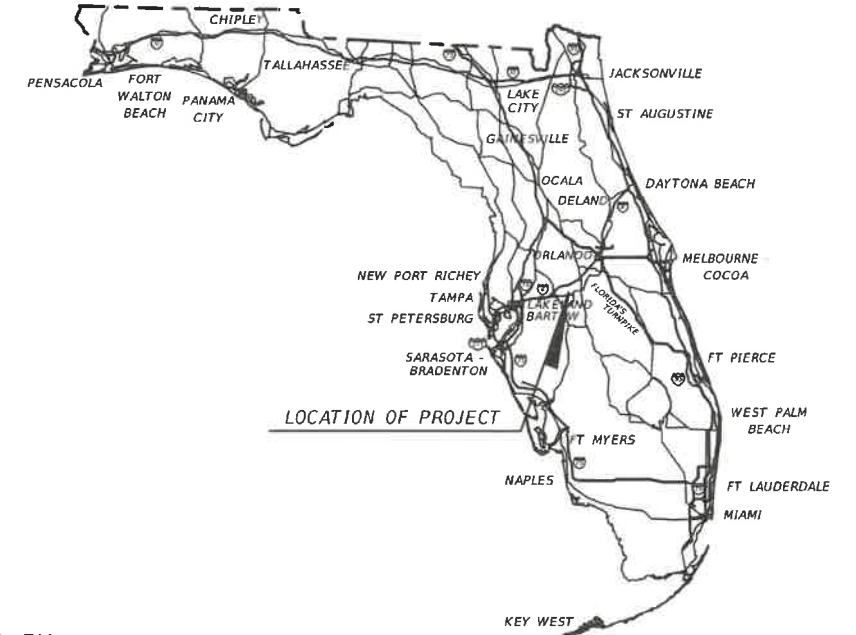


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 435391-1-22-01
POLK COUNTY (16020000, 16020102)
OLD DIXIE TRAIL
AUBURNDALE TO HAINES CITY



FDOT DISTRICT DESIGN ENGINEER

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS
TARGET SPEED
DESIGN & POSTED SPEEDS

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

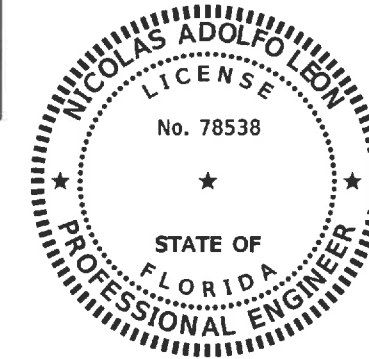
CONCURRING WITH:
TYPICAL SECTION ELEMENTS

POLK COUNTY

[Signature]
09/24/2024
CONCURRING WITH:
TYPICAL SECTIONS (1-14)

PROJECT LOCATION URL: <https://maps.app.goo.gl/1fLLjtD67fomtDin8>
PROJECT LIMITS: AUBURNDALE TO HAINES CITY
EXCEPTIONS: NONE
BRIDGE LIMITS: NONE
RAILROAD CROSSING: CSX CROSSING 623063B

APPROVED BY:



THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL
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ON ANY ELECTRONIC COPIES.

HNTB CORPORATION
ONE TAMPA CITY CENTER
201 N FRANKLIN ST. SUITE 1200
TAMPA, FL. 33602
NICOLAS LEON, P.E. 78538

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

INDEX OF SHEETS

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO.1
3	TYPICAL SECTION NO.2
4	TYPICAL SECTION NO.3
5	TYPICAL SECTION NO.4
6	TYPICAL SECTION NO.5
7	TYPICAL SECTION NO.6
8	TYPICAL SECTION NO.7
9	TYPICAL SECTION NO.8
10	TYPICAL SECTION NO.9
11	TYPICAL SECTION NO.10
12	TYPICAL SECTION NO.11
13	TYPICAL SECTION NO.12
14	TYPICAL SECTION NO.13
15	TYPICAL SECTION NO.14

SHEET NO.
1

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
- () PRINCIPAL ARTERIAL (X) LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

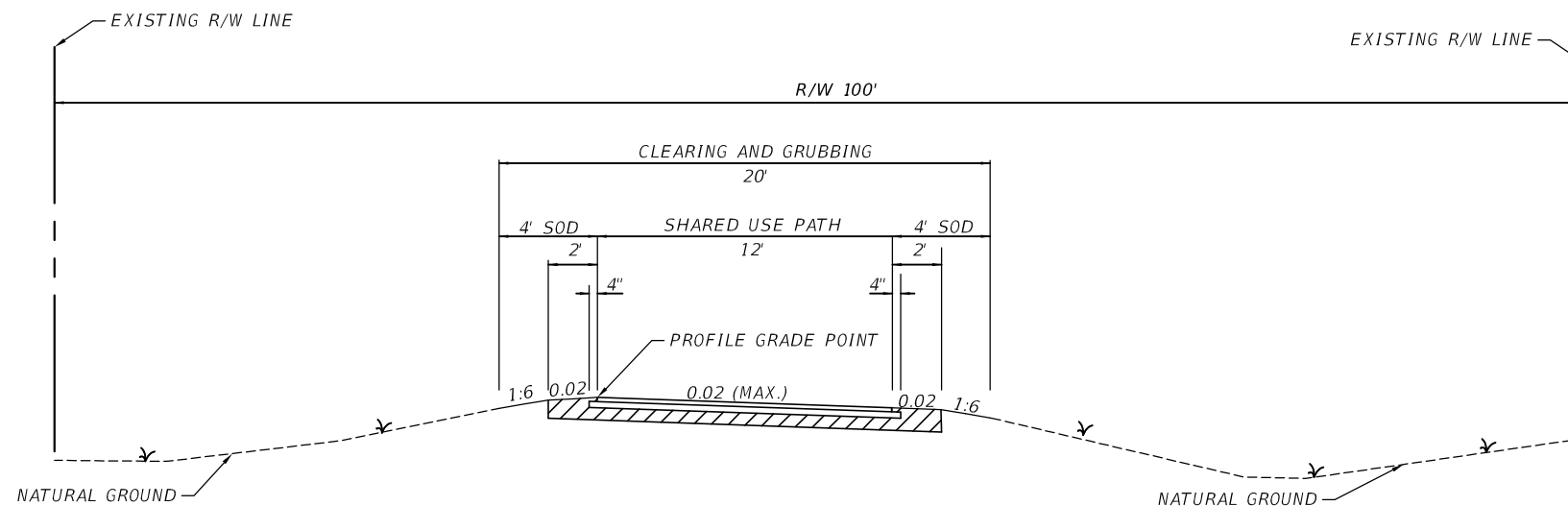
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 1



SEGMENT 1
FORMER CSX RAILROAD
BERKLEY RD. TO OLD DIXIE HWY.

TRAFFIC DATA

DESIGN SPEED = 18 MPH

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	2

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

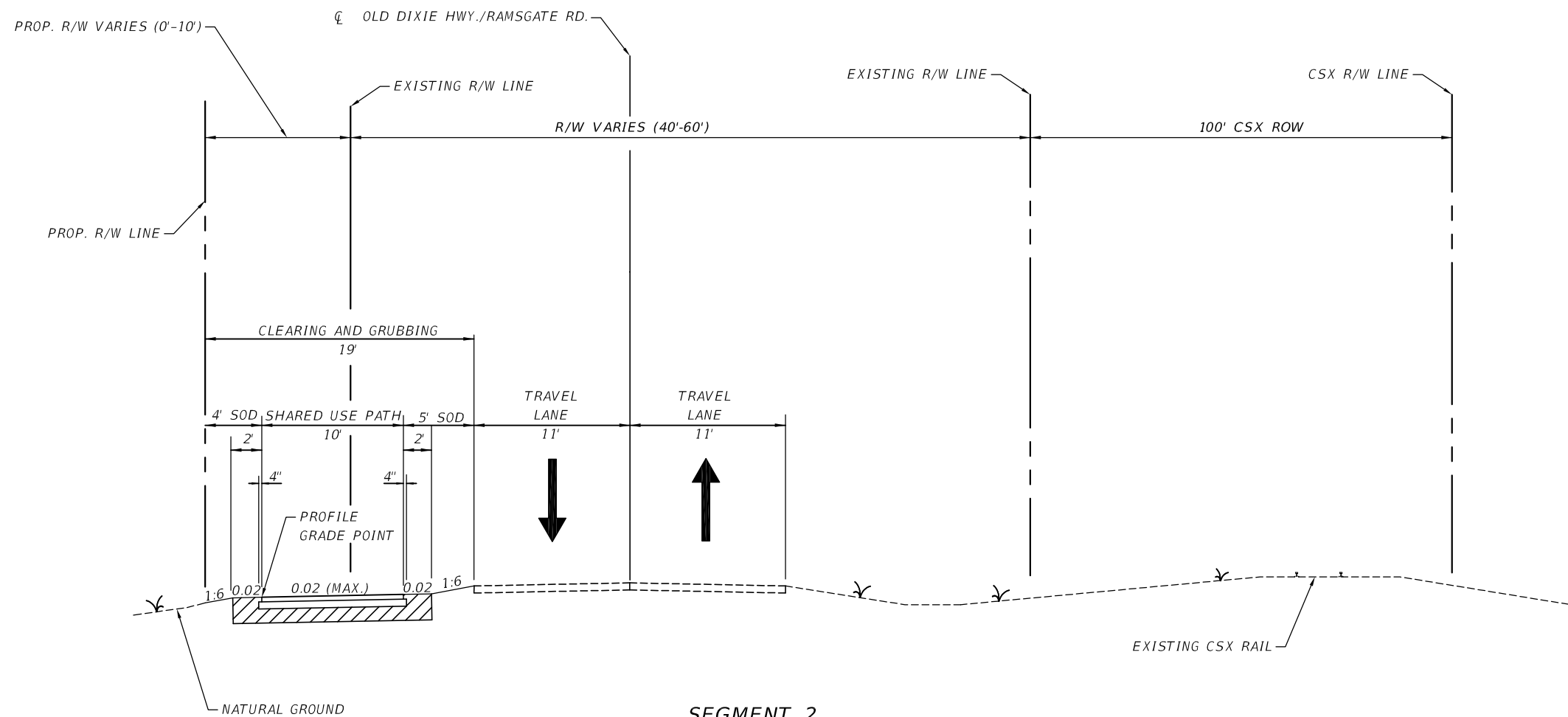
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 2



SEGMENT 2
OLD DIXIE HIGHWAY
FORMER CSX RAILROAD TO RAMSGATE RD.

RAMSGATE ROAD
OLD DIXIE HWY. TO PILAKLAKAHA AVE.

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3800
 ESTIMATED OPENING YEAR = 2030 AADT = 5100
 ESTIMATED DESIGN YEAR = 2050 AADT = 7300
 K = 9% D = 56% T = 5% (24 HOUR)
 DESIGN HOUR T = 2.5%
 TARGET SPEED = 40 MPH
 DESIGN SPEED = 40 MPH
 POSTED SPEED = 40 MPH

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	3

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

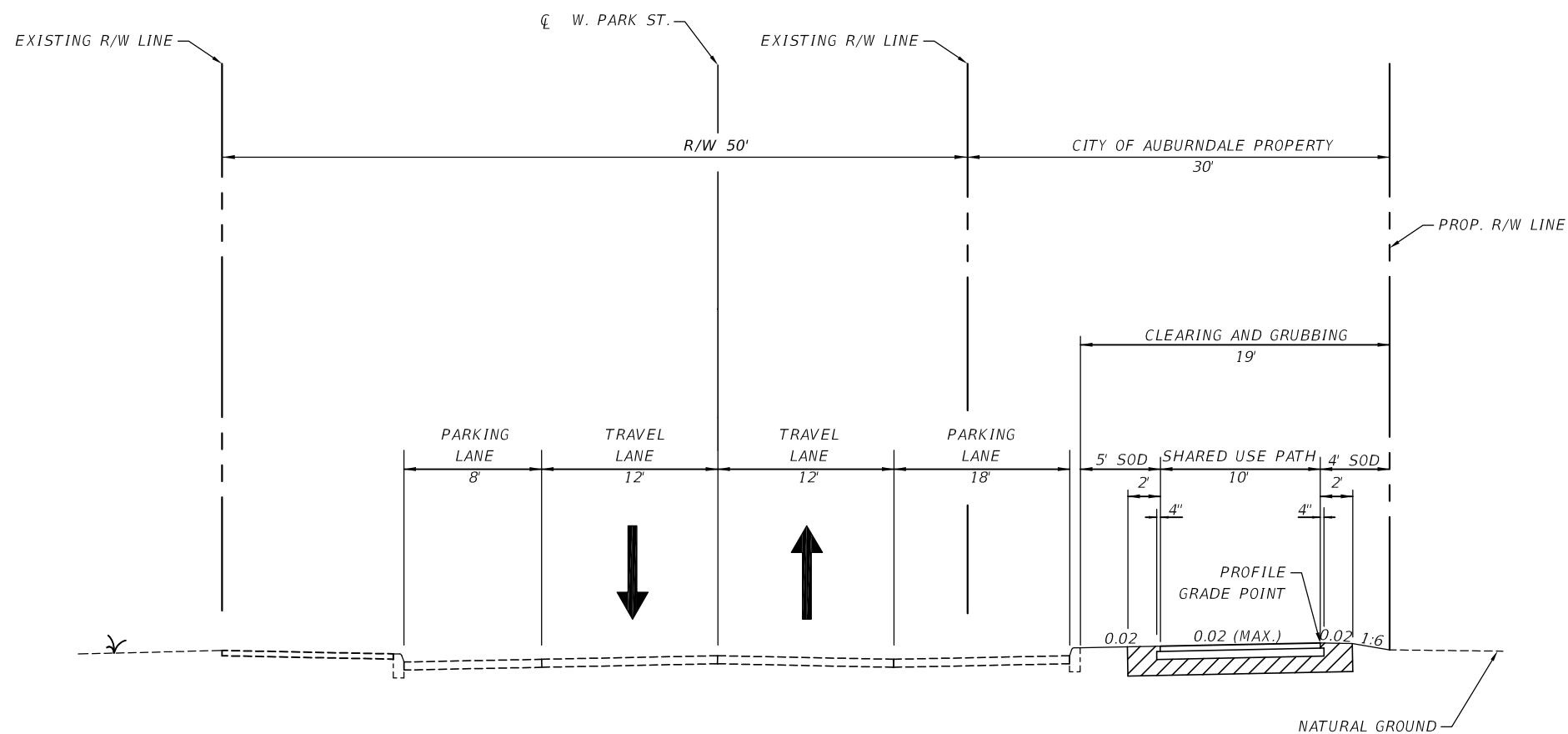
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 3



**SEGMENT 3
W. PARK STREET
PILAKLAKAHA AVE. TO MAIN ST.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3700
 ESTIMATED OPENING YEAR = 2030 AADT = 5100
 ESTIMATED DESIGN YEAR = 2050 AADT = 7400
 K = 9% D = 56% T = 5.3% (24 HOUR)
 DESIGN HOUR T = 2.7%
 TARGET SPEED = 25 MPH
 DESIGN SPEED = 25 MPH
 POSTED SPEED = 25 MPH

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FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	4

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

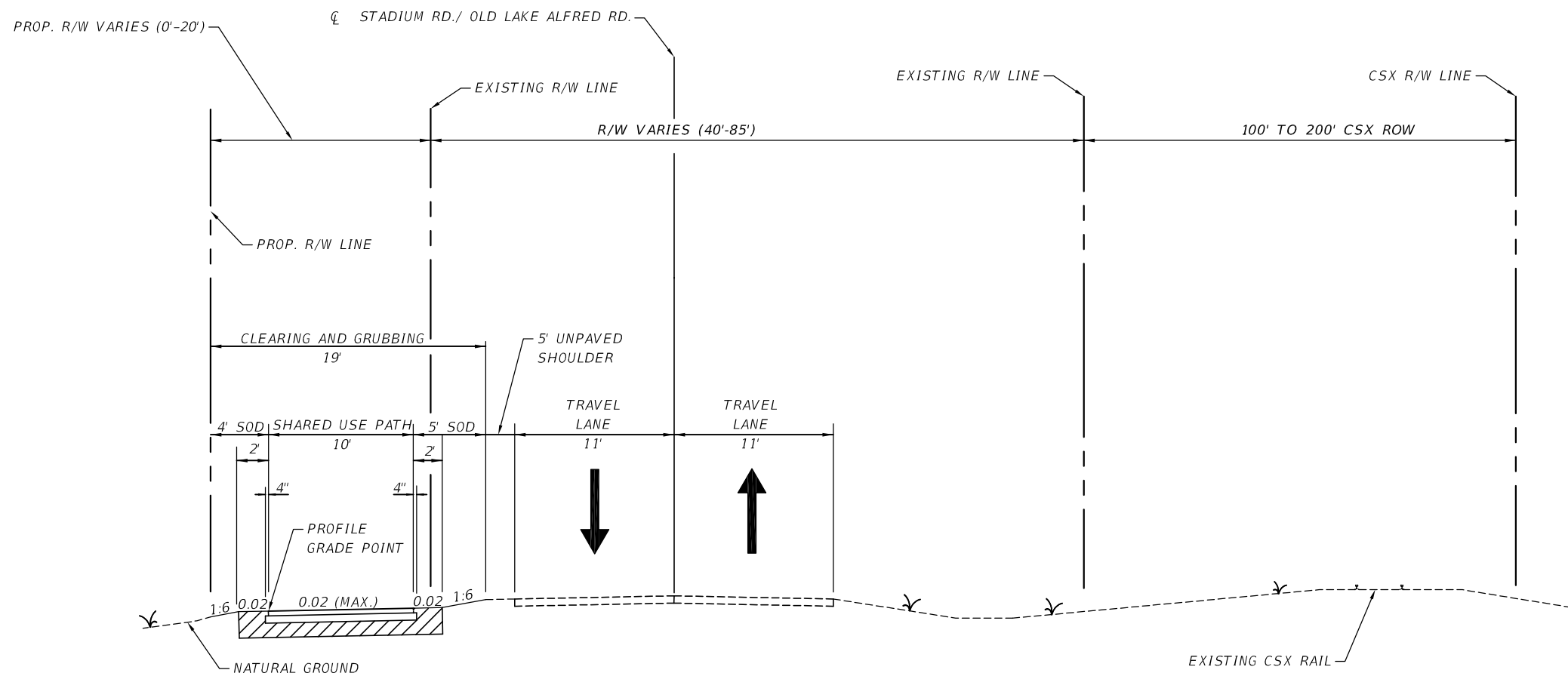
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 4



SEGMENT 3
STADIUM ROAD
MAIN ST. TO OHIO ST.

SEGMENT 4
STADIUM ROAD/OLD LAKE ALFRED ROAD
OHIO ST. TO SOUTH OF CSX CROSSING

SEGMENT 3 TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3200
 ESTIMATED OPENING YEAR = 2030 AADT = 4300
 ESTIMATED DESIGN YEAR = 2050 AADT = 6200
 K = 9% D = 56% T = 13.3% (24 HOUR)
 DESIGN HOUR T = 6.7%
 TARGET SPEED = 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

SEGMENT 4 TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 4600
 ESTIMATED OPENING YEAR = 2030 AADT = 6100
 ESTIMATED DESIGN YEAR = 2050 AADT = 8900
 K = 9% D = 56% T = 13.3% (24 HOUR)
 DESIGN HOUR T = 6.7%
 TARGET SPEED = 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	5

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

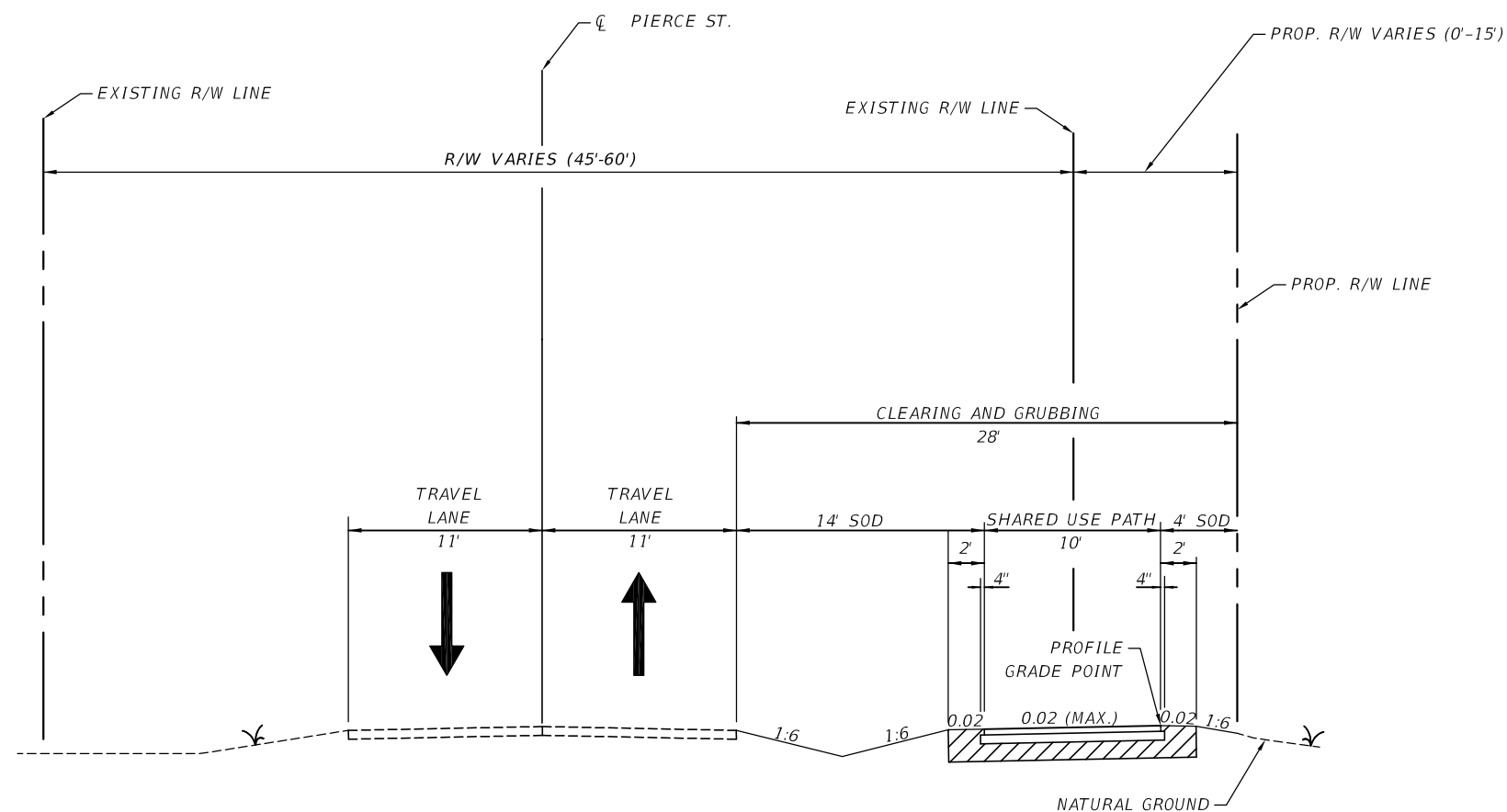
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 5



**SEGMENT 5
PIERCE STREET
SOUTH OF CSX CROSSING TO SHINN BLVD.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3700
 ESTIMATED OPENING YEAR = 2030 AADT = 5100
 ESTIMATED DESIGN YEAR = 2050 AADT = 7400
 K = 9% D = 56% T = 13.3% (24 HOUR)
 DESIGN HOUR T = 6.7%
 TARGET SPEED = 30 MPH
 DESIGN SPEED = 30 MPH
 POSTED SPEED = 30 MPH

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FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	6

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

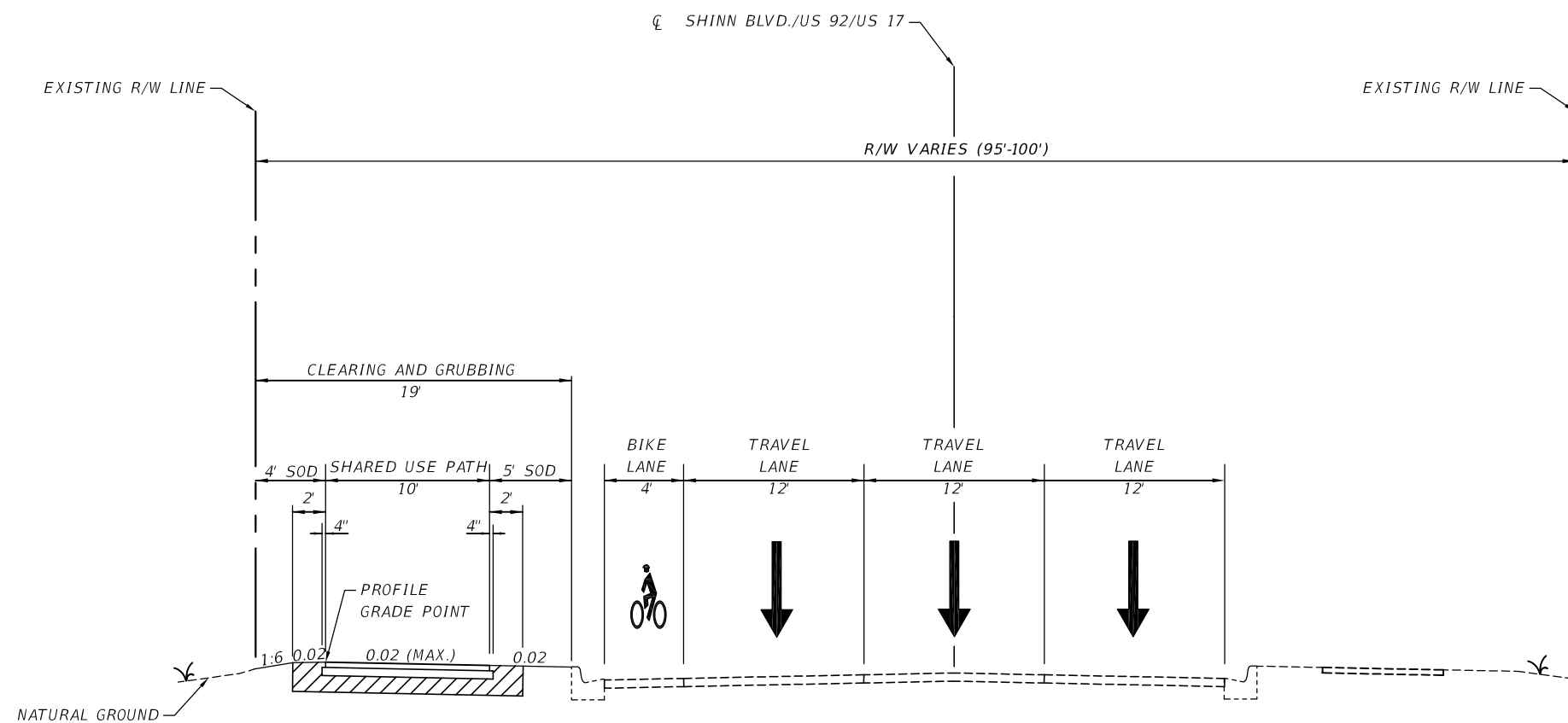
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 6



**SEGMENT 6
SHINN BOULEVARD/US 92/US 17
W. HAINES BLVD. TO POMELO ST.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 18500
 ESTIMATED OPENING YEAR = 2030 AADT = 24600
 ESTIMATED DESIGN YEAR = 2050 AADT = 35700
 K = 9% D = 100% T = 8.8% (24 HOUR)
 DESIGN HOUR T = 4.4%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

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FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	7

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

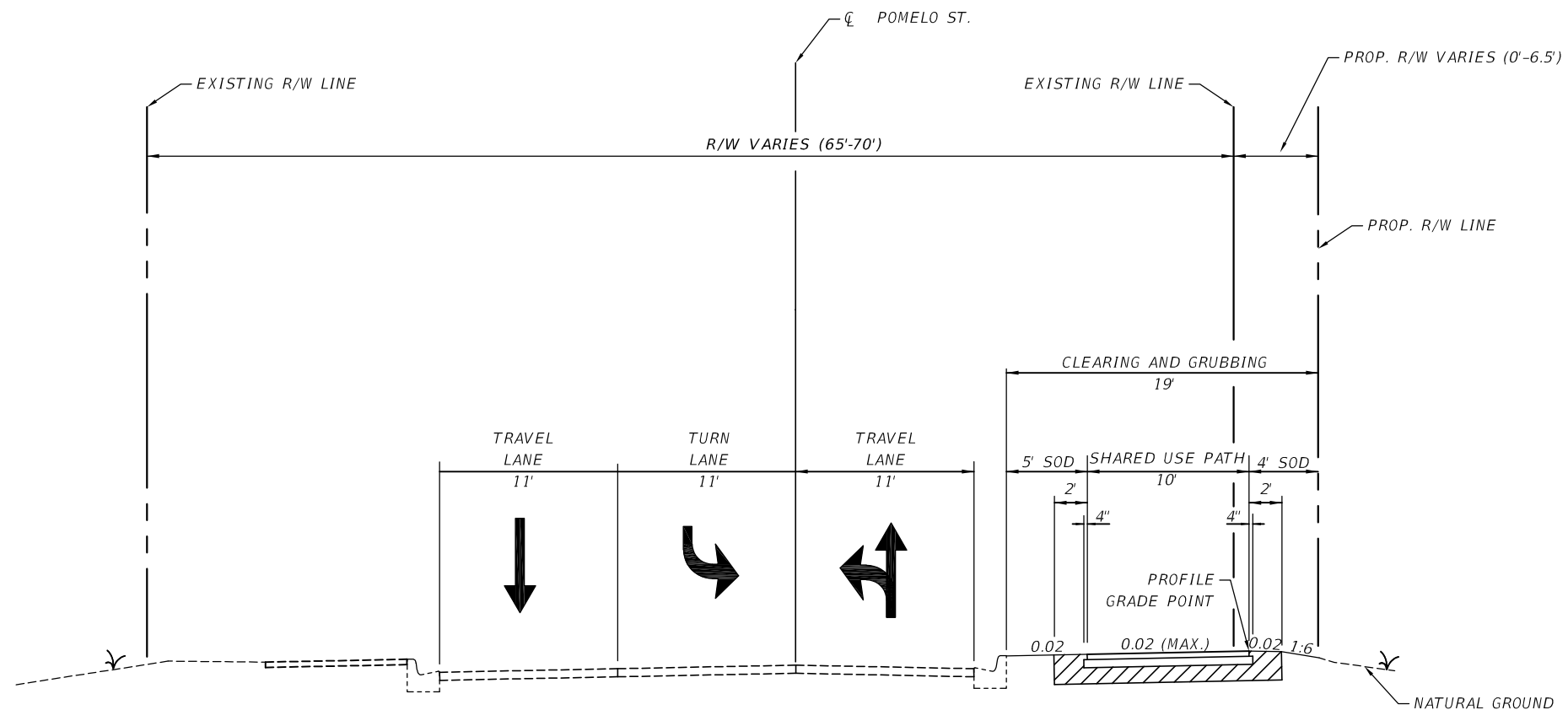
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 7



**SEGMENT 6
POMELO STREET
SHINN BLVD./US 92/US 17 TO LAKE SHORE WAY/US 92/US 17**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 16600
 ESTIMATED OPENING YEAR = 2030 AADT = 23100
 ESTIMATED DESIGN YEAR = 2050 AADT = 33000
 K = 9% D = 56% T = 8.8% (24 HOUR)
 DESIGN HOUR T = 4.4%
 TARGET SPEED = 40 MPH
 DESIGN SPEED = 40 MPH
 POSTED SPEED = 40 MPH

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	8

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

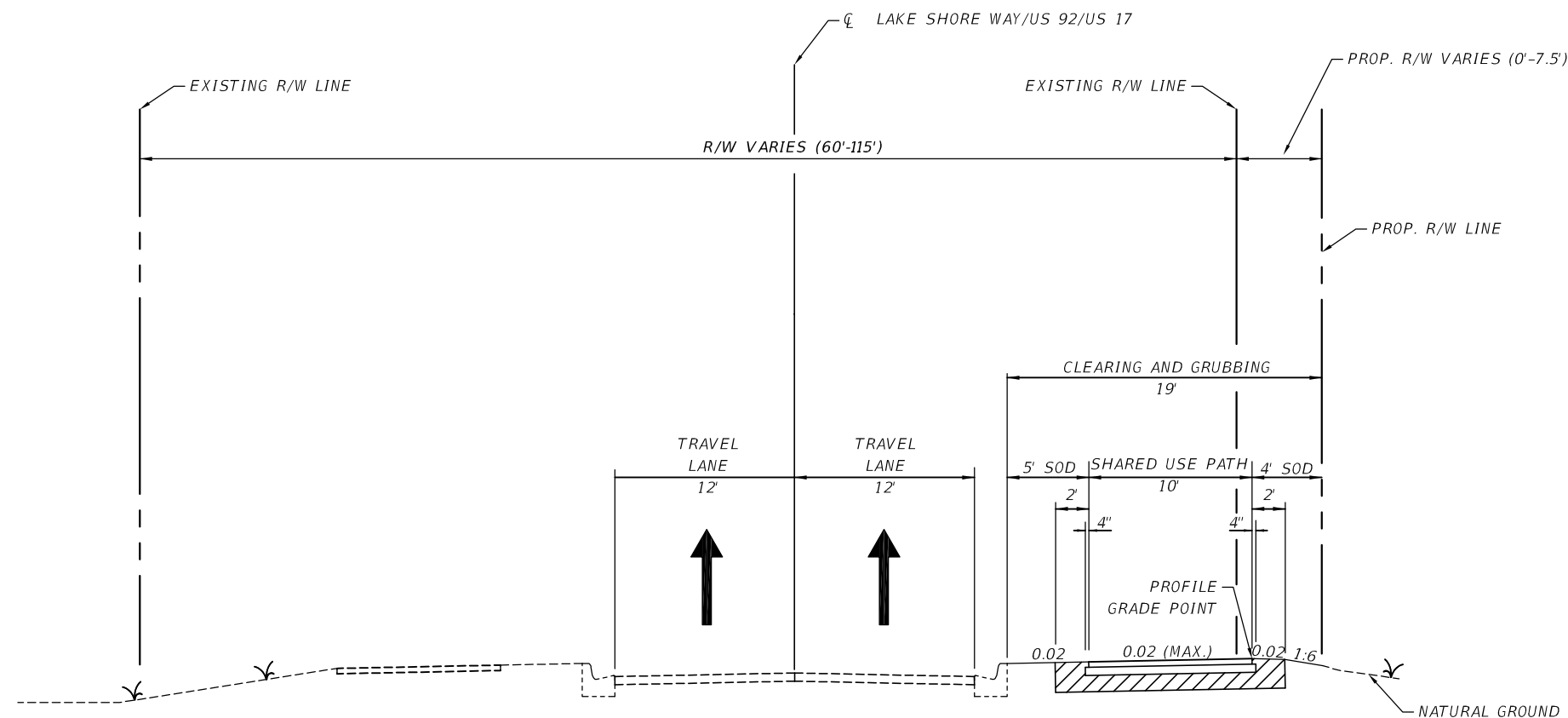
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 8



**SEGMENT 6
LAKE SHORE WAY/US 92/US 17
POMELO ST. TO N. ROCHELLE AVE.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 11000
 ESTIMATED OPENING YEAR = 2030 AADT = 14600
 ESTIMATED DESIGN YEAR = 2050 AADT = 21200
 K = 9% D = 100% T = 8.3% (24 HOUR)
 DESIGN HOUR T = 4.2%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

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FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	9

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL (X) C3C : SUBURBAN COMM.
- (X) C2 : RURAL () C4 : URBAN GENERAL
- (X) 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

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

ACCESS CLASSIFICATION

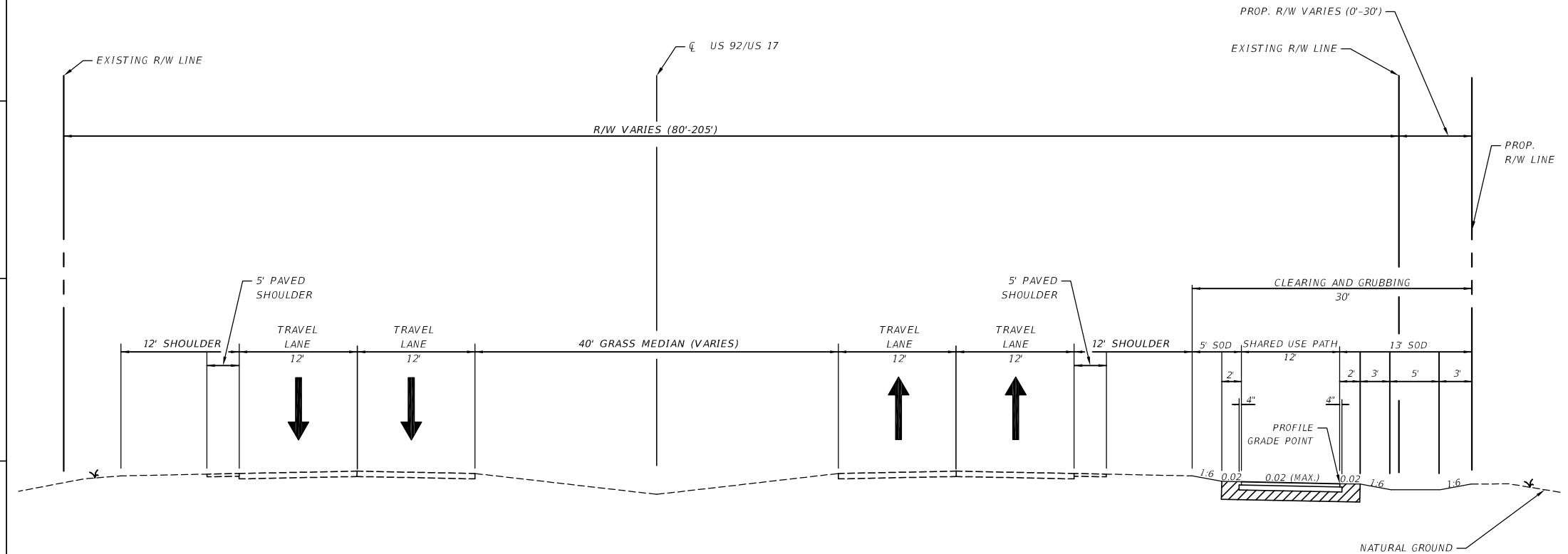
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 9



SEGMENT 7 TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 21500
 ESTIMATED OPENING YEAR = 2030 AADT = 28600
 ESTIMATED DESIGN YEAR = 2050 AADT = 41500
 K = 9% D = 56% T = 8% (24 HOUR)
 DESIGN HOUR T = 4.0%
 TARGET SPEED = 60 MPH
 DESIGN SPEED = 60 MPH
 POSTED SPEED = 35-60 MPH

SEGMENT 7
US 92/US 17
N. ROCHELLE AVE. TO CENTURY DR.

SEGMENT 8
US 92/US 17
CENTURY DR. TO W. OF C ST.

SEGMENT 8 TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 28500
 ESTIMATED OPENING YEAR = 2030 AADT = 37900
 ESTIMATED DESIGN YEAR = 2050 AADT = 55000
 K = 9% D = 56% T = 8.5% (24 HOUR)
 DESIGN HOUR T = 4.3%
 TARGET SPEED = 60 MPH
 DESIGN SPEED = 60 MPH
 POSTED SPEED = 45-60 MPH

CONTEXT CLASSIFICATION NOTES:
 C3C FROM N. ROCHELLE AVE. TO CENTURY DR.
 C2 FROM CENTURY DR. TO FLETCHER FISH CAMP RD.
 C3C FROM FLETCHER FISH CAMP RD. TO DYSON RD.
 C3R FROM DYSON RD. TO US 27
 C2T FROM US 27 TO W. OF C ST.

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	10

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

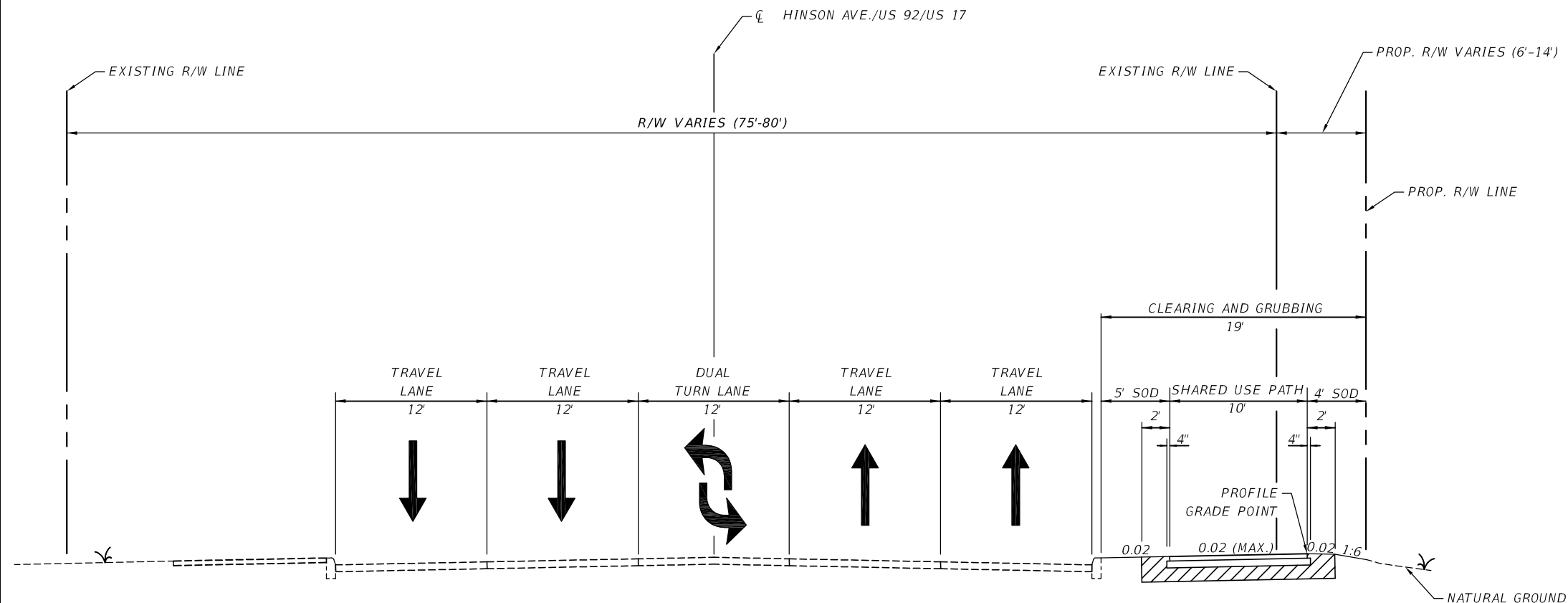
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 10



**SEGMENT 9
HINSON AVENUE/US 17/US 92
W. OF C ST. TO N. 6TH ST.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 26500
 ESTIMATED OPENING YEAR = 2030 AADT = 35200
 ESTIMATED DESIGN YEAR = 2050 AADT = 51100
 K = 9% D = 56% T = 5.1% (24 HOUR)
 DESIGN HOUR T = 2.6%
 TARGET SPEED = 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 30-45 MPH

CONTEXT CLASSIFICATION NOTES:
 C2T FROM W. OF C ST. TO S. 1ST ST.
 C4 FROM S. 1ST ST. TO N. 6TH ST.

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FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	11

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL (X) 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. (X) MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

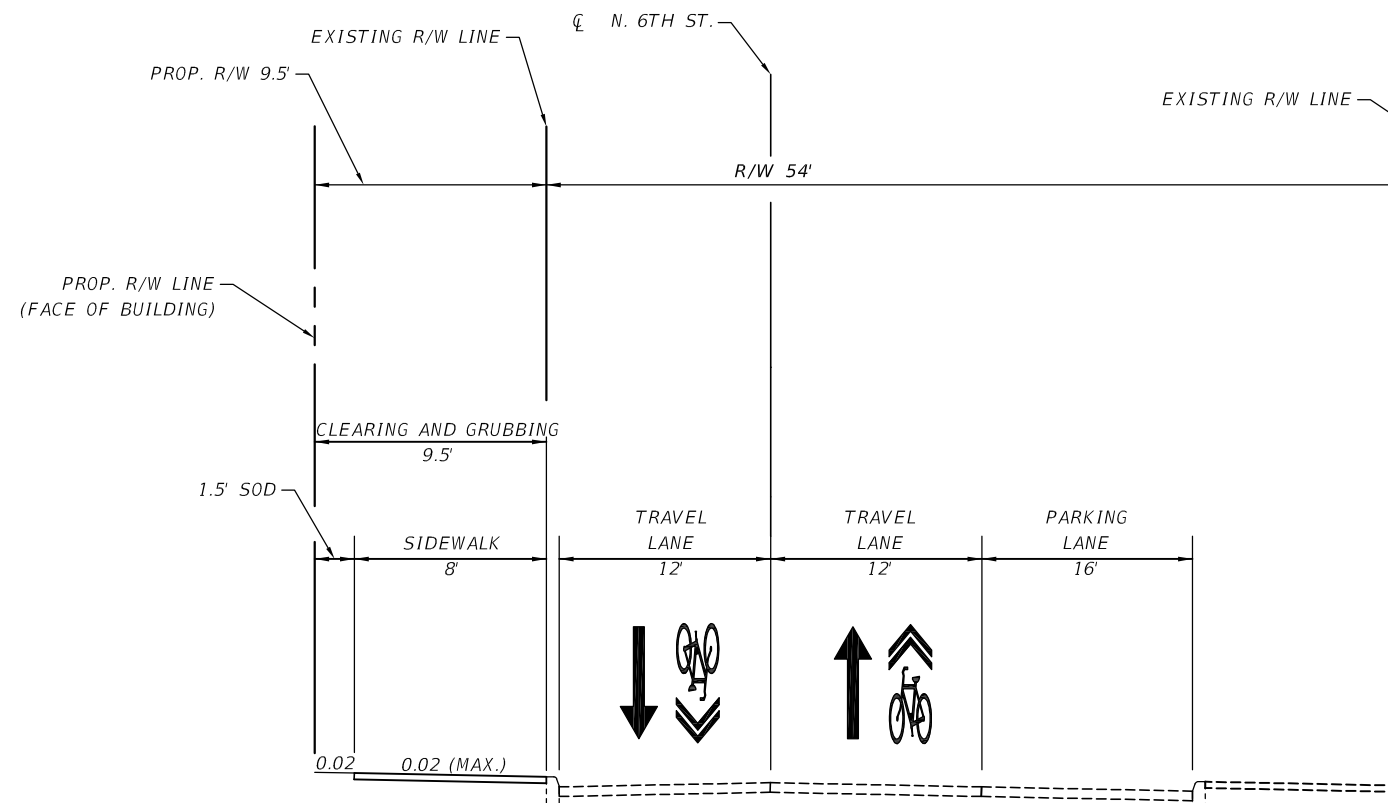
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- (X) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 11



SEGMENT 10
N. 6TH ST.
E. HINSON AVE. TO COURT AVE.

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 950
 ESTIMATED OPENING YEAR = 2030 AADT = 1300
 ESTIMATED DESIGN YEAR = 2050 AADT = 1800
 K = 9% D = 56% T = 13.3% (24 HOUR)
 DESIGN HOUR T = 6.7%
 TARGET SPEED = 25 MPH
 DESIGN SPEED = 25 MPH
 POSTED SPEED = 25 MPH

TRAFFIC DATA SHOWN IS FOR N. 5TH STREET. NO DATA WAS AVAILABLE FOR N. 6TH STREET FROM E. HINSON AVENUE TO COURT AVENUE.

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	12

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1 : NATURAL 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
- PRINCIPAL ARTERIAL LOCAL
- MINOR ARTERIAL

HIGHWAY SYSTEM

- NATIONAL HIGHWAY SYSTEM
- STRATEGIC INTERMODAL SYSTEM
- STATE HIGHWAY SYSTEM
- OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

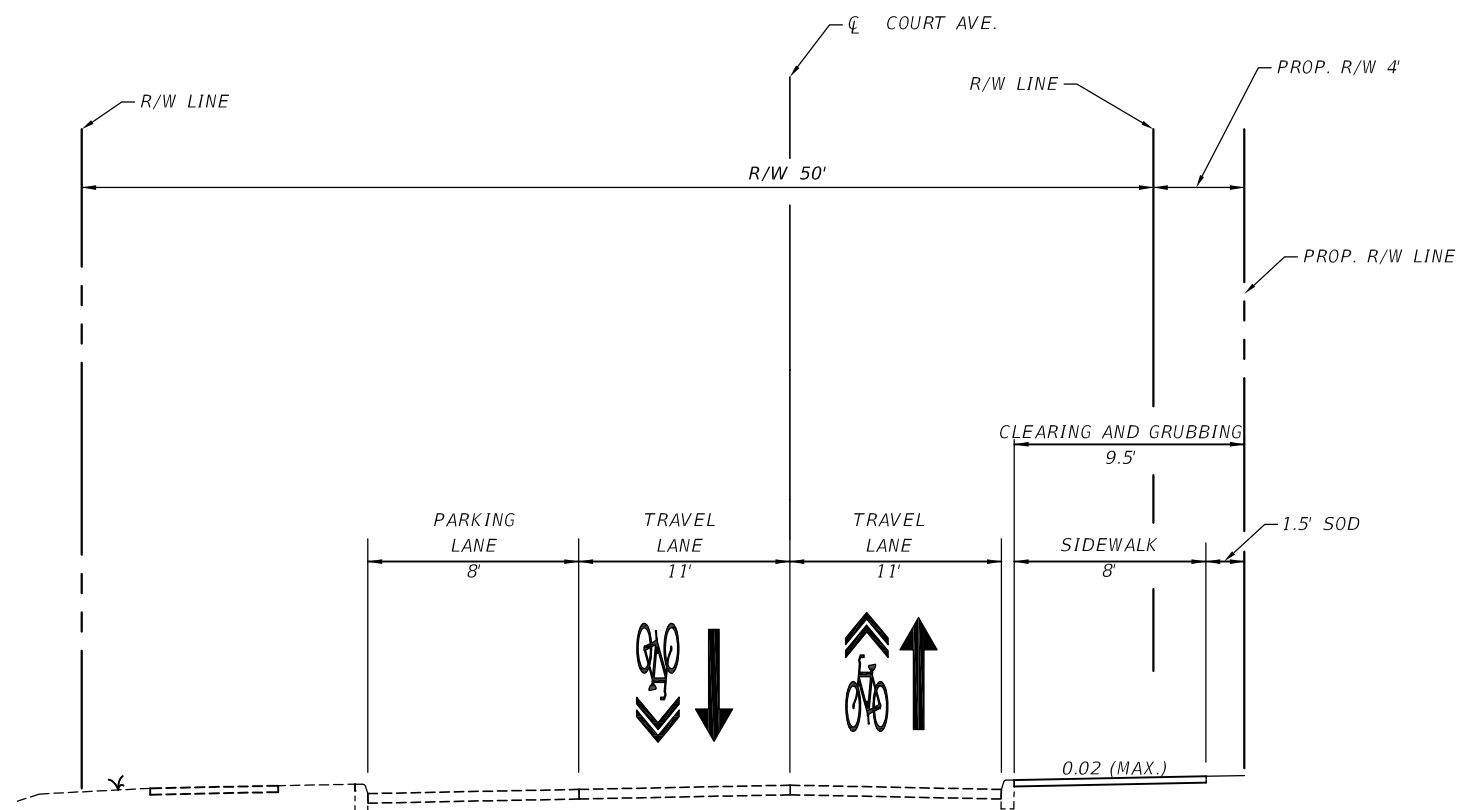
- 1 - FREEWAY
- 2 - RESTRICTIVE w/Service Roads
- 3 - RESTRICTIVE w/660 ft. Connection Spacing
- 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- 5 - RESTRICTIVE w/440 ft. Connection Spacing
- 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 12



**SEGMENT 10
COURT AVENUE
N. 5TH ST. TO N 6TH ST.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 950
 ESTIMATED OPENING YEAR = 2030 AADT = 1300
 ESTIMATED DESIGN YEAR = 2050 AADT = 1800
 K = 9% D = 56% T = 13.3% (24 HOUR)
 DESIGN HOUR T = 6.7%
 TARGET SPEED = 25 MPH
 DESIGN SPEED = 25 MPH
 POSTED SPEED = 25 MPH

TRAFFIC DATA SHOWN IS FOR N. 5TH STREET. NO DATA WAS AVAILABLE FOR COURT AVENUE FROM N. 5TH STREET TO N. 6TH STREET.

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	13

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL (X) 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. (X) MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

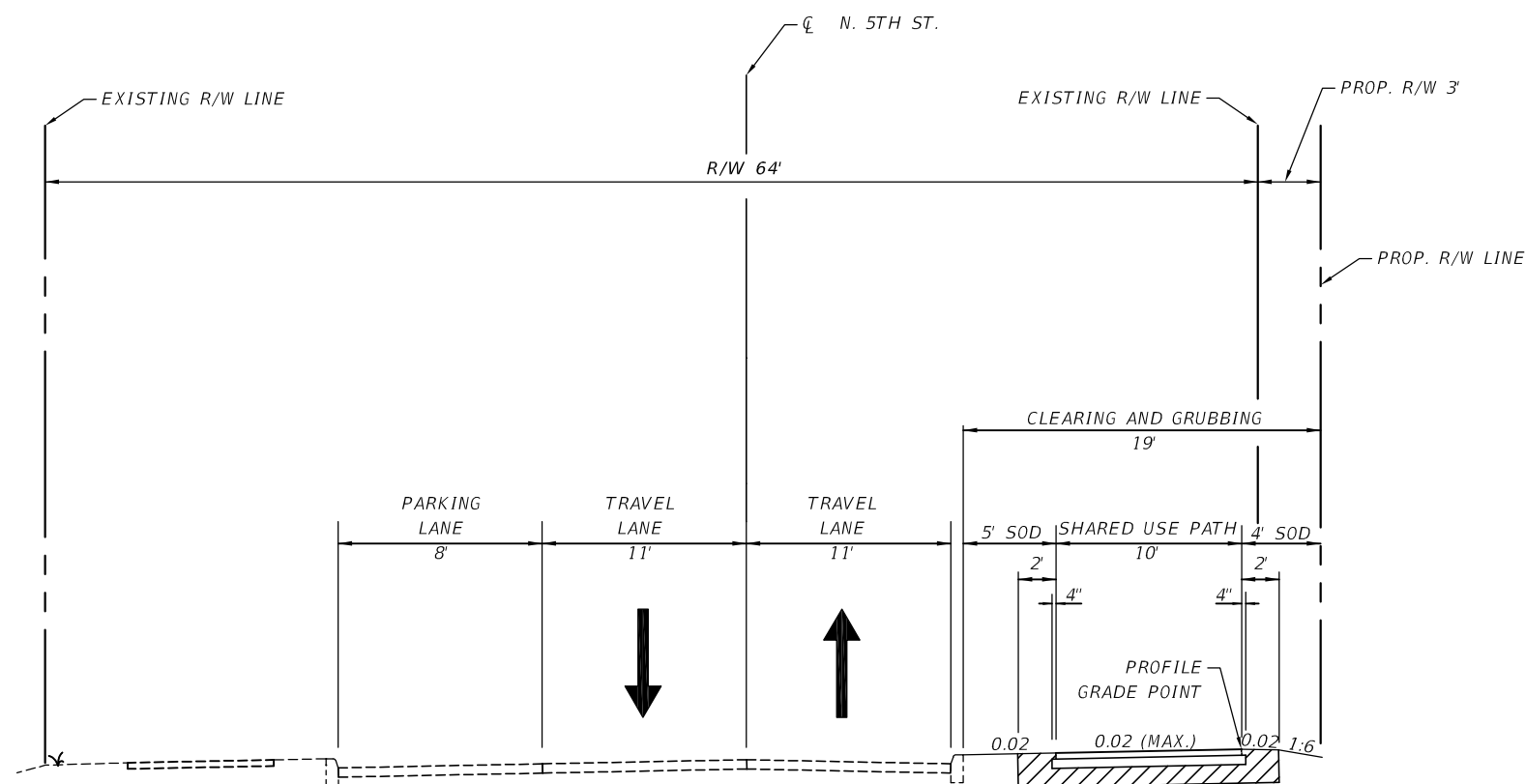
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 13



**SEGMENT 10
N. 5TH ST
COURT AVE. TO E. MAIN ST.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 950
 ESTIMATED OPENING YEAR = 2030 AADT = 1300
 ESTIMATED DESIGN YEAR = 2050 AADT = 1800
 K = 9% D = 56% T = 13.3% (24 HOUR)
 DESIGN HOUR T = 6.7%
 TARGET SPEED = 25 MPH
 DESIGN SPEED = 25 MPH
 POSTED SPEED = 25 MPH

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FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	14

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL (X) 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
- () PRINCIPAL ARTERIAL (X) LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

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

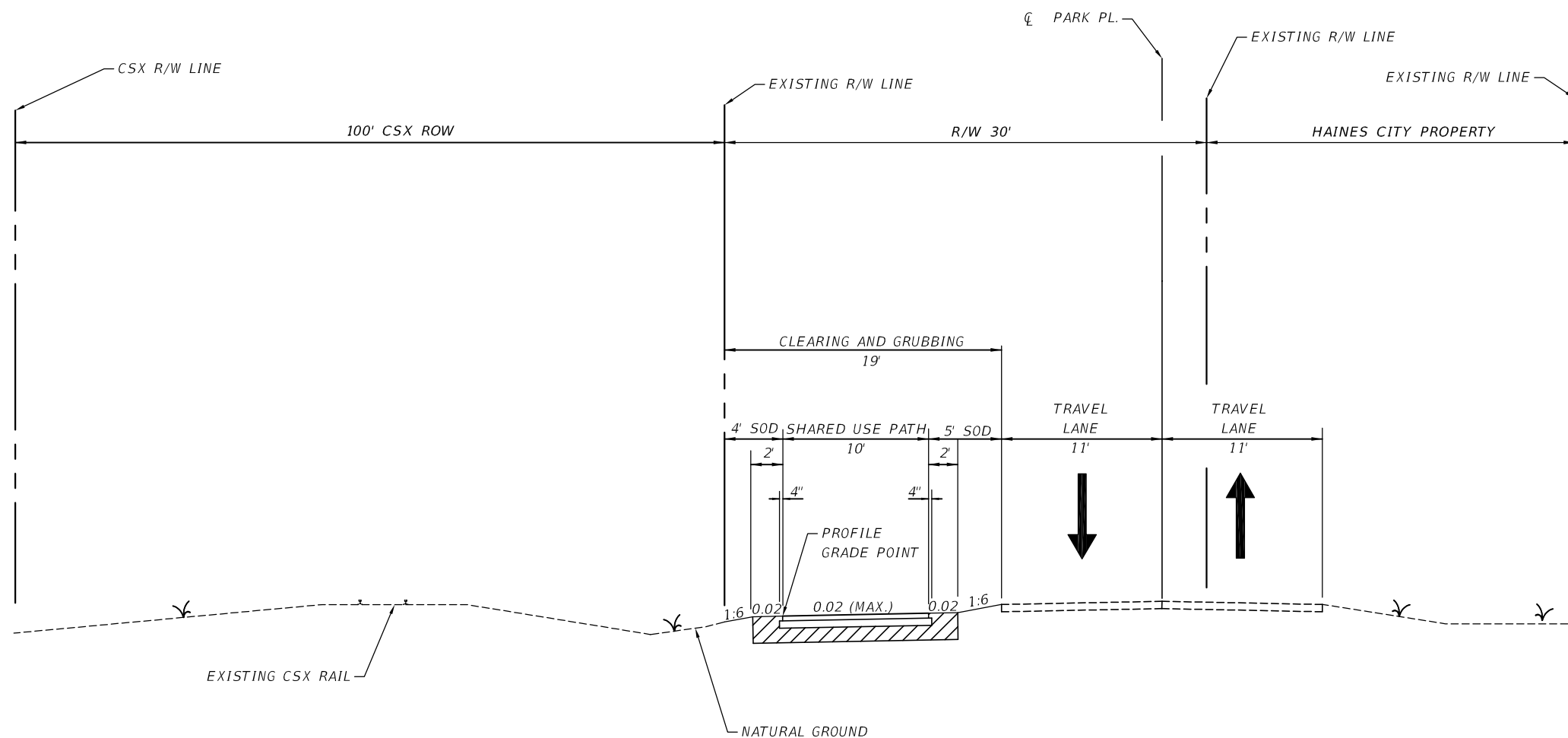
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS
SHARED USE PATH WIDTH

TYPICAL SECTION No. 14



**SEGMENT 10
PARK PLACE
INGRAHAM AVE. TO LILY AVE.**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 950
 ESTIMATED OPENING YEAR = 2030 AADT = 1300
 ESTIMATED DESIGN YEAR = 2050 AADT = 1800
 K = 9% D = 56% T = 13.3% (24 HOUR)
 DESIGN HOUR T = 6.7%
 TARGET SPEED = 25 MPH
 DESIGN SPEED = 25 MPH
 POSTED SPEED = 25 MPH

TRAFFIC DATA SHOWN IS FOR N. 5TH STREET. NO DATA WAS AVAILABLE FOR PARK PLACE FROM INGRAHAM AVENUE TO LILY AVENUE.

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

FINANCIAL PROJECT ID	SHEET NO.
435391-1-22-01	15