Florida Department of Transportation

Alternatives Technical Memorandum

Mason Avenue (S.R. 430)
Clyde Morris Boulevard to N. Beach Street

FM # 446756-1
February 2023

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1. Report Purpose

The purpose of this Alternatives Technical Memorandum is to summarize the proposed shorter-term and longer-term alternative planning concepts for Mason Avenue (S.R. 430), from Clyde Morris Boulevard to N. Beach Street. These planning concepts were evaluated by performing a review of existing conditions and technical standards.

This memorandum provides a summary of the study area planning level concepts, stakeholder and public involvement activities, and the resultant improvements moving forward. The proposed shorter-term improvements have been incorporated into the resurfacing project (FM# 448798-1) within the same project limits, as listed above. The resurfacing project is currently programmed and being design this year, with the construction programmed in Fiscal Year (FY) 2025. As part of the resurfacing project and shorter-term concepts no additional right of way was needed.

1.1. Project Background and Purpose

The Department, in partnership with Volusia County, the City of Daytona Beach, the City of Holly Hill, VOTRAN, and the River to Sea Transportation Planning Organization (TPO), conducted a Corridor Planning Study along Mason Avenue (S.R 430), from Clyde Morris Boulevard to N. Beach Street in the City of Daytona Beach, Florida. **Figure 1** illustrates the study area which is approximately 2.37 miles in length.

The SR 430 /Mason Avenue Multimodal Mobility and Safety Assessment (MMSA) Study (May 2020), from CR 483 / Clyde Morris Boulevard to N. Halifax Avenue, was previously conducted on behalf of the FDOT District 5 Modal Development unit, in which multiple improvements were identified and recommended.

The District 5 Planning and Environment Management Office (PLEMO) unit was approached by local agencies to re-evaluate the corridor, within the study limits, and evaluate / identify any additional safety improvements based on the recent FDOT initiatives (i.e. Target Zero, Target Speed, and Context Classification) and design updates. It was noted that since a resurfacing project was programmed for design in FY 2023, the PLEMO would conduct this corridor planning study to take a wholistic look at the Mason Avenue (S.R. 430) corridor and build upon the previous MMSA study. This corridor study would identify, prioritize, and advance improvements needed for multimodal connectivity and improved accessibility within the study area. It is principally

comprised of the results of the evaluation and decision-making process which led to the identification and prioritization of recommended improvements.

Mason Avenue's diverse corridor character creates different mobility patterns and require different solutions that are not one-size-fits-all. The corridor has unique character zones with diverse land use characteristics, roadway infrastructure, and context.

The sidewalk network within the study area lacks strong connectivity, discouraging pedestrian use and compromising pedestrian safety. Bike lanes are limited and only available at the east end of the project limits. The purpose of this study was to evaluate and improve multimodal safety, operations, and connectivity for all modes of travel, including vehicular, pedestrian, cycling, and transit.

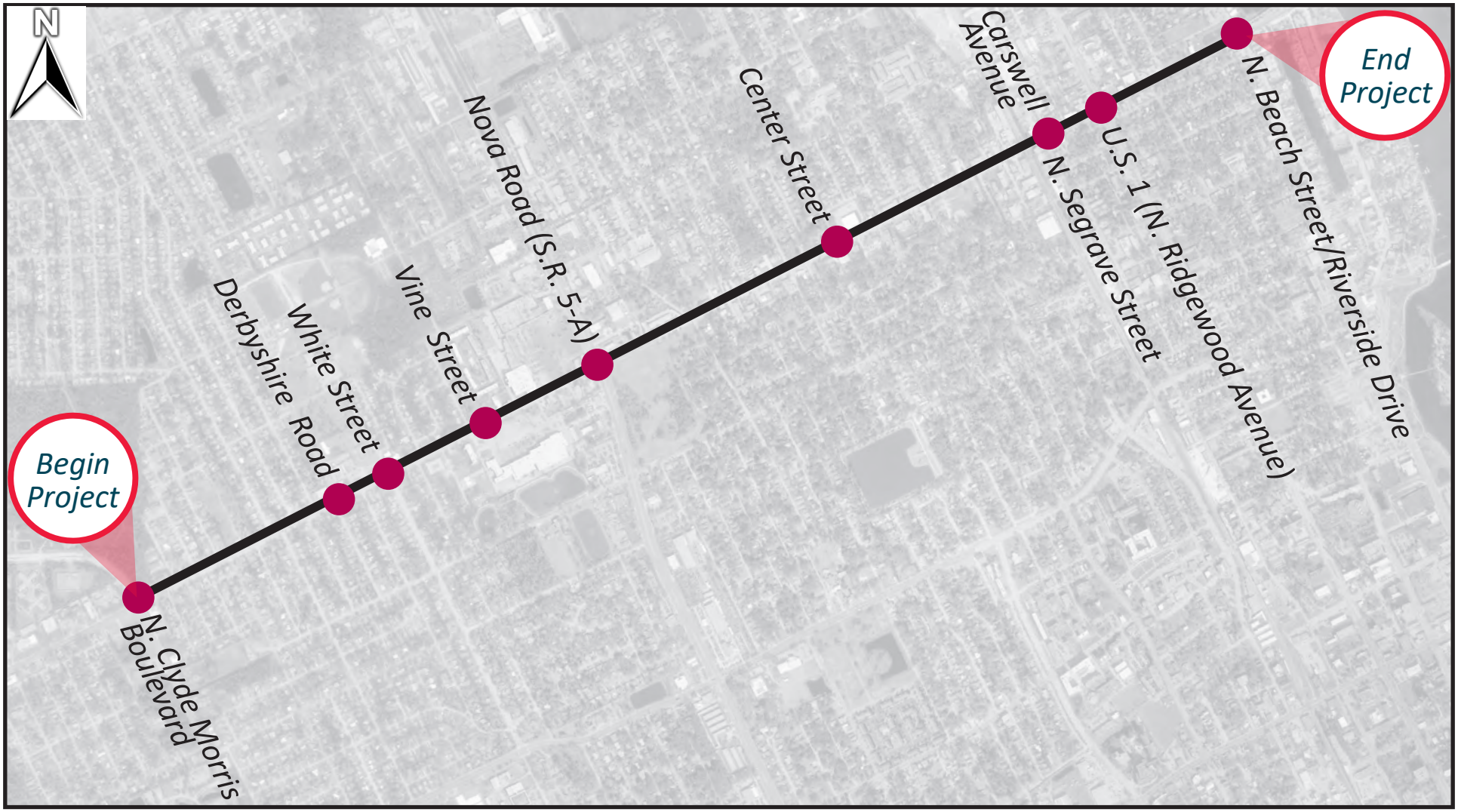
There were multiple project stakeholders with a strong interest in or a valuable concern within the project area, which were included in the Project Visioning Team (PVT). The PVT included Volusia County, the City of Daytona Beach, the City of Holly Hill, VOTRAN, and the River to Sea TPO, as well as local business owners surrounding the project corridor. FDOT worked alongside the PVT to create a common understanding of the purpose and goals of the project. Throughout the development of the proposed concepts, the Department met with the PVT members on multiple occasions:

FDOT hosted stakeholder meetings to update the PVT of the project updates and concepts developed as part of the corridor planning study. A list of these meetings and the dates of which they were held is seen in Table 1.

Stakeholder Meetings for Mason Avenue Corridor Planning Study

Date	Meeting Description
06/01/2022	Meeting with City of Daytona Beach regarding alternatives
06/03/2022	Meeting with City of Daytona Beach regarding landscaping
06/09/2022	Project Visioning Team Meeting
07/07/2022	Meeting with City of Holly Hill regarding landscaping

FIGURE 1: PROJECT LOCATION MAP



LEGEND	
—	Study Corridor
●	Signalized Intersection

2. Study Area Description

In the existing condition, Mason Avenue (S.R. 430) consists of a four (4) lane undivided corridor, from Clyde Morris Boulevard to Segrave Street / Carswell Avenue, with left turn lanes found at various intersections. A two way left-turn located west of Nova Road briefly creates a five (5) lane section. There is a center median that varies in width between Segrave Street / Carswell Avenue and N. Beach Street. The corridor has a posted speed limit of 35 mph with 11'-12' travel lanes and many intersecting side streets. Sidewalks are generally 5-feet wide throughout Mason Avenue, while a bicycle lane can be found along the north and south of the corridor within the eastern end of the project limits, east of Daytona Avenue to N. Beach Street / Riverside Drive. Sidewalks along the south side have utility strips, while there is a mix of edge of curb and utility strips on the north side. Corridor lighting varies in spot locations between standalone poles and utility pole mounted. Drainage infrastructure is diverse; there is presently an intermittent curb and gutter throughout the corridor, with a closed drainage system along Mason Avenue. Additionally, there are nine (9) signalized intersections within the project limits. The existing typical sections can be found in **Appendix A**.

VOTRAN operates two routes along the corridor (Route 11 and Route 6) with nine (9) bus stops between Derbyshire Road and Nova Road. Mason Avenue (S.R. 430) is a local arterial providing access to retail, offices, and residential neighborhoods as well as a commuter alternative for LPGA Boulevard and International Speedway Boulevard (U.S. 92). Mason Avenue (S.R. 430) is also a designated hurricane evaluation route.

The general roadway characteristics for Mason Avenue (S.R. 430) are summarized below:

- Roadway ID: 79220000 (Volusia County)
- MP 0.000 (N. Clyde Morris Boulevard) to MP 2.370 (N. Beach Street)
- Functional Classification – Urban Minor Arterial
- Strategic Intermodal System (SIS) Designation – Non-SIS
- Designated Evacuation Route – Yes, throughout study limits
- Speed Limit – 35 mph throughout the study limits
- Target Speed – 30 mph throughout the study limits
- Access Classification – Class 6

3. Planning Concept Analysis and Development

3.1. No Build Planning Concept

The No Build Planning Concept would result in no changes being made to the existing corridor. Under the No Build Planning Concept, Mason Avenue (S.R. 430) would remain as it exists today. Bicyclists and pedestrians would continue to utilize the existing disconnected network of sidewalks along Mason Avenue to travel adjacent to vehicular traffic, where sidewalk intermittently exists.

As outlined within the Existing Conditions Technical Memorandum (June 2022), the disadvantages of the No Build Planning Concept are significant when compared to the Build Planning Concepts. There are several existing concerns and considerations:

- Safety concerns with conflicts between higher-speed vehicular traffic and pedestrians/cyclists traveling within close proximity.
- Lack of safe, comfortable, and accessible pedestrian and bicycle facilities within the area.
- Limited right of way
- Varying typical section
- Limited transit amenities and ADA compliance
- Non-compliant ADA pedestrian detectors
- Limited sidewalk connectivity (i.e., gaps)
- Sidewalk damage
    1. Uneven sidewalk
    2. Broken curb
    3. Steep sidewalk
    4. Sidewalk slope
    5. Sediment / grass growing over sidewalk
    6. Steep Curb ramp
    7. ADA non-compliant
    8. Sidewalk Edge Dropoff
    9. Sidewalk Encroachment
- Damaged Inlets and Standing Water
- Outdated drainage structures
- Overhead electric and communication lines with limited lighting
- Limited defined pathways to convey runoff to the existing structures, leading to driveway and roadway ponding.
- Limited to no signal backplates
- Multiple driveways and/or unnecessarily wide driveway widths

The No Build Planning Concept provides baseline information by which other project planning concepts may be compared throughout the concept selection process; however, as previously mentioned the corridor has an existing programmed project for the resurfacing, restoration, and rehabilitation (3R) of Mason Avenue, for both for the design and construction phases.

3.2. Build Planning Concept

Recommendations for the corridor were developed based on the findings of the Future Conditions Analysis and the feedback provided by the public at the Alternatives Public Meeting in August 2023. The study identified that the existing four-lane cross-section is estimated to adequately serve projected future weekday peak hour traffic demands within the study limits. However, improvements to intersections, access management, signal coordination, multimodal amenities, and drainage are all recommended to maximize the operational and safety performance of the corridor. Due to the nature of the improvement types, as well as the cost estimates, maintenance of traffic (MOT) needs, and impact to the existing roadway, the recommendations were developed as part of two (2) categories: a shorter-term concept, which we be included as part of the resurfacing project and constructed in FY 2025, and a longer-term concept for future consideration. The recommendations for the concepts are summarized by category below.

3.2.1 Shorter-Term Concepts

As previously mentioned, there is an ongoing resurfacing (3R) project on Mason Avenue (S.R. 430), FPID #448798-1. The recommendations from this corridor study have been integrated into the resurfacing project to improve roadway conditions along the corridor.

Corridor-wide Improvements

The shorter-term concepts incorporated the recommendations and improvements included within the Mason Avenue MMSA. The intent of the proposed shorter-term concept was to stay within the existing available right of way and provide operational and safety improvements for each mode of travel throughout the corridor project limits.

Improvements within the Shorter-Term concept include:

- Signal upgrades with installation of mast arms, where one is not present.
- Construction of a new sidewalk, where one does not currently exist.
- Raised mid-block pedestrian crossings. These pedestrian crossings will be strategically located throughout the corridor to provide pedestrians an opportunity to safely cross Mason Avenue.
- The mid-block pedestrian crossing will include a pedestrian hybrid beacon, with high emphasis pedestrian in-pavement crosswalk lighting.
- Hardened centerline in spot locations to protect left turning vehicles.
- Drainage and landscaping improvements, via curb additions and rain gardens, where curb does not exist.

A copy of the shorter-term concept roll plot, which highlights all the improvements identified above, can be found in the **Appendix B**.

Modifications based on Public Meeting

A public meeting was held on August 30, 2022. Based on the input received by the local agencies and public comments, it was determined that some of the recommendations would not be included within the resurfacing project. These items which may not be included within the resurfacing design project are, but not limited to:

- Hardened Centerline: a narrow raised concrete barrier will be evaluated to replace where hardened centerline was recommended.

- Rain Gardens: additional drainage improvements and/or solutions will be evaluated based on the survey and additional drainage data collected as part of the design project.

The City of Daytona Beach Commission approved a resolution supporting the shorter-term recommended improvements, with the modifications proposed above. A copy of the Resolution 2022-483 can be found in the **Appendix C**.

As identified within the City of Daytona Beach Resolution, the shorter-term concept should include:

- Concrete traffic separators should be used instead of plastic dividers within the hardened centerline.
- Where warranted, pedestrian activated flashing light crosswalks should be installed for pedestrian use and safety.
- Continuous sidewalks should be installed along the corridor for pedestrians where possible given the constraints of the existing corridor.
- Additional safety measures should be installed at the railroad crossing for all modes of travel where warranted and feasible.

3.2.1 Longer-Term Concepts

The intent of the longer-term concepts is to build upon the shorter-term and include additional recommendations that address drainage improvements, roadway design concerns, and other safety / operational improvements. While the shorter-term concepts addressed operational and safety improvements for the different modes of travel, there are additional roadway design concerns related to more complex improvements that cost more and would impact the roadway reconstruction beyond a resurfacing project.

As such, the longer-term concept included a complete reconstruction of the corridor with a new typical section and additional vertical profile changes to assist with drainage. In addition, the project team re-evaluated the corridor to include additional safety features to address pedestrians and cyclists (i.e. the reconstruction of the sidewalk into a shared-use path). The details are summarized below.

Typical Section (Longer-term)

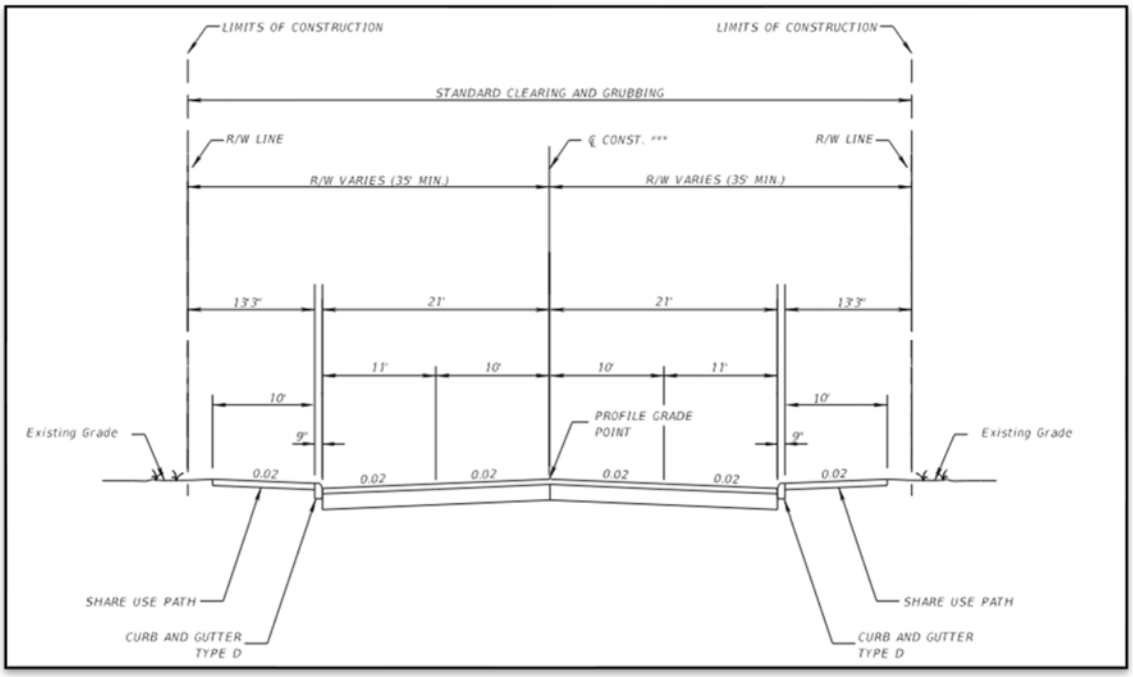
The longer-term planning concept incorporated a new typical section throughout the corridor, within the study area. This new proposed typical section includes:

- Reducing the lane widths to 11-feet for the outside lanes and 10-feet for the inside lanes.
    - The 11-feet outside lanes are necessary to support the existing Votran buses, as buses are typically 10.5-feet from mirror to mirror.

- A new curb would be constructed, replacing the existing curb or adding curb where it does not exist.
- A 10-foot shared-use path would be constructed on both sides of Mason Avenue, replacing the existing 5-foot sidewalk, where applicable.
    - This would leave approximately 3 feet between the edge of the shared-use path and the right of way line OR 3 feet between the edge of curb and the shared-use path. Note, 1-feet would be recommended/required from the edge of the shared-use path and the right of way line.

The proposed typical section can be seen graphically within **Figure 2** on the following page.

Figure 2: Proposed Typical Section



Corridor-wide Improvements

As previously mentioned, the longer-term concepts include the improvements previously recommended as part of the shorter-term concept. It should be noted that the intent of the proposed longer-term concept, at the time of the corridor planning study, was to stay within the existing available right of way due to the

impact to the surrounding property and anticipated high cost. As such, the spot improvements included within the proposed longer-term corridor-wide improvements included:

- Raised intersection tables at the nine (9) signalized intersections within the study area. These will include ADA compliant sidewalk ramps with warning surfaces and closely spaced bollards between pedestrian ramps.
- Enhanced landscaping, such as trees with walkable grates located within the shared-use path.

Note, the recommendations and proposed improvements within the longer-term concepts are not currently funded. A copy of the longer-term concept roll plot, which includes all improvements identified in the previous section, can be found in the **Appendix D**.

Modifications based on Public Meeting

Consistent with the shorter-term concepts, input was provided by the local agencies and public at the public meeting held on August 30, 2022. However, the local agencies and public feedback expressed the desire to include two-way left turn lanes, dedicated left-turn lanes, and/or a concrete median throughout the corridor to assist with safety; however, this would require the need for additional right of way acquisition. Therefore, consistent with the City of Daytona Beach Resolution 2022-483, the longer-term concepts will:

- Investigate the possibility of incorporating left and right turn lanes at intersections, where warranted. Note, this would require additional right of way.
- Investigate the drainage system and incorporate drainage improvements that will effectively drain the road surface during rainfall events while not adversely impacting the adjacent and downstream areas of the watershed.
- Provide multimodal shared use paths on both sides of Mason Avenue to enhance pedestrian and bicycle safety.
- Form a project visioning team consisting of representatives from FDOT, the City of Daytona Beach, other municipalities, and stakeholders. The purpose of the team will be to provide input to the design team so that the needs of the stakeholders are adequately considered and addressed in the design of the project.

4. Cost Estimates

The estimated preliminary cost for the Mason Avenue (S.R. 430) is shown below, which includes costs for construction, design, and CEI. Utility relocation and drainage improvements costs will be determined during the project design phase.

The cost estimate was prepared using FDOT's Long Range Estimating (LRE) system and FDOT cost per mile. Design and CEI costs were estimated as 15 percent of the construction cost. The total cost highlighted below was rounded to the nearest ten thousand.

Concept	Design	Construction	CEI	TOTAL
Shorter-Term	$1,560,000	$8,900,000	$1,560,000	**$12,020,000**
Longer-Term	$6,150,000	$23,500,000	$6,150,000	**$35,800,000**

A copy of the LRE for the longer-term concept can be found in the **Appendix E**.

Note, previous LREs were developed for the resurfacing project during the scoping process. Therefore, rather than develop additional LREs and to avoid confusion, the key items from the shorter-term concept, highlighted within this memorandum, were itemized from the longer-term LRE and added to the original resurfacing project's cost estimate. The shorter-term concept cost estimate will be updated by the resurfacing project's consultant team.

As mentioned in the prior sections, the intent of the shorter-term and longer-term concepts was to stay within existing right of way. However, based on coordination with the City of Daytona Beach, there was a desire to estimate the potential cost for purchasing right of way and widening the roadway to include a two-way left turn lane or a concrete median. Further coordination, analysis, and updated cost estimates should be conducted to determine the impacts to right of way, should a widening be recommended.

4.1. Next Steps and Commitments

The Mason Avenue shorter-term concepts will move forward into the Design phase, as part of the resurfacing project in FY 2023.

The longer-term improvements are not currently funded at this time. The project will continue to be coordinated with the local agencies (Volusia County, City of Holly Hill, Votran, and the River to Sea TPO) and the Department as the project continues to be re-evaluated. The City of Daytona Beach will be leading the effort, as the City of Daytona Beach is currently coordinating with the River to Sea TPO regarding their request for the funding of a Project Development and Environmental (PD&E) study for Mason Avenue.

APPENDIX

APPENDIX A

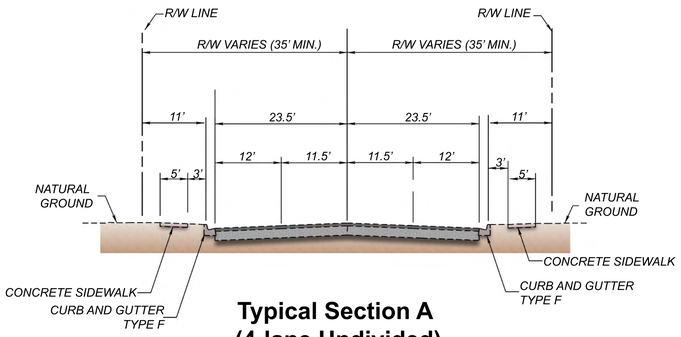
Existing Typical Sections

MASON AVENUE (S.R. 430) CORRIDOR PLANNING STUDY

From N. Clyde Morris Boulevard to N. Beach Street

FM Number 446756-1

Existing Typical Sections



Typical Section A
(4-lane Undivided)

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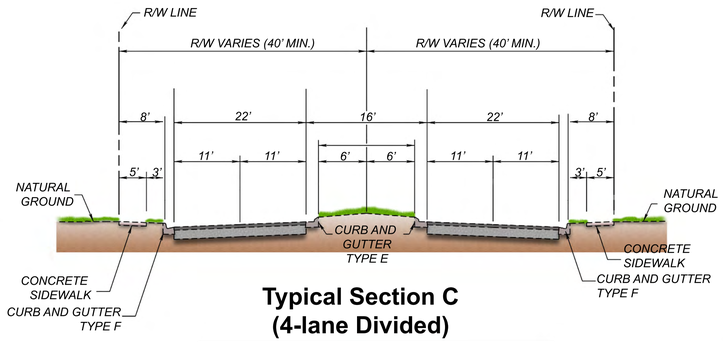
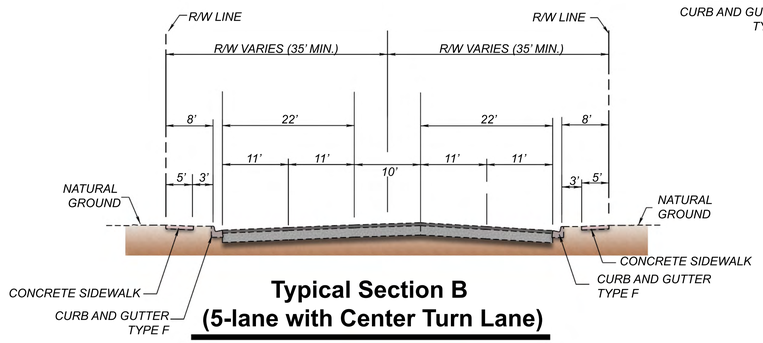


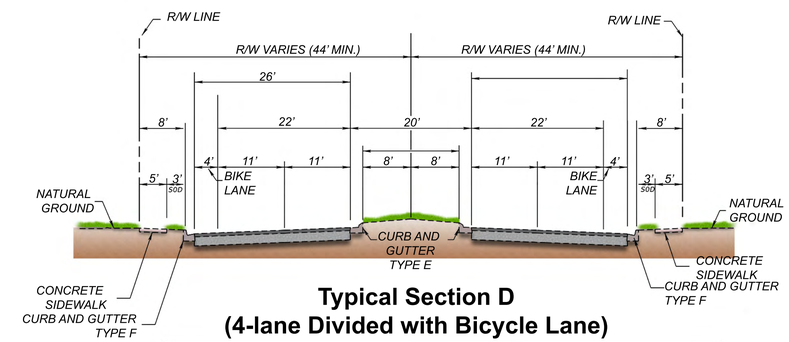
Typical Section C
(4-lane Divided)

LEGEND



Typical Section B
(5-lane with Center Turn Lane)

LEGEND



Typical Section D
(4-lane Divided with Bicycle Lane)

LEGEND

APPENDIX B

Short-Term Roll Plots

EXISTING

EXISTING

EXISTING

SHORTER-TERM CONCEPT

LEGEND
CONCRETE SIDEWALK
CONCRETE SIDEWALK
CONCRETE SIDEWALK
BICYCLE LANE (CONCRETE)

APPENDIX C

City of Daytona Beach Resolution 2022-483

RESOLUTION NO. 2022-483

A RESOLUTION IN SUPPORT OF THE FLORIDA DEPARTMENT OF TRANSPORTATION'S MASON AVENUE (FROM N. CLYDE MORRIS BLVD. TO N. BEACH ST.) RESURFACING PROJECT (PHASE I), AND LONG TERM IMPROVMENTS (PHASE II); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Department of Transportation ("FDOT") is conducting a Corridor Planning Study for Mason Avenue (a/k/a SR 430) from North Clyde Morris Boulevard to North Beach Street (the "Mason Avenue Project"), to evaluate both short-term and long-term improvements to Mason Avenue that would enhance multimodal safety, operations, and connectivity for all forms of travel; and

WHEREAS, the Mason Avenue Project is being conducted in partnership with the City, FDOT, Volusia County, the City of Holly Hill, the Votran Transit Agency, and the River to Sea Transportation Planning Organization; and

WHEREAS, as part of the study, two improvement concepts are being recommended to address the existing and future needs for the corridor; and

WHEREAS, Phase I, the shorter-term resurfacing improvements, will include spot improvements and enhance the corridor through safety measures and speed management. Phase I is currently funded and scheduled for construction by FDOT in FY 2025; and

WHEREAS, Phase II, the longer-term improvements, will include a reconstruction of the corridor, with consistent travel lane width, new or relocation of outside curbs, and a 10-foot shared use path on both sides of Mason Avenue. Phase II is not currently funded by FDOT; and

WHEREAS, the City requests that FDOT consider the following elements in the design and construction of the Mason Avenue Project, Phase I:

- Concrete traffic separators should be used instead of plastic dividers

within the hardened centerline.

- Where warranted, pedestrian activated flashing light crosswalks should be installed for pedestrian use and safety.

- Continuous sidewalks should be installed along the corridor for pedestrians where possible given the constraints of the existing corridor.

- Additional safety measures should be installed at the railroad crossing for all modes of travel where warranted and feasible; and

WHEREAS, the City requests that FDOT consider the following during the design and construction of the Mason Avenue Project, Phase II:

- Investigate the possibility of incorporating left and right turn lanes at intersections where warranted.

- Investigate the drainage system and incorporate drainage improvements that will effectively drain the road surface during rainfall events while not adversely impacting the adjacent and downstream areas of the watershed.

- Provide multimodal shared use paths on both sides of Mason Avenue to enhance pedestrian and bicycle safety.

- Form a project visioning team consisting of representatives from FDOT, the City, other municipalities, and stakeholders. The purpose of the team will be to provide input to the design team so that the needs of the stakeholders are adequately considered and addressed in the design of the project; and

WHEREAS, the City of Daytona Beach hereby expresses its support for the Mason Avenue Project, Phase I and Phase II, and timely completion by FDOT because it will improve traffic and pedestrian safety, provide operational improvements at intersections, and increase

corridor capacity; and

WHEREAS, the City Commission hereby expresses an interest in and may consider at a later date, joint funding with FDOT if necessary to expedite completion of Mason Avenue Project, Phase II.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DAYTONA BEACH, FLORIDA:

SECTION 1. The City Commission hereby supports FDOT's Mason Avenue Project, Phase I, as further described in the Recitals.

SECTION 2. The City Commission hereby supports FDOT's Mason Avenue Project, Phase II, as further described in the recitals.

SECTION 3. The City Clerk is hereby directed to provide a copy of this Resolution to:

Florida Department of Transportation
District Five Secretary
719 South Woodland Boulevard
DeLand, Florida 32720

SECTION 4. This Resolution shall take effect immediately upon its adoption.

DERRICK L. HENRY
Mayor

ATTEST:

LETITIA LAMAGNA
City Clerk

Adopted: December 21, 2022

APPENDIX D

Longer-Term Roll Plots

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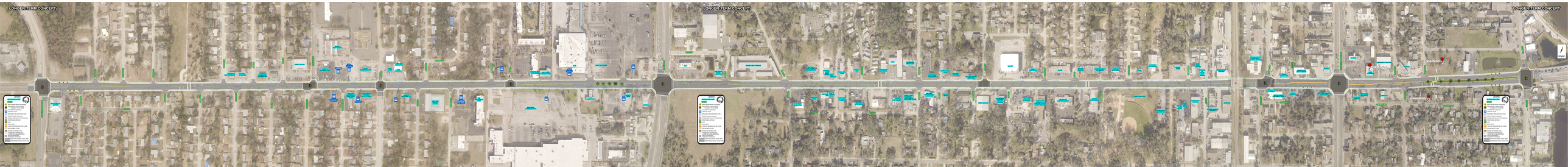
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APPENDIX E

FDOT Long-Range Estimate (LRE)
for Longer-Term Concept

Date: 7/11/2022 5:07:28 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 446756-1-52-01 **Letting Date:** 01/2099

Description: Corridor Planning Study Longer Term Alternative - Mason Ave Reconstruction from Clyde Morris to North Beach Street

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.370 MI

Project Manager: Jesse Blouin

Version 1-P Project Grand Total **$23,503,151.49**

Description: Corridor Planning Study - Mason Ave Reconstruction from Clyde Morris to North Beach Street

Sequence: 1 WUU - Widen/Resurface, Undivided, Urban **Net Length:** 2.370 MI 12,514 LF

Description: Reconstruction from Clyde Morris to North Beach Street

Special Conditions: Planning study

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	35.00 / 35.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	2.370
Top of Structural Course For Begin Section	101.00
Top of Structural Course For End Section	101.00
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	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
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	20.11	AC	$39,451.47	$793,369.06

120-2-2	BORROW EXCAVATION, TRUCK MEASURE	10,882.20 CY	$30.71	$334,192.36
	Earthwork Component Total			$1,127,561.42

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	4
Existing Roadway Pavement Width L/R	0.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	21.00 / 21.00
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	65,571.26 SY	$14.17	$929,144.75
285-709	OPTIONAL BASE,BASE GROUP 09	59,314.46 SY	$47.17	$2,797,863.08
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	8,029.56 TN	$133.79	$1,074,274.83
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	4,817.74 TN	$135.92	$654,827.22

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-706	OPTIONAL BASE,BASE GROUP 06	333.00 SY	$39.74	$13,233.42
	Comment: White St north leg reconstruction			
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	3,700.00 SY	$1.71	$6,327.00
	Comment: Milling up to bridge on east end			
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	28.00 TN	$133.79	$3,746.12
	Comment: White St north leg reconstruction			
337-7-81	ASPH CONC FC,TRAFFIC B,FC-12.5,PG 76-22	305.00 TN	$131.88	$40,223.40
	Comment: Resurfacing up to bridge on east end			
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	28.00 TN	$135.92	$3,805.76
	Comment: White St north leg reconstruction			
519-78	BOLLARDS	266.00 EA	$924.14	$245,821.24

520-5-12	TRAF SEP CONC-TYPE I, 6' WIDE	855.00 LF	$79.28	$67,784.40
	Comment: Median Separators east of RR tracks			
520-5-22	TRAF SEP CONC - TYPE II, 6' WIDE	225.00 LF	$112.84	$25,389.00
	Comment: Variable height separator between Highland and Daytona Ave.			

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	3

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,600.00 EA	$3.96	$6,336.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	9.48 GM	$1,091.10	$10,343.63
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	7.11 GM	$494.83	$3,518.24
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	9.48 GM	$4,682.14	$44,386.69
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	7.11 GM	$1,651.27	$11,740.53
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	9.48 GM	$4,600.05	$43,608.47
	Roadway Component Total			$5,982,373.79

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	15.50 / 15.50
Total Outside Shoulder Perf. Turf Width L/R	3.25 / 3.25
Sidewalk Width L/R	10.00 / 10.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

520-2-4	CONCRETE CURB, TYPE D	12,513.60 LF	$33.54	$419,706.14
520-2-4	CONCRETE CURB, TYPE D	12,513.60 LF	$33.54	$419,706.14
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	27,808.00 SY	$55.84	$1,552,798.72
570-1-1	PERFORMANCE TURF	9,037.60 SY	$3.87	$34,975.51

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	2,130.00 LF	$30.32	$64,581.60
	Comment: Raised grass median locations			
520-1-10	CONCRETE CURB & GUTTER, TYPE F	110.00 LF	$30.80	$3,388.00
	Comment: SE Quadrant of North Beach St.			
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	5,871.00 SY	$73.66	$432,457.86
	Comment: 109 Driveways and SE quadrant of N. Beach St.			

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	25,027.20 LF	$1.59	$39,793.25
104-11	FLOATING TURBIDITY BARRIER	237.00 LF	$12.30	$2,915.10
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	237.00 LF	$4.95	$1,173.15
104-15	SOIL TRACKING PREVENTION DEVICE	3.00 EA	$1,705.69	$5,117.07
104-18	INLET PROTECTION SYSTEM	121.00 EA	$103.67	$12,544.07
107-1	LITTER REMOVAL	10.90 AC	$43.01	$468.81
107-2	MOWING	10.90 AC	$64.20	$699.78
	Shoulder Component Total			$2,990,325.21

DRAINAGE COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-311	INLETS, CURB, TYPE P-1, <10'	92.00 EA	$5,843.41	$537,593.72
425-1-321	INLETS, CURB, TYPE P-2, <10'	10.00 EA	$6,000.00	$60,000.00
425-1-411	INLETS, CURB TYPE J-1, <10'	18.00 EA	$12,482.71	$224,688.78
425-1-421	INLETS, CURB, TYPE J-2, <10'	2.00 EA	$11,928.54	$23,857.08

425-1-541	INLETS, DT BOT, TYPE D, <10'	5.00 EA	$4,359.26	$21,796.30
425-1-701	INLETS, GUTTER, TYPE S, <10'	4.00 EA	$5,125.09	$20,500.36
425-2-61	MANHOLES, P-8, <10'	16.00 EA	$5,249.84	$83,997.44
425-2-91	MANHOLES, J-8, <10'	2.00 EA	$9,825.00	$19,650.00
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	3,568.00 LF	$131.29	$468,442.72
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	9,784.00 LF	$118.58	$1,160,186.72
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	2,736.00 LF	$295.94	$809,691.84
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	664.00 LF	$413.19	$274,358.16
	Drainage Component Total			$3,704,763.12

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	43.00 AS	$418.06	$17,976.58
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	5.00 AS	$1,365.51	$6,827.55
700-1-50	SINGLE POST SIGN, RELOCATE	5.00 AS	$244.70	$1,223.50
700-1-60	SINGLE POST SIGN, REMOVE	43.00 AS	$37.62	$1,617.66
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	5.00 AS	$6,358.66	$31,793.30
700-2-60	MULTI- POST SIGN, REMOVE	5.00 AS	$1,030.68	$5,153.40

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-6-22	HIGHLIGHTED SIGN, F&I GM-SOLA, 12-20 SF	10.00 AS	$6,330.70	$63,307.00
	Comment: Pedestrian Crossing Warning sign with LEDs			
700-8-134	FRONT ACC DYN MESS SIGN, F&I, FULL,31-50	4.00 EA	$110,252.13	$441,008.52
	Comment: Event Management DMS/No Right Turn On Red			
	Signing Component Total			$568,907.51

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Clyde Morris Blvd

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	$11.55	$8,662.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	$21.28	$5,320.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$6,618.16	$6,618.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00	EA	$852.05	$13,632.80
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$2,916.66	$2,916.66
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.15	$309.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00	EA	$63,566.67	$254,266.68
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00	AS	$999.15	$11,989.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$615.14	$4,921.12
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00	EA	$362.84	$4,354.08
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00	AS	$962.54	$11,550.48
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$265.25	$2,122.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$28,980.82	$28,980.82
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$195.78	$783.12

Signalization 2

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Derbyshire

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	$11.55	$8,662.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	$21.28	$5,320.00

632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	$6,618.16	$6,618.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00 EA	$852.05	$13,632.80
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$2,916.66	$2,916.66
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$5.15	$309.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00 EA	$63,566.67	$254,266.68
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00 AS	$999.15	$11,989.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$615.14	$4,921.12
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00 EA	$362.84	$4,354.08
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00 AS	$962.54	$11,550.48
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$265.25	$2,122.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$28,980.82	$28,980.82
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$195.78	$783.12

Signalization 3

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	White

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00 LF	$11.55	$8,662.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00 LF	$21.28	$5,320.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	$6,618.16	$6,618.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00 EA	$852.05	$13,632.80
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$2,916.66	$2,916.66
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$5.15	$309.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00 EA	$63,566.67	$254,266.68
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00 AS	$999.15	$11,989.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED	8.00 AS	$615.14	$4,921.12

	COUNT, 1 WAY			
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00 EA	$362.84	$4,354.08
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00 AS	$962.54	$11,550.48
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$265.25	$2,122.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$28,980.82	$28,980.82
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$195.78	$783.12

Signalization 4

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Vine

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00 LF	$11.55	$8,662.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00 LF	$21.28	$5,320.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	$6,618.16	$6,618.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00 EA	$852.05	$13,632.80
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$2,916.66	$2,916.66
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$5.15	$309.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00 EA	$63,566.67	$254,266.68
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00 AS	$999.15	$11,989.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$615.14	$4,921.12
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00 EA	$362.84	$4,354.08
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00 AS	$962.54	$11,550.48
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$265.25	$2,122.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$28,980.82	$28,980.82
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$195.78	$783.12

Signalization 5

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Center

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	$11.55	$8,662.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	$21.28	$5,320.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$6,618.16	$6,618.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00	EA	$852.05	$13,632.80
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$2,916.66	$2,916.66
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.15	$309.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00	EA	$63,566.67	$254,266.68
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00	AS	$999.15	$11,989.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$615.14	$4,921.12
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00	EA	$362.84	$4,354.08
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00	AS	$962.54	$11,550.48
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$265.25	$2,122.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$28,980.82	$28,980.82
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$195.78	$783.12

Signalization 6

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Carswell/Seagrave

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	$11.55	$8,662.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	$21.28	$5,320.00

632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	$6,618.16	$6,618.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00 EA	$852.05	$13,632.80
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$2,916.66	$2,916.66
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$5.15	$309.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00 EA	$63,566.67	$254,266.68
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00 AS	$999.15	$11,989.80
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$615.14	$4,921.12
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00 EA	$362.84	$4,354.08
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00 AS	$962.54	$11,550.48
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$265.25	$2,122.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$28,980.82	$28,980.82
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$195.78	$783.12

Signalization 7

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Covers 4 single mast arm PHBs for mid block cross walks

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	$11.55	$8,662.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	$21.28	$5,320.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$6,618.16	$6,618.16
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00	EA	$852.05	$13,632.80
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$2,916.66	$2,916.66
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.15	$309.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00	EA	$63,566.67	$254,266.68
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00	AS	$999.15	$11,989.80

653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$615.14	$4,921.12
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00	EA	$362.84	$4,354.08
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00	AS	$962.54	$11,550.48
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$265.25	$2,122.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$28,980.82	$28,980.82
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$195.78	$783.12

Traffic Monitoring 1

Description	Value
Lanes	4
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	150.00	LF	$11.55	$1,732.50
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	40.00	LF	$21.28	$851.20
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	3.00	EA	$852.05	$2,556.15
	Signalizations Component Total				$2,500,130.39

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	12,513.60	LF	$11.55	$144,532.08
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	2,483.76	LF	$21.28	$52,854.41
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	83.00	EA	$852.05	$70,720.15
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	45,703.08	LF	$2.22	$101,460.84
715-4-13	LIGHT POLE COMPLETE, F&I-STD, 40'	83.00	EA	$6,147.72	$510,260.76
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	83.00	EA	$574.80	$47,708.40

Subcomponent Total	$927,536.64
Lighting Component Total	$927,536.64

LANDSCAPING COMPONENT

User Input Data

Description	**Value**
Cost %	10.00
Component Detail	N

Landscaping Component Total	$1,498,527.12
Sequence 1 Total	$19,300,125.20

Date: 7/11/2022 5:07:28 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 446756-1-52-01 **Letting Date:** 01/2099

Description: Corridor Planning Study Longer Term Alternative - Mason Ave Reconstruction from Clyde Morris to North Beach Street

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.370 MI

Project Manager: Jesse Blouin

Version 1-P Project Grand Total **$23,503,151.49**

Description: Corridor Planning Study - Mason Ave Reconstruction from Clyde Morris to North Beach Street

Project Sequences Subtotal			**$19,300,125.20**
102-1	Maintenance of Traffic	10.00 %	$1,930,012.52
101-1	Mobilization	10.00 %	$2,123,013.77
Project Sequences Total			**$23,353,151.49**
Project Unknowns		0.00 %	$0.00

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 1-P Project Grand Total **$23,503,151.49**