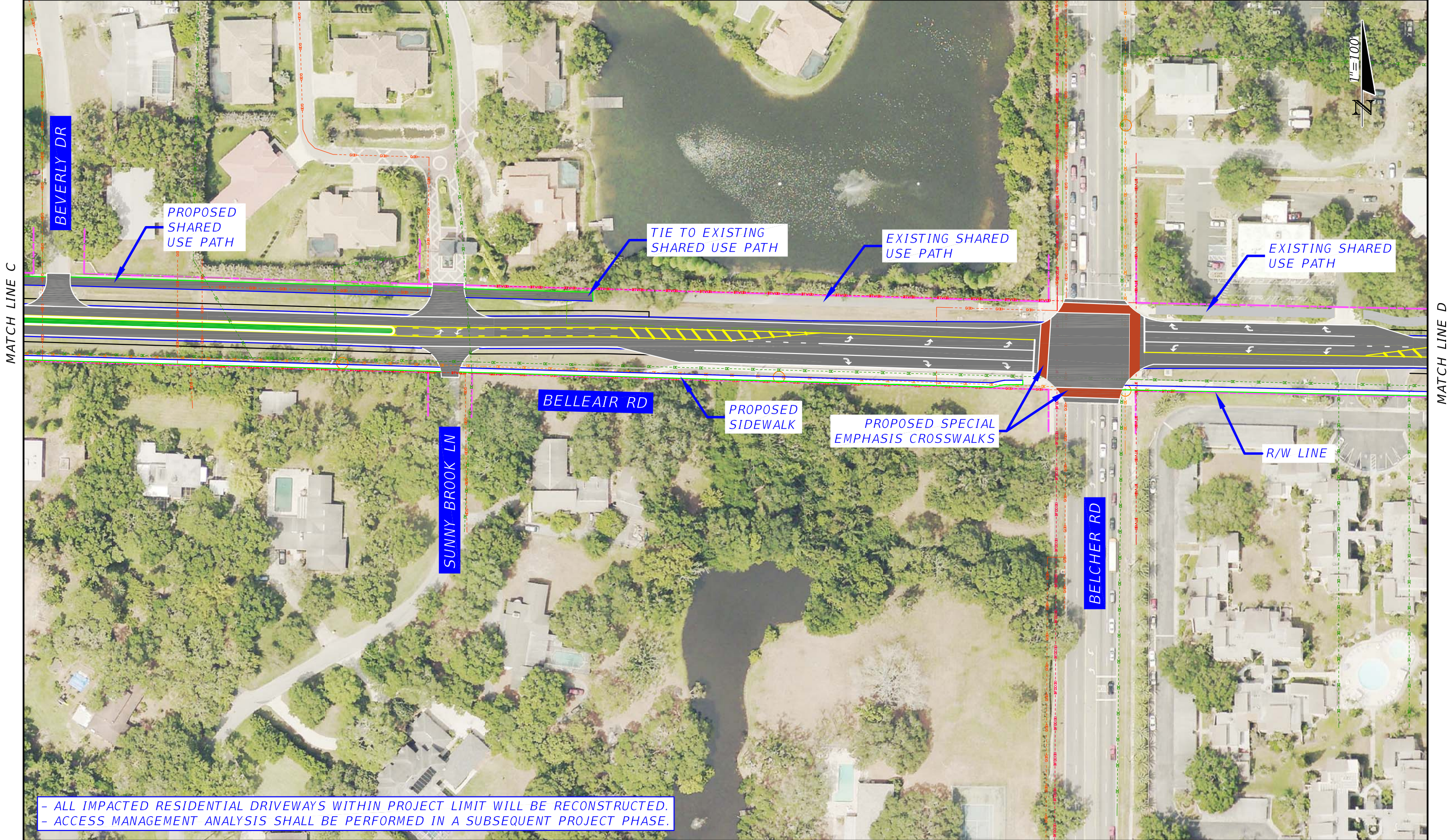
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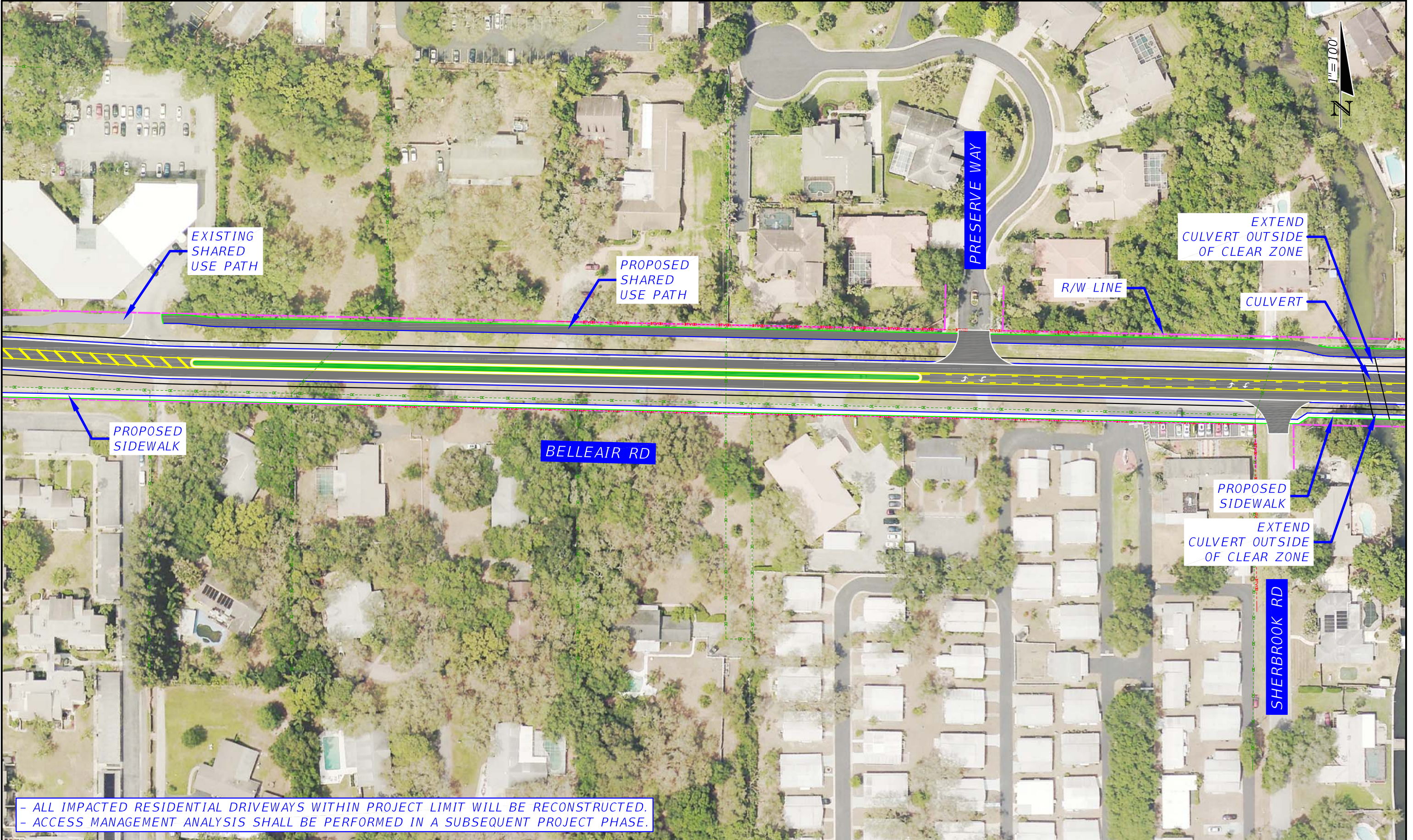
PINELLAS COUNTY
TRANSPORTATION DIVISION
22211 US HIGHWAY 19 NORTH, BUILDING 1
CLEARWATER, FL 33765

BELLEAIR ROAD
ALTERNATIVE 2

SHEET NO.
3

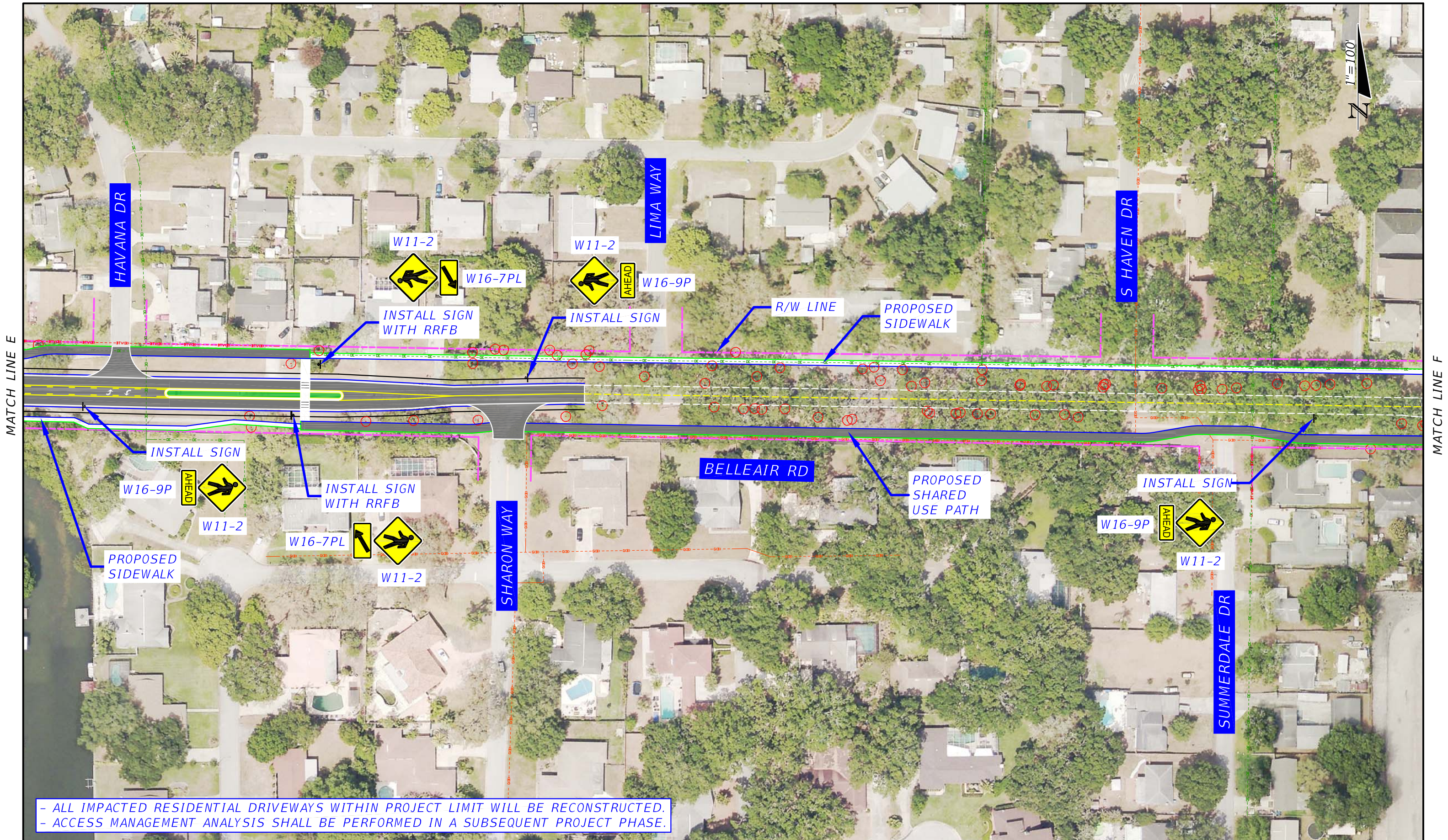


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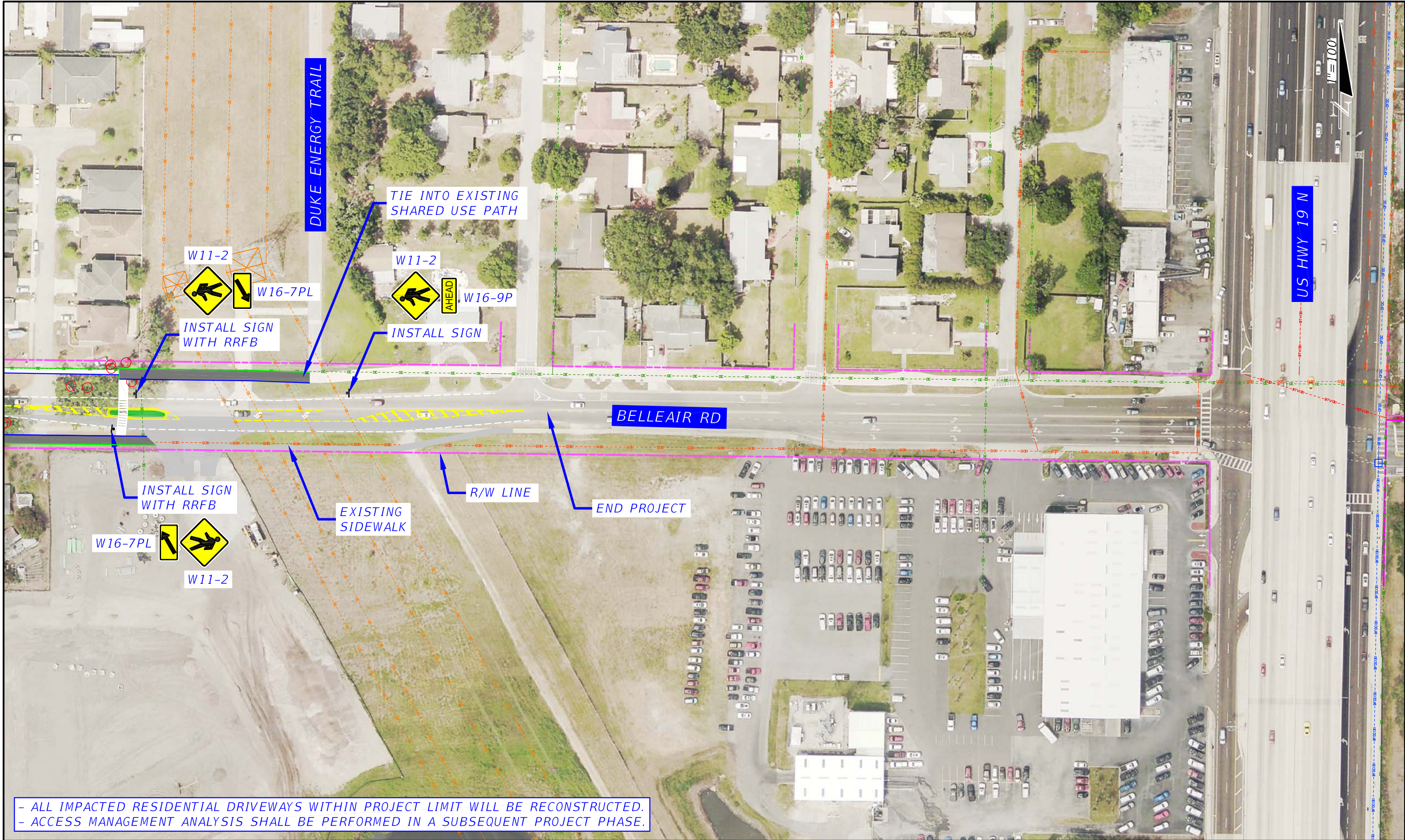
- ALL IMPACTED RESIDENTIAL DRIVEWAYS WITHIN PROJECT LIMIT WILL BE RECONSTRUCTED.
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REVISIONS					 PINELLAS COUNTY TRANSPORTATION DIVISION 22211 US HIGHWAY 19 NORTH, BUILDING 1 CLEARWATER, FL 33765	BELLEAIR ROAD ALTERNATIVE 2	SHEET NO. 5
DATE	DESCRIPTION	DATE	DESCRIPTION				



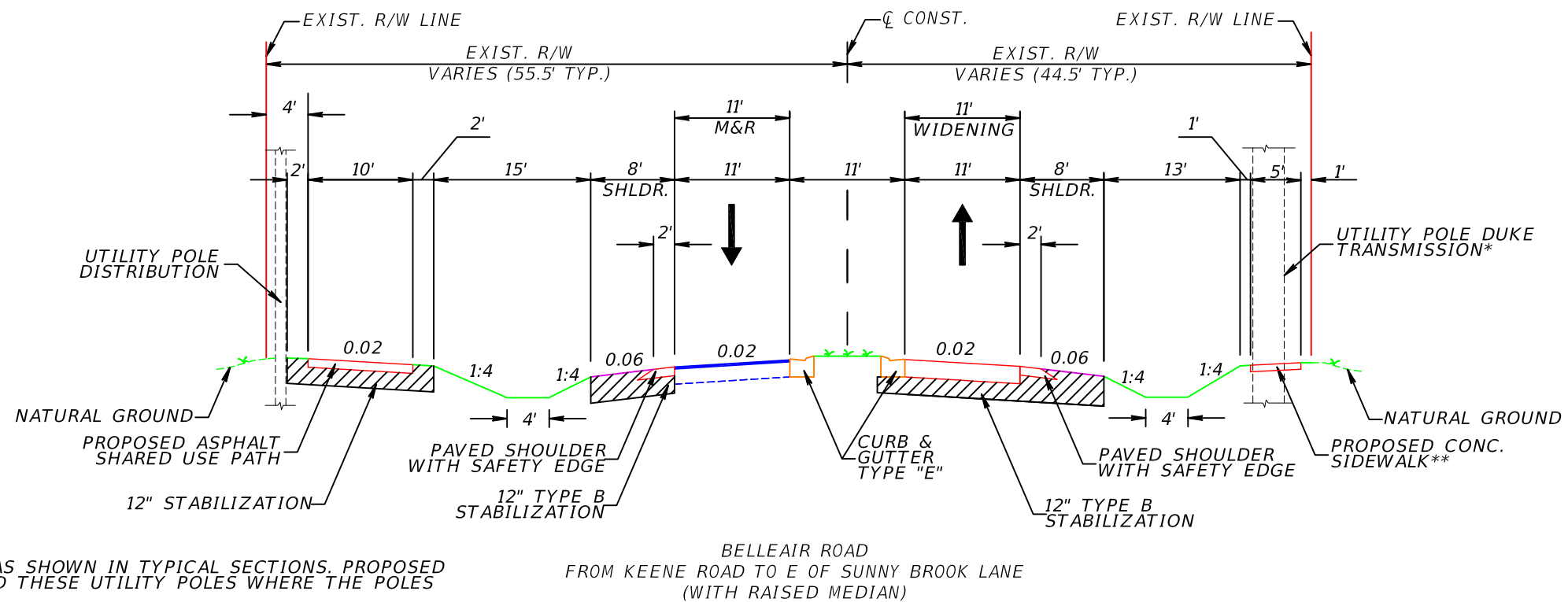
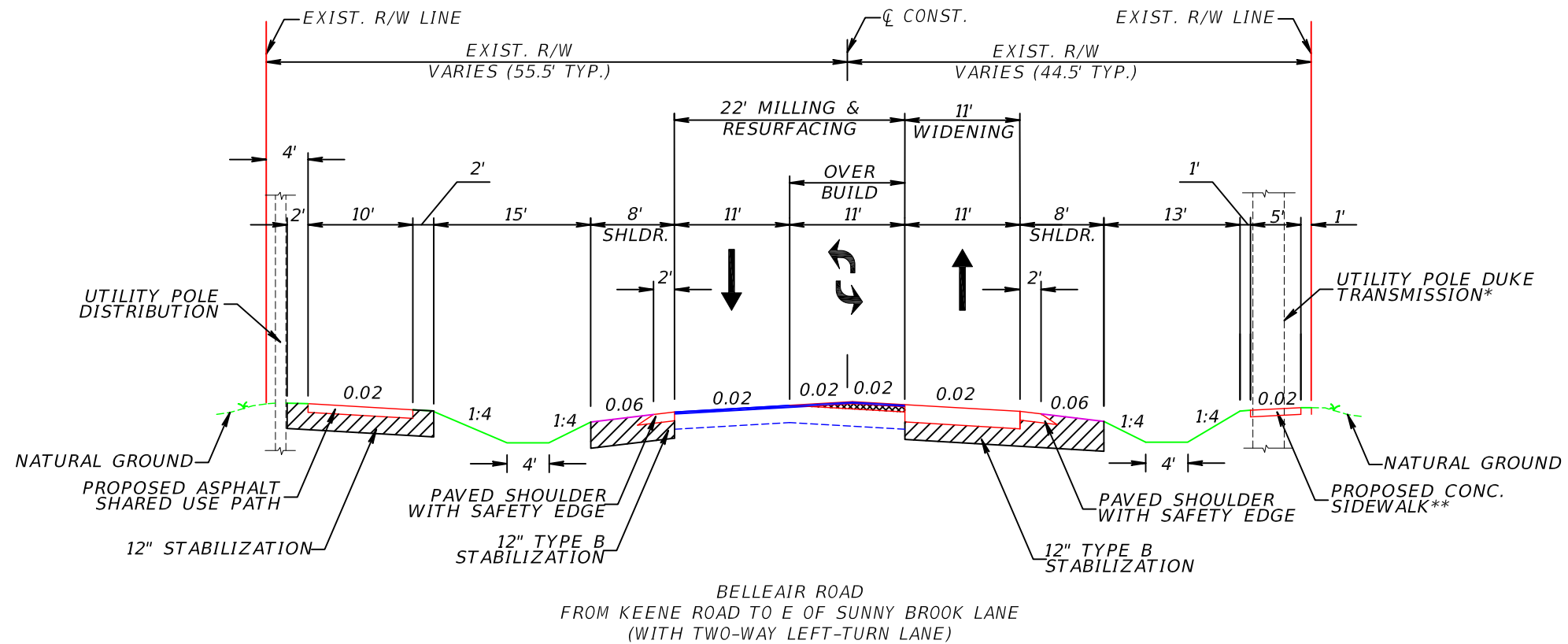
- ALL IMPACTED RESIDENTIAL DRIVEWAYS WITHIN PROJECT LIMIT WILL BE RECONSTRUCTED.
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REVISIONS					 PINELLAS COUNTY TRANSPORTATION DIVISION 22211 US HIGHWAY 19 NORTH, BUILDING 1 CLEARWATER, FL 33765	BELLEAIR ROAD ALTERNATIVE 2	SHEET NO. 6
DATE	DESCRIPTION	DATE	DESCRIPTION				



- ALL IMPACTED RESIDENTIAL DRIVEWAYS WITHIN PROJECT LIMIT WILL BE RECONSTRUCTED.
- ACCESS MANAGEMENT ANALYSIS SHALL BE PERFORMED IN A SUBSEQUENT PROJECT PHASE.

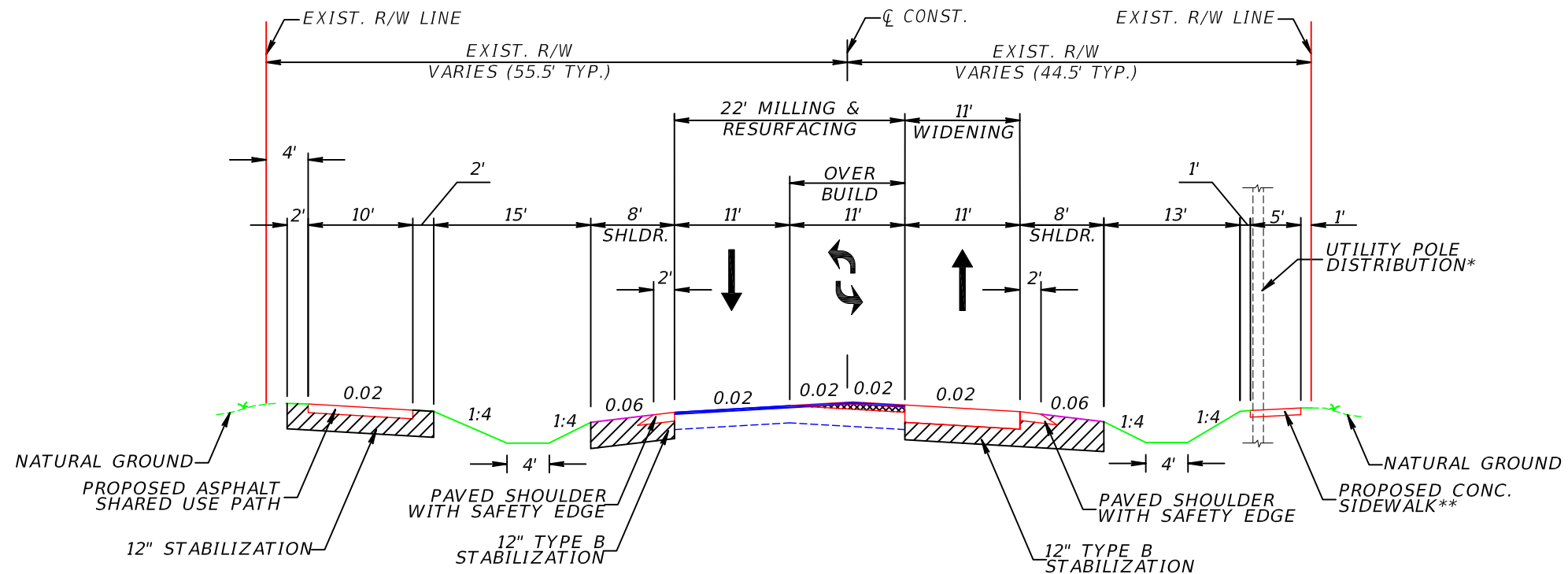
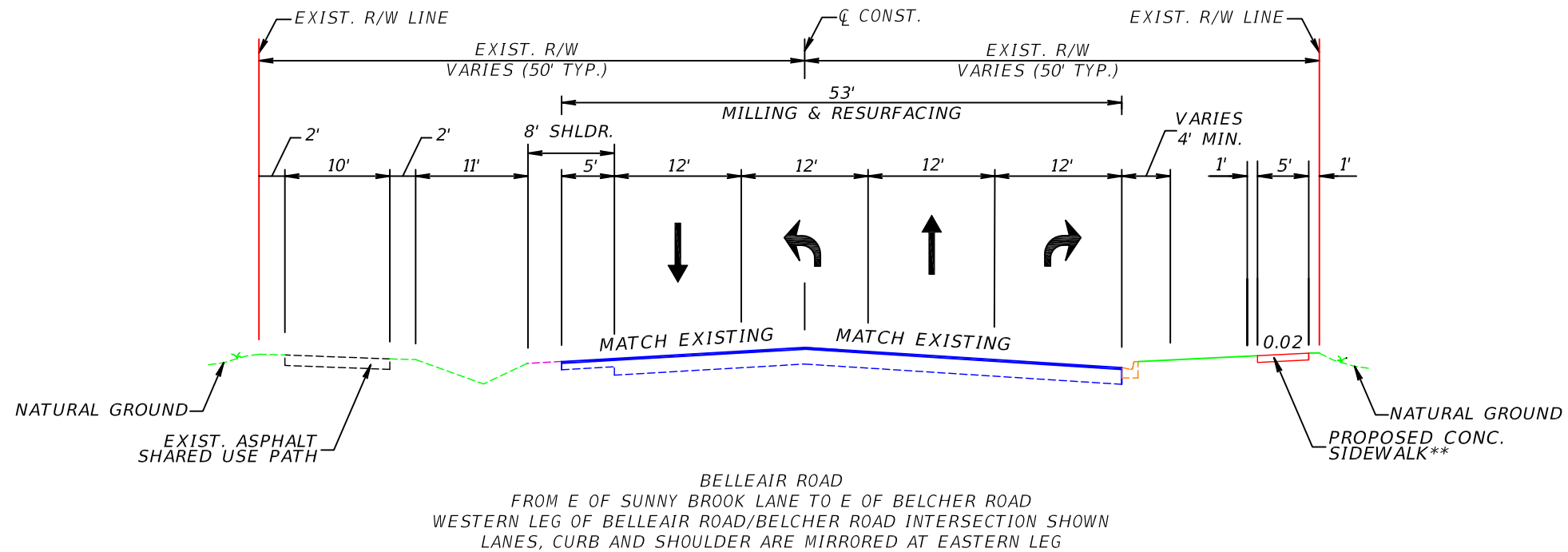
REVISIONS					 PINELLAS COUNTY TRANSPORTATION DIVISION 22211 US HIGHWAY 19 NORTH, BUILDING 1 CLEARWATER, FL 33765	BELLEAIR ROAD ALTERNATIVE 2	SHEET NO. 7
DATE	DESCRIPTION	DATE	DESCRIPTION				



* EXISTING UTILITY POLES TO REMAIN AS SHOWN IN TYPICAL SECTIONS. PROPOSED CONCRETE SIDEWALK MEANDERS AROUND THESE UTILITY POLES WHERE THE POLES ARE PRESENT.

** AT SECTIONS WHERE PROPOSED CONCRETE SIDEWALK SHIFTS CLOSER TO THE ROADWAY, THE DITCH ADJACENT TO THE SIDEWALK BECOMES NARROWER THAN THAT SHOWN IN THE TYPICAL SECTION. SPECIAL DRAINAGE TREATMENT SHOULD BE APPLIED AT THESE NARROWER SECTIONS.

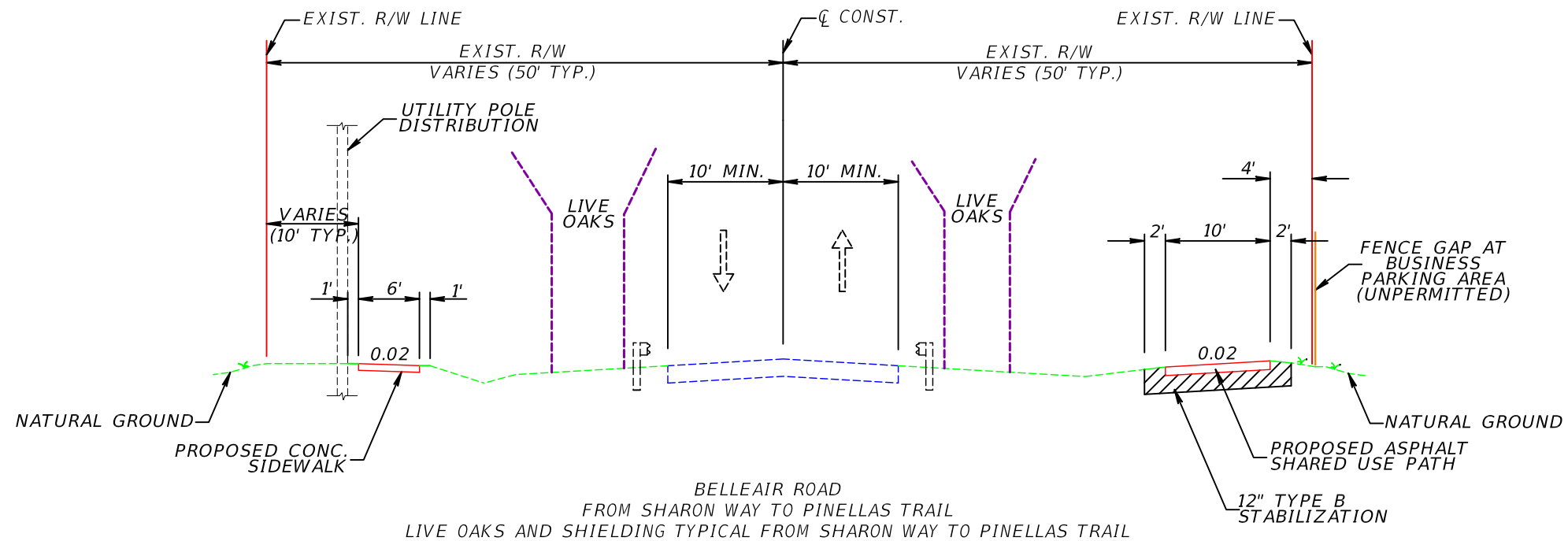
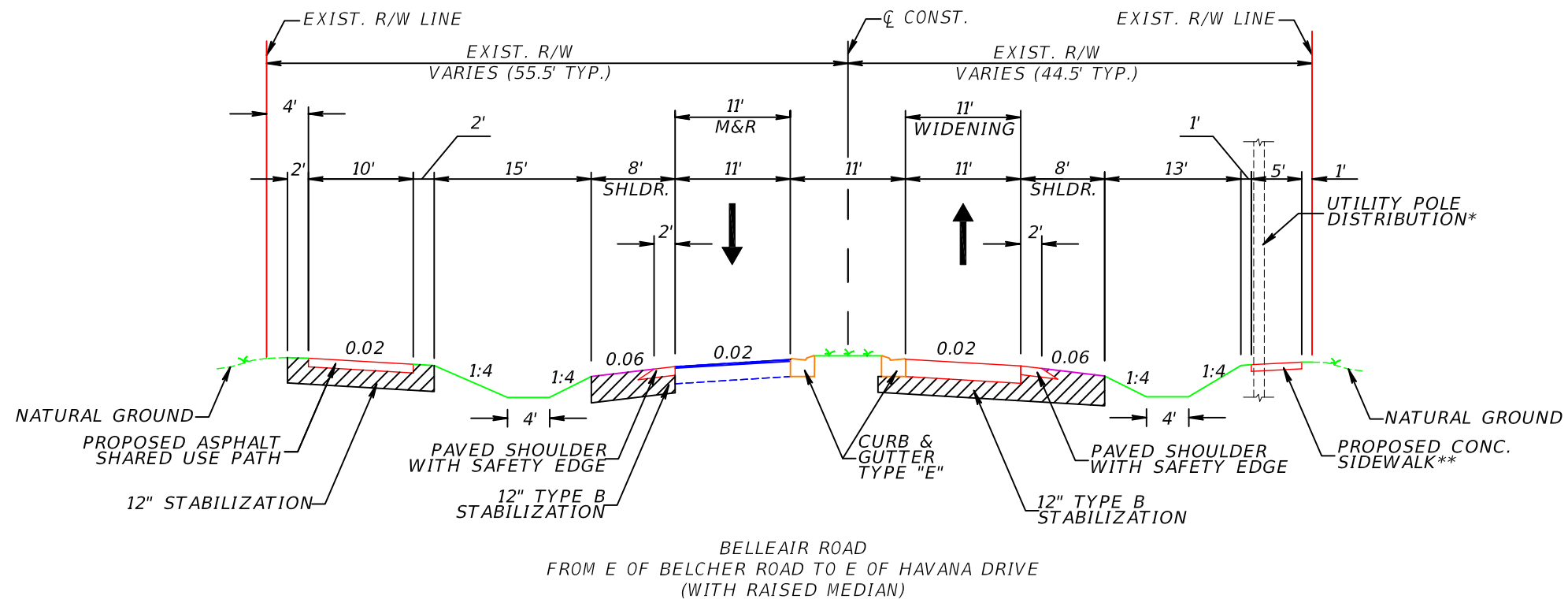
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DATE	DESCRIPTION	DATE	DESCRIPTION



* EXISTING UTILITY POLES TO REMAIN AS SHOWN IN TYPICAL SECTIONS. PROPOSED CONCRETE SIDEWALK MEANDERS AROUND THESE UTILITY POLES WHERE THE POLES ARE PRESENT.

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REVISIONS					 PINELLAS COUNTY TRANSPORTATION DIVISION 22211 US HIGHWAY 19 NORTH, BUILDING 1 CLEARWATER, FL 33765	TYPICAL SECTIONS (2) ALTERNATIVE 2	SHEET NO. 9
DATE	DESCRIPTION	DATE	DESCRIPTION				



* EXISTING UTILITY POLES TO REMAIN AS SHOWN IN TYPICAL SECTIONS. PROPOSED CONCRETE SIDEWALK MEANDERS AROUND THESE UTILITY POLES WHERE THE POLES ARE PRESENT.

** AT SECTIONS WHERE PROPOSED CONCRETE SIDEWALK SHIFTS CLOSER TO THE ROADWAY, THE DITCH ADJACENT TO THE SIDEWALK BECOMES NARROWER THAN THAT SHOWN IN THE TYPICAL SECTION. SPECIAL DRAINAGE TREATMENT SHOULD BE APPLIED AT THESE NARROWER SECTIONS.

REVISIONS							SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION				
							10

Belleair Road Multimodal Improvement Project

Project Limits from Keene Road to US 19

Existing 100-foot right-of-way



Belleair Road Multimodal Feasibility Study
From East of Keene Road to West of US Highway 19, Pinellas County
Alternative 2 Engineer's Cost Estimate

Pay Item Number	Description	Unit Price	Quantity	Unit	Cost	Unit Cost Source	Notes
101-0100	MOBILIZATION	See Below	1	LS	10%, See Below		
102-1000	MAINTENANCE OF TRAFFIC	See Below	1	LS	10%, See Below	FDOT Pay Item No. 102-1	
104-42	MOWING	\$61.97	12.55	AC	\$777.49	FDOT 107-2 (Area 08), increased by 30%	
110-0100	CLEARING & GRUBBING	\$315,007.28	1	LS	\$315,007.28	FDOT 110-1-1 (Area 08), increased by 30% (assumed 13.55 Acres)	
110-0100	CLEARING & GRUBBING (SMF & FPC)	\$81,367.20	1	LS	\$81,367.20	FDOT 110-1-1 (Area 08), increased by 30% (assumed 3.5 Acres)	
110-4-10	REMOVAL OF EXISTING CONCRETE	\$21.13	8919	SY	\$188,410.24	FDOT 110-4-10 (Area 08), increased by 30%	sidewalk & driveways assume (20'x18')x30 & (27'x18')x25
120-0060	EMBANKMENT	\$11.43	300.0	CY	\$3,427.74	FDOT 120-6 (Area 08), increased by 30%	assume 1' depth
120-0500	EXCAVATE SOIL & DEBRIS	\$7.54	48102.9	CY	\$362,695.87	FDOT 120-1 (Area 08), increased by 30%	assume 2' depth
120-0500	EXCAVATE SOIL & DEBRIS (SMF & FPC)	\$7.54	11293.3	CY	\$85,151.73	FDOT 120-1 (Area 08), increased by 30%	
160-0012	STABILIZATION, Type B, LBR 40, 12" Min. Thickness	\$6.68	35913	SY	\$239,973.79	FDOT 160-4 (Area 08), increased by 30%	shoulder / path / widening / reconstruction at culvert (assumed to be 50' wide)
204-1000	ROADWAY BASE, Crushed Concrete/Graded Aggregate, Min. LBR 100, Variable Thickness	\$16.55	1515.5	CY	\$25,079.79	FDOT 285-701 (Area 08), increased by 30%	SHARED USE PATH / PAVED SHLDR (4")
204-1091	ROADWAY BASE, Crushed Concrete/Graded Aggregate, Min. LBR 100, 10" Min. Thickness	\$26.75	11400	SY	\$304,988.29	FDOT 285-709 (Area 08), increased by 30%	WIDENING / RECONSTRUCTION AT CULVERT (ASSUMED 50' WIDE)
334-3125-000	SUPERPAVE ASPHALT CONCRETE, Type SP 12.5, Fine, Traffic Level C, 1-1/2" Thickness (overbuild)	\$128.88	380.8	TN	\$49,078.27	FDOT 334-1-13 (Area 08), increased by 30%	OVERBUILD 1.5 "
334-3125-000	SUPERPAVE ASPHALT CONCRETE, Type SP 12.5, Fine, Traffic Level C, 4" Thickness (widening & reconstruction)	\$128.88	2507.9	TN	\$323,228.29	FDOT 334-1-13 (Area 08), increased by 30%	4" - WIDENING /RECONSTRUCTION AT CULVERT (ASSUMED 50' WIDE)
334-3125-000	SUPERPAVE ASPHALT CONCRETE, Type SP 12.5, Fine, Traffic Level C, 1-1/2" Thickness (resurfacing, path, & paved shldr)	\$128.88	2833.6	TN	\$365,204.10	FDOT 334-1-13 (Area 08), increased by 30%	MILLING / PATH / PAVED SHLDR
380-1150	MILLING EXISTING ASPHALT PAVEMENT, 1-1/2" Average Depth	\$4.20	20708	SY	\$86,951.51	FDOT 327-70-6 (Area 08), increased by 30%	
104-7	INLET PROTECTION SYSTEM	\$148.97	64	EA	\$9,533.89	FDOT 104-18 (Area 08), increased by 30%	
104-16	TURBIDITY BARRIER, FLOATING	\$7.03	295	LF	\$2,074.74	FDOT 104-11 (Area 08), increased by 30%	
104-17	TURBIDITY BARRIER, STAKED	\$17.03	105	LF	\$1,788.15	FDOT 104-12 (Area 08), increased by 30%	
104-18	FENCE, STAKED SILT, FDOT Type III	\$1.38	19806	LF	\$27,292.67	FDOT 104-10-3 (Area 08), increased by 30%	
104-20	SOIL TRACKING PREVENTION DEVICE	\$3,070.55	2	EA	\$6,141.10	FDOT 104-15 (Area 08), increased by 30%	
425-1552	INLET, Ditch Bottom, FDOT Type E, w/Transversable slot, < 10'	\$9,913.80	30	EA	\$297,414.00	FDOT 425-1551 (Area 08), increased by 30%	
425-1553-5050	INLET, Ditch Bottom, FDOT Type E, w/Transversable slot, J Bottom, 5'-0" x 5'-0", < 10'	\$10,400.00	13	EA	\$135,200.00	FDOT 425-1554 (Statewide), increased by 30%	
425-531	INLET, Gutter, FDOT Type V, < 10'	\$7,739.10	23	EA	\$177,999.19	FDOT 425-1711 (Area 08), increased by 30%	
425-1713 (FDOT)	INLET, Gutter, FDOT Type V, J BOT, < 10'	\$8,444.99	6	EA	\$50,669.95	Adjusted Type V-P for Type V-J by using the FDOT Statewide	
425-111-3636	INLET, Curb, FDOT Type P-2, 3'-6" x 3'-6" , <10'	\$7,462.29	1	EA	\$7,462.29	FDOT 425-1321 (Area 08), increased by 30%	
425-131-3636	INLET, Curb, FDOT Type P-4, 3'-6" x 3'-6" , <10'	\$7,452.90	4	EA	\$29,811.60	FDOT 425-1341 (Area 08), increased by 30%	
425-1421-4050	INLET, Curb, FDOT Type J-2, 4'-0" x 5'-0", <10'	\$8,217.30	2	EA	\$16,434.60	FDOT 425-1421 (Area 08), increased by 30%	
425-611-4001	MANHOLE, FDOT Type P-8, 4' Diameter < 10'	\$5,303.38	6	EA	\$31,820.26	FDOT 425-2-61 (Area 08), increased by 30%	
425-631-5001	MANHOLE, FDOT Type J-8, 5' Diameter < 10'	\$7,908.33	3	EA	\$23,724.99	FDOT 425-2-91 (Area 08), increased by 30%	
430-450-0018	END SECTION, MITERED, Side Drain, 18" RCP	\$1,622.88	2	EA	\$3,245.76	FDOT 430984125 (Area 08), increased by 30%	
430-450-0024	END SECTION, MITERED, Side Drain, 24" RCP	\$1,725.76	4	EA	\$6,903.05	FDOT 430984129 (Area 08), increased by 30%	
430-450-0030	END SECTION, MITERED, Side Drain, 30" RCP	\$4,387.23	4	EA	\$17,548.91	FDOT 430984133 (Area 08), increased by 30%	
430-450-0036	END SECTION, MITERED, Side Drain, 36" RCP	\$5,112.77	2	EA	\$10,225.54	FDOT 430984138 (Area 08), increased by 30%	
430-121-0018	PIPE CULVERT, CONCRETE, Round, 18" ID	\$114.11	6151	LF	\$701,915.21	FDOT 430175118 (Area 08), increased by 30%	
430-121-0024	PIPE CULVERT, CONCRETE, Round, 24" ID	\$119.29	5523	LF	\$658,827.62	FDOT 430175124 (Area 08), increased by 30%	
430-121-0030	PIPE CULVERT, CONCRETE, Round, 30" ID	\$161.33	3718	LF	\$599,824.94	FDOT 430175130 (Area 08), increased by 30%	
430-121-0036	PIPE CULVERT, CONCRETE, Round, 36" ID	\$164.09	1188	LF	\$194,934.17	FDOT 430175136 (Area 08), increased by 30%	
515-8801	HANDRAIL, Steel Pipe, Galvanized, FDOT Index 880, Pedestrian Height	\$112.76	150	LF	\$16,914.30	FDOT 515-1-1 (Area 08), increased by 30%	assume 50' for each culvert
515-8802	HANDRAIL, Steel Pipe, Galvanized, FDOT Index 880, Bicycle Height	\$162.32	150	LF	\$24,347.70	FDOT 515-2-211 (Area 08), increased by 30%	assume 50' for each culvert
516-1000	HANDRAIL, Aluminum Parapet Type	\$57.79	300	LF	\$17,335.50	FDOT 515-4-2 (Statewide), increased by 30%	assume 50' for each end of the culvert
520-1000-0700	CURB & GUTTER, Concrete, FDOT Type E	\$27.74	6197	LF	\$171,917.73	FDOT 520-1-7 (Area 08), increased by 30%	
520-5000	PARAPET, Concrete, Pedestrian/Bicycle	\$78.23	300	LF	\$23,470.20	FDOT 521-6-11 (Area 08), increased by 30%	assume 50' for each end of the culvert
522-0006	SIDEWALK, CONCRETE, 6" Min. Thickness	\$75.15	4008	SY	\$301,250.58	FDOT 522-2 (Area 08), increased by 30%	sidewalk & driveways assume (20'x18')x30 & (27'x18')x25
522-8000	RAMP, ADA, 6" Min. Thickness	\$144.53	539	SY	\$77,850.80	FDOT 522-2 (Area 08), increased by 150%	(12'X10') along path (26) & (12'x6') along sidewalk (24)
523-0001	STAMPED ASPHALT, Brick Pattern	\$157.12	940	SY	\$147,629.64	FDOT 523-1 (Area 08), increased by 30%	
536-1-1	GUARDRAIL, Roadway	\$27.86	1200	LF	\$33,430.80	FDOT 536-1-1 (Area 08), increased by 30%	assume 400' per culvert
536-73	GUARDRAIL, REMOVAL	\$4.93	675	LF	\$3,325.73	FDOT 536-73 (Area 08), increased by 30%	
536-85-24	GUARDRAIL END TREATMENT- PARALLEL APPROACH TERMINAL	\$4,056.66	12	EA	\$48,679.96	FDOT 536-85-24 (Area 08), increased by 30%	
575-0108	SODDING, In-kind	\$3.34	45438	SY	\$151,809.18	FDOT 536-85-24 (Area 08), increased by 30%	
575-0108	SODDING, In-kind (SMF & FPC)	\$3.34	16940	SY	\$56,596.54	FDOT 536-85-24 (Area 08), increased by 30%	
583-0100	Litter Pickup & Removal	\$530.82	3	EA	\$1,592.45	FDOT 107-1 (Area 08), increased by 30% (assumed 14.672 Acres and 3 cycles)	
Roadway Sub-Total:					\$6,518,285.29		

Signing and Pavement Markings

700-20-11	SIGN, SINGLE POST- LESS THAN 12 SF	\$210.00	8	AS	\$1,680.00	PID 001039A Bid Tab Unit Price	
700-48-18	SIGN PANELS, F & I, 15 SF or Less	\$731.34	16	EA	\$11,701.46	FDOT 700-3102, \$562.57, increased by 30% (Area 08)	
711-11-121	THERMOPLASTIC, STANDARD, WHITE, SOLID, 6"	\$1.10	18376	LF	\$20,213.16	FDOT 711-16101, \$4485.68/5280, increased by 30% (Area 08)	
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	\$3.78	1128	LF	\$4,265.35	FDOT 711-11123, \$2.91, increased by 30% (Area 08)	
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	\$6.85	117	LF	\$801.45	FDOT 711-11125, \$5.27, increased by 30% (Area 08)	
711-11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	\$91.83	42	EA	\$3,856.86	FDOT 711-11170, \$70.64, increased by 30% (Area 08)	
711-11-211	THERMOPLASTIC, STANDARD,YELLOW, SOLID, 6"	\$5,839.20	2.810	NM	\$16,408.15	FDOT 711-16201, \$4491.69, increased by 30% (Area 08)	
711-11-224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18"	\$5.55	479	LF	\$2,656.23	FDOT 711-11224, \$4.27, increased by 30% (Area 08)	
Signing and Pavement Marking Sub-Total:					\$61,582.66		
Project Sub-Total:					\$6,579,867.95		
Mobilization (101-0100) (10%):					\$657,986.79		
Sub-Total:					\$7,237,854.74		
Maintenance of Traffic (102-1000) (10%):					\$723,785.47		
Sub-Total:					\$7,961,640.21		
Project Unknowns (25%):					\$1,990,410.05		
M19-18, Allen's Creek, Culvert Upgrade (Estimated Cost from WMP):					\$873,600.00		
W19-05, Allen's Creek, Culvert Upgrade, Allen's Creek Channel 2 Improvements (Estimated Cost from WMP):					\$749,016.00		
Project Grand Total:					\$11,574,666.27		