PROJECT CONTROLS

CONTEXT CLASSIFICATION
( ) C1: NATURAL
( ) C3: 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
( ) FREEWAY/EXPY.
( ) 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/440 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 MEDIUM TYPES

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

Potential exceptions and variations related to typical section:

Border Width

TYPICAL SECTION No. 3

TYPICAL SECTION
TWO LANE RAMP

RAMP 06 (ENTRANCE RAMP TO WB LOCC FROM CR455)
RAMP 08 (ENTRANCE RAMP TO EB LOCC FROM CR455)
RAMP 09 (ENTRANCE RAMP TO WB LOCC FROM VALENCIA)

TRAFFIC DATA

CURRENT YEAR = TBD
ESTIMATED OPENING YEAR = TBD
ESTIMATED DESIGN YEAR = TBD
K = TBD

TRAFFIC SPEED = 50 MPH
POSTED SPEED = 45 MPH
NEW CONSTRUCTION / RECONSTRUCTION

ACCESS CLASSIFICATION

FUNCTIONAL CLASSIFICATION

DISTANCE REQUIREMENTS

* NOTE: NON-TYPICAL SHOULDER WIDTH BASED ON SIGHT DISTANCE REQUIREMENTS

TRAFFIC DATA

CURRENT YEAR = TBD  AADT = TBD
ESTIMATED OPENING YEAR = TBD  AADT = TBD
ESTIMATED DESIGN YEAR = TBD  AADT = TBD
K = TBD%  D = TBD%  T = TBD% (24 HOUR)
DESIGN SPEED = 50 MPH
POSTCD SPEED = 45 MPH

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITAL FILE AND SIGNED UNDER RULE 61G15-23.004, F.A.C.
TYPICAL SECTION No. 5

CONTEXT CLASSIFICATION

- Natural
- Rural
- Rural Town
- Suburban Res.
- L.A. Facility

FUNCTIONAL CLASSIFICATION

- Interstate
- Freeway/Expressway
- Principal Arterial
- Minor Arterial

HIGHWAY SYSTEM

- National Highway System
- Strategic Intermodal System
- State Highway System
- Off-State Highway System

ACCESS CLASSIFICATION

- Freeway
- Restricted w/Service Roads
- Restricted w/660 ft. Connection Spacing
- Non-Restricted w/2640 ft. Signal Spacing
- Non-Restricted w/1320 ft. Signal Spacing
- Non-Restricted w/440 ft. Connection Spacing
- Both Median Types

CRITERIA

- New Construction / Reconstruction
- Resurfacing (LA Facilities)
- RR (Aerials & Collectors)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TRAFFIC DATA

- Current Year = TBD
- Estimated Opening Year = TBD
- Estimated Design Year = TBD
- Design Speed = 50 MPH
- Posted Speed = 45 MPH

TYPICAL SECTION

Bridge 02
Ramp 2 Over US 27 and Ramp 3
STA. 808+16.21 to STA. 830+20.65

DISTANCE REQUIREMENTS

*NOTE: Non-Typical Shoulder Width Based on Sight Distance Requirements

STA. 808+16.21 to STA. 830+20.65
Ramp 2 Over US 27 and Ramp 3
Bridge 02
Typical Section

TRAFFIC RAILING
(Non-Typical Single Guard (50") 3-Sided (Typ.)

3'-0" 3 spaces @ 9'-0" = 27'-0"

Slope: 0.065 ft/ft
PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1: NATURAL
- C2: RURAL
- C2T: RURAL TOWN
- C3R: SUBURBAN RES.
- N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- INTERSTATE
- FREEWAY/EXPWY.
- PRINCIPAL ARTERIAL
- 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/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:

N/A

TYPICAL SECTION No. 6

TYPICAL SECTION
BRIDGE 3A AND 3B
MAINLINE OVER EXISTING WETLANDS
STA. 124+70.04 TO STA. 149+37.04

TRAFFIC DATA

CURRENT YEAR = TBD AADT = TBD
ESTIMATED OPENING YEAR = TBD AADT = TBD
ESTIMATED DESIGN YEAR = TBD AADT = TBD
K = TBD 89% D = TBD 97% T
DESIGN SPEED = 70 MPH
POSTED SPEED = 70 MPH
TYPICAL SECTION No. 7

N/A

STA. 187+59.18 TO STA. 188+82.18
MAINLINE OVER COOK RD.

TRAFFIC DATA

CURRENT YEAR
ESTIMATED OPENING YEAR
ESTIMATED DESIGN YEAR
DESIGN SPEED = 70 MPH
POSTED SPEED = 70 MPH

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A
TYPICAL SECTION No. 8

STA. 243+11.67 TO STA. 244+70.07
MAINLINE OVER CR 455

TRAFFIC DATA
CURRENT YEAR = TRD AADT = TRD
ESTIMATED OPENING YEAR = TRD AADT = TRD
ESTIMATED DESIGN YEAR = TRD AADT = TRD
K = TRD% D = TRD W %

TRAFFIC RAILING (TYP.)
(COP SINGLE-SLOPE)
(UNION #321-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

END STA. 244+57.07
BEGIN STA. 242+99.26
END STA. 244+83.18
BEGIN STA. 243+24.18

SLOPE : 0.02 FT/FT
SLOPE : 0.02 FT/FT

38'-0" (FUTURE WIDENING)
38'-0" (FUTURE WIDENING)

39'-8"
50'-8"
39'-8"
50'-8"

12'-0"
12'-0"
12'-0"
12'-0"
12'-0"

TRAFFIC DATA
CURRENT YEAR = TRD AADT = TRD
ESTIMATED OPENING YEAR = TRD AADT = TRD
ESTIMATED DESIGN YEAR = TRD AADT = TRD
K = TRD% D = TRD W %

TRAFFIC RAILING (TYP.)
(COP SINGLE-SLOPE)
(UNION #321-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

38'-0" (FUTURE WIDENING)
38'-0" (FUTURE WIDENING)

39'-8"
50'-8"
39'-8"
50'-8"

12'-0"
12'-0"
12'-0"
12'-0"
12'-0"

TRAFFIC DATA
CURRENT YEAR = TRD AADT = TRD
ESTIMATED OPENING YEAR = TRD AADT = TRD
ESTIMATED DESIGN YEAR = TRD AADT = TRD
K = TRD% D = TRD W %

TRAFFIC RAILING (TYP.)
(COP SINGLE-SLOPE)
(UNION #321-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

38'-0" (FUTURE WIDENING)
38'-0" (FUTURE WIDENING)

39'-8"
50'-8"
39'-8"
50'-8"

12'-0"
12'-0"
12'-0"
12'-0"
12'-0"

TRAFFIC DATA
CURRENT YEAR = TRD AADT = TRD
ESTIMATED OPENING YEAR = TRD AADT = TRD
ESTIMATED DESIGN YEAR = TRD AADT = TRD
K = TRD% D = TRD W %

TRAFFIC RAILING (TYP.)
(COP SINGLE-SLOPE)
(UNION #321-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

38'-0" (FUTURE WIDENING)
38'-0" (FUTURE WIDENING)

39'-8"
50'-8"
39'-8"
50'-8"

12'-0"
12'-0"
12'-0"
12'-0"
12'-0"

TRAFFIC DATA
CURRENT YEAR = TRD AADT = TRD
ESTIMATED OPENING YEAR = TRD AADT = TRD
ESTIMATED DESIGN YEAR = TRD AADT = TRD
K = TRD% D = TRD W %

TRAFFIC RAILING (TYP.)
(COP SINGLE-SLOPE)
(UNION #321-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

38'-0" (FUTURE WIDENING)
38'-0" (FUTURE WIDENING)

39'-8"
50'-8"
39'-8"
50'-8"

12'-0"
12'-0"
12'-0"
12'-0"
12'-0"

TRAFFIC DATA
CURRENT YEAR = TRD AADT = TRD
ESTIMATED OPENING YEAR = TRD AADT = TRD
ESTIMATED DESIGN YEAR = TRD AADT = TRD
K = TRD% D = TRD W %

TRAFFIC RAILING (TYP.)
(COP SINGLE-SLOPE)
(UNION #321-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

38'-0" (FUTURE WIDENING)
38'-0" (FUTURE WIDENING)

39'-8"
50'-8"
39'-8"
50'-8"

12'-0"
12'-0"
12'-0"
12'-0"
12'-0"

TRAFFIC DATA
CURRENT YEAR = TRD AADT = TRD
ESTIMATED OPENING YEAR = TRD AADT = TRD
ESTIMATED DESIGN YEAR = TRD AADT = TRD
K = TRD% D = TRD W %

TRAFFIC RAILING (TYP.)
(COP SINGLE-SLOPE)
(UNION #321-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

TRAFFIC RAILING (TYP.)
(36" SINGLE-SLOPE)
(DUEKE #521-427)

38'-0" (FUTURE WIDENING)
38'-0" (FUTURE WIDENING)

39'-8"
50'-8"
39'-8"
50'-8"

12'-0"
12'-0"
12'-0"
12'-0"
12'-0"
PROJECT CONTROLS

CONTEXT CLASSIFICATION

1) C1: NATURAL
2) C2: RURAL
3) C2T: RURAL TOWN
4) C3R: SUBURBAN RES.
5) N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

1) INTERSTATE
2) FREEWAY/EXPY
3) PRINCIPAL ARTERIAL
4) MINOR ARTERIAL

HIGWAY 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/440 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

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS

RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 10

TYPICAL SECTION

BRIDGE 7A
MAINLINE OVER VALENCIA PARKWAY
RAMP 12 OVER VALENCIA PARKWAY
RAMP 14 OVER VALENCIA PARKWAY
STA. 312+97.93 TO STA. 314+63.01

TRAFFIC DATA

CURRENT YEAR = TBD, AADT = TBD
ESTIMATED OPENING YEAR = TBD, AADT = TBD
ESTIMATED DESIGN YEAR = TBD, AADT = TBD
K = TBD, D = TBD, T = TBD
(24 HOURS)
DESIGN SPEED = 50 MPH
POSTED SPEED = 45 MPH
PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPY.
( ) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

( ) 1 - FREWAY
( ) 2 - RESTRICTIVE w/Service Roads
( ) 3 - RESTRICTIVE w/600 ft. Connection Spacing
( ) 4 - NON-RESTRICTIVE w/260 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:

N/A

TYPICAL SECTION No. II

TYPICAL SECTION
BRIDGE 7B
RAMP 13 OVER VALENCIA PARKWAY
STA. 1903+44.91 TO STA. 1905+09.99

TRAFFIC DATA

CURRENT YEAR = TBD
AADT = TBD
ESTIMATED OPENING YEAR = TBD
AADT = TBD
ESTIMATED DESIGN YEAR = TBD
AADT = TBD
K = TBD
D = TBD
T = TBD
AADT (24 HOURS)
DESIGN SPEED = 50 MPH
POSTED SPEED = 45 MPH
PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
( ) PRINCIPAL ARTERIAL
( ) 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:

N/A

TYPICAL SECTION No. 12

TYPICAL SECTION
BRIDGE TC
RAMP 11 OVER VALENCIA PARKWAY
STA. 1703+28.27 TO STA. 1704+82.89

TRAFFIC DATA

CURRENT YEAR = TBD  AADT = TBD
ESTIMATED OPENING YEAR = TBD  AADT = TBD
ESTIMATED DESIGN YEAR = TBD  AADT = TBD
K = TBD%  D = TBD  N = TBD  (24 HOUR)
DESIGN SPEED = 50 MPH
POSTED SPEED = 45 MPH
**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

- ( ) C1 : NATURAL
- ( ) C2 : RURAL
- ( ) C2T : RURAL TOWN
- ( ) C3R : SUBURBAN RES.
- (X) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

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

**HIGHWAY SYSTEM**

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

**ACCESS CLASSIFICATION**

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

**CRITERIA**

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

N/A

**TYPICAL SECTION No. 13**

**TYPICAL SECTION**

BRIDGE 08

RAMP 13 OVER RAMP 12

STA. 1908+52.29 TO STA. 1911+78.88

**TRAFFIC DATA**

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<th>TBO</th>
<th>AADT</th>
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<td>Estimated Opening Year</td>
<td>TBO</td>
<td>AADT = TBO</td>
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<tr>
<td>Estimated Design Year</td>
<td>TBO</td>
<td>AADT = TBO</td>
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<tr>
<td>Design Speed</td>
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<td>Postcd Speed</td>
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**TRAFFIC RAILING**

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<tr>
<th>GIRDER (TYP.)</th>
<th>2'-10&quot;</th>
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<tbody>
<tr>
<td>3 SPACES @ 8'-0&quot; = 24'-0&quot;</td>
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<tr>
<td>STEEL PLATE ORDER (TYP.)</td>
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<td>RAMP 13</td>
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<td>PGL (TYP.)</td>
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<td>1</td>
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<td>4 '-2</td>
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<tr>
<td>INDEX 521-427 (TYP.)</td>
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<td>(36&quot; SINGLE SLOPE)</td>
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<tr>
<td>TRAFFIC RAILING</td>
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**THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITAL STAMP AND SEAL UNDER RULE 61G15-23.004, F.A.C.**
**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**

( ) INTERSTATE
( ) FREEWAY/EXPW.
( ) PRINCIPAL ARTERIAL
( ) 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/260 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/480 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:**

N/A

**TRAFFIC DATA**

<table>
<thead>
<tr>
<th>CURRENT YEAR</th>
<th>T.B.O. AADT</th>
<th>T.B.O. AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

**TYPICAL SECTION No. 14**

**TRAFFIC RAILING**

- 7'-9" (INDEX 321-430) (Typ.)
- 1'-6" RAILING

**NEW CONSTRUCTION / RECONSTRUCTION**

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

**FUNCTIONAL CLASSIFICATION**

- 7'-9" (INDEX 321-430) (Typ.)
- 1'-6" RAILING

**HIGHWAY SYSTEM**

- N/A : L.A. FACILITY

**ACCESS CLASSIFICATION**

- 7'-9" (INDEX 321-430) (Typ.)
- 1'-6" RAILING

**TRAFFIC DATA**

- CURRENT YEAR
- T.B.O. AADT = TBD
- ESTIMATED OPENING YEAR
- T.B.O. AADT = TBD

- ESTIMATED DESIGN YEAR
- T.B.O. AADT = TBD

- DESIGN SPEED = 50 MPH
- POSTED SPEED = 45 MPH
**TYPICAL SECTION No. 15**

**PROJECT CONTROLS**

**CONTEXT CLASSIFICATION**
- C1: NATURAL
- C2: RURAL
- C2T: RURAL TOWN
- C3R: SUBURBAN RES.
- N/A: L.A. FACILITY

**FUNCTIONAL CLASSIFICATION**
- (X) INTERSTATE
- (X) FREEWAY/EXPWY.
- ( ) PRINCIPAL ARTERIAL
- ( ) 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/200 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/200 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIUM TYPES

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

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**
- N/A

**TRAFFIC DATA**

- **CURRENT YEAR**
  - TRD: AADT = TBD
- **ESTIMATED OPENING YEAR**
  - TRD: AADT = TBD
- **ESTIMATED DESIGN YEAR**
  - TRD: AADT = TBD
- **K = TBD %**
- **D = TBD %**
- **T = TBD % (24 HOUR)**

- **DESIGN SPEED** = 50 MPH
- **POSTED SPEED** = 45 MPH

**TYPICAL SECTION**
BRIDGE 10
RAMP 14 OVER SR 5429 EXIT RAMP TO SCHOFIELD RD.
STA. 2022+60.99 TO STA. 2025+93.37

*NOTE: NON-TYPICAL SHOULDER WIDTH BASED ON SIGHT DISTANCE REQUIREMENTS*
PROJECT CONTROLS

CONTEXT CLASSIFICATION

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>C1</td>
<td>Natural</td>
</tr>
<tr>
<td>C2</td>
<td>Rural</td>
</tr>
<tr>
<td>C2T</td>
<td>Rural Town</td>
</tr>
<tr>
<td>C3R</td>
<td>Suburban Res.</td>
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<tr>
<td>N/A</td>
<td>L.A. Facility</td>
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</tbody>
</table>

FUNCTIONAL CLASSIFICATION

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Interstate</td>
</tr>
<tr>
<td>2</td>
<td>Freeway/Expy.</td>
</tr>
<tr>
<td>3</td>
<td>Principal Arterial</td>
</tr>
<tr>
<td>4</td>
<td>Minor Arterial</td>
</tr>
</tbody>
</table>

HIGHWAY SYSTEM

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>National Highway System</td>
</tr>
<tr>
<td>2</td>
<td>Strategic Intermodal System</td>
</tr>
<tr>
<td>3</td>
<td>State Highway System</td>
</tr>
<tr>
<td>4</td>
<td>Off-State Highway System</td>
</tr>
</tbody>
</table>

ACCESS CLASSIFICATION

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>- Freeway</td>
</tr>
<tr>
<td>2</td>
<td>- Restrictive w/Service Roads</td>
</tr>
<tr>
<td>3</td>
<td>- Restrictive w/600 ft. Connection Spacing</td>
</tr>
<tr>
<td>4</td>
<td>- Non-Restrictive w/2600 ft. Signal Spacing</td>
</tr>
<tr>
<td>5</td>
<td>- Restrictive w/440 ft. Connection Spacing</td>
</tr>
<tr>
<td>6</td>
<td>- Non-Restrictive w/1320 ft. Signal Spacing</td>
</tr>
<tr>
<td>7</td>
<td>- Both Median Types</td>
</tr>
</tbody>
</table>

CRITERIA

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>New Construction / Reconstruction</td>
</tr>
<tr>
<td>2</td>
<td>Resurfacing (L.A. Facilities)</td>
</tr>
<tr>
<td>3</td>
<td>RR (Arterials &amp; Collectors)</td>
</tr>
</tbody>
</table>

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 16

TYPICAL SECTION

RAMP 13 OVER SR429 AND SCHOFIELD RD.
STA. 1920+01.36 TO STA. 1930+07.89

TRAFFIC DATA

CURRENT YEAR = TBD  AADT = TBD
ESTIMATED OPENING YEAR = TBD  AADT = TBD
ESTIMATED DESIGN YEAR = TBD  AADT = TBD
K = TBD%  D = TBD N  Y = TBD% (24 HOUR)
DESIGN SPEED = 50 MPH
POSTED SPEED = 45 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. 17

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- C1: NATURAL
- C2: RURAL
- C2T: RURAL TOWN
- C3R: SUBURBAN RES.
- N/A: L.A. FACILITY

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

- 1: FREEWAY
- 2: RESTRICTIVE w/Service Roads
- 3: RESTRICTIVE w/600 ft. Connection Spacing
- 4: NON-RESTRICTIVE w/200 ft. Signal Spacing
- 5: RESTRICTIVE w/400 ft. Connection Spacing
- 6: NON-RESTRICTIVE w/1100 ft. Signal Spacing
- 7: BOTH MIDDLE TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION

BRIDGE 12
RAMP 13 OVER EXISTING SR429 NB ENTRANCE RAMP
STA. 1933+46.94 TO STA. 1936+48.73

TRAFFIC DATA

- CURRENT YEAR AADT = TBD
- ESTIMATED OPENING YEAR AADT = TBD
- ESTIMATED DESIGN YEAR AADT = TBD
- K = TBD % D = TBD % T = TBD % (24 HOUR)
- DESIGN SPEED = 50 MPH
- POSTED SPEED = 45 MPH

DESCRIPTION:
- PGL
- RAISING M-30" (42" SINGLE SLOPE)
- RAILING 1'-6"
- SHOULDER 6'-0"
- LANE 15'-0"
- SHOULDER 6'-0"
- RAILING 1'-6"
- END STA. 1936+48.73
- BEGIN STA. 1933+46.94

SLOPE: 0.049 FT/FT

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITIZED, SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.
TYPICAL SECTION No. 18

BRIDGE 13
RAMP 12 OVER SR429
RAMP 12 OVER SR429 SB ENTRANCE RAMP FROM SCHOFIELD RD.
STA. 1819+01.97 TO STA. 1826+01.97

TRAFFIC DATA

- CURRENT YEAR = TBD
- ESTIMATED OPENING YEAR = TBD
- ESTIMATED DESIGN YEAR = TBD
- DESIGN SPEED = 50 MPH
- POSTED SPEED = 45 MPH

NOTE: NON-TYPICAL SHOULDER WIDTH BASED ON SIGHT DISTANCE REQUIREMENTS

DISTANCE REQUIREMENTS

* NOTE: NON-TYPICAL SHOULDER WIDTH BASED ON SIGHT DISTANCE REQUIREMENTS

STA. 1819+81.74 TO STA. 1826+01.97
RAMP 12 OVER SR429 SB ENTRANCE RAMP FROM SCHOFIELD RD.

TOTAL PARCEL LENGTH = TBD
TOTAL features = TBD

NOT TO SCALE
PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
( ) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPY.
( ) PRINCIPAL ARTERIAL
( ) 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 MEDIUM TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

N/A

TYPICAL SECTION No. 19

TYPICAL SECTION

BRIDGE 14

RAMP 12 OVER EXISTING SR429 NB EXIT RAMP
STA. 1830+51.23 TO STA. 1832+87.68

TRAFFIC DATA

CURRENT YEAR = TBD
AADT = TBD
ESTIMATED OPENING YEAR = TBD
AADT = TBD
ESTIMATED DESIGN YEAR = TBD
AADT = TBD
K = TBD
D = TBD
T = TBD
%(24 HOUR) DESIGN SPEED = 50 MPH
POSTED SPEED = 45 MPH