**TYPICAL SECTION PACKAGE**

OSCEOLA COUNTY
POLK COUNTY

STATE ROAD NO. 538
SR 538 POINCIANA PARKWAY EXTENSION PD&E STUDY
(FROM CR 532 TO RONALD REAGAN PARKWAY)

CFX PROJECT NO. 599-224A

BEGIN PROJECT
STA. 32+30.98

N.T.S.

END PROJECT
STA. 200+75.00

KIMLEY-HORN
189 SOUTH ORANGE AVE., SUITE 1000
ORLANDO, FLORIDA 32801
TEL: 407-898-4551
CERTIFICATE OF AUTHORIZATION 696
VENDOR NO.: FRED BURKETT, P.E. NO. 45825

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

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>SHEET DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>COVER SHEET</td>
</tr>
<tr>
<td>2</td>
<td>TYPICAL SECTION NO. 1</td>
</tr>
<tr>
<td>3</td>
<td>TYPICAL SECTION NO. 2</td>
</tr>
<tr>
<td>4</td>
<td>TYPICAL SECTION NO. 3</td>
</tr>
<tr>
<td>5</td>
<td>TYPICAL SECTION NO. 4</td>
</tr>
<tr>
<td>6</td>
<td>TYPICAL SECTION NO. 5</td>
</tr>
<tr>
<td>7</td>
<td>TYPICAL SECTION NO. 6</td>
</tr>
<tr>
<td>8</td>
<td>TYPICAL SECTION NO. 7</td>
</tr>
<tr>
<td>9</td>
<td>TYPICAL SECTION NO. 8</td>
</tr>
<tr>
<td>10</td>
<td>TYPICAL SECTION NO. 9</td>
</tr>
<tr>
<td>11</td>
<td>TYPICAL SECTION NO. 10</td>
</tr>
</tbody>
</table>
**CONTEXT CLASSIFICATION**

- C1: Natural
- C2: Rural
- C3: Suburban Comm.
- C4: Urban General
- C5: Town
- C6: Urban Core

**FUNCTIONAL CLASSIFICATION**

- Interstate
- Major Coll.
- Freeway/Expwy.
- Minor Coll.
- 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/860 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 (Arterial & Collectors)

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

**TRAFFIC DATA**

- Current Year = 2019
- AADT = N/A
- Estimated Opening Year = 2025
- AADT = 22,600
- Estimated Design Year = 2045
- AADT = 28,000
- K = 11%
- D = 60%
- T (24 Hour) = 6%
- Design Speed = 70 MPH
- Posted Speed = 65 MPH
**TRAFFIC DATA**

- **CURRENT YEAR** = 2019   AADT = N/A
- **ESTIMATED OPENING YEAR** = 2025   AADT = 22,600
- **ESTIMATED DESIGN YEAR** = 2045   AADT = 28,000
- **K = 11%**
- **D = 60%**
- **T (24 HOUR) = 6%**
- **POSTED SPEED = 65 MPH**

---

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- C1: NATURAL
- C3C: SUBURBAN COMM.
- C2: RURAL
- C4: URBAN GENERAL
- C3T: TOWN
- C5: URBAN CENTER
- C6: URBAN CORE

**FUNCTIONAL CLASSIFICATION**

- MD: INTERSTATE
- MD: MAJOR COLL.
- MD: FREEWAY/EXPWY.
- MD: PRINCIPAL ARTERIAL
- MD: LOCAL
- MD: MINOR COLL.

**HIGHWAY SYSTEM**

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

**ACCESS CLASSIFICATION**

- MD: MINOR ARTERIAL
- MD: PRINCIPAL ARTERIAL
- MD: INTERSTATE
- MD: NATIONAL HIGHWAY SYSTEM
- MD: STRATEGIC INTERMODAL SYSTEM

**CRITERIA**

- MD: NEW CONSTRUCTION / RECONSTRUCTION
- MD: SURFACING (LA FACILITIES)
- MD: R&R (MATERIALS & COLLECTORS)

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

---

**TYPICAL SECTION NO.2**

**SR 538**

**TRAFFIC DATA**

- **CURRENT YEAR** = 2019   AADT = N/A
- **ESTIMATED OPENING YEAR** = 2025   AADT = 22,600
- **ESTIMATED DESIGN YEAR** = 2045   AADT = 28,000
- **K = 11%**
- **D = 60%**
- **T (24 HOUR) = 6%**
- **DESIGN SPEED = 70 MPH**
- **POSTED SPEED = 65 MPH**
TRAFFIC DATA

CURRENT YEAR = 2019  AADT = N/A
ESTIMATED OPENING YEAR = 2025  AADT = 22,600
ESTIMATED DESIGN YEAR = 2045  AADT = 28,000
K = 11%  D = 60%  T (24 HOUR) = 6%
POSTED SPEED = 65 MPH

FUNCTIONAL CLASSIFICATION

INTERSTATE  ( )  MAJOR COLL.
FREEWAY/EXPWY.  ( )  MINOR COLL.
PRINCIPAL ARTERIAL  ( )  LOCAL
MINOR ARTERIAL  ( )

ACCESS CLASSIFICATION

FREEWAY  ( )
RESTRICTIVE W/Service Roads  ( )
RESTRICTIVE W/660 ft. Connection Spacing  ( )
NON-RESTRICTIVE W/440 ft. Signal Spacing  ( )
RESTRICTIVE W/440 ft. Connection Spacing  ( )
NON-RESTRICTIVE W/1320 ft. Signal Spacing  ( )
BOTH MEDIAN TYPES  ( )

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

MATCHES APPROVED FUTURE 6-LANE BRIDGE OVER REED CREEK MITIGATION BANK

TRAFFIC DATA

CURRENT YEAR = 2019  AADT = N/A
ESTIMATED OPENING YEAR = 2025  AADT = 22,600
ESTIMATED DESIGN YEAR = 2045  AADT = 28,000
K = 11%  D = 60%  T (24 HOUR) = 6%
DESIGN SPEED = 70 MPH
POSTED SPEED = 65 MPH
PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1: NATURAL
- C2: RURAL
- C3: SUBURBAN COMM.
- C4: URBAN GENERAL
- C5: URBAN CENTER
- CS: TOWN
- CA: URBAN CORE

FUNCTIONAL CLASSIFICATION

- INTERSTATE
- PRINCIPAL ARTERIAL
- LOCAL
- MINOR ARTERIAL
- FREEWAY/EXP.
- MAJOR COLL.
- MINOR COLL.

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

- FREEWAY
- RESTRICTIVE W/Service Roads
- RESTRICTIVE W/440 ft. Connection Spacing
- NON-RESTRICTIVE W/330 ft. Signal Spacing
- NON-RESTRICTIVE W/1320 ft. Signal Spacing
- BOTH MEDIAN TYPES
- MINOR ARTERIAL

CRITERIA

- NEW CONSTRUCTION / RECONSTRUCTION
- RE-SURFACING (LA FACILITIES)
- RR (ARTERIALS & COLLECTORS)

TYPICAL SECTION NO. 4
SR 538

ESTIMATED OPENING YEAR = 2025
AADT = TBD

ESTIMATED DESIGN YEAR = 2045
AADT = TBD

K = TBD
D = TBD
T (24 HOUR) = TBD

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: LA FACILITY

FUNCTIONAL CLASSIFICATION

- MAJOR COL.
- MINOR COL.
- PRINCIPAL ARTERIAL
- LOCAL
- MINOR ARTERIAL

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

- FREEWAY
- MAJOR COL.
- MINOR COL.
- LOCAL
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL

TRAFFIC DATA

- CURRENT YEAR = 2019
- 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. 5
SR 538

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

**CONCEPT CLASSIFICATION**

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

**FUNCTIONAL CLASSIFICATION**

- INTERSTATE
- MAJOR COLL.
- FREEWAY/EXP.
- MINOR COLL.
- PRINCIPAL ARTERIAL
- LOCAL
- MINOR ARTERIAL

**HIGHWAY SYSTEM**

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

**ACCESS CLASSIFICATION**

- FREEWAY W/Service Roads
- RESTRICTIVE W/2640 ft. Connection Spacing
- NON-RESTRICTIVE W/440 ft. Connection Spacing
- NON-RESTRICTIVE W/1320 ft. Signal Spacing
- BOTH MEDIAN TYPES

**CRITERIA**

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

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

**TRAFFIC DATA**

- CURRENT YEAR: 2019  AADT = N/A  
- ESTIMATED OPENING YEAR: 2025  AADT = 22,600
- ESTIMATED DESIGN YEAR: 2045  AADT = 28,000
- K = 11%  D = 60%  T (24 HOUR) = 6%
- DESIGN SPEED = 70 MPH
- POSTED SPEED = 65 MPH
PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1: NATURAL ( ) CSC: SUBURBAN COMM.
( ) C2: RURAL ( ) C4: URBAN GENERAL
( ) C3: RURAL TOWN ( ) C5: URBAN CENTER
( ) C3R: TOWN ( ) C6: URBAN CORE
( ) N/A: LA FACILITY

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE ( ) MAJOR COL.
( ) FREEWAY/EXPWY. ( ) MINOR COL.
( ) 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/240 ft. Signal Spacing
( ) 5 - RESTRICTIVE W/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE W/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIANS TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TRAFFIC DATA

CURRENT YEAR = 2019  AADT = N/A
ESTIMATED OPENING YEAR = 2025  AADT = 22,600
ESTIMATED DESIGN YEAR = 2045  AADT = 28,000
K = 11%  D = 60X  T (24 HOUR) = 6X
DESIGN SPEED = 70 MPH
POSTED SPEED = 65 MPH

TYPICAL SECTION NO. 7
SR 538

BRIDGE NO. 3 - (Wb Over CSX Rr)
## PROJECT CONTROLS

### CONTEXT CLASSIFICATION
- C1: NATURAL
- C2: RURAL
- C3: SUBURBAN COMM.
- C4: URBAN GENERAL
- C5: URBAN CENTER
- C6: URBAN CORE

### FUNCTIONAL CLASSIFICATION
- MAJOR COLL.
- INTERSTATE
- NATIONAL HIGHWAY SYSTEM

### HIGHWAY SYSTEM
- MAJOR COLL.
- NATURAL HIGHWAY SYSTEM
- NATIONAL HIGHWAY SYSTEM

### ACCESS CLASSIFICATION
- FREEWAY
- MAJOR COL.
- MINOR COLL.

### CRITERIA
- NEW CONSTRUCTION / RECONSTRUCTION
- RESURFACING (LA FACILITIES)

### POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:
- POTENTIAL EXCEPTIONS AND VARIATIONS

## TYPICAL SECTION NO. 8

### SR 538

### TRAFFIC DATA
- CURRENT YEAR: 2019
- ESTIMATED OPENING YEAR: 2025
- ESTIMATED DESIGN YEAR: 2045
- K = TBD
- D = TBD
- T (24 HOUR) = TBD
- DESIGN SPEED = 50 MPH
- POSTED SPEED = 50 MPH

###橋のタイプセクション
- BRIDGE NO. 1 - (EB ON RAMP OVER CSX RR)
- BRIDGE NO. 4 - (EB ON RAMP OVER OLD TAMPA HWY)
- BRIDGE NO. 7 - (WB ON RAMP OVER OLD TAMPA HWY)
TRAFFIC DATA

<table>
<thead>
<tr>
<th>CURRENT YEAR</th>
<th>2019</th>
<th>AADT = N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESTIMATED OPENING YEAR</td>
<td>2025</td>
<td>AADT = TBD</td>
</tr>
<tr>
<td>ESTIMATED DESIGN YEAR</td>
<td>2045</td>
<td>AADT = TBD</td>
</tr>
<tr>
<td>K = TBD</td>
<td></td>
<td>D = TBD</td>
</tr>
<tr>
<td>T (24 HOUR) = TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DESIGN SPEED</td>
<td>45 MPH</td>
<td></td>
</tr>
<tr>
<td>POSTED SPEED</td>
<td>45 MPH</td>
<td></td>
</tr>
</tbody>
</table>

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1: NATURAL
- C3C: SUBURBAN COMM.
- C2: RURAL
- C4: URBAN GENERAL
- C2Y: RURAL TOWN
- C3: URBAN CENTER
- C3R: TOWN
- C6: URBAN CORE
- N/A: LA FACILITY

FUNCTIONAL CLASSIFICATION

- INTERSTATE
- MAJOR COLL.
- FREEWAY/EXP.
- MINOR COLL.
- 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/660 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:

K = TBD   D = TBD   T (24 HOUR) = TBD

TYPICAL SECTION

CR 532

65' BORDER WIDTH

TYPICAL SECTION NO. 9

CR 532

65' BORDER WIDTH
TRAFFIC DATA

CURRENT YEAR = 2019, AADT = N/A
ESTIMATED OPENING YEAR = 2025, AADT = TBD
ESTIMATED DESIGN YEAR = 2045, AADT = TBD
K = TBD, D = TBD, T (24 HOUR) = TBD
DESIGN SPEED = 55 MPH
POSTED SPEED = 55 MPH