

CENTRAL FLORIDA EXPRESSWAY AUTHORITY (CFX)

TYPICAL SECTION PACKAGE

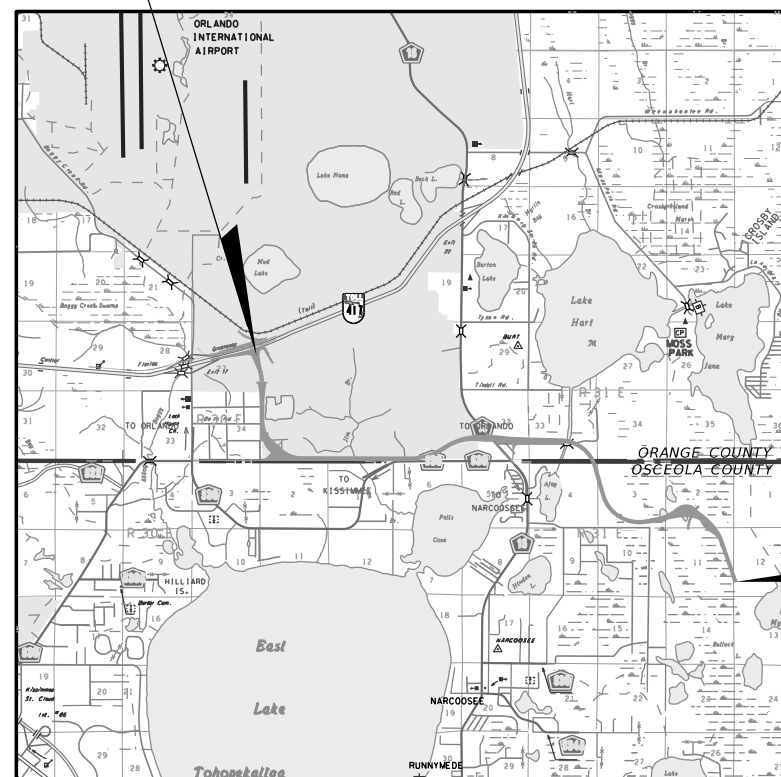
ORANGE & OSCEOLA COUNTIES
 STATE ROAD NO. N/A
 OSCEOLA PARKWAY EXTENSION
 SR 417 TO CYRILS DRIVE
 CFX PROJECT NO. 599-223A

THIS ITEM HAS BEEN DIGITALLY
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ON THE DATE ADJACENT TO THE SEAL
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RS&H, INC.
 10748 DEERWOOD PARK BLVD SOUTH
 JACKSONVILLE, FL 32256
 CERTIFICATE OF AUTHORIZATION: 5620
 DANIEL KRISTOFF, JR, P.E. NO. 30379

BEGIN PROJECT
 STA. 121+99.97



END PROJECT
 STA. 607+72.62

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

TYPICAL SECTION PACKAGE

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	OSCEOLA PARKWAY EXTENSION (ROADWAY)
3	OSCEOLA PARKWAY EXTENSION (BRIDGE)
4	SINGLE LANE RAMP (ROADWAY) - MULTIPLE LOCATIONS
5	SINGLE LANE RAMP (BRIDGE) - MULTIPLE LOCATIONS
6	TWO LANE RAMP (ROADWAY) - MULTIPLE LOCATIONS
7	TWO LANE RAMP (BRIDGE) - MULTIPLE LOCATIONS
8	TWO LANE RAMP (ROADWAY) - NB SR 417 EXIT RAMP TO SB OPE
9	TWO LANE RAMP (BRIDGE) - OVER NB SR 417 ENTRANCE RAMPS
10	MEDICAL CITY DRIVE (ROADWAY)
11	MEDICAL CITY DRIVE (BRIDGE)
12	SIMPSON ROAD
13	CR 15 (NARCOOSSEE ROAD)
14	CLAPP SIMS DUDA ROAD (DIVIDED)
15	CLAPP SIMS DUDA ROAD (UNDIVIDED)
16	SUNBRIDGE PARKWAY

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
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

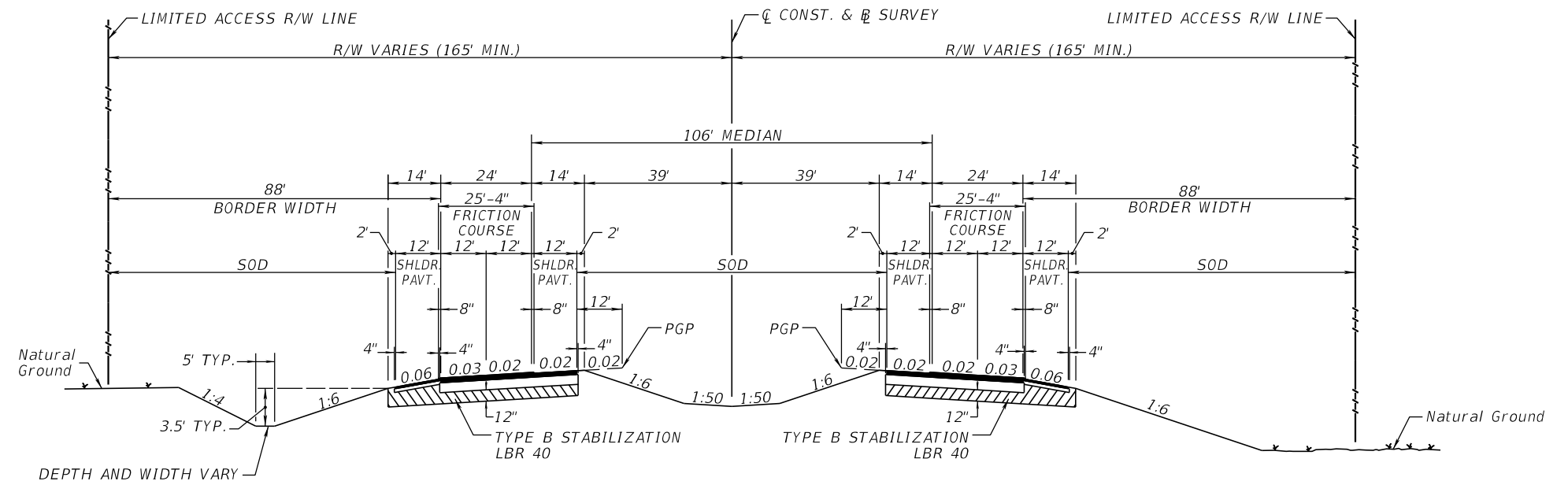
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- () N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

**TYPICAL SECTION No. 1
OSCEOLA PARKWAY EXTENSION**



**TYPICAL SECTION
OSCEOLA PARKWAY EXTENSION
STA. 121+99.97 TO STA. 607+72.62**

**TRAFFIC DATA
STA. 121+99.97 TO STA. 175+22.18**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 21,100
 ESTIMATED DESIGN YEAR = 2045 AADT = 47,200
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

**TRAFFIC DATA
STA. 175+22.18 TO STA. 349+11.05**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 14,500
 ESTIMATED DESIGN YEAR = 2045 AADT = 46,600
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

**TRAFFIC DATA
STA. 349+11.05 TO STA. 541+92.13**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 12,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 63,800
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

**TRAFFIC DATA
STA. 541+92.13 TO STA. 607+72.62**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 8,400
 ESTIMATED DESIGN YEAR = 2045 AADT = 36,000
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

SHEET NO.

2

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

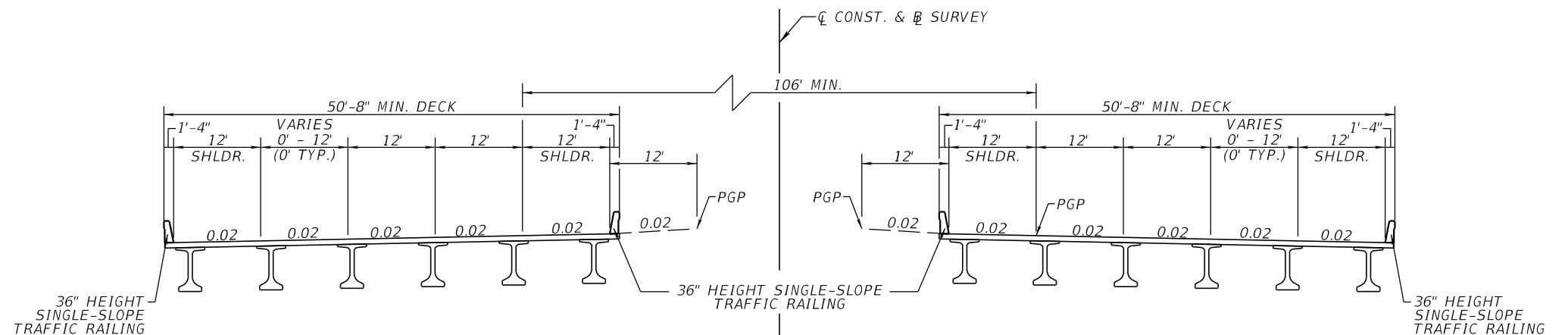
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- () N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

**TYPICAL SECTION No. 2
OSCEOLA PARKWAY EXTENSION**



**BRIDGE TYPICAL SECTION
OSCEOLA PARKWAY EXTENSION**

- OVER LAKE NONA BOULEVARD
- OVER LAUREATE BOULEVARD
- OVER SIMPSON ROAD
- OVER FUTURE ROAD
- OVER EXISTING BORROW PITS & PROPOSED POND
- OVER CR 15 (NARCOSSEE ROAD)
- OVER CANAL 29-A
- OVER CLAPP SIMS DUDA ROAD
- OVER TRAIL IN SPLIT OAK FOREST (WILDLIFE CROSSING)
- OVER EB EXIT RAMP TO SUNBRIDGE PARKWAY
- OVER SUNBRIDGE PARKWAY
- OVER EB ENTRANCE RAMP TO SB OPE
- OVER CYRILS DRIVE EXTENSION

**TRAFFIC DATA
STA. 121+99.97 TO STA. 175+22.18**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 21,100
 ESTIMATED DESIGN YEAR = 2045 AADT = 47,200
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

**TRAFFIC DATA
STA. 175+22.18 TO STA. 349+11.05**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 14,500
 ESTIMATED DESIGN YEAR = 2045 AADT = 46,600
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

**TRAFFIC DATA
STA. 349+11.05 TO STA. 541+92.13**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 12,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 63,800
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

**TRAFFIC DATA
STA. 541+92.13 TO STA. 607+72.62**

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = 8,400
 ESTIMATED DESIGN YEAR = 2045 AADT = 36,000
 K = 10.5% D = 55% T = 4% (24 HOUR)
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 70 MPH

SHEET NO.

3

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
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

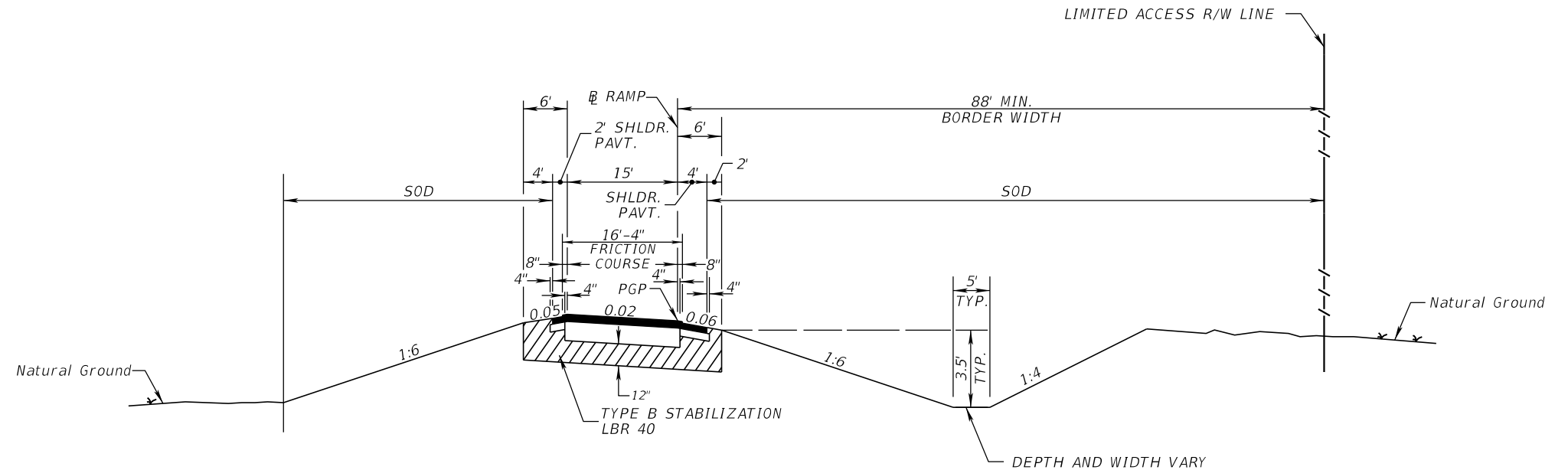
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- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 -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

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

**TYPICAL SECTION No. 3
OSCEOLA PARKWAY EXTENSION**



**TYPICAL SECTION
SINGLE LANE RAMP**

- NB OPE TO NB SR 417
- NB OPE TO SB SR 417
- NB OPE TO NB JEFF FUQUA BLVD
- SB SR 417 TO SB OPE
- LAKE NONA BLVD ENTRANCE RAMP TO SB SR 417
- NB SR 417 EXIT RAMP TO LAKE NONA BLVD
- SR 417 SB EXIT RAMP TO JEFF FUQUA BLVD
- SR 417 SB EXIT RAMP TO BOGGY CREEK ROAD
- SR 417 NB EXIT RAMP TO SB OPE
- SB JEFF FUQUA BLVD RAMP TO SB OPE
- BOGGY CREEK ROAD SB ENTRANCE RAMP TO SR 417 ENTRANCE RAMP
- OPE NB EXIT RAMP TO LAUREATE BLVD
- OPE SB ENTRANCE RAMP FROM LAUREATE BLVD
- NB & EB EXIT RAMPS FROM OPE TO SIMPSON ROAD
- NB & SB ENTRANCE RAMPS TO OPE FROM SIMPSON ROAD
- EB & WB EXIT RAMPS FROM OPE TO CR 15 (NARCOOSSEE ROAD)
- EB & WB ENTRANCE RAMPS TO OPE FROM CR 15 (NARCOOSSEE ROAD)
- EB & WB EXIT RAMPS FROM OPE TO SUNBRIDGE PARKWAY
- EB & WB ENTRANCE RAMPS TO OPE FROM SUNBRIDGE PARKWAY

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 50 MPH
 POSTED SPEED = 50 MPH

SHEET NO.

4

PROJECT CONTROLS

**TYPICAL SECTION No. 4
OSCEOLA PARKWAY EXTENSION**

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

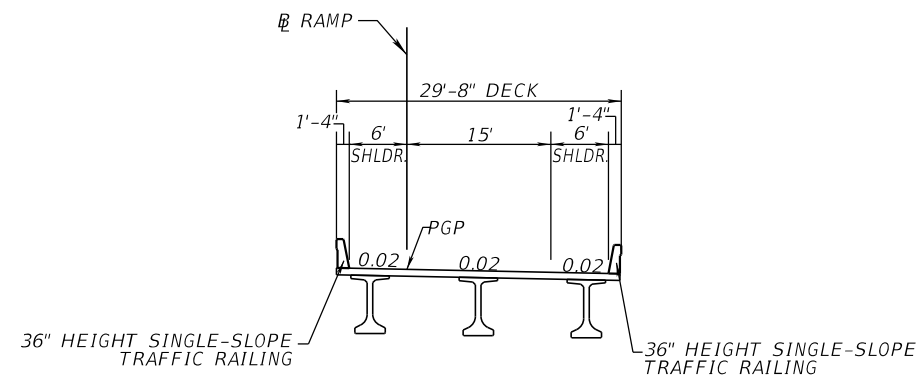
ACCESS CLASSIFICATION

- (X) 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
- () N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:



**BRIDGE TYPICAL SECTION
SINGLE LANE RAMP**

OVER SR 417 FROM SB SR 417 TO SB OPE
OVER CYRILS DRIVE FROM SUNBRIDGE PKWY
OVER BOGGY CREEK FROM BOGGY CREEK ROAD

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
ESTIMATED OPENING YEAR = 2025 AADT = TBD
ESTIMATED DESIGN YEAR = 2045 AADT = TBD
K = TBD D = TBD T = TBD (24 HOUR)
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH

SHEET NO.

5

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
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

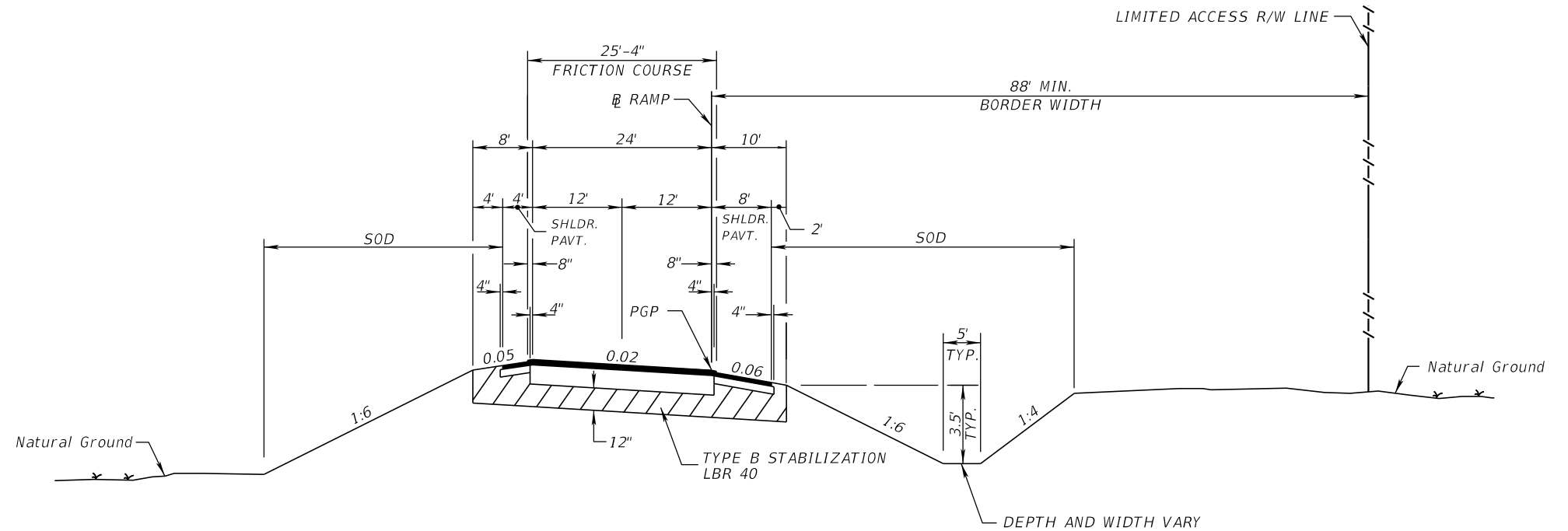
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- () N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

**TYPICAL SECTION No. 5
OSCEOLA PARKWAY EXTENSION**



**TYPICAL SECTION
TWO LANE RAMP**

NB OPE TO SB SR 417
SB RAMP FROM JEFF FUQUA BLVD TO SB SR 417
SB SR 417 EXIT RAMP TO NB ENTRANCE RAMP TO JEFF FUQUA BLVD

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
ESTIMATED OPENING YEAR = 2025 AADT = TBD
ESTIMATED DESIGN YEAR = 2045 AADT = TBD
K = TBD D = TBD T = TBD (24 HOUR)
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH

SHEET NO.

6

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PROJECT CONTROLS

**TYPICAL SECTION No. 6
OSCEOLA PARKWAY EXTENSION**

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

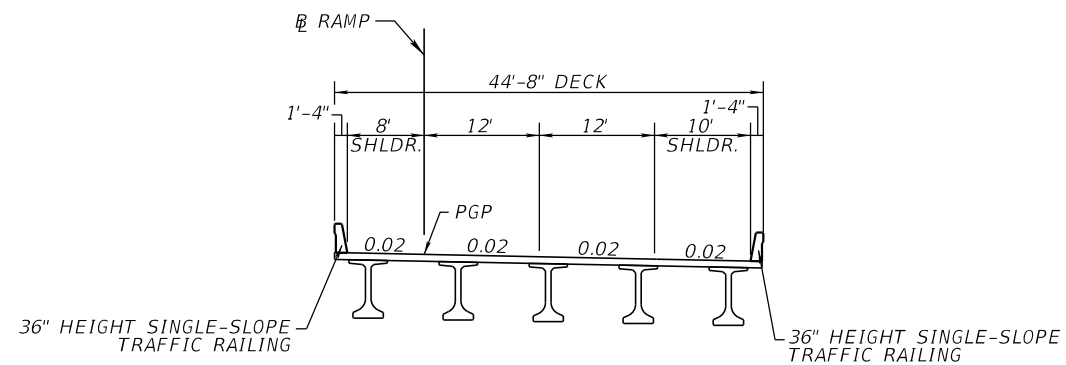
ACCESS CLASSIFICATION

- (X) 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
- () N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:



**BRIDGE TYPICAL SECTION
TWO LANE RAMP**

OVER SR 417 FROM NB OPE TO SB 417
OVER SR 417 EXIT RAMP TO JEFF FUQUA BLVD FROM SB RAMP FROM OPE
OVER BOGGY CREEK ROAD FROM SB RAMP FROM OPE
OVER BOGGY CREEK FROM SB RAMP FROM OPE

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
ESTIMATED OPENING YEAR = 2025 AADT = TBD
ESTIMATED DESIGN YEAR = 2045 AADT = TBD
K = TBD D = TBD T = TBD (24 HOUR)
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH

SHEET NO.

7

PROJECT CONTROLS

**TYPICAL SECTION No. 7
OSCEOLA PARKWAY EXTENSION**

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

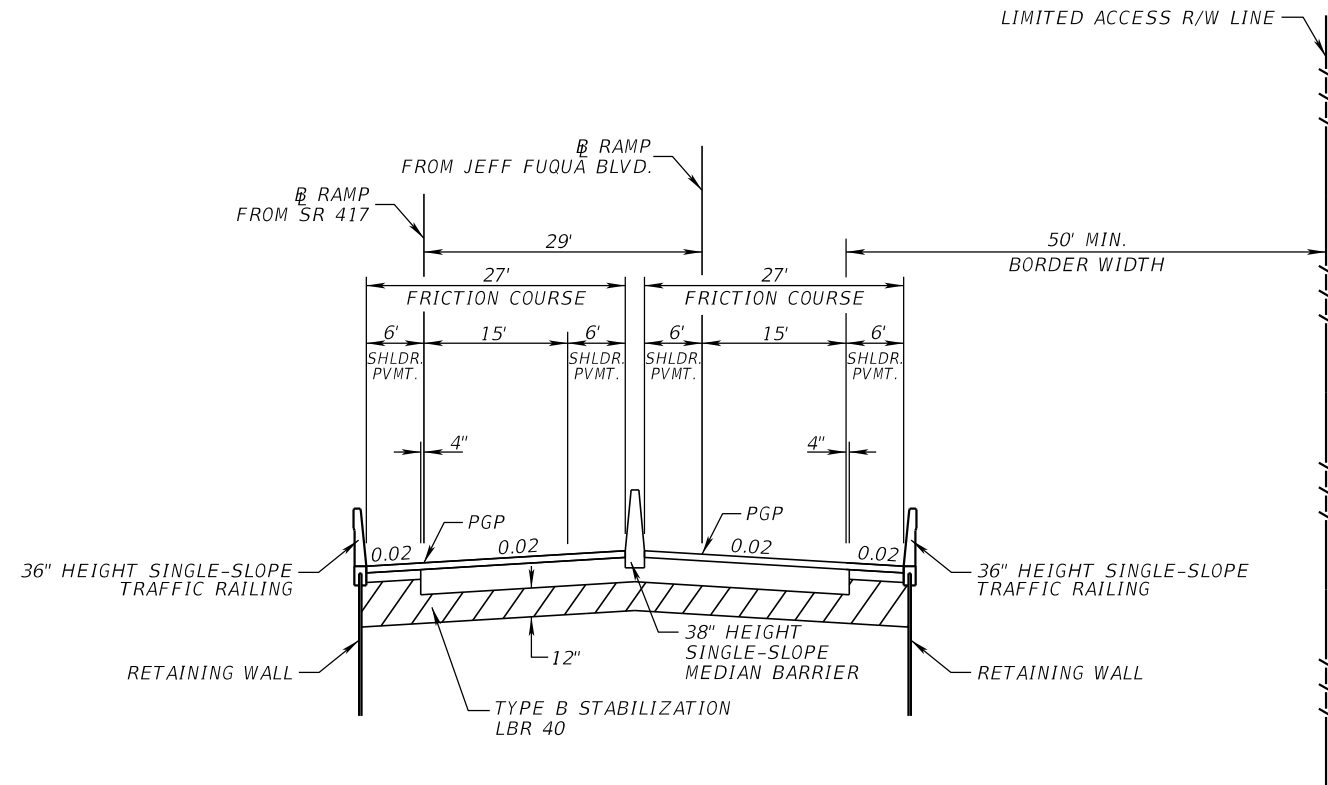
ACCESS CLASSIFICATION

- (X) 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
- () N/A

CRITERIA

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

**POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:**



**TYPICAL SECTION
TWO LANE RAMP**

NB SR 417 EXIT RAMP TO SB OPE

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 50 MPH
 POSTED SPEED = 50 MPH

SHEET NO.

8

PROJECT CONTROLS

**TYPICAL SECTION No. 8
OSCEOLA PARKWAY EXTENSION**

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

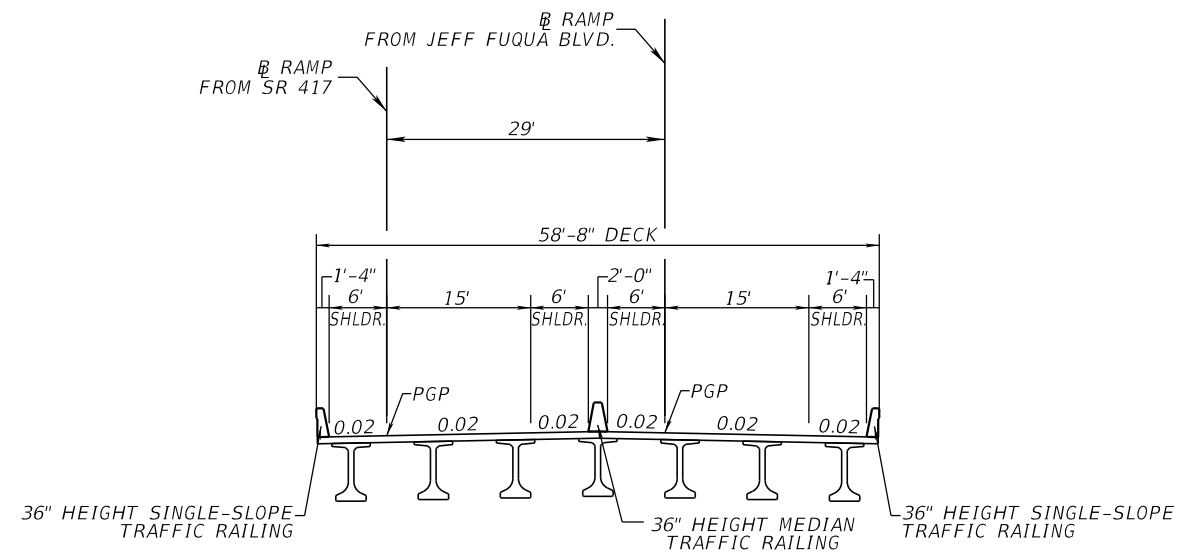
ACCESS CLASSIFICATION

- (X) 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
- () N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:



**BRIDGE TYPICAL SECTION
TWO LANE RAMP**

OVER NB SR 417 ENTRANCE RAMPS

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 50 MPH
 POSTED SPEED = 50 MPH

SHEET NO.

9

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PROJECT CONTROLS

**TYPICAL SECTION No. 9
MEDICAL CITY DRIVE**

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 () LOCAL
- (X) MINOR ARTERIAL

HIGHWAY SYSTEM

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

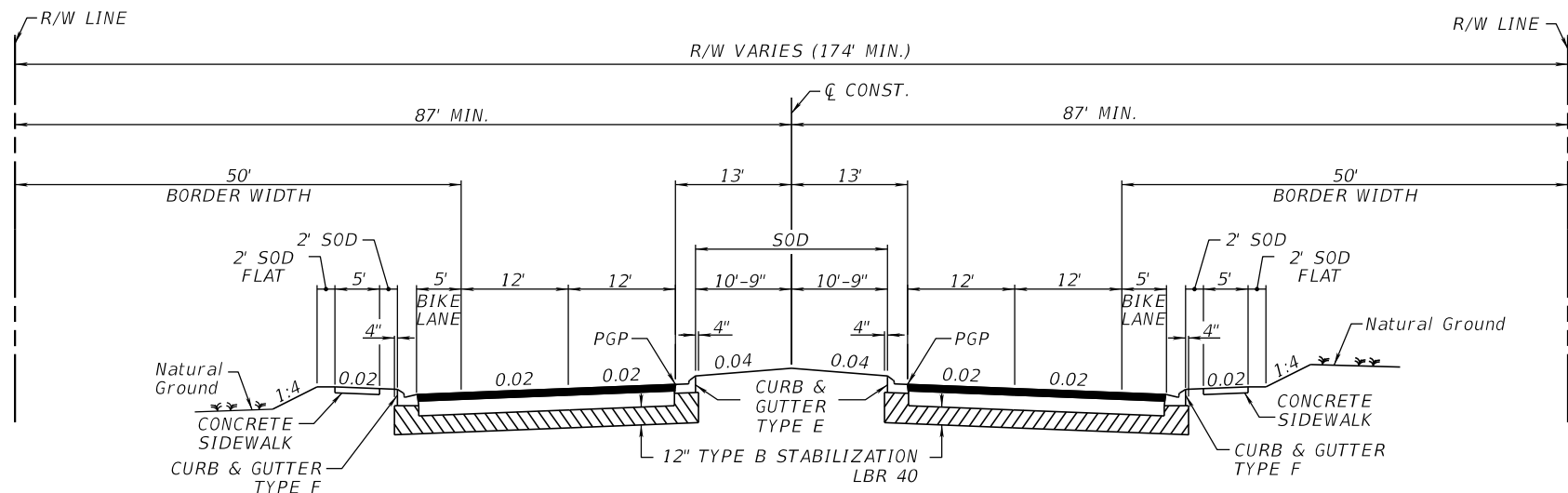
ACCESS CLASSIFICATION

- () 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
- (X) N/A

CRITERIA

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

**POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:**



**TYPICAL SECTION
MEDICAL CITY DRIVE**

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

NOTE:
 This typical section has not been approved
 by either Orange County or the developer.

SHEET
NO.

10

PROJECT CONTROLS

**TYPICAL SECTION No. 10
MEDICAL CITY DRIVE**

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 () LOCAL
- (X) MINOR ARTERIAL

HIGHWAY SYSTEM

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

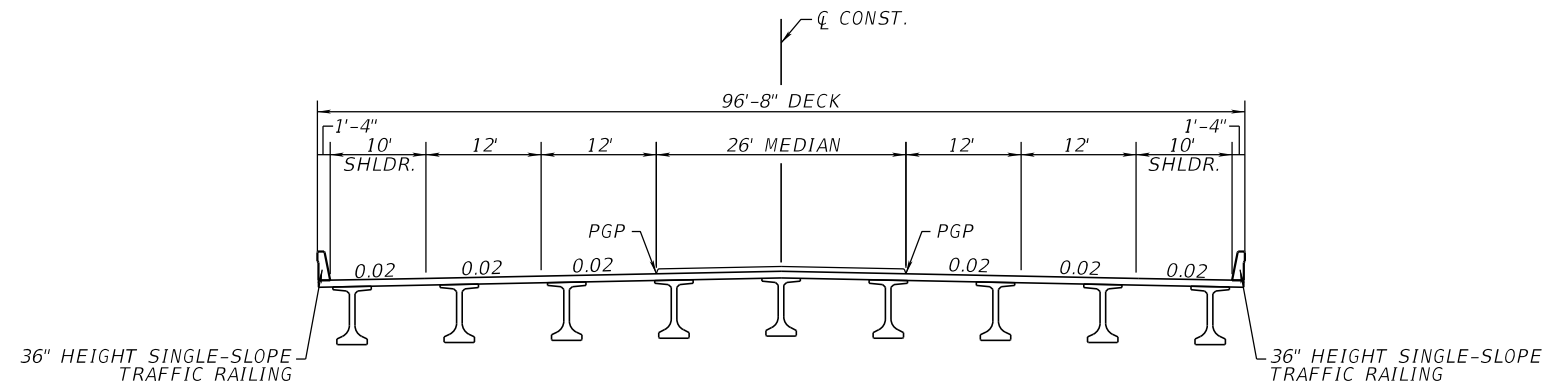
ACCESS CLASSIFICATION

- () 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
- (X) N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:



**BRIDGE TYPICAL SECTION
MEDICAL CITY DRIVE**

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

NOTE:
 This typical section has not been approved
 by either Orange County or the developer.

SHEET
NO.

11

PROJECT CONTROLS

**TYPICAL SECTION No. 11
SIMPSON ROAD**

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 () LOCAL
- (X) MINOR ARTERIAL

HIGHWAY SYSTEM

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

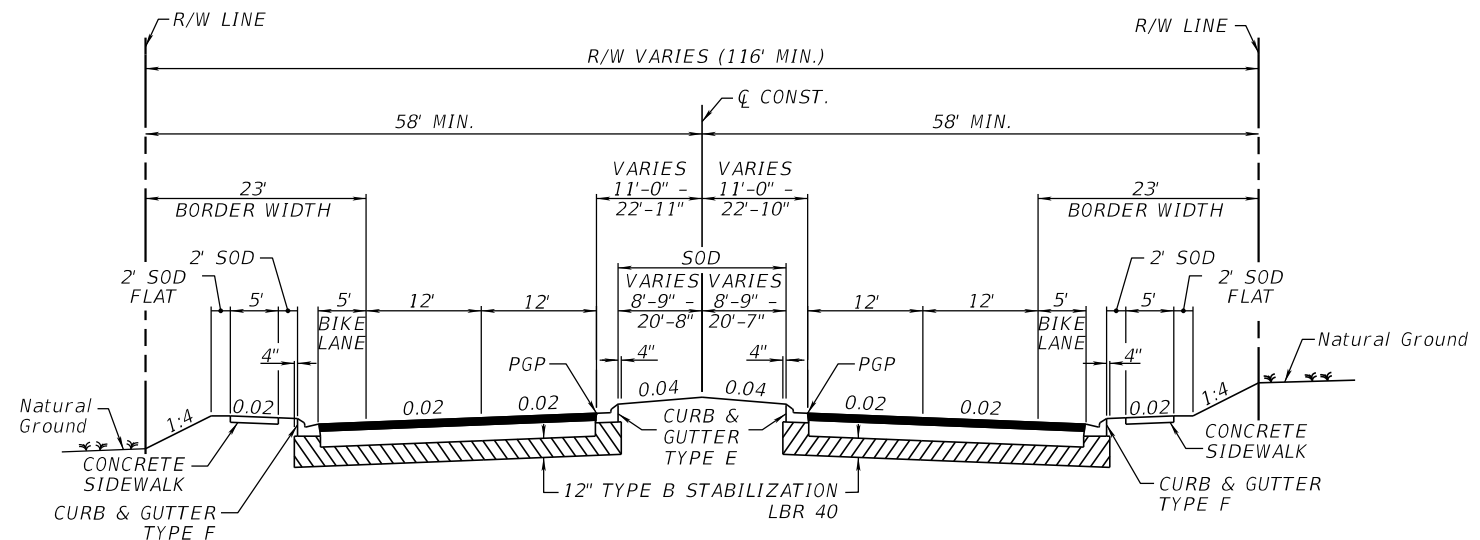
ACCESS CLASSIFICATION

- () 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
- (X) N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:



**TYPICAL SECTION
SIMPSON ROAD**

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 50 MPH
 POSTED SPEED = 50 MPH

SHEET NO.

12

PROJECT CONTROLS

**TYPICAL SECTION No. 12
CR 15 (NARCOOSSEE ROAD)**

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

HIGHWAY SYSTEM

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

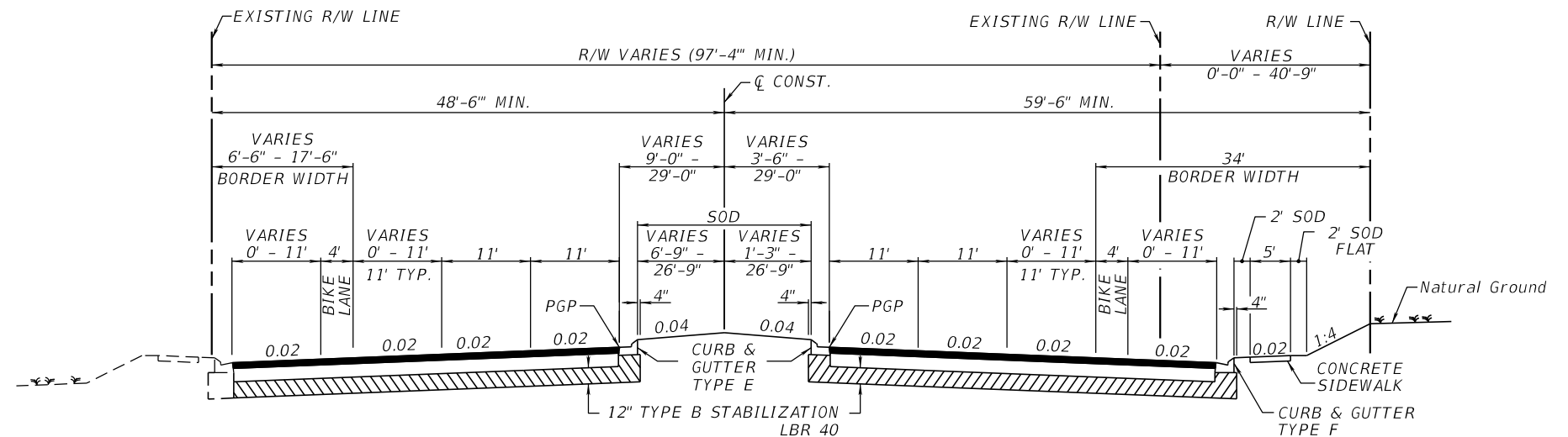
ACCESS CLASSIFICATION

- () 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
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) N/A

CRITERIA

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

**POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:**



**TYPICAL SECTION
CR 15 (NARCOOSSEE ROAD)**

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = 30,100
 ESTIMATED OPENING YEAR = 2025 AADT = 33,600
 ESTIMATED DESIGN YEAR = 2045 AADT = 55,250
 K (AM) = 60% K (PM) = 57%
 D (AM) = 7.1% D (PM) = 7.6%
 T = 7.82% (24 HOUR)
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

SHEET NO.

13

PROJECT CONTROLS

**TYPICAL SECTION No. 13
CLAPP SIMS DUDA ROAD**

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 () 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

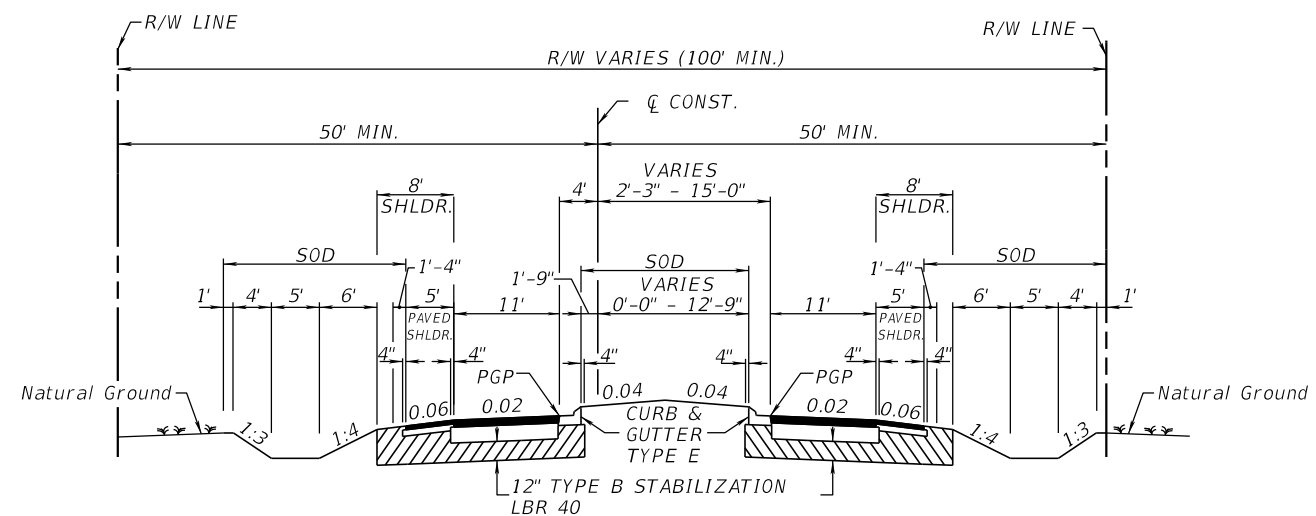
ACCESS CLASSIFICATION

- () 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
- (X) N/A

CRITERIA

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

**POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:**



**TYPICAL SECTION
CLAPP SIMS DUDA ROAD
W/MEDIAN**

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 30 MPH
 POSTED SPEED = 30 MPH

SHEET NO.

14

PROJECT CONTROLS

**TYPICAL SECTION No. 14
CLAPP SIMS DUDA ROAD**

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

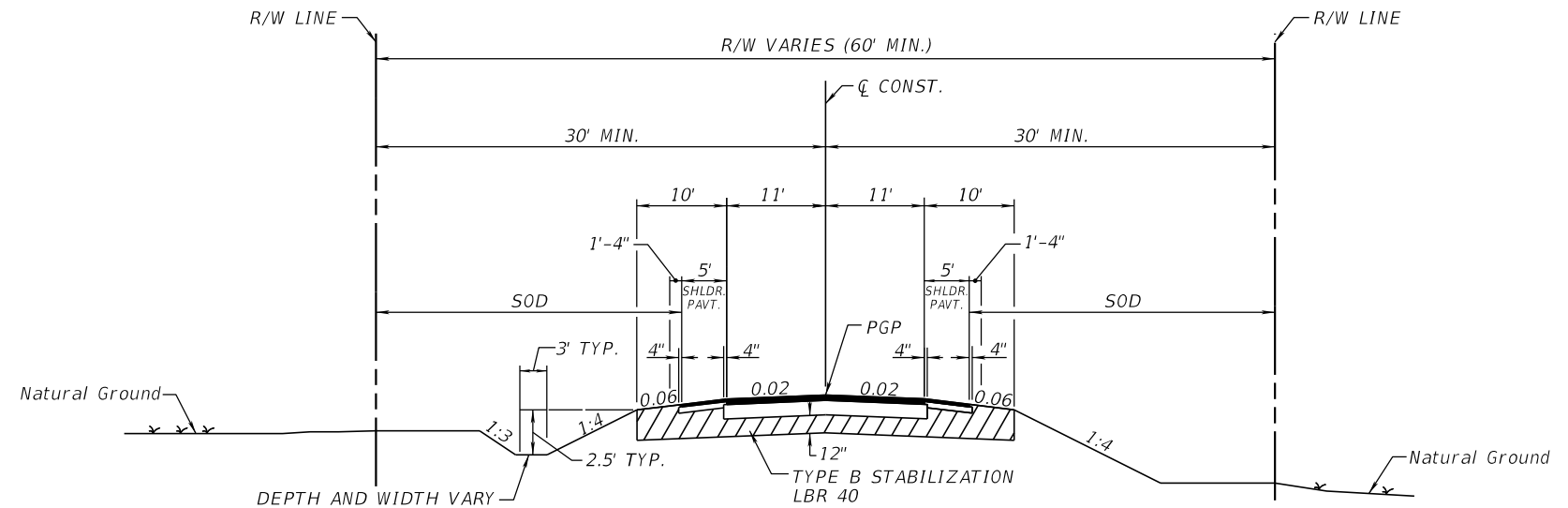
ACCESS CLASSIFICATION

- () 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
- (X) N/A

CRITERIA

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

**POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:**



**TYPICAL SECTION
CLAPP SIMS DUDA ROAD
RURAL**

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 30 MPH
 POSTED SPEED = 30 MPH

SHEET NO.

15

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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

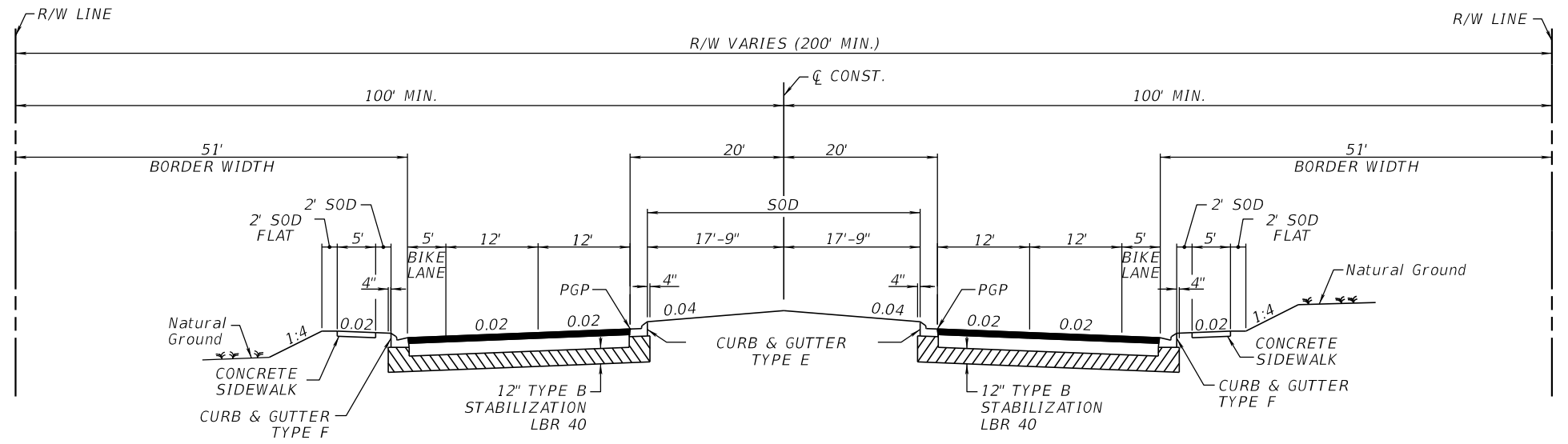
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) N/A

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

**TYPICAL SECTION No. 15
SUNBRIDGE PARKWAY**



**TYPICAL SECTION
SUNBRIDGE PARKWAY**

TRAFFIC DATA

CURRENT YEAR = 2018 AADT = N/A
 ESTIMATED OPENING YEAR = 2025 AADT = TBD
 ESTIMATED DESIGN YEAR = 2045 AADT = TBD
 K = TBD D = TBD T = TBD (24 HOUR)
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

SHEET NO.

16

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