OSCEOLA PARKWAY EXTENSION

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

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

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

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 = 12,000
K = 10.5%  D = 55%  T = 4% (24 HOUR)

Design Speed = 70 MPH
Posted Speed = 70 MPH

TYPICAL SECTION No. 1
OSCEOLA PARKWAY EXTENSION

LIMITED ACCESS ROW LINE

ROW VARIATIONS (120' MIN.)

LIMITED ACCESS ROW LINE

ROW VARIATIONS (160' MIN.)

PROJECT CONTROLS

CONTEXT CLASSIFICATION

<table>
<thead>
<tr>
<th>C1</th>
<th>C2</th>
<th>C3</th>
<th>C4</th>
<th>C5</th>
<th>C6</th>
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<tbody>
<tr>
<td>NATURAL</td>
<td>RURAL</td>
<td>SUBURBAN COMM.</td>
<td>URBAN GENERAL</td>
<td>URBAN CENTER</td>
<td>URBAN CORE</td>
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</table>

FUNCTIONAL CLASSIFICATION

<table>
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<tbody>
<tr>
<td>INTERSTATE</td>
<td>FREEWAY/FREeway</td>
<td>PRINCIPAL ARTERIAL</td>
<td>LOCAL</td>
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HIGHWAY SYSTEM

<table>
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<tr>
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<th>S</th>
<th>O</th>
<th>F</th>
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<tbody>
<tr>
<td>NATIONAL HIGHWAY SYSTEM</td>
<td>STRATEGIC INTERMODAL SYSTEM</td>
<td>STATE HIGHWAY SYSTEM</td>
<td>OFF-STATE HIGHWAY SYSTEM</td>
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ACCESS CLASSIFICATION

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<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>FREEWAY</td>
<td>RESTRICTIVE w/Service Roads</td>
<td>RESTRICTIVE w/660 ft. Connection Spacing</td>
<td>NON-RESTRICTIVE w/2640 ft. Signal Spacing</td>
<td>NON-RESTRICTIVE w/3320 ft. Signal Spacing</td>
<td>BOTH MEDIAN TYPES</td>
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CRITERIA

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<th>F</th>
<th>L</th>
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<td>RESURFACING (LA FACILITIES)</td>
<td>MAB (ARTERIALS &amp; COLLECTORS)</td>
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</table>

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:
OSCEOLA PARKWAY EXTENSION

1. **PROJECT CONTROLS**

2. **CONTEXT CLASSIFICATION**

   (1) C1: NATURAL
   (2) C2: RURAL
   (3) C3: SUBURBAN COMM.
   (4) C4: URBAN GENERAL
   (5) C5: URBAN CENTER
   (6) C6: URBAN CORE
   (X) N/A: L.A. FACILITY

3. **FUNCTIONAL CLASSIFICATION**

   (1) I: INTERSTATE
   (2) P: PRINCIPAL ARTERIAL
   (3) M: MAJOR COLLECTOR
   (4) N: NON-RESTRICTIVE w/440 ft. Connection Spacing
   (5) R: RESTRICTIVE w/Service Roads
   (6) S: NON-RESTRICTIVE w/1320 ft. Signal Spacing
   (7) T: BOTH MEDIAN TYPES
   (X) N/A: URBAN CENTER

4. **HIGHWAY SYSTEM**

   (1) U: URBAN SYSTEM
   (2) N: NON-URBAN SYSTEM
   (3) R: RURAL SYSTEM
   (4) L: LOCAL SYSTEM
   (5) S: STATE HIGHWAY SYSTEM
   (6) F: NATIONAL HIGHWAY SYSTEM
   (7) X: STRATEGIC INTERMODAL SYSTEM
   (X) N/A: LOCAL SYSTEM

5. **ACCESS CLASSIFICATION**

   (1) L: LOCALIZED
   (2) X: NEW CONSTRUCTION / RECONSTRUCTION
   (X) N/A: W/440 ft. Connection Spacing

6. **CRITERIA**

   [TO BE ADDED]

7. **CONTEXT CLASSIFICATION**

   (1) C1: NATURAL
   (2) C2: RURAL
   (3) C3: SUBURBAN RES.
   (4) C4: SUBURBAN COMM.
   (5) C5: URBAN CENTER
   (6) C6: URBAN CORE
   (X) N/A: L.A. FACILITY

8. **FUNCTIONAL CLASSIFICATION**

   (1) I: INTERSTATE
   (2) P: PRINCIPAL ARTERIAL
   (3) M: MAJOR COLLECTOR
   (4) N: NON-RESTRICTIVE w/440 ft. Connection Spacing
   (5) R: RESTRICTIVE w/Service Roads
   (6) S: NON-RESTRICTIVE w/1320 ft. Signal Spacing
   (7) T: BOTH MEDIAN TYPES
   (X) N/A: URBAN CENTER

9. **HIGHWAY SYSTEM**

   (1) U: URBAN SYSTEM
   (2) N: NON-URBAN SYSTEM
   (3) R: RURAL SYSTEM
   (4) L: LOCAL SYSTEM
   (5) S: STATE HIGHWAY SYSTEM
   (6) F: NATIONAL HIGHWAY SYSTEM
   (7) X: STRATEGIC INTERMODAL SYSTEM
   (X) N/A: LOCAL SYSTEM

10. **ACCESS CLASSIFICATION**

    (1) L: LOCALIZED
    (2) X: NEW CONSTRUCTION / RECONSTRUCTION
    (X) N/A: W/440 ft. Connection Spacing

11. **CRITERIA**

    [TO BE ADDED]
TYPICAL SECTION No. 3
OSCEOLA PARKWAY EXTENSION

TYPICAL SECTION RAMP
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 PARKWAY
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
EB & WB EXIT RAMPS FROM OPE TO CR 15 (NARCOOSSEE ROAD)
EB & WB EXIT RAMPS FROM OPE TO SUNBRIDGE PARKWAY
EB & WB ENTRANCE RAMPS TO OPE FROM CR 15 (NARCOOSSEE ROAD)
EB & WB ENTRANCE RAMPS TO OPE FROM SUNBRIDGE PARKWAY

TRAFFIC DATA

CURRENT YEAR = 2018
ESTIMATED OPENING YEAR = 2025
ESTIMATED DESIGN YEAR = 2045
K = TBD  D = TBD  T = TBD (24 HOUR)
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH
OSCEOLA PARKWAY EXTENSION

TYPICAL SECTION No. 4

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1: NATURAL
- C2: RURAL
- C3: SUBURBAN COMM.
- C4: URBAN GENERAL
- C5: URBAN CENTER
- C6: URBAN CORE
- C7: URBAN TOWN
- N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- INTERSTATE
- FREEWAY/EXPWY.
- 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/500 ft. Connection Spacing
- 4: NON-RESTRICTIVE w/1000 ft. Signal Spacing
- 5: RESTRICTIVE w/400 ft. Connection Spacing
- 6: NON-RESTRICTIVE w/1320 ft. Signal Spacing
- 7: BOTH MEDIAN TYPES
- N/A

CRITERIA

- NEW CONSTRUCTION / RECONSTRUCTION
- RESURFACING (L.A. FACILITIES)
- WATER (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TRAFFIC DATA

CURRENT YEAR AND = 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

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

OVER BOGGY CREEK FROM BOGGY CREEK ROAD
**CONTEXT CLASSIFICATION**

- C1: NATURAL
- C3: SUBURBAN COMM.
- C2: RURAL
- C4: URBAN GENERAL
- 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**

- FREEWAY
- RESTRICIVE w/ Service Roads
- RESTRICIVE w/500 ft. Connection Spacing
- NON-RESTRICTIVE w/2640 ft. Signal Spacing
- RESTRICIVE w/440 ft. Connection Spacing
- NON-RESTRICTIVE w/1320 ft. Signal Spacing
- BOTH MEDIANS TYPES
- N/A

**CRITERIA**

- NEW CONSTRUCTION / RECONSTRUCTION
- RESURFACING (L.A. FACILITIES)
- MAJOR (ARTERIALS & COLLECTORS)

**TYPICAL SECTION No. 5**

**OSCEOLA PARKWAY EXTENSION**

**TRAFFIC DATA**

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

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

- 5 - RESTRICTIVE w/ 440 ft. Connection Spacing
- 6 - NON-RESTRICTIVE w/ 1320 ft. Signal Spacing
- 7 - BOTH MEDIANS TYPES
- N/A

**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

**LIMITED ACCESS R/W LINE**

**BORDER WIDTH**

**DEPTCH AND WIDTH VARY**

**TYPE B STABILIZATION**

**LBR 40**

**SOD**

**RAMP**

**PAVT.**

**SHLDR.**

**FRICTION COURSE**
PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1: NATURAL
- C2: RURAL
- C3: SUBURBAN COMM.
- C4: URBAN GENERAL
- C5: URBAN CENTER
- C6: URBAN CORE
- N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- INTERSTATE
- MAJOR COLLECTOR
- HIGHWAY
- MINOR COLLECTOR
- LOCAL
- PRINCIPAL ARTERIAL
- SERVICE ROAD
- MINOR ARTERIAL

HIGHWAY SYSTEM

- NATIONAL HIGHWAY SYSTEM
- PRINCIPAL ARTERIAL
- FREEWAY/EXPWY.
- MAJOR COLLECTOR
- MINOR COLLECTOR
- OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- FREEWAY
- MAJOR COLLECTOR
- MINOR COLLECTOR
- SERVICE ROAD
- MAJOR COLLECTOR WITH SIGNALS
- MINOR COLLECTOR WITH SIGNALS
- RESTRICTIVE WITH SERVICE ROADS
- SERVICE ROAD

CRITERIA

- NEW CONSTRUCTION / RECONSTRUCTION
- RESURFACING (LA FACILITIES)
- MAJOR COLLECTOR

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 6
OSCEOLA PARKWAY EXTENSION

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 HR)
- DESIGN SPEED = 50 MPH
- POSTED SPEED = 50 MPH
PROJECT CONTROLS

CONTEXT CLASSIFICATION

1) C1: NATURAL 9) C3: SUBURBAN COMM.
2) C2: RURAL 10) C4: URBAN GENERAL
3) C3: RURAL TOWN 11) C5: URBAN CENTER
4) C3R: SUBURBAN RES. 12) C6: URBAN CORE
5) N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

1) INTERSTATE 11) MAJOR COLLECTOR
2) FREEWAY/EXPWY. 12) MINOR COLLECTOR
3) PRINCIPAL ARTERIAL 13) LOCAL
4) MINOR ARTERIAL

HIGHWAY SYSTEM

1) NATIONAL HIGHWAY SYSTEM
2) STRATEGIC INTERMODAL SYSTEM
3) STATE HIGHWAY SYSTEM
4) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

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

CRITERIA

1) NEW CONSTRUCTION / RECONSTRUCTION
2) RESURFACING (LA FACILITIES)
3) RR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TRAFFIC DATA

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

CONTEXT CLASSIFICATION

C1 : NATURAL
C2 : RURAL
C3 : SUBURBAN COMM.
C4 : URBAN GENERAL
C5 : URBAN CENTER
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

INTERSTATE
PRINCIPAL ARTERIAL
MINOR ARTERIAL
FREEWAY
LOCAL
MINOR COLLECTOR
MAJOR COLLECTOR
RESURFACING (LA FACILITIES)
NATIONAL HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM

CRITERIA

NEW CONSTRUCTION / RECONSTRUCTION
RESURFACING (LA FACILITIES)
N/A (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

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

TYPICAL SECTION No. 8
OSCEOLA PARKWAY EXTENSION

BRIDGE TYPICAL SECTION
TWO LANE RAMP

OVER NB SR 417 ENTRANCE RAMPS

FROM SR 417
RAMP
TYPICAL SECTION No. 9
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.

THE OFFICIAL REPRODUCIBLE RECORD OF THIS SHEET IS THE ELECTRONIC FILE RECEIVED AND SEALED UNDER RULE 61G15-9.01, F.A.C.
TYPICAL SECTION No. 10
MEDICAL CITY DRIVE

TRAFFIC DATA

CURR. YEAR = 2018 AADT = N/A
EST. OPENING YEAR = 2025 AADT = TBD
EST. DESIGN YEAR = 2045 AADT = TBD
K = TBD  D = TBD  T = TBD (24 HRS)
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

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

10' SHLDR. 1'-4" 12' 12' 12'
12' 12' 12'

TRAFFIC RAILING
36" HEIGHT SINGLE-SLOPE
PGP .02 .02 .02

6'-8" DECK

6'-HEIGHT SINGLE-SLOPE TRAFFIC RAILING

BRIDGE TYPICAL SECTION
MEDICAL CITY DRIVE

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL  ( ) C3 : SUBURBAN COMM.
( ) C2 : RURAL  (x) C4 : URBAN GENERAL
( ) C2T: RURAL TOWN  ( ) C5 : URBAN CENTER
( ) C3R : SUBURBAN RES.  ( ) C6 : URBAN CORP
( ) 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/600 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - MINOR COLLECTOR
( ) 7 - BOTH MEDIAN TYPES
( ) N/A

CRITERIA

( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (L.A. FACILITIES)
( ) MAIR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

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

**CONTEXT CLASSIFICATION**

- C1: NATURAL
- C2: RURAL
- C3: SUBURBAN COMM.
- C4: URBAN GENERAL
- C5: URBAN CENTER
- C6: URBAN CORE
- N/A: L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

- I: INTERSTATE
- F: FREEWAY/EXPWY.
- P: PRINCIPAL ARTERIAL
- A: MINOR ARTERIAL
- L: LOCAL
- N/A: N/A

**HIGHWAY SYSTEM**

- N: NATIONAL HIGHWAY SYSTEM
- S: STATE HIGHWAY SYSTEM
- O: 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
- N/A

**CRITERIA**

- N: NEW CONSTRUCTION / RECONSTRUCTION
- R: RESURFACING
- M: MAINTENANCE

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

**TRAFFIC DATA**

- CURRENT YEAR: 2018 AADT = N/A
- ESTIMATED OPENING YEAR: 2025 AADT = TBD
- ESTIMATED DESIGN YEAR: 2045 AADT = TBD
- DESIGN SPEED: 50 MPH
- POSTED SPEED: 50 MPH

**TYPICAL SECTION No. II**

**SIMPSON ROAD**
TYPICAL SECTION No. 12
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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:
PROJECT CONTROLS

CONTEXT CLASSIFICATION

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<th>C3 : SUBURBAN COMM.</th>
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<td>C2 : RURAL</td>
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<td>C4 : URBAN GENERAL</td>
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<td>C5 : RURAL TOWN</td>
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<td>C6 : URBAN CENTER</td>
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<td>C8 : SUBURBAN RES.</td>
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<td>C9 : URBAN CORE</td>
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<tr>
<td>(X)</td>
<td>N/A : L.A. FACILITY</td>
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FUNCTIONAL CLASSIFICATION

<table>
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<tr>
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<tbody>
<tr>
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<td>FREEWAY/EXPWY</td>
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<td>MINOR COLLECTOR</td>
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<td>PRINCIPAL ARTERIAL</td>
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ACCESS CLASSIFICATION

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<th>1 : FREEWAY</th>
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<tr>
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<td>5 : RESTRICTIVE w/440 ft. Signal Spacing</td>
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<td>6 : NON-RESTRICTIVE w/1320 ft. Signal Spacing</td>
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<td>7 : BOTH MEDIAN TYPES</td>
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<td>RESURFACING (LA FACILITIES)</td>
</tr>
<tr>
<td></td>
<td>RR (ARTERIALS &amp; COLLECTORS)</td>
</tr>
</tbody>
</table>

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

<table>
<thead>
<tr>
<th></th>
<th>1 - FREEWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2 - RESTRICTIVE w/Service Roads</td>
</tr>
<tr>
<td></td>
<td>3 - RESTRICTIVE w/500 ft. Connection Spacing</td>
</tr>
<tr>
<td></td>
<td>4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing</td>
</tr>
<tr>
<td></td>
<td>5 - RESTRICTIVE w/440 ft. Signal Spacing</td>
</tr>
<tr>
<td></td>
<td>6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing</td>
</tr>
<tr>
<td></td>
<td>7 - BOTH MEDIAN TYPES</td>
</tr>
<tr>
<td>(X)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

TYPICAL SECTION No. 13
CLAPP SIMS DUDA 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 = 30 MPH
POSTED SPEED = 30 MPH

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.
TYPICAL SECTION No. 14
CLAPP SIMS DUDA ROAD

PROJECT CONTROLS

CONTEXT CLASSIFICATION
( ) C1 : NATURAL
( ) C3 : SUBURBAN COMM.
( ) C2 : RURAL
( ) C4 : URBAN GENERAL
( ) C3T : 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/500 ft. Connection Spacing
( ) 4 : NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 : RESTRICTIVE w/440 ft. Signal Spacing
( ) 6 : NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 : BOTH MEDIAN TYPES
( ) N/A

CRITERIA
( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (L.A. FACILITIES)
( ) R/W (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 HR)
DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH
TYPICAL SECTION No. 15
SUNBRIDGE PARKWAY

TRAFFIC DATA

CURRENT YEAR 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