APPENDIX A

Preferred Alternative Concept Plan Set, Typical Sections, and Preferred Profile Sheets

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

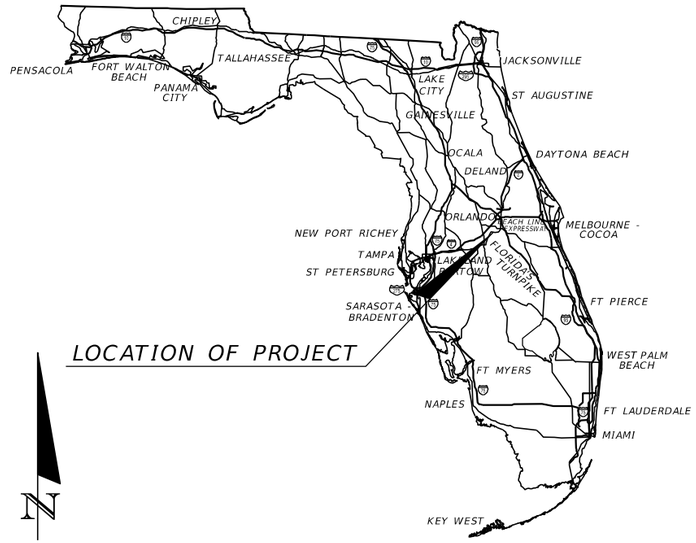
FINANCIAL PROJECT ID 437200-2-22-01

OSCEOLA COUNTY (92010000, 92010100)

STATE ROAD NO. 600 (US 17-92)

SR 600 (US 17-92) WIDENING FROM IVY MIST LANE TO AVENUE A

INDEX OF ROADWAY PLANS



END BRIDGE
ROADWAY ID: 92010100
MP 0.875
STA. 1238+64

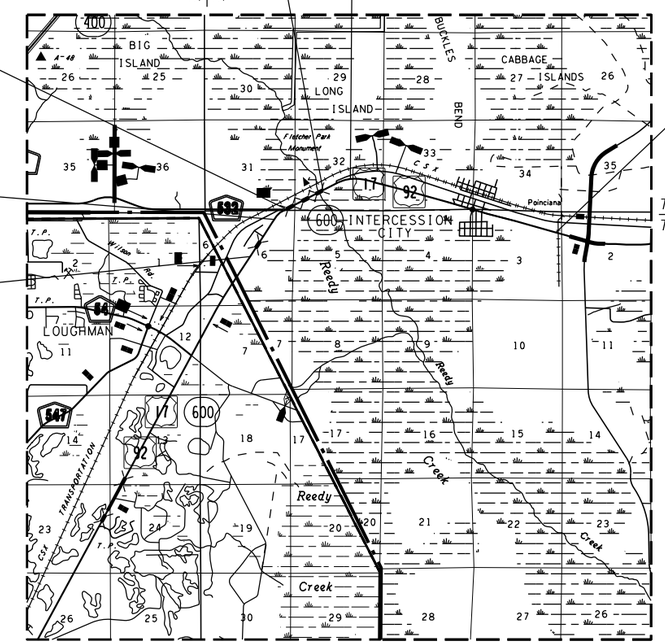
END ROADWAY ID: 92010100
MP 1.354
BEGIN ROADWAY ID: 92010000
MP 1.915

BEGIN BRIDGE
ROADWAY ID: 92010100
MP 0.445
STA. 1215+59

END ROADWAY ID: 92010000
MP 0.536
BEGIN ROADWAY ID: 92010100
MP 0.000

BEGIN PROJECT
ROADWAY ID: 92010000
MP 0.299
STA. 1176+53

END PROJECT
ROADWAY ID: 92010000
MP 4.132
STA. 1390+08



GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2025-26 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

APPLICABLE IRs: IR___-___-__

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, July 2025 Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

ROADWAY PLANS ENGINEER OF RECORD:

KEVIN TYLER FREEMAN, P.E. NO.: 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIATION: 3932

FDOT PROJECT MANAGER:

DAVID ANDREW GRAEBER, P.E.

SHEET NO.
1

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

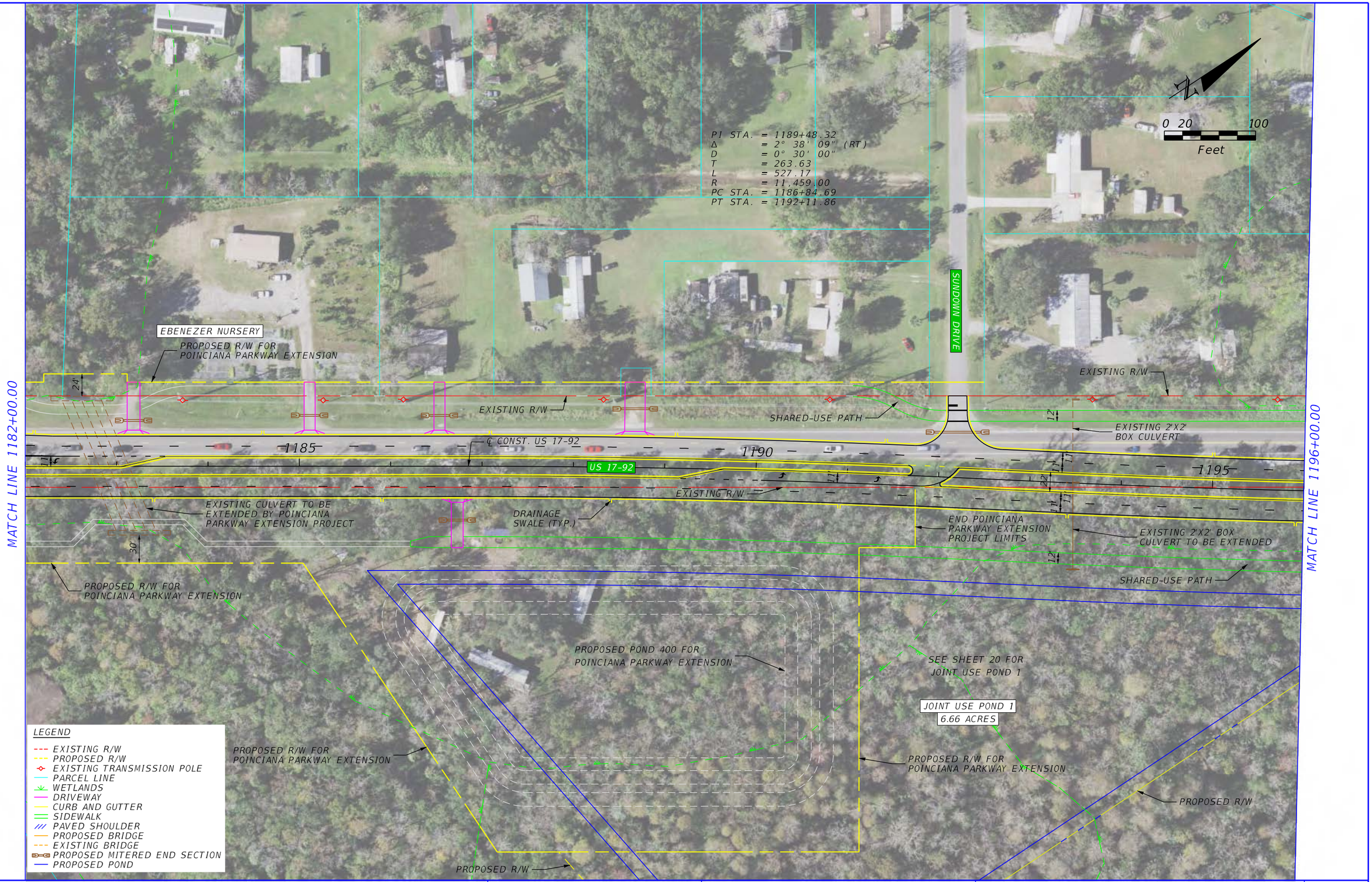
KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 2



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

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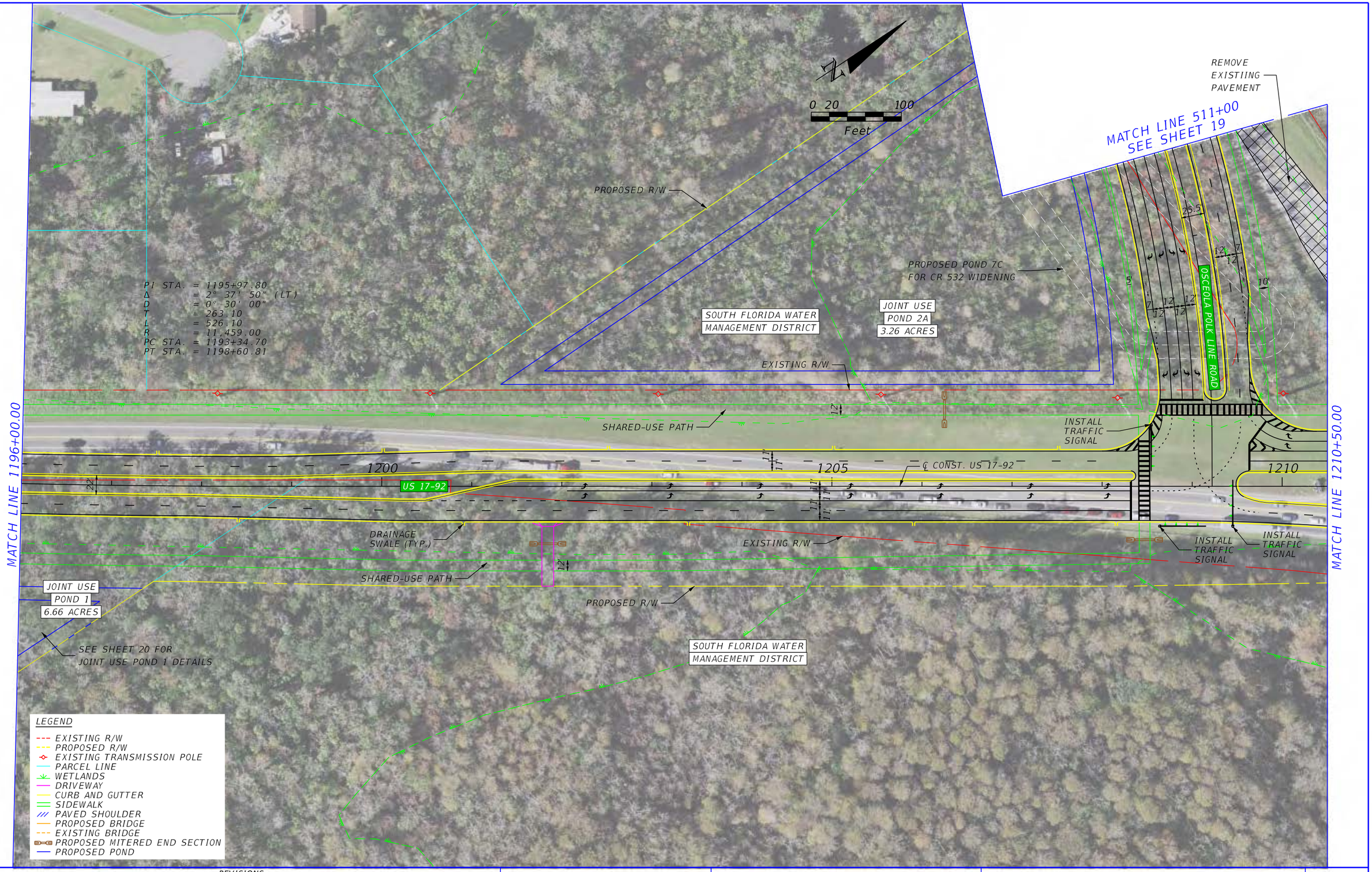


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

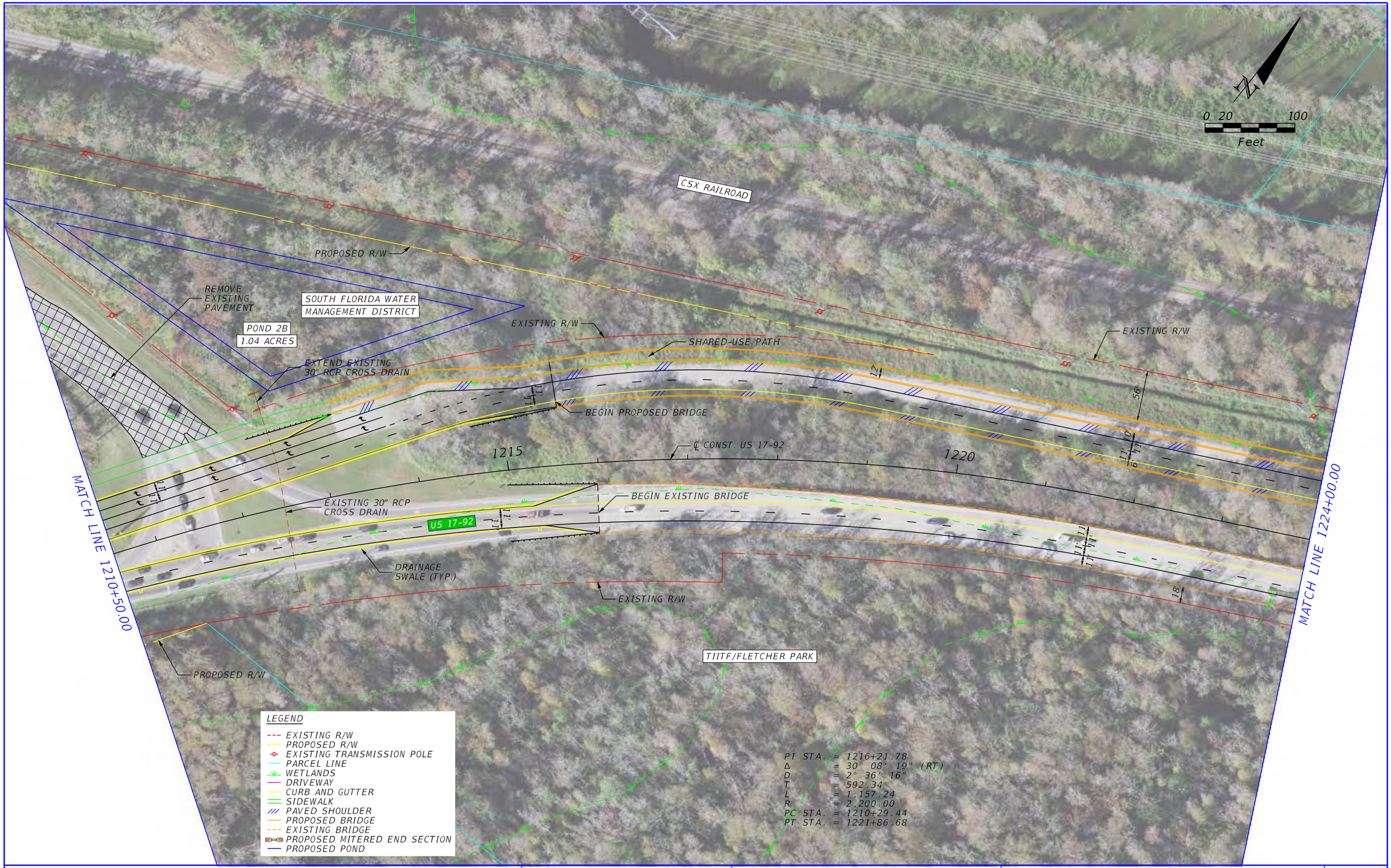
KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 4



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 5

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 6


REEDY CREEK
CSX RAILROAD
0 20 100
Feet
EXISTING R/W
56'
SHARED-USE PATH
12'
10'
11'
11'
6'
END PROPOSED BRIDGE
1240
℄ CONST. US 17-92
1245
MATCH LINE 1237+00.00
MATCH LINE 1250+00.00
US 17-92
END EXISTING BRIDGE
DRAINAGE
SWALE (TYP.)
EXISTING R/W
FDOT
LEGEND
EXISTING R/W
PROPOSED R/W
EXISTING TRANSMISSION POLE
PARCEL LINE
WETLANDS
DRIVEWAY
CURB AND GUTTER
SIDEWALK
PAVED SHOULDER
PROPOSED BRIDGE
EXISTING BRIDGE
PROPOSED MITERED END SECTION
PROPOSED POND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
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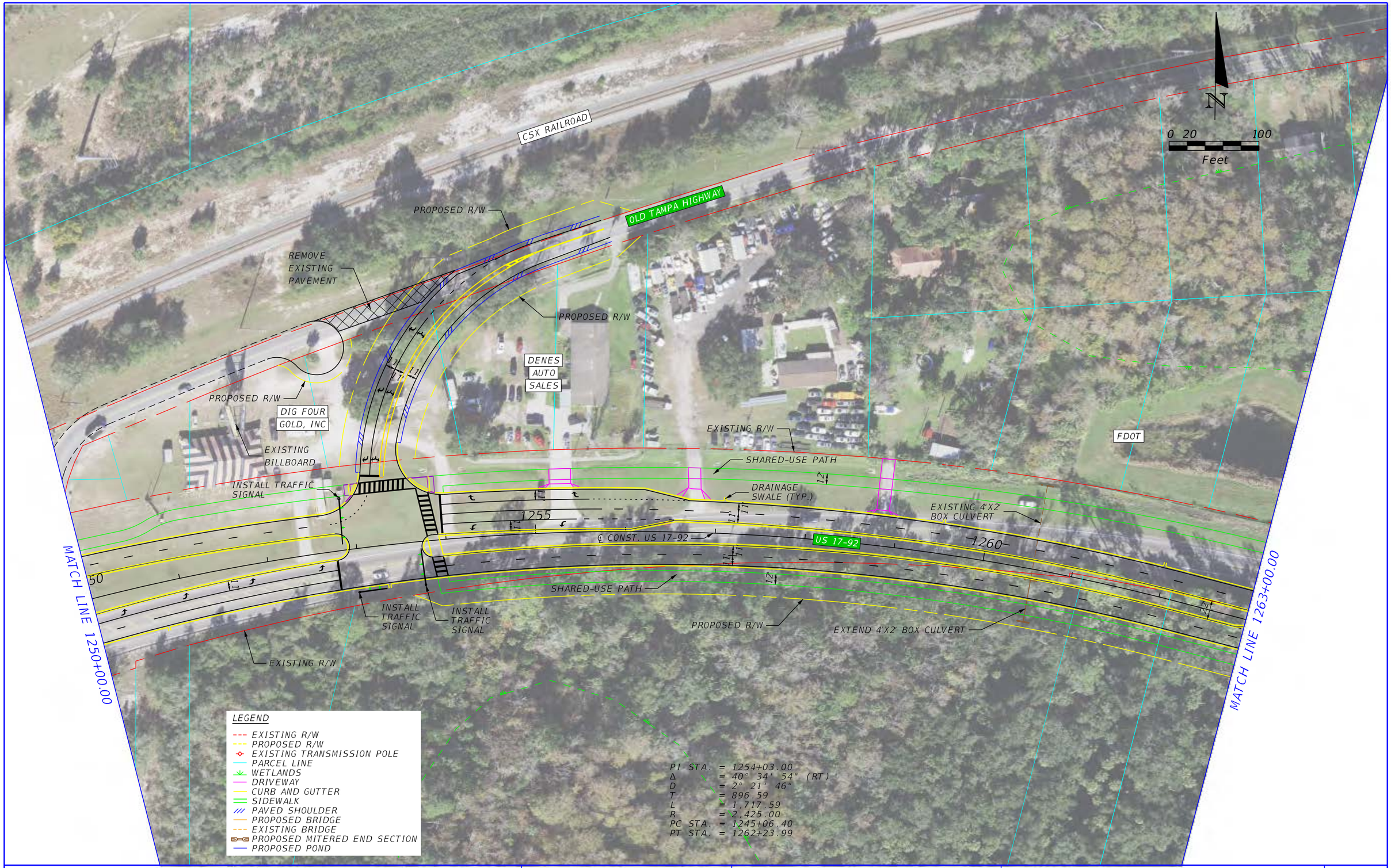
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO.
7



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DATE	DESCRIPTION	DATE	DESCRIPTION

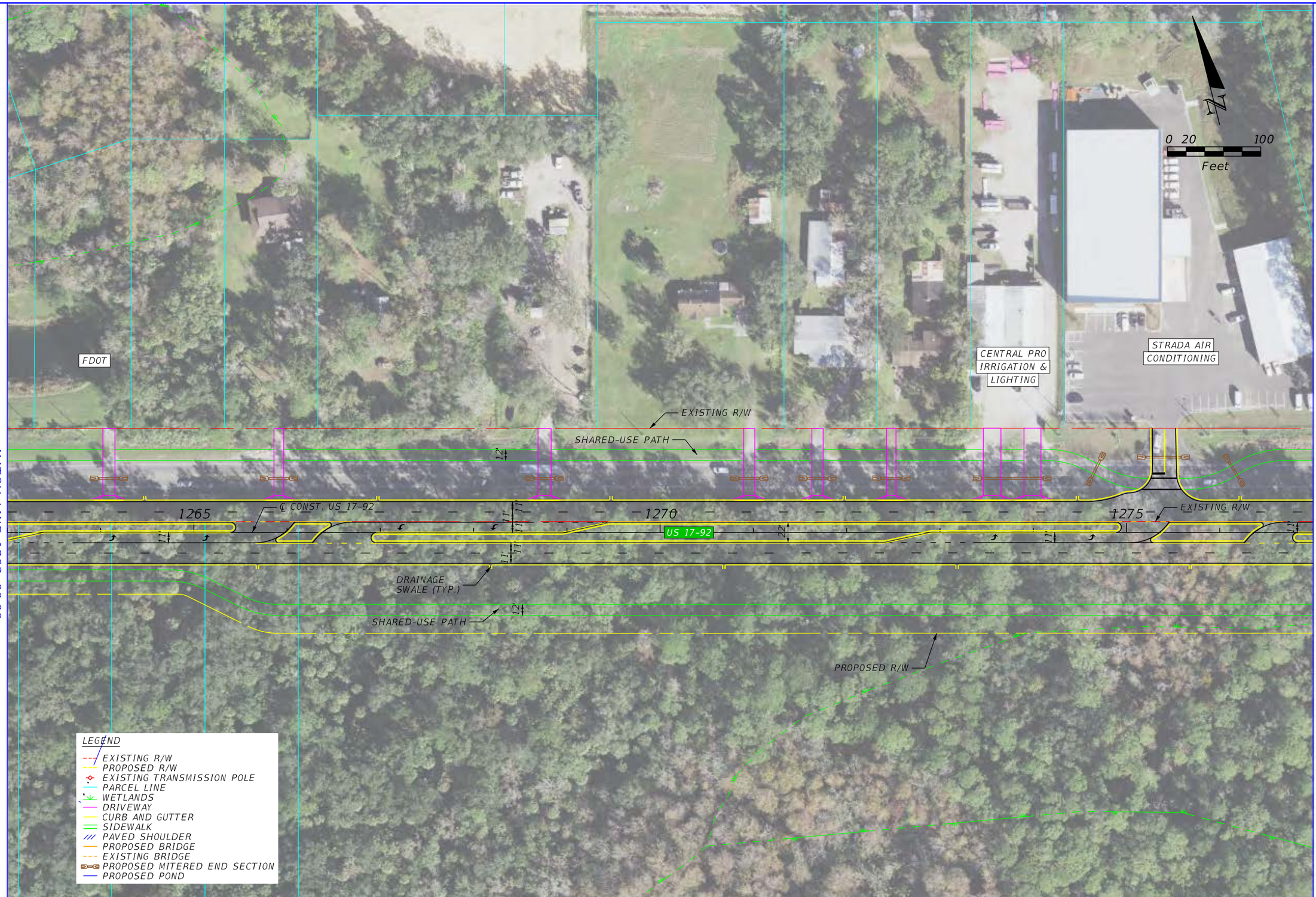
KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 8



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DATE	DESCRIPTION	DATE	DESCRIPTION

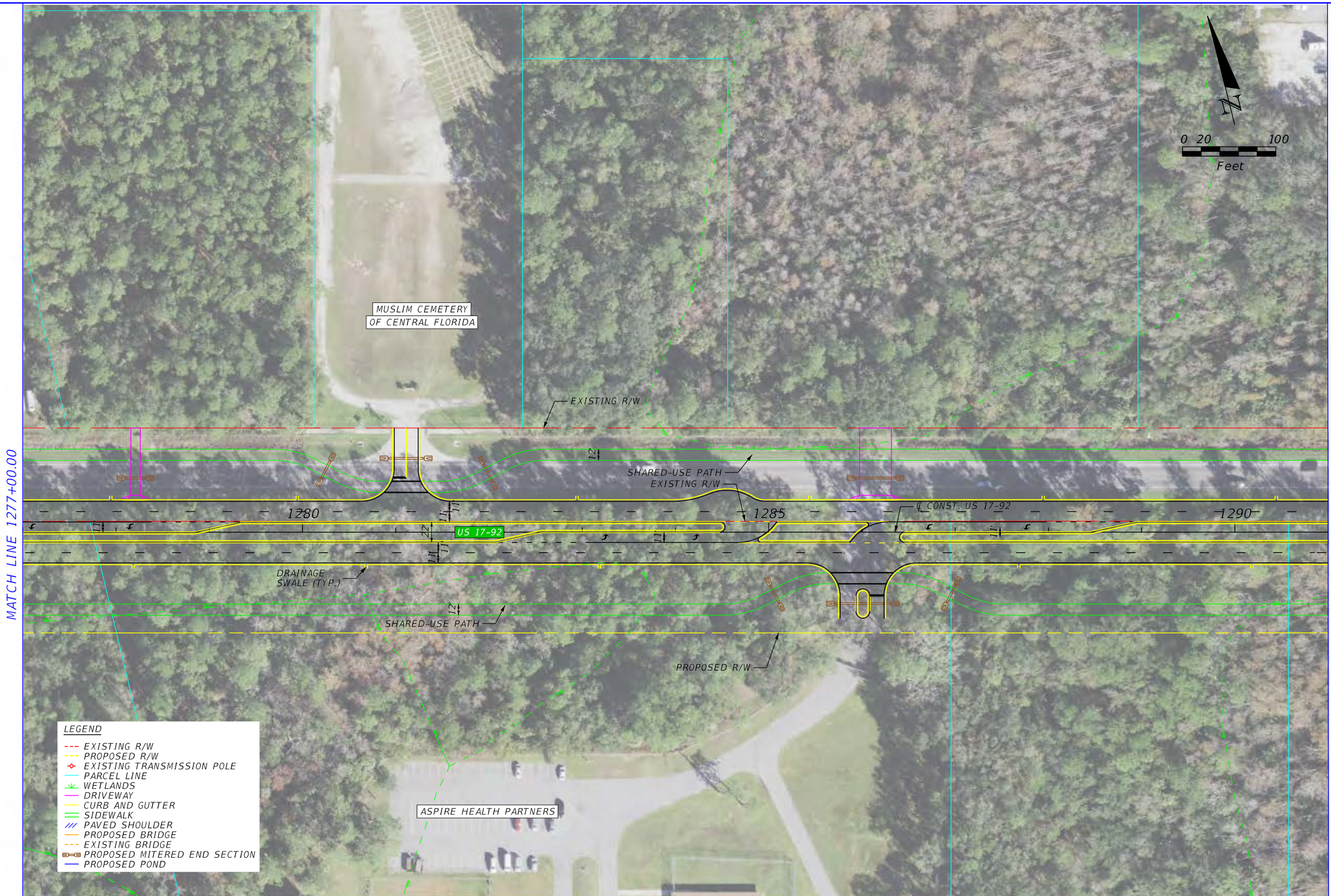
KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 9



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KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
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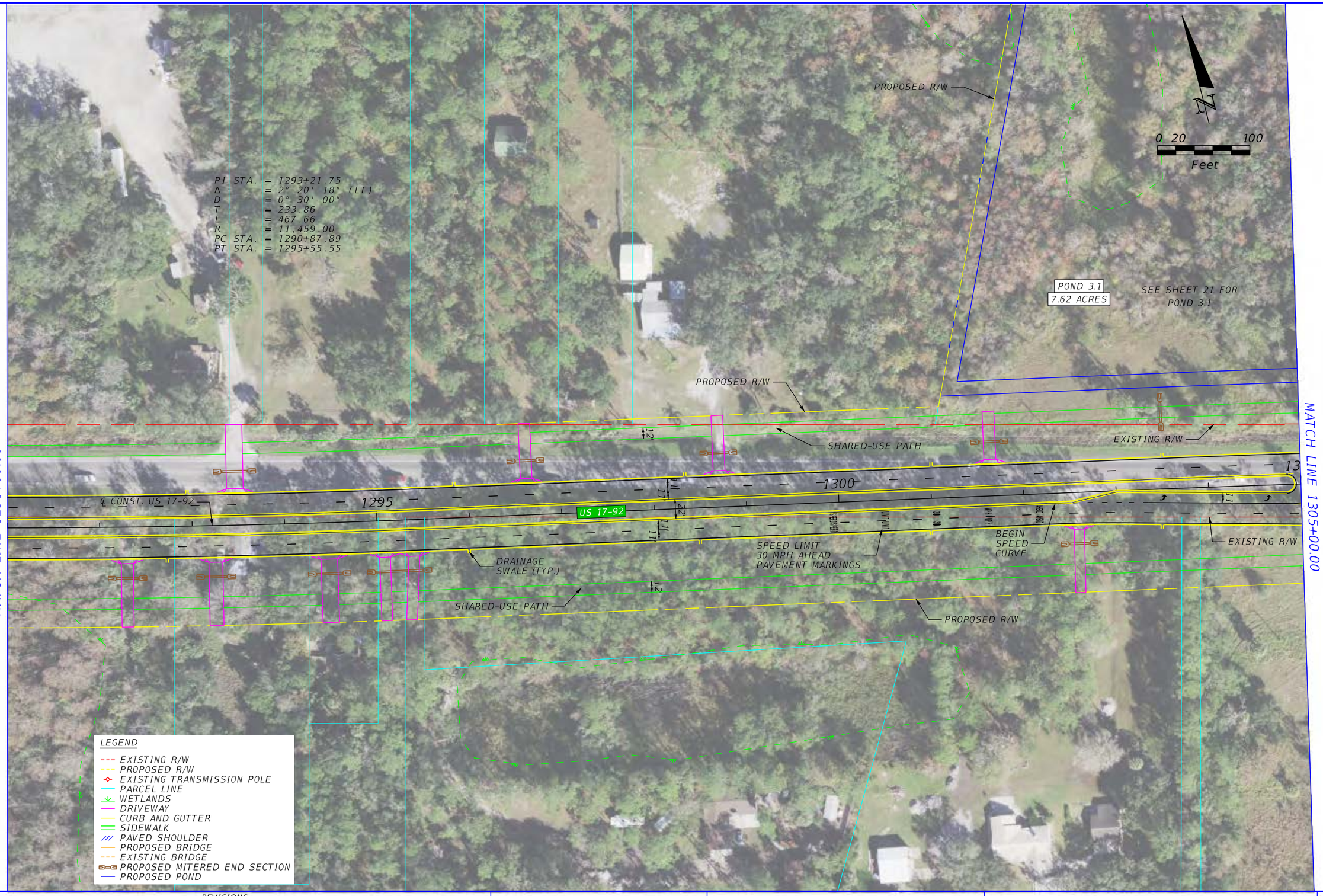
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 10



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 11

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
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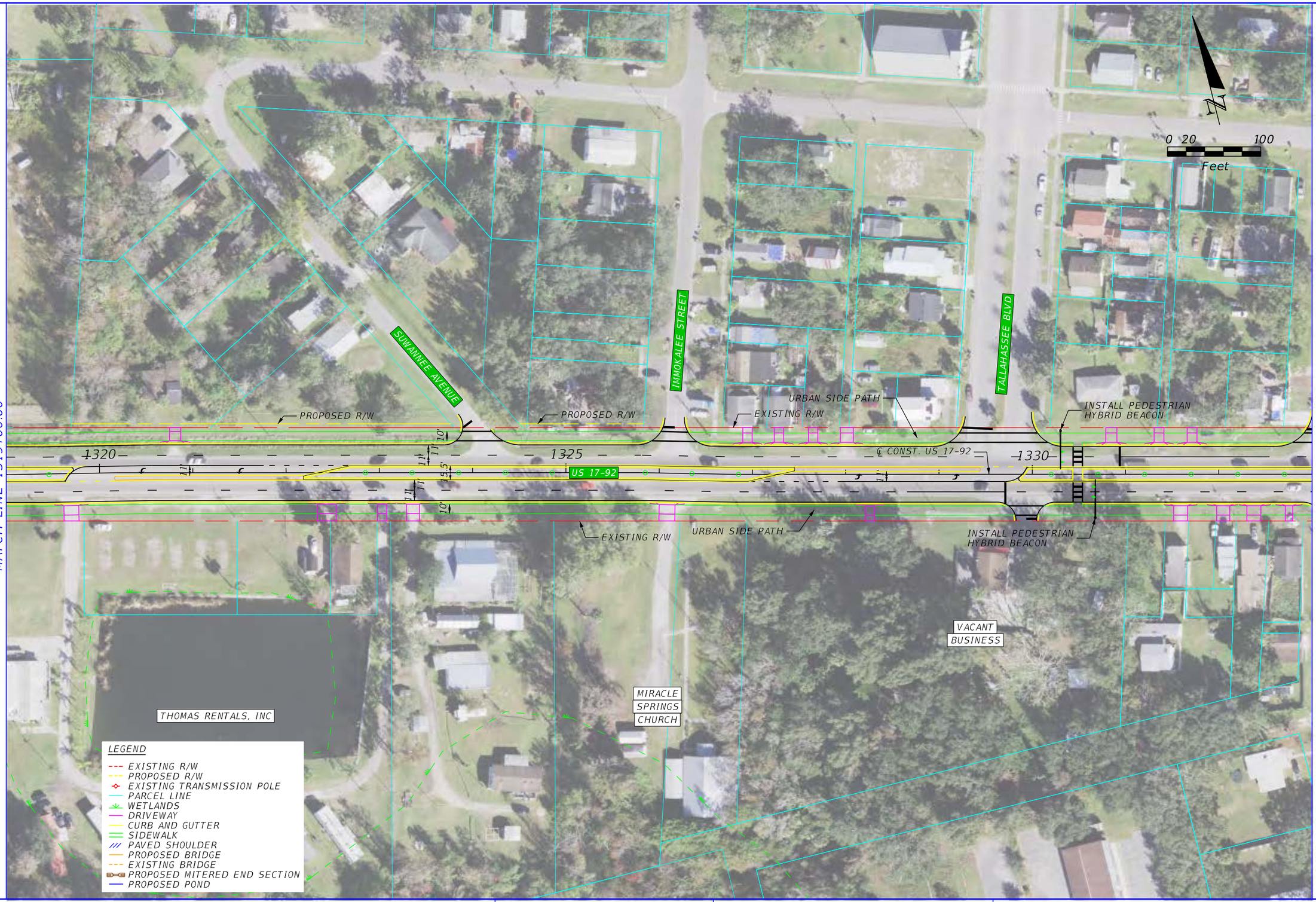
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 12



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 13

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
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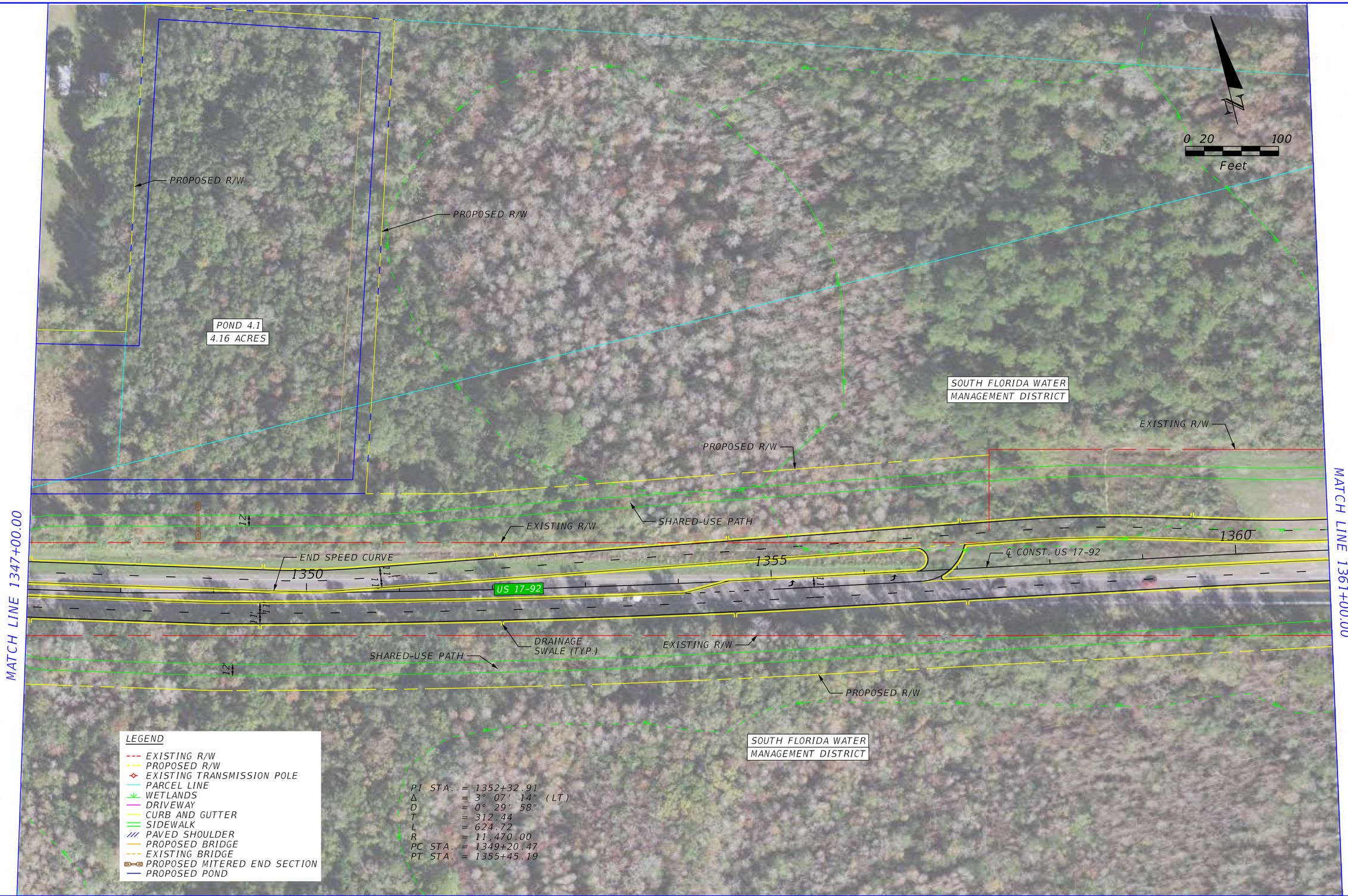
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 14



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
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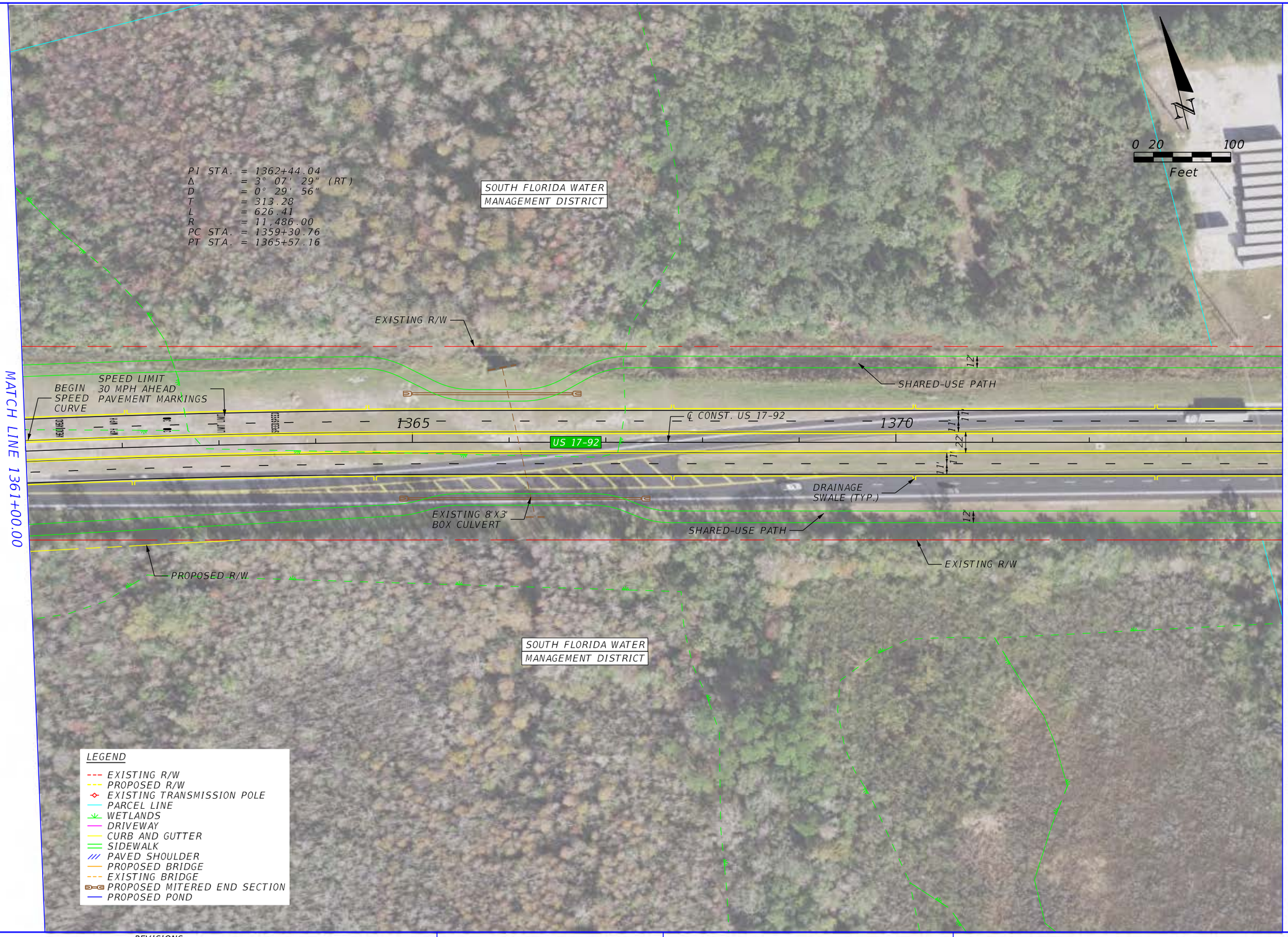
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 15



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VANASSE HANGEN BRUSTLIN, INC.
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ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 16

MATCH LINE 1374+00.00

MATCH LINE 1388+00.00

GATORADE

GATORADE

PROPOSED R/W

15'

13'13

AVE A

PROPOSED R/W

EXISTING R/W

EXISTING R/W

12'

SHARED-USE PATH

1375

℄ CONST. US 17-92

1380

1385

US 17-92

11'

11'

22'

11'

11'

DRAINAGE SWALE (TYP.)

12'

SHARED-USE PATH

EXISTING R/W

EXISTING R/W

10'

6'

12'

12'

40'

12'

12'

10'

12'

5'

N

0 20 100

Feet

12'

12'

AVE A

CMC REBAR

JELD-WEN WINDOWS & DOORS

EXISTING R/W

EXISTING R/W

LEGEND

- EXISTING R/W
- PROPOSED R/W
- EXISTING TRANSMISSION POLE
- PARCEL LINE
- WETLANDS
- DRIVEWAY
- CURB AND GUTTER
- SIDEWALK
- PAVED SHOULDER
- PROPOSED BRIDGE
- EXISTING BRIDGE
- PROPOSED MITERED END SECTION
- PROPOSED POND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 17

MATCH LINE 1388+00.00

GATORADE

EXISTING R/W

SHARED-USE PATH

10'

℄ CONST. US 17-92

1390

US 17-92

END PROJECT

EXISTING R/W

EXISTING R/W

PERFORMANCE FOOD GROUP INC

AVE B

DUNKIN' DONUTS

7-ELEVEN

N

0 20 100

Feet

LEGEND

- EXISTING R/W
- PROPOSED R/W
- EXISTING TRANSMISSION POLE
- PARCEL LINE
- WETLANDS
- DRIVEWAY
- CURB AND GUTTER
- SIDEWALK
- PAVED SHOULDER
- PROPOSED BRIDGE
- EXISTING BRIDGE
- PROPOSED MITERED END SECTION
- PROPOSED POND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 18

PI STA. = 510+96.00
Δ = 32° 25' 45" (RT)
D = 4° 51' 35"
T = 342.86
L = 667.31
R = 1,179.00
PC STA. = 507+53.15
PT STA. = 514+20.46

0 20 100
Feet

CSX RAILROAD

EXISTING R/W

PROPOSED R/W

REMOVE EXISTING PAVEMENT

OSCEOLA POLK LINE ROAD

PROPOSED CR 532 WIDENING

500

505

510

MATCH LINE 511+00
SEE SHEET 4

JOINT USE POND 2A
3.26 ACRES

PROPOSED POND 7C
FOR CR 532 WIDENING

SOUTH FLORIDA WATER
MANAGEMENT DISTRICT

LEGEND

- EXISTING R/W
- PROPOSED R/W
- EXISTING TRANSMISSION POLE
- PARCEL LINE
- WETLANDS
- DRIVEWAY
- CURB AND GUTTER
- SIDEWALK
- PAVED SHOULDER
- PROPOSED BRIDGE
- EXISTING BRIDGE
- PROPOSED MITERED END SECTION
- PROPOSED POND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
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SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE

SHEET NO. 19

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE - JOINT USE POND 1

SHEET NO. 20

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE - POND 3.1

SHEET NO. 21

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

KEVIN TYLER FREEMAN
P.E. LICENSE NUMBER 76146
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA	437200-2-22-01

US 17-92 PD&E - PREFERRED ALTERNATIVE - FLOODPLAIN COMPENSATION POND

SHEET NO. 22

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

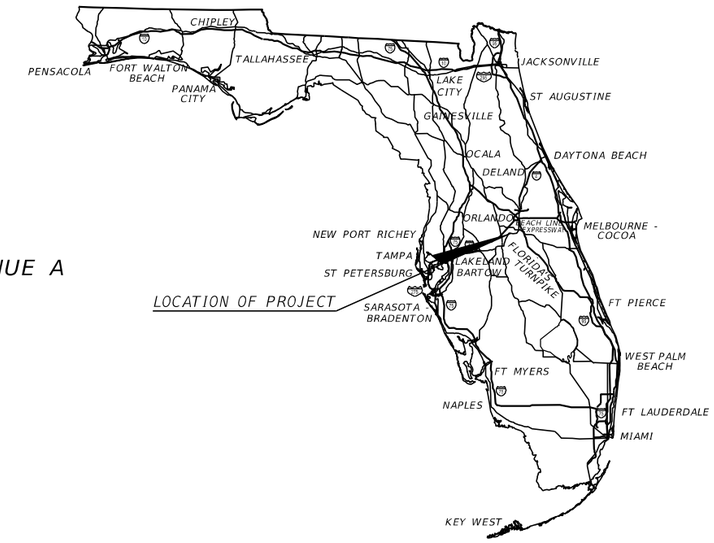
TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 437200-2-22-01

OSCEOLA COUNTY (92010000, 92010100)

STATE ROAD NO. 600 (US 17-92)

SR 600 (US 17-92) WIDENING/RECONSTRUCTION FROM IVY MIST LANE TO AVENUE A



FDOT DISTRICT DESIGN ENGINEER

DocuSigned by:
Ed Kostory
EDD7768CC3204EF...
07/23/2024 | 8:03 AM EDT

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

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

DocuSigned by:
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07/23/2024 | 8:36 AM EDT

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

DocuSigned by:
Kellie Smith
FA179EF3C91646C...
07/23/2024 | 8:47 AM EDT

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

DocuSigned by:
Gary Skofronick
8BEAB116F69C4ED...
07/23/2024 | 9:11 AM EDT

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

N/A

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

LOCAL TRANSPORTATION ENGINEER

N/A

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

PROJECT LOCATION URL:	https://tinyurl.com/yupwhb5n
PROJECT LIMITS:	BEGIN MP 0.299 – END MP 4.135
EXCEPTIONS:	NONE
BRIDGE LIMITS:	92010100 MP 0.452 – MP 0.870
RAILROAD CROSSING:	NONE

APPROVED BY:

KEVIN TYLER FREEMAN LICENSE No 76146 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

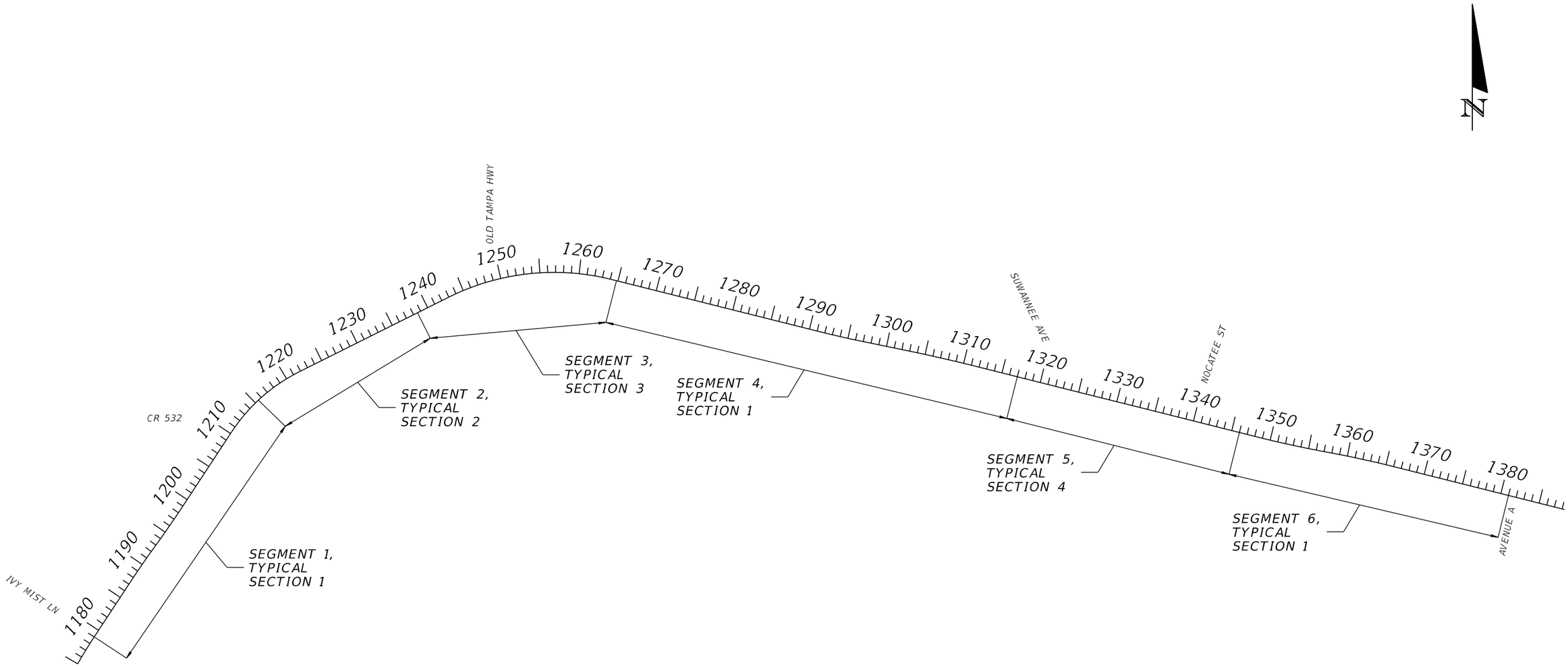
VANASSE HANGEN BRUSTLIN, INC.
225 E ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIATION: 3932
KEVIN TYLER FREEMAN, P.E. NO. 76146

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. 1

5/1/2024 9:19:38 AM



FINANCIAL PROJECT ID	SHEET NO.
437200-2-22-01	2

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

9/22/2023 12:43:28 PM

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	C1 : NATURAL*	(X)	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
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
(X) 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

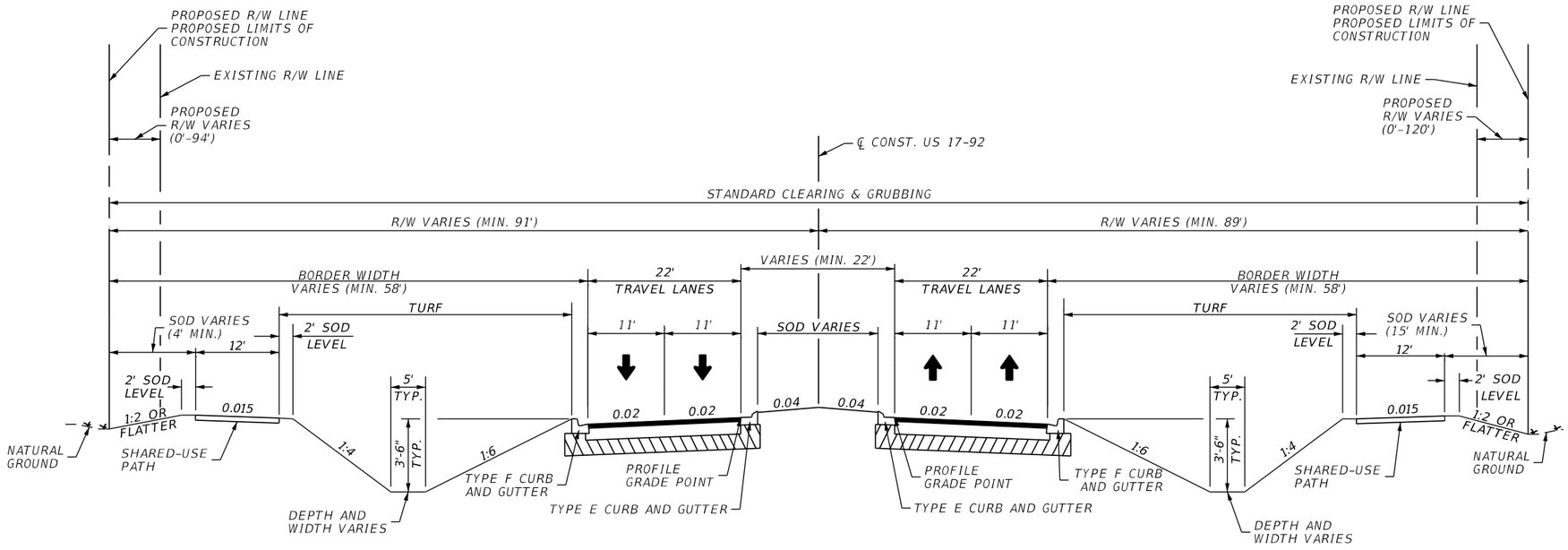
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

SPEED VARIATION:
IN THE C1 CONTEXT CLASSIFICATION SECTIONS OF THIS TYPICAL SECTION, THE ALLOWABLE DESIGN SPEED IS 55-70MPH, PER FDM TABLE 201.5.1. HOWEVER, THE TARGET SPEED AND DESIGN SPEED IS 45 MPH FOR THAT SECTION.

TYPICAL SECTION No. 1



SEGMENT 1 TYPICAL SECTION
SR 600 (US 17/92)
FROM JUST EAST OF IVY MIST LANE TO REEDY CREEK BRIDGE
ROADWAY ID: 92010000
STA. 1179+00 TO STA. 1192+20
ROADWAY ID: 92010100
STA. 1192+20 TO STA. 1215+60

SEGMENT 4 TYPICAL SECTION
SR 600 (US 17/92)
FROM JUST EAST OF OLD TAMPA HIGHWAY TO JUST WEST OF SUWANNEE AVENUE
ROADWAY ID: 92010000
STA. 1264+80 TO STA. 1317+00

SEGMENT 6 TYPICAL SECTION
SR 600 (US 17/92)
FROM JUST EAST OF NOCATEE STREET/SHEPHERD LANE TO AVENUE A
ROADWAY ID: 92010000
STA. 1346+00 TO STA. 1381+00

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 29,000
ESTIMATED OPENING YEAR = 2025 AADT = 32,500
ESTIMATED DESIGN YEAR = 2045 AADT = 43,500
K = 9 % D = 57 % T = 10 % (24 HOUR)
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 45 MPH

NOTES:
*STA. 1200+30 TO STA. 1215+60, STA. 1346+00 TO STA. 1373+40
**STA. 1179+00 TO STA. 1200+30
***STA. 1249+50 TO STA. 1317+00, STA. 1373+40 TO STA. 1381+00
****STA. 1212+00 TO STA. 1215+60, 1264+80 TO STA. 1317+00, 1346+00 TO STA. 1381+00

FINANCIAL PROJECT ID	SHEET NO.
437200-2-22-01	3

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
(X) 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

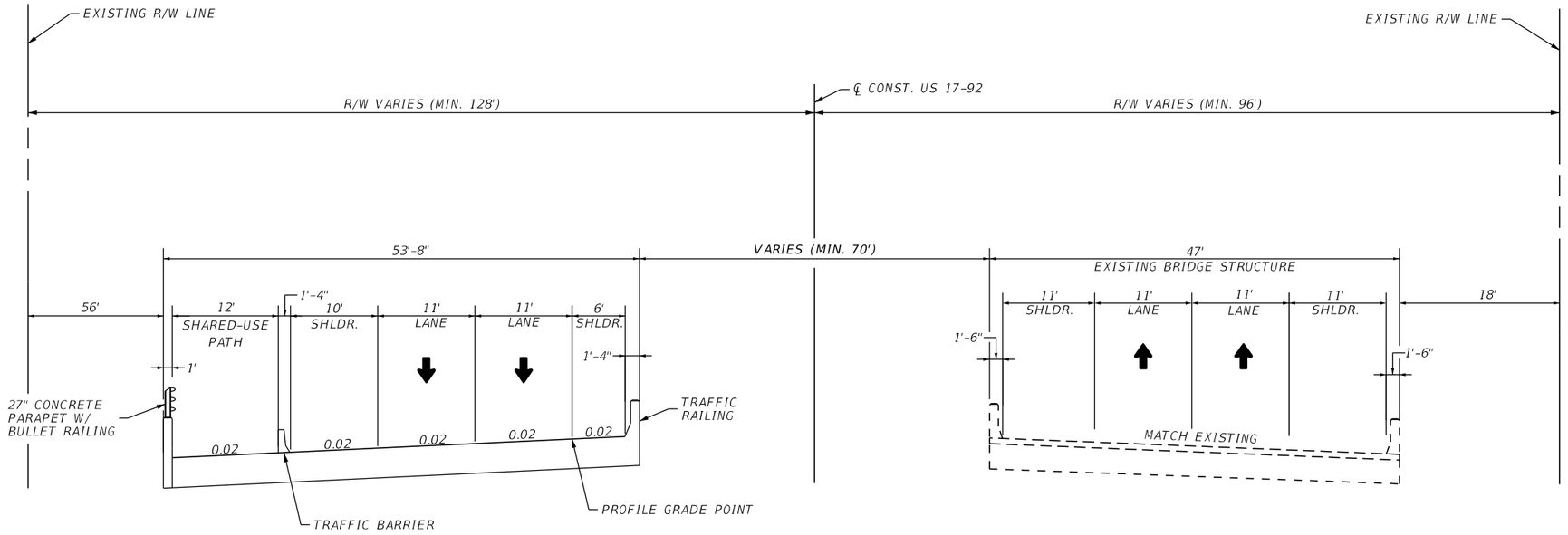
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

SPEED VARIATION:
IN THE C1 CONTEXT CLASSIFICATION SECTION OF THIS TYPICAL SECTION, THE ALLOWABLE DESIGN SPEED IS 55-70MPH, PER FDM TABLE 201.5.1. HOWEVER, THE TARGET SPEED AND DESIGN SPEED IS 45 MPH FOR THAT SECTION.

TYPICAL SECTION No. 2



SEGMENT 2 TYPICAL SECTION
SR 600 (US 17/92)
REEDY CREEK BRIDGE
ROADWAY ID: 92010100
STA. 1215+60 TO STA. 1238+60

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 29,000
ESTIMATED OPENING YEAR = 2025 AADT = 32,500
ESTIMATED DESIGN YEAR = 2045 AADT = 43,500
K = 9 % D = 57 % T = 10 % (24 HOUR)
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
437200-2-22-01	4

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

4/9/2025 4:53:33 PM

PROJECT CONTROLS

CONTEXT CLASSIFICATION

(X)	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
(X) 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

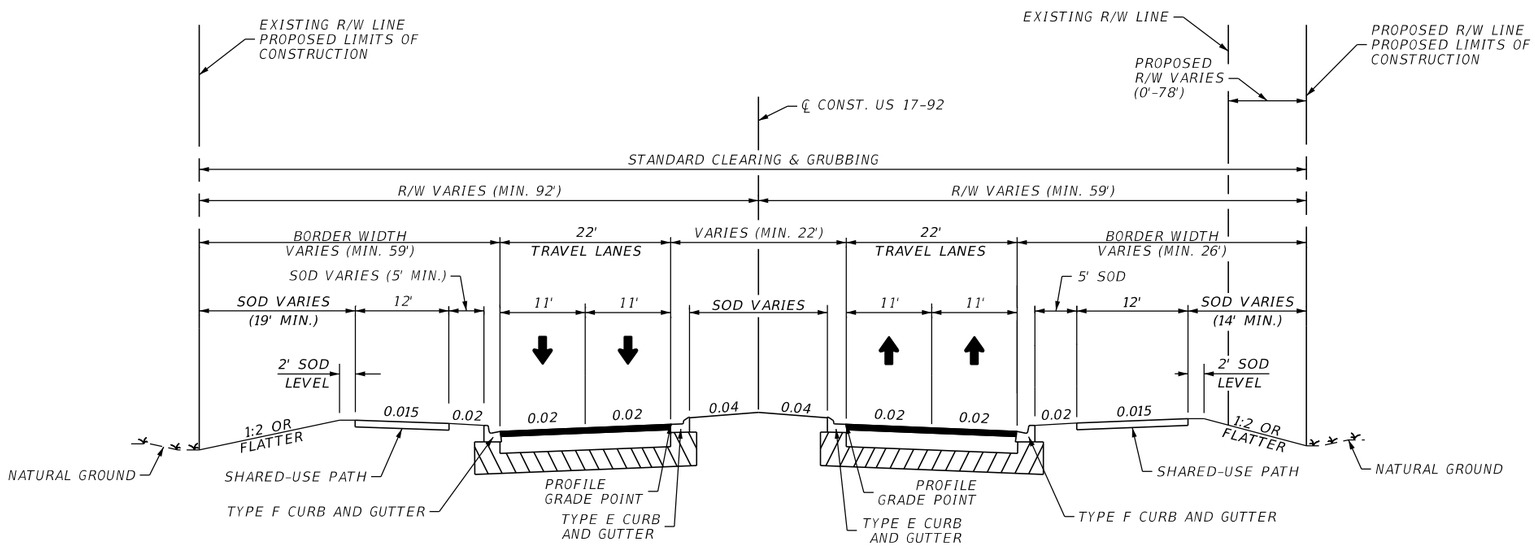
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

SPEED VARIATION:
IN THE C1 CONTEXT CLASSIFICATION SECTIONS OF THIS TYPICAL SECTION, THE ALLOWABLE DESIGN SPEED IS 55-70MPH, PER FDM TABLE 201.5.1. HOWEVER, THE TARGET SPEED AND DESIGN SPEED IS 45 MPH FOR THAT SECTION.

TYPICAL SECTION No. 3



SEGMENT 3 TYPICAL SECTION
SR 600 (US 17/92)
FROM REEDY CREEK BRIDGE TO JUST EAST OF OLD TAMPA HIGHWAY
ROADWAY ID: 92010100
STA. 1238+60 TO STA. 1264+20
ROADWAY ID: 92010000
STA. 1264+20 TO STA. 1264+80

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 28,000
ESTIMATED OPENING YEAR = 2025 AADT = 30,000
ESTIMATED DESIGN YEAR = 2045 AADT = 37,500
K = 9 % D = 57 % T = 10 % (24 HOUR)
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = 45 MPH

NOTES:
*STA. 1238+60 TO STA. 1249+50
**STA. 1249+50 TO STA. 1264+80

FINANCIAL PROJECT ID	SHEET NO.
437200-2-22-01	5

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

(X) NATIONAL HIGHWAY SYSTEM
(X) 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

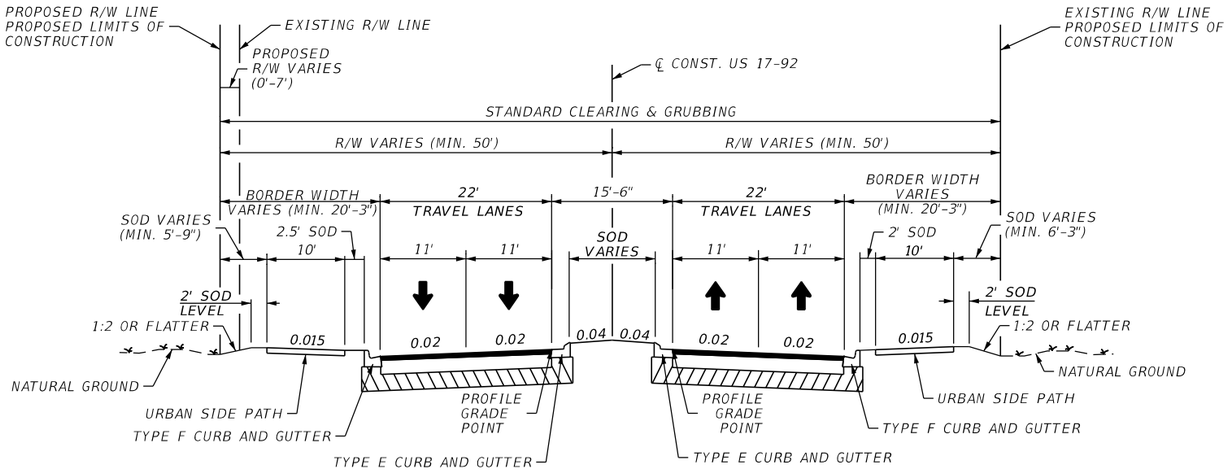
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

SPEED VARIATION:
THE ALLOWABLE DESIGN SPEED IS 25-45MPH, WITH AN SIS MINIMUM DESIGN SPEED OF 40 MPH, PER FDM TABLE 201.5.1. HOWEVER, THE TARGET SPEED AND DESIGN SPEED IS 30 MPH FOR THIS SECTION.

TYPICAL SECTION No. 4

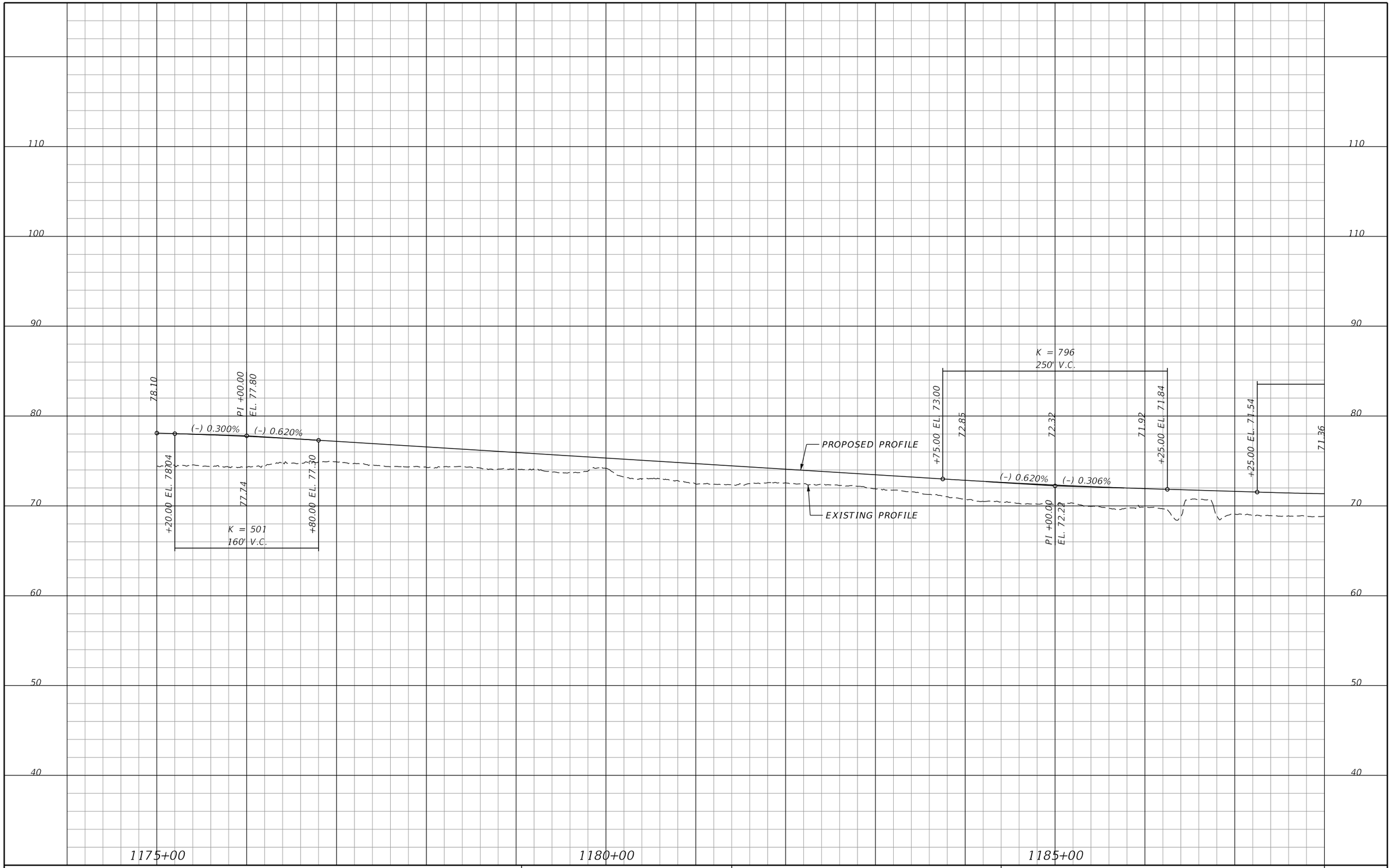


SEGMENT 5 TYPICAL SECTION
SR 600 (US 17/92)
FROM JUST WEST OF SUWANNEE AVENUE TO JUST EAST OF NOCATEE STREET/SHEPHERD LANE
ROADWAY ID: 92010000
STA. 1317+00 TO STA. 1346+00

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 25,500
ESTIMATED OPENING YEAR = 2025 AADT = 27,500
ESTIMATED DESIGN YEAR = 2045 AADT = 34,000
K = 9 % D = 57 % T = 10 % (24 HOUR)
DESIGN SPEED = 30 MPH
POSTED SPEED = 30 MPH
TARGET SPEED = 30 MPH

FINANCIAL PROJECT ID	SHEET NO.
437200-2-22-01	6



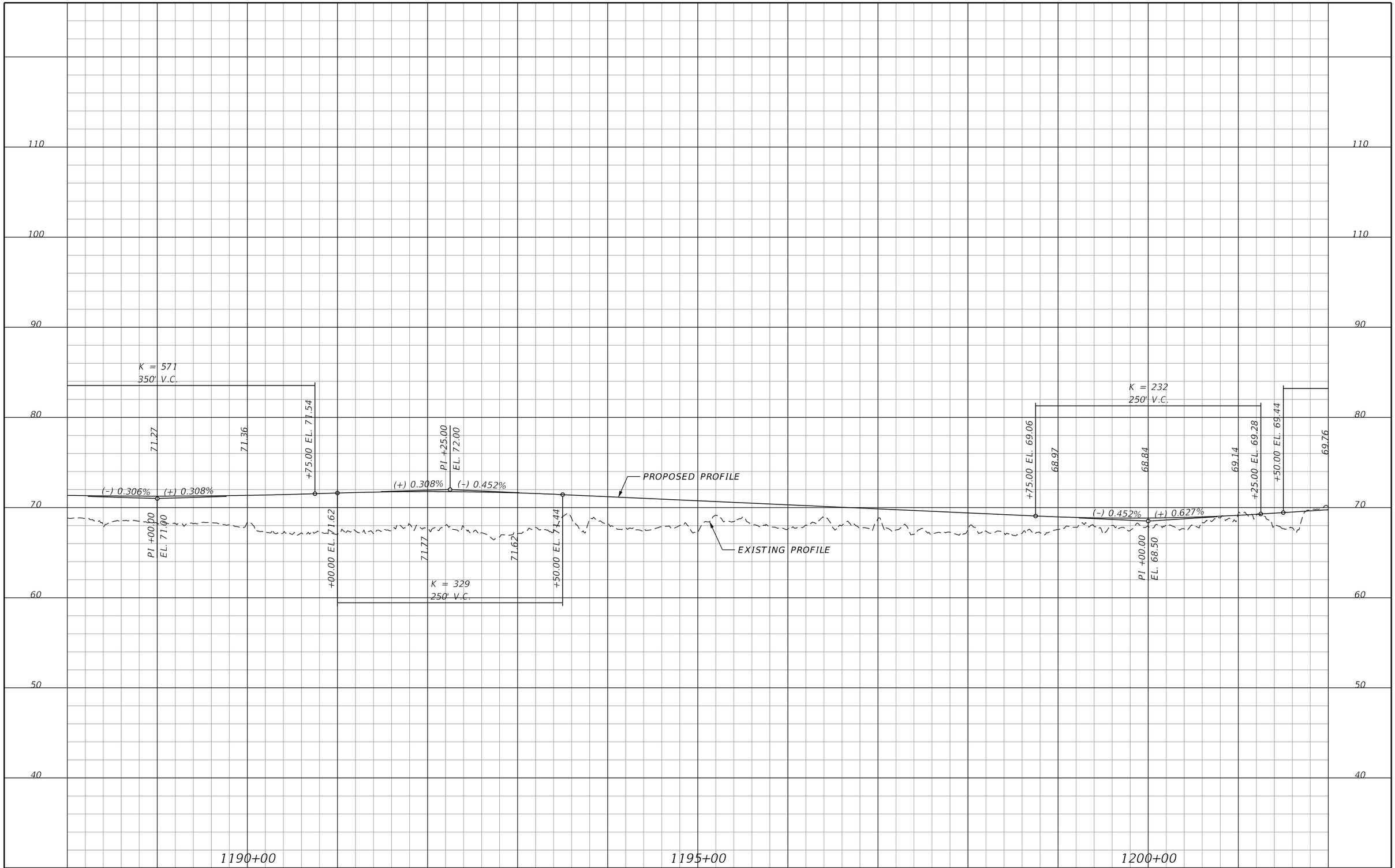
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.

110
100
90
80
70
60
50
40

K = 1547
250' V.C.

70.45

71.21

+00.00 EL. 71.21

PROPOSED PROFILE

EXISTING PROFILE

(+) 0.627%

(+) 0.789%

PI +75.00
EL. 70.22

(+) 0.789%

(+) 0.000%

PI +50.00
EL. 77.92

+50.00 EL. 76.34

76.71

77.30

77.70

77.90

+50.00 EL. 77.92

K = 507
400' V.C.

1205+00

1210+00

1215+00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.

110

100

90

80

70

60

50

40

PROPOSED PROFILE

EXISTING PROFILE

1220+00

1225+00

1230+00

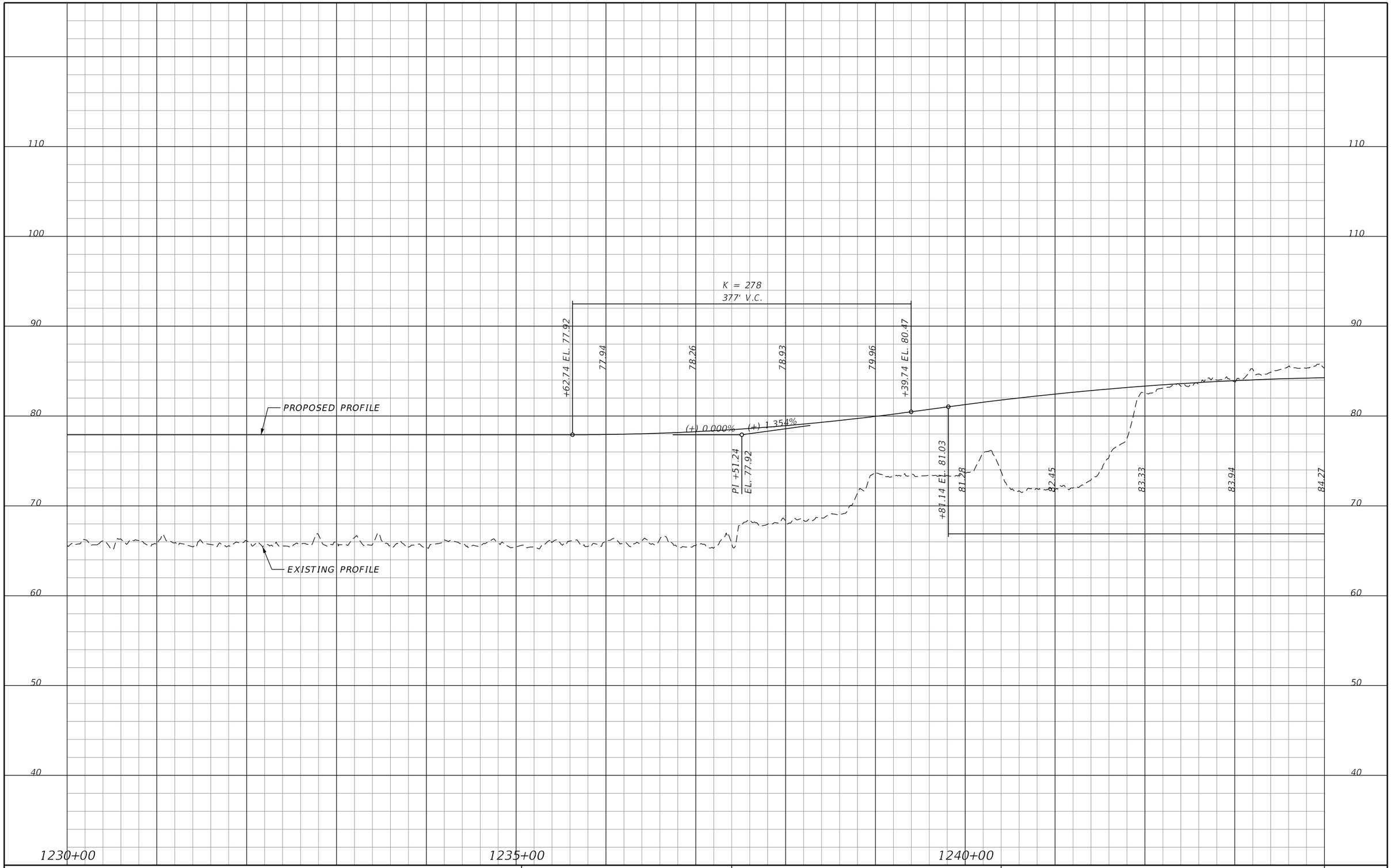
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



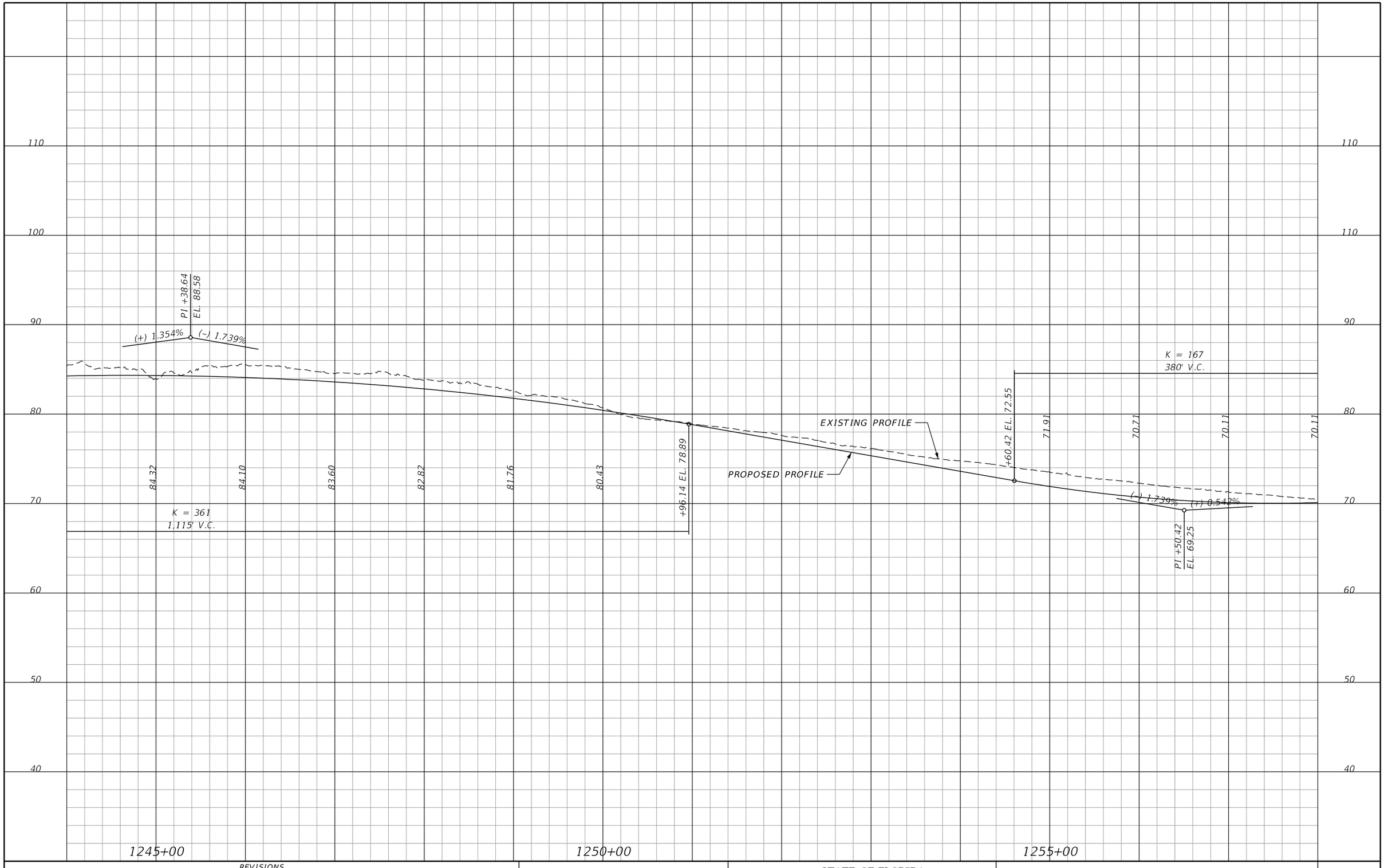
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



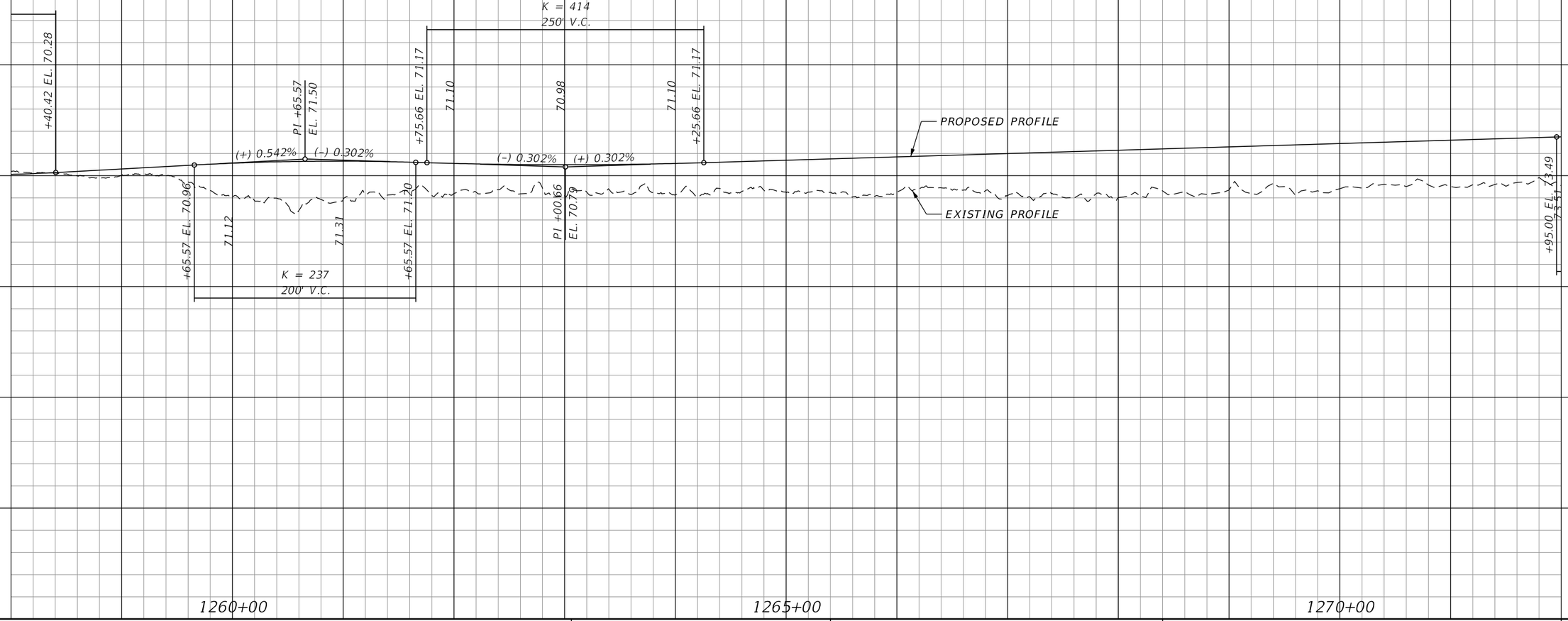
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



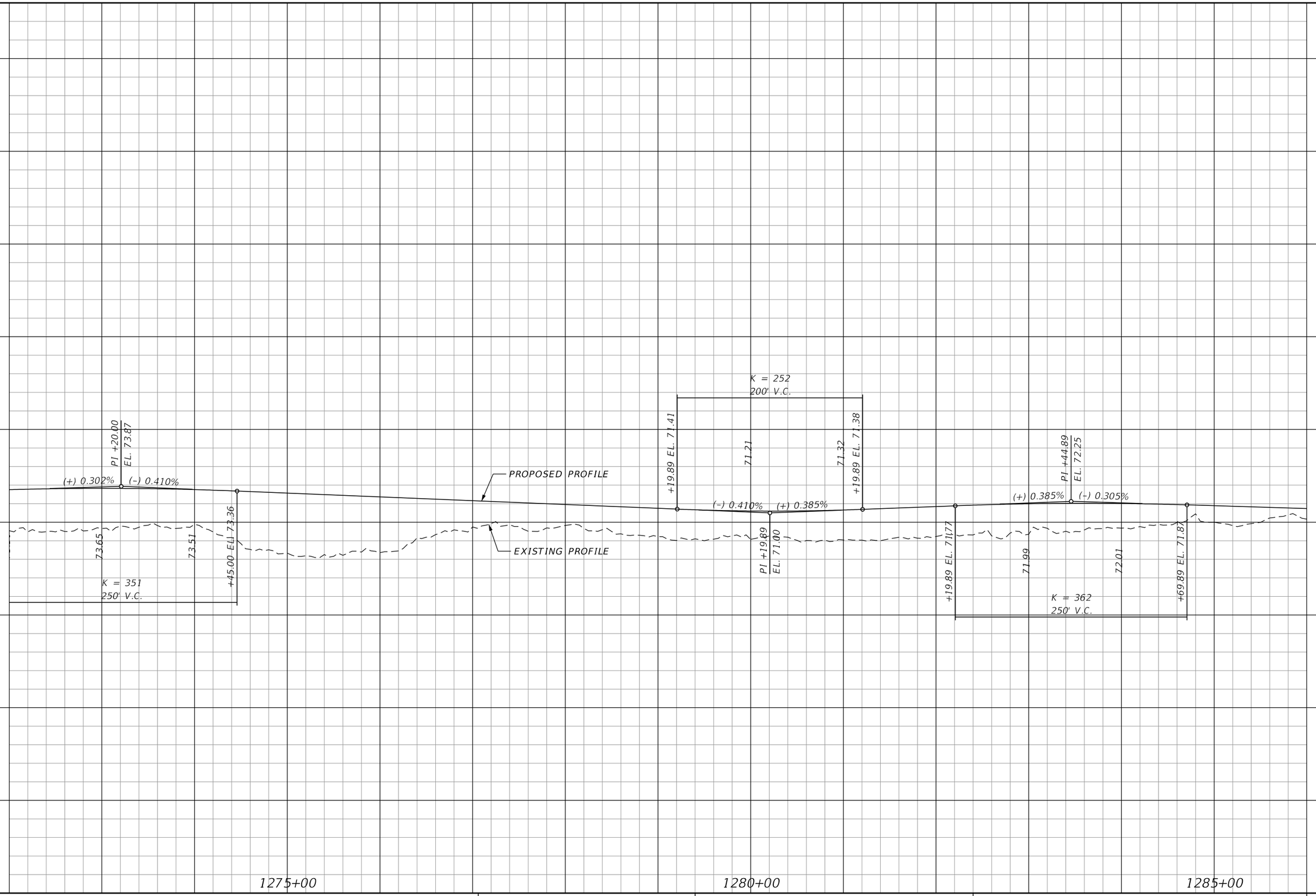
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



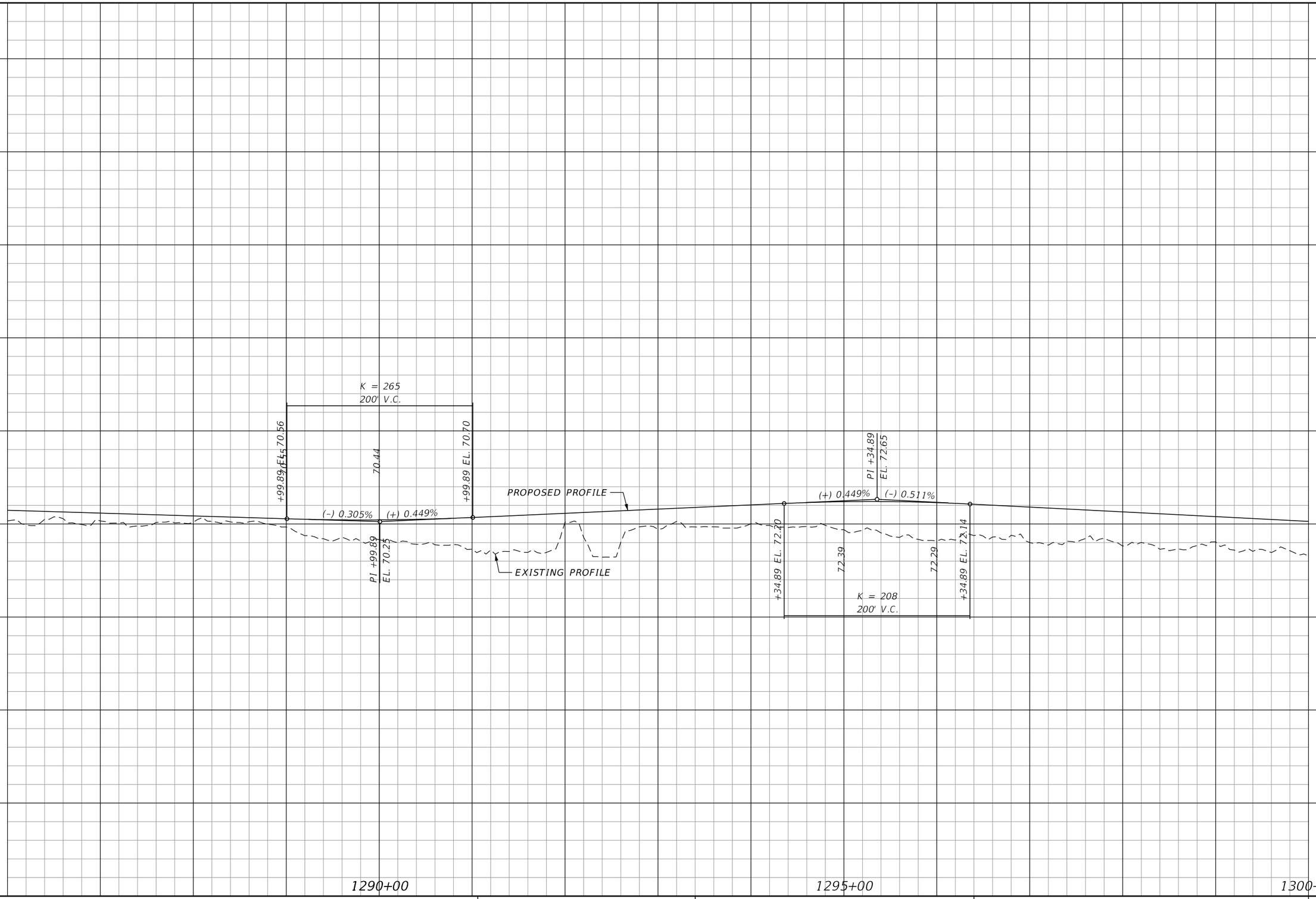
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



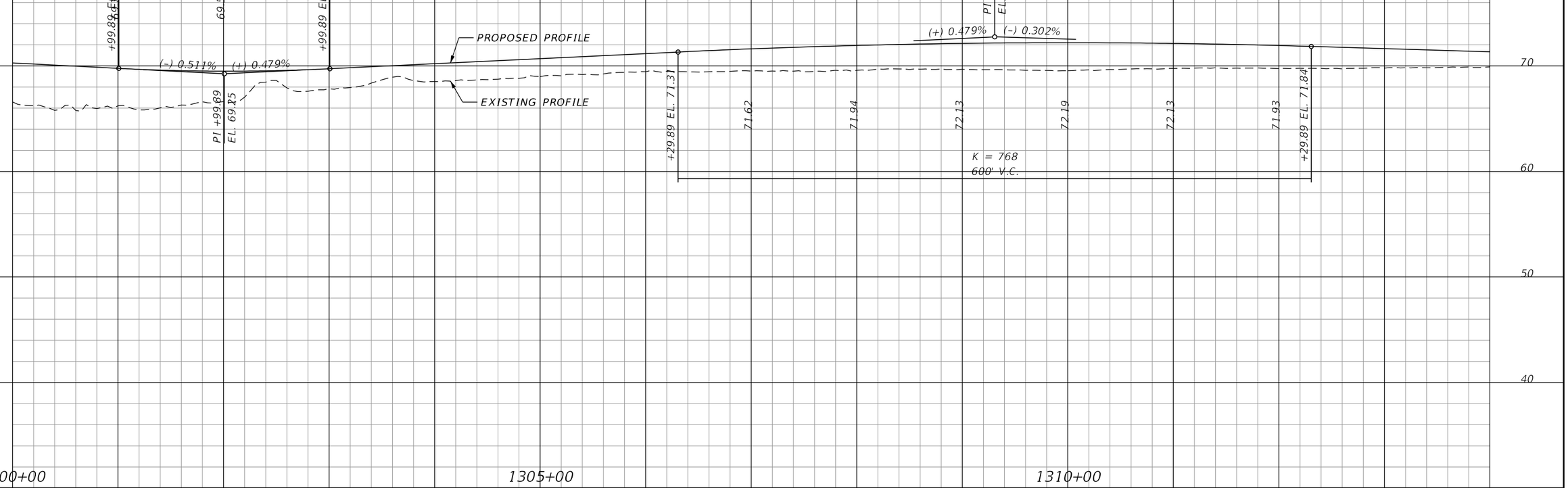
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



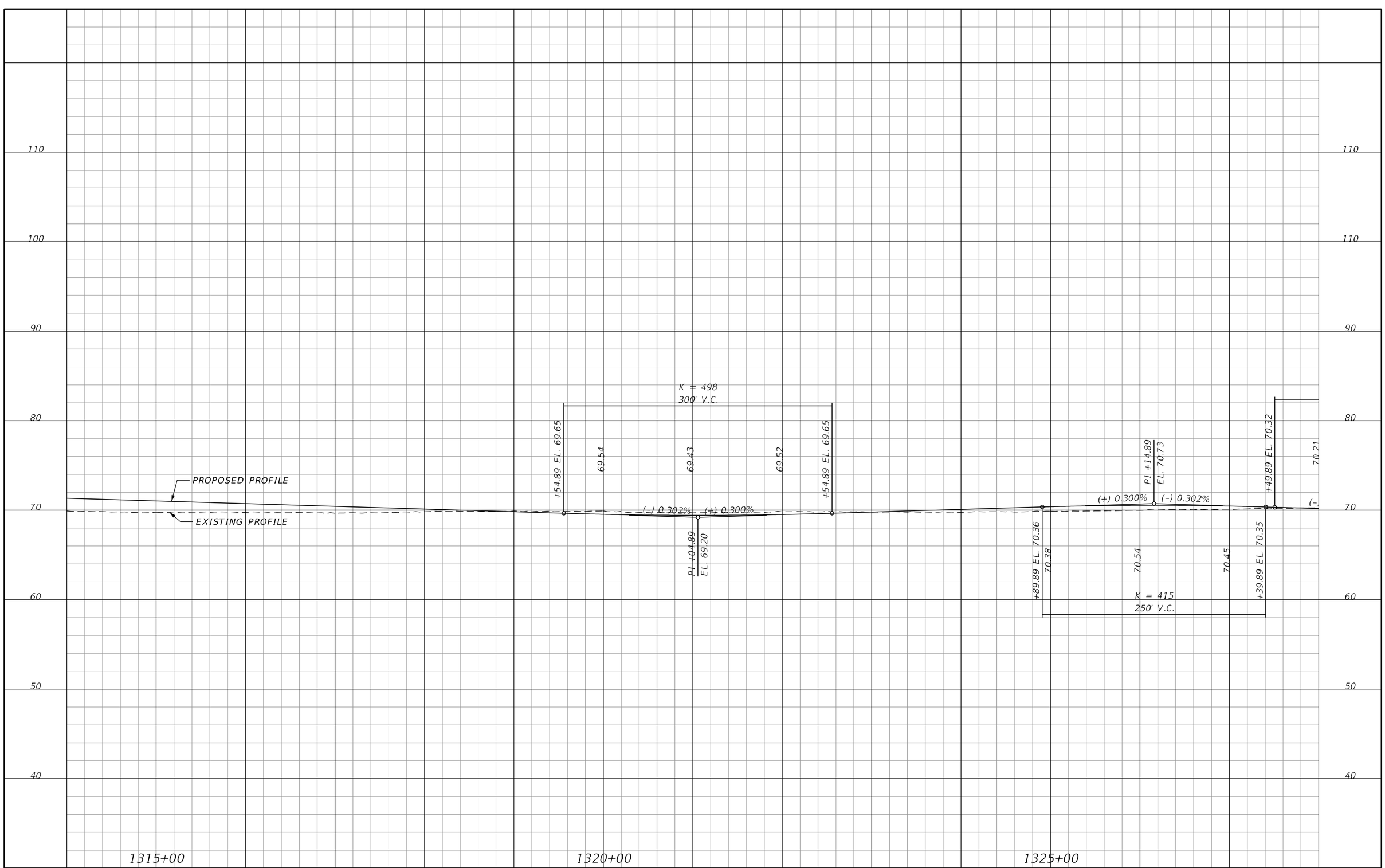
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



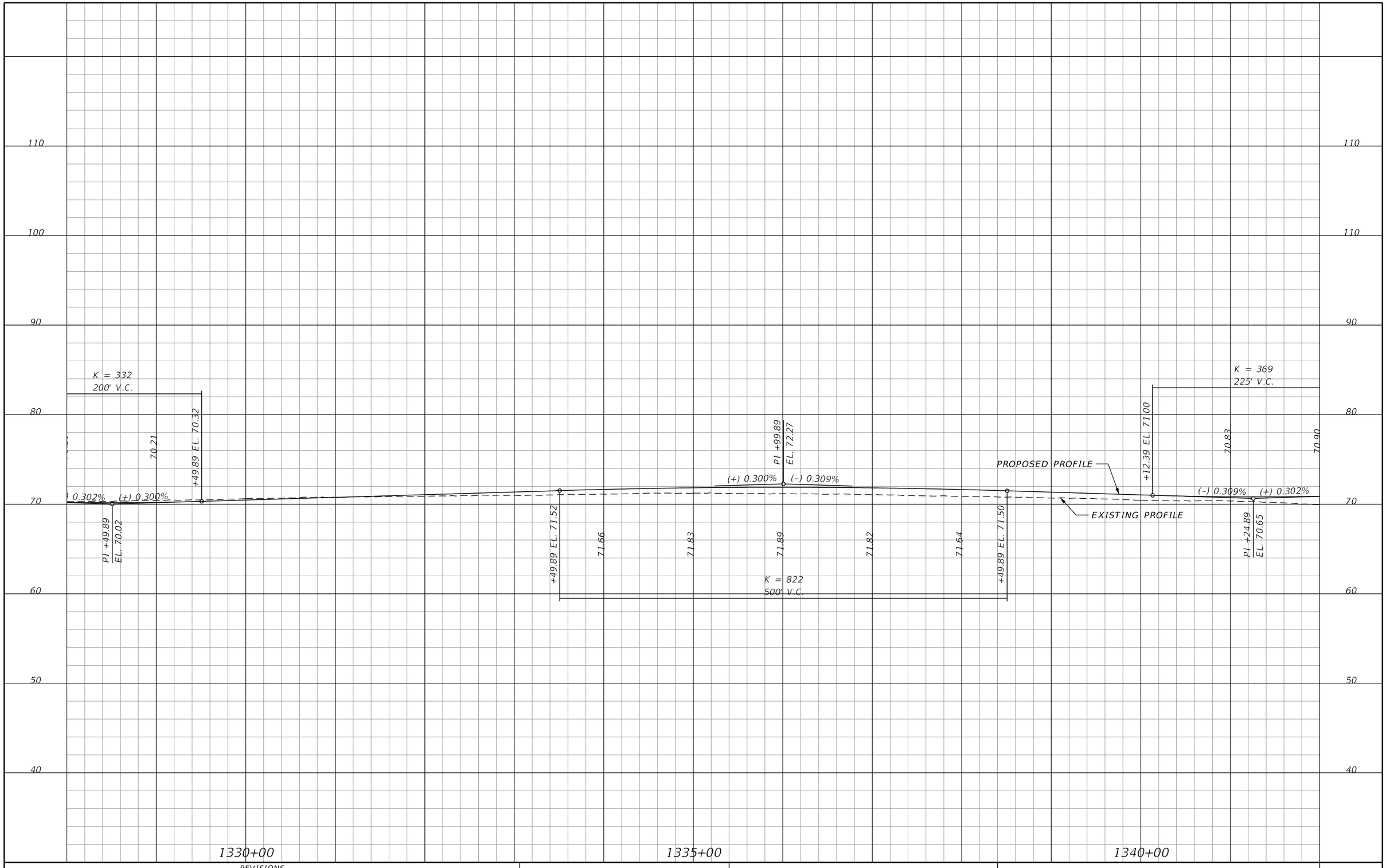
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



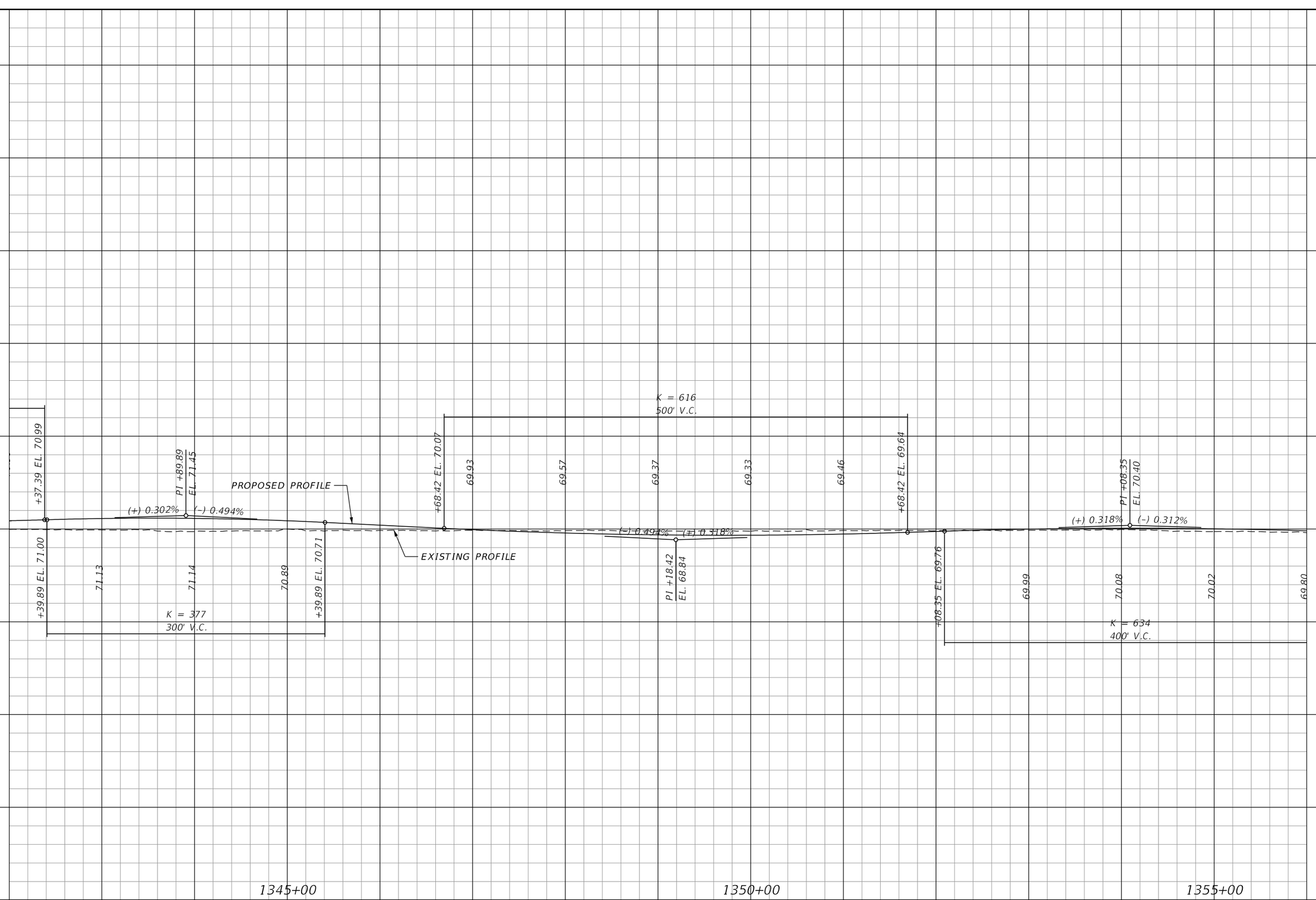
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



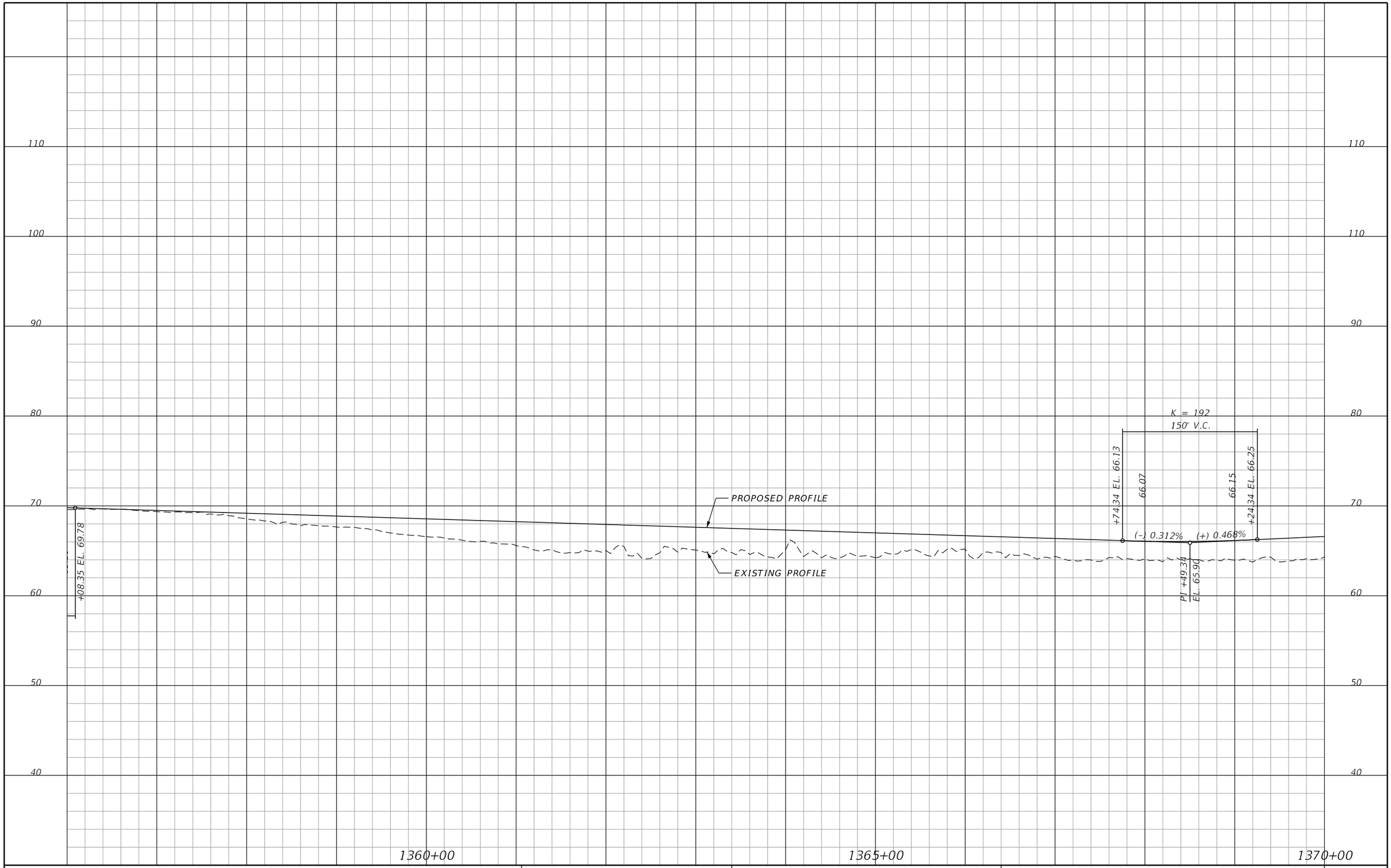
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



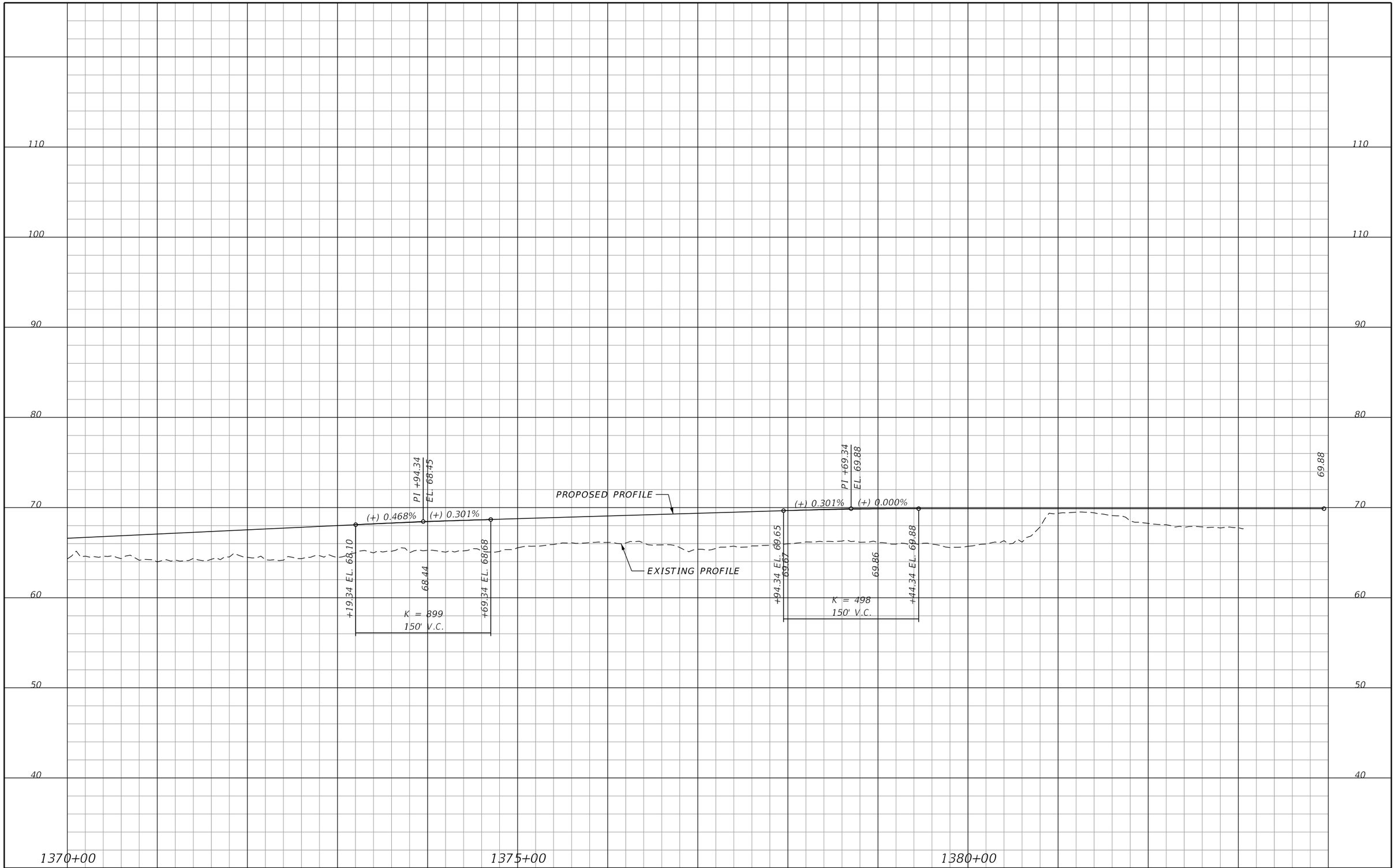
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.

110

100

90

80

70

60

50

40

PROPOSED PROFILE

EXISTING PROFILE

1385+00

1390+00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - PROPOSED PROFILE

SHEET NO.

APPENDIX B

Context Classification Request Form and Map

CONTEXT CLASSIFICATION REQUEST FORM

To: Tina Williamson AICP, Principal Planner/Growth Management Coordinator
HNTB Corporation, FDOT In-House Consultant
719 S. Woodland Blvd, DeLand, FL 32720
386-943-5150/Tina.Williamson@dot.state.fl.us

From: Sigal Carmenate, Transportation Analyst
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355 Orlando, FL 32801
407-373-1154/scarmenate@kittelson.com

RE: Current Context Classification Request

Required:

City/Town:	N/A	County:	Osceola
Road Name:	US 17/92/S Orange Blossom Trail	State Road Number:	600
Section Number:	92010000/92010100		
Begin Mile Point:	0.000	End Mile Point:	4.572
FM Number:	437200-1		
Date Sent:	07/08/20	Date Needed:	07/15/20

LOCATION MAP MUST BE INCLUDED WITH REQUEST

Optional:

Suggested Classification of Applicant: N/A

List necessary description, comments, and concerns:

FDOT Use Only

Current Context Class Determination:	C3R	RID: 92010000 Begin Mile Point:	0.000	End Mile Point:	0.536
Current Context Class Determination:	C3R	RID: 92010100 Begin Mile Point:	0.000	End Mile Point:	0.155
Current Context Class Determination:	C1	RID: 92010100 Begin Mile Point:	0.155	End Mile Point:	1.074
Current Context Class Determination:	C3C	RID: 92010100 Begin Mile Point:	1.074	End Mile Point:	1.354
Current Context Class Determination:	C3C	RID: 92010000 Begin Mile Point:	1.915	End Mile Point:	2.964
Current Context Class Determination:	C2T	RID: 92010000 Begin Mile Point:	2.964	End Mile Point:	3.462
Current Context Class Determination:	C1	RID: 92010000 Begin Mile Point:	3.462	End Mile Point:	3.983
Current Context Class Determination:	C3C	RID: 92010000 Begin Mile Point:	3.983	End Mile Point:	4.572

Summary of Current Context Class Determination:

South Orange Blossom Trail/SR 600 from the Osceola County Line to 0.155 miles north of Sundown Drive is C3R Suburban Residential because of the predominantly single-story residential land uses along the roadway, without fronting uses, and large setbacks, and intersection density of about eight, block length of about 1,400 feet, and block perimeter of about 4,300 feet. The population and employment densities are less than one. From 0.155 miles north of Sundown Drive to Old Tampa Highway is C1 Natural because of the Upper Lakes Basin Watershed conservation area. From Old Tampa Highway to 0.091 miles south of Suwannee Avenue is C3C Suburban Commercial because of the commercial, industrial, and some residential land uses, and intersection density of about 10, with block lengths of about 2,800 feet, and a block perimeter about 3,000 feet. From 0.091 miles south of Suwannee Avenue to 0.121 miles east of Shepard Lane/Nocatee Street is C2T Rural Town within the town of Intercession City. There is a gridded network with commercial, industrial, and residential land uses, and intersection density of about 100, average block length of about 300 and population density over two. From MP 3.462 to 0.134 miles west of Avenue A is C1 because of Upper Lakes Basin Watershed conservation area. From MP 3.983 to South Poinciana Boulevard is C3C Suburban Commercial because of the industrial and commercial land uses, no fronting uses, large setbacks, and intersection density of about 40, average block length of about 1,180 feet, median block perimeter of about 6,000.

Tina Williamson

Tina Williamson AICP
Principal Planner/Growth Management Coordinator

07/14/20
Date

Please allow 10 working days to process a standard review request.
In the case of multiple roadway segments, please submit a separate form for each roadway.

FDOT Context Classification

CONTEXT CLASSIFICATION MATRIX

Table 1 Context Classification Matrix presents a framework to determine the context classifications along state roadways. This Context Classification Matrix outlines (1) distinguishing characteristics, (2) primary measures, and (3) secondary measures.

The distinguishing characteristics give a broad description of the land use types and street patterns found within each context classification. The primary and secondary measures provide more detailed assessments of the existing or future conditions along the roadway. These measures can be evaluated through a combination of a field visit, internet-based aerial and street view imagery, map analysis, and review of existing or future land use or existing zoning information. The Context Classification Matrix presents the primary and secondary measures thresholds for the eight context classifications.

Appendix A illustrates the eight FDOT context classifications through case studies. These case studies present examples of real-world values for the primary and secondary measures that determine a roadway's context classification.

TABLE 1 CONTEXT CLASSIFICATION MATRIX

		(2) Primary Measures							(3) Secondary Measures			
							Roadway Connectivity					
		Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Intersection Density	Block Perimeters	Block Length	Allowed Residential Density	Allowed Office/ Retail Density	Population Density	Employment Density
Context Classification	**(1) Distinguishing Characteristics**	Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	<20	N/A	N/A	<1	N/A	<2	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	>0.25	N/A	>2
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium (20' to 75') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with large (>75') setbacks on all sides	No	Mostly in front; occasionally in rear or side	<100	>3,000	>660	N/A	<0.75	N/A	N/A
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no setbacks or up to medium (<75') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	N/A	>5	>5
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500	>8	>0.75	>10	>20
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or minimal (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660	>16	>2	>20	>45

More information on measures with undefined thresholds (N/As) are included in Appendix B. The thresholds presented in Table 1 are based on the following sources, with modifications made based on Florida case studies:

1) *2008 Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities*, New Jersey Department of Transportation and Pennsylvania Department of Transportation;
2) *2012 Florida TOD Guidebook*, Florida Department of Transportation;
3) *2009 SmartCode Version 9.2.*, Duany, Andres, Sandy Sorlien, and William Wright; and
4) *2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, Institute of Transportation Engineers and Congress for the New Urbanism.

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
BY	Elizabeth Nelson	Glen Dvorovy	09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
			000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	1 OF 8

0.0 — 1.0

ROADWAY FEATURES

POLK CO LINE 0.000 — 0314 0.009 — LABOR CAMP RD 0.035 — IVY MIST LN 0.299 — CREEK — REEDY — SUNDOWN DR 0.536

(MP 0.536 TO MP 1.915)
REALIGNMENT
SEE ROADWAY ID: 92010100
MP 0.000 TO MP 1.354

INACTIVE
(MP 0.536 TO MP 1.915)

INSIDE URBAN, OUTSIDE CITY
* FOUR CORNERS
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

LANE WIDTHS ARE AVERAGED

0.000 — 56.0' - 24.0'
2 - 12.0' RDWY
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

0.000 — 28/FC-9.5 — 0.482 — 28/FC-9.5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

0.353 — #0001 26.4' BR — 0.358

DISTRICT USE

SIS

FUN CLASS

0.000 — URBAN PRIN ART OTHER

1.0 — 2.0

ROADWAY FEATURES

(MP 0.536 TO MP 1.915)
REALIGNMENT
SEE ROADWAY ID: 92010100
MP 0.000 TO MP 1.354

INACTIVE
(MP 0.536 TO MP 1.915)

1.915 — INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

LANE WIDTHS ARE AVERAGED

1.976 — 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

1.915 — 53.0' - 26.0'
2 - 13.0' RDWY
4.0' PVD SHLD1 - LT
10.0' PVD SHLD1 - RT
10.0' LWN SHLD2 - LT
3.0' VG SHLD2 - RT

ROADWAY COMPOSITION

1.915 — 28/FC-9.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=S76°12'00"E

STRUCTURE DESCRIPTION

DISTRICT USE

SIS

FUN CLASS

1.915 — URBAN PRIN ART OTHER

Version: 1.4.2.27 11/27/2019

	5 YR INV	SLD REV
DATE	01/24/2017	04/19/2017
BY	Elizabeth Nelson	Glen Dvorovy

BMP	EMP	INV	SLD REV
06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	2 OF 8

2.0 3.0

ROADWAY FEATURES

2.000 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

ADOLESCENT REH CTR 2.330

LANE WIDTHS ARE AVERAGED

2.000 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

2.843 72.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

2.932 70.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

2.000 28/FC-9.5

2.018 28/FC-9.5

2.843 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

2.756 1 - 3' X 2' X 85' CBC

DISTRICT USE

SIS

FUN CLASS

2.000 URBAN PRIN ART OTHER

3.0 4.0

SUWANNE AVE 3.055

IMMOKALEE ST 3.091

TALLAHASSEE BLVD 3.157

MANATEE ST 3.225

NOCATEE ST 3.341

HOPE ST 3.225

CHARITY ST 3.284

SHEPHERD LN 3.341

ROADWAY FEATURES

3.000 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

LANE WIDTHS ARE AVERAGED

3.000 70.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

3.284 70.0' - 24.0'
2 - 12.0' RDWY
14.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

3.376 60.0' - 26.0'
2 - 13.0' RDWY
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

3.931 70.0' - 24.0'
2 - 12.0' RDWY
12.0 PVD MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

3.000 28/FC-9.5
28/FC-9.5

3.376 28/FC-9.5

3.391 28/FC-9.5

3.931 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

3.848 1 - 8' X 3' X 47' CBC

DISTRICT USE

SIS

FUN CLASS

3.000 URBAN PRIN ART OTHER

	5 YR INV	SLD REV
DATE	01/24/2017	04/19/2017
BY	Elizabeth Nelson	Glen Dvorovy

BMP	EMP	INV	SLD REV
06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
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FLORIDA DEPARTMENT OF TRANSPORTATION

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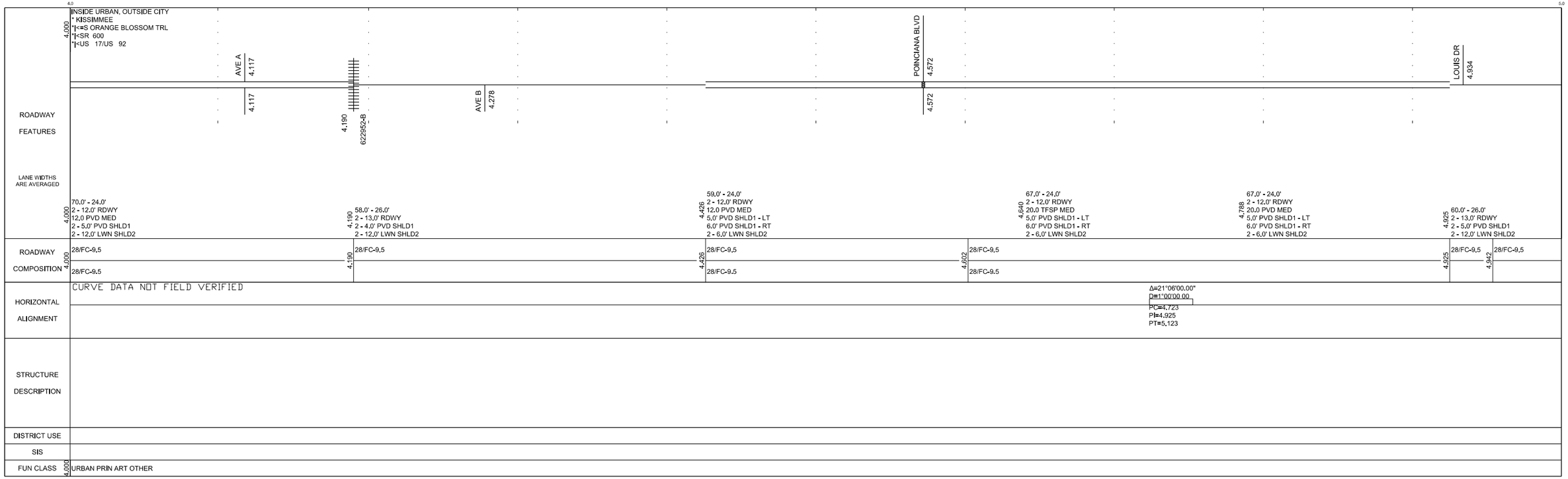
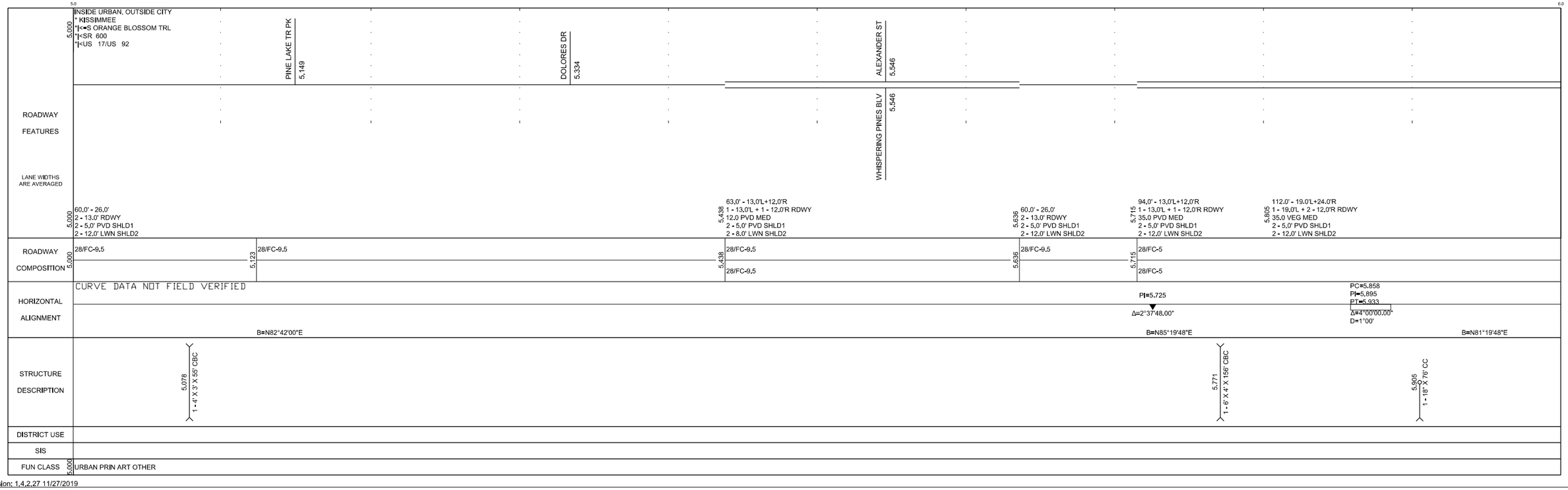
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	3 OF 8





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	5 YR INV	SLD REV
DATE	01/24/2017	04/19/2017
BY	Elizabeth Nelson	Glen Dvorovy

BMP	EMP	INV	SLD REV
06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
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FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	4 OF 8

6.0 — 7.0

ROADWAY FEATURES

6.000: INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

BROAD ST 6.031 | LIME ST 6.159 | PEACH ST 6.287 | VINTAGE ST 6.365 | DURWOOD ST 6.402 | EVERGREEN ST 6.467 | BRYANT ST 6.528 | WESTGATE DR 6.870

CR535 / HAM BROWN RD 6.031 | EVERGREEN ST 6.439 | 6.365 | 6.528 | ORANGE VISTA BLVD 6.697

LANE WIDTHS ARE AVERAGED

6.031: 124.0' - 52.0'
4 - 13.0' RDWY
40.0 VEG MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

6.000: 112.0' - 19.0'L+24.0'R
1 - 19.0'L + 2 - 12.0'R RDWY
35.0 VEG MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

6.779: 119.0' - 52.0'
4 - 13.0' RDWY
35.0 TFSP MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

6.000: 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

6.060 — 1 - 18' X 70' CC
6.182 — 1 - 18' X 65' CC
6.273 — 1 - 18' X 65' CC
6.498 — 1 - 18' X 76' CC
6.674 — 1 - 18' X 87' CC
6.843 — 1 - 18' X 78' CC
6.995 — 2 - 8' X 8' X 168' CBC

DISTRICT USE

SIS

FUN CLASS

6.000: URBAN PRIN ART OTHER

7.0 — 8.0

ROADWAY FEATURES

7.000: INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=S ORANGE BLOSSOM TRL
*I<SR 600
*I<US 17/US 92

7.020 — 1002

PARKGATE DR 7.253 | WONDERLAND WAY 7.303 | ORANGE LN 7.323 | ALDERSGATE DR 7.437 | WYNN LN 7.430 | VILLAGE OAK LN 7.478 | LAKE LN 7.478 | 7.497 | 7.597 | 7.617 | 7.658 | CR-531/ PLEASANT H R 7.658 | SHOPPES OF KISSIMM 7.822 | THE OAKS BLVD 7.822

7.658: INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*I<=JOHN YOUNG PKWY
*I<SR 600
*I<US 17/US 92

LANE WIDTHS ARE AVERAGED

7.000: 119.0' - 52.0'
4 - 13.0' RDWY
35.0 TFSP MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

7.100: 124.0' - 52.0'
4 - 13.0' RDWY
40.0 VEG MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

7.197: 124.0' - 52.0'
4 - 13.0' RDWY
40.0 VEG MED
4.0' PVD INSHLD1 - RT
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

7.658: 124.0' - 52.0'
4 - 13.0' RDWY
40.0 TFSP MED
2 - 4.0' PVD SHLD1
2 - 12.0' LWN SHLD2

7.822: 130.0' - 52.0'
4 - 13.0' RDWY
40.0 VEG MED
4.0' PVD INSHLD1 - RT
10.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

7.000: 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=40°36'30.00"
D=1°00'00.00
PC=7.244
PI=7.645
PT=8.013

STRUCTURE DESCRIPTION

7.117 — 1 - 18' X 70' CC
7.199 — 1 - 18' X 67' CC
7.403 — 1 - 18' X 81' CC
7.466 — 1 - 18' X 78' CC
7.563 — 1 - 18' X 80' CC
7.639 — 1 - 2' X 3' X 65' CBC
7.888 — 1 - 18' X 72' CC
7.945 — 1 - 18' X 70' CC

DISTRICT USE

SIS

FUN CLASS

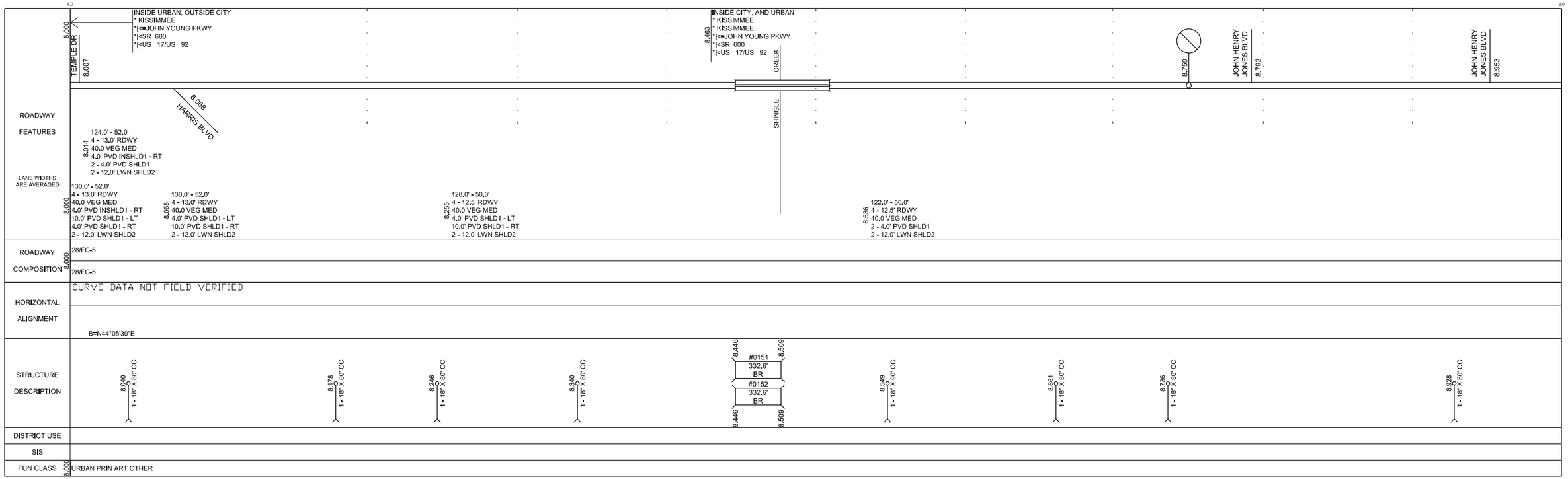
7.000: URBAN PRIN ART OTHER

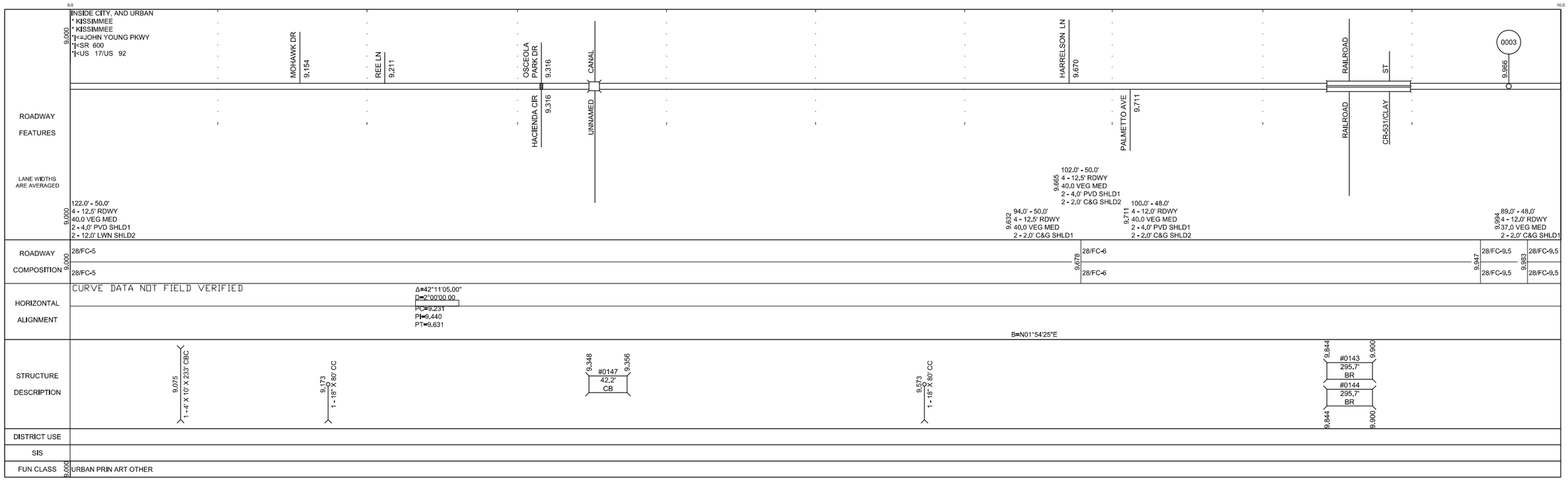
	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
			09.948		12/13/2019 HNTB	12/16/2019 HNTB
BY	Elizabeth Nelson	Glen Dvorovy	000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	5 OF 8





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	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
BY	Elizabeth Nelson	Glen Dvorovy	09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
			000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

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12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	6 OF 8

10.0 — 11.0

ROADWAY FEATURES

10.000 INSIDE CITY, AND URBAN
* KISSIMMEE
* KISSIMMEE
*I<=JOHN YOUNG PKWY
*I<SR 600
*I<US 17/US 92

10.040 PORTAGE ST
10.105 HUGHEY ST
10.116
10.169 PATRICK ST
10.235 BRYAN ST
10.298 EMMETT ST
SR600 / JOHN YOUNG PKW 10.298

ACTIVE OFF THE SHS
(MP 10.298 TO MP 11.764)

LANE WIDTHS ARE AVERAGED

10.000 89.0' - 48.0'
4 - 12.0' RDWY
37.0 VEG MED
2 - 2.0' C&G SHLD1

10.021 91.0' - 24.0'L+36.0'R
2 - 12.0'L + 3 - 12.0'R RDWY
27.0 TFSP MED
2 - 2.0' C&G SHLD1

10.031 80.0' - 24.0'L+36.0'R
2 - 12.0'L + 3 - 12.0'R RDWY
16.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 2.0' C&G SHLD1

10.109 80.0' - 24.0'L+36.0'R
2 - 12.0'L + 3 - 12.0'R RDWY
16.0 TFSP MED
2 - 2.0' C&G SHLD1

10.213 92.0' - 72.0'
6 - 12.0' RDWY
16.0 TFSP MED
2 - 2.0' C&G SHLD1

ROADWAY COMPOSITION

10.000 28/FC-9.5
28/FC-9.5
10.121 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED
PI=10.298
Δ=90°00'.00"

STRUCTURE DESCRIPTION

DISTRICT USE

SIS

FUN CLASS

10.000 URBAN PRIN ART OTHER

11.0 — 12.0

ROADWAY FEATURES

ACTIVE OFF THE SHS
(MP 10.298 TO MP 11.764)

11.764 SR-530/VINE ST
11.764 INSIDE CITY, AND URBAN
* KISSIMMEE
* KISSIMMEE
*I<=MAIN ST
*I<SR 500
*I<US 17/US 441/US 92

11.764 US-192/US-441/SR-500
11.774
11.854 CYPRESS ST
11.942 WALNUT ST

LANE WIDTHS ARE AVERAGED

11.764 98.0' - 72.0'
6 - 12.0' RDWY
22.0 PVD MED
2 - 2.0' C&G SHLD1

11.852 92.0' - 72.0'
6 - 12.0' RDWY
16.0 PVD MED
2 - 2.0' C&G SHLD1

11.872 91.0' - 72.0'
6 - 12.0' RDWY
15.0 PVD MED
2 - 2.0' C&G SHLD1

11.890 90.0' - 72.0'
6 - 12.0' RDWY
14.0 PVD MED
2 - 2.0' C&G SHLD1

11.908 88.0' - 72.0'
6 - 12.0' RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

ROADWAY COMPOSITION

11.764 28/FC-6
28/FC-6
11.772 28/FC-12.5
28/FC-6
11.773 28/FC-12.5
28/FC-12.5
11.920 28/FC-4
28/FC-4

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED
B=N01°58'25"E

STRUCTURE DESCRIPTION

DISTRICT USE

SIS

11.764 SG CONNECTOR

FUN CLASS

11.764 URBAN PRIN ART OTHER

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	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
BY	Elizabeth Nelson	Glen Dvorovy	09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
			000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

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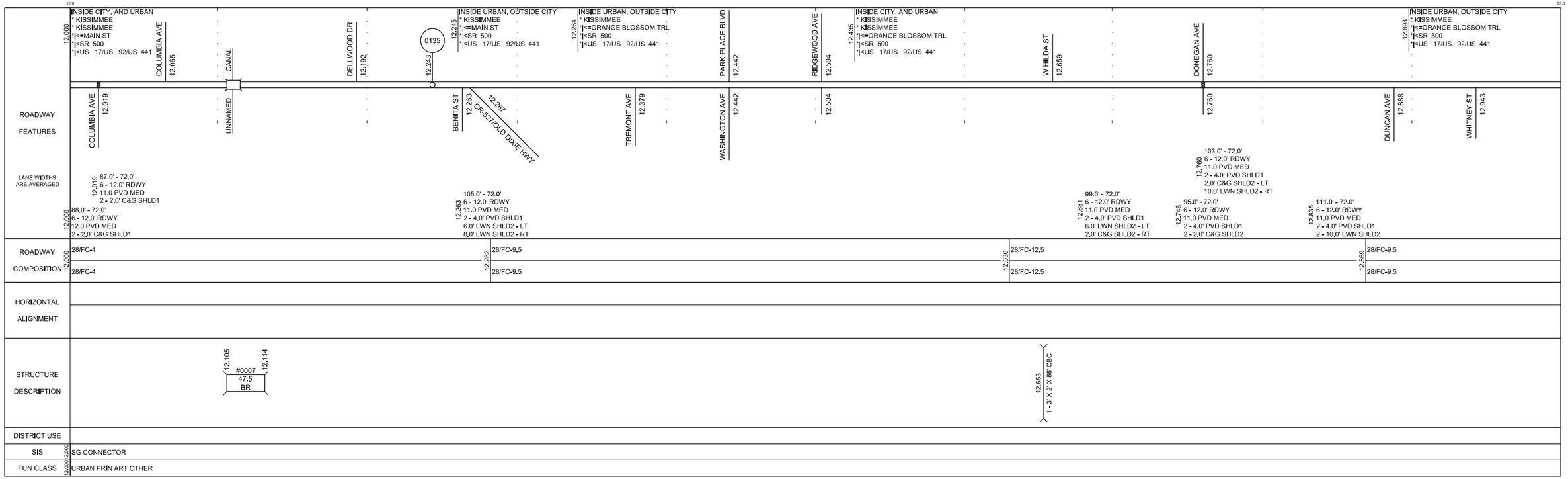
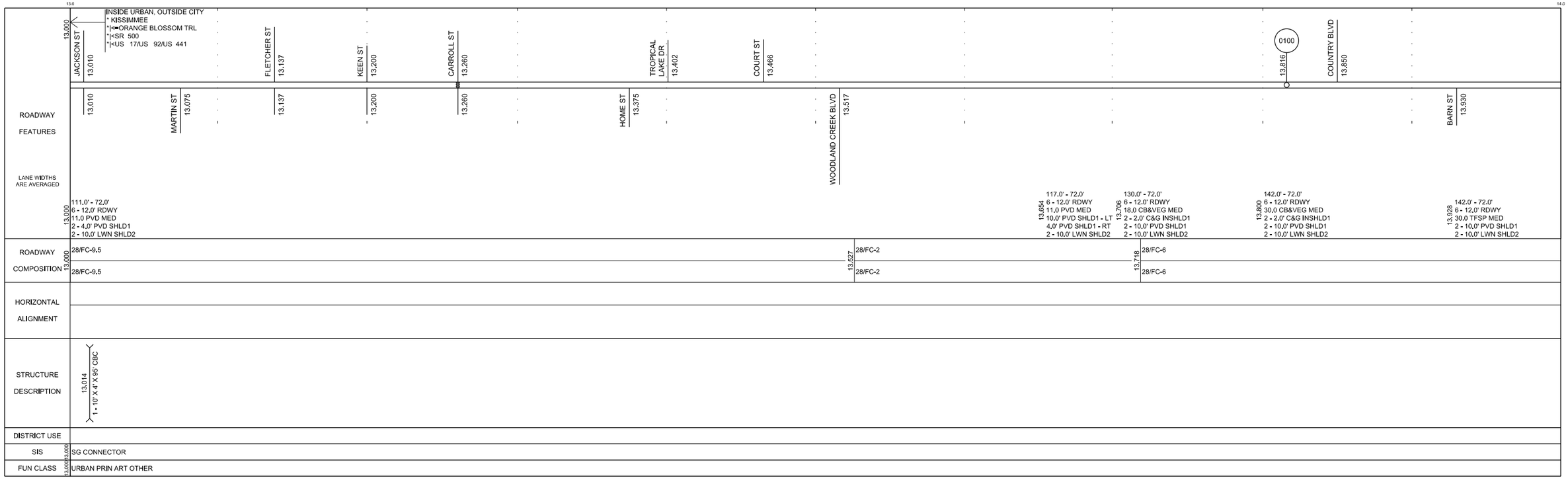
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	7 OF 8





Version: 1.4.2.27 11/27/2019

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	06.803	07.084	12/13/2019 HNTB	12/16/2019 HNTB
			09.948	10.298	12/13/2019 HNTB	12/16/2019 HNTB
BY	Elizabeth Nelson	Glen Dvorovy	000.000	014.750	01/29/2018 Elizabeth Nelson	01/31/2018 Glen Dvorovy

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	8 OF 8

14.0

ROADWAY FEATURES

14.000 OSCEOLA PKWY
14.013
INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 441/US 92
14.013
CENTERVIEW BLVD
14.322
SCHOOL OF THE ARTS
14.322
14.722
TUPPERWARE ENT
14.646
ORANGE CO LINE

LANE WIDTHS ARE AVERAGED

14.000 142.0' - 72.0'
6 - 12.0' RDWY
30.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.139 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.232 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.402 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.596 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.708 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

END MP: 014.750
NET ROADWAY ID LENGTH: 11.905
STATE MAINTAINED LENGTH: 11.905

ROADWAY COMPOSITION

14.000 28/FC-6
28/FC-6

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=6°57'00.00"
D=0°30'00.00
PC=14.491
PI=14.623
PT=14.750

STRUCTURE DESCRIPTION

14.182 1 - 8' X 2' X 164' CBC

DISTRICT USE

SIS

14.000 SG CONNECTOR 14.008 SG CONNECTOR

FUN CLASS

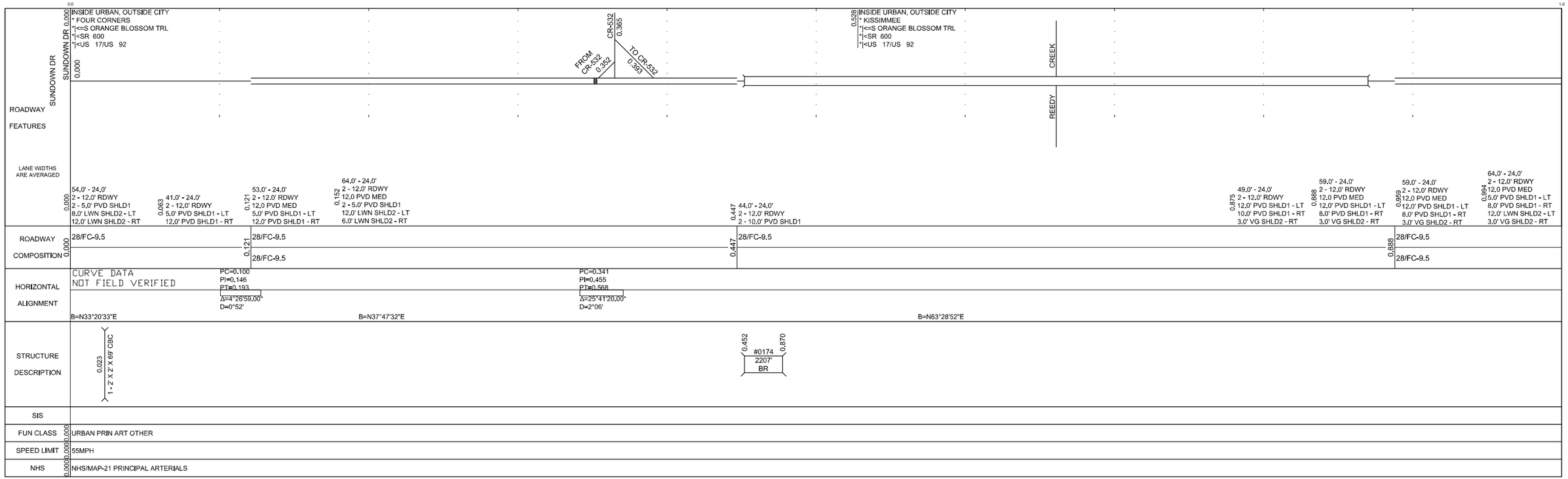
14.000 14.000 URBAN PRIN ART OTHER

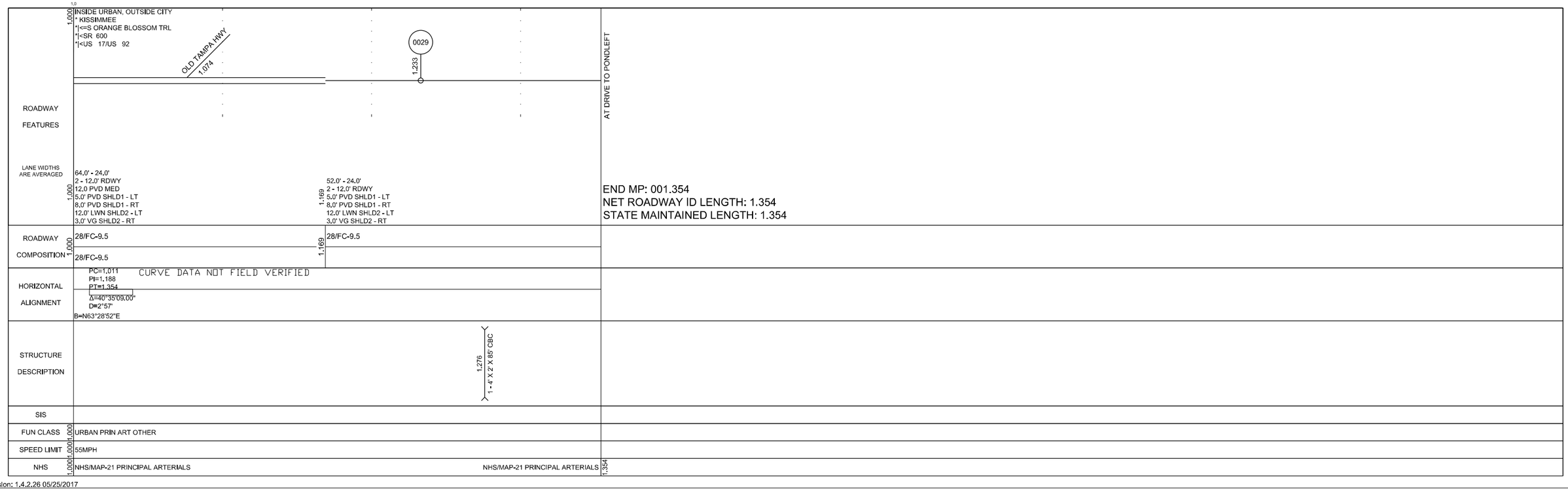
	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	03/14/2017	05/25/2017				
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	US 92/US 17	SR 600	OSCEOLA	05	92010100	1 OF 1





Version: 1.4.2.26 05/25/2017

US 17/92/SR 600/S Orange Blossom Trail, Osceola County

Current Context Classification

07/14/20

0 2,000 4,000 Feet

N

FDOT

APPENDIX C

Alternatives 1-3 Concept Plan Sets

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 1

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

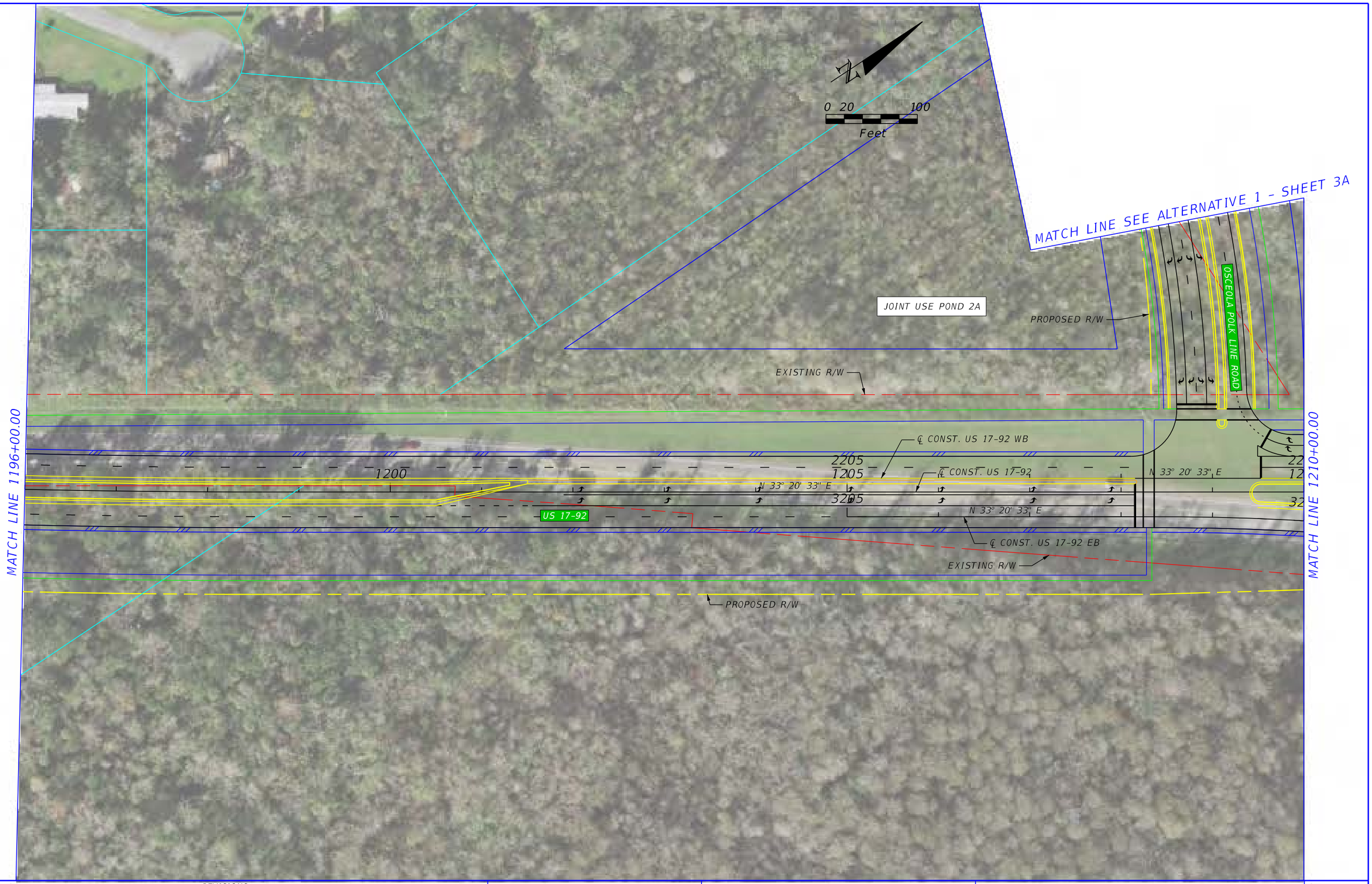
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 2

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

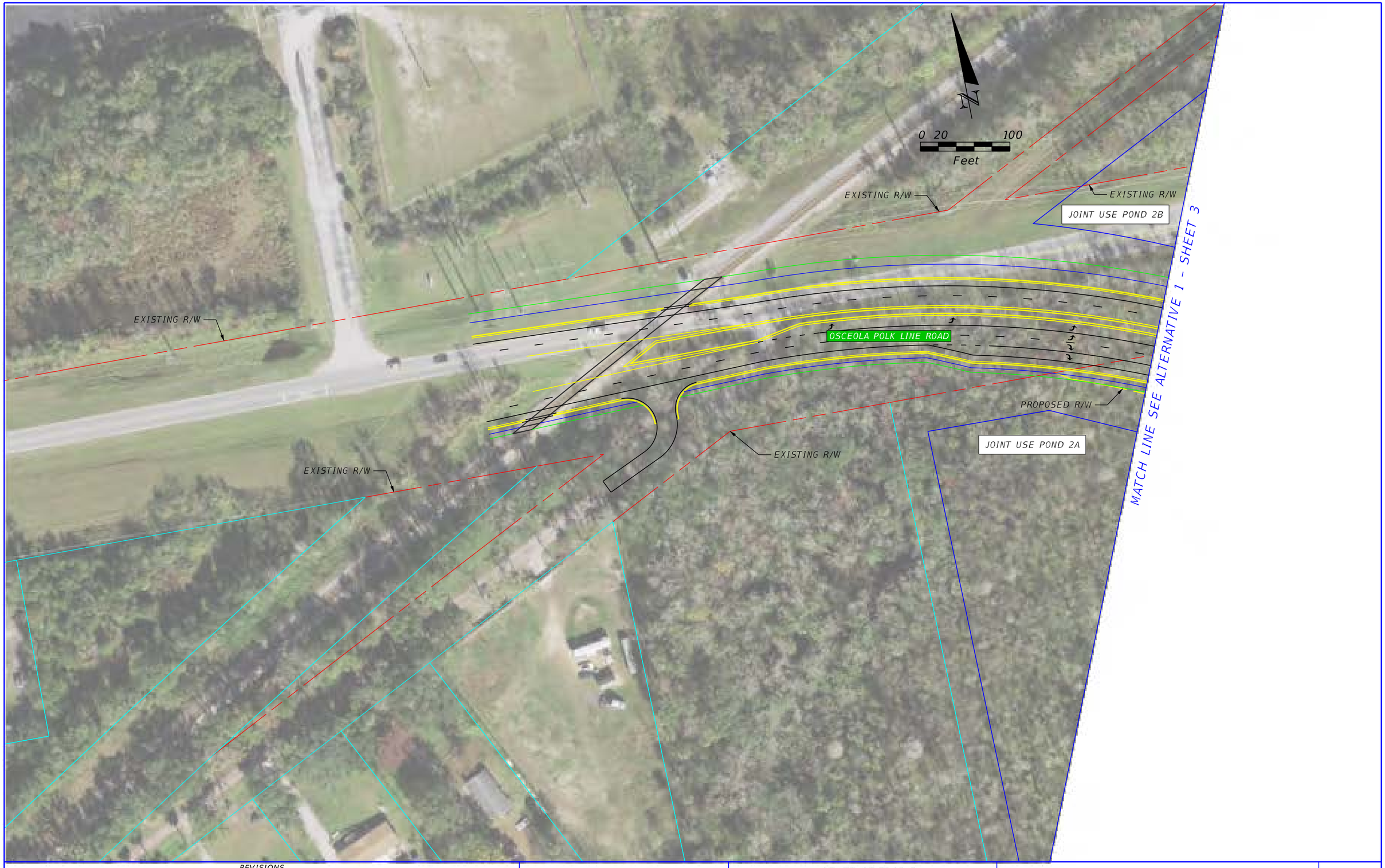
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 3

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 3A

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

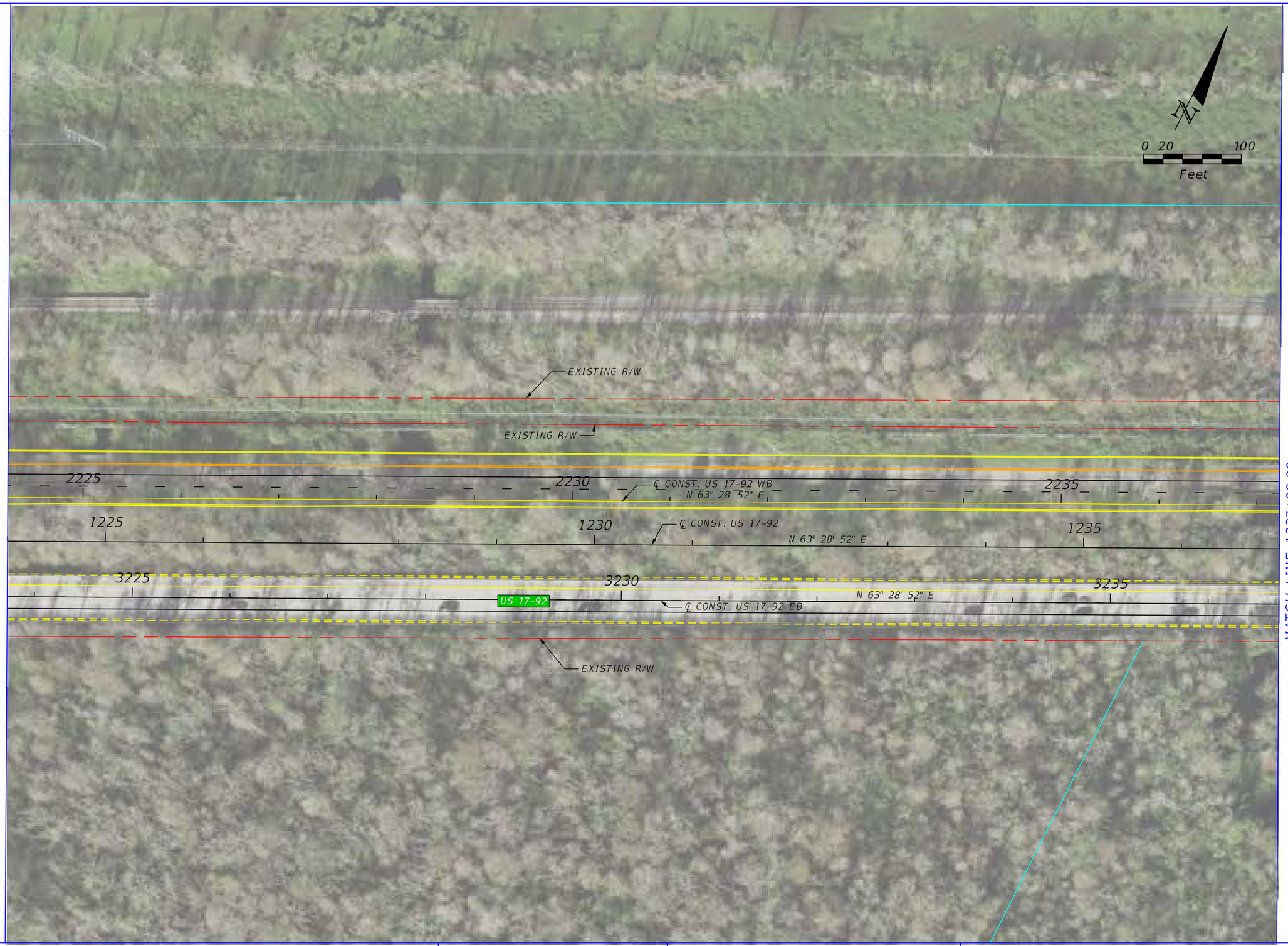
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 4

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 5

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

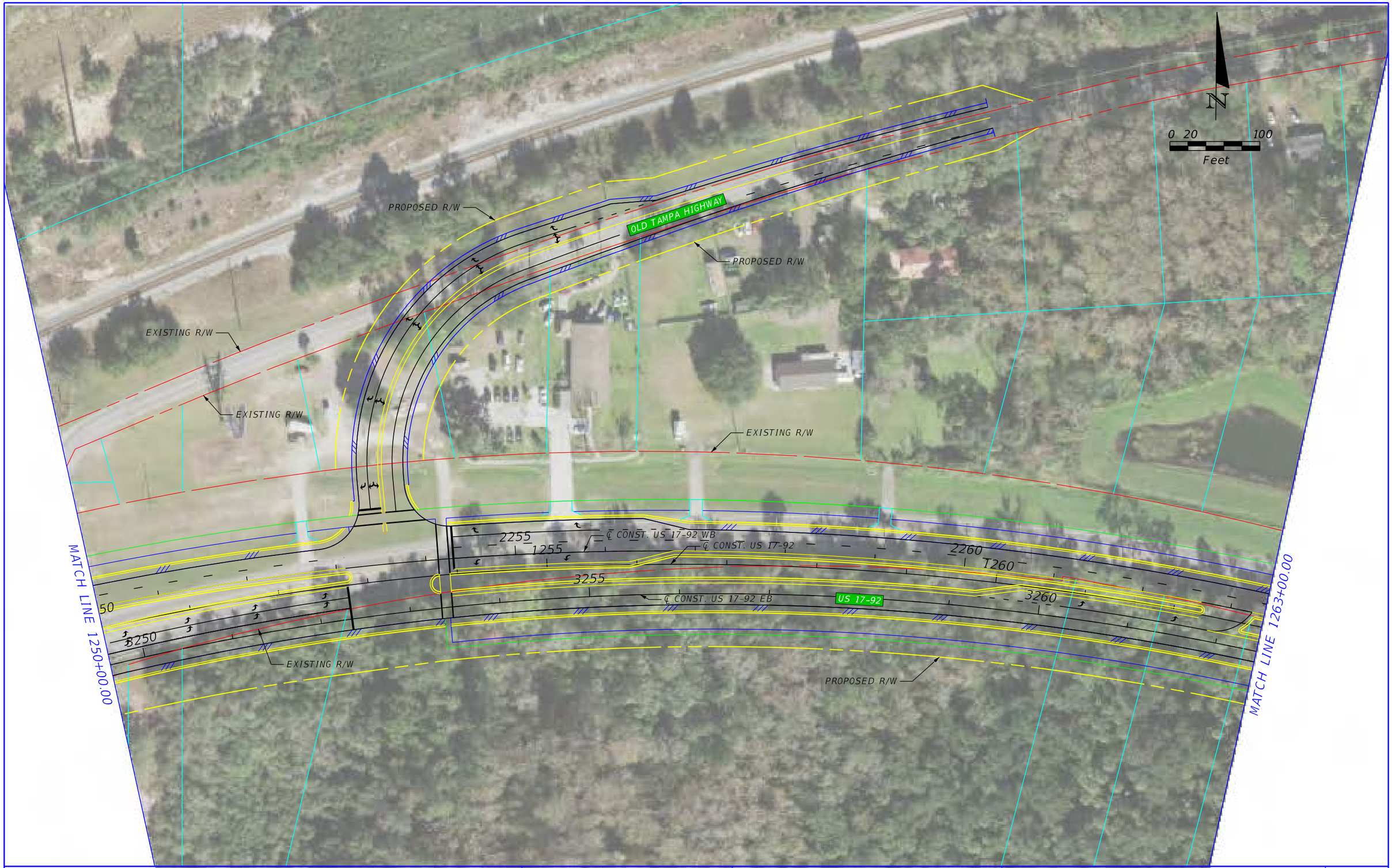
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 6

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 7

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 8

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 9

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 10

SHEET NO.

POND 3.1

POND 3.3

PROPOSED R/W

EXISTING R/W

MATCH LINE 1305+00.00

1305

1310

℄ CONST. US 17-92

1315

S 75° 55' 5

US 17-92

EXISTING R/W

PROPOSED R/W

POND 3.2

MATCH LINE 1319+00.00

N

0 20 100

Feet

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 11

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 12

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 13

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 14

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 15

SHEET NO.

MATCH LINE 1374+00.00

EXISTING R/W

PROPOSED R/W

AVE A

EXISTING R/W

END PROJECT

1375

1380

5° 55' 59" E

US 17-92

℄ CONST. US 17-92

EXISTING R/W

EXISTING R/W

AVE A

EXISTING R/W

EXISTING R/W

N

0 20 100

Feet

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 1 - SHEET 16

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 1

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

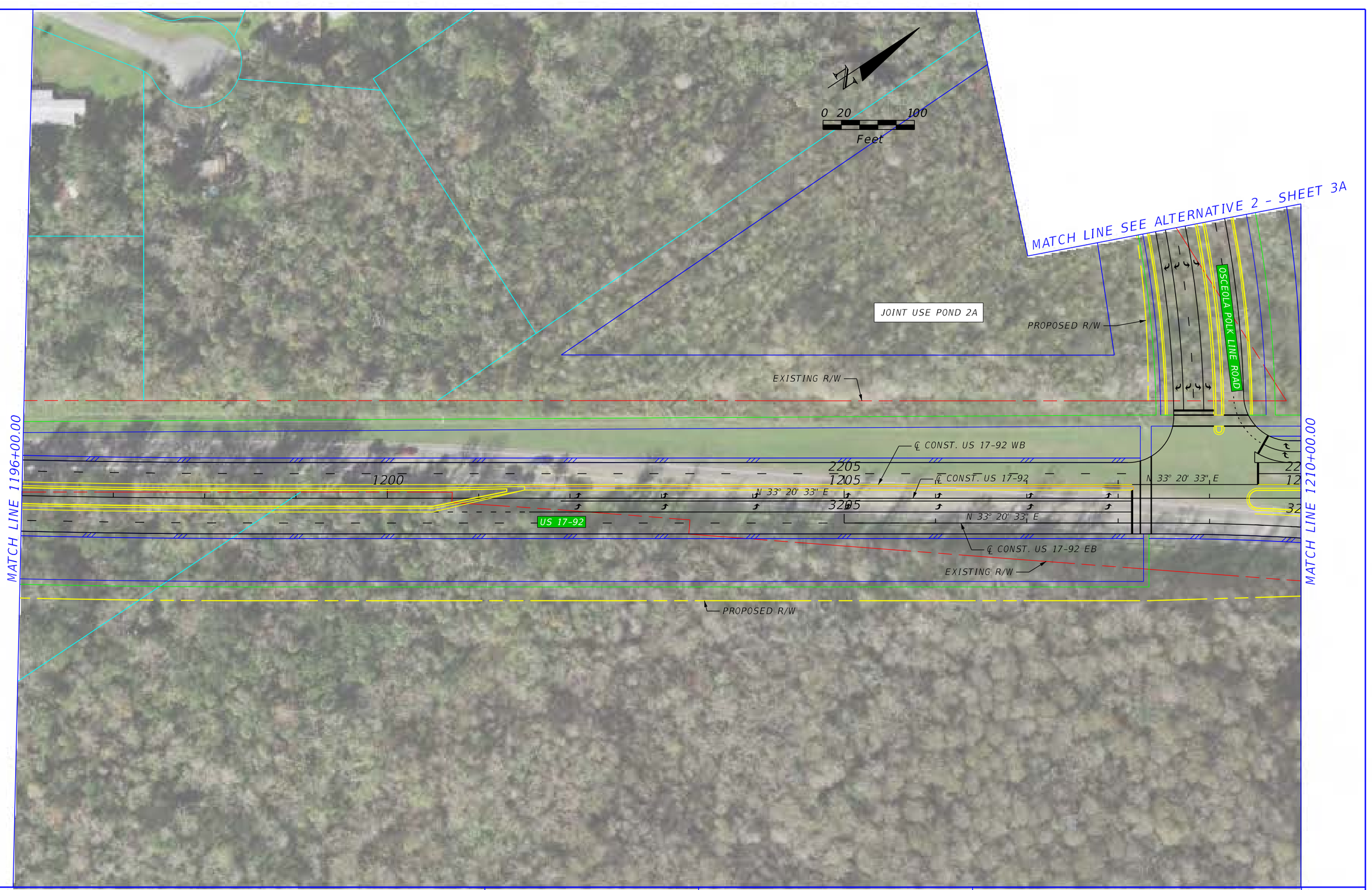
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 2

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

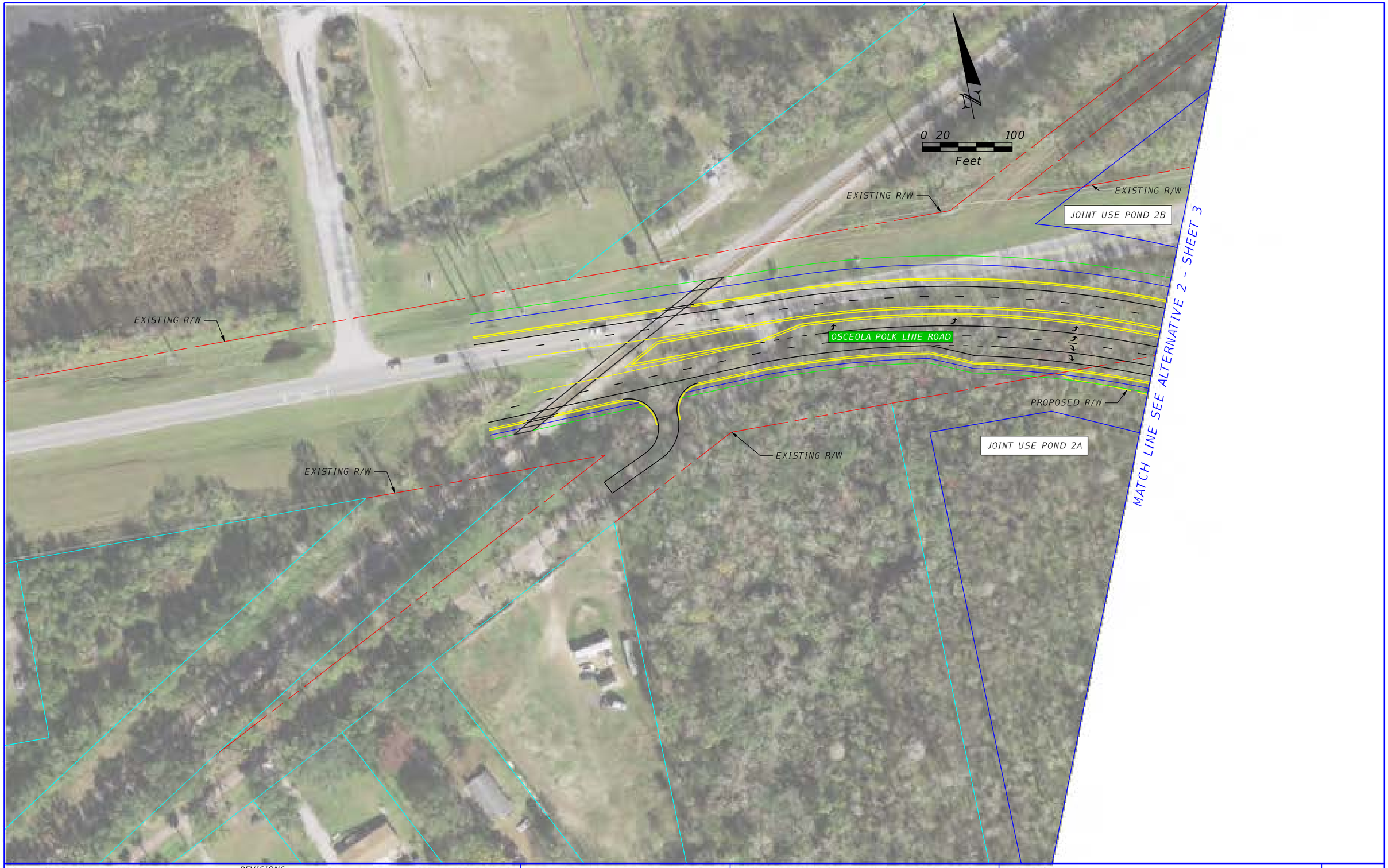
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 3

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

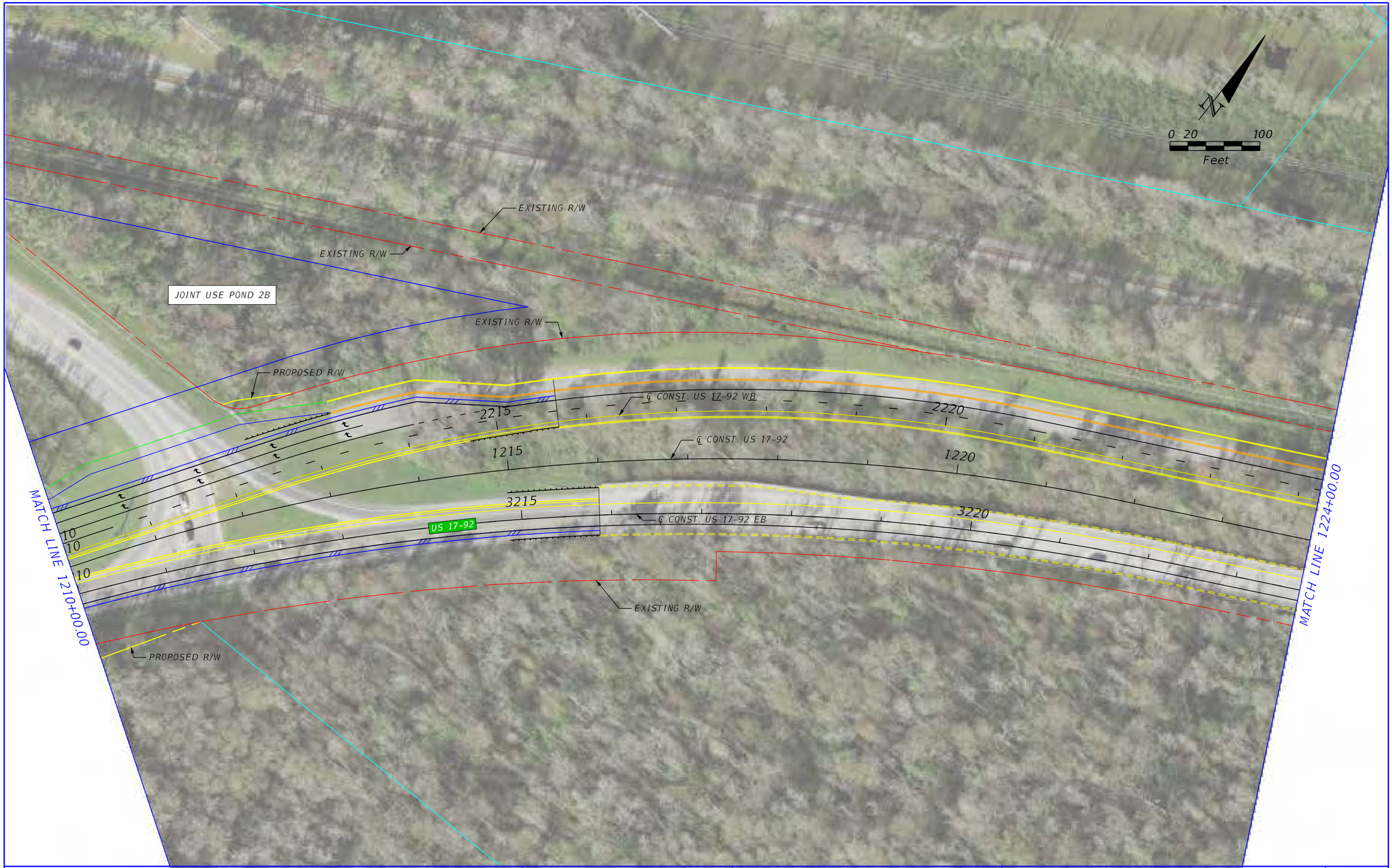
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 3A

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

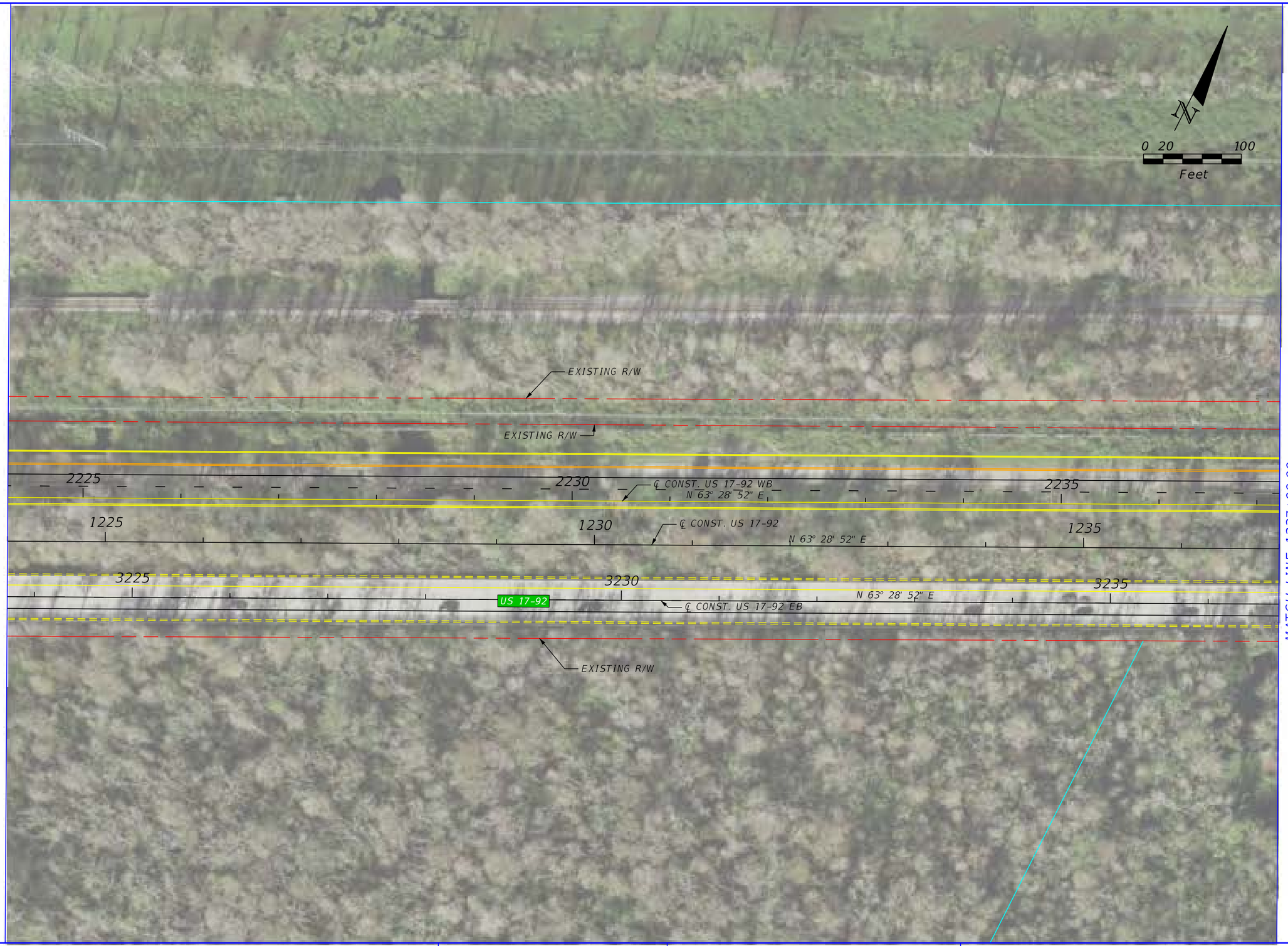
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 4

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 5

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

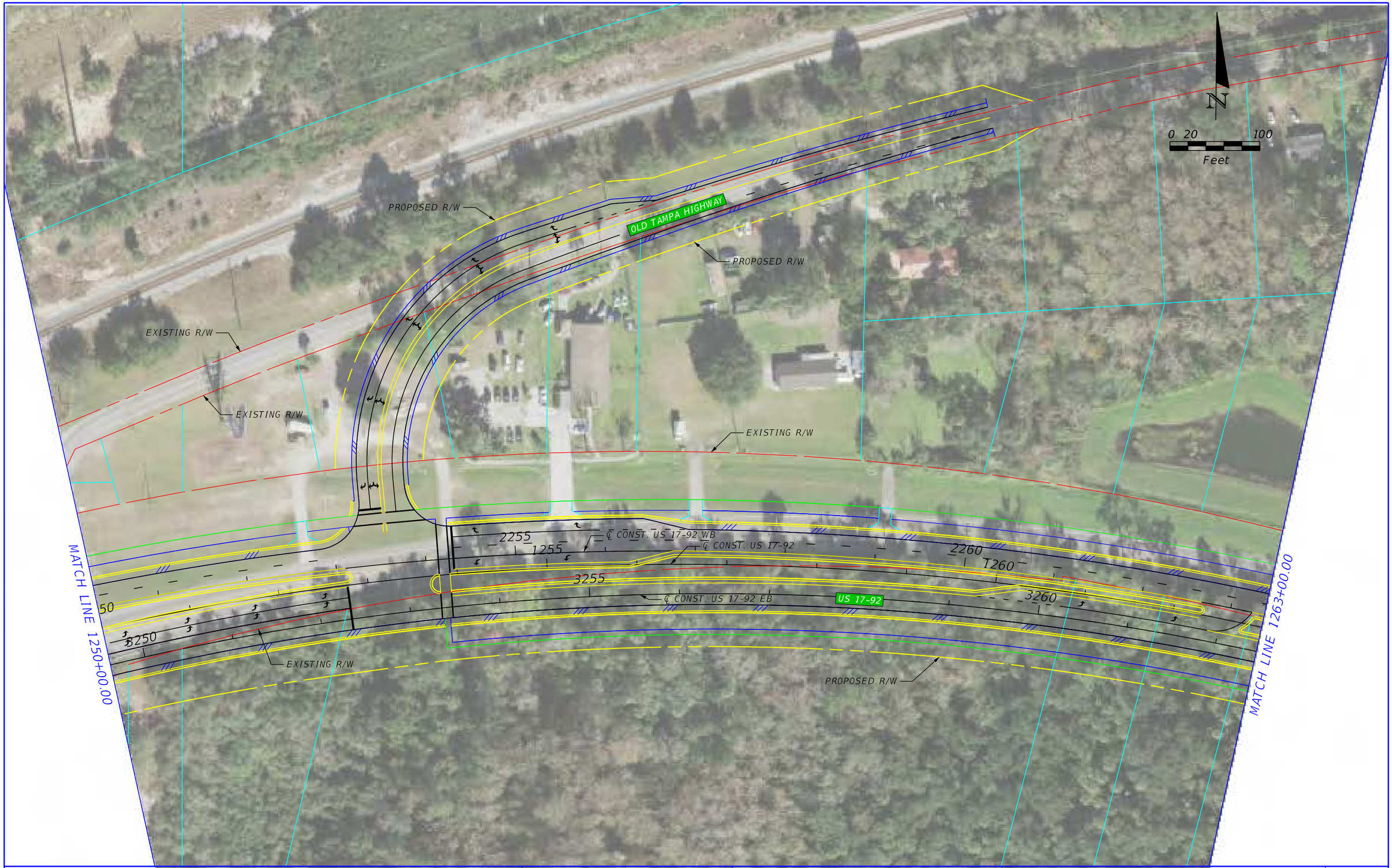
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 6

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 7

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 8

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
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225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 9

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
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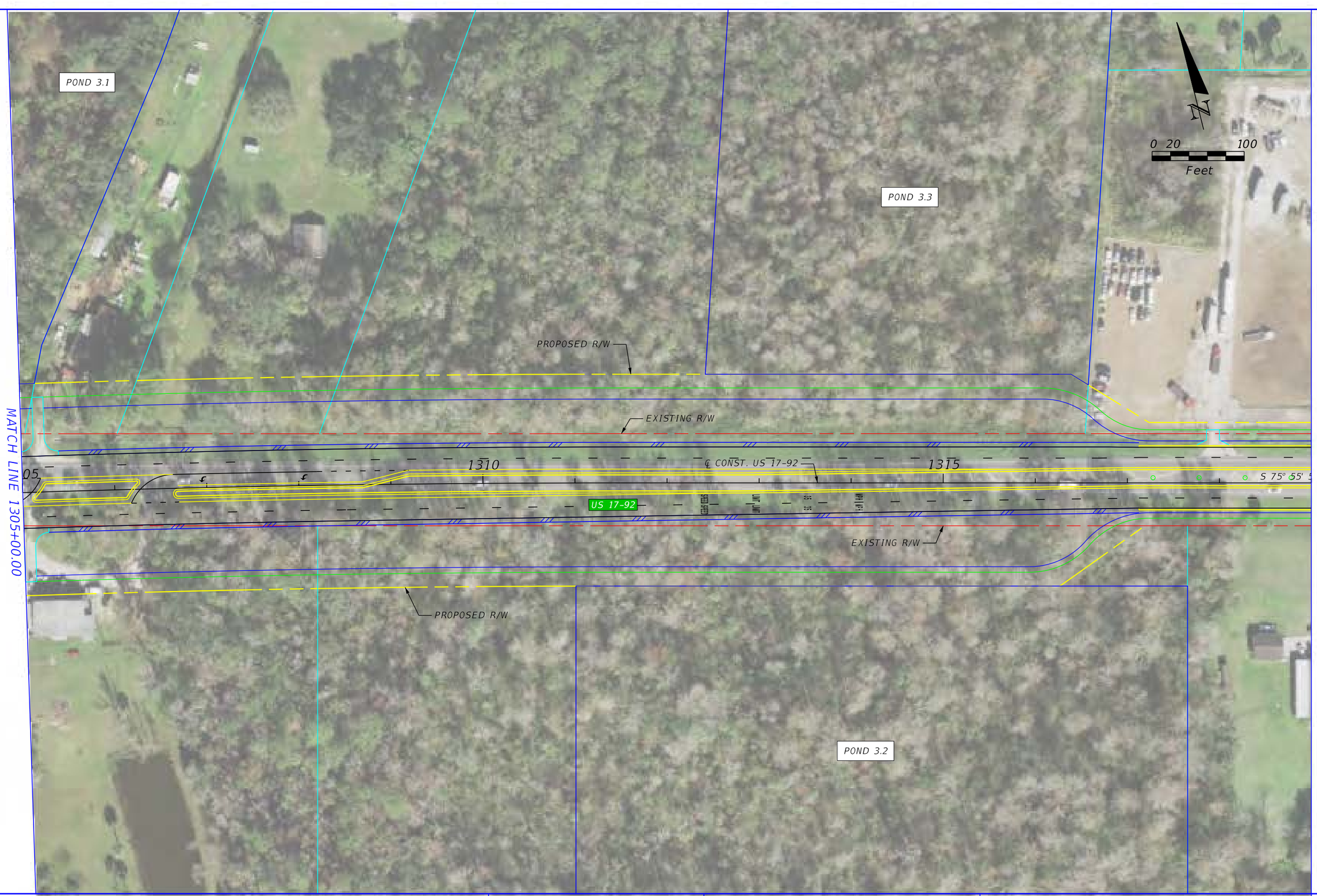
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 10

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 11

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
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225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 12

SHEET NO.

MATCH LINE 1333+00.00

MATCH LINE 1347+00.00

N

0 20 100

Feet

MANATEE STREET

EXISTING R/W

PROPOSED R/W

NOCATEE STREET

EXISTING R/W

PROPOSED R/W

POND 4.1

1335

1340

1345

℄ CONST. US 17-92

S 75° 55' 59" E

US 17-92

EXISTING R/W

EXISTING R/W

CHARITY STREET

SHEPHERD LANE

PROPOSED R/W

EXISTING R/W

EXISTING R/W

HOPE STREET

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 13

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
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ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 14

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
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225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 15

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 2 - SHEET 16

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 1

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

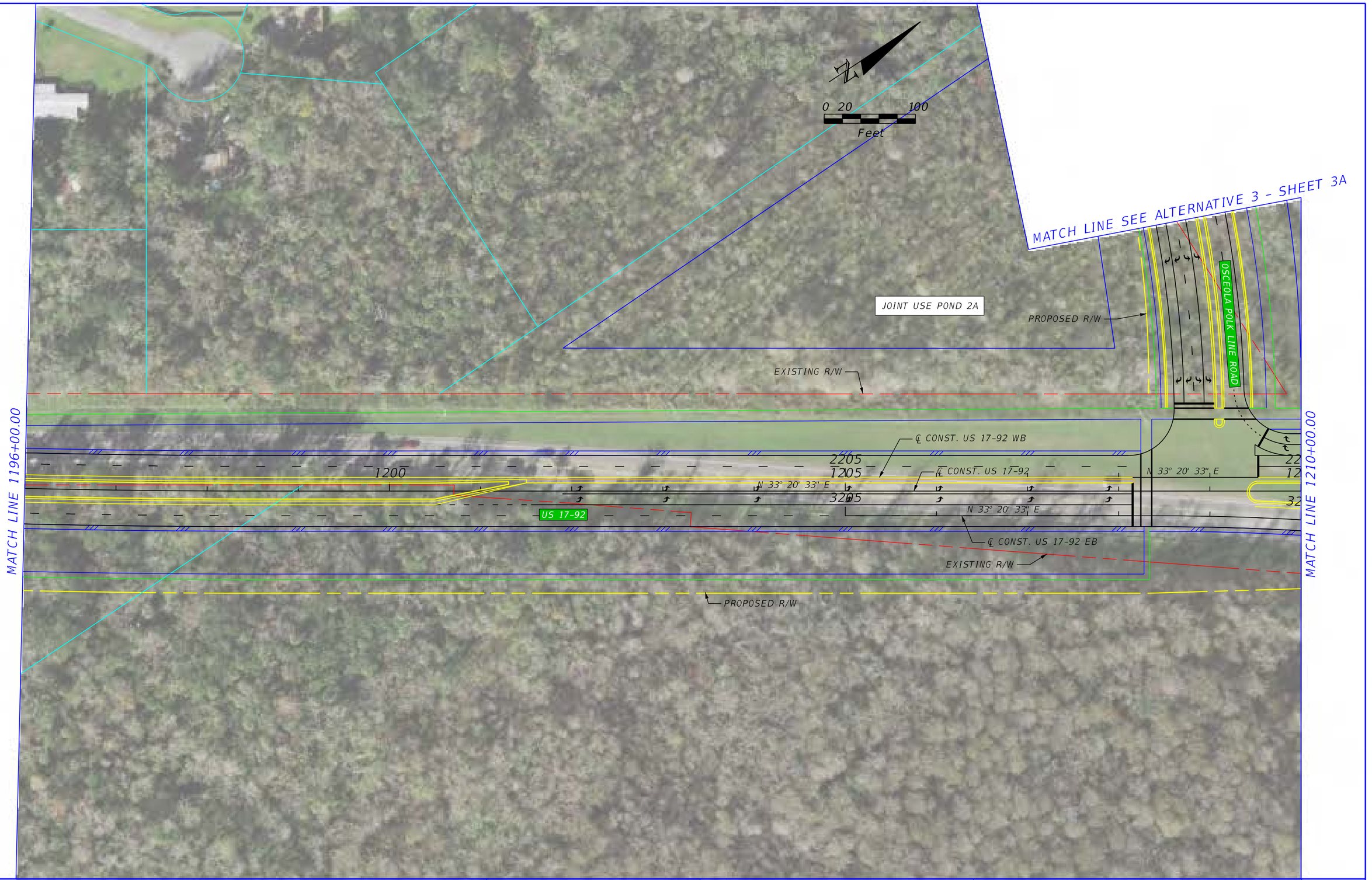
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 2

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

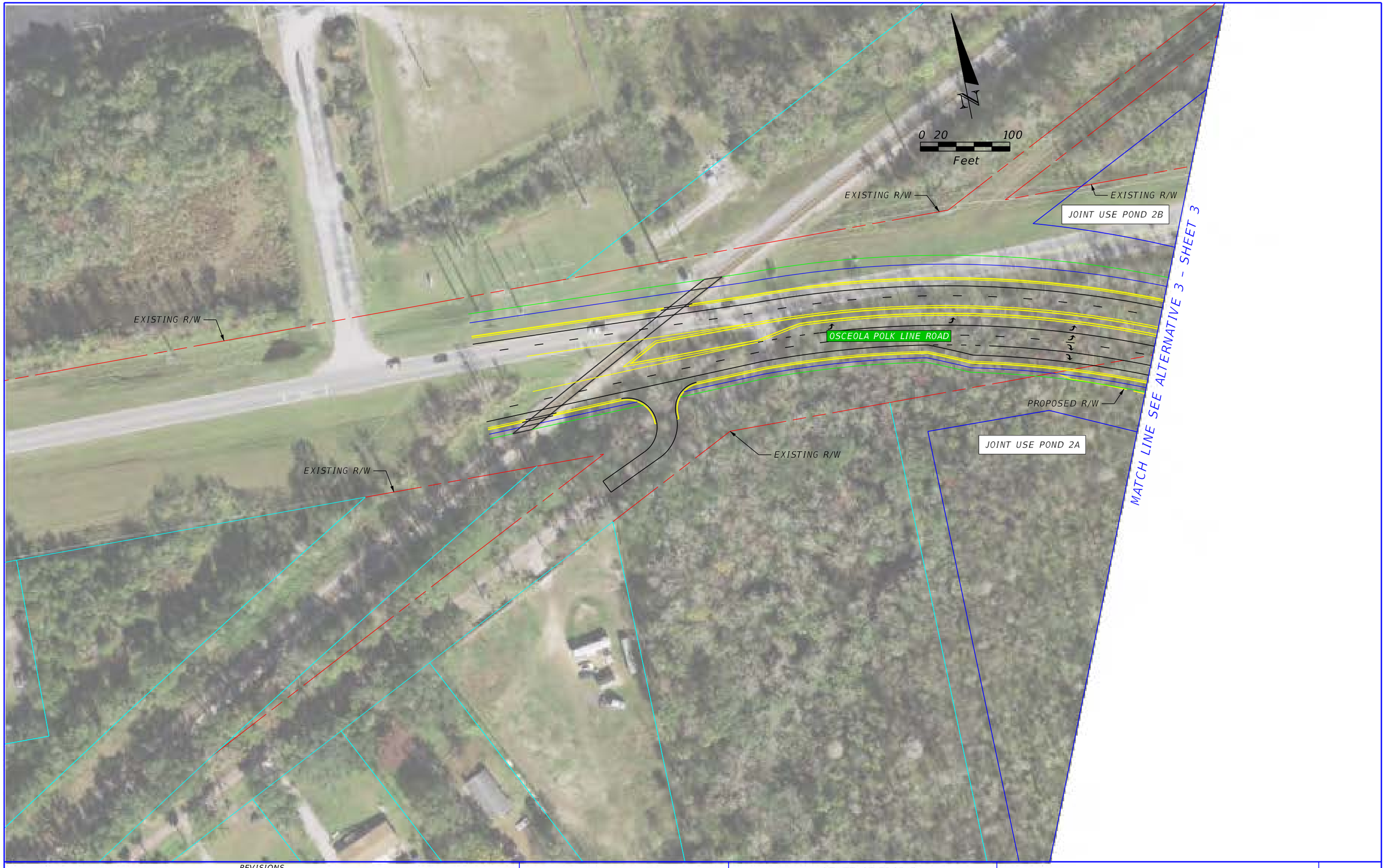
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 3

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 3A

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

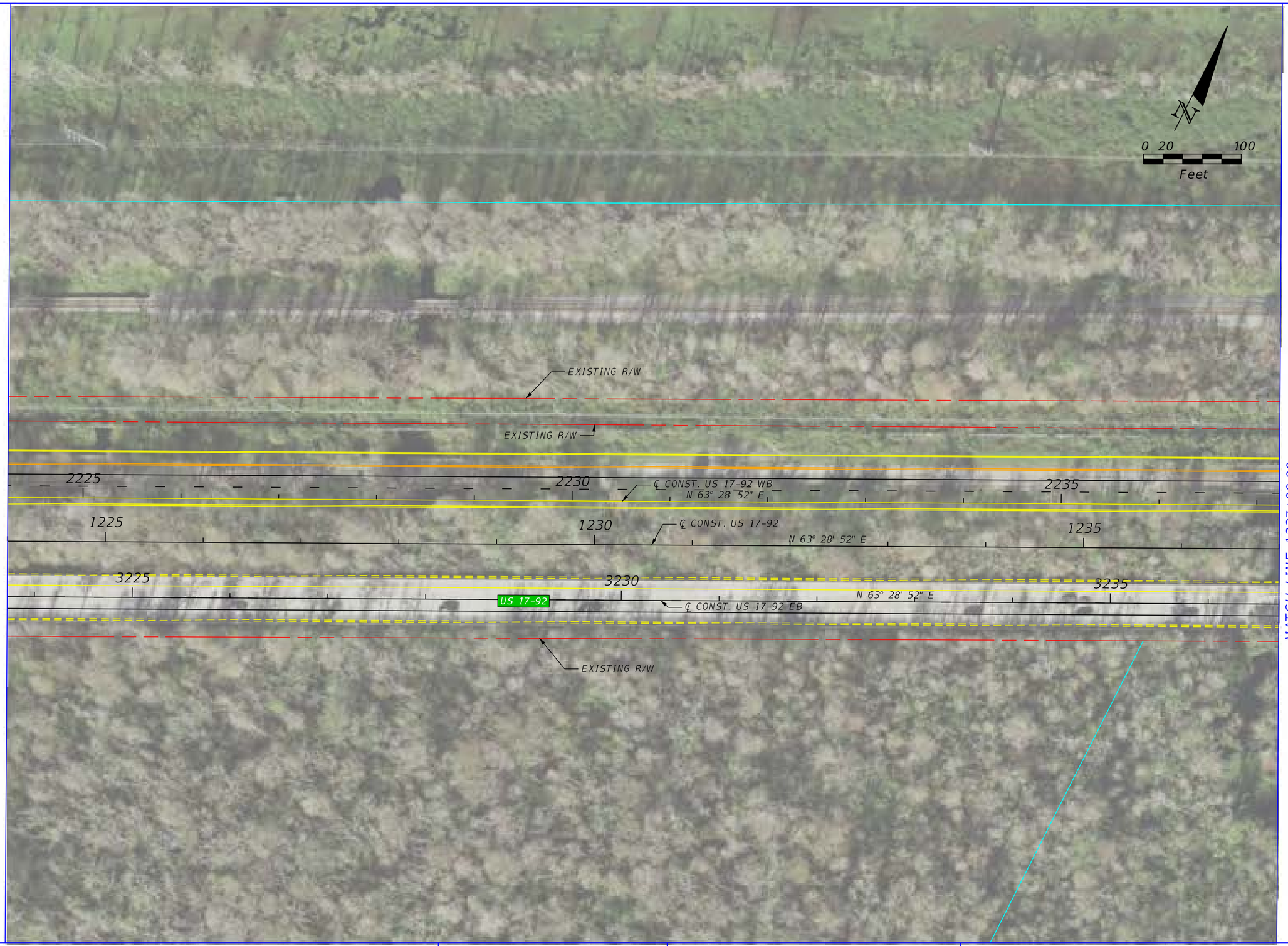
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 4

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 5

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

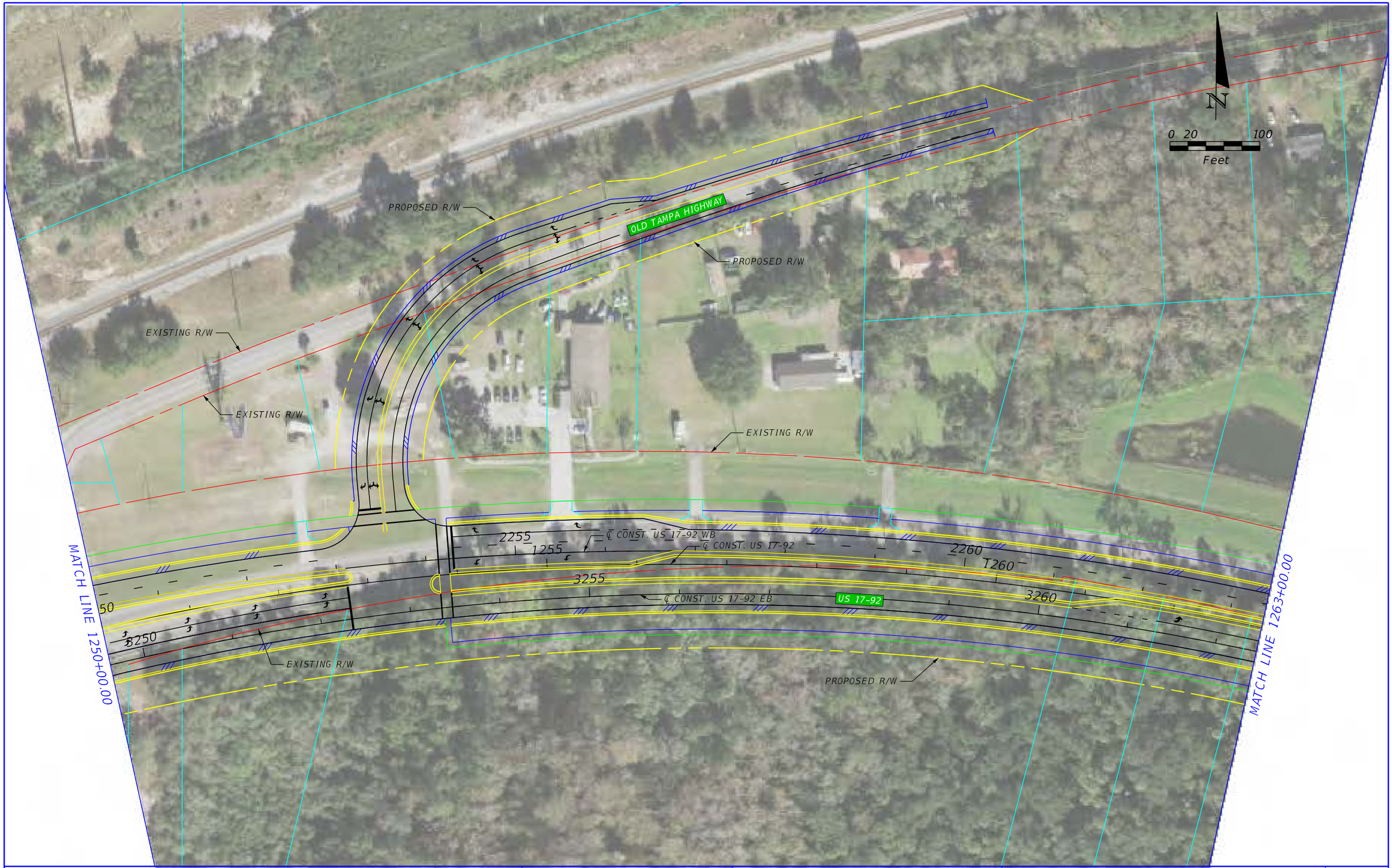
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 6

SHEET NO.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 7

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 8

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 9

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 10

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 11

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 12

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 13

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 14

SHEET NO.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 15

SHEET NO.

MATCH LINE 1374+00.00

EXISTING R/W

PROPOSED R/W

AVE A

EXISTING R/W

END PROJECT

1375

5° 55' 59" E

1380

US 17-92

℄ CONST. US 17-92

EXISTING R/W

EXISTING R/W

AVE A

EXISTING R/W

EXISTING R/W

N

0 20 100

Feet

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	OSCEOLA POLK	437200-1-22-01

US 17-92 PD&E - ALTERNATIVE 3 - SHEET 16

SHEET NO.

APPENDIX D

FDOT 2024 All System Pavement Condition Forecast

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 5 COUNTY = OSCEOLA

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS / LN / FY-P / FY-F	TYP / %T / SURFTYPE / ASTYPE / WKMX-P / WKMX-F	SPD / AADT	DISTRESS RATINGS	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029 (PM)
92010000	0.000	0.536	C	1	1	55	CRACKING	9.0	7.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	10.0	10.0	10.0	10.0													
600 17			2	6.9	21000	RIDE		8.2	8.1	7.6	8.3	8.4	7.2	6.8	7.0	6.9	8.5	8.4	8.4	8.2													
LABOR CAMP RD(0.0L)						FC95																											
4135921	0.000	5.671	C	2006		0012	CRACKING	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	7.5	6.0*	6.0*	6.0*	4.0*												
THE MIDDLESEX CORPORATION (2008)						SPRIDE		8.1	8.1	8.2	8.1	7.8	7.9	7.8	7.7	7.7	7.6	7.7	7.5	7.3	7.0												
4526961	0.000	0.536	C	2027		0226																											
92010000	1.915	2.770	C	1	1	55	CRACKING	9.0	7.5	6.5	9.0	8.0	9.5	9.5	7.0	6.5	10.0	10.0	10.0	10.0													
600 17			2	4.9	29500	RIDE		8.2	8.1	7.6	7.8	7.6	7.5	7.3	7.0	7.2	8.6	8.7	8.6	8.6													
						FC95																											
4135921	0.000	5.671	C	2006		0012	CRACKING	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	7.5	7.5	7.5	7.5	5.5*												
THE MIDDLESEX CORPORATION (2008)						SPRIDE		8.5	8.5	8.5	8.5	8.3	8.2	8.2	8.1	8.2	8.1	8.1	8.1	8.0	7.7												
92010000	2.770	3.745	R	1	1	45	CRACKING	10.0	9.5	8.0	8.0	7.0	7.0	6.0*	4.5*	4.5*	10.0	10.0	10.0	10.0													
600 17			1	4.9	29500	RIDE		7.9	7.8	7.8	7.7	7.4	7.2	7.1	6.7	6.8	8.5	8.4	8.4	8.4													
WONDER CT(2.9C)						FC95																											
4135921	0.000	5.671	C	2006		0012	CRACKING	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.5	8.5	8.5	8.5	6.5												
THE MIDDLESEX CORPORATION (2008)						SPRIDE		8.2	8.2	8.3	8.3	8.0	8.1	8.0	7.9	7.9	7.9	7.8	7.8	7.8	7.5												
92010000	3.745	6.000	R	1	7	55	CRACKING	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5	10.0	10.0	10.0	10.0													
600 17			2	4.9	29500	RIDE		7.7	7.4	6.9	7.5	7.1	6.2*	6.3*	5.4*	6.1*	8.6	8.4	8.3	8.2													
AVE A(4.1C)						FC5M																											
2397141	3.957	6.172	C	2019		0213	CRACKING	9.0	9.0	8.5	8.5	8.0	8.0	8.0	8.0	8.0				10.0	9.0												
SOUTHLAND CONSTRUCTION, IN(2024)						SPRIDE		8.1	8.2	8.1	8.0	8.0	7.9	7.9	7.8	7.7				7.9	7.7												
92010000	6.000	9.928	R	1	1	55	CRACKING	9.0	8.0	7.0	7.0	5.0*	5.0*	5.0*	2.0*	2.0*	10.0	10.0	10.0	10.0													
600 17			2	10.9	41500	RIDE		9.0	9.0	9.0	8.8	8.6	7.6	7.4	6.9	7.0	8.2	8.2	8.1	8.1													
CR 535(6.0R)						FC5																											
4135921	5.671	9.624	C	2006		0012	CRACKING	9.5	9.5	8.5	7.0	7.0	6.5	6.5	6.5	6.5	4.5*	3.5*	1.0*	1.0*	0.0*												
THE MIDDLESEX CORPORATION (2008)						SPRIDE		8.0	8.0	8.0	7.9	8.2	8.1	8.1	8.0	8.2	8.1	8.1	7.9	7.6	7.4												
4452101	6.050	9.932	C	2022		0012																											
92010000	9.928	10.298	R	1	6	40	CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
600 17			2	10.9	41500	RIDE		7.5	7.3	7.2	7.2	7.1	6.2	7.8	7.0	6.6	6.7	6.4	6.7	6.6													
PORTAGE ST(10.0C)						FC95MR																											
							CRACKING	9.0	8.5	8.5	8.5	8.5				7.5	7.0	6.0*	6.0*	9.5	8.5												
				(2024)			RIDE	6.8	6.7	6.0	6.2	6.9				7.5	7.1																
92010000	11.764	12.228	R	1	1	40	CRACKING	6.5	6.5	6.5	6.5	6.5	6.5	10.0	10.0	10.0	9.5	9.5	9.5	8.0													
500 17			2	10.3	34000	RIDE		5.8*	5.3*	5.4*	5.0*	4.5*	4.4*	8.0	7.4	7.7	7.5	7.4	7.3	6.8													
US-192/US-441/SR-500(11.8R)						FC125M																											
4410171	11.916	12.283	R	2021		0012	CRACKING	8.0	7.0	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	5.5*	10.0	10.0	9.0												
RANGER CONSTRUCTION INDUST(2023)						SPRIDE		6.5	6.1	6.0	6.0	6.1	6.1	5.6	5.4*	5.3*	5.1*	5.2*		6.5	6.2												
92010000	12.228	13.706	R	1	1	45	CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	6.5	6.5	4.5*	4.5*	10.0	10.0													
500 17			2	6.2	38500	RIDE		8.8	8.7	8.7	8.7	8.4	8.0	8.0	7.7	7.9	7.8	7.4	8.3	8.3													
BENITA ST(12.3R)						FC95																											
4195621	12.234	13.484	C	2009		0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	7.5	7.5	7.5	7.5	5.5*												
THE MIDDLESEX CORPORATION (2010)						SPRIDE		8.2	8.2	8.2	8.1	7.9	7.7	7.8	7.8	7.8	7.6	7.7	7.7	7.2	6.9												
4528791	12.289	14.750	C	2027		0012																											
92010000	13.706	14.750	R	1	1	50	CRACKING	10.0	10.0	10.0	10.0	10.0	9.5				10.0	10.0	10.0	10.0													
500 17			3	6.2	38500	RIDE		8.7	8.7	8.6	8.7	8.4	7.4				8.3	8.2	8.0	7.8													
BARN ST(13.9R)						FC125																											
2397251	13.700	14.722	C	2004		0213	CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.5	7.5	7.0	7.0	7.0	5.0*												
HUBBARD CONSTRUCTION COMPA(2008)						SPRIDE		7.7	7.9	7.7	7.6	7.6	7.6	7.3	7.6	7.5	7.4	7.3	7.2	7.2	6.9												
4528791	12.289	14.750	C	2027		0012																											
92010000	13.706	14.750	L	1	1	50	CRACKING	10.0	10.0	10.0	10.0	9.5	9.5				10.0	10.0	10.0	10.0													
500 17			3	6.2	38500	RIDE		8.6	8.7	8.7	8.8	8.7	8.2				8.2	8.1	8.0	7.9													
COUNTRY BLVD(13.9L)						FC125																											
2397251	13.700	14.722	C	2004		0213	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	7.5	7.0	7.0	5.5*	3.5*												
HUBBARD CONSTRUCTION COMPA(2008)						SPRIDE		7.8	7.8	7.7	7.6	7.6	7.3	7.6	7.5	7.4	7.2	7.3	7.3	7.4	7.1												
4528791	12.289	14.750	C	2027		0012																											
92010000	12.289	13.706	L	1	1	45	CRACKING	10.0	10.0	10.0	10.0	9.5	8.0	7.5	6.5	6.5	4.5*	4.5*	10.0	10.0													
500 17			2	6.2	38500	RIDE		8.6	8.6	8.5	8.5	8.2	7.9	7.6	7.6	7.4	7.4	6.9	8.0	7.9													
KISSIMMEE CITY LIMITS(12.4L)						FC95																											
4195621	12.234	13.484	C	2009		0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	7.5	7.0	7.0	7.0	5.0*												
THE MIDDLESEX CORPORATION (2010)						SPRIDE		7.9	7.9	7.9	7.8	7.6	7.4	7.6	7.6	7.8	7.2	7.3	7.2	7.1	6.8												
4528791	12.289	14.750	C	2027		0012																											

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 5 COUNTY = OSCEOLA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD / %T / FY-P / ASTYPE / FY-F	AADT / SURFTYPE / WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	FUTURE 2029 (PM)
92010000	11.764	12.289	L	1	1	40		CRACKING	7.0	7.0	7.0	7.0	7.0	7.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5													
500 17			2	10.3			34000	RIDE	6.3*	6.3*	6.3*	6.9	6.2	5.5	8.4	8.0	8.2	8.2	7.8	8.0	7.5													
SR 530 / VINE ST(11.8L)							FC125M																											
4410171	11.916	12.283	L	2021			0012	CRACKING	9.5	9.5	9.5	9.5	9.5	7.0	7.0	6.5	6.5	6.5	5.5*	10.0	10.0	9.0												
RANGER CONSTRUCTION INDUST(2023)							SPRIDE	RIDE	7.8	7.9	7.8	7.4	7.4	7.4	7.0	7.3	5.3*	5.6			7.3	7.0												
92010000	9.941	10.298	L	1	1	40		CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	10.0	10.0	10.0	10.0	9.5	9.5	8.0													
600 17			3	10.9			41500	RIDE	6.6	6.7	6.2*	6.8	6.2	5.9	8.1	7.0	7.2	7.0	7.0	6.9	6.7													
PORTAGE ST(10.0C)							FC95MR																											
								CRACKING	8.0	8.0	8.0	7.0	7.0				6.5	6.5	6.5	6.0*	9.5	8.5												
				(2024)				RIDE	6.4	6.7	6.7	6.6	7.2				7.4	7.3	7.4	7.0	7.1	6.8												
92010000	7.658	9.941	L	1	8	55		CRACKING	9.5	8.0	8.0	8.0	8.0	6.0*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0													
600 17			2	10.9			41500	RIDE	8.9	8.9	8.9	8.7	8.5	7.8	7.5	7.2	7.4	8.1	8.1	8.0	8.0													
TEMPLE DR(8.0L)							FC5																											
4135921	5.671	9.624	C	2006			0012	CRACKING	9.5	9.5	8.5	7.0	6.5	6.5	6.5	6.5	4.5*	3.5*	0.0*	0.0*														
THE MIDDLESEX CORPORATION (2008)							SPRIDE	RIDE	7.9	7.9	7.7	7.5	7.8	7.8	7.7	7.5	7.8	7.7	7.4	6.9														
4452101	6.050	9.932	C	2022			0012																											
92010000	6.149	7.658	L	1	8	55		CRACKING	9.5	8.0	8.0	8.0	8.0	8.0	7.0	6.5	6.5	10.0	10.0	10.0	10.0													
600 17			2	4.9			29500	RIDE	8.9	8.9	8.9	8.7	8.5	8.2	8.0	7.9	8.1	8.1	8.1	8.0	8.0													
LIME ST(6.2L)							FC5																											
4135921	5.671	9.624	C	2006			0012	CRACKING	9.5	9.5	8.5	7.0	6.5	6.5	6.5	3.5*	3.5*	1.0*	1.0*	0.0*														
THE MIDDLESEX CORPORATION (2008)							SPRIDE	RIDE	7.9	7.9	7.7	7.5	7.8	7.8	7.7	7.6	7.8	7.6	7.5	7.3														
4452101	6.050	9.932	C	2022			0012																											
92010000	4.200	6.149	L	1	7	55		CRACKING	7.0	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5	10.0	10.0	10.0	10.0													
600 17			2	4.9			29500	RIDE	7.7	7.4	6.9	7.5	7.1	6.2*	6.3*	5.4*	6.1*	8.6	8.4	8.3	8.2													
POINCIANA BLVD(4.6C)							FC5M																											
2397141	3.957	6.172	C	2019			0213	CRACKING	9.0	9.0	8.5	8.5	8.0	8.0	8.0	8.0	8.0				10.0	9.0												
SOUTHLAND CONSTRUCTION, IN(2024)							SPRIDE	RIDE	8.1	8.2	8.1	8.0	8.0	7.9	7.9	7.8	7.7				7.8	7.6												
92010000	3.745	4.200	L	1	7	45		CRACKING	7.0	7.0	7.0	6.5	6.5	6.5	6.5	10.0	8.0	10.0	10.0	10.0	10.0													
600 17			1	4.9			29500	RIDE	7.7	7.4	6.9	7.5	7.1	6.2*	6.3*	7.1	6.9	8.6	8.4	8.3	8.2													
AVE A(4.1C)							FC5M																											
2397141	3.957	6.172	C	2019			0213	CRACKING	9.0	9.0	8.5	8.5	8.0	8.0	8.0	8.0	8.0				10.0	9.0												
SOUTHLAND CONSTRUCTION, IN(2024)							SPRIDE	RIDE	8.1	8.2	8.1	8.0	8.0	7.9	7.9	7.8	7.7				7.6	7.4												
92010000	2.770	3.745	L	1	1	45		CRACKING	10.0	9.5	8.0	8.0	7.0	7.0	6.0*	4.5*	4.5*	10.0	10.0	10.0	10.0													
600 17			1	4.9			29500	RIDE	7.9	7.8	7.8	7.7	7.4	7.2	7.1	6.7	6.8	8.3	8.4	8.4	8.4													
WONDER CT(2.9C)							FC2																											
4135921	0.000	5.671	C	2006			0012	CRACKING	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	8.5	8.5	8.5	8.5	4.0*												
THE MIDDLESEX CORPORATION (2008)							SPRIDE	RIDE	8.2	8.2	8.3	8.3	8.0	8.1	8.0	7.9	7.9	7.9	7.8	7.8	7.1	6.9												
92010100	0.000	0.452	C	1	1	55		CRACKING											10.0	10.0	10.0													
600 17			2	6.9			21000	RIDE											8.4	8.4	8.4													
SUNDOWN DR(0.0L)							FC3																											
								CRACKING	10.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	7.5	7.5	7.5	7.5	5.5*											
				(2009)				RIDE	8.3	8.4	8.4	8.2	8.0	7.6	7.8	8.0	7.9	7.5	7.9	7.8	7.4	7.1											
92010100	0.875	1.354	C	1	1	55		CRACKING											10.0	10.0	10.0													
600 17			2	4.9			25000	RIDE											8.4	8.4	8.4													
OLD TAMPA HWY(1.1L)							FC3																											
								CRACKING	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.0	8.5	8.5	8.5	6.5											
				(2009)				RIDE	8.5	8.5	8.4	8.4	8.2	8.1	8.1	8.1	8.1	8.0	8.0	7.9	7.9	7.6											
92030000	0.000	0.610	R	1	1	40		CRACKING	8.5	7.5	7.0	6.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5													
500 192			3	11.8			46500	RIDE	7.9	8.0	8.0	7.6	8.2	7.9	7.8	8.2	8.4	8.4	6.9	8.3	8.3													
AERONAUTICAL LN R(0.0C)							FC125																											
								CRACKING	8.5	8.5	8.5	8.5	8.5	7.5	7.5	7.5	7.5	7.0	5.5*	5.5*	5.5*	3.0*											
				(2003)				RIDE	8.2	8.2	8.2	8.3	8.0	8.0	7.9	7.9	8.0	8.0	8.0	8.0	7.9	7.6											
4507781	0.015	3.844	C	2026			0226																											
92030000	0.610	3.851	R	1	1	50		CRACKING	7.0	5.0*	5.0*	4.0*		10.0	10.0	10.0	10.0	10.0	9.0	9.0	8.5													
500 192			3	4.7			31500	RIDE	8.6	8.5	8.4	8.1		8.2	8.2	8.1	8.3	8.2	8.2	8.2	8.2												
OAK ST(0.8R)							FC3																											
2397081	0.610	3.851	C	2002			0213	CRACKING	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	7.0	7.0	7.5	5.0*											
MARTIN K. EBY CONSTRUCTION(2004)							S	RIDE	8.1	8.1	8.1	8.1	7.8	7.8	7.6	7.7	7.8	7.8	7.8	7.8	7.7	7.4											
4507781	0.015	3.844	C	2026			0226																											

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"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 5 COUNTY = OSCEOLA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	SURFTYPE / ASTYPE / WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	FUTURE 2029 (PM)
92030000	3.851	7.774	R	1	1	50				CRACKING	4.0*	4.0*	4.0*	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5														
500 192			3	6.0	48000					RIDE	8.3	8.4	8.3	8.7	8.5	8.0	7.9	8.1	8.2	8.2	8.1	8.0	8.0														
AERONAUTICAL DR(3.9R)										FC5M																												
2396821	3.851	7.774	C	2015		0213				CRACKING	7.0	7.0	7.0	7.0	7.0	6.5				10.0	10.0	10.0	10.0	8.5													
JR. DAVIS CONSTRUCTION COM(2021)										SPRIDE	7.9	7.8	7.8	7.7	7.9	7.8				7.9	7.8	7.7	7.5	7.3													
92030000	7.774	9.786	R	1	1	40				CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0	7.0	7.0	7.0	7.0	7.0														
500 192			3	11.8	45500					RIDE	8.5	8.1	7.8	7.4	7.6	7.0	6.9	7.0	7.0	6.3	6.9	6.7	6.7														
MONTANA AVE(7.8R)										FC125M																												
4233611	7.774	9.786	C	2011		0226				CRACKING	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	7.0	7.0	7.0	5.5*													
RANGER CONSTRUCTION INDUST(2013)										RIDE	6.7	7.9	7.8	7.5	7.3	7.2	7.1	6.8	6.9	6.6	6.7	6.9	6.9	6.6													
92030000	9.786	13.243	R	1	1	55				CRACKING		10.0	10.0	10.0	9.5	9.5	8.0	7.5	6.5	6.5	3.5*	1.0*	1.0*													
500 192			3	7.8	42500					RIDE		9.0	9.0	8.9	8.8	8.4	8.3	8.3	8.1	7.9	7.6	7.1	6.8													
ORANGE AVE(10.0C)										FC5M																												
2396831	9.786	12.968	C	2015		0218				CRACKING		10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0													
JR. DAVIS CONSTRUCTION COM(2018)										SPRIDE		8.3	8.3	8.3	8.4		8.2	8.2	8.3	8.3	8.3	8.3	8.3	8.1													
92030000	15.552	18.119	R	1	1	60				CRACKING	3.5*	4.0*	3.5*	10.0	10.0	10.0	10.0	9.0	9.0			10.0	10.0														
15 192			2	8.4	19700					RIDE	7.6	7.6	7.3	8.5	8.4	8.1	8.1	8.2	8.2			8.4	8.4														
WHIP O WILL LN(15.6R)										FC5																												
2396731	12.468	18.133	C	2006		0213				CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	8.0	6.5	4.5*	4.5*	4.5*	0.5*													
HUBBARD CONSTRUCTION COMPA(2010)										SPRIDE	8.4	8.3	8.3	8.3	8.3	8.3	8.2	8.1	8.3	8.2	8.2	8.1	8.0	7.8													
92030000	18.119	19.343	R	1	1	55				CRACKING	3.5*	4.0*	3.5*	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0														
15 192			2	12.9	12369					RIDE	7.6	7.6	7.3	8.5	8.4	8.1		7.8	7.8	7.8	7.7	7.8	7.5														
ARTHUR J GALLAGHER(18.4R)										FC5M																												
4391221	18.182	19.340	C	2020		0012				CRACKING	9.0	9.0	7.5	7.5	6.5	5.5*	5.5*	3.5*	3.5*	0.0*	10.0	10.0	10.0	8.5													
PREFERRED MATERIALS, INC. (2022)										SPRIDE	7.5	7.4	7.2	6.9	6.9	7.0	6.8	6.6	6.8	6.6	8.5	8.5	8.3	8.1													
92030000	19.343	31.600	R	1	1	65				CRACKING	1.5*	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0		10.0	10.0	10.0														
500 192			2	13.9	9000					RIDE	7.6	8.9	8.9	8.7	8.6	8.2	8.1	8.2	8.3		8.1	8.0	8.0														
CYPRESS CREEK RANCH RD(21.8R)										FC5M																												
2397531	24.765	31.624	C	2005		0213				CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	8.0	8.0	6.5	6.5	2.5*													
VEZINA, LAWRENCE & PISCITE(2009)										SPRIDE	8.0	7.9	7.9	7.8	8.3	8.2	8.2	8.2	8.5	8.5	8.4	8.4	8.4	8.2													
92030000	31.600	37.100	R	1	1	65				CRACKING	3.0*	10.0	10.0	10.0	10.0	10.0			10.0	10.0	10.0	10.0	10.0														
500 192			2	13.9	9000					RIDE	7.7	8.8	8.8	8.7	8.6	8.3			8.0	8.1	8.0	8.0	8.0														
KEMPFER RD(35.9R)										FC5																												
2396761	31.476	38.145	C	2004		0213				CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.0	9.0	6.5	6.5	4.5*	4.5*	3.5*	0.0*													
HEWITT CONTRACTING CO. INC(2007)										SPRIDE	7.9	7.8	7.9	7.8	8.1	8.1	8.0	8.0	8.3	8.3	8.3	8.2	8.2	8.0													
4470991	31.637	38.145	R	2023		0012																																
92030000	37.100	38.145	R	1	1	65				CRACKING	3.0*	10.0	10.0	10.0	10.0	10.0			10.0	10.0	10.0	10.0	10.0														
500 192			2	18.2	10300					RIDE	7.7	8.8	8.8	8.7	8.6	8.3			8.0	8.1	8.0	8.0	8.0														
SAPLING RD(38.1R)										FC5																												
2396761	31.476	38.145	C	2004		0213				CRACKING	9.5	9.5	7.0	7.0	7.0	7.0	7.0	6.5	4.5*	4.5*	4.5*	4.5*	3.5*	0.0*													
HEWITT CONTRACTING CO. INC(2007)										SPRIDE	7.9	7.8	7.4	7.3	7.6	7.6	7.4	7.4	7.7	7.6	7.7	7.4	7.3	7.1													
4470991	31.637	38.145	R	2023		0012																																
92030000	31.600	38.145	L	1	1	65				CRACKING	3.0*	10.0	10.0	10.0	10.0	10.0			10.0	10.0	10.0	10.0	10.0														
500 192			2	13.9	9000					RIDE	7.7	8.8	8.8	8.7	8.6	8.3			8.1	8.2	8.2	8.1	8.1														
CR 419(35.9L)										FC5																												
2396761	31.476	38.145	C	2004		0213				CRACKING	9.5	9.5	9.5	9.0	9.0	9.0	9.0	9.0	4.5*	4.5*	3.5*	3.5*	3.5*	0.0*													
HEWITT CONTRACTING CO. INC(2007)										SPRIDE	8.1	8.0	8.0	7.9	8.1	8.1	8.0	7.9	8.3	8.2	8.2	8.0	8.0	7.8													
4470991	31.615	38.145	L	2023		0012																																
92030000	19.343	31.600	L	1	1	65				CRACKING	1.5*	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0		10.0	10.0	10.0														
500 192			2	13.9	9000					RIDE	7.6	8.9	8.9	8.7	8.6	8.2	8.1	8.2	8.3		8.2	8.1	8.1														
TURN AROUND BAY RD(24.5L)										FC5M																												
2397531	24.765	31.624	C	2005		0213				CRACKING	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.0	8.0	6.5	6.5	2.5*													
VEZINA, LAWRENCE & PISCITE(2009)										SPRIDE	8.1	7.9	7.8	7.8	8.2	8.2	8.2	8.2	8.5	8.4	8.4	8.3	8.3	8.1													
92030000	18.427	19.343	L	1	1	55				CRACKING	3.5*	4.0*	3.5*	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0														
15 192			2	12.9	12369					RIDE	7.6	7.6	7.3	8.5	8.4	8.1		7.7	7.9	7.9	7.7	7.9	7.9														
HARMONY SQUARE DR(19.0L)										FC5M																												
4391221	18.182	19.340	C	2020		0012				CRACKING	9.0	9.0	9.0	9.0	7.5	6.5	6.5	6.5	4.5*	3.5*	10.0	10.0	10.0	8.5													
PREFERRED MATERIALS, INC. (2022)										SPRIDE	7.8	7.8	7.6	7.4	7.7	7.6	7.5	7.3	7.3	6.9	8.6	8.6	8.6	8.4													

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 5 COUNTY = OSCEOLA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	LN	%T	AADT	SURFTYPE / ASTYPE / WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029 (PM)
92030000	15.552	18.427	L	1	1	60					CRACKING	3.5*	4.0*	3.5*	10.0	10.0	10.0	10.0	9.0	9.0			10.0	10.0														
15 192			2	8.4	19700						RIDE	7.6	7.6	7.3	8.5	8.4	8.1	8.1	8.2	8.2			8.5	8.5														
FIVE OAKS DR(18.1L)										FC5																												
2396731	12.468	18.133	C	2006		0213					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	8.0	6.5	4.5*	3.5*	0.0*												
HUBBARD CONSTRUCTION COMPA(2010)										SPRIDE		8.5	8.5	8.4	8.4	8.4	8.4	8.3	8.3	8.4	8.4	8.3	8.1	8.1	7.9												
4487961	15.552	18.435	L	2025		0012																																
92030000	9.786	13.243	L	1	1	55					CRACKING		10.0	10.0	10.0	9.5	9.5	8.0	8.0	6.5	6.5	6.5	6.5	4.5*													
500 192			3	7.8	42500						RIDE		9.0	8.9	8.9	8.8	8.3	8.1	8.3	8.4	8.4	8.3	8.1	8.0													
GRAPE AVE(9.9L)										FC5M																												
2396831	9.786	12.968	C	2015		0218					CRACKING		10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0												
JR. DAVIS CONSTRUCTION COM(2018)										SPRIDE			8.4	8.3	8.4	8.4		8.5	8.4	8.5	8.5	8.5	8.5	8.5	8.3												
92030000	7.774	9.786	L	1	1	40					CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0	7.0	7.0	7.0													
500 192			3	11.8	45500						RIDE	9.0	9.0	8.9	8.9	8.7	8.2	8.1	8.1	8.3	8.1	8.0	8.1	8.1													
MONTANA AVE(7.8L)										FC125M																												
4233611	7.774	9.786	C	2011		0226					CRACKING	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	7.5	7.5	6.0*												
RANGER CONSTRUCTION INDUST(2013)											RIDE	7.9	8.4	8.4	8.4	8.3	8.3	8.2	8.2	8.3	8.3	8.3	8.2	8.2	7.9												
92030000	3.851	7.774	L	1	1	50					CRACKING	4.0*	3.5*	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5													
500 192			3	6.0	48000						RIDE	8.5	8.4	8.4	8.7	8.6	7.9	7.9	7.8	8.1	8.1	8.0	8.0	7.9													
ACADEMY DR(4.0L)										FC5M																												
2396821	3.851	7.774	C	2015		0213					CRACKING	7.0	7.0	7.0	7.0	7.0	6.5	6.5			10.0	10.0	10.0	10.0	8.5												
JR. DAVIS CONSTRUCTION COM(2021)										SPRIDE		7.8	7.7	7.6	7.6	8.0	8.1	7.9			7.8	7.7	7.8	7.7	7.5												
92030000	0.610	3.851	L	1	1	50					CRACKING	8.0	7.0	7.0	7.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5													
500 192			3	4.7	31500						RIDE	8.8	8.8	8.8	8.5		8.3	8.4	8.4	8.5	8.4	8.4	8.3	8.3													
CR 531(0.8L)										FC3																												
2397081	0.610	3.851	C	2002		0213					CRACKING	8.5	8.5	8.5	8.5	8.5	8.5	7.5	7.5	7.5	7.5	7.0	7.0	7.5	5.0*												
MARTIN K. EBY CONSTRUCTION(2004)										S	RIDE	8.2	8.1	8.1	8.1	8.0	7.9	7.9	7.9	7.8	7.9	7.8	7.9	7.8	7.5												
4507781	0.015	3.844	C	2026		0226																																
92030000	0.000	0.610	L	1	1	40					CRACKING	9.5	9.5	9.5	9.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5													
500 192			3	11.8	46500						RIDE	7.9	7.8	7.6	7.7	8.4	7.9	7.7	7.8	8.0	7.7	7.9	8.0	7.8													
AERONAUTICAL LN R(0.0C)										FC125																												
											CRACKING	8.5	8.5	8.5	8.5	8.0	8.0	7.0	7.0	7.0	7.0	6.5	4.5*	4.5*	2.0*												
		(2003)									RIDE	7.3	8.0	8.0	8.0	7.7	7.8	7.4	7.4	7.2	7.3	7.2	7.3	7.2	6.9												
4507781	0.015	3.844	C	2026		0226																																
92040000	0.000	1.147	R	1	1	50					CRACKING	7.0	5.0*	4.0*	4.0*	4.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
535			2	8.3	26500						RIDE	8.1	7.7	7.8	8.4	8.2	7.7	7.8	7.8	7.9	8.0	7.9	7.9	7.9													
SR 530(0.0C)										FC5																												
4041321	0.164	1.147	C	2002		0012					CRACKING	9.5	9.5	9.5	8.0	8.0	8.0	8.0	7.5	6.5	4.5*	4.5*	4.5*	4.5*	0.0*												
APAC-FLORIDA INC				(2004)						SPRIDE		7.6	7.6	7.7	7.5	7.3	7.5	7.6	7.3	7.3	7.2	7.2	7.6	7.5	7.3												
92040000	0.000	1.147	L	1	1	50					CRACKING	5.5*	3.5*	3.5*	3.5*	3.5*	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0													
535			3	8.3	26500						RIDE	8.0	8.1	8.0	7.6	7.2	7.8	7.8	8.0	8.0	8.1	8.0	8.0	8.0													
SR 530(0.0C)										FC5																												
4041321	0.164	1.147	C	2002		0012					CRACKING	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	5.5*	5.5*	5.5*	5.5*	5.5*	0.0*												
APAC-FLORIDA INC				(2004)						SPRIDE		8.0	7.8	7.8	7.8	7.9	7.9	7.9	7.8	7.9	7.4	7.3	7.1	7.1	6.9												
92060000	0.000	4.333	C	1	1	60					CRACKING	3.5*	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5													
15 441			2	43.9	3900						RIDE	6.8	7.1	8.4	8.3	8.2	7.8	7.8	7.9	8.0	8.0	7.9	7.9	7.8													
KENANSVILLE RD(4.3C)										FC125M																												
4394871	0.000	4.333	C	2021		0012					CRACKING	8.5	8.5	8.5	7.0	7.0	6.5	6.5	6.5	6.5	5.5*	5.5*	10.0	10.0	9.0												
OHLA USA, INC.				(2023)						SPRIDE		7.6	7.8	7.5	7.6	7.4	7.2	7.2	7.4	7.3	7.3	7.2	8.6	8.5	8.2												
92060000	4.333	6.554	C	1	1	60					CRACKING	10.0	9.5	8.0	8.0	7.0	6.5	6.5	6.5	10.0	10.0	10.0	10.0	10.0													
15 441			2	30.6	1500						RIDE	8.2	8.1	7.8	7.7	7.4	6.9	6.4*	6.3*	8.4	8.3	8.4	8.3	8.3													
										FC125M																												
4155101	4.333	6.554	C	2006		0012					CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	8.5	8.5	8.5	8.5	6.5												
ELMO GREER & SONS, LLC				(2007)						SPRIDE		8.2	8.1	8.0	8.2	8.0	7.8	7.9	7.8	7.8	7.8	7.7	7.7	7.6	7.3												
92060000	6.554	23.500	C	1	1	60					CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	7.0	7.0	7.0	7.0												
15 441			2	30.6	1500						RIDE		8.9	8.9	8.8	8.7	8.3	8.2	8.2	8.3	8.2	8.3	8.0	8.0												
BLUE CYPRESS RANCH(8.3R)										FC125H																												
4344061	6.554	23.500	C	2018		0012					CRACKING	7.0	7.0	7.0	7.0	7.0	7.0	7.0	9.0	10.0	10.0	10.0	10.0	10.0	9.0												
HUBBARD CONSTRUCTION CO.				(2020)							RIDE	8.0	7.9	7.5	7.7	7.6	7.5	7.7	7.8	8.7	8.6	8.6	8.6	8.5	8.2												

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"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 5 COUNTY = OSCEOLA

RDWYID / SR / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / US / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	LN	TYP	%T	SPD	AADT / SURFTYPE / RW FY-P / ASTYPE / RW FY-F	WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029 (PM)
92060000	23.500	31.386	C	1	1	60					CRACKING	7.0	6.0*	6.0*	6.0*	5.5*	5.5*		10.0	10.0	10.0	9.5	9.5	9.5												
15	441			2	22.4		3100				RIDE	7.3	7.3	7.3	7.0	6.8	5.9*		8.0	8.2	8.1	8.0	7.7	7.5												
WILLIAMS RD(24.4L)										FC125M																											
4375431	23.081	38.033	C	2020			0012				CRACKING	8.5	8.5	8.5	8.0	7.0	6.5	6.5	6.5	6.5	5.5*	10.0	10.0	10.0	9.0												
PREFERRED MATERIALS, INC. (2022)										SPRIDE	RIDE	7.3	7.2	6.9	6.9	6.6	6.6	6.6	6.7	6.6	6.5	8.5	8.4	8.4	8.1												
92060000	31.386	38.033	C	1	1	60					CRACKING	7.0	6.0*	6.0*	6.0*	5.5*	5.5*		10.0	10.0	10.0	10.0	10.0	9.5												
15	441			2	22.4		3100				RIDE	7.3	7.3	7.3	7.0	6.8	5.9*		8.0	8.2	8.1	8.1	7.9	7.7												
CREWS LN(31.6R)										FC125M																											
4375431	23.081	38.033	C	2020			0012				CRACKING	8.5	8.0	8.0	8.0	7.0	7.0	7.0	7.0	7.0	6.5	10.0	10.0	10.0	9.0												
PREFERRED MATERIALS, INC. (2022)										SPRIDE	RIDE	7.6	7.5	7.3	7.2	6.9	6.8	7.1	7.1	7.0	7.0	8.5	8.5	8.4	8.1												
92070000	0.113	1.229	C	1	1	60					CRACKING	8.0	7.0	6.0*	6.0*	6.0*	6.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0												
60				2	32.5		9400				RIDE	8.0	7.8	7.6	7.3	6.8	6.6	7.7	7.7	7.8	7.9	7.8	7.8	7.8												
S 65(0.3R)										FC125																											
4117831	0.447	1.160	C	2004			0012				CRACKING	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.5	8.5	8.5	8.5	7.5	7.5	5.0*												
RANGER CONSTRUCTION INDUST(2005)											RIDE	7.8	7.7	7.6	7.5	7.2	7.2	7.3	7.1	7.1	7.1	7.1	7.1	7.1	6.8												
92070000	1.229	2.528	C	1	1	60					CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	7.5	7.5	6.5	6.5	6.5	4.5*												
60				3	32.5		9400				RIDE	8.6	8.7	8.6	8.5	8.4	8.0	7.8	7.5	7.7	7.6	7.5	7.3	7.0												
										FC5M																											
4288671	1.358	2.310	C	2014			0012				CRACKING	4.5*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	9.0	9.0	7.5	7.5	6.5	4.0*												
RANGER CONSTRUCTION INDUST(2016)											RIDE	7.0	6.9	6.7	6.6	8.3	8.2	8.2	8.2	8.3	8.3	8.3	8.2	8.2	8.0												
92070000	2.528	3.547	C	1	1	60					CRACKING	9.5	9.5	7.0	6.0*	5.5*	3.5*	10.0	10.0	10.0	10.0	10.0	10.0	9.5												
60				2	32.5		9400				RIDE	8.5	8.6	8.2	8.3	8.1	6.8	7.6	7.6	7.8	7.8	7.8	7.8	7.7												
										FC4																											
4117831	2.460	3.480	C	2004			0012				CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.5	8.5	7.5	7.0	4.5*												
RANGER CONSTRUCTION INDUST(2005)											RIDE	7.8	7.7	7.7	7.6	7.4	7.3	7.3	7.3	7.4	7.3	7.3	7.3	7.2	6.9												
92070000	3.547	4.820	C	1	1	60					CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0												
60				3	32.5		9400				RIDE	8.6	8.6	8.6	8.5	8.5	8.0	7.9	7.6	8.3	8.5	8.5	8.5	8.5												
SIDE ROAD(4.4L)										FC95																											
4155091	3.547	8.114	C	2006			0012				CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	8.5	8.5	8.5	8.5	6.5												
ELMO GREER & SONS, LLC				(2007)						SPRIDE	RIDE	8.5	8.4	8.3	8.3	8.2	8.1	8.0	8.1	8.2	8.2	8.1	8.1	8.1	7.8												
92070000	4.820	8.114	C	1	1	60					CRACKING	8.0	7.0	6.0*	6.0*	4.0*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0												
60				2	32.5		9400				RIDE	8.5	8.3	8.1	8.0	7.7	6.2*	6.5	5.7*	8.8	8.8	8.8	8.8	8.7												
										FC95																											
4155091	3.547	8.114	C	2006			0012				CRACKING	10.0	10.0	10.0	10.0	9.0	8.5	8.5	8.5	8.5	8.5	8.5	7.5	7.0	5.0*												
ELMO GREER & SONS, LLC				(2007)						SPRIDE	RIDE	8.8	8.7	8.7	8.6	8.5	8.5	8.5	8.4	8.5	8.4	8.4	8.4	8.4	8.1												
92070000	8.114	13.028	C	1	1	60					CRACKING	3.5*	3.0*	1.5*	1.0*	10.0	10.0	10.0	10.0	10.0	9.5	7.0	7.0	7.0												
60				2	32.5		9400				RIDE	7.0	6.7	6.1*	5.9*	8.0	7.8	7.8	7.8	8.0	8.0	7.9	7.9	7.9												
ACCESS RD(8.6R)										FC125M																											
4288671	8.114	13.151	C	2014			0012				CRACKING	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	7.5	7.5	6.0*												
RANGER CONSTRUCTION INDUST(2016)											RIDE	7.8	7.8	7.7	7.6	8.6	8.6	8.6	8.7	8.7	8.7	8.6	8.6	8.6	8.3												
92070000	13.028	14.301	C	1	1	60					CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	6.5	6.5	6.5	6.5	4.5*												
60				3	32.5		9400				RIDE	8.7	8.7	8.6	8.6	8.3	7.6	7.6	7.2	7.5	7.4	7.2	7.1	7.0												
JUSTIN ROHDE RD(14.2L)										FC5M																											
4288671	13.151	14.300	C	2014			0012				CRACKING	4.5*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	8.5	8.5	7.0	6.5	4.0*												
RANGER CONSTRUCTION INDUST(2016)											RIDE	7.0	6.8	6.5	6.4*	8.3	8.3	8.2	8.2	8.3	8.4	8.3	8.2	8.2	8.0												
92070000	14.301	14.767	C	1	1	60					CRACKING	10.0	10.0	9.5	9.5	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0												
60				2	32.5		9400				RIDE	8.4	7.9	8.1	7.5	7.9	7.7	7.9	7.8	8.0	7.9	7.9	7.9	7.8												
										FC125M																											
4288671	14.300	14.942	C	2014			0012				CRACKING	8.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.5	7.5	6.0*												
RANGER CONSTRUCTION INDUST(2016)											RIDE	7.7	7.8	7.7	7.7	8.6	8.5	8.5	8.5	8.4	8.4	8.4	8.5	8.4	8.1												
92070000	14.767	16.040	C	1	1	60					CRACKING	10.0	10.0	9.5	9.5	8.0	8.0	8.0	8.0	7.5	6.5	6.5	6.5	4.5*												
60				3	32.5		9400				RIDE	8.5	8.6	8.5	8.5	8.4	7.8	7.6	7.5	7.6	7.5	7.3	7.2	7.2												
ROHDE RD(15.6L)										FC5M																											
4288671	14.942	16.053	C	2014			0012				CRACKING	4.5*	4.5*	4.5*	4.5*	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.5	7.5	5.0*												
RANGER CONSTRUCTION INDUST(2016)											RIDE	6.9	7.0	6.5	6.5	8.4	8.3	8.3	8.3	8.4	8.4	8.5	8.4	8.4	8.2												

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"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 5 COUNTY = OSCEOLA

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	%T / SURFTYPE / FY-P / ASTYPE / FY-F	AADT / WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029 (PM)
92070000	16.040	19.603	C	1	1	60			CRACKING	7.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	7.5	7.5	7.5	7.5													
60			2	32.5		9400			RIDE	8.0	8.8	8.8	8.7	8.7	8.3	8.2	8.1	8.3	8.0	8.0	8.0	7.9													
MAE BASS RD(16.6C)								FC125M																											
4288671	16.053	19.956	C	2014		0012			CRACKING	7.5	6.5	6.5	6.5	10.0	10.0	10.0	10.0	10.0	8.5	8.5	8.5	8.5	7.0												
RANGER CONSTRUCTION INDUST		(2016)							RIDE	7.8	7.7	7.3	7.2	8.6	8.6	8.6	8.6	8.6	8.6	8.5	8.5	8.5	8.2												
92070000	19.603	20.220	R	1	7	45			CRACKING	6.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0													
60			1	29.5		12900			RIDE	7.3	8.6	8.6	8.7	8.5	8.0	8.0	7.4	8.0	8.1	8.2	8.0	8.1													
								FC125H																											
									CRACKING	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5		10.0	9.0												
		(2024)							RIDE	8.1	7.5	7.5	7.4	8.6	8.6	8.6	8.6	8.6	8.6	8.5		8.0	7.7												
92070000	20.220	21.820	R	1	1	65			CRACKING	7.0	5.0*	4.0*	4.0*	10.0	10.0	10.0	10.0	10.0	9.5		10.0	10.0														
60			2	29.5		12900			RIDE	7.9	7.7	8.0	7.7	8.3	8.1	8.1	8.0	7.5	8.2		8.2	8.2														
								FC5M																											
2396852	19.965	21.890	C	2005		0213			CRACKING	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	8.0	6.5	6.5	6.5	2.5*												
ELMO GREER & SONS, LLC		(2010)				SPR			RIDE	8.2	8.2	8.1	8.0	8.3	8.2	8.2	8.0	8.4	8.3	8.3	8.5	8.4	8.2												
4506231	19.956	21.820	C	2026		0226																													
92070000	20.220	21.820	L	1	1	65			CRACKING	7.0	5.0*	4.0*	4.0*	10.0	10.0	10.0	10.0	10.0	9.5		10.0	10.0														
60			2	29.5		12900			RIDE	7.9	7.7	8.0	7.7	8.3	8.1	8.1	8.0	7.5	8.2		8.1	8.1														
SUNSHINE AVE(20.6L)								FC5M																											
2396852	19.965	21.890	C	2005		0213			CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	8.0	8.0	8.0	8.0	4.0*												
ELMO GREER & SONS, LLC		(2010)				SPR			RIDE	8.2	8.1	8.0	8.0	8.3	8.2	8.3	8.2	8.3	8.3	8.2	8.4	8.3	8.1												
4506231	19.956	21.820	C	2026		0226																													
92070000	19.603	20.220	L	1	7	45			CRACKING	6.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0													
60			1	29.5		12900			RIDE	7.3	8.6	8.6	8.7	8.5	8.0	8.0	7.4	8.0	8.1	8.2	8.0	8.1													
								FC125H																											
									CRACKING	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5		10.0	9.0												
		(2024)							RIDE	8.1	7.5	7.5	7.4	8.6	8.6	8.6	8.6	8.6	8.6	8.5		7.4	7.1												
92090000	0.000	3.330	R	1	1	45			CRACKING	2.0*	10.0			10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5													
530	192		3	5.0		56500			RIDE	7.7	8.4			8.6	8.2	8.2	8.2	8.2	8.2	8.1	8.1	8.0													
FRONTAGE RD(0.0R)								FC125																											
2396691	0.048	3.506	C	1999		0213			CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.0	8.0	7.0	7.0	7.0	7.0	4.5*												
HUBBARD CONSTRUCTION CO		(2003)				SPR			RIDE	7.9	8.0	8.1	8.0	7.9	7.9	8.0	7.8	7.8	7.7	7.9	7.8	7.7	7.4												
4509531	0.000	3.330	C	2026		0226																													
92090000	3.330	4.643	R	1	1	50			CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	8.0	7.5	6.5	6.5	5.5*	5.5*													
530	192		3	6.2		75000			RIDE	9.0	8.9	8.9	8.9	8.6	8.1	8.3	8.1	8.1	8.1	8.0	7.6	7.6													
GRIFFIN RD(3.5R)								FC5																											
4249061	3.330	4.643	C	2012		0012			CRACKING	5.5*		10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	7.5	7.5	4.5*												
LANE CONSTRUCTION CORPORAT		(2014)							RIDE	7.5		8.4	8.4	8.4	8.4	8.4	8.2	8.4	8.4	8.4	8.4	8.4	8.2												
92090000	4.643	6.000	R	1	1	50			CRACKING	3.5*	4.0*	3.5*	10.0	10.0	10.0	10.0			10.0	10.0	10.0	10.0														
530	192		3	9.4		53500			RIDE	6.0*	6.2*	6.6	8.4	8.3	7.6	7.7			8.4	8.2	8.2	8.3														
								DGFC																											
									CRACKING	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.0	8.5	8.5	8.5	6.5												
		(2008)							RIDE	8.3	8.2	8.3	8.1	8.0	8.1	8.0	8.0	8.0	7.9	7.9	8.0	7.9	7.6												
92090000	6.000	6.663	R	1	1	45			CRACKING	10.0	10.0	10.0	10.0	10.0	8.0	8.0	6.5	6.5	3.5*	3.5*	1.0*	10.0													
530	192		3	9.4		53500			RIDE	8.6	8.6	8.6	8.5	8.3	7.8	7.7	7.2	6.7	7.0	7.0	6.1	8.4													
CELEBRATION PL(6.1R)								FC95																											
4220331	5.990	6.724	C	2009		0012			CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	7.5	7.0	7.0	5.0*												
HUBBARD CONSTRUCTION COMPA		(2011)							RIDE	8.3	8.3	8.3	8.4	7.9	8.0	8.1	8.2	8.1	8.1	7.9	7.9	8.1	7.8												
92090000	6.663	9.657	R	1	1	45			CRACKING	1.5*				10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	8.0													
530	192		3	3.8		37500			RIDE	7.7				8.7	8.4	8.4	8.3	8.4	8.4	8.3	8.3	8.3													
HOL-I-DAY TR(7.1C)								FC125M																											
4410211	6.678	9.652	C	2021		0012			CRACKING	8.0	7.0	7.0	7.0	7.0	10.0	10.0	9.5	8.0	8.0	8.0	10.0	10.0	9.0												
PREFERRED MATERIALS, INC.		(2023)				SPR			RIDE	8.2	8.2	8.2	8.2	7.8	7.9	7.7	7.8	7.9	7.8	7.8	8.3	8.0	7.7												
92090000	9.657	13.012	R	1	2	45			CRACKING	1.5*	10.0	10.0	10.0	9.5	9.5			10.0	10.0	10.0	10.0	10.0													
530	192		3	2.9		64390			RIDE	7.7	8.7	8.7	8.5	8.3	7.7			8.0	8.0	7.9	7.9	7.9													
SEVEN DWARFS LN(10.2C)								OGFC																											
2396631	9.712	12.853	C	2004		0213			CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.0	9.0	7.5	6.5	4.5*	4.5*	0.0*												
THE MIDDLESEX CORPORATION		(2007)				S			RIDE	7.7	7.7	7.7	7.7	7.6	7.6	7.5	7.4	7.5	7.3	7.4	7.4	7.4	7.2												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 5 COUNTY = OSCEOLA

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	%T / SURFTYPE / FY-P / ASTYPE / FY-F	AADT / WKMX-P / WKMX-F	DISTRESS RATINGS	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029 (PM)
92090000 530 192 ARMSTRONG BLVD(13.1C)	13.012	15.386	R	1	1	40	2.9	64390 FC125	CRACKING	10.0	9.0	8.0	7.5	7.0	7.0	5.5*	10.0	10.0	10.0	10.0	10.0	8.5													
			3						RIDE	7.4	7.2	7.7	7.5	7.2	6.5	6.2	8.1	8.2	8.3	8.2	8.1	8.0													
									CRACKING	8.5	8.5	8.5	8.5	8.5	7.5	7.5	7.0	7.5	7.0	5.5*	5.5*	5.5*	3.0*												
4543312	12.667	15.386	C	2027			(2006)	9924	RIDE	8.0	8.0	7.8	7.8	7.8	7.6	7.8	7.5	7.7	7.6	7.7	7.7	7.5	7.2												
92090000 530 192 ARMSTRONG BLVD(13.1C)	13.012	15.386	L	1	1	40	2.9	64390 FC125	CRACKING	10.0	9.5	9.5	9.5	9.5	8.0	8.0	10.0	10.0	10.0	10.0	10.0	8.5													
			3						RIDE	7.9	7.8	7.7	7.6	7.6	6.7	6.7	8.1	8.3	8.3	8.1	7.9	7.9													
									CRACKING	8.5	8.5	8.5	8.5	8.5	8.5	7.5	7.5	7.5	7.0	5.5*	5.5*	5.5*	3.0*												
4543312	12.667	15.386	C	2027			(2006)	9924	RIDE	8.0	7.9	7.9	7.8	8.1	8.0	7.9	7.6	7.8	7.7	7.7	7.8	7.7	7.4												
92090000 530 192 SEVEN DWARFS LN(10.2C)	9.657	13.012	L	1	1	45	2.9	64390 OGFC	CRACKING	3.5*	10.0	10.0	9.5	9.5	9.5			10.0	10.0	10.0	10.0	10.0													
			3						RIDE	8.2	8.6	8.6	8.4	8.2	7.8			8.1	8.1	8.0	7.9	7.9													
2396631	9.712	12.853	C	2004				0213	CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.0	9.0	7.5	4.5*	3.5*	3.5*	0.0*												
THE MIDDLESEX CORPORATION				(2007)				S	RIDE	7.9	7.8	7.8	7.8	7.7	7.7	7.6	7.5	7.5	7.4	7.2	7.1	6.7	6.5												
4487831	9.652	15.370	L	2025				0012																													
92090000 530 192 INTERNATIONAL DR(6.9L)	6.724	9.657	L	1	1	45	3.8	37500 FC125M	CRACKING	3.5*				10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5													
			3						RIDE	8.2				8.6	8.2	8.2	8.2	8.3	8.3	8.2	8.2	8.2													
4410211	6.678	9.652	C	2021				0012	CRACKING	9.5	9.5	9.5	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	10.0	10.0	9.0												
PREFERRED MATERIALS, INC.				(2023)				SPRIDE	RIDE	8.1	8.1	8.1	8.1	7.9	7.7	7.8	7.7	7.7	7.5	7.6	8.4	8.2	7.9												
92090000 530 192 CELEBRATION BLVD(6.1L)	6.000	6.724	L	1	1	45	9.4	53500 FC95	CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	7.0	7.0	8.0	6.5	6.5	4.5*	10.0													
			3						RIDE	8.5	8.8	8.6	8.3	8.3	7.8	7.8	7.8	7.8	7.8	7.8	7.7	8.3													
4220331	5.990	6.724	C	2009				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	8.5	8.5	8.5	6.5												
HUBBARD CONSTRUCTION COMPA				(2011)					RIDE	7.8	8.2	8.0	8.2	8.1	8.0	8.1	8.0	8.1	8.0	8.1	8.1	8.1	7.8												
92090000 530 192	4.643	6.000	L	1	1	50	9.4	53500 DGFC	CRACKING	3.0*	3.0*	3.0*	10.0	10.0	10.0	9.0			10.0	10.0	10.0	10.0													
			3						RIDE	7.0	6.9	6.7	8.8	8.6	7.9	7.9			8.3	8.2	8.2	8.2													
									CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5	9.0	8.5	7.5	7.5	5.5*												
							(2008)		RIDE	8.3	8.1	7.7	7.9	8.0	7.9	8.0	7.9	7.9	7.9	7.8	7.8	7.8	7.5												
92090000 530 192	3.330	4.643	L	1	1	50	6.2	75000 FC5	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	8.0	6.5	6.5	6.5	6.5													
			3						RIDE	8.7	8.8	8.7	8.7	8.6	8.1	8.2	8.1	8.2	8.2	8.1	8.1	8.0													
4249061	3.330	4.643	C	2012				0012	CRACKING	6.5		10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	8.0	8.0	5.0*												
LANE CONSTRUCTION CORPORAT				(2014)					RIDE	7.5		8.3	8.4	8.7	8.6	8.6	8.6	8.6	8.7	8.7	8.6	8.3	8.1												
92090000 530 192 BLACK LAKE RD(1.4L)	1.233	3.330	L	1	1	45	5.0	56500 FC125	CRACKING	3.0*	10.0			10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
			3						RIDE	8.2	8.5			8.5	8.2	8.2	8.1	8.2	8.3	8.1	8.0	8.2													
2396691	0.048	3.506	C	1999				0213	CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.0	7.0	7.0	7.0	4.5*												
HUBBARD CONSTRUCTION CO				(2003)				SPRIDE	RIDE	8.1	8.1	8.0	8.2	8.0	7.9	7.9	7.8	7.9	7.9	7.8	7.9	7.8	7.5												
4509531	0.000	3.330	C	2026				0226																													
92090000 530 192 YOGI BEAR BLVD(0.0L)	0.000	1.233	L	1	1	50	5.0	56500 FC125	CRACKING		10.0					10.0	10.0	10.0	10.0	9.5	9.5	9.5													
			3						RIDE		8.5					8.3	8.2	7.9	8.0	8.2	7.8	8.0													
2396691	0.048	3.506	C	1999				0213	CRACKING	9.5	9.5	9.5	9.5	9.5	9.5	9.5	8.0	8.0	7.0	6.0*	6.0*	6.0*	3.5*												
HUBBARD CONSTRUCTION CO				(2005)				SPRIDE	RIDE	7.3	7.5	7.5	7.8	7.7	8.1	7.9	8.0	8.0	7.8	8.0	7.9	7.8	7.5												
4509531	0.000	3.330	C	2026				0226																													
92130000 400 I4	0.000	5.482	R	4	7	65	5.8	135500 FC5	CRACKING	10.0	9.5	9.5	8.0	8.0				10.0	10.0	10.0	10.0	10.0													
			3						RIDE	9.1	9.1	8.9	8.7	8.6				8.2	8.2	8.1	7.8	8.1													
4439581	0.000	5.606	R	2022				0012	CRACKING	9.5	9.5	8.5	7.0	7.0	7.0	6.5	6.5	4.5*	2.0*	2.0*	2.0*	10.0	9.0												
SOUTHLAND CONSTRUCTION, IN				(2024)				SPRIDE	RIDE	8.1	7.8	7.7	7.6	7.6	7.7	7.6	7.4	7.7	7.3	7.2	7.1	8.5	8.4												
4314561	0.000	7.885	C	2026				0213																													
92130000 400 I4	5.482	6.856	R	4	1	65	5.8	90500 FC5	CRACKING	10.0	10.0	10.0	10.0	10.0					10.0	10.0	10.0	9.5													
			3						RIDE	9.1	9.2	9.0	9.0	9.0					8.0	8.1	7.8	7.9													
2425231	0.000	6.856	C	2003				0218	CRACKING	9.5	9.5	9.5	8.5	8.0	8.0	8.0	8.0	8.0	5.5*	5.5*	3.5*	1.0*	0.0*												
RANGER CONSTRUCTION INDUST				(2008)				S	RIDE	7.9	7.3	7.6	7.6	7.6	7.9	7.9	7.8	8.1	8.0	8.0	7.8	7.8	7.7												
4314561	0.000	7.885	C	2026				0213																													

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 5 COUNTY = OSCEOLA

RDWYID / SR / US / G_BMP / G_EMP / LN / %T / AADT / RATINGS	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE
INTERSECT AT (MP|SIDE) / SURFTYPE / ========														
ITMSEG-P / W_BMP / W_EMP / RW / FY-P / WKMX-P														
CONTRACTOR (AGE_ONE YEAR) / ASTYPE	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029
ITMSEG-F / W_BMP / W_EMP / RW / FY-F / WKMX-F														(PM)
92130000 / 6.856 / 7.885 / R / 4 / 1 / 65 / CRACKING	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
400 I4 / 3 / 10.5 / 139500 / RIDE	9.0	9.0		8.4	8.5	8.0	7.8			8.0	8.0	7.7	7.9	
FC5														
CRACKING	10.0	10.0	10.0	9.5	9.0	9.0	9.0	9.0	9.0	6.5	4.5*	2.0*	1.0*	0.0*
(2002) / RIDE	7.9	7.6	7.6	7.5	8.0	7.8	7.7	7.5	7.7	7.7	7.7	7.4	7.2	7.1
4314561 / 0.000 / 7.885 / C / 2026 / 0213														
92130000 / 5.596 / 7.885 / L / 4 / 1 / 65 / CRACKING	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	9.5	
400 I4 / 3 / 10.5 / 139500 / RIDE	9.0	9.0		8.0	8.1	7.6	7.5			8.0	8.0	7.9	7.9	
FC5														
2425231 / 0.000 / 6.856 / C / 2003 / 0218 / CRACKING	9.5	9.5	9.5	8.5	8.0	8.0	8.0	8.0	9.0	6.5	4.5*	4.5*	1.0*	0.0*
RANGER CONSTRUCTION INDUST(2008) / S / RIDE	7.9	7.8	7.8	7.7	8.0	8.1	8.0	8.0	8.4	8.3	8.3	8.1	7.9	7.8
4314561 / 0.000 / 7.885 / C / 2026 / 0213														
92130000 / 0.000 / 5.596 / L / 4 / 7 / 65 / CRACKING	10.0	9.5	9.5	9.5	9.5				10.0	10.0	10.0	10.0	10.0	
400 I4 / 3 / 5.8 / 135500 / RIDE	9.1	9.1	8.9	8.9	8.7				8.0	8.1	8.0	7.9	7.9	
FC5														
4439581 / 0.000 / 5.606 / L / 2022 / 0012 / CRACKING	10.0	9.5	8.5	7.0	7.0	7.0	7.0	7.0	6.5	4.5*	4.5*	4.5*	10.0	9.0
SOUTHLAND CONSTRUCTION, IN(2024) / SPRIDE	7.9	7.8	7.7	7.6	7.6	7.7	7.7	7.6	7.9	7.8	7.7	7.5	8.5	8.4
4314561 / 0.000 / 7.885 / C / 2026 / 0213														
92470000 / 0.000 / 8.000 / R / 5 / 7 / 70 / CRACKING	10.0	9.5	8.0	7.5	6.5	6.0*	6.0*	6.0*	10.0	10.0	10.0	10.0	10.0	
91 / 2 / 10.4 / 36000 / RIDE	8.9	8.9	8.8	8.7	8.5	7.4	7.0	8.0	8.2	8.2	8.1	8.1	8.0	
NB EXIT TO SR 60(2.8R) / FC5M														
4407001 / 0.000 / 8.000 / C / 2021 / 0012 / CRACKING	9.5	9.5	9.5	9.5	9.0	9.0	9.0	7.5	7.5	6.5	4.5*		10.0	9.0
OHLA USA, INC. (2024) / SPRIDE	8.0	7.9	7.9	7.8	8.1	8.0	8.0	7.9	8.2	8.1	8.0		8.5	8.4
92470000 / 8.000 / 9.017 / R / 5 / 1 / 70 / CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	8.5	7.0	7.0		10.0	10.0	10.0	
91 / 2 / 10.4 / 36000 / RIDE	8.9	9.1	9.1	9.1	8.9	8.6	8.5	8.3	8.2		8.0	8.1	8.1	
FC5M														
4154291 / 8.000 / 16.500 / C / 2007 / 0012 / CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0	8.0	6.5	6.5	3.0*
PREFERRED MATERIALS, INC. (2009) / SPRIDE	8.0	8.0	8.0	8.0	8.0	7.9	8.0	7.8	8.0	7.9	7.9	8.0	7.9	7.8
4417191 / 8.022 / 16.522 / C / 2023 / 0012														
92470000 / 9.017 / 15.244 / R / 5 / 1 / 70 / CRACKING	10.0	9.5	9.5	9.5	8.0	8.0	7.0	6.5	4.5*		10.0	10.0	10.0	
91 / 2 / 10.4 / 36000 / RIDE	8.9	9.1	9.0	8.9	8.8	7.7	7.6	7.2	7.2		8.1	8.1	8.1	
FC5M														
4154291 / 8.000 / 16.500 / C / 2007 / 0012 / CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	7.5	7.5	7.5	6.5	3.0*
PREFERRED MATERIALS, INC. (2009) / SPRIDE	8.0	8.0	8.0	7.9	8.1	8.0	8.1	8.0	8.2	8.2	8.2	8.2	8.1	8.0
4417191 / 8.022 / 16.522 / C / 2023 / 0012														
92470000 / 15.244 / 16.511 / R / 5 / 1 / 70 / CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.5		10.0	10.0	10.0	
91 / 2 / 10.4 / 36000 / RIDE	8.9	9.0	9.0	8.9	8.8	8.5	8.4	8.1	7.6		7.5	7.6	7.5	
FC5M														
4154291 / 8.000 / 16.500 / C / 2007 / 0012 / CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.0	8.0	6.5	6.5	3.0*
PREFERRED MATERIALS, INC. (2009) / SPRIDE	7.5	7.4	7.4	7.5	7.5	7.3	7.4	7.4	7.7	7.7	7.7	7.6	7.6	7.5
4417191 / 8.022 / 16.522 / C / 2023 / 0012														
92470000 / 16.511 / 17.972 / R / 5 / 1 / 70 / CRACKING	10.0	9.5	8.0	8.0	7.0	5.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
91 / 2 / 10.4 / 36000 / RIDE	8.9	9.0	8.9	8.6	8.3	7.2	7.9	8.0	8.0	8.2	8.1	8.0	7.9	
BMP UNDERPASS 920025(18.0C) / FC5M														
4351691 / 16.522 / 17.972 / C / 2018 / 0012 / CRACKING	9.5	8.5	8.5	7.0	7.0	5.5*	5.5*	3.5*			10.0	10.0	10.0	9.0
PREFERRED MATERIALS, INC. (2022) / SPRIDE	7.9	7.7	7.7	7.4	8.1	8.0	7.9	7.6			8.9	8.9	9.0	8.9
92470000 / 16.511 / 17.972 / L / 5 / 1 / 70 / CRACKING	10.0	8.0	8.0	7.0	7.0	5.0*		10.0	10.0	10.0	9.5	9.5	9.5	
91 / 2 / 10.4 / 36000 / RIDE	8.9	8.9	8.7	8.8	8.6	7.6		7.7	8.1	8.1	8.1	7.7	8.0	
BMP UNDERPASS 920025(18.0C) / FC5M														
4351691 / 16.522 / 17.972 / C / 2018 / 0012 / CRACKING	9.5	8.5	7.0	7.0	7.0	7.0	7.0	6.5			10.0	10.0	10.0	9.0
PREFERRED MATERIALS, INC. (2022) / SPRIDE	7.8	7.7	7.6	7.6	8.1	8.0	7.9	7.9			8.8	8.8	8.9	8.8
92470000 / 15.310 / 16.511 / L / 5 / 1 / 70 / CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5		10.0	10.0	10.0	
91 / 2 / 10.4 / 36000 / RIDE	8.9	9.1	9.2	9.1	9.0	8.7	8.6	8.5	8.3		8.1	7.7	8.1	
FC5M														
4154291 / 8.000 / 16.500 / C / 2007 / 0012 / CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.0	6.5	6.5	6.5	3.0*
PREFERRED MATERIALS, INC. (2009) / SPRIDE	8.1	7.8	8.1	8.0	8.1	8.1	8.1	8.0	8.2	8.2	8.1	8.1	8.2	8.1
4417191 / 8.022 / 16.522 / C / 2023 / 0012														
92470000 / 14.604 / 15.310 / L / 5 / 1 / 70 / CRACKING	9.5	9.5	8.0	8.0	7.0	5.0*	4.0*	2.0*	2.0*		10.0	10.0	10.0	
91 / 2 / 10.4 / 36000 / RIDE	8.8	8.9	8.7	8.3	8.0	6.9	6.4*	6.0*	6.2*		8.2	7.8	8.1	
FC5M														
4154291 / 8.000 / 16.500 / C / 2007 / 0012 / CRACKING	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.0	7.5	4.5*	4.5*	4.5*	3.5*	0.0*
PREFERRED MATERIALS, INC. (2009) / SPRIDE	8.1	7.9	8.0	7.7	7.9	7.8	7.7	7.7	7.8	7.6	7.7	7.4	7.2	7.1
4417191 / 8.022 / 16.522 / C / 2023 / 0012														

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 5 COUNTY = OSCEOLA ----------

RDWYID / SR / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / US / W_BMP	EMP / G_BMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	DISTRESS / SURFTYPE / RW FY-P / ASTYPE / RW FY-F	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029 (PM)
92470000	9.168	14.604	L	5	1	70	CRACKING	9.0	8.0	8.0	8.0	7.0	7.0	6.0*	4.5*	4.5*		10.0	10.0	10.0													
91			2	10.4	36000		RIDE	9.0	9.0	9.0	8.8	8.7	7.6	7.2	7.1	7.3		8.2	7.8	8.1													
							FC5M																										
4154291	8.000	16.500	C	2007	0012		CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.0	7.5	6.5	6.5	4.5*	1.0*												
PREFERRED MATERIALS, INC.			(2009)				SPRIDE	8.1	8.0	8.0	8.0	8.2	8.1	8.2	8.1	8.3	8.2	8.2	8.2	8.2	8.1												
4417191	8.022	16.522	C	2023	0012																												
92470000	8.000	9.168	L	5	1	70	CRACKING	9.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5		10.0	10.0	10.0													
91			2	10.4	36000		RIDE	9.0	9.1	9.1	9.0	9.0	8.4	8.2	8.2	8.3		8.3	7.8	8.2													
							FC5M																										
4154291	8.000	16.500	C	2007	0012		CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.5	9.0	7.5	7.5	6.5	6.5	3.0*												
PREFERRED MATERIALS, INC.			(2009)				SPRIDE	8.1	8.1	8.1	8.1	8.3	8.3	8.3	8.2	8.5	8.4	8.3	8.4	8.4	8.3												
4417191	8.022	16.522	C	2023	0012																												
92470000	0.000	8.000	L	5	7	70	CRACKING	9.0	8.0	7.0	7.0	5.0*	4.0*	4.0*	10.0	10.0	10.0	10.0	10.0	9.5													
91			2	10.4	36000		RIDE	9.0	9.0	8.9	8.8	8.6	7.4	7.2	8.1	8.3	8.3	8.2	7.8	8.1													
							FC5M																										
4407001	0.000	8.000	C	2021	0012		CRACKING	9.5	9.5	9.5	9.0	9.0	9.0	9.0	7.5	4.5*	3.5*	3.5*		10.0	9.0												
OHLA USA, INC.			(2024)				SPRIDE	8.0	7.9	7.8	7.7	8.0	7.9	7.9	7.6	7.7	7.5	7.4		8.5	8.4												
92471000	0.000	8.315	R	5	1	70	CRACKING	9.5	8.0	7.0	7.0	5.0*	5.0*		10.0	10.0	10.0	9.5	9.5	9.5												
91			2	10.4	36000		RIDE	9.0	9.0	8.8	8.6	8.3	7.3		8.1	8.0	8.2	8.0	7.9	7.9												
OVERPASS #25 L(0.0C)							FC5M																										
4351691	0.000	8.501	C	2018	0012		CRACKING	9.5	9.5	9.5	9.5	8.0	8.0	8.0	6.5			10.0	10.0	10.0	9.0												
PREFERRED MATERIALS, INC.			(2022)				SPRIDE	7.8	7.7	7.6	7.6	8.1	8.0	8.0	7.9			9.0	9.0	9.0	8.9												
92471000	8.315	11.633	R	5	1	70	CRACKING	10.0	10.0	9.5	8.0	7.0	4.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
91			2	10.4	36000		RIDE	9.0	9.0	9.0	8.9	8.7	7.7	8.1	8.2	8.0	8.3	8.2	8.0	7.9													
							FC5M																										
							CRACKING	9.5	7.0	7.0	7.0	7.0	7.0	7.0	6.5			10.0	10.0	10.0	9.0												
			(2022)				RIDE	7.9	7.8	7.8	7.7	8.2	8.0	8.1	8.0			8.9	8.9	8.9	8.8												
92471000	11.633	18.463	R	5	1	70	CRACKING	10.0	8.5	7.5	7.5	7.0	7.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
91			2	10.4	36000		RIDE	9.1	9.1	9.0	8.9	8.7	7.9	8.1	8.2	8.0	8.3	8.2	8.0	7.9													
							FC5M																										
4328261	11.526	18.463	C	2016	0012		CRACKING	9.5	7.0	7.0	7.0	7.0	7.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	7.0												
HUBBARD CONSTRUCTION COMPA			(2018)				SPRIDE	7.9	7.8	7.8	7.7	8.2	8.0	8.4	8.4	8.5	8.5	8.5	8.5	8.5	8.4												
92471000	18.463	26.431	R	5	1	70	CRACKING	10.0	8.5	7.5	7.5	7.0	7.0	7.0	6.5	6.5	3.5*	10.0	10.0	10.0													
91			2	10.4	36000		RIDE	9.1	9.1	9.0	8.9	8.7	7.9	7.8	7.4	7.1	7.1	8.5	7.9	8.3													
							FC5M																										
4154291	18.600	30.300	C	2007	0012		CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	9.0	9.0	7.5	7.5	6.5	6.5	3.0*												
			(2009)				RIDE	8.2	8.2	8.2	8.1	8.3	8.2	8.2	8.1	8.4	8.3	8.3	8.3	8.2	8.1												
4417181	18.450	26.450	C	2024	0005																												
92471000	26.431	27.483	R	5	1	70	CRACKING	9.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0													
91			2	10.4	36000		RIDE	8.9	8.9	9.0	8.2	8.6	8.4	8.3	8.1	7.9	8.2	8.1	7.7	8.1													
							FC5M																										
4365161	26.400	30.210	C	2020	0012		CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	10.0	10.0	10.0	9.0												
HUBBARD CONSTRUCTION COMPA			(2022)				SPRIDE	8.0	8.0	8.0	8.0	8.1	8.1	8.1	8.1	8.3	8.2	8.9	8.9	8.9	8.8												
92471000	27.483	28.570	R	5	7	70	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	7.0		10.0	10.0	10.0													
91			2	10.4	36000		RIDE	8.6	8.6	8.6	8.1	8.3	7.7	7.6	7.4	7.4		7.7	7.2	7.6													
							FC5M																										
4365161	26.400	30.210	C	2020	0012		CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0		10.0	9.0												
HUBBARD CONSTRUCTION COMPA			(2024)				SPRIDE	7.7	7.7	7.4	7.3	7.8	7.8	7.7	7.8	7.8	8.0	8.0		8.4	8.3												
92471000	28.570	30.230	R	5	1	70	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5	7.0	7.0	10.0	10.0	10.0													
91			2	10.4	36000		RIDE	8.8	8.8	8.9	8.7	8.6	8.0	7.9	7.8	7.6	7.8	8.4	7.9	8.3													
							FC5M																										
4365161	26.400	30.210	C	2020	0012		CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	10.0	10.0	10.0	9.0												
HUBBARD CONSTRUCTION COMPA			(2022)				SPRIDE	8.3	8.3	8.3	8.3	8.4	8.3	8.4	8.3	8.5	8.5	8.8	8.8	8.8	8.7												
92471000	30.230	39.830	R	5	1	70	CRACKING	4.0*	4.0*	4.0*	4.0*	4.0*	10.0	10.0	10.0	9.5	9.5	9.5	9.5	9.5													
91			2	10.4	81200		RIDE	9.0	9.0	9.0	8.7	8.3	7.7	7.7	7.8	7.7	7.9	7.8	7.4	7.5													
							FC5M																										
4328271	30.230	39.960	C	2016	0012		CRACKING	9.5	8.5	7.0	6.5	6.5	6.5		10.0	10.0	10.0	10.0	9.0	9.0	7.5													
MIDDLESEX PAVING, LLC			(2019)				SPRIDE	7.6	7.6	7.5	7.3	7.7	7.6		9.0	9.0	8.9	8.9	8.9	8.9	8.8													
4361941	35.030	40.537@	C	2025	0213																												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

DISTRICT = 5 COUNTY = OSCEOLA

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	%T	AADT / SURFTYPE / FY-P / ASTYPE / FY-F	DISTRESS / RATINGS / WKMX-P / WKMX-F	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	FUTURE 2029 (PM)
92471000	39.830	40.760	R	5	1	70			CRACKING	8.0	8.0	8.0	8.0	7.0	6.0*	6.0*	4.5*	4.5*	4.5*		10.0	10.0													
91		2 10.4						81200	RIDE	9.0	9.0	8.9	8.8	8.5	7.8	7.6	7.3	7.4	7.4		8.2	8.1													
KISSIMMEE CITY LIMITS(40.8C)									FC5M																										
4114064	40.000	40.760	C	2017				0213	CRACKING	9.5	9.5	9.5	9.5	9.5	9.5						10.0	10.0	9.0												
LANE CONSTRUCTION CORPORAT		(2023)							SPRIDE	8.1	8.0	8.0	8.0	8.3	8.2						8.5	8.5	8.4												
4361941	35.030	40.537	C	2025				0213																											
92471000	39.960	40.760	L	5	1	70			CRACKING	7.0	7.0	6.0*	6.0*	4.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5														
91		2 10.4						99600	RIDE	8.9	8.9	8.9	8.8	8.4	8.0	8.0	8.0	8.0	8.2	8.1	7.6	7.6														
KISSIMMEE CITY LIMITS(40.8C)									FC5M																										
4114064	40.000	40.760	C	2017				0213	CRACKING	8.0	7.0	7.0	7.0	7.0	6.5						10.0	10.0	9.0												
LANE CONSTRUCTION CORPORAT		(2023)							SPRIDE	7.8	7.7	7.6	7.6	7.9	7.9						8.4	8.3	8.2												
4361941	35.030	40.537	C	2025				0213																											
92471000	30.230	39.960	L	5	1	70			CRACKING	10.0	9.5	8.0	8.0	7.0	10.0	4.0*	10.0	10.0	10.0	10.0	10.0	9.5														
91		2 10.4						81200	RIDE	9.2	9.2	9.1	8.9	8.2	8.0	6.9	8.0	8.0	8.2	8.1	7.6	7.6														
									FC5M																											
4328271	30.230	39.960	C	2016				0012	CRACKING	8.0	7.0	7.0	7.0	7.0	6.5		10.0	10.0	10.0	10.0	9.0	9.0	7.5												
MIDDLESEX PAVING, LLC		(2019)							SPRIDE	7.8	7.7	7.6	7.6	7.9	7.9		8.9	9.1	9.1	9.0	9.0	9.0	8.9												
4361941	35.030	40.537@	C	2025				0213																											
92471000	28.153	30.230	L	5	1	70			CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	6.5	6.5	6.5	10.0	10.0	10.0														
91		2 10.4						36000	RIDE	8.7	8.7	8.6	8.6	8.5	7.9	7.9	7.7	7.5	7.9	8.4	7.8	7.8														
									FC5M																											
4365161	26.400	30.210	C	2020				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	10.0	10.0	10.0	9.0												
HUBBARD CONSTRUCTION COMPA		(2022)							SPRIDE	8.1	8.2	7.9	8.2	8.4	8.3	8.3	8.2	8.4	8.4	8.7	8.7	8.7	8.6												
92471000	27.483	28.153	L	5	7	70			CRACKING	10.0	10.0	10.0	10.0	10.0	9.5	8.0	7.5	6.5		10.0	10.0	10.0														
91		2 10.4						36000	RIDE	8.4	8.2	8.3	8.2	8.7	8.4	7.1	7.2	7.0		8.0	7.4	7.5														
									FC5M																											
4365161	26.400	30.210	C	2020				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	9.0	9.0	6.5	4.5*	3.5*	10.0		10.0	9.0												
HUBBARD CONSTRUCTION COMPA		(2024)							SPRIDE	7.8	7.7	7.8	7.7	8.0	7.6	7.6	7.3	7.2	7.0	8.0		8.3	8.2												
92471000	26.374	27.483	L	5	1	70			CRACKING	3.5*	10.0	10.0	10.0	10.0	9.5	9.5	7.0	6.5	6.5	10.0	10.0	10.0														
91		2 10.4						36000	RIDE	8.2	8.9	8.9	9.0	8.7	8.4	8.2	8.2	7.5	8.0	8.3	7.8	7.7														
									FC5M																											
4365161	26.400	30.210	C	2020				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	7.5	10.0	10.0	10.0	9.0												
HUBBARD CONSTRUCTION COMPA		(2022)							SPRIDE	8.3	8.2	8.2	8.2	8.2	8.2	8.2	8.1	8.1	8.2	8.9	8.8	8.9	8.8												
92471000	18.463	26.374	L	5	1	70			CRACKING	10.0	9.5	9.5	9.5	8.0	6.0*	6.0*	4.5*	4.5*	4.5*	10.0	10.0	10.0														
91		2 10.4						36000	RIDE	9.1	9.1	9.1	9.0	8.8	8.0	7.7	7.1	7.0	6.8	8.3	7.8	7.7														
									FC5M																											
4154291	18.600	30.300	C	2007				0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	7.5	6.5	6.5	6.5	3.0*												
		(2009)							RIDE	8.2	8.2	8.2	8.1	8.3	8.2	8.2	8.1	8.2	8.2	8.2	8.2	8.1	8.0												
4417181	18.450	26.450	C	2024				0005																											
92471000	11.526	18.463	L	5	1	70			CRACKING	8.0	7.0	7.0	5.0*	5.0*	4.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0														
91		2 10.4						36000	RIDE	8.9	8.9	8.8	8.7	8.5	7.2	8.1	8.2	8.1	8.4	8.3	7.9	7.9														
									FC5M																											
4328261	11.526	18.463	C	2016				0012	CRACKING	9.5	9.5	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0	7.0												
HUBBARD CONSTRUCTION COMPA		(2018)							SPRIDE	8.1	8.1	8.0	8.0	8.3	8.2	8.3	8.3	8.5	8.4	8.4	8.4	8.4	8.3												
92471000	9.547	11.526	L	5	1	70			CRACKING	8.0	7.0	7.0	7.0	5.0*	5.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0														
91		2 10.4						36000	RIDE	8.9	8.9	8.8	8.8	8.4	7.5	8.1	8.2	8.1	8.4	8.3	7.9	7.9														
									FC5M																											
										CRACKING	9.5	9.5	8.0	8.0	8.0	8.0	8.0	7.5			10.0	10.0	10.0	9.0												
		(2022)							RIDE	8.1	8.1	8.0	8.0	8.3	8.2	8.2	8.2			8.9	8.9	8.9	8.8												
92471000	8.984	9.547	L	5	1	70			CRACKING	4.0*	4.0*	4.0*	4.0*	3.0*	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.5														
91		2 10.4						36000	RIDE	7.8	7.7	7.7	7.6	7.4	7.8	7.9	7.9	7.8	8.0	8.0	7.5	7.5														
									FC5M																											
										CRACKING	8.5	7.0	7.0	7.0	6.5	6.5	6.5	6.5			10.0	10.0	10.0	9.0												
		(2022)							RIDE	7.8	7.7	7.6	7.4	7.8	7.7	7.6	7.4			9.0	9.0	9.0	8.9												
92471000	0.000	8.984	L	5	1	70			CRACKING	8.0	7.0	7.0	6.0*	6.0*	4.0*		10.0	10.0	10.0	9.5	9.5	9.5														
91		2 10.4						36000	RIDE	9.0	9.0	8.9	8.8	8.6	7.5		8.1	8.0	8.3	8.3	7.8	7.8														
OVERPASS #25 L(0.0C)									FC5M																											
4351691	0.000	8.501	C	2018				0012	CRACKING	9.5	9.5	9.5	9.5	8.0	8.0	8.0	6.5			10.0	10.0	10.0	9.0												
PREFERRED MATERIALS, INC.		(2022)							SPRIDE	8.0	7.8	7.7	7.7	8.2	8.1	8.1	7.9			9.0	9.0	9.0	8.9												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

FLORIDA DEPARTMENT OF TRANSPORTATION

ALL SYSTEM PAVEMENT CONDITION FORECAST

PAVEMENT IMPROVEMENT PROJECTS IN FM WPA TENTATIVE PLAN -- 2025 - 2030, EXTRACTED ON 08/16/2024

SORT BY RDWYID MILEPOST R ASCENDING L DESCENDING

---------- DISTRICT = 5 COUNTY = OSCEOLA ----------

RDWYID / SR / US / INTERSECT AT (MP|SIDE) / ITMSEG-P / CONTRACTOR (AGE_ONE YEAR) / ITMSEG-F	BMP / G_BMP / W_BMP	EMP / G_EMP / W_EMP	RW	SYS	TYP	SPD	DISTRESS / SURFTYPE / ASTYPE	SURVEYED YEAR 1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	FUTURE 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029 (PM)
92472000	0.000	2.906	R	5	1	70	CRACKING	10.0	10.0	10.0	10.0	9.5	9.5	9.5	7.5	6.5	6.5	6.5	6.5	6.5														
417			2	10.4	37900		RIDE	8.7	8.6	8.7	8.7	8.5	8.1	8.1	8.0	8.0	8.0	7.9	7.6	7.5														
BRIDGE #154 R(0.0C)							FC5M																											
4232021	0.000	2.906	C	2011		0012	CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	8.5	8.5	9.0	9.0	6.5												
THE MIDDLESEX CORPORATION (2013)							SPRIDE		8.3	8.2	8.2	8.4	8.3	8.2	8.3	8.4	8.3	8.3	8.4	8.3	8.2												
4458831	1.020	2.906@	C	2025		0012																												
92472000	0.000	2.906	L	5	1	70	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	9.5	7.5	6.5	6.5	6.5	6.5	6.5														
417			2	10.4	37900		RIDE	8.6	8.6	8.7	8.6	8.5	7.7	7.9	7.5	7.6	7.6	7.5	7.5	7.2														
BRIDGE #154 R(0.0C)							FC5M																											
4232021	0.000	2.906	C	2011		0012	CRACKING		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	8.5	9.0	9.0	6.5												
THE MIDDLESEX CORPORATION (2013)							SPRIDE		8.3	8.3	8.2	8.4	8.3	8.3	8.3	8.4	8.4	8.3	8.4	8.2	8.1												
4458831	1.020	2.906@	C	2025		0012																												
92473000	0.000	1.055	R	5	7	70	CRACKING										10.0	10.0	10.0	10.0														
429			2	10.4	30200		RIDE										8.1	8.1	8.0	7.9														
EMP 92473001/003(0.0C)							FC5																											
							CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	7.5	4.5*	4.5*	10.0	9.0												
		(2024)					RIDE	7.9	7.8	7.8	7.7	7.8	7.7	7.7	7.6	7.7	7.7	7.6	7.4	8.4	8.3												
92473000	1.055	4.528	R	5	7	70	CRACKING										10.0	10.0	10.0	10.0														
429			2	10.4	30000		RIDE										8.1	8.1	8.0	7.9														
							FC5M																											
4402891	1.336	4.528	R	2022		0012	CRACKING	10.0	10.0	10.0	10.0	10.0	10.0	10.0	9.0	9.0	7.5	4.5*		10.0	9.0												
PREFERRED MATERIALS, INC. (2024)							SPRIDE	7.9	7.8	7.8	7.7	7.8	7.7	7.7	7.6	7.7	7.7	7.6		8.8	8.7												
92473000	0.164	4.528	L	5	7	70	CRACKING										10.0	10.0	10.0	10.0														
429			2	10.4	30000		RIDE										8.2	8.1	8.1	7.9														
							FC5																											
4402891	0.201	4.528	L	2022		0012	CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	6.5	4.5*		10.0	9.0												
PREFERRED MATERIALS, INC. (2024)							SPRIDE	8.0	7.7	7.6	7.6	7.8	7.7	7.7	7.6	7.8	7.7	7.6		8.7	8.6												
92473000	0.000	0.164	L	5	1	70	CRACKING										10.0	10.0	10.0	10.0														
429			2	10.4	30200		RIDE										8.2	8.1	8.1	7.9														
EMP 92473001/003(0.0C)							FC5																											
4034972	0.000	1.873	C	2004		0002	CRACKING	10.0	10.0	10.0	10.0	9.0	9.0	9.0	9.0	9.0	6.5	4.5*	3.5*	3.5*	0.0*												
KIEWIT INFRASTRUCTURE SOUT(2008)							SPRIDE	8.0	7.7	7.6	7.6	7.8	7.7	7.7	7.6	7.8	7.7	7.6	7.6	7.8	7.7												
92550002	0.000	0.877	R	1	1	40	CRACKING		6.0*	6.0*	10.0	6.5	6.5	10.0	10.0	9.5	7.0	7.0	7.0	7.0														
600 17			3	6.6	45500		RIDE		4.5*	4.7*	7.2	5.0*	5.1*	7.9	6.5	6.6	6.1	6.4	6.2	6.5														
EMMETT ST(0.0C)							FC95MR																											
4184032	0.000	0.877	C	2015		0213	CRACKING	7.0	7.0	7.0	7.0	7.0				10.0	10.0	10.0	10.0	10.0	9.0													
MASCI GENERAL CONTRACTORS (2020)							SPRIDE	6.2	6.0	6.0	5.9	5.8				7.5	7.2	7.3	7.3	7.1	6.8												
92550002	0.000	0.877	L	1	1	40	CRACKING		6.5	6.5	10.0	10.0	10.0	10.0	10.0	9.5	7.0	6.0*	6.0*	6.0*														
600 17			3	6.6	45500		RIDE		5.6*	5.5*	6.5	7.0	6.4	7.5	6.4	6.8	6.8	6.5	6.0	6.3														
EMMETT ST(0.0C)							FC95MR																											
4184032	0.000	0.877	C	2015		0213	CRACKING	6.0*	6.0*	6.0*	6.0*	6.0*				10.0	10.0	10.0	10.0	10.0	9.0													
MASCI GENERAL CONTRACTORS (2020)							SPRIDE	5.5	5.7	6.5	6.6	6.4				7.5	7.5	7.6	7.4	7.4	7.1												

"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2006, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 50 MPH.
"*" INDICATES PAVEMENT DEFICIENT (ANY RATING <=6); START 2002, RIDE RATING OF 6 NOT CONSIDERED DEFICIENT WHEN SPEED LIMIT < 45 MPH.
"@" INDICATES G1 PROJECT LENGTH SHORTER THAN ROADWAY SEGMENT 1 MILE OR MORE.
2029 FORECASTED BY PAVEMARS (PM).

APPENDIX E

United States DOT Crossing Inventory Form

ATTACHMENT
RAILROAD
CROSSING

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*: 04 / 21 / 2020

B. Reporting Agency: ☐ Railroad ☐ Transit ☒ State ☐ Other

C. Reason for Update *(Select only one)*: ☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction

D. DOT Crossing Inventory Number: 622952B

Part I: Location and Classification Information

1. Primary Operating Railroad: CSX Transportation [CSX]

2. State: FLORIDA

3. County: OSCEOLA

4. City / Municipality: ☐ In ☒ Near KISSIMMEE

5. Street/Road Name & Block Number: S ORANGE BLOSSOM TRL (Street/Road Name) | 5007 (* Block Number)

6. Highway Type & No.: US-1792,SR-600

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

9. Railroad Division or Region: ☐ None FLORIDA

10. Railroad Subdivision or District: ☐ None ORLANDO

11. Branch or Line Name: ☒ None

12. RR Milepost: A (prefix) | 0813.790 (nnnn.nnn) | (suffix)

13. Line Segment *: 903190

14. Nearest RR Timetable Station *: KISSIMMEE

15. Parent RR *(if applicable)*: ☒ N/A

16. Crossing Owner *(if applicable)*: ☒ N/A

17. Crossing Type: ☒ Public ☐ Private

18. Crossing Purpose: ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.

19. Crossing Position: ☒ At Grade ☐ RR Under ☐ RR Over

20. Public Access *(if Private Crossing)*: ☐ Yes ☐ No

21. Type of Train: ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other

22. Average Passenger Train Count Per Day: ☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use: ☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?: ☐ Yes ☒ No If Yes, Provide Crossing Number

25. Quiet Zone *(FRA provided)*: ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID: ☒ N/A

27. Latitude in decimal degrees *(WGS84 std: nn.nnnnnnn)*: 28.257067420

28. Longitude in decimal degrees *(WGS84 std: -nnn.nnnnnnn)*: -81.492070

29. Lat/Long Source: ☒ Actual ☐ Estimated

30.A. Railroad Use *: INDUSTRY TRACK

31.A. State Use *:

30.B. Railroad Use *: MP IS POINT OF SWITCH

31.B. State Use *:

30.C. Railroad Use *:

31.C. State Use *:

30.D. Railroad Use *:

31.D. State Use *:

32.A. Narrative *(Railroad Use)* *:

32.B. Narrative *(State Use)* *:

33. Emergency Notification Telephone No. *(posted)*: 800-232-0144

34. Railroad Contact *(Telephone No.)*: 904-366-3051

35. State Contact *(Telephone No.)*: 850-414-4907

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	2	0	0

2. Year of Train Count Data *(YYYY)*: 2019

3. Speed of Train at Crossing
3.A. Maximum Timetable Speed *(mph)*: 10
3.B. Typical Speed Range Over Crossing *(mph)* From 10 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 0 Transit 0 Industry 1

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled? ☐ Yes ☒ No

7.A. Event Recorder ☐ Yes ☒ No

7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
04/21/2020		622952B

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0	0	☒ W10-1 2 ☐ W10-3 0 ☐ W10-11 0 ☐ W10-2 0 ☐ W10-4 0 ☐ W10-12 0

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 3	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * 9 Length * 60

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* 0	☐ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☒ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☒ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	45 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* * 92010000

6. LRS Milepost * 4.202

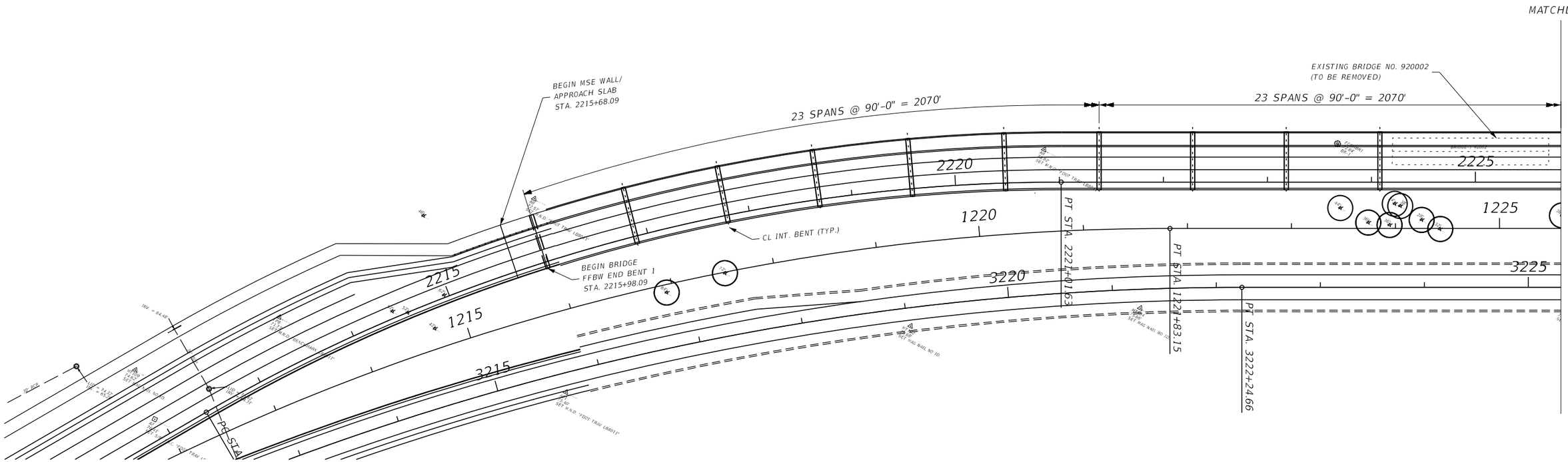
7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2017 AADT 29000	6 %	☒ Yes ☐ No Average Number per Day 47	☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

APPENDIX F

Preferred Alternative Bridge Plan Layout and Typical Section



BRIDGE PLAN LAYOUT
SCALE: N.T.S.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

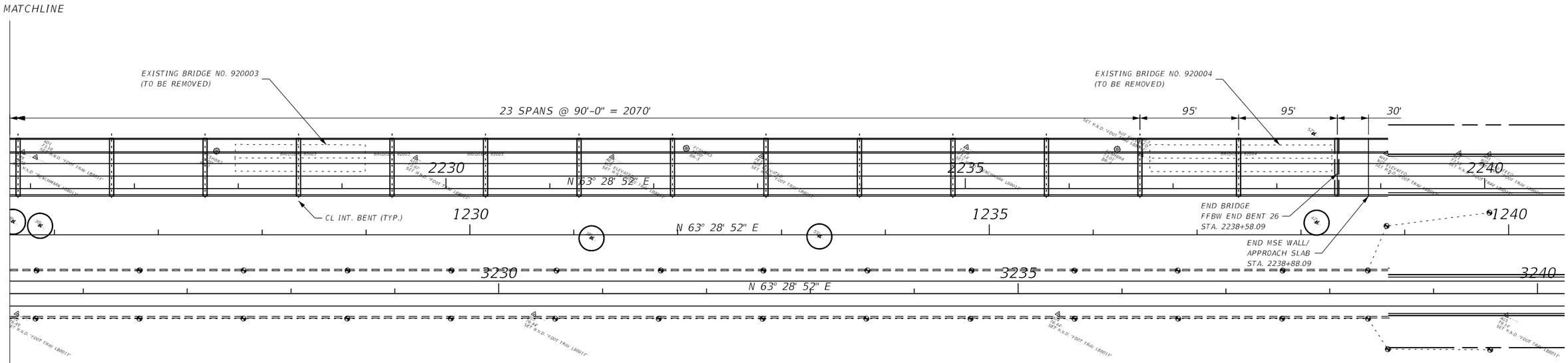
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	POLK/OSCEOLA	437200-1-22-01

BRIDGE PLAN LAYOUT
PREFERRED ALTERNATIVE

SHEET NO.

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



BRIDGE PLAN LAYOUT

SCALE: N.T.S.

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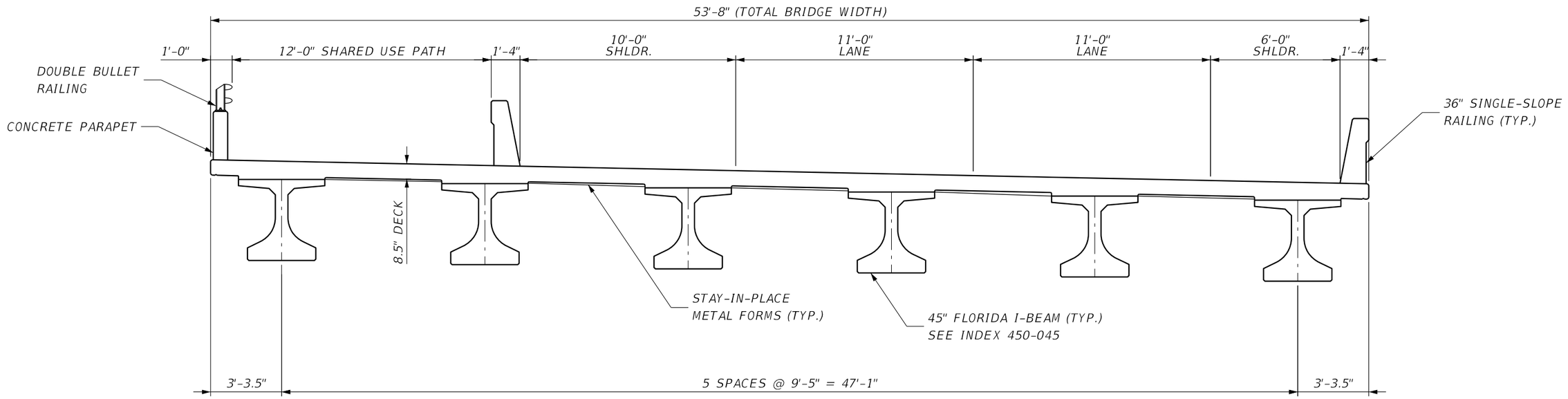
SR 600	POLK/OSCEOLA	437200-1-22-01

BRIDGE PLAN LAYOUT
PREFERRED ALTERNATIVE

SHEET NO.



TYPICAL SECTION

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	POLK/OSCEOLA	437200-1-22-01

BRIDGE TYPICAL SECTION

SHEET NO.

APPENDIX G

Target Speed Recommendation Report

TARGET SPEED RECOMMENDATION REPORT
FDOT FIN 437200-1

General Roadway Information

FIN#: 437200-1	**FDOT Project Manager: Lorena Cucek**
State Road Number (Local Name): US 17-92	**Roadway ID: 92010000, 92010100**
Project Limits: Polk County Line to Avenue A	**92010000: 0.000-0.536, 1.915-4.117** **92010100: 0.000-1.354**
County: Osceola	**City/Town: Intercession City**
PROPOSED TARGET SPEED: **92010000:** **0.000-0.536: 45 mph** **1.915-2.964: 45 mph** **2.964-3.462: 30 mph** **3.462-4.117: 45 mph** **92010100:** **0.000-1.354: 45 mph**	**Project Type (Description): PD&E**
EXISTING TYPICAL SECTION	
92010000: 2 lanes undivided – 12’ lanes (0.000-0.536) 2 lanes undivided – 13’ lanes (1.915-2.843) 2 lanes divided – 12’ lanes (2.843-3.376) 2 lanes undivided – 13’ lanes (3.376-3.931) 2 lanes divided – 12’ lanes (3.931-4.117) 92010100: 2 lanes undivided – 12’ lanes (0.000-0.121) 2 lanes divided – 12’ lanes (0.121-0.447) 2 lanes undivided – 12’ lanes (0.447-0.888) 2 lanes divided – 12’ lanes (0.888-1.169) 2 lanes undivided – 12’ lanes (1.169-1.354)	

Step 1: Identify Need

SAFETY CONCERNS:	3 Pedestrian Crashes (1 Fatality), 1 Bicycle Crash (0 Fatalities)
LOCAL INPUT:	
OTHER:	

Step 2: Determine FDM Consistency

CONTEXT CLASSIFICATION:	**92010000:** C3R (0.000-0.536), C3C (1.915-2.964), C2T (2.964-3.462), C1 (3.462-3.983), C3C (3.983-4.117) **92010100:** C3R (0.000-0.365), C1 (0.365-1.074), C3C (1.074-1.354)
STRATEGIC INTERMODAL SYSTEM (SIS):	No
POSTED SPEED (CURRENT):	92010000: 55 mph (0.000-0.536, 1.915-2.881), 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)
DESIGN SPEED:	

OPTIONAL: Speed Study Information

Allowable range of design speeds: (per FDM table 201.5.1)	C3R/C3C: 35-55 mph C2T: 25-45 mph C1: 55-70 mph

Step 3: Identify Important Roadway Features

THROUGH LANES & LANE WIDTHS:	See Typical Sections
TRANSIT:	No
BICYCLISTS / PEDESTRIANS FACILITY CONDITIONS:	92010000: Very small section (2.214-2.258 and 3.098-3.148 L side, and 3.142-3.181 R side) with 5'-6' sidewalks; No bike lanes 92010100: None
ACCESS MANAGEMENT:	92010000: Class 3 92010100: None
CURRENT ANNUAL AVERAGE DAILY TRAFFIC (AADT):	92010000: 15,800 (0.000-0.536), 29,500 (1.915-4.117) 92010100: 15,800 (0.000-0.365), 25,000 (0.365-1.354)
% TRUCK USAGE:	92010000: 10.1% (0.000-0.536), 4.9% (1.915-4.117) 92010100: 10.1% (0.000-0.365), 9.3% (0.365-1.354)

Step 4: Potential Countermeasures

POTENTIAL COUNTERMEASURES to help Achieve the Target Speed (Refer to Spreadsheet): *{It is understood that the project team will make every effort to implement the proposed countermeasures. However, due to limits in budget or time (R/W, etc.) not all may be implemented in this project.}*	C3: Lane Narrowing, PHBs, Shared-Use Paths, Speed Feedback Signs C2T: Island at crossings, street trees, curb extensions, horizontal deflection, roundabout C1: Shared-Use Path, Sidewalks
Other Improvements within or outside of the Right-of-Way (R/W):	

Step 5: Determine Target Speed

CONCLUSIONS AND RECOMMENDATION	Reduce Target Speed in Eastern C3's (0-2.964) to 45 mph. Reducing Target Speed in C2T due to crashes, limited lighting, limited crosswalks and sidewalks. On NE end of project (3.462-4.117),

			match cross section with 239714-1, which includes sidewalk and shared-use path; this cross section can also be used on the western C3 section as well	
	Posted Speed	**Design Speed**	**Target Speed**	**Ultimate Target Speed (If Applicable)**
Current:	92010000: 55 mph (0.000-0.536 1.915-2.881) 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)			
Recommended			92010000: 0.000-0.536: 45 mph 1.915-2.964: 45 mph 2.964-3.462: 30 mph 3.462-4.117: 45 mph 92010100: 0.000-1.354: 45 mph	

TARGET SPEED MEETINGS:

Target Speed (TS) Request Received:	
TS Determination Date:	**3/9/22**
Initial District TS Concurrence:	**3/15/22**
TS Local Agency Concurrence:	
Final TS District Approval:	
TS Report Submitted to PM:	

APPENDIX H

Design Speed Variations

Design Speed Variation (Segments 1, 2, and 3)
From north of Sundown Drive to Old Tampa Highway

DESIGN SPEED VARIATION

CLIENT:

FDOT District 5

PROJECT:

SR 600 (US 17/92)

PD&E Study from Ivy Mist Lane to Avenue A

FPID: 437200-1-22-01

Segments 1, 2, and 3: From north of Sundown Drive to Old Tampa Highway

Roadway ID: 92010000 / 92010100

MP 0.299 - MP 4.117

Osceola County

Vanasse Hangen Brustlin, Inc.
225 East Robinson Street, Suite 300
Orlando, FL 32801
Tel 407.839.4006 • Fax 407.839.4008
www.vhb.com

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VHB, INC.
225 E ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
KEVIN TYLER FREEMAN, P.E. NO. 76146

VHB Project No.: 63316.11

Submitted:

December 2024

Prepared and Submitted by: Kevin Freeman, P.E.
Project Manager

Contents

List of Figures

List of Appendices

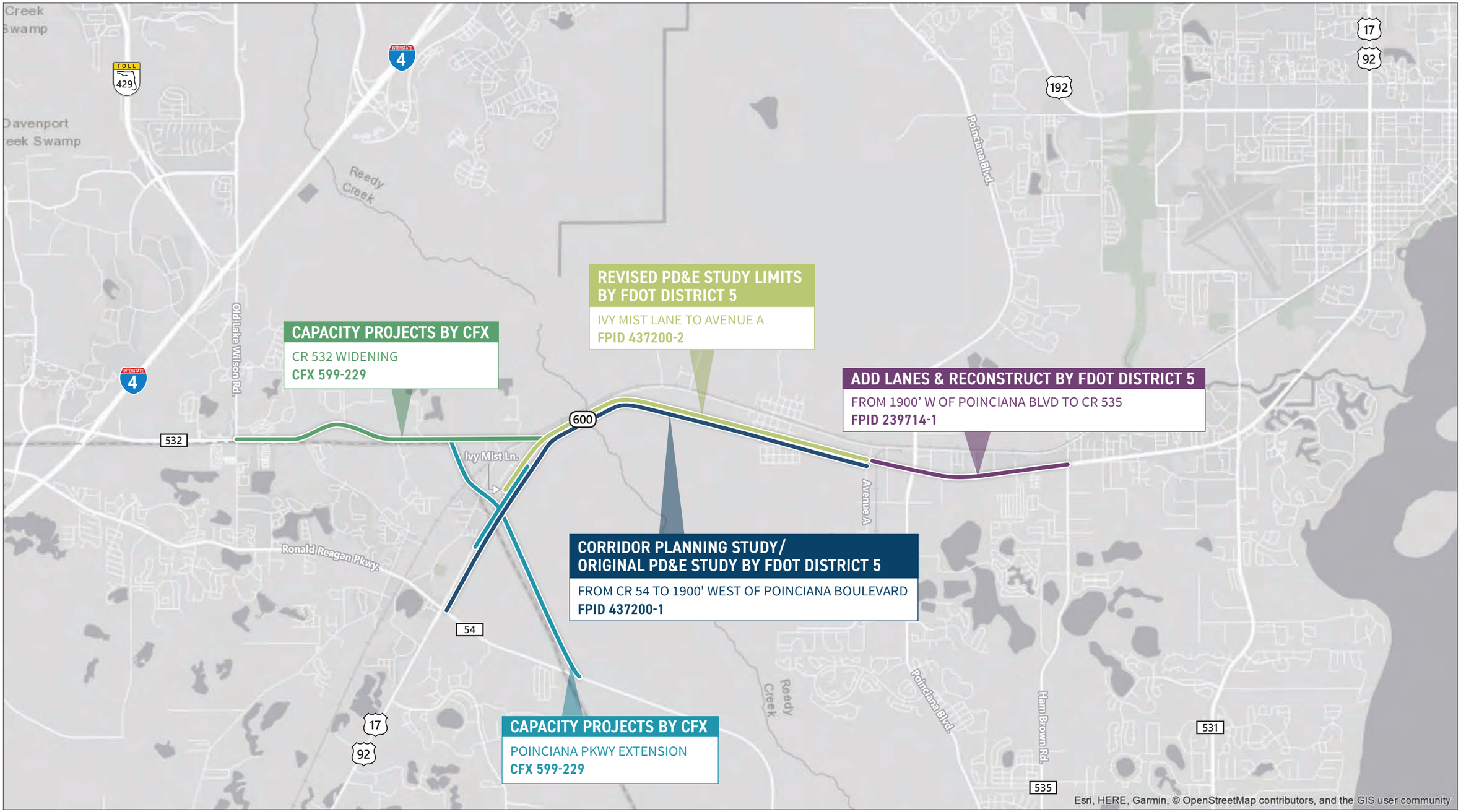
Introduction

The Florida Department of Transportation (FDOT) District 5 is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to widen SR 600 (US 17/92) from the existing two-lane roadway to a four-lane divided roadway from Ivy Mist Lane to Avenue A, a distance of 3.8 miles, in Osceola County. As part of the PD&E Study, a design variation is proposed to decrease the design speed below the allowable design speed for the context classification per Florida Design Manual (FDM) Table 201.5.1. If approved, the design variation would maintain consistency with the Target Speed set by the district for Segments 1, 2, and 3, between north of Sundown Drive to Old Tampa Highway. A prior Corridor Planning Study of SR 600 (US 17/92) from County Road (CR) 54 (Ronald Reagan Parkway) in Polk County to 1,900 feet west of Poinciana Boulevard at Avenue A in Osceola County was completed in 2018. This project traverses through the community of Poinciana, and the unincorporated community of Intercession City. **Figure *1*** shows the SR 600 (US 17/92) PD&E Study limits (shown in light green) and previous Corridor Planning Study limits (shown in blue), along with the limits of adjacent projects mentioned below.

Two related projects overlap the western end of this PD&E Study:

- The segment of SR 600 (US 17/92) from west of Parker Road in Polk County to Ivy Mist Lane in Osceola County is included in the Central Florida Expressway Authority's (CFX) SR 538/Poinciana Parkway Extension to CR 532 project, which is under design and anticipated to be complete in late 2022 with construction beginning in mid-2023. The SR 538/Poinciana Parkway Extension project will include the widening of SR 600 (US 17/92) within these limits, as well as a proposed diverging diamond interchange with SR 600 (US 17/92) southwest of Ivy Mist Lane as shown in teal (**Figure *1***).
- Adjacent to the western end of the PD&E Study (shown in dark green) is a CFX study evaluating widening CR 532/Osceola Polk Line Road from two to four lanes from Old Lake Wilson Road to SR 600 (US 17/92) (**Figure *1***). This study includes design and is anticipated to begin construction in 2024.

One ongoing project abuts the eastern limits of this PD&E Study. FDOT District 5 is widening SR 600 (US 17/92) from two to four lanes, with limits from 1,900 feet west of Poinciana Boulevard (Avenue A) to CR 535 (Ham Brown Road) in Kissimmee (FPID: 239714-1). This project, shown in purple on **Figure *1***, is currently under construction and anticipated to be completed in 2022.



N.T.S.

Figure 1

Location Map
SR 600 (US 17/92) PD&E
FPID 437200-1

Purpose and Need

The purpose of this project is to provide needed capacity through the design year 2045, enhance regional connectivity, and improve safety conditions along the study corridor. The project is needed to meet future traffic demand, provide satisfactory future traffic operations, improve corridor access management, and improve safety along the corridor.

The following sections describe the need for improvements based on transportation connectivity, future traffic demand, and existing crash data.

Transportation Connectivity

The SR 600 (US 17/92) study corridor is a vital east-west segment in the regional transportation network within western Osceola County and the primary thoroughfare through Intercession City. Regionally, the SR 600 (US 17/92) corridor serves as a major arterial connecting Kissimmee to the north and Polk County to the south. The study corridor will connect to the programmed SR 538/Poinciana Parkway Extension at the western end of the project, which will include an interchange connection to SR 600 (US 17/92) immediately southwest of Ivy Mist Lane. The SR 538/Poinciana Parkway Extension is planned to extend to I-4 in the vicinity of the State Road (SR) 429 interchange providing enhanced connectivity from SR 600 (US 17/92) to Osceola and Orange Counties. This project would provide a continuous four-lane section between the Poinciana Parkway Extension and Avenue A. The programmed widening of CR 532 from SR 600 (US 17/92) to Lake Wilson Road will complete a continuous four-lane connection to I-4. The corridor is designated an evacuation route by the Florida Division of Emergency Management (FEMA).

Future Traffic Demand

Future traffic analyses were conducted for the SR 600 (US 17/92) study corridor for three analysis years (2025, 2035, and 2045). Based on the intersection operational analysis, by 2045 most of the study intersections are anticipated to experience very high delays. Specifically, the high delays start from 2025 for the majority of unsignalized intersections and the signalized intersection at SR 600 (US 17/92) and CR 532. Capacity improvements are needed to accommodate future traffic demand and provide satisfactory traffic operations.

Based on the arterial operational analysis, the SR 600 (US 17/92) study corridor is expected to operate at target Level of Service (LOS) D or better through the design year 2045, except for the northbound/eastbound approach south of CR 532, which is expected to fail in the 2035 and 2045 AM design hour. These results are due to the lack of signalized intersections between CR 532 and Poinciana Boulevard and the existing high posted speed limit. However, the signalized intersection at CR 532 is expected to experience very high approach delays and extensive queueing along SR 600 (US 17/92), which will impact the arterial operations. Additionally, all of the future Annual Average Daily Traffic (AADT) along the study corridor will exceed the Maximum Service Volume of 18,590 for LOS D for a two-lane urbanized arterial starting in opening year 2025.

Safety
Crash data for a five-year period (October 1, 2019 – September 30, 2024) obtained from Signal 4 Analytics found a total of 325 crashes occurred along the study corridor. Of the 325 reported crashes, 147 involved injuries and three resulted in fatalities. The highest portion of crashes were rear-end (62.46%). The crash rates at the Ivy Mist Lane, CR 532 (Osceola Polk Line Road) intersection, Old Tampa Highway intersection, Shepherd Lane intersection, and at the Avenue A intersection were found to be above the statewide crash rate. This project intends to increase capacity and improve access management, which is anticipated to reduce congestion and conflict points. This project will also provide pedestrian and bicycle facilities to improve multimodal accommodations throughout the study corridor.

Report Purpose
The Florida Design Manual (FDM) Section 122.2 states a formal Design Variation document is required when proposed design elements do not meet the FDOT criteria. This report serves as a formal Design Variation document for a segment of SR 600 (US 17/92) within Osceola County; Roadway ID 92010100, MP 0.155 to MP 1.074.

Project Alternatives

No-Build Alternative
The No-Build Alternative assumes no improvements such as additional traffic lanes or other improvements will be made within the study area, except for programmed improvements to nearby or adjacent facilities. For this project, the No-Build Alternative includes the ongoing widening of SR 600 (US 17/92) from Avenue A to CR 535 (FPID: 239714-1) to four lanes, the programmed SR 538/Poinciana Parkway Extension, and the CR 532 widening.

The No-Build Alternative serves as the baseline for comparing the Build Alternative and remains a viable option throughout the PD&E study process. Based on programmed improvements, the existing typical section assumed for the No-Build Alternative remains a two-lane undivided rural typical section. At the eastern end of the project at Avenue A, the corridor transitions to a four-lane typical section. For the majority of the study limits, the existing typical section along SR 600 (US 17/92) within the study limits is provided below in **Figure 2**. The existing bridge typical section is provided as **Figure 3.**

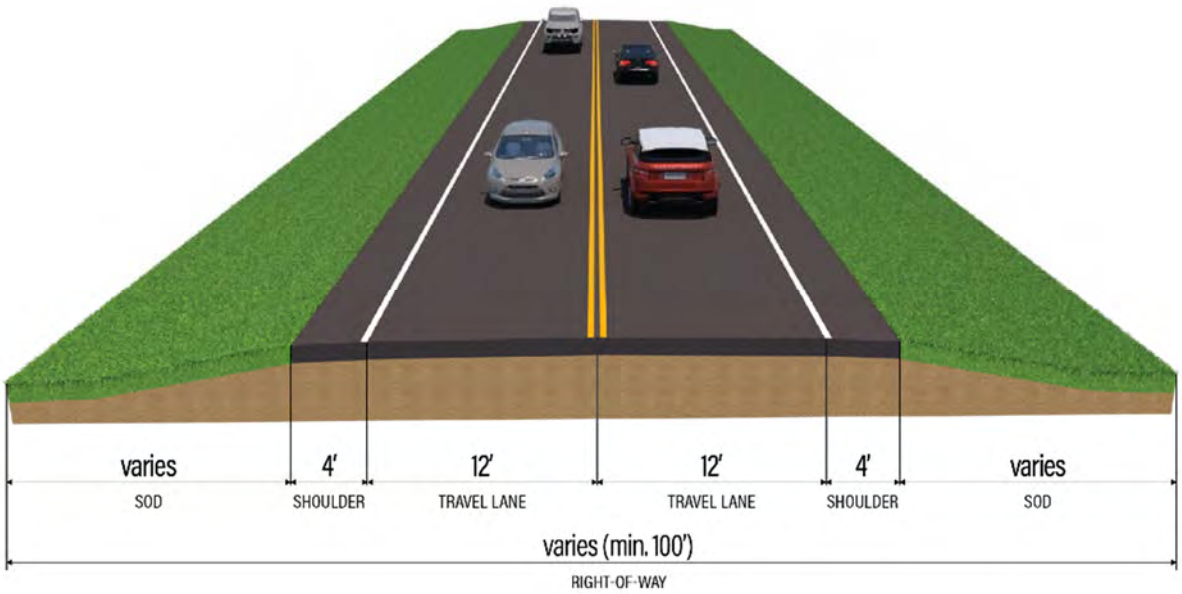


Figure 2: Existing Typical Section

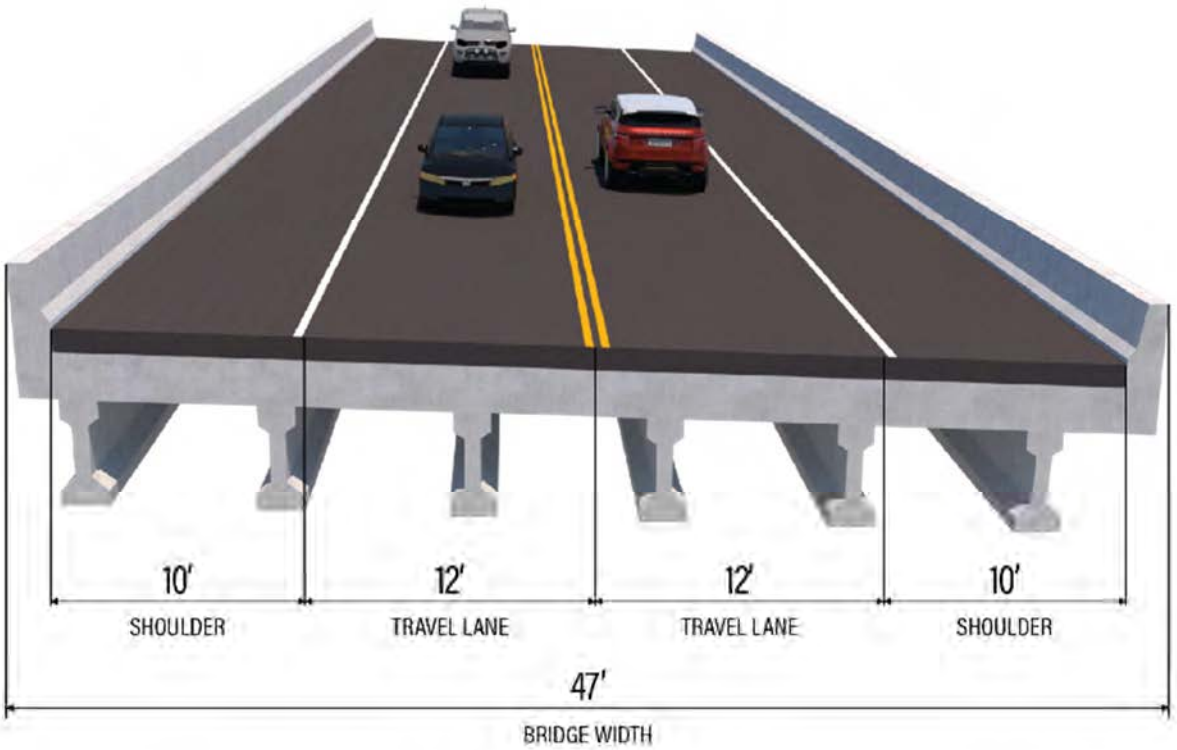


Figure 3: Existing Bridge Typical Section

Alternatives Considered

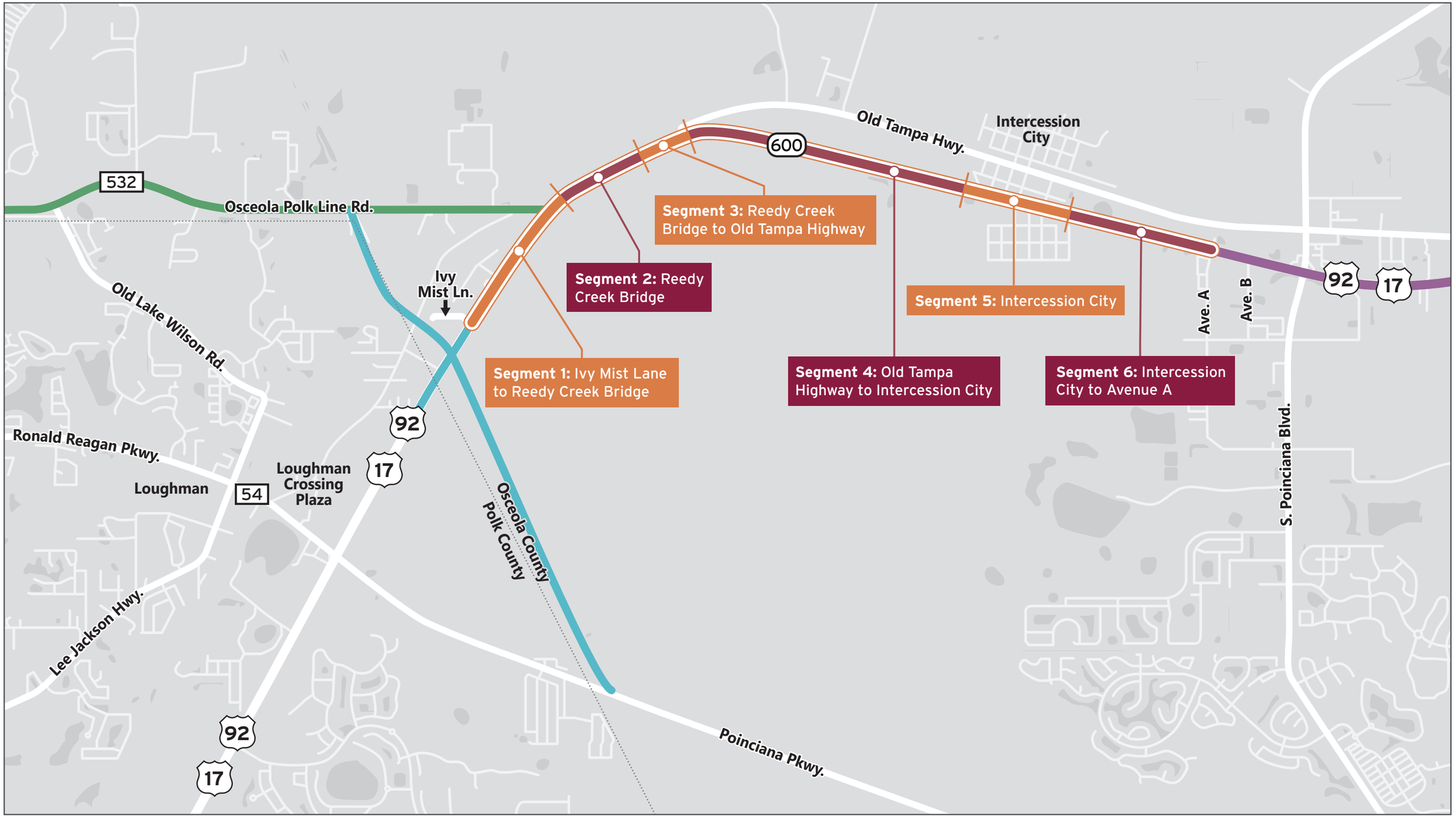
The Build Alternative widens SR 600 (US 17/92) to four lanes (two lanes per direction) throughout the study limits from Ivy Mist Lane to Avenue A. Due to alignment constraints from adjacent facilities and the existing bridge over Reedy Creek, the Build Alternative applied from Ivy Mist Lane to east of Old Tampa Highway is a best-fit alignment. From east of Old Tampa Highway to Avenue A, the study developed three alignments for alternatives comparison. The recommended alignment maximizes the existing Right-of-Way (ROW) and consists of widening to the south on the west end of the project corridor to align with the Poinciana Parkway Extension proposed improvements, then shifts to the south through the central portion of the project corridor to avoid the existing cemetery, widens to the north through Intercession City to avoid relocations, and aligns with the adjacent widening at the east end of the project corridor. The Preliminary Engineering Report prepared for the study summarizes the alternatives considered, the related analysis, and selection of the Preferred Alternative. The Preferred Alternative was developed to avoid and minimize environmental effects where feasible. Several stormwater treatment pond alternatives were evaluated, and the Pond Siting Report (PSR) discusses these alternatives and selection of the preferred pond sites.

Description of Preferred Alternative

The Preferred Alternative widens SR 600 (US 17/92) from Ivy Mist Lane to Avenue A from the existing two-lane rural facility to a four-lane divided facility. The Preferred Alternative includes access management modifications to improve safety. The Preferred Alternative adds continuous multimodal facilities along both sides of the roadway for the entire length of the study corridor, except at the Reedy Creek Bridge due to constraints along the existing bridge (proposed eastbound structure). A pedestrian crossing will be provided at the Osceola Polk Line Road and Old Tampa Highway intersections to provide pedestrians with a crossing over SR 600 (US 17/92) to the shared-use path.

The Preferred Alternative also involves the retention of the existing bridge over Reedy Creek to serve as the eastbound traffic lanes and the addition of a new bridge over Reedy Creek to serve as the westbound traffic lanes. The westbound bridge will have a 12-foot-wide shared-use path for the use of pedestrians and bicyclists travelling in both directions. In addition to the widening and multimodal improvements along SR 600 (US 17/92), this project includes intersection improvements at CR 532, Old Tampa Highway, and Avenue A. Five pond site locations have been recommended as part of the Preferred Alternative for a total of 25.9 acres of stormwater ponds.

The typical section for the Preferred Alternative is divided into six segments (shown in **Figure 4**).



N.T.S.

- Project Limits
- Poinciana Parkway Extension/Interstate 4 (I-4) Connector (in design)
- U.S. 17/92 Widening (under construction)
- Osceola Polk Line Road Widening (under construction)

Figure 4

Study Segments
SR 600 (US 17/92) PD&E
FPID 437200-1

Urban Typical Section – Segments 1,4, and 6

An urban roadway typical section with swales is proposed for Segments 1, 4, and 6. The typical section (depicted in **Figure 5**) includes a 22-foot raised median, two 11-foot travel lanes in each direction, and a 12-foot shared-use path along both sides of the roadway. The shared-use paths are both separated from the roadway curb and gutter by 42-foot-wide drainage swales. The required ROW for the suburban roadway typical section varies with a minimum of 192 feet.

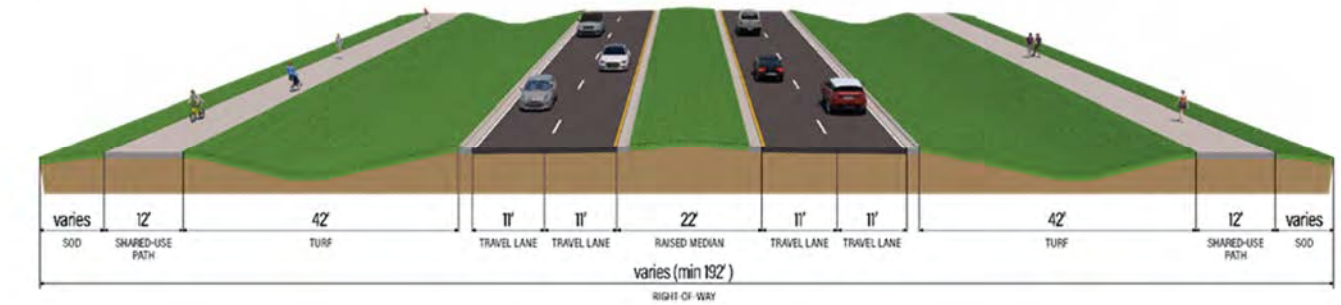


Figure 5: Suburban Typical Section (Segments 1, 4, and 6)

Bridge Typical Section – Segment 2

The typical section for the Reedy Creek Bridge, within Segment 2, includes two bridge structures (**Figure 6**). The existing bridge structure will serve eastbound traffic and a new bridge structure will serve the westbound traffic. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge includes 11-foot inside and outside shoulders and two 11-foot travel lanes. The new westbound structure includes a six-foot inside shoulder, a 10-foot outside shoulder, two 11-foot travel lanes, and a 12-foot shared-use path separated from the roadway by a raised concrete barrier. The existing 244 feet ROW accommodates the proposed bridge structure. The existing eastbound bridge is located in a permanent easement on the south side of the FDOT ROW, which allows the new westbound bridge to be located fully within the existing ROW to the north.

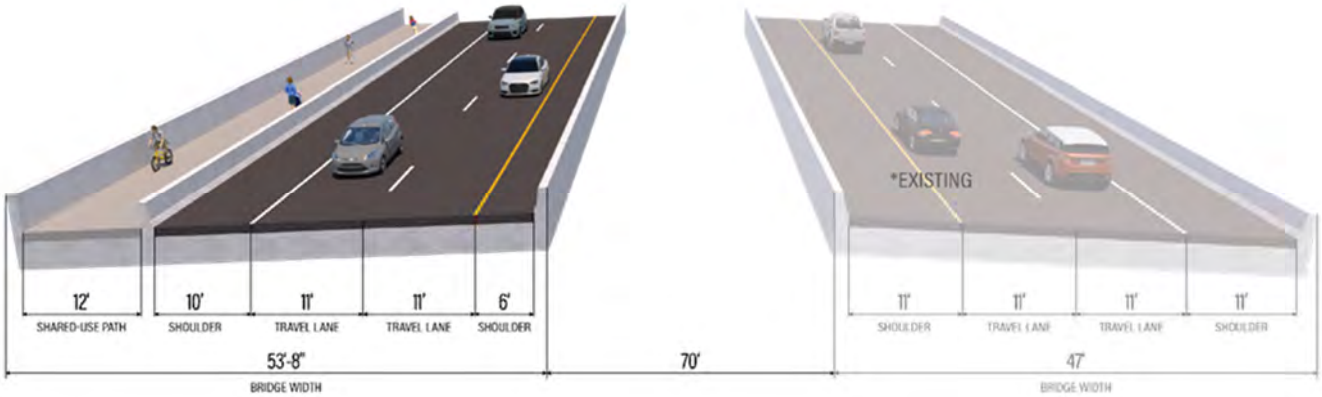


Figure 6: Bridge Typical Section (Segment 2)

Urban Typical Section – Segment 3

An urban typical section, as illustrated in **Figure 7**, is proposed for Segment 3 from the east end of the Reedy Creek Bridge to Old Tampa Highway. This typical section consists of two 11-foot travel lanes in each direction separated by a 22-foot raised median, and a 12-foot shared-use path along both sides of the roadway. The shared-use path is separated from the roadway by curb and gutter and a buffer varying in width with a minimum of five feet. The total ROW needed for this typical section varies with a minimum of 151 feet.

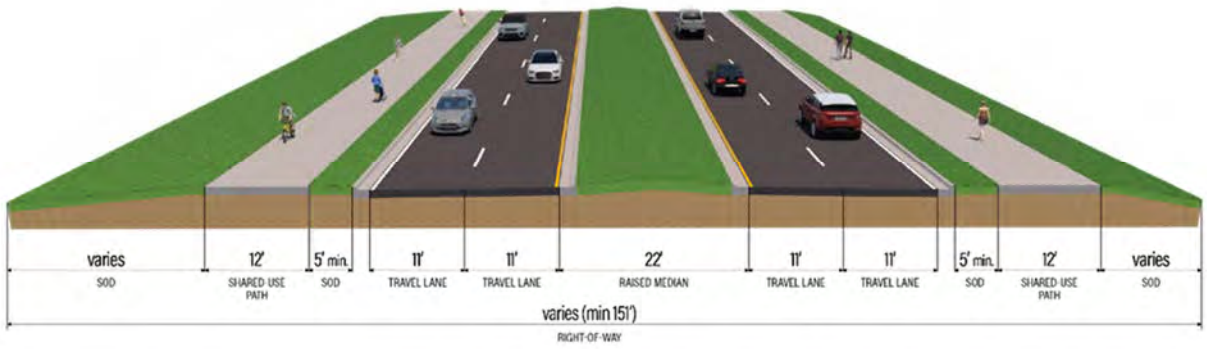


Figure 7: Urban Typical Section (Segment 3)

Urban Typical Section – Segment 5

An urban typical section is proposed for Segment 5 through Intercession City (**Figure 8**). This typical section includes a 15.5-foot raised median, two 11-foot travel lanes in each direction, and a 10-foot urban side path along both sides of the roadway. The urban side path is separated from the roadway by curb and gutter and a buffer with a width of two feet along the south side of the roadway and 2.5 feet along the north side of the roadway. The total ROW needed for this typical section varies with a minimum of 100 feet.

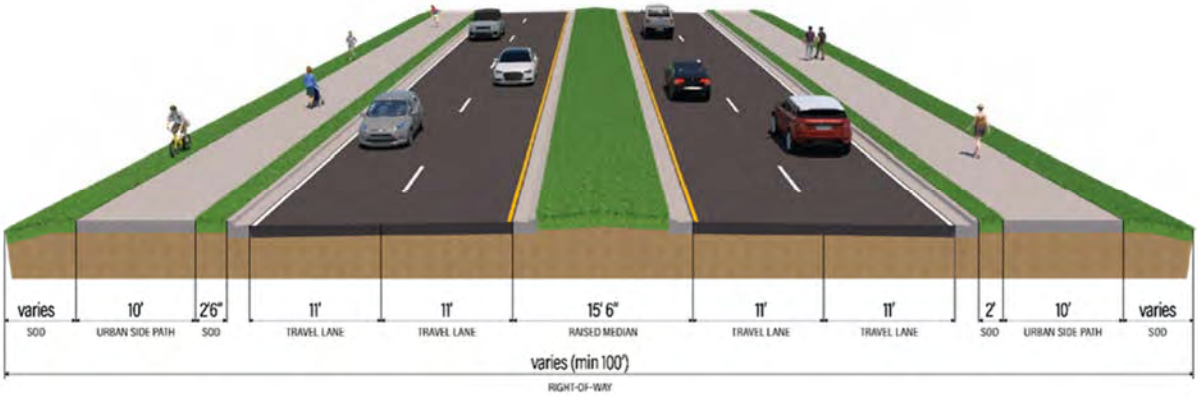


Figure 8: Urban Typical Section (Segment 5)

Description of Requested Design Variation

A design variation is being requested for design speed in segments 1, 2, and 3, between north of Sundown Drive and Old Tampa Highway:

Start MP	End MP	Design Speed Variation
0.155	1.074	45 mph

The segment of SR 600 (US 17/92) (Roadway ID 92010100) between north of Sundown Drive (MP 0.155) and Old Tampa Highway (MP 1.074) has a recommended Target Speed of 45 mph. See Appendix A for the Target Speed Recommendation Report.

Additionally, the context classification for the segment of SR 600 (US 17/92) (Roadway ID 92010100) between north of Sundown Drive (MP 0.155) and Old Tampa Highway (MP 1.074) has been designated C1 – Natural as shown in Appendix C. The segment to the west of the C1 – Natural section is designated C3R with a design speed of 45 mph. The segment east of the C1 – Natural section is designated C3C with a design speed of 45 mph. See Appendix C for the context classification map.

Per FDM Table 201.5.1, the allowable design speed range for C1 – Natural designated roadways is 55-70 mph. The total length of the segment is 0.919 miles.

Justification for Approval

Target Speed Requirement: In accordance with the Target Speed Recommendation Report, FDOT FPID 437200-1, the Target Speed for this segment of roadway, ID #92010100 from MP 0.155 to MP 1.074, is 45 mph. To meet the Target Speed, the approval of this design variation is required.

Safety/Operational Performance: Given the context classification and design speeds for the segments between west of Sundown Drive and east of Old Tampa Highway (C3 classifications and 45 mph design speed), the C1 segment along SR 600 (US 17/92) from Sundown Drive to Old Tampa Highway (Segments 1, 2, and 3) should maintain identical design speeds to maintain consistency along the corridor. Utilizing a 45-mph design speed in this section will provide consistency throughout the corridor while simultaneously providing a lower operating speed for users of the shared-use path and sidewalk adjacent to the roadway.

Right of Way: Providing a lower 45-mph design speed as compared to a 55-mph design speed allows the use of smaller horizontal curve radii criteria. Additionally, the reduction in design speed allows the lane widths to be reduced from 12’ to 11’, and a reduction in median width from 30’ to 22’. With two lanes of travel in each direction, the total typical section width was reduced by 12’. The smaller horizontal curve radii criteria and smaller typical section width minimize the footprint of proposed right-of-way required.

Community: Utilizing a lower 45-mph design speed as compared to a 55-mph design speed reduces the noises caused from the roadway for nearby residents. Additionally, as mentioned above, the lower design speed allows for a reduction of the total typical section width. Both factors will improve the quality of life for nearby residents.

Environment: Using a lower 45 mph design speed as compared to a 55-mph design speed allows for the use of smaller horizontal curves, which can lead to choosing an alignment that minimizes the impacts to the environment, especially in the section over Reedy Creek. If a 55-mph design speed were used, an additional 0.14 acres of wetlands impacts would occur in Reedy Creek.

Usability by all Modes of Transportation: Using a lower 45 mph design speed as compared to a 55-mph design speed provides a more comfortable experience for pedestrians and bicyclists on the adjacent sidewalk and shared-use path.

Cost: Based on the LRE cost estimates, the estimated project cost per mile for the 45-mph design speed typical section is $16,353,107.45. Meanwhile, the estimated project cost per mile for the 55-mph design speed typical section is $17,091,717.18. Therefore, the estimated savings per mile is $738,609.73 by using a 45-mph design speed as compared to a 55-mph design speed.

Mitigation: A potential mitigation strategy is to use cross-sectional elements and horizontal curves to reduce operating speeds to design speed. These strategies include:

- **Horizontal Deflection –** There are five different deflections/curves in the alignment in Segments 1, 2, and 3. These deflections and curves were consistent with design criteria for a 45 mph target speed.
- **Lane Narrowing –** The lane width will be reduced from 12-foot to a proposed 11-foot to be consistent with the FDM criteria.
- **Speed Feedback Signs –** Speed feedback signs are proposed on the bridges over Reedy Creek to provide immediate feedback to drivers when the speed limit is exceeded, which may help to reduce unintentional speeding.
- **Use of Curb and Gutter –** The use of curb and gutter is proposed throughout the three segments to narrow the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.

The travel lanes in this segment of the roadway will be the FDOT minimum of 11-feet-wide. See Appendix B: Speed Management Strategies Memo for more information regarding mitigation strategies.

Table 1: Pros and Cons of 45 mph Design Speed

Pros	Cons
• Provides design consistency from the C3R section in the west to the C3C section in the east. • Lower design speed improves operational safety. • Narrower roadway footprint will discourage speeding.	• Design speed does not line up with the natural land use adjacent to the roadway.

Conclusion

The recommended Target Speed for this segment of roadway necessitates the design speed variation of 45 mph. Furthermore, to maintain consistency with the C3 segments to the west and east of the segment, a 45-mph design speed is desirable. It is recommended that this variation be approved.

Appendix A

(Target Speed Recommendation Report)

TARGET SPEED RECOMMENDATION REPORT
FDOT FIN 437200-1

General Roadway Information

FIN#: 437200-1	**FDOT Project Manager: Lorena Cucek**
State Road Number (Local Name): US 17-92	**Roadway ID: 92010000, 92010100**
Project Limits: Polk County Line to Avenue A	**92010000: 0.000-0.536, 1.915-4.117** **92010100: 0.000-1.354**
County: Osceola	**City/Town: Intercession City**
PROPOSED TARGET SPEED: **92010000:** **0.000-0.536: 45 mph** **1.915-2.964: 45 mph** **2.964-3.462: 30 mph** **3.462-4.117: 45 mph** **92010100:** **0.000-1.354: 45 mph**	**Project Type (Description): PD&E**
EXISTING TYPICAL SECTION	
92010000: 2 lanes undivided – 12’ lanes (0.000-0.536) 2 lanes undivided – 13’ lanes (1.915-2.843) 2 lanes divided – 12’ lanes (2.843-3.376) 2 lanes undivided – 13’ lanes (3.376-3.931) 2 lanes divided – 12’ lanes (3.931-4.117) 92010100: 2 lanes undivided – 12’ lanes (0.000-0.121) 2 lanes divided – 12’ lanes (0.121-0.447) 2 lanes undivided – 12’ lanes (0.447-0.888) 2 lanes divided – 12’ lanes (0.888-1.169) 2 lanes undivided – 12’ lanes (1.169-1.354)	

Step 1: Identify Need

SAFETY CONCERNS:	3 Pedestrian Crashes (1 Fatality), 1 Bicycle Crash (0 Fatalities)
LOCAL INPUT:	
OTHER:	

Step 2: Determine FDM Consistency

CONTEXT CLASSIFICATION:	**92010000:** C3R (0.000-0.536), C3C (1.915-2.964), C2T (2.964-3.462), C1 (3.462-3.983), C3C (3.983-4.117) **92010100:** C3R (0.000-0.365), C1 (0.365-1.074), C3C (1.074-1.354)
STRATEGIC INTERMODAL SYSTEM (SIS):	No
POSTED SPEED (CURRENT):	92010000: 55 mph (0.000-0.536, 1.915-2.881), 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)
DESIGN SPEED:	

OPTIONAL: Speed Study Information

Allowable range of design speeds: (per FDM table 201.5.1)	C3R/C3C: 35-55 mph C2T: 25-45 mph C1: 55-70 mph

Step 3: Identify Important Roadway Features

THROUGH LANES & LANE WIDTHS:	See Typical Sections
TRANSIT:	No
BICYCLISTS / PEDESTRIANS FACILITY CONDITIONS:	92010000: Very small section (2.214-2.258 and 3.098-3.148 L side, and 3.142-3.181 R side) with 5'-6' sidewalks; No bike lanes 92010100: None
ACCESS MANAGEMENT:	92010000: Class 3 92010100: None
CURRENT ANNUAL AVERAGE DAILY TRAFFIC (AADT):	92010000: 15,800 (0.000-0.536), 29,500 (1.915-4.117) 92010100: 15,800 (0.000-0.365), 25,000 (0.365-1.354)
% TRUCK USAGE:	92010000: 10.1% (0.000-0.536), 4.9% (1.915-4.117) 92010100: 10.1% (0.000-0.365), 9.3% (0.365-1.354)

Step 4: Potential Countermeasures

POTENTIAL COUNTERMEASURES to help Achieve the Target Speed (Refer to Spreadsheet): *{It is understood that the project team will make every effort to implement the proposed countermeasures. However, due to limits in budget or time (R/W, etc.) not all may be implemented in this project.}*	C3: Lane Narrowing, PHBs, Shared-Use Paths, Speed Feedback Signs C2T: Island at crossings, street trees, curb extensions, horizontal deflection, roundabout C1: Shared-Use Path, Sidewalks
Other Improvements within or outside of the Right-of-Way (R/W):	

Step 5: Determine Target Speed

CONCLUSIONS AND RECOMMENDATION	Reduce Target Speed in Eastern C3's (0-2.964) to 45 mph. Reducing Target Speed in C2T due to crashes, limited lighting, limited crosswalks and sidewalks. On NE end of project (3.462-4.117),

			match cross section with 239714-1, which includes sidewalk and shared-use path; this cross section can also be used on the western C3 section as well	
	Posted Speed	**Design Speed**	**Target Speed**	**Ultimate Target Speed (If Applicable)**
Current:	92010000: 55 mph (0.000-0.536 1.915-2.881) 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)			
Recommended			92010000: 0.000-0.536: 45 mph 1.915-2.964: 45 mph 2.964-3.462: 30 mph 3.462-4.117: 45 mph 92010100: 0.000-1.354: 45 mph	

TARGET SPEED MEETINGS:

Target Speed (TS) Request Received:	
TS Determination Date:	**3/9/22**
Initial District TS Concurrence:	**3/15/22**
TS Local Agency Concurrence:	
Final TS District Approval:	
TS Report Submitted to PM:	

Appendix B

(Speed Management Strategies Memo)

MEMORANDUM

Date: September 8, 2022

Project: US 17/92 Project Development & Environmental (PD&E) Study

FPID: 437200-2-22-01

Subject: Speed Management Strategies

The US 17/92 Project Development and Environment (PD&E) Study is evaluating the widening of US 17/92 from two to four lanes from Ivy Mist Lane to Avenue A in Osceola County. This memorandum summarizes the speed management strategies evaluated for the project. More detailed documentation is provided in the *Preliminary Engineering Report* for the study.

The existing posted speed along the corridor is 55 mph from Ivy Mist Lane to approximately 1,000 feet west of Suwannee Avenue. To the east of this segment, the corridor transitions to an existing speed limit of 45 mph. After review of the project corridor and existing/future land uses, FDOT provided designated context classifications for the corridor (see attached map). The corridor transitions from C3R (Suburban Residential) in the westernmost port of the corridor adjacent to existing residential areas and also in the vicinity of the proposed Poinciana Parkway Extension interchange at US 17/92. For the majority of the corridor including the eastern limits of the project, the designated context class is C3C (Suburban Commercial) based on existing land uses. Within Intercession City, the context class is C2T (Rural Town). In between these sections, the existing South Florida Water Management District (SFWMD) and Reedy Creek conservation areas are designated C1 (Natural).

After review of the context classifications, FDOT identified a target speed determination involving 45 mph for the entire study corridor for corridor consistency with exception of the area within Intercession City from 500 feet west of Suwannee Avenue to 650 feet east of Nocatee Street, this area was determined to be a target speed of 30 mph. Based on FDM Table 201.5.1, the allowable range for design speed for C3 and C2T is consistent with the target speed of 45 mph and 30 mph, respectively. For the C1 areas located in between C3R and C3C segments, FDOT recommended a target speed of 45 mph to achieve corridor consistency and lower speeds along the corridor for improved safety. As design speed is a controlling design element, a Design Variation is anticipated. This memorandum focuses on speed management strategies employed in both the 45 mph target speed area and in the transition areas approaching Intercession City to achieve the target speed of 30 mph.

Table 202.3.1 of the FDM identifies Speed Management Strategies to achieve a desired operating speed. The table uses context classification and target speed to identify the types of strategies that would be most effective. Based on Table 202.3.1, with context classification of C3R or C3C and a target speed of 45 mph, speed management practices such as, Roundabouts, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) were identified for consideration. For the 30 mph (C2T) section within Intercession City, the speed management

strategies considered include the ones identified for the 45 mph section above plus On-street parking, Street Trees, Short Blocks, Islands at Crossings, Road Diet, Bulb-outs, Terminated Visas, and Chicanes.

The proposed improvements for the Preferred Alternative (included in the *Preliminary Concept Plans*) utilize appropriate strategies from the opportunities listed above where feasible based on project considerations such as multimodal needs, access management, design criteria and right-of-way considerations. The following outlines the speed management strategies used for this corridor based on the two different target speeds identified above for the corridor. For the 45 mph target speed section of US 17/92, three speed management strategies are proposed below to achieve the target speed.

Speed Management Strategies for 45 mph Target Speed Section

- **Horizontal Deflection –** There are 8 different deflections/curves in the alignment in the 3.2 mile 45 mph target speed section. This number does not include the speed curves/horizontal deflection directly adjacent to entering Intercession City. These deflections and curves were consistent with design criteria for a 45 mph target speed.
- **Lane Narrowing –** The lane width will be reduced from 12-foot to a proposed 11-foot to be consistent with the FDM criteria.
- **Speed Feedback Signs –** Speed feedback signs are proposed on the bridges over Reedy Creek. The signs provide immediate feedback to drivers when the speed limit is exceeded, which may help to reduce unintentional speeding. The signs consist of a speed-measuring device, along with a message sign that displays the speed to drivers.
- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.
- **Roundabout at Avenue A –** Based on the Stage 2 Intersection Control Evaluation (ICE) analysis at Avenue A, a roundabout was recommended for the Preferred Alternative. This will help manage speeds into and out of Intercession City by helping to create a transition from the rural section to the east and the urban section to the west.

Based on stakeholder and public input, the existing 45 mph speed limit within the Rural Town (C2T) of Intercession City is a safety concern and the community vision is to reduce the speed limit through the town. Additional speed management strategies were identified below for this area to help reduce speeds to the 30 mph target speed. These strategies will help provide a transition zone prior to entering Intercession City.

Speed Management Strategies for 30 mph Target Speed Section

- **Horizontal Deflection –** Four proposed horizontal curves are provided in both directions just west and east of Intercession City. The proposed horizontal alignment includes two 40 mph curves and two 30 mph curves all of which meet FDOT criteria. These will be appropriately signed with posted speed limits and advance warning signs upstream of these curves to introduce the reduced speed limits at curves. This alleviates the existing "race-track" feel that the community expressed opposition to during the public meeting in October 2021 and provides a deceleration area prior to entering Intercession City. Posted Speed Pavement markings are proposed to provide

additional driver awareness of the reduced speed limit through the horizontal deflection areas. These will be placed in the Perception – Reaction area to prepare drivers for the Deceleration Area coming into Intercession City.

- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.
- **Landscaping –** Provide landscaping where feasible to increase the enclosure feeling of the corridor to help naturally keep speeds low and enhance the aesthetics of the corridor.
- **PHB's –** Two locations are identified through Intercession City to provide a crosswalk to help improve mobility within the community. One is located just east of Tallahassee Boulevard and the other is located just east of Charity Street. These PHB's will establish shorter block lengths and create engagement with the drivers which will help manage speed.
- **Speed Feedback Signs –** The feedback signs will be placed just west of Suwannee Ave in the eastbound direction and just east of Nocatee Street in the westbound direction. This will be used to engage the driver of their current speed and make them aware of the reduced speed limit within Intercession City.

The strategies identified were discussed during the Alternatives Public Meeting, Stakeholder Meeting #3, and FDOT Phase III Meeting. Based on input received, there has been substantial support for these strategies throughout the life of the project.

-- END MEMO --

TARGET SPEED COUNTERMEASURE OPTIONS

Context Classification			C1	C2	C2T					C3				C4				C5			C6	
Target Speed (mph)			55-70	55-70	45	40	35	30	25	50-55	45	40	35	45	40	35	30	35	30	25	30	25
	Strategies	FDM Reference																				
Speed Reduction Strategies	Curb Extensions (Bulb-Outs)	202.3.12, 222.2.6																				
	Lane Narrowing	202.3.4, Table 210.2.1																				
	Lane Repurposing (Road Diet)	202.1.1, 126																				
	Street Trees	202.3.6, 212.11, 215.2.4																				
	Terminated Vista	202.3.14																				
	Horizontal Deflection	202.3.5, 210.8.1, 217																				
	Chicanes	202.3.3																				
	Islands at Crossings	202.3.11, 210.3.2																				
	Islands in curved sections	202.3.11, 210																				
	Mini-Roundabouts	202.3.1, 213																				
	Roundabout	202.3.1, 213																				
	Vertical Deflection	202.3.8																				
	Speed Tables	202.3.8																				
	Raised Crosswalks	202.3.8																				
	Raised Intersections	202.3.8																				
	Textured Surface																					
	Pedestrian Hybrid Beacons (PHBs)	202.3.13, TEM 5.2																				
	On-street Parking	202.3.2, 210.3.2																				
	Rectangular Rapid Flashing Beacons (RRFBs)	202.3.13, TEM 5.2																				
	Short Blocks	202.3.7, 222.2.3.1																				
	Speed Feedback Signs	202.3.9																				
	Bicycle Lanes	223																				
	Shared Use Paths	223.2.3, 224																				
	Separated Bicycle Lanes	223.2.4.1																				
	Shared Lane Markings (Sharrows)	223.3																				
	Marked Shoulders	223.2.2.1																				
	Sidewalks (See FDM 222.2.1)	222.2.1																				
Additional Information	Median Widths - Raised or Restrictive (RRR Projects)	210.3.1	30'-40'	30'-40'	19.5'	15.5'	15.5'	15.5'	15.5'	30'-40'	19.5'	15.5'	15.5'	19.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'
	Minimal Travel Lane Width	Table 210.2.1	12'	12'	11'	11'	11'	11'	11'	12'	11'	11'	10'	11'	11'	10'	10'	10'	10'	10'	10'	10'
	Two-Way Left Turn Lane	Table 210.2.1				12'	12'	12'	12'			12'	11'		12'	11'	11'	11'	11'	11'	11'	11'
	Two-Way Left Turn Lane (RRR Projects)	Table 210.2.1				11'	11'	11'	11'			11'	10'		11'	10'	10'	10'	10'	10'	10'	10'
	Minimal Travel Lane Width	Table 210.2.1	12'	12'	11'	11'	11'	11'	11'	12'	11'	11'	10'	11'	11'	10'	10'	10'	10'	10'	10'	10'
	Sidewalks - Standard Widths	Table 222.2.1	5'	5'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	10'	10'	10'	12'	12'

Target Speed Countermeasure Options table developed for educational purposes only, utilizing strategies to achieve desired operating speed identified in Table 202.3.1 of the FDOT Design manual.

US 17/92/SR 600/S Orange Blossom Trail, Osceola County

Current Context Classification

07/14/20

0 2,000 4,000 Feet

N

FDOT

TARGET SPEED RECOMMENDATION REPORT
FDOT FIN 437200-1

General Roadway Information

FIN#: 437200-1	**FDOT Project Manager: Lorena Cucek**
State Road Number (Local Name): US 17-92	**Roadway ID: 92010000, 92010100**
Project Limits: Polk County Line to Avenue A	**92010000: 0.000-0.536, 1.915-4.117** **92010100: 0.000-1.354**
County: Osceola	**City/Town: Intercession City**
PROPOSED TARGET SPEED: **92010000:** **0.000-0.536: 45 mph** **1.915-2.964: 45 mph** **2.964-3.462: 30 mph** **3.462-4.117: 45 mph** **92010100:** **0.000-1.354: 45 mph**	**Project Type (Description): PD&E**
EXISTING TYPICAL SECTION	
92010000: 2 lanes undivided – 12’ lanes (0.000-0.536) 2 lanes undivided – 13’ lanes (1.915-2.843) 2 lanes divided – 12’ lanes (2.843-3.376) 2 lanes undivided – 13’ lanes (3.376-3.931) 2 lanes divided – 12’ lanes (3.931-4.117) 92010100: 2 lanes undivided – 12’ lanes (0.000-0.121) 2 lanes divided – 12’ lanes (0.121-0.447) 2 lanes undivided – 12’ lanes (0.447-0.888) 2 lanes divided – 12’ lanes (0.888-1.169) 2 lanes undivided – 12’ lanes (1.169-1.354)	

Step 1: Identify Need

SAFETY CONCERNS:	3 Pedestrian Crashes (1 Fatality), 1 Bicycle Crash (0 Fatalities)
LOCAL INPUT:	
OTHER:	

Step 2: Determine FDM Consistency

CONTEXT CLASSIFICATION:	**92010000:** C3R (0.000-0.536), C3C (1.915-2.964), C2T (2.964-3.462), C1 (3.462-3.983), C3C (3.983-4.117) **92010100:** C3R (0.000-0.365), C1 (0.365-1.074), C3C (1.074-1.354)
STRATEGIC INTERMODAL SYSTEM (SIS):	No
POSTED SPEED (CURRENT):	92010000: 55 mph (0.000-0.536, 1.915-2.881), 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)
DESIGN SPEED:	

OPTIONAL: Speed Study Information

Allowable range of design speeds: (per FDM table 201.5.1)	C3R/C3C: 35-55 mph C2T: 25-45 mph C1: 55-70 mph

Step 3: Identify Important Roadway Features

THROUGH LANES & LANE WIDTHS:	See Typical Sections
TRANSIT:	No
BICYCLISTS / PEDESTRIANS FACILITY CONDITIONS:	92010000: Very small section (2.214-2.258 and 3.098-3.148 L side, and 3.142-3.181 R side) with 5'-6' sidewalks; No bike lanes 92010100: None
ACCESS MANAGEMENT:	92010000: Class 3 92010100: None
CURRENT ANNUAL AVERAGE DAILY TRAFFIC (AADT):	92010000: 15,800 (0.000-0.536), 29,500 (1.915-4.117) 92010100: 15,800 (0.000-0.365), 25,000 (0.365-1.354)
% TRUCK USAGE:	92010000: 10.1% (0.000-0.536), 4.9% (1.915-4.117) 92010100: 10.1% (0.000-0.365), 9.3% (0.365-1.354)

Step 4: Potential Countermeasures

POTENTIAL COUNTERMEASURES to help Achieve the Target Speed (Refer to Spreadsheet): *{It is understood that the project team will make every effort to implement the proposed countermeasures. However, due to limits in budget or time (R/W, etc.) not all may be implemented in this project.}*	C3: Lane Narrowing, PHBs, Shared-Use Paths, Speed Feedback Signs C2T: Island at crossings, street trees, curb extensions, horizontal deflection, roundabout C1: Shared-Use Path, Sidewalks
Other Improvements within or outside of the Right-of-Way (R/W):	

Step 5: Determine Target Speed

CONCLUSIONS AND RECOMMENDATION	Reduce Target Speed in Eastern C3's (0-2.964) to 45 mph. Reducing Target Speed in C2T due to crashes, limited lighting, limited crosswalks and sidewalks. On NE end of project (3.462-4.117),

			match cross section with 239714-1, which includes sidewalk and shared-use path; this cross section can also be used on the western C3 section as well	
	Posted Speed	**Design Speed**	**Target Speed**	**Ultimate Target Speed (If Applicable)**
Current:	92010000: 55 mph (0.000-0.536 1.915-2.881) 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)			
Recommended			92010000: 0.000-0.536: 45 mph 1.915-2.964: 45 mph 2.964-3.462: 30 mph 3.462-4.117: 45 mph 92010100: 0.000-1.354: 45 mph	

TARGET SPEED MEETINGS:

Target Speed (TS) Request Received:	
TS Determination Date:	**3/9/22**
Initial District TS Concurrence:	**3/15/22**
TS Local Agency Concurrence:	
Final TS District Approval:	
TS Report Submitted to PM:	

Appendix C
(Current Context Classification Map)

US 17/92/SR 600/S Orange Blossom Trail, Osceola County

Current Context Classification

07/14/20

0 2,000 4,000 Feet

N

FDOT

Appendix D
(Design Criteria)

Table 201.5.1 Design Speed

Limited Access Facilities (Interstates, Freeways, and Expressways)		
Area	**Allowable Range (mph)**	**SIS Minimum (mph)**
Rural and Urban	70	70
Urbanized	50-70	60
Arterials and Collectors		
Context Classification	**Allowable Range (mph)**	**SIS Minimum (mph)**
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	25-45	45
C5 Urban Center	25-35	-
C6 Urban Core	25-30	-

Notes:

(1) SIS Minimum Design Speed may be reduced to 35 mph for C2T Context Classification when appropriate design elements are included to support the 35-mph speed, such as on-street parking.

(2) SIS Minimum Design Speed may be reduced to 45 mph for curbed roadways within C3 Context Classification.

(3) For SIS facilities on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed requires a Design Variation as outlined in ***SIS Procedure (Topic No. 525-030-260)***.

(4) For SIS facilities not on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed may be approved by the District Design Engineer following a review by the District Planning (Intermodal Systems Development) Manager.

(5) SIS minimum Design Speed may be reduced to 30 mph for C2T, C3, and C4 for facilities with a transit route.

Appendix E

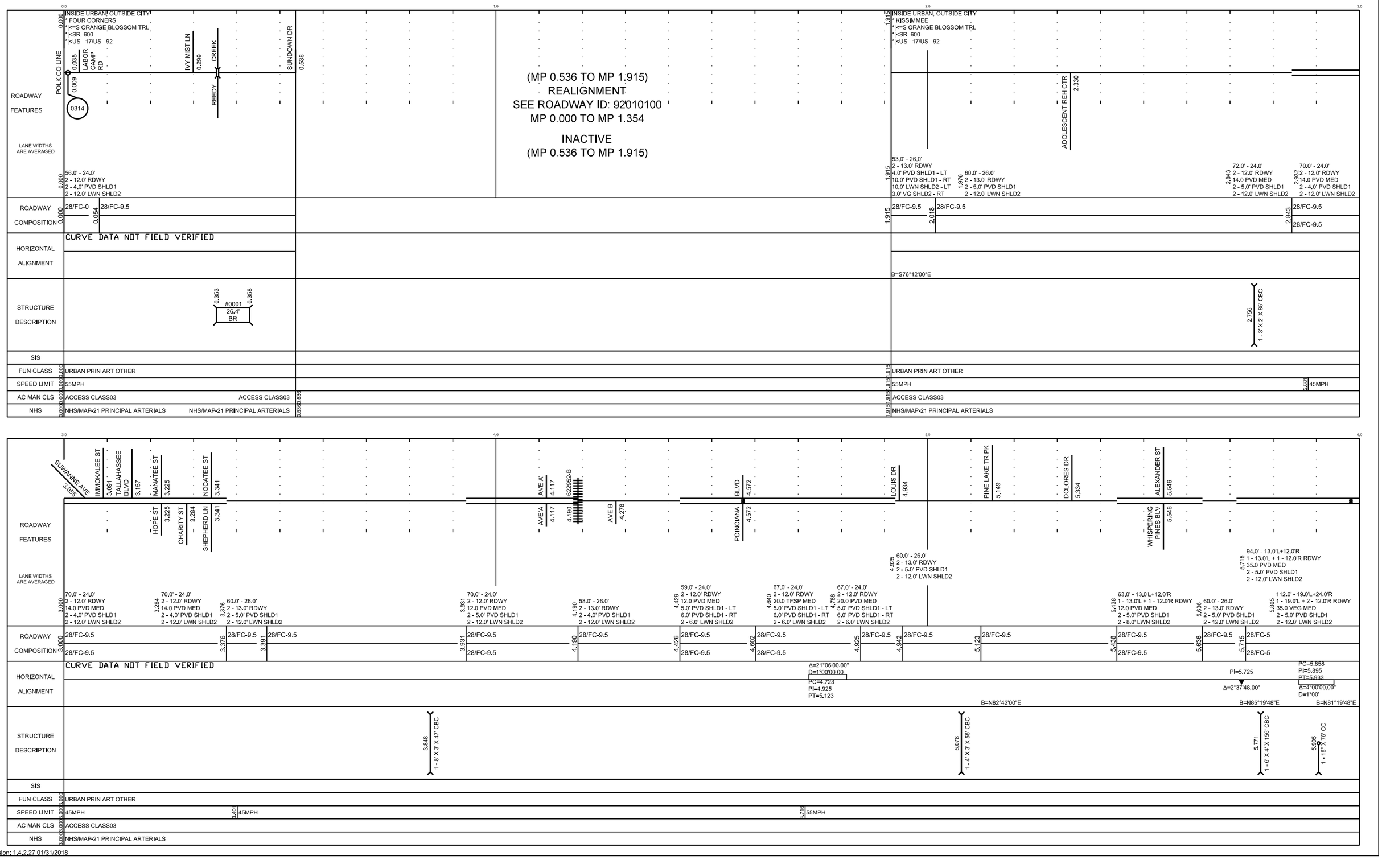
(SR 600 (US 17/92) Straight Line Diagrams)

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	1 OF 3



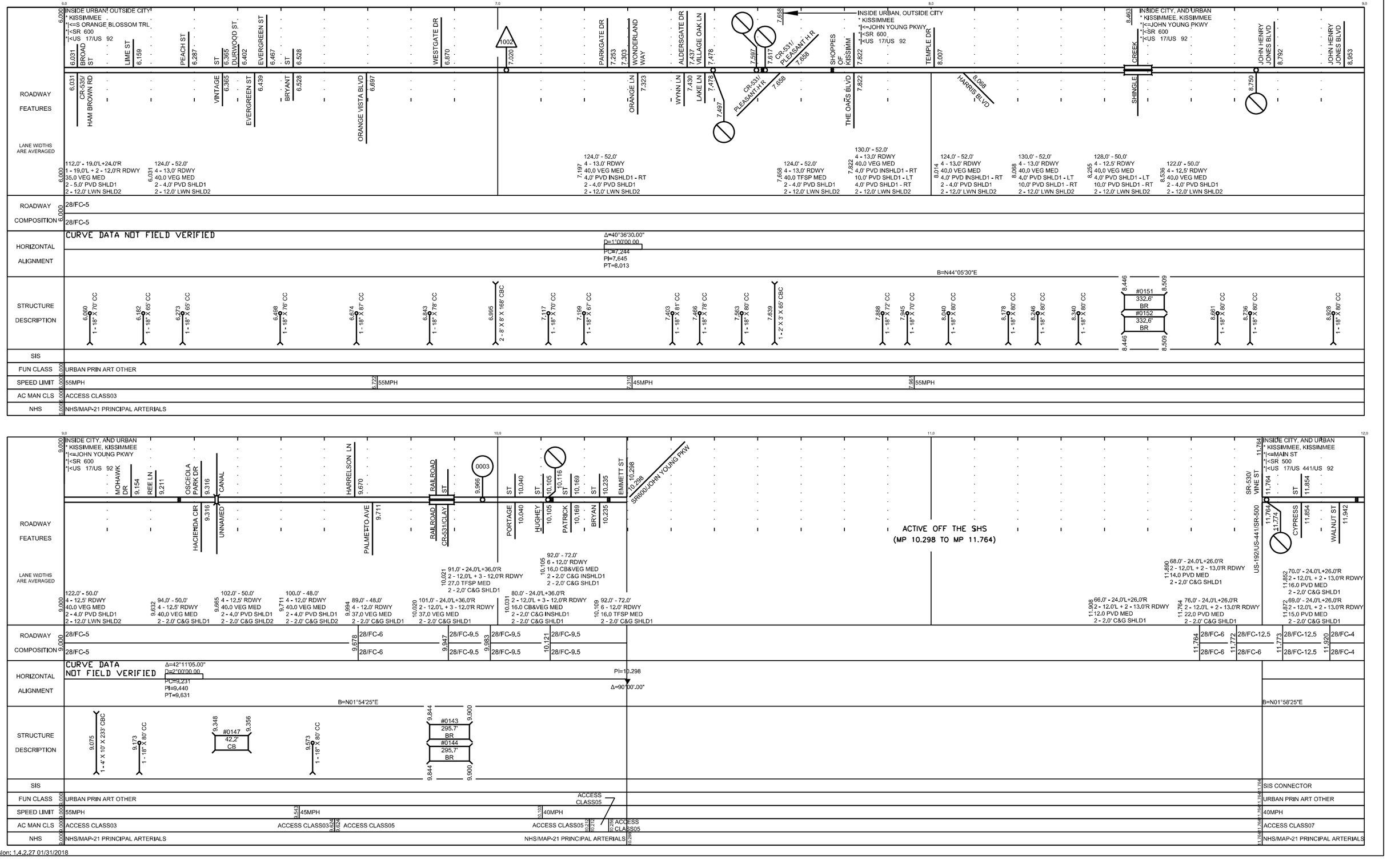
Version: 1.4.2.27 01/31/2018

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	2 OF 3



Version: 1.4.2.27 01/31/2018

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	3 OF 3

ROADWAY FEATURES

12.0

12.000 INSIDE CITY, AND URBAN
* KISSIMMEE
* KISSIMMEE
*|<=MAIN ST
*|<SR 500
*|<US 17/US 92/US 441

COLUMBIA AVE 12.065 | CANAL | DELLWOOD DR 12.192

12.245 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=MAIN ST
*|<SR 500
*|<US 17/US 92/US 441

12.264 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

12.435 INSIDE CITY, AND URBAN
* KISSIMMEE, KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

PARK PLACE BLVD 12.442 | AVE 12.504 | W HILDA ST 12.659 | AVE 12.760

12.898 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

ST 13.010 | ST 13.137 | ST 13.200 | ST 13.260 | TROPICAL LAKE DR 13.402 | COURT ST 13.466

COLUMBIA AVE 12.019 | UNNAMED | 0135 | BENITA ST 12.263 | CR-527/OLD DIXIE HWY 12.267 | TREMONT AVE 12.379 | WASHINGTON AVE 12.442 | RIDGEWOOD 12.504 | DONEGAN 12.760 | DUNCAN AVE 12.888 | WHITNEY ST 12.943 | JACKSON 13.010 | MARTIN ST 13.075 | FLETCHER 13.137 | KEEN 13.200 | CARROLL 13.260 | HOME ST 13.375

LANE WIDTHS ARE AVERAGED

12.019 65.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 2.0' C&G SHLD1

12.000 66.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

12.263 83.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
6.0' LWN SHLD2 - LT
8.0' LWN SHLD2 - RT

12.746 73.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 2.0' C&G SHLD2

12.681 77.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
6.0' LWN SHLD2 - LT
2.0' C&G SHLD2 - RT

12.760 81.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2.0' C&G SHLD2 - LT
10.0' LWN SHLD2 - RT

12.835 89.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

ROADWAY COMPOSITION

12.000 28/FC-4
28/FC-4

12.282 28/FC-9.5
28/FC-9.5

12.630 28/FC-12.5
28/FC-12.5

12.869 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=N01°58'25"E

STRUCTURE DESCRIPTION

12.105 #0007 47.5' BR 12.114

12.653 1 - 3' X 2' X 86' CBC

13.014 1 - 10' X 4' X 95' CBC

SIS	12.000	SIS CONNECTOR
FUN CLASS	12.000 12.000 12.000	URBAN PRIN ART OTHER
SPEED LIMIT	12.000	40MPH
	12.256	45MPH
	12.710	45MPH
	13.330	45MPH
AC MAN CLS	12.000	ACCESS CLASS07
NHS	12.000 12.000	NHS/MAP-21 PRINCIPAL ARTERIALS

14.0

13.500 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

0100 | COUNTRY BLVD 13.850 | PKWY 14.013 | CENTERVIEW BLVD 14.322 | 14.722 | 14.750 ORANGE CO LINE

WOODLAND CREEK BLVD 13.517 | BARN ST 13.930 | OSCEOLA 14.013 | SCHOOL OF THE ARTS 14.322 | TUPPERWARE ENT 14.646

13.706 108.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
18.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.828 130.0' - 24.0'L+36.0'R
2 - 12.0'L + 3 - 12.0'R RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.928 142.0' - 72.0'
6 - 12.0' RDWY
30.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.500 89.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.654 95.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
10.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 10.0' LWN SHLD2

13.800 120.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.912 142.0' - 72.0'
6 - 12.0' RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.130 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.232 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.402 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.596 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.708 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

END MP: 014.750
NET ROADWAY ID LENGTH: 11.905
STATE MAINTAINED LENGTH: 11.905

ROADWAY COMPOSITION

13.500 28/FC-9.5
28/FC-9.5

13.527 28/FC-2
28/FC-2

13.718 28/FC-6
28/FC-6

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=6°57'00.00"
D=0°30'00.00
PC=14,491
PI=14,623
PT=14,750

B=N01°58'25"E

STRUCTURE DESCRIPTION

14.182 1 - 8' X 2' X 164' CBC

SIS	13.500	SIS CONNECTOR
	14.016	SIS CONNECTOR
FUN CLASS	13.500 13.500 13.500	URBAN PRIN ART OTHER
SPEED LIMIT	13.500	45MPH
	14.156	50MPH
AC MAN CLS	13.500	ACCESS CLASS07
	13.787	ACCESS CLASS07
	13.957	ACCESS CLASS05
	14.750	ACCESS CLASS05
NHS	13.500 14.750	NHS/MAP-21 PRINCIPAL ARTERIALS

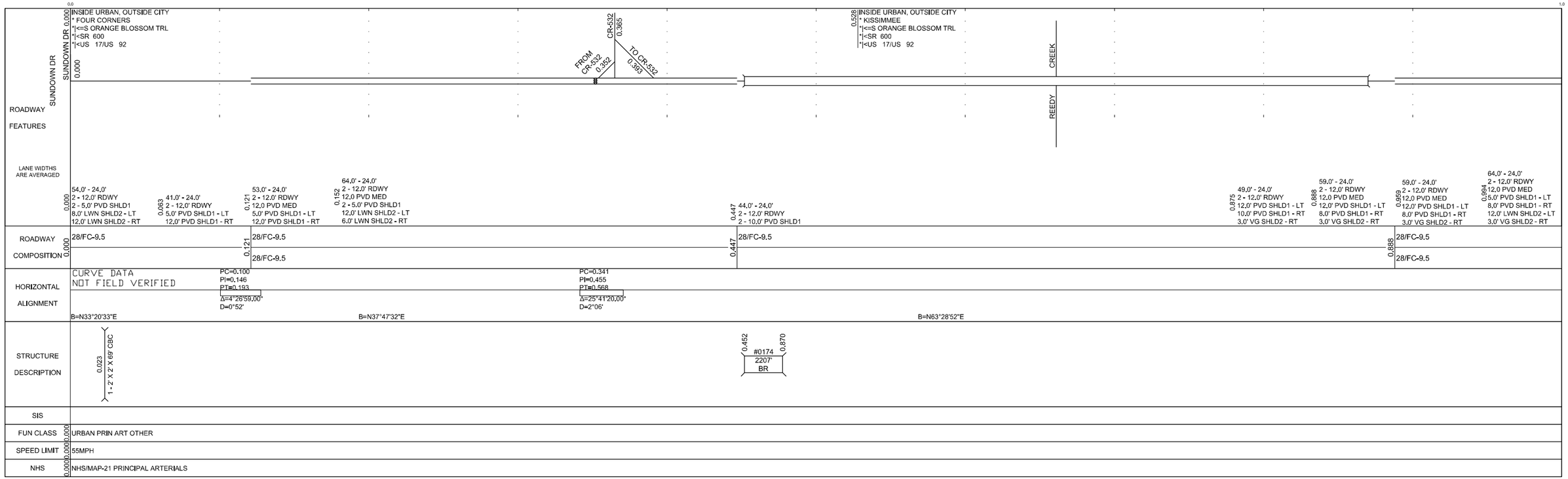
Version: 1.4.2.27 01/31/2018

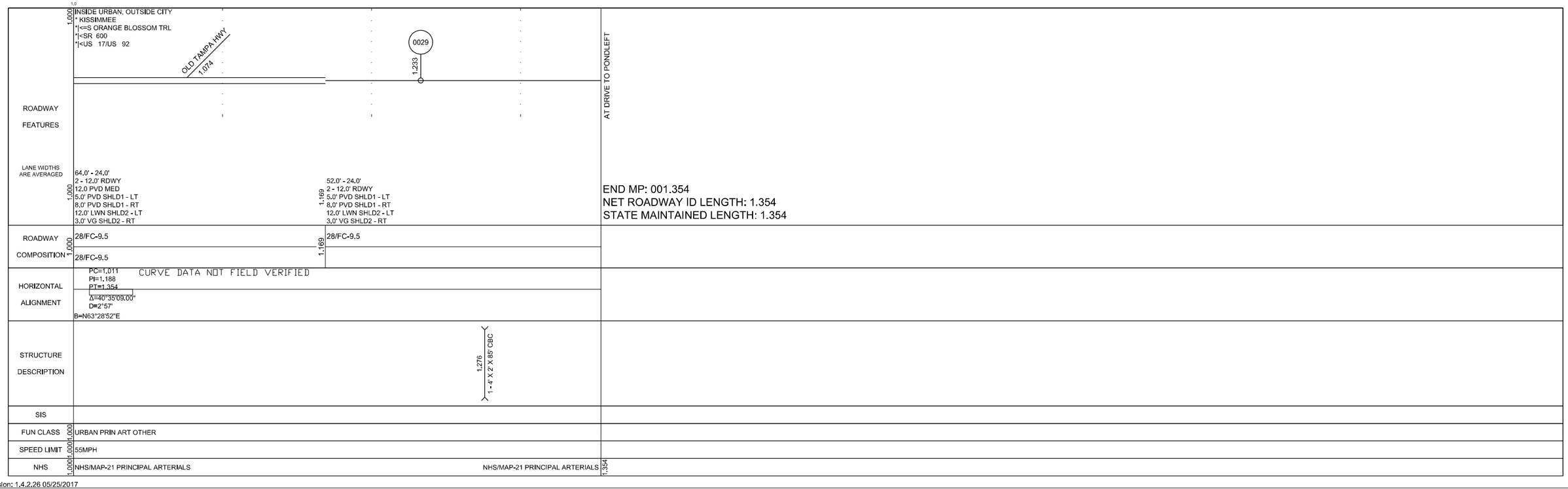
	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	03/14/2017	05/25/2017				
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	US 92/US 17	SR 600	OSCEOLA	05	92010100	1 OF 1





Version: 1.4.2.26 05/25/2017

Design Speed Variation (Segment 5)

From west of Suwannee Avenue to east of Shepherd Lane/Nocatee Street

DESIGN SPEED VARIATION

Prepared For:

FDOT District 5

719 South Woodland Blvd
Deland, FL 32720

PROJECT:

SR 600 (US 17/92)

PD&E Study from Ivy Mist Lane to Avenue A

FPID: 437200-1-22-01

Segment 5: From west of Suwannee Avenue to east of Shepherd Lane/Nocatee Street

MP 0.299 - MP 4.117

Roadway ID: 92010000

Osceola County

Vanasse Hangen Brustlin, Inc.
225 East Robinson Street, Suite 300
Orlando, FL 32801
Tel 407.839.4006 • Fax 407.839.4008
www.vhb.com

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ON THE DATE BELOW THE SEAL.

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VHB, INC.
225 E ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
KEVIN TYLER FREEMAN, P.E. NO. 76146

VHB Project No.: 63316.11

Submitted:

December 2024

Prepared and Submitted by: Kevin Freeman, P.E.
Project Manager

Contents

List of Figures

List of Appendices

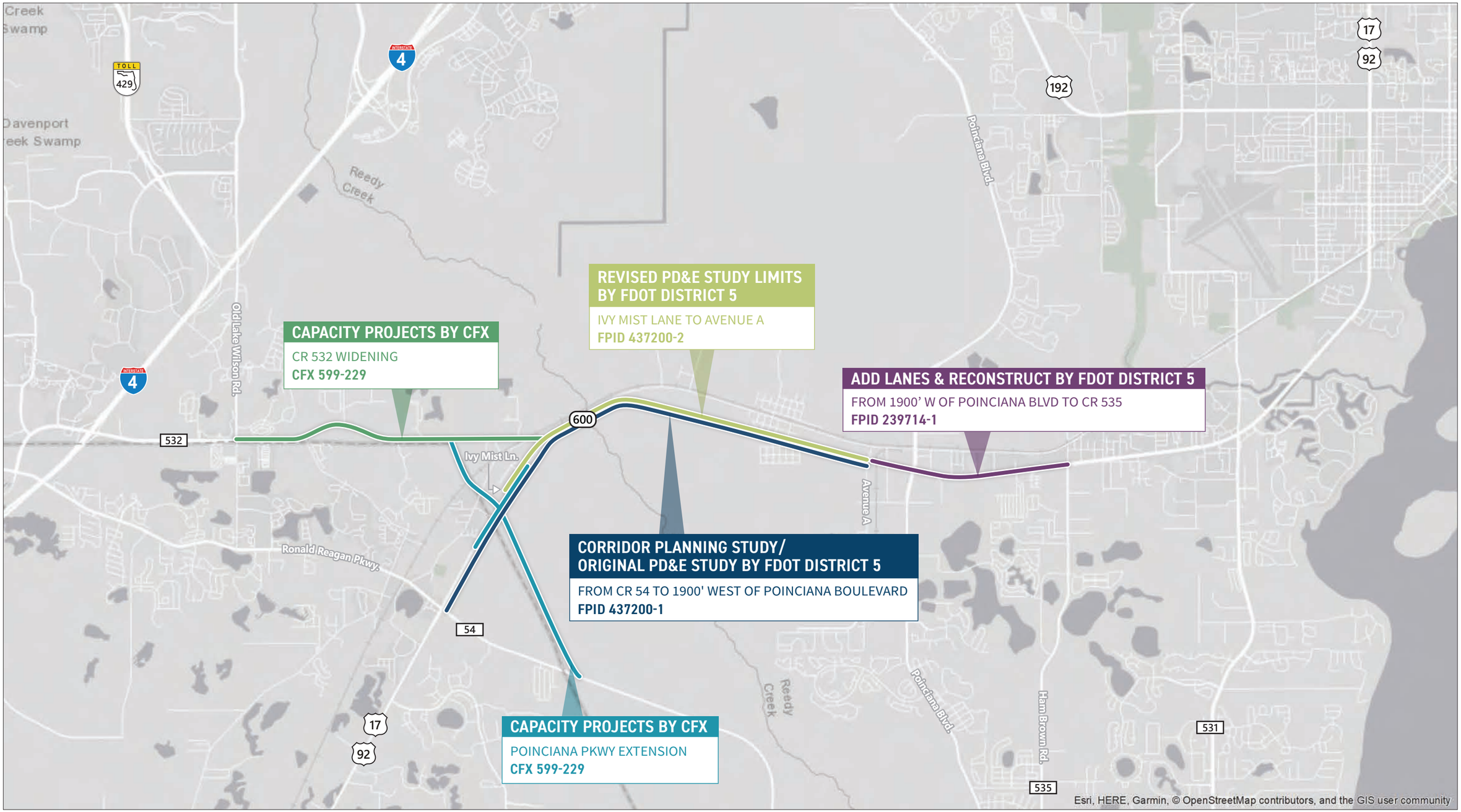
Introduction

The Florida Department of Transportation (FDOT) District 5 is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to widen SR 600 (US 17/92) from the existing two-lane roadway to a four-lane divided roadway from Ivy Mist Lane to Avenue A, a distance of 3.8 miles, in Osceola County. A prior Corridor Planning Study of SR 600 (US 17/92) from County Road (CR) 54 (Ronald Reagan Parkway) in Polk County to 1,900 feet west of Poinciana Boulevard at Avenue A in Osceola County was completed in 2018. This project traverses through the community of Poinciana, and the unincorporated community of Intercession City. **Figure *1*** shows the SR 600 (US 17/92) PD&E Study limits (shown in light green) and previous Corridor Planning Study limits (shown in blue), along with the limits of adjacent projects mentioned below.

Two related projects overlap the western end of this PD&E Study:

- The segment of SR 600 (US 17/92) from west of Parker Road in Polk County to Ivy Mist Lane in Osceola County is included in the Central Florida Expressway Authority's (CFX) SR 538/Poinciana Parkway Extension to CR 532 project (CFX Project #538-235), which has design completed and construction beginning in 2024. The SR 538/Poinciana Parkway Extension project will include the widening of SR 600 (US 17/92) within these limits, as well as a proposed diverging diamond interchange with SR 600 (US 17/92) southwest of Ivy Mist Lane as shown in teal (**Figure *1***).
- Adjacent to the western end of the PD&E Study (shown in dark green) is a CFX project (CFX Project #538-235A) widening CR 532/Osceola Polk Line Road from two to four lanes from Old Lake Wilson Road to SR 600 (US 17/92) (**Figure *1***). This project has completed design and is anticipated to begin construction in 2024.

One recently completed project abuts the eastern limits of this PD&E Study. FDOT District 5 widened SR 600 (US 17/92) from two to four lanes, with limits from 1,900 feet west of Poinciana Boulevard (Avenue A) to CR 535 (Ham Brown Road) in Kissimmee (FPID: 239714-1), shown in **Figure *1***.



N.T.S.

Figure 1

Location Map
SR 600 (US 17/92) PD&E
FPID 437200-1

Purpose and Need

The purpose of this project is to provide needed capacity through the design year 2045 and improve safety conditions along the study corridor. The project is needed to meet future traffic demand, provide satisfactory future traffic operations, improve corridor access management, and improve safety along the corridor.

The following sections describe the need for improvements based on future traffic demand and existing crash data.

Future Traffic Demand

Future traffic analyses were conducted for the SR 600 (US 17/92) study corridor for three analysis years (2025, 2035, and 2045). Based on the intersection operational analysis, by 2045 most of the study intersections are anticipated to experience very high delays. Specifically, the high delays start from 2025 for the majority of unsignalized intersections and the signalized intersection at SR 600 (US 17/92) and CR 532. Capacity improvements are needed to accommodate future traffic demand and provide satisfactory traffic operations.

Based on the arterial operational analysis, the SR 600 (US 17/92) study corridor is expected to operate at target LOS D or better through the design year 2045, except for the northbound/eastbound approach south of CR 532, which is expected to fail in the 2035 and 2045 AM design hour. These results are due to the lack of signalized intersections between CR 532 and Poinciana Boulevard and the existing high posted speed limit. However, the signalized intersection at CR 532 is expected to experience very high approach delays and extensive queueing along SR 600 (US 17/92), which will impact the arterial operations. Additionally, all of the future AADTs along the study corridor will exceed the Maximum Service Volume of 18,590 for LOS D for a two-lane urbanized arterial starting in opening year 2025.

Safety

Crash data for a five-year period (October 1, 2019 – September 30, 2024) obtained from Signal 4 Analytics found a total of 325 crashes occurred along the study corridor. Of the 325 reported crashes, 147 involved injuries and three resulted in fatalities. The highest portion of crashes were rear-end (62.46%). The crash rates at the Ivy Mist Lane, CR 532 (Osceola Polk Line Road) intersection, Old Tampa Highway intersection, Shepherd Lane intersection, and at the Avenue A intersection were found to be above the statewide crash rate. This project intends to increase capacity and improve access management, which is anticipated to reduce congestion and conflict points. This project will also provide pedestrian and bicycle facilities to improve multimodal accommodations throughout the study corridor.

Report Purpose

The Florida Design Manual (FDM) Section 122.2 states a formal Design Variation document is required when proposed design elements do not meet the FDOT criteria. This report serves as a formal Design Variation document for segment 5 of SR 600 (US 17/92) within Osceola County; Roadway ID 92010000, MP 3.055 to MP 3.462.

Project Alternatives

No-Build Alternative

The No-Build Alternative assumes no improvements such as additional traffic lanes or other improvements will be made within the study area, except for programmed improvements to nearby or adjacent facilities. For this project, the No-Build Alternative includes the ongoing widening of SR 600 (US 17/92) from Avenue A to CR 535 (FPID: 239714-1) to four lanes, the programmed SR 538/Poinciana Parkway Extension, and the CR 532 widening.

The No-Build Alternative serves as the baseline for comparing the Build Alternative and remains a viable option throughout the PD&E study process. Based on programmed improvements, the existing typical section assumed for the No-Build Alternative remains a two-lane undivided rural typical section. At the eastern end of the project at Avenue A, the corridor transitions to a four-lane typical section. For the majority of the study limits, the existing typical section along SR 600 (US 17/92) within the study limits is provided below in **Figure 2**. The existing bridge typical section is provided as **Figure 3.**

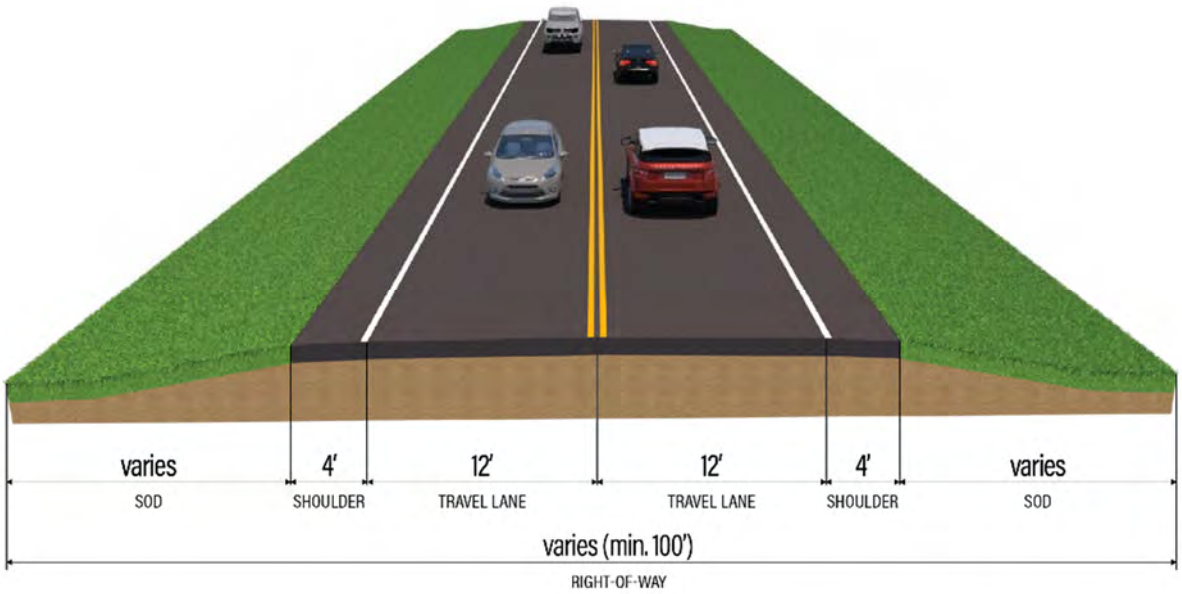


Figure 2: Existing Typical Section

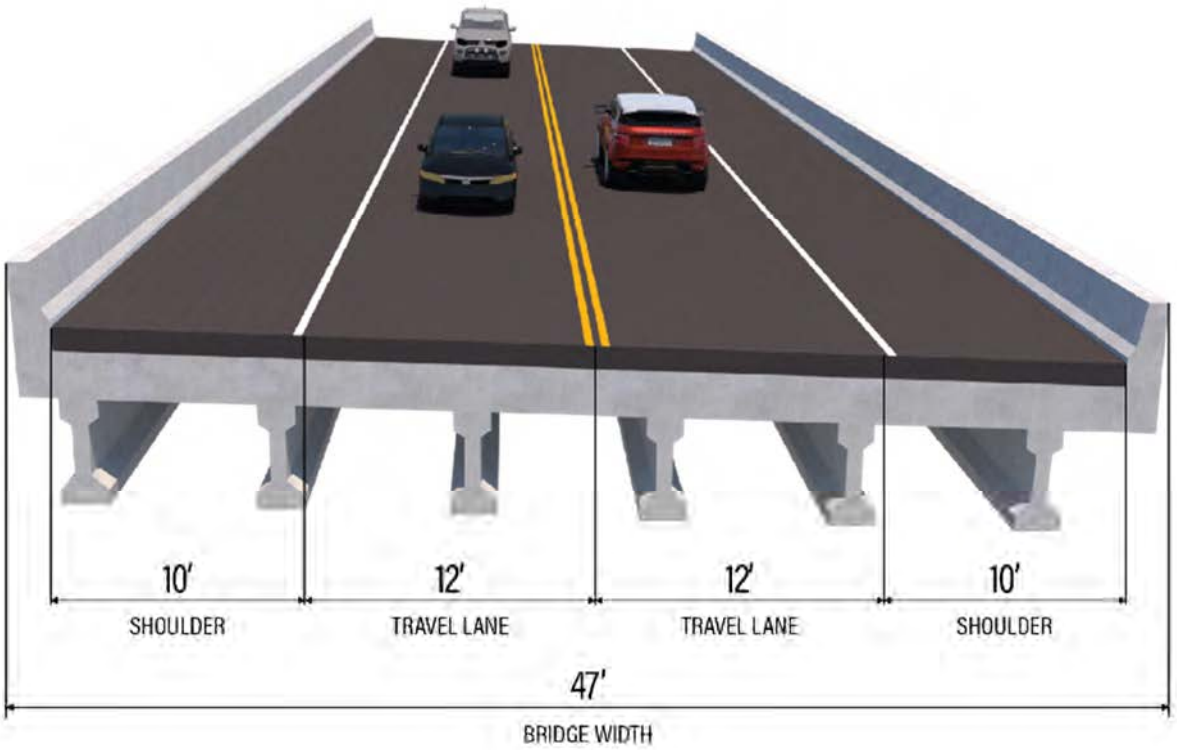


Figure 3: Existing Bridge Typical Section

Alternatives Considered

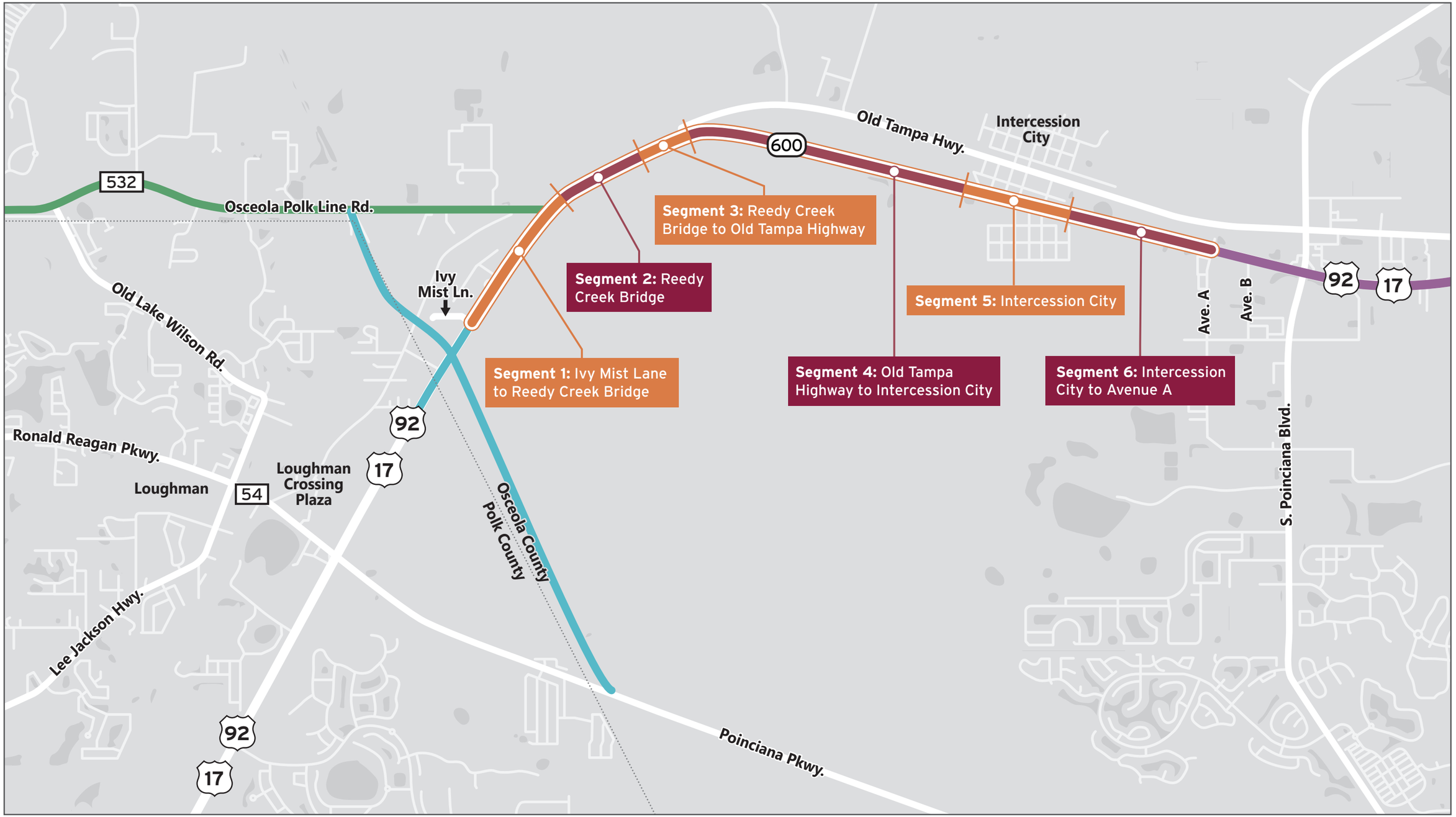
The Build Alternative widens SR 600 (US 17/92) to four lanes (two lanes per direction) throughout the study limits from Ivy Mist Lane to Avenue A. Due to alignment constraints from adjacent facilities and the existing bridge over Reedy Creek, the Build Alternative applied from Ivy Mist Lane to east of Old Tampa Highway is a best-fit alignment. From east of Old Tampa Highway to Avenue A, the study developed three alignments for alternatives comparison. The recommended alignment maximizes the existing Right-of-Way (ROW) and consists of widening to the south on the west end of the project corridor to align with the Poinciana Parkway Extension proposed improvements, then shifts to the south through the central portion of the project corridor to avoid the existing cemetery, widens to the north through Intercession City to avoid relocations, and aligns with the adjacent widening at the east end of the project corridor. The Preliminary Engineering Report prepared for the study summarizes the alternatives considered, the related analysis, and selection of the Preferred Alternative. The Preferred Alternative was developed to avoid and minimize environmental effects where feasible. Several stormwater treatment pond alternatives were evaluated, and the Pond Siting Report (PSR) discusses these alternatives and selection of the preferred pond sites.

Description of Preferred Alternative

The Preferred Alternative widens SR 600 (US 17/92) from Ivy Mist Lane to Avenue A from the existing two-lane rural facility to a four-lane divided facility. The Preferred Alternative includes access management modifications to improve safety. The Preferred Alternative adds continuous multimodal facilities along both sides of the roadway for the entire length of the study corridor, except at the Reedy Creek Bridge due to constraints along the existing bridge (proposed eastbound structure). A pedestrian crossing will be provided at the Osceola Polk Line Road and Old Tampa Highway intersections to provide pedestrians with a crossing over SR 600 (US 17/92) to the shared-use path.

The Preferred Alternative also involves the retention of the existing bridge over Reedy Creek to serve as the eastbound traffic lanes and the addition of a new bridge over Reedy Creek to serve as the westbound traffic lanes. The westbound bridge will have a 12-foot-wide shared-use path for the use of pedestrians and bicyclists travelling in both directions. In addition to the widening and multimodal improvements along SR 600 (US 17/92), this project includes intersection improvements at CR 532, Old Tampa Highway, and Avenue A. Five pond site locations have been recommended as part of the Preferred Alternative for a total of 25.9 acres of stormwater ponds.

The typical section for the Preferred Alternative is divided into six segments (shown in **Figure 4**).



N.T.S.

- Project Limits
- Poinciana Parkway Extension/Interstate 4 (I-4) Connector (in design)
- U.S. 17/92 Widening (under construction)
- Osceola Polk Line Road Widening (under construction)

Figure 4

Study Segments
SR 600 (US 17/92) PD&E
FPID 437200-1

Urban Typical Section – Segments 1,4, and 6

An urban roadway typical section with swales is proposed for Segments 1, 4, and 6. The typical section (depicted in **Figure 5**) includes a 22-foot raised median, two 11-foot travel lanes in each direction, and a 12-foot shared-use path along both sides of the roadway. The shared-use paths are both separated from the roadway curb and gutter by 42-foot-wide drainage swales. The required ROW for the suburban roadway typical section varies with a minimum of 192 feet.

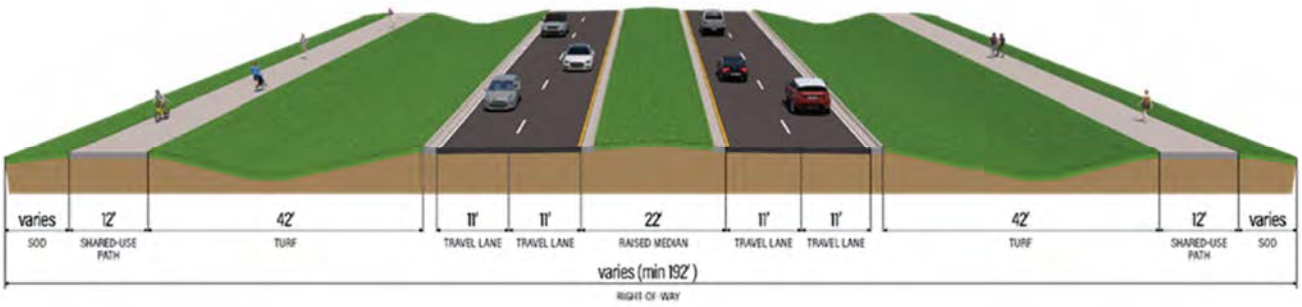


Figure 5: Suburban Typical Section (Segments 1, 4, and 6)

Bridge Typical Section – Segment 2

The typical section for the Reedy Creek Bridge, within Segment 2, includes two bridge structures (**Figure 6**). The existing bridge structure will serve eastbound traffic and a new bridge structure will serve the westbound traffic. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge includes 11-foot inside and outside shoulders and two 11-foot travel lanes. The new westbound structure includes a six-foot inside shoulder, a 10-foot outside shoulder, two 11-foot travel lanes, and a 12-foot shared-use path separated from the roadway by a raised concrete barrier. The existing 244 feet ROW accommodates the proposed bridge structure. The existing eastbound bridge is located in a permanent easement on the south side of the FDOT ROW, which allows the new westbound bridge to be located fully within the existing ROW to the north.

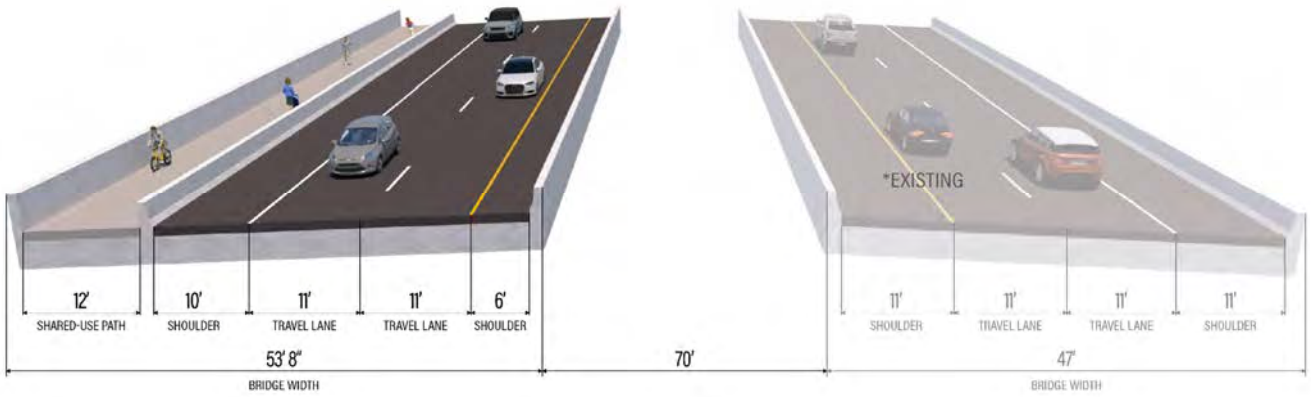


Figure 6: Bridge Typical Section (Segment 2)

Urban Typical Section – Segment 3

An urban typical section, as illustrated in **Figure 7**, is proposed for Segment 3 from the east end of the Reedy Creek Bridge to Old Tampa Highway. This typical section consists of two 11-foot travel lanes in each direction separated by a 22-foot raised median, and a 12-foot shared-use path along both sides of the roadway. The shared-use path is separated from the roadway by curb and gutter and a buffer varying in width with a minimum of five feet. The total ROW needed for this typical section varies with a minimum of 151 feet.

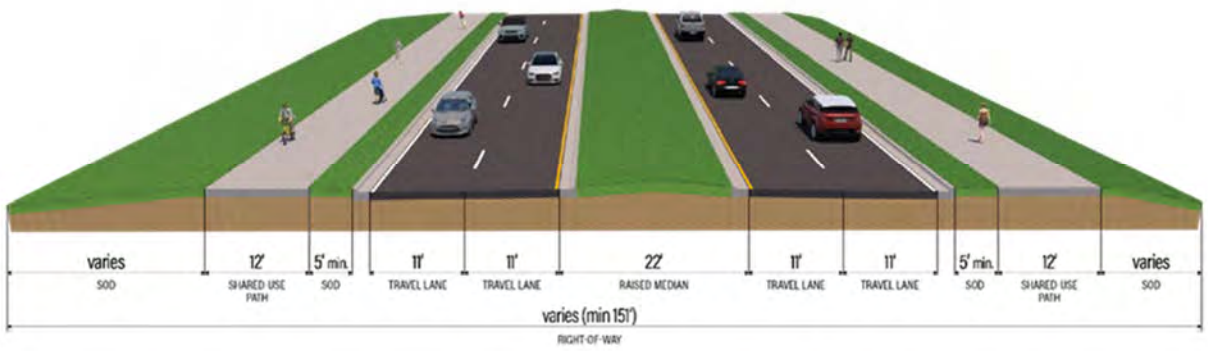


Figure 7: Urban Typical Section (Segment 3)

Urban Typical Section – Segment 5

An urban typical section is proposed for Segment 5 through Intercession City (**Figure 8**). This typical section includes a 15.5-foot raised median, two 11-foot travel lanes in each direction, and a 10-foot urban side path along both sides of the roadway. The urban side path is separated from the roadway by curb and gutter and a buffer with a width of two feet along the south side of the roadway and 2.5 feet along the north side of the roadway. The total ROW needed for this typical section varies with a minimum of 100 feet.

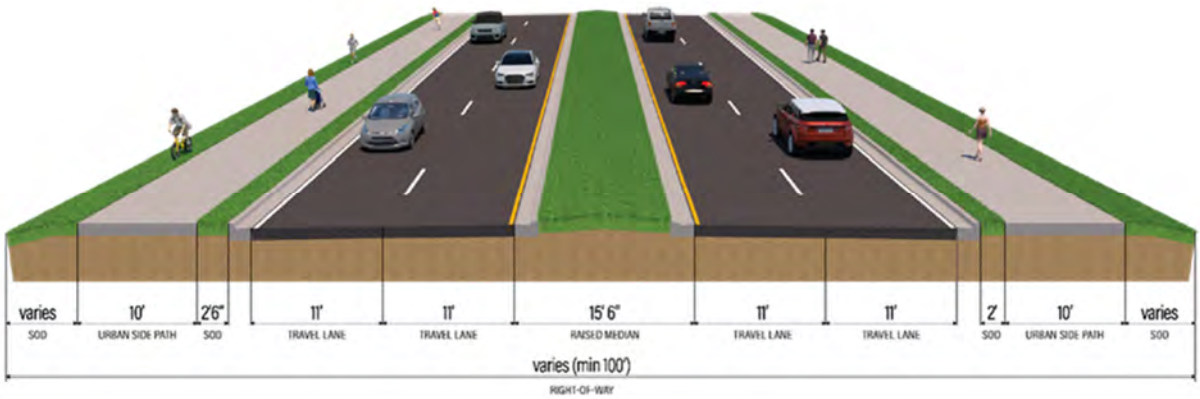


Figure 8: Urban Typical Section (Segment 5)

Description of Requested Design Variation

A design variation is being requested for design speed in segment 5, from just west of Suwannee Avenue to just east of Shepherd Lane/Nocatee Street:

Start MP	End MP	Design Speed Variation
3.055	3.462	30 mph

The segment of SR 600 (US 17/92) (Roadway ID 92010000) from just west of Suwannee Avenue (MP 3.055) to just east of Shepherd Lane/Nocatee Street (MP 3.462) has a recommended Target Speed of 30 mph. See Appendix A for the Target Speed Recommendation Report.

Additionally, the context classification for this segment has been designated C2T-Rural Town as shown in Appendix C. The segment to the west of this C2T–Rural Town section is designated C3C, with a proposed design speed of 45 mph. The segment east of the C2T-Rural Town section is designated C1, with a proposed design speed of 45 mph. See Appendix C for the context classification map.

Per FDM Table 201.5.1, the allowable SIS minimum design speed for C2T-Rural Town designated roadways is 40 mph. The total length of segment 5 is 0.407 miles.

The existing design speed between 1,450 feet west of Suwannee Avenue to Nocatee Street is 50 mph. The existing design speed between Nocatee Street to 2,110 feet east of Nocatee Street is 60 mph. The existing design speed between 2,110 feet east of Nocatee Street and Avenue A is 55 mph. The proposed design speed of 30 mph represents a large decrease in design speed compared to the existing conditions.

Justification for Approval

Target Speed Requirement: In accordance with the Target Speed Recommendation Report, FDOT FPID 437200-1, the Target Speed for this segment of roadway, ID #92010000 from MP 3.055 to MP 3.462, is 30 mph. To meet the Target Speed, the approval of this design variation is required.

Safety/Operational Performance: The C2T segment along SR 600 (US 17/92) from just west of Suwannee Avenue to just east of Shepherd Lane/Nocatee Street is located within Intercession City. Intercession City is an unincorporated community with 19 driveways filtering onto SR 600 (US 17/92) and a proposed urban side path on the north and south sides of SR 600 (US 17/92). Utilizing a 30-mph design speed in this section will enhance safety for pedestrians and bicyclists using the urban side path, accommodate vehicles merging onto SR 600 (US 17/92) from driveways, and notify existing drivers to adjust their behavior and expectations accordingly. Also, this SR 600 (US 17/92) corridor bifurcates this rural town of Intercession City, and pedestrians travel along and across SR 600 (US 17/92) to connect to community features. These slower speeds will help enhance safety and reduce level of traffic stress for pedestrian and bicycle users.

Right of Way: Per FDM Table 210.3.1, providing a lower 30-mph design speed allows the use of a 15.5-foot median width as compared to a 40-mph design speed requiring the use of a 22-foot median width. This will minimize the footprint of the proposed ROW required.

Community: Utilizing a lower 30-mph design speed as compared to a 40-mph design speed reduces the noises caused from the roadway for nearby residents. Additionally, as mentioned above, the lower design speed will minimize the footprint of the proposed ROW. Both factors will minimize impacts for nearby residents.

Environment: Using a lower 30-mph design speed as compared to a 40-mph design speed minimizes the footprint of the proposed ROW and reduces property needs, which can lead to minimizing impacts to the social environment.

Usability by all Modes of Transportation: Using a lower 30-mph design speed as compared to a 40-mph design speed provides a more comfortable experience for pedestrians and bicyclists on the adjacent urban side paths.

Cost: Based on the LRE cost estimates, the estimated project cost per mile for the 30-mph design speed typical section is $21,661,058.28. Meanwhile, the estimated project cost per mile for the 40-mph design speed typical section is $23,709,776.79. Therefore, the estimated savings per mile is $2,048,718.51 by using a 30-mph design speed as compared to a 40-mph design speed. This equates to a $833,828.43 savings for the 0.407-mile segment. Additionally, by reducing the design speed to 30-mph, there will be less required proposed ROW acquisition. This is a further reduction in cost as compared to a 40-mph design speed.

Mitigation: A potential mitigation strategy is to use cross-sectional elements to reduce operating speeds to design speed. These strategies include:

- **Horizontal Deflections –** There are three horizontal curves proposed in segment 6, including a 40-mph and 30-mph speed curve just east of Intercession City, and three horizontal curves proposed in segment 4, including a 40-mph and 30-mph speed curve just west of Intercession City. The purpose of these curves is to slow driving speeds before entering Intercession City.
- **Use of Curb and Gutter –** The use of curb and gutter is proposed throughout Segment 5 to narrow the footprint of the roadway and is a strategy that has been shown to encourage slower driving speeds.
- **Urban Side Path –** An urban side path is proposed along the north and south side of SR 600 (US 17/92). The use of an urban side path removes the need for a bike lane, as bicyclists can travel on the urban side path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to encourage slower driving speeds.
- **Landscaping –** Landscaping is proposed where feasible to increase the enclosure feeling of the corridor to help naturally keep speeds low and enhance the aesthetics of the corridor.
- **Pedestrian Hybrid Beacons –** The installation of two pedestrian hybrid beacons will be used to warn and control traffic at strategic crossing locations to assist pedestrians in crossing SR 600 (US 17/92) at marked crosswalks.

The travel lanes in this segment of the roadway will be the FDOT minimum of 11-feet-wide. See Appendix B: Speed Management Strategies Memo for more information regarding mitigation strategies.

Table 1: Pros and Cons of 30-mph Design Speed

Pros	Cons
• Lower design speed improves operational safety. • Pedestrian hybrid beacons will enhance safety of pedestrians and warn drivers to slow down. • Narrower roadway footprint will encourage slower driving speeds. • Slower driving speeds will reduce level of traffic stress for pedestrians and reduce traffic noise along the corridor. • Slower design speed will reduce environmental impacts.	• Design speed does not align with the range provided for SIS roadways in a C2T context classification.

Conclusion

The recommended Target Speed for this segment of roadway necessitates the design speed variation of 30 mph. Furthermore, the C2T segment along SR 600 (US 17/92) from just west of Suwannee Avenue to just east of Shepherd Lane/Nocatee Street is located within Intercession City and a 30-mph design speed is desirable for safety. It is recommended that this variation be approved.

Appendix A

(Target Speed Recommendation Report)

TARGET SPEED RECOMMENDATION REPORT
FDOT FIN 437200-1

General Roadway Information

FIN#: 437200-1	**FDOT Project Manager: Lorena Cucek**
State Road Number (Local Name): US 17-92	**Roadway ID: 92010000, 92010100**
Project Limits: Polk County Line to Avenue A	**92010000: 0.000-0.536, 1.915-4.117** **92010100: 0.000-1.354**
County: Osceola	**City/Town: Intercession City**
PROPOSED TARGET SPEED: **92010000:** **0.000-0.536: 45 mph** **1.915-2.964: 45 mph** **2.964-3.462: 30 mph** **3.462-4.117: 45 mph** **92010100:** **0.000-1.354: 45 mph**	**Project Type (Description): PD&E**
EXISTING TYPICAL SECTION	
92010000: 2 lanes undivided – 12’ lanes (0.000-0.536) 2 lanes undivided – 13’ lanes (1.915-2.843) 2 lanes divided – 12’ lanes (2.843-3.376) 2 lanes undivided – 13’ lanes (3.376-3.931) 2 lanes divided – 12’ lanes (3.931-4.117) 92010100: 2 lanes undivided – 12’ lanes (0.000-0.121) 2 lanes divided – 12’ lanes (0.121-0.447) 2 lanes undivided – 12’ lanes (0.447-0.888) 2 lanes divided – 12’ lanes (0.888-1.169) 2 lanes undivided – 12’ lanes (1.169-1.354)	

Step 1: Identify Need

SAFETY CONCERNS:	3 Pedestrian Crashes (1 Fatality), 1 Bicycle Crash (0 Fatalities)
LOCAL INPUT:	
OTHER:	

Step 2: Determine FDM Consistency

CONTEXT CLASSIFICATION:	**92010000:** C3R (0.000-0.536), C3C (1.915-2.964), C2T (2.964-3.462), C1 (3.462-3.983), C3C (3.983-4.117) **92010100:** C3R (0.000-0.365), C1 (0.365-1.074), C3C (1.074-1.354)
STRATEGIC INTERMODAL SYSTEM (SIS):	No
POSTED SPEED (CURRENT):	92010000: 55 mph (0.000-0.536, 1.915-2.881), 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)
DESIGN SPEED:	

OPTIONAL: Speed Study Information

Allowable range of design speeds: (per FDM table 201.5.1)	C3R/C3C: 35-55 mph C2T: 25-45 mph C1: 55-70 mph

Step 3: Identify Important Roadway Features

THROUGH LANES & LANE WIDTHS:	See Typical Sections
TRANSIT:	No
BICYCLISTS / PEDESTRIANS FACILITY CONDITIONS:	92010000: Very small section (2.214-2.258 and 3.098-3.148 L side, and 3.142-3.181 R side) with 5'-6' sidewalks; No bike lanes 92010100: None
ACCESS MANAGEMENT:	92010000: Class 3 92010100: None
CURRENT ANNUAL AVERAGE DAILY TRAFFIC (AADT):	92010000: 15,800 (0.000-0.536), 29,500 (1.915-4.117) 92010100: 15,800 (0.000-0.365), 25,000 (0.365-1.354)
% TRUCK USAGE:	92010000: 10.1% (0.000-0.536), 4.9% (1.915-4.117) 92010100: 10.1% (0.000-0.365), 9.3% (0.365-1.354)

Step 4: Potential Countermeasures

POTENTIAL COUNTERMEASURES to help Achieve the Target Speed (Refer to Spreadsheet): *{It is understood that the project team will make every effort to implement the proposed countermeasures. However, due to limits in budget or time (R/W, etc.) not all may be implemented in this project.}*	C3: Lane Narrowing, PHBs, Shared-Use Paths, Speed Feedback Signs C2T: Island at crossings, street trees, curb extensions, horizontal deflection, roundabout C1: Shared-Use Path, Sidewalks
Other Improvements within or outside of the Right-of-Way (R/W):	

Step 5: Determine Target Speed

CONCLUSIONS AND RECOMMENDATION	Reduce Target Speed in Eastern C3's (0-2.964) to 45 mph. Reducing Target Speed in C2T due to crashes, limited lighting, limited crosswalks and sidewalks. On NE end of project (3.462-4.117),

			match cross section with 239714-1, which includes sidewalk and shared-use path; this cross section can also be used on the western C3 section as well	
	Posted Speed	**Design Speed**	**Target Speed**	**Ultimate Target Speed (If Applicable)**
Current:	92010000: 55 mph (0.000-0.536 1.915-2.881) 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)			
Recommended			92010000: 0.000-0.536: 45 mph 1.915-2.964: 45 mph 2.964-3.462: 30 mph 3.462-4.117: 45 mph 92010100: 0.000-1.354: 45 mph	

TARGET SPEED MEETINGS:

Target Speed (TS) Request Received:	
TS Determination Date:	**3/9/22**
Initial District TS Concurrence:	**3/15/22**
TS Local Agency Concurrence:	
Final TS District Approval:	
TS Report Submitted to PM:	

Appendix B

(Speed Management Strategies Memo)

MEMORANDUM

Date: September 8, 2022

Project: US 17/92 Project Development & Environmental (PD&E) Study

FPID: 437200-2-22-01

Subject: Speed Management Strategies

The US 17/92 Project Development and Environment (PD&E) Study is evaluating the widening of US 17/92 from two to four lanes from Ivy Mist Lane to Avenue A in Osceola County. This memorandum summarizes the speed management strategies evaluated for the project. More detailed documentation is provided in the *Preliminary Engineering Report* for the study.

The existing posted speed along the corridor is 55 mph from Ivy Mist Lane to approximately 1,000 feet west of Suwannee Avenue. To the east of this segment, the corridor transitions to an existing speed limit of 45 mph. After review of the project corridor and existing/future land uses, FDOT provided designated context classifications for the corridor (see attached map). The corridor transitions from C3R (Suburban Residential) in the westernmost port of the corridor adjacent to existing residential areas and also in the vicinity of the proposed Poinciana Parkway Extension interchange at US 17/92. For the majority of the corridor including the eastern limits of the project, the designated context class is C3C (Suburban Commercial) based on existing land uses. Within Intercession City, the context class is C2T (Rural Town). In between these sections, the existing South Florida Water Management District (SFWMD) and Reedy Creek conservation areas are designated C1 (Natural).

After review of the context classifications, FDOT identified a target speed determination involving 45 mph for the entire study corridor for corridor consistency with exception of the area within Intercession City from 500 feet west of Suwannee Avenue to 650 feet east of Nocatee Street, this area was determined to be a target speed of 30 mph. Based on FDM Table 201.5.1, the allowable range for design speed for C3 and C2T is consistent with the target speed of 45 mph and 30 mph, respectively. For the C1 areas located in between C3R and C3C segments, FDOT recommended a target speed of 45 mph to achieve corridor consistency and lower speeds along the corridor for improved safety. As design speed is a controlling design element, a Design Variation is anticipated. This memorandum focuses on speed management strategies employed in both the 45 mph target speed area and in the transition areas approaching Intercession City to achieve the target speed of 30 mph.

Table 202.3.1 of the FDM identifies Speed Management Strategies to achieve a desired operating speed. The table uses context classification and target speed to identify the types of strategies that would be most effective. Based on Table 202.3.1, with context classification of C3R or C3C and a target speed of 45 mph, speed management practices such as, Roundabouts, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) were identified for consideration. For the 30 mph (C2T) section within Intercession City, the speed management

strategies considered include the ones identified for the 45 mph section above plus On-street parking, Street Trees, Short Blocks, Islands at Crossings, Road Diet, Bulb-outs, Terminated Visas, and Chicanes.

The proposed improvements for the Preferred Alternative (included in the *Preliminary Concept Plans*) utilize appropriate strategies from the opportunities listed above where feasible based on project considerations such as multimodal needs, access management, design criteria and right-of-way considerations. The following outlines the speed management strategies used for this corridor based on the two different target speeds identified above for the corridor. For the 45 mph target speed section of US 17/92, three speed management strategies are proposed below to achieve the target speed.

Speed Management Strategies for 45 mph Target Speed Section

- **Horizontal Deflection –** There are 8 different deflections/curves in the alignment in the 3.2 mile 45 mph target speed section. This number does not include the speed curves/horizontal deflection directly adjacent to entering Intercession City. These deflections and curves were consistent with design criteria for a 45 mph target speed.
- **Lane Narrowing –** The lane width will be reduced from 12-foot to a proposed 11-foot to be consistent with the FDM criteria.
- **Speed Feedback Signs –** Speed feedback signs are proposed on the bridges over Reedy Creek. The signs provide immediate feedback to drivers when the speed limit is exceeded, which may help to reduce unintentional speeding. The signs consist of a speed-measuring device, along with a message sign that displays the speed to drivers.
- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.
- **Roundabout at Avenue A –** Based on the Stage 2 Intersection Control Evaluation (ICE) analysis at Avenue A, a roundabout was recommended for the Preferred Alternative. This will help manage speeds into and out of Intercession City by helping to create a transition from the rural section to the east and the urban section to the west.

Based on stakeholder and public input, the existing 45 mph speed limit within the Rural Town (C2T) of Intercession City is a safety concern and the community vision is to reduce the speed limit through the town. Additional speed management strategies were identified below for this area to help reduce speeds to the 30 mph target speed. These strategies will help provide a transition zone prior to entering Intercession City.

Speed Management Strategies for 30 mph Target Speed Section

- **Horizontal Deflection –** Four proposed horizontal curves are provided in both directions just west and east of Intercession City. The proposed horizontal alignment includes two 40 mph curves and two 30 mph curves all of which meet FDOT criteria. These will be appropriately signed with posted speed limits and advance warning signs upstream of these curves to introduce the reduced speed limits at curves. This alleviates the existing "race-track" feel that the community expressed opposition to during the public meeting in October 2021 and provides a deceleration area prior to entering Intercession City. Posted Speed Pavement markings are proposed to provide

additional driver awareness of the reduced speed limit through the horizontal deflection areas. These will be placed in the Perception – Reaction area to prepare drivers for the Deceleration Area coming into Intercession City.

- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.
- **Landscaping –** Provide landscaping where feasible to increase the enclosure feeling of the corridor to help naturally keep speeds low and enhance the aesthetics of the corridor.
- **PHB's –** Two locations are identified through Intercession City to provide a crosswalk to help improve mobility within the community. One is located just east of Tallahassee Boulevard and the other is located just east of Charity Street. These PHB's will establish shorter block lengths and create engagement with the drivers which will help manage speed.
- **Speed Feedback Signs –** The feedback signs will be placed just west of Suwannee Ave in the eastbound direction and just east of Nocatee Street in the westbound direction. This will be used to engage the driver of their current speed and make them aware of the reduced speed limit within Intercession City.

The strategies identified were discussed during the Alternatives Public Meeting, Stakeholder Meeting #3, and FDOT Phase III Meeting. Based on input received, there has been substantial support for these strategies throughout the life of the project.

-- END MEMO --

TARGET SPEED COUNTERMEASURE OPTIONS

Context Classification			C1	C2	C2T					C3				C4				C5			C6	
Target Speed (mph)			55-70	55-70	45	40	35	30	25	50-55	45	40	35	45	40	35	30	35	30	25	30	25
	Strategies	FDM Reference																				
Speed Reduction Strategies	Curb Extensions (Bulb-Outs)	202.3.12, 222.2.6																				
	Lane Narrowing	202.3.4, Table 210.2.1																				
	Lane Repurposing (Road Diet)	202.1.1, 126																				
	Street Trees	202.3.6, 212.11, 215.2.4																				
	Terminated Vista	202.3.14																				
	Horizontal Deflection	202.3.5, 210.8.1, 217																				
	Chicanes	202.3.3																				
	Islands at Crossings	202.3.11, 210.3.2																				
	Islands in curved sections	202.3.11, 210																				
	Mini-Roundabouts	202.3.1, 213																				
	Roundabout	202.3.1, 213																				
	Vertical Deflection	202.3.8																				
	Speed Tables	202.3.8																				
	Raised Crosswalks	202.3.8																				
	Raised Intersections	202.3.8																				
	Textured Surface																					
	Pedestrian Hybrid Beacons (PHBs)	202.3.13, TEM 5.2																				
	On-street Parking	202.3.2, 210.3.2																				
	Rectangular Rapid Flashing Beacons (RRFBs)	202.3.13, TEM 5.2																				
	Short Blocks	202.3.7, 222.2.3.1																				
	Speed Feedback Signs	202.3.9																				
	Bicycle Lanes	223																				
	Shared Use Paths	223.2.3, 224																				
	Separated Bicycle Lanes	223.2.4.1																				
	Shared Lane Markings (Sharrows)	223.3																				
	Marked Shoulders	223.2.2.1																				
	Sidewalks (See FDM 222.2.1)	222.2.1																				
Additional Information	Median Widths - Raised or Restrictive (RRR Projects)	210.3.1	30'-40'	30'-40'	19.5'	15.5'	15.5'	15.5'	15.5'	30'-40'	19.5'	15.5'	15.5'	19.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'
	Minimal Travel Lane Width	Table 210.2.1	12'	12'	11'	11'	11'	11'	11'	12'	11'	11'	10'	11'	11'	10'	10'	10'	10'	10'	10'	10'
	Two-Way Left Turn Lane	Table 210.2.1				12'	12'	12'	12'			12'	11'		12'	11'	11'	11'	11'	11'	11'	11'
	Two-Way Left Turn Lane (RRR Projects)	Table 210.2.1				11'	11'	11'	11'			11'	10'		11'	10'	10'	10'	10'	10'	10'	10'
	Minimal Travel Lane Width	Table 210.2.1	12'	12'	11'	11'	11'	11'	11'	12'	11'	11'	10'	11'	11'	10'	10'	10'	10'	10'	10'	10'
	Sidewalks - Standard Widths	Table 222.2.1	5'	5'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	10'	10'	10'	12'	12'

Target Speed Countermeasure Options table developed for educational purposes only, utilizing strategies to achieve desired operating speed identified in Table 202.3.1 of the FDOT Design manual.

Appendix C
(Current Context Classification Map)

US 17/92/SR 600/S Orange Blossom Trail, Osceola County

Current Context Classification

07/14/20

0 2,000 4,000 Feet

N

FDOT

Appendix D
(Design Criteria)

Table 201.5.1 Design Speed

Limited Access Facilities (Interstates, Freeways, and Expressways)		
Area	**Allowable Range (mph)**	**SIS Minimum (mph)**
Rural and Urban	70	70
Urbanized	50-70	60
Arterials and Collectors		
Context Classification	**Allowable Range (mph)**	**SIS Minimum (mph)**
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	25-45	45
C5 Urban Center	25-35	-
C6 Urban Core	25-30	-

Notes:

(1) SIS Minimum Design Speed may be reduced to 35 mph for C2T Context Classification when appropriate design elements are included to support the 35-mph speed, such as on-street parking.

(2) SIS Minimum Design Speed may be reduced to 45 mph for curbed roadways within C3 Context Classification.

(3) For SIS facilities on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed requires a Design Variation as outlined in ***SIS Procedure (Topic No. 525-030-260)***.

(4) For SIS facilities not on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed may be approved by the District Design Engineer following a review by the District Planning (Intermodal Systems Development) Manager.

(5) SIS minimum Design Speed may be reduced to 30 mph for C2T, C3, and C4 for facilities with a transit route.

Appendix E

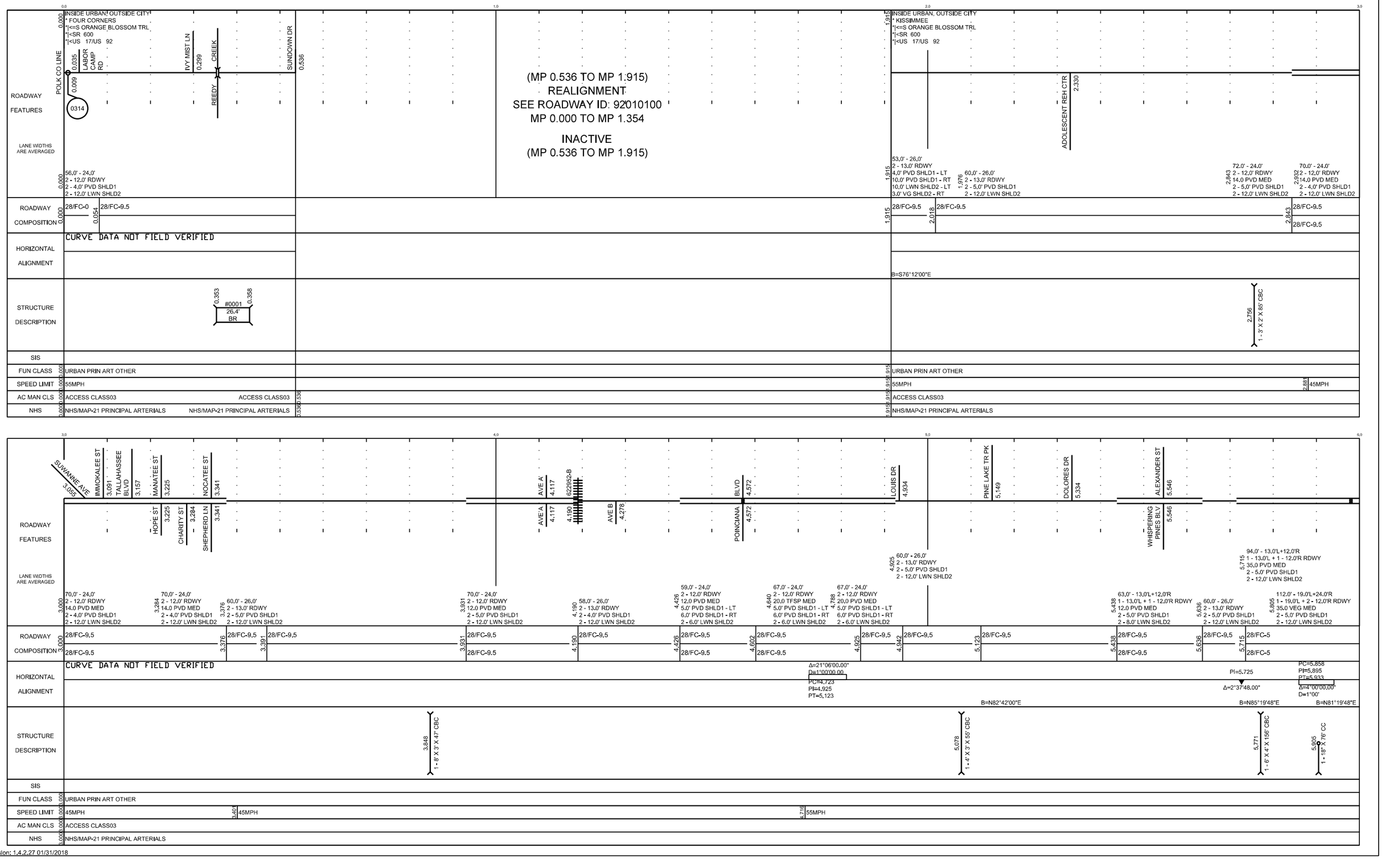
(SR 600 (US 17/92) Straight Line Diagrams)

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	1 OF 3



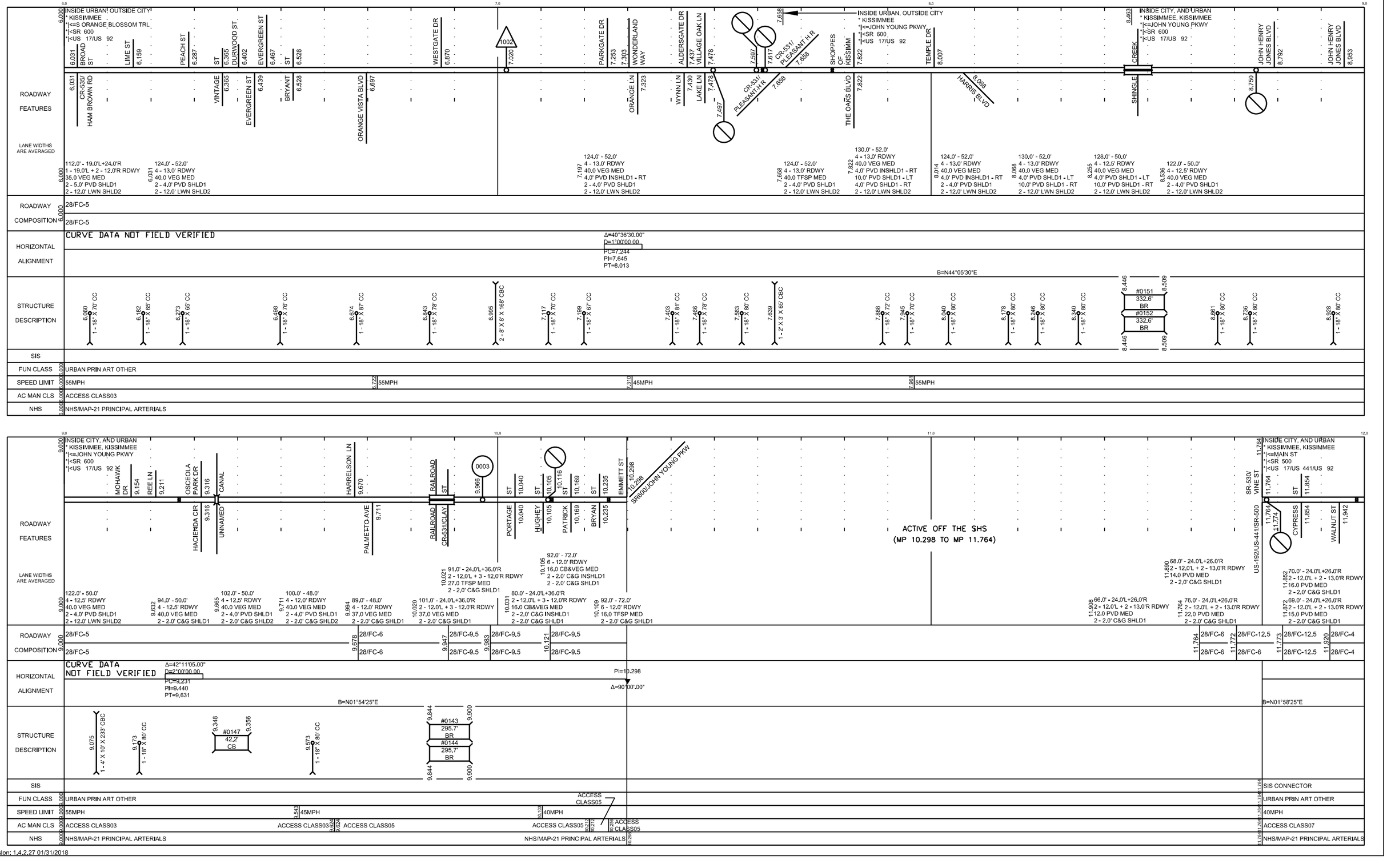
Version: 1.4.2.27 01/31/2018

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	2 OF 3



Version: 1.4.2.27 01/31/2018

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	3 OF 3

ROADWAY FEATURES

12.0

12.000 INSIDE CITY, AND URBAN
* KISSIMMEE
* KISSIMMEE
*|<=MAIN ST
*|<SR 500
*|<US 17/US 92/US 441

COLUMBIA AVE 12.065 | CANAL | DELLWOOD DR 12.192

12.245 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=MAIN ST
*|<SR 500
*|<US 17/US 92/US 441

12.264 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

12.435 INSIDE CITY, AND URBAN
* KISSIMMEE, KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

PARK PLACE BLVD 12.442 | AVE 12.504 | W HILDA ST 12.659 | AVE 12.760

12.898 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

ST 13.010 | ST 13.137 | ST 13.200 | ST 13.260 | TROPICAL LAKE DR 13.402 | COURT ST 13.466

COLUMBIA AVE 12.019 | UNNAMED | 0135 | BENITA ST 12.263 | CR-527/OLD DIXIE HWY 12.267 | TREMONT AVE 12.379 | WASHINGTON AVE 12.442 | RIDGEWOOD 12.504 | DONEGAN 12.760 | DUNCAN AVE 12.888 | WHITNEY ST 12.943 | JACKSON 13.010 | MARTIN ST 13.075 | FLETCHER 13.137 | KEEN 13.200 | CARROLL 13.260 | HOME ST 13.375

LANE WIDTHS ARE AVERAGED

12.019 65.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 2.0' C&G SHLD1

12.000 66.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

12.263 83.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
6.0' LWN SHLD2 - LT
8.0' LWN SHLD2 - RT

12.746 73.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 2.0' C&G SHLD2

12.681 77.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
6.0' LWN SHLD2 - LT
2.0' C&G SHLD2 - RT

12.760 81.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2.0' C&G SHLD2 - LT
10.0' LWN SHLD2 - RT

12.835 89.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

ROADWAY COMPOSITION

12.000 28/FC-4
28/FC-4

12.282 28/FC-9.5
28/FC-9.5

12.630 28/FC-12.5
28/FC-12.5

12.869 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=N01°58'25"E

STRUCTURE DESCRIPTION

12.105 #0007 47.5' BR 12.114

12.653 1 - 3' X 2' X 86' CBC

13.014 1 - 10' X 4' X 95' CBC

SIS	12.000	SIS CONNECTOR
FUN CLASS	12.000 12.000 12.000	URBAN PRIN ART OTHER
SPEED LIMIT	12.000	40MPH
	12.256	45MPH
	12.710	45MPH
	13.330	45MPH
AC MAN CLS	12.000	ACCESS CLASS07
NHS	12.000 12.000	NHS/MAP-21 PRINCIPAL ARTERIALS

14.0

13.500 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

0100 | COUNTRY BLVD 13.850 | PKWY 14.013 | CENTERVIEW BLVD 14.322 | 14.722 | 14.750 ORANGE CO LINE

WOODLAND CREEK BLVD 13.517 | BARN ST 13.930 | OSCEOLA 14.013 | SCHOOL OF THE ARTS 14.322 | TUPPERWARE ENT 14.646

13.706 108.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
18.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.828 130.0' - 24.0'L+36.0'R
2 - 12.0'L + 3 - 12.0'R RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.928 142.0' - 72.0'
6 - 12.0' RDWY
30.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.500 89.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.654 95.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
10.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 10.0' LWN SHLD2

13.800 120.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.912 142.0' - 72.0'
6 - 12.0' RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.130 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.232 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.402 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.596 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.708 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

END MP: 014.750
NET ROADWAY ID LENGTH: 11.905
STATE MAINTAINED LENGTH: 11.905

ROADWAY COMPOSITION

13.500 28/FC-9.5
28/FC-9.5

13.527 28/FC-2
28/FC-2

13.718 28/FC-6
28/FC-6

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=6°57'00.00"
D=0°30'00.00
PC=14,491
PI=14,623
PT=14,750

B=N01°58'25"E

STRUCTURE DESCRIPTION

14.182 1 - 8' X 2' X 164' CBC

SIS	13.500	SIS CONNECTOR
	14.016	SIS CONNECTOR
FUN CLASS	13.500 13.500 13.500	URBAN PRIN ART OTHER
SPEED LIMIT	13.500	45MPH
	14.156	50MPH
AC MAN CLS	13.500	ACCESS CLASS07
	13.787	ACCESS CLASS07
	13.957	ACCESS CLASS05
	14.750	ACCESS CLASS05
NHS	13.500 14.750	NHS/MAP-21 PRINCIPAL ARTERIALS

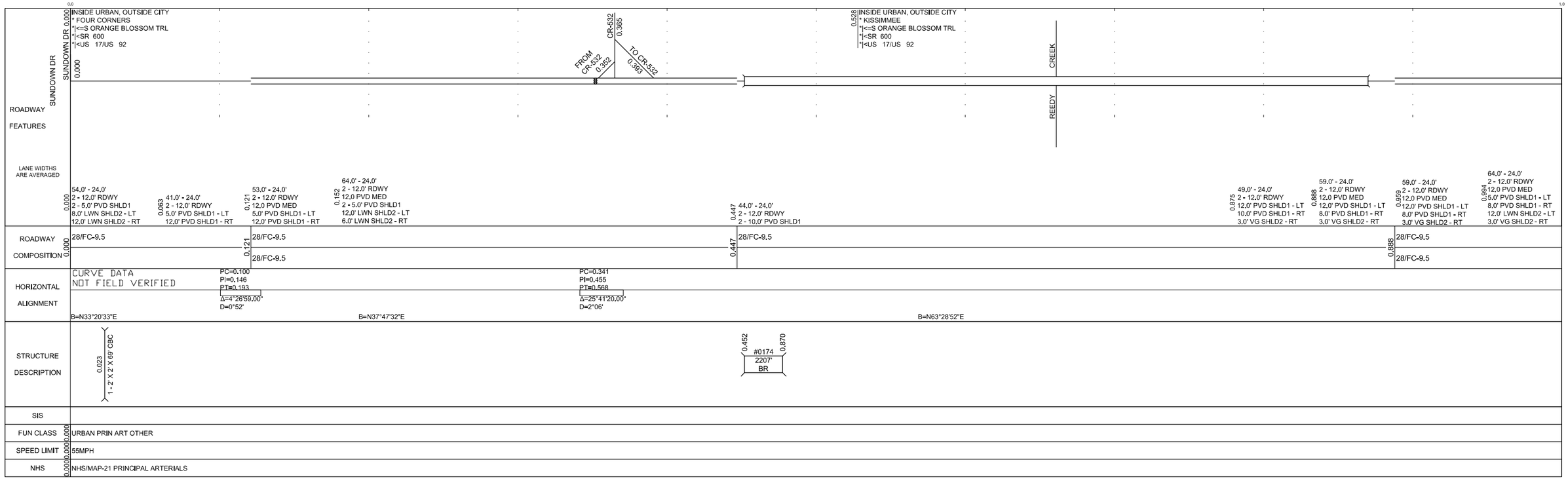
Version: 1.4.2.27 01/31/2018

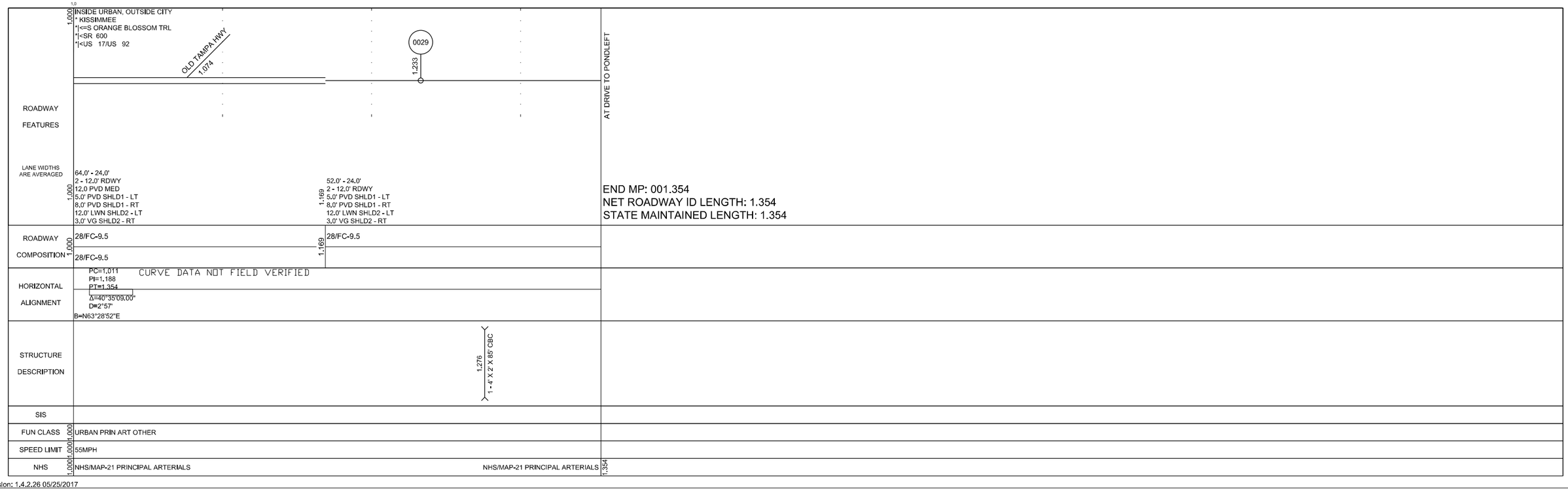
	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	03/14/2017	05/25/2017				
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	US 92/US 17	SR 600	OSCEOLA	05	92010100	1 OF 1





Version: 1.4.2.26 05/25/2017

Design Speed Variation (Segment 6)

From east of Shepherd Lane/Nocatee Street to west of Avenue A

DESIGN SPEED VARIATION

CLIENT:

FDOT District 5

PROJECT:

SR 600 (US 17/92)

PD&E Study from Ivy Mist Lane to Avenue A

FPID: 437200-1-22-01

Segment 6: From east of Shepherd Lane/Nocatee Street to west of Avenue A

MP 0.299 - MP 4.117

Roadway ID: 92010000

Osceola County

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE BELOW THE SEAL.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

VHB, INC.
225 E ROBINSON STREET, SUITE 300
ORLANDO, FL 32801
KEVIN TYLER FREEMAN, P.E. NO. 76146

Vanasse Hangen Brustlin, Inc.
225 East Robinson Street, Suite 300
Orlando, FL 32801
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VHB Project No.: 63316.11

Submitted:

December 2024

Prepared and Submitted by: Kevin Freeman, P.E.
Project Manager

Contents

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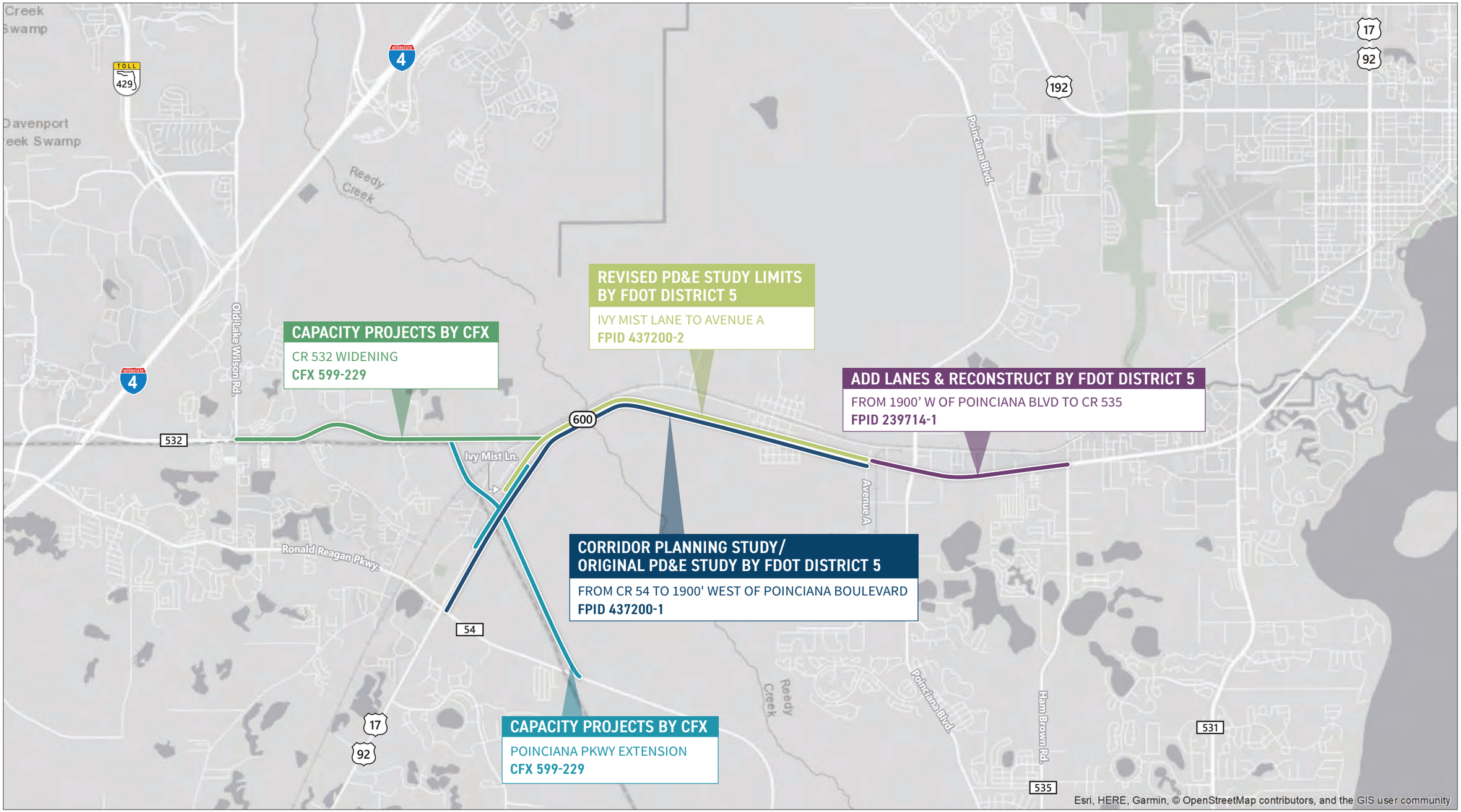
Introduction

The Florida Department of Transportation (FDOT) District 5 is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to widen SR 600 (US 17/92) from the existing two-lane roadway to a four-lane divided roadway from Ivy Mist Lane to Avenue A, a distance of 3.8 miles, in Osceola County. As part of the PD&E Study, a design variation is proposed to decrease the design speed below the allowable design speed for the context classification per Florida Design Manual (FDM) Table 201.5.1. If approved, the design variation would maintain consistency with the Target Speed set by the district for Segment 6, between east of Shepherd Lane/Nocatee Street to west of Avenue A. A prior Corridor Planning Study of SR 600 (US 17/92) from County Road (CR) 54 (Ronald Reagan Parkway) in Polk County to 1,900 feet west of Poinciana Boulevard at Avenue A in Osceola County was completed in 2018. This project traverses through the community of Poinciana, and the unincorporated community of Intercession City. **Figure *1*** shows the SR 600 (US 17/92) PD&E Study limits (shown in light green) and previous Corridor Planning Study limits (shown in blue), along with the limits of adjacent projects mentioned below.

Two related projects overlap the western end of this PD&E Study:

- The segment of SR 600 (US 17/92) from west of Parker Road in Polk County to Ivy Mist Lane in Osceola County is included in the Central Florida Expressway Authority's (CFX) SR 538/Poinciana Parkway Extension to CR 532 project, which is under design and anticipated to be complete in late 2022 with construction beginning in mid-2023. The SR 538/Poinciana Parkway Extension project will include the widening of SR 600 (US 17/92) within these limits, as well as a proposed diverging diamond interchange with SR 600 (US 17/92) southwest of Ivy Mist Lane as shown in teal (**Figure *1***).
- Adjacent to the western end of the PD&E Study (shown in dark green) is a CFX study evaluating widening CR 532/Osceola Polk Line Road from two to four lanes from Old Lake Wilson Road to SR 600 (US 17/92) (**Figure *1***). This study includes design and is anticipated to begin construction in 2024.

One ongoing project abuts the eastern limits of this PD&E Study. FDOT District 5 is widening SR 600 (US 17/92) from two to four lanes, with limits from 1,900 feet west of Poinciana Boulevard (Avenue A) to CR 535 (Ham Brown Road) in Kissimmee (FPID: 239714-1). This project, shown in purple on **Figure *1*** is currently under construction and anticipated to be completed in 2022.



N.T.S.

Figure 1

Location Map
SR 600 (US 17/92) PD&E
FPID 437200-1

Purpose and Need

The purpose of this project is to provide needed capacity through the design year 2045, enhance regional connectivity, and improve safety conditions along the study corridor. The project is needed to meet future traffic demand, provide satisfactory future traffic operations, improve corridor access management, and improve safety along the corridor.

The following sections describe the need for improvements based on transportation connectivity, future traffic demand, and existing crash data.

Transportation Connectivity

The SR 600 (US 17/92) study corridor is a vital east-west segment in the regional transportation network within western Osceola County and the primary thoroughfare through Intercession City. Regionally, the SR 600 (US 17/92) corridor serves as a major arterial connecting Kissimmee to the north and Polk County to the south. The study corridor will connect to the programmed SR 538/Poinciana Parkway Extension at the western end of the project, which will include an interchange connection to SR 600 (US 17/92) immediately southwest of Ivy Mist Lane. The SR 538/Poinciana Parkway Extension is planned to extend to I-4 in the vicinity of the State Road (SR) 429 interchange providing enhanced connectivity from SR 600 (US 17/92) to Osceola and Orange Counties. This project would provide a continuous four-lane section between the Poinciana Parkway Extension and Avenue A. The programmed widening of CR 532 from SR 600 (US 17/92) to Lake Wilson Road will complete a continuous four-lane connection to I-4. The corridor is designated an evacuation route by the Florida Division of Emergency Management (FEMA).

Future Traffic Demand

Future traffic analyses were conducted for the SR 600 (US 17/92) study corridor for three analysis years (2025, 2035, and 2045). Based on the intersection operational analysis, by 2045 most of the study intersections are anticipated to experience very high delays. Specifically, the high delays start from 2025 for the majority of unsignalized intersections and the signalized intersection at SR 600 (US 17/92) and CR 532. Capacity improvements are needed to accommodate future traffic demand and provide satisfactory traffic operations.

Based on the arterial operational analysis, the SR 600 (US 17/92) study corridor is expected to operate at target Level of Service (LOS) D or better through the design year 2045, except for the northbound/eastbound approach south of CR 532, which is expected to fail in the 2035 and 2045 AM design hour. These results are due to the lack of signalized intersections between CR 532 and Poinciana Boulevard and the existing high posted speed limit. However, the signalized intersection at CR 532 is expected to experience very high approach delays and extensive queueing along SR 600 (US 17/92), which will impact the arterial operations. Additionally, all of the future Annual Average Daily Traffic (AADT) along the study corridor will exceed the Maximum Service Volume of 18,590 for LOS D for a two-lane urbanized arterial starting in opening year 2025.

Safety

Crash data for a five-year period (October 1, 2019 – September 30, 2024) obtained from Signal 4 Analytics found a total of 325 crashes occurred along the study corridor. Of the 325 reported crashes, 147 involved injuries and three resulted in fatalities. The highest portion of crashes were rear-end (62.46%). The crash rates at the Ivy Mist Lane, CR 532 (Osceola Polk Line Road) intersection, Old Tampa Highway intersection, Shepherd Lane intersection, and at the Avenue A intersection were found to be above the statewide crash rate. This project intends to increase capacity and improve access management, which is anticipated to reduce congestion and conflict points. This project will also provide pedestrian and bicycle facilities to improve multimodal accommodations throughout the study corridor.

Report Purpose

The Florida Design Manual (FDM) Section 122.2 states a formal Design Variation document is required when proposed design elements do not meet the FDOT criteria. This report serves as a formal Design Variation document for a segment of SR 600 (US 17/92) within Osceola County; Roadway ID 92010000, MP 3.462 to MP 3.983.

Project Alternatives

No-Build Alternative

The No-Build Alternative assumes no improvements such as additional traffic lanes or other improvements will be made within the study area, except for programmed improvements to nearby or adjacent facilities. For this project, the No-Build Alternative includes the ongoing widening of SR 600 (US 17/92) from Avenue A to CR 535 (FPID: 239714-1) to four lanes, the programmed SR 538/Poinciana Parkway Extension, and the CR 532 widening.

The No-Build Alternative serves as the baseline for comparing the Build Alternative and remains a viable option throughout the PD&E study process. Based on programmed improvements, the existing typical section assumed for the No-Build Alternative remains a two-lane undivided rural typical section. At the eastern end of the project at Avenue A, the corridor transitions to a four-lane typical section. For the majority of the study limits, the existing typical section along SR 600 (US 17/92) within the study limits is provided below in **Figure 2**. The existing bridge typical section is provided as **Figure 3.**

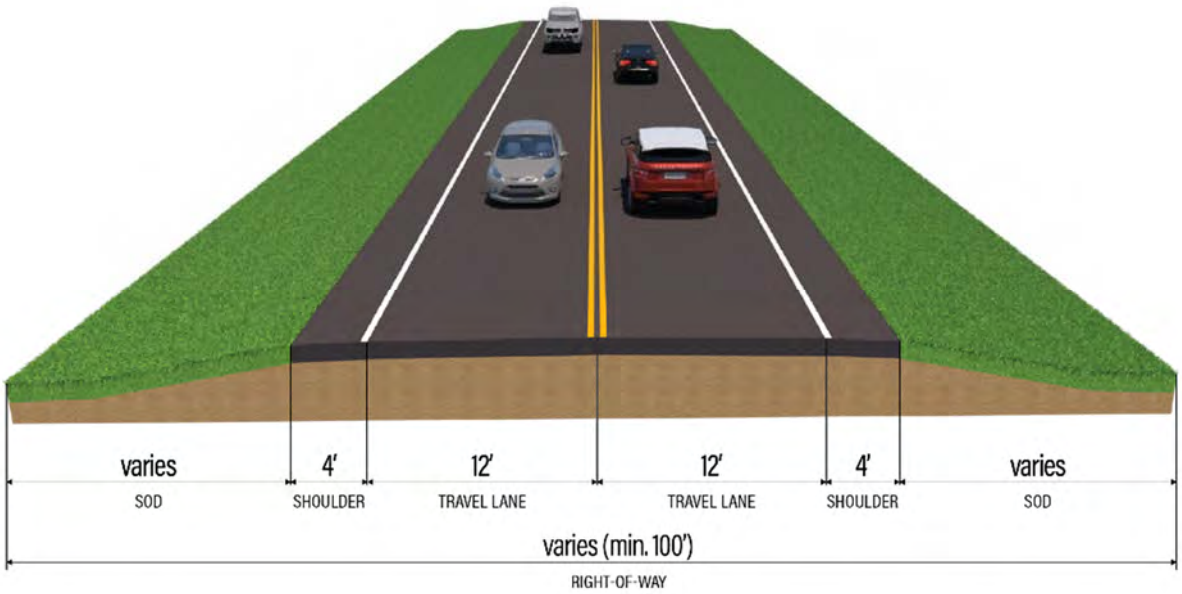


Figure 2: Existing Typical Section

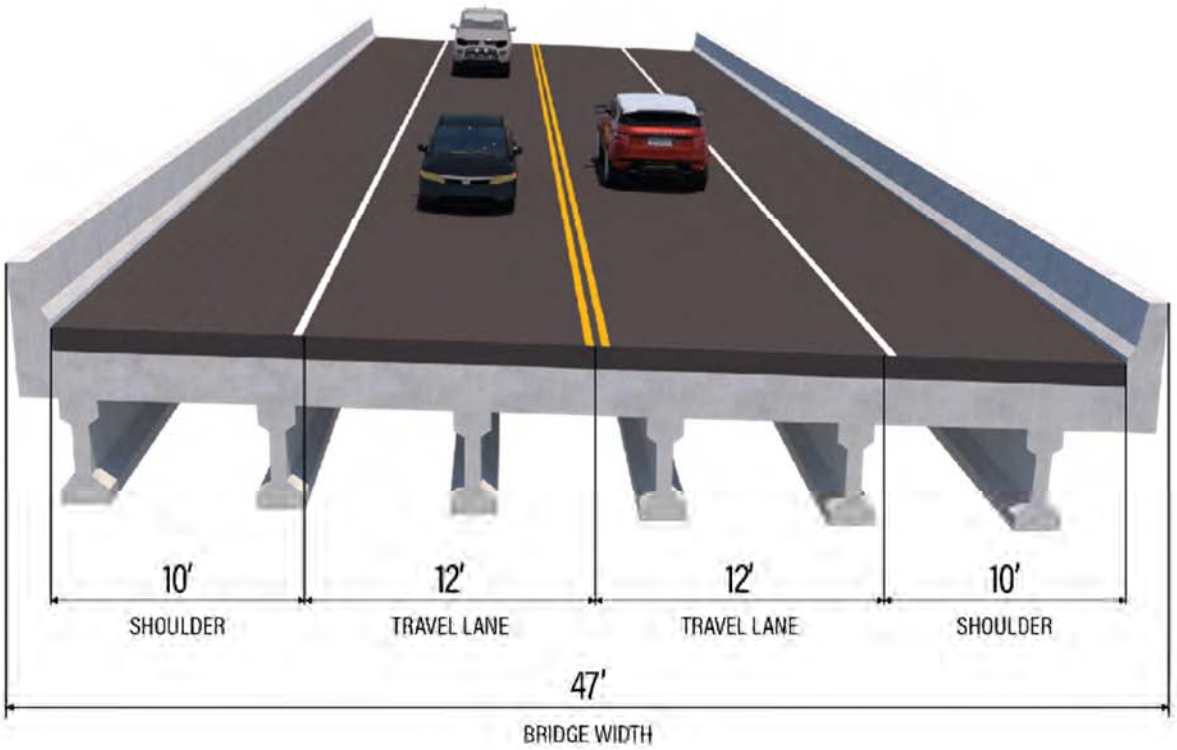
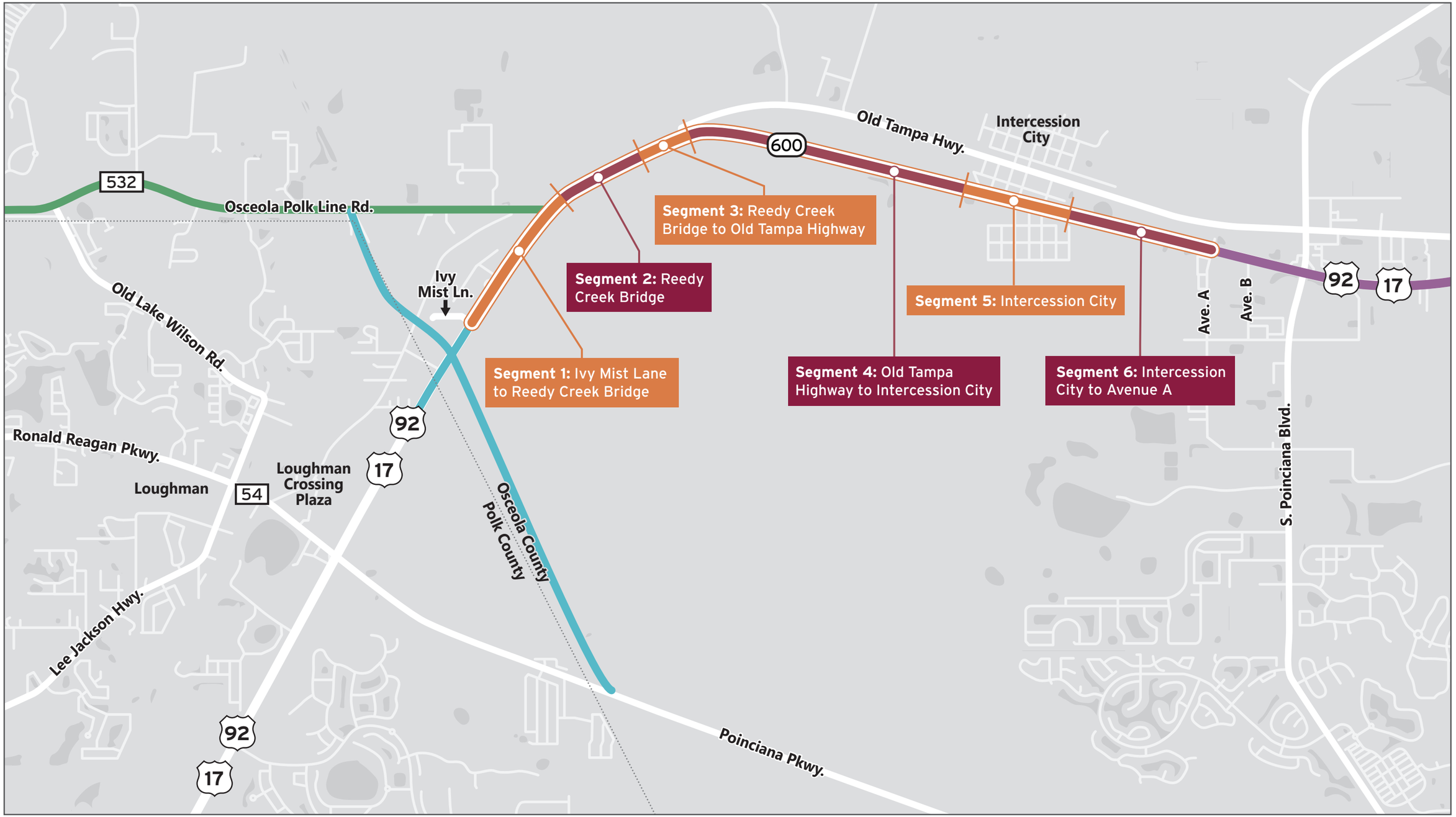


Figure 3: Existing Bridge Typical Section



N.T.S.

- Project Limits
- Poinciana Parkway Extension/Interstate 4 (I-4) Connector (in design)
- U.S. 17/92 Widening (under construction)
- Osceola Polk Line Road Widening (under construction)

Figure 4

Study Segments
SR 600 (US 17/92) PD&E
FPID 437200-1

Figure 4: Study Segments

Urban Typical Section – Segments 1,4, and 6

An urban roadway typical section with swales is proposed for Segments 1, 4, and 6. The typical section (depicted in **Figure 5**) includes a 22-foot raised median, two 11-foot travel lanes in each direction, and a 12-foot shared-use path along both sides of the roadway. The shared-use paths are both separated from the roadway curb and gutter by 42-foot-wide drainage swales. The required ROW for the suburban roadway typical section varies with a minimum of 192 feet.

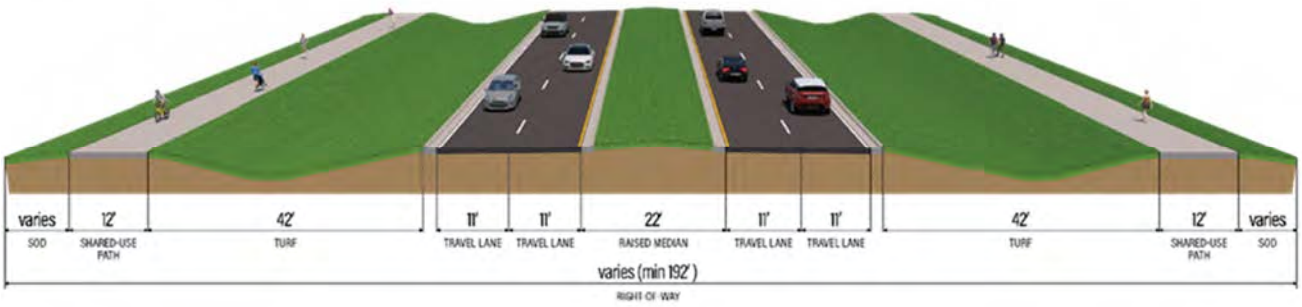


Figure 5: Suburban Typical Section (Segments 1, 4, and 6)

Bridge Typical Section – Segment 2

The typical section for the Reedy Creek Bridge, within Segment 2, includes two bridge structures (**Figure 6**). The existing bridge structure will serve eastbound traffic and a new bridge structure will serve the westbound traffic. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge includes 11-foot inside and outside shoulders and two 11-foot travel lanes. The new westbound structure includes a six-foot inside shoulder, a 10-foot outside shoulder, two 11-foot travel lanes, and a 12-foot shared-use path separated from the roadway by a raised concrete barrier. The existing 244 feet ROW accommodates the proposed bridge structure. The existing eastbound bridge is located in a permanent easement on the south side of the FDOT ROW, which allows the new westbound bridge to be located fully within the existing ROW to the north.

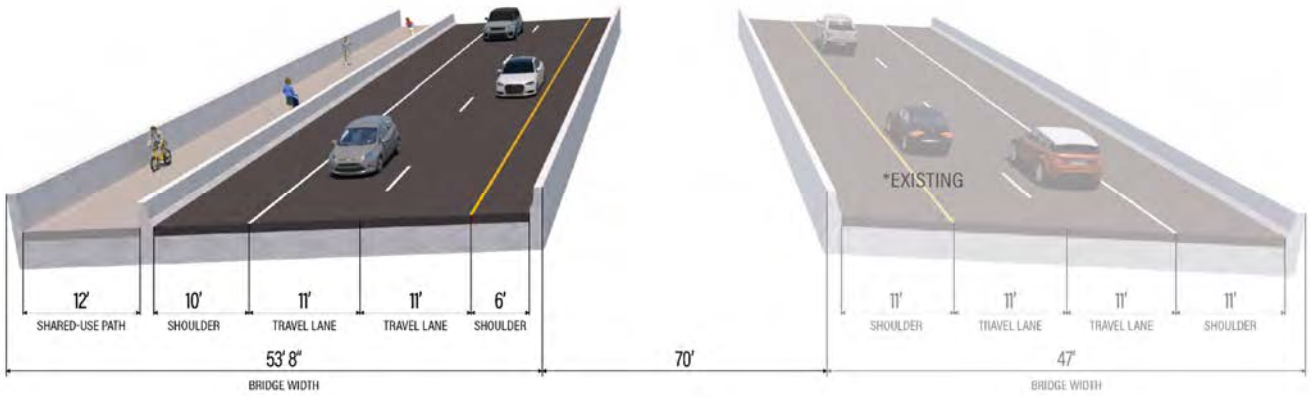


Figure 6: Bridge Typical Section (Segment 2)

Urban Typical Section – Segment 3

An urban typical section, as illustrated in **Figure 7**, is proposed for Segment 3 from the east end of the Reedy Creek Bridge to Old Tampa Highway. This typical section consists of two 11-foot travel lanes in each direction separated by a 22-foot raised median, and a 12-foot shared-use path along both sides of the roadway. The shared-use path is separated from the roadway by curb and gutter and a buffer varying in width with a minimum of five feet. The total ROW needed for this typical section varies with a minimum of 151 feet.

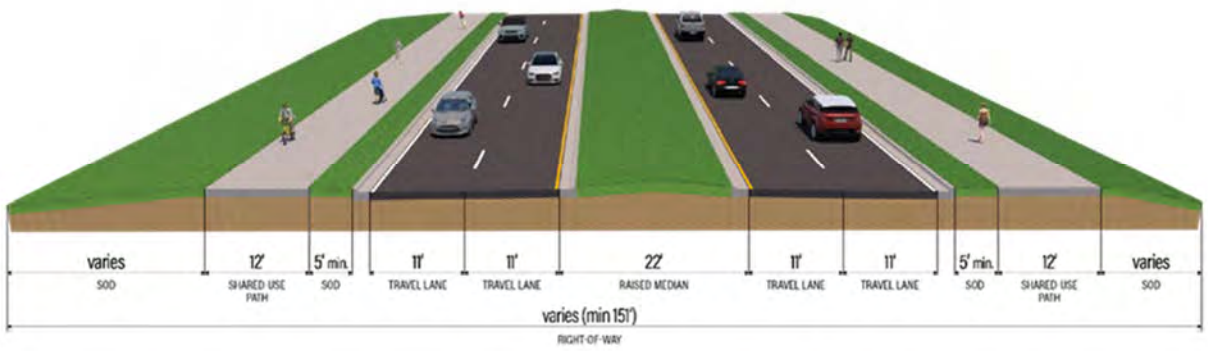


Figure 7: Urban Typical Section (Segment 3)

Urban Typical Section – Segment 5

An urban typical section is proposed for Segment 5 through Intercession City (**Figure 8**). This typical section includes a 15.5-foot raised median, two 11-foot travel lanes in each direction, and a 10-foot urban side path along both sides of the roadway. The urban side path is separated from the roadway by curb and gutter and a buffer with a width of two feet along the south side of the roadway and 2.5 feet along the north side of the roadway. The total ROW needed for this typical section varies with a minimum of 100 feet.

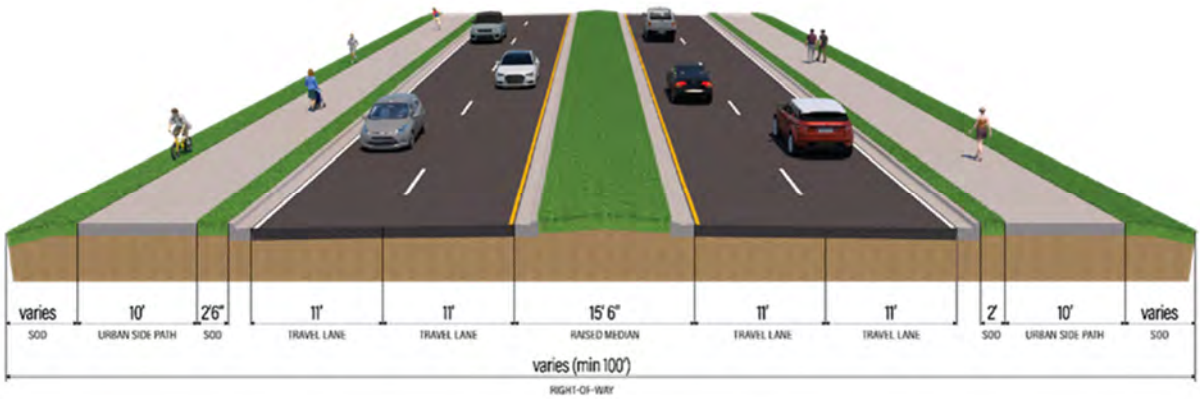


Figure 8: Urban Typical Section (Segment 5)

Description of Requested Design Variation

A design variation is being requested for design speed in segment 6, between east of Shepherd Lane/Nocatee Street and west of Avenue A:

Start MP	End MP	Design Speed Variation
3.462	3.983	45 mph

The segment of SR 600 (US 17/92) (Roadway ID 92010000) between east of Shepherd Lane/Nocatee Street (MP 3.462) and west of Avenue A (MP 3.983) has a recommended Target Speed of 45 mph. See Appendix A for the Target Speed Recommendation Report.

Additionally, the context classification for the segment of SR 600 (US 17/92) (Roadway ID 92010000) between east of Shepherd Lane/Nocatee Street (MP 3.462) and west of Avenue A (MP 3.983) has been designated C1 – Natural as shown in Appendix C. The segment to the west of C1 – Natural section is designated C2T with a design speed of 30 mph. The segment east of the C1 – Natural section is designated C3C, and design plans for the current construction project indicates a 55 mph design speed and a 45 mph regulatory speed limit. See Appendix C for the context classification map.

Per FDM Table 201.5.1, the allowable design speed range for C1 – Natural designated roadways is 55-70 mph. The total length of the segment is 0.521 miles.

Justification for Approval

Target Speed Requirement: In accordance with the Target Speed Recommendation Report, FDOT FPID 437200-1, the Target Speed for this segment of roadway, ID #92010000 from MP 3.462 to MP 4.117, is 45 mph. To meet the Target Speed, the approval of this design variation is required.

Safety/Operational Performance: Given the context classification and posted speeds for the segments between east of Shepherd Lane/Nocatee Street and west of Avenue A (Segment 6), the C1 segment along SR 600 (US 17/92) from east of Shepherd Lane/Nocatee Street to west of Avenue A should be considered a transition zone. This transition zone will link the C2T segment from the west to the C3C segment to the east. Utilizing a 45-mph design speed in this section will allow a better transition from the rural section proposed in the east to the urban section planned in the C2T area to the west. Based on FDM 202.4, transition zones are necessary to alert drivers to the change in context classification and notify them to adjust behavior and expectations accordingly.

Right of Way: Providing a lower 45-mph design speed as compared to a 55-mph design speed allows the use of smaller horizontal curve radii criteria. Additionally, the reduction in design speed allows the lane widths to be reduced from 12’ to 11’, and a reduction in median width from 30’ to 22’. With two lanes of travel in each direction, the total typical section width was reduced by 12’. The smaller horizontal curve radii criteria and smaller typical section width minimize the footprint of proposed right-of-way required.

Community: Utilizing a lower 45-mph design speed as compared to a 55-mph design speed reduces the noises caused from the roadway for nearby residents. Additionally, as mentioned above, the lower design speed allows for a reduction of the total typical section width. Both factors will improve the quality of life for nearby residents.

Environment: Using a lower 45-mph design speed as compared to a 55-mph design speed allows for the use of smaller horizontal curves, which can lead to choosing an alignment that minimizes the impacts to the environment, especially in the section over Reedy Creek. If a 55-mph design speed were used, an additional 0.14 acres of wetlands impacts would occur in Reedy Creek.

Usability by all Modes of Transportation: Using a lower 45-mph design speed as compared to a 55-mph design speed provides a more comfortable experience for pedestrians and bicyclists on the adjacent sidewalk and shared-use path.

Cost: Based on the LRE cost estimates, the estimated project cost per mile for the 45-mph design speed typical section is $16,353,107.45. Meanwhile, the estimated project cost per mile for the 55-mph design speed typical section is $17,091,717.18. Therefore, the estimated savings per mile is $738,609.73 by using a 45-mph design speed as compared to a 55-mph design speed.

Mitigation: A potential mitigation strategy is to use cross-sectional elements to reduce operating speeds to design speed. These strategies include:

- **Horizontal Deflection –** Three horizontal curves are proposed in Segment 6, including a 40 mph and 30 mph speed curve just east of Intercession City, all of which meet FDOT criteria.
- **Use of Curb and Gutter –** The use of curb and gutter is proposed throughout Segment 6 to narrow the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.
- **Landscaping –** Landscaping is proposed where feasible to increase the enclosure feeling of the corridor to help naturally keep speeds low and enhance the aesthetics of the corridor.
- **Roundabout at Avenue A –** Based on the Stage 2 Intersection Control Evaluation (ICE) analysis at Avenue A, a roundabout was recommended for the Preferred Alternative. This will help manage speeds into and out of Intercession City by helping to create a transition from the rural section to the east and the urban section to the west.

The travel lanes in this segment of the roadway will be the FDOT minimum of 11-feet-wide. An additional mitigation strategy would be the strategic use of landscaping elements to increase the enclosure feeling of the corridor to help naturally keep speeds low. See Appendix B: Speed Management Strategies Memo for more information regarding mitigation strategies.

Table 1: Pros and Cons of 45 mph Design Speed

Pros	Cons
• Provides transition from rural typical section into the urban typical section within Intersession City. • Gradually narrows the roadway between rural and urban rather than in an abrupt change within the rural town. • Narrower roadway footprint will encourage driver to slow down prior to rural town.	• Design speed does not line up with the natural land use adjacent to the roadway.

Conclusion

The recommended Target Speed for this segment of roadway necessitates the design speed variation of 45 mph. Furthermore, based on guidance in FDM 202.4, the C1 segment along SR 600 (US 17/92) from east of Shepherd Lane/Nocatee Street to west of Avenue A should be considered a transition zone; and it is recommended that this variation be approved.

Appendix A

(Target Speed Recommendation Report)

MEMORANDUM

Date:	September 8, 2022
Project:	US 17/92 Project Development & Environmental (PD&E) Study
FPID:	437200-2-22-01
Subject:	Speed Management Strategies

The US 17/92 Project Development and Environment (PD&E) Study is evaluating the widening of US 17/92 from two to four lanes from Ivy Mist Lane to Avenue A in Osceola County. This memorandum summarizes the speed management strategies evaluated for the project. More detailed documentation is provided in the *Preliminary Engineering Report* for the study.

The existing posted speed along the corridor is 55 mph from Ivy Mist Lane to approximately 1,000 feet west of Suwannee Avenue. To the east of this segment, the corridor transitions to an existing speed limit of 45 mph. After review of the project corridor and existing/future land uses, FDOT provided designated context classifications for the corridor (see attached map). The corridor transitions from C3R (Suburban Residential) in the westernmost port of the corridor adjacent to existing residential areas and also in the vicinity of the proposed Poinciana Parkway Extension interchange at US 17/92. For the majority of the corridor including the eastern limits of the project, the designated context class is C3C (Suburban Commercial) based on existing land uses. Within Intercession City, the context class is C2T (Rural Town). In between these sections, the existing South Florida Water Management District (SFWMD) and Reedy Creek conservation areas are designated C1 (Natural).

After review of the context classifications, FDOT identified a target speed determination involving 45 mph for the entire study corridor for corridor consistency with exception of the area within Intercession City from 500 feet west of Suwannee Avenue to 650 feet east of Nocatee Street, this area was determined to be a target speed of 30 mph. Based on FDM Table 201.5.1, the allowable range for design speed for C3 and C2T is consistent with the target speed of 45 mph and 30 mph, respectively. For the C1 areas located in between C3R and C3C segments, FDOT recommended a target speed of 45 mph to achieve corridor consistency and lower speeds along the corridor for improved safety. As design speed is a controlling design element, a Design Variation is anticipated. This memorandum focuses on speed management strategies employed in both the 45 mph target speed area and in the transition areas approaching Intercession City to achieve the target speed of 30 mph.

Table 202.3.1 of the FDM identifies Speed Management Strategies to achieve a desired operating speed. The table uses context classification and target speed to identify the types of strategies that would be most effective. Based on Table 202.3.1, with context classification of C3R or C3C and a target speed of 45 mph, speed management practices such as, Roundabouts, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) were identified for consideration. For the 30 mph (C2T) section within Intercession City, the speed management

strategies considered include the ones identified for the 45 mph section above plus On-street parking, Street Trees, Short Blocks, Islands at Crossings, Road Diet, Bulb-outs, Terminated Visas, and Chicanes.

The proposed improvements for the Preferred Alternative (included in the *Preliminary Concept Plans*) utilize appropriate strategies from the opportunities listed above where feasible based on project considerations such as multimodal needs, access management, design criteria and right-of-way considerations. The following outlines the speed management strategies used for this corridor based on the two different target speeds identified above for the corridor. For the 45 mph target speed section of US 17/92, three speed management strategies are proposed below to achieve the target speed.

Speed Management Strategies for 45 mph Target Speed Section

- **Horizontal Deflection –** There are 8 different deflections/curves in the alignment in the 3.2 mile 45 mph target speed section. This number does not include the speed curves/horizontal deflection directly adjacent to entering Intercession City. These deflections and curves were consistent with design criteria for a 45 mph target speed.
- **Lane Narrowing –** The lane width will be reduced from 12-foot to a proposed 11-foot to be consistent with the FDM criteria.
- **Speed Feedback Signs –** Speed feedback signs are proposed on the bridges over Reedy Creek. The signs provide immediate feedback to drivers when the speed limit is exceeded, which may help to reduce unintentional speeding. The signs consist of a speed-measuring device, along with a message sign that displays the speed to drivers.
- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.
- **Roundabout at Avenue A –** Based on the Stage 2 Intersection Control Evaluation (ICE) analysis at Avenue A, a roundabout was recommended for the Preferred Alternative. This will help manage speeds into and out of Intercession City by helping to create a transition from the rural section to the east and the urban section to the west.

Based on stakeholder and public input, the existing 45 mph speed limit within the Rural Town (C2T) of Intercession City is a safety concern and the community vision is to reduce the speed limit through the town. Additional speed management strategies were identified below for this area to help reduce speeds to the 30 mph target speed. These strategies will help provide a transition zone prior to entering Intercession City.

Speed Management Strategies for 30 mph Target Speed Section

- **Horizontal Deflection –** Four proposed horizontal curves are provided in both directions just west and east of Intercession City. The proposed horizontal alignment includes two 40 mph curves and two 30 mph curves all of which meet FDOT criteria. These will be appropriately signed with posted speed limits and advance warning signs upstream of these curves to introduce the reduced speed limits at curves. This alleviates the existing "race-track" feel that the community expressed opposition to during the public meeting in October 2021 and provides a deceleration area prior to entering Intercession City. Posted Speed Pavement markings are proposed to provide

additional driver awareness of the reduced speed limit through the horizontal deflection areas. These will be placed in the Perception – Reaction area to prepare drivers for the Deceleration Area coming into Intercession City.

- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path removes the need for a bike lane, as bicyclists can travel on the shared-use path separated from the roadway. By not including a bike lane, the roadway footprint narrows, which has been shown to reduce the speed of drivers.
- **Landscaping –** Provide landscaping where feasible to increase the enclosure feeling of the corridor to help naturally keep speeds low and enhance the aesthetics of the corridor.
- **PHB's –** Two locations are identified through Intercession City to provide a crosswalk to help improve mobility within the community. One is located just east of Tallahassee Boulevard and the other is located just east of Charity Street. These PHB's will establish shorter block lengths and create engagement with the drivers which will help manage speed.
- **Speed Feedback Signs –** The feedback signs will be placed just west of Suwannee Ave in the eastbound direction and just east of Nocatee Street in the westbound direction. This will be used to engage the driver of their current speed and make them aware of the reduced speed limit within Intercession City.

The strategies identified were discussed during the Alternatives Public Meeting, Stakeholder Meeting #3, and FDOT Phase III Meeting. Based on input received, there has been substantial support for these strategies throughout the life of the project.

-- END MEMO --

TARGET SPEED COUNTERMEASURE OPTIONS

Context Classification			C1	C2	C2T					C3				C4				C5			C6	
Target Speed (mph)			55-70	55-70	45	40	35	30	25	50-55	45	40	35	45	40	35	30	35	30	25	30	25
	Strategies	FDM Reference																				
Speed Reduction Strategies	Curb Extensions (Bulb-Outs)	202.3.12, 222.2.6																				
	Lane Narrowing	202.3.4, Table 210.2.1																				
	Lane Repurposing (Road Diet)	202.1.1, 126																				
	Street Trees	202.3.6, 212.11, 215.2.4																				
	Terminated Vista	202.3.14																				
	Horizontal Deflection	202.3.5, 210.8.1, 217																				
	Chicanes	202.3.3																				
	Islands at Crossings	202.3.11, 210.3.2																				
	Islands in curved sections	202.3.11, 210																				
	Mini-Roundabouts	202.3.1, 213																				
	Roundabout	202.3.1, 213																				
	Vertical Deflection	202.3.8																				
	Speed Tables	202.3.8																				
	Raised Crosswalks	202.3.8																				
	Raised Intersections	202.3.8																				
	Textured Surface																					
	Pedestrian Hybrid Beacons (PHBs)	202.3.13, TEM 5.2																				
	On-street Parking	202.3.2, 210.3.2																				
	Rectangular Rapid Flashing Beacons (RRFBs)	202.3.13, TEM 5.2																				
	Short Blocks	202.3.7, 222.2.3.1																				
	Speed Feedback Signs	202.3.9																				
	Bicycle Lanes	223																				
	Shared Use Paths	223.2.3, 224																				
	Separated Bicycle Lanes	223.2.4.1																				
	Shared Lane Markings (Sharrows)	223.3																				
	Marked Shoulders	223.2.2.1																				
	Sidewalks (See FDM 222.2.1)	222.2.1																				
Additional Information	Median Widths - Raised or Restrictive (RRR Projects)	210.3.1	30'-40'	30'-40'	19.5'	15.5'	15.5'	15.5'	15.5'	30'-40'	19.5'	15.5'	15.5'	19.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'	15.5'
	Minimal Travel Lane Width	Table 210.2.1	12'	12'	11'	11'	11'	11'	11'	12'	11'	11'	10'	11'	11'	10'	10'	10'	10'	10'	10'	10'
	Two-Way Left Turn Lane	Table 210.2.1				12'	12'	12'	12'			12'	11'		12'	11'	11'	11'	11'	11'	11'	11'
	Two-Way Left Turn Lane (RRR Projects)	Table 210.2.1				11'	11'	11'	11'			11'	10'		11'	10'	10'	10'	10'	10'	10'	10'
	Minimal Travel Lane Width	Table 210.2.1	12'	12'	11'	11'	11'	11'	11'	12'	11'	11'	10'	11'	11'	10'	10'	10'	10'	10'	10'	10'
	Sidewalks - Standard Widths	Table 222.2.1	5'	5'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	6'	10'	10'	10'	12'	12'

Target Speed Countermeasure Options table developed for educational purposes only, utilizing strategies to achieve desired operating speed identified in Table 202.3.1 of the FDOT Design manual.

US 17/92/SR 600/S Orange Blossom Trail, Osceola County

Current Context Classification

07/14/20

0 2,000 4,000 Feet

N

FDOT

TARGET SPEED RECOMMENDATION REPORT
FDOT FIN 437200-1

General Roadway Information

FIN#: 437200-1	**FDOT Project Manager: Lorena Cucek**
State Road Number (Local Name): US 17-92	**Roadway ID: 92010000, 92010100**
Project Limits: Polk County Line to Avenue A	**92010000: 0.000-0.536, 1.915-4.117** **92010100: 0.000-1.354**
County: Osceola	**City/Town: Intercession City**
PROPOSED TARGET SPEED: **92010000:** **0.000-0.536: 45 mph** **1.915-2.964: 45 mph** **2.964-3.462: 30 mph** **3.462-4.117: 45 mph** **92010100:** **0.000-1.354: 45 mph**	**Project Type (Description): PD&E**
EXISTING TYPICAL SECTION	
92010000: 2 lanes undivided – 12’ lanes (0.000-0.536) 2 lanes undivided – 13’ lanes (1.915-2.843) 2 lanes divided – 12’ lanes (2.843-3.376) 2 lanes undivided – 13’ lanes (3.376-3.931) 2 lanes divided – 12’ lanes (3.931-4.117) 92010100: 2 lanes undivided – 12’ lanes (0.000-0.121) 2 lanes divided – 12’ lanes (0.121-0.447) 2 lanes undivided – 12’ lanes (0.447-0.888) 2 lanes divided – 12’ lanes (0.888-1.169) 2 lanes undivided – 12’ lanes (1.169-1.354)	

Step 1: Identify Need

SAFETY CONCERNS:	3 Pedestrian Crashes (1 Fatality), 1 Bicycle Crash (0 Fatalities)
LOCAL INPUT:	
OTHER:	

Step 2: Determine FDM Consistency

CONTEXT CLASSIFICATION:	**92010000:** C3R (0.000-0.536), C3C (1.915-2.964), C2T (2.964-3.462), C1 (3.462-3.983), C3C (3.983-4.117) **92010100:** C3R (0.000-0.365), C1 (0.365-1.074), C3C (1.074-1.354)
STRATEGIC INTERMODAL SYSTEM (SIS):	No
POSTED SPEED (CURRENT):	92010000: 55 mph (0.000-0.536, 1.915-2.881), 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)
DESIGN SPEED:	

OPTIONAL: Speed Study Information

Allowable range of design speeds: (per FDM table 201.5.1)	C3R/C3C: 35-55 mph C2T: 25-45 mph C1: 55-70 mph

Step 3: Identify Important Roadway Features

THROUGH LANES & LANE WIDTHS:	See Typical Sections
TRANSIT:	No
BICYCLISTS / PEDESTRIANS FACILITY CONDITIONS:	92010000: Very small section (2.214-2.258 and 3.098-3.148 L side, and 3.142-3.181 R side) with 5'-6' sidewalks; No bike lanes 92010100: None
ACCESS MANAGEMENT:	92010000: Class 3 92010100: None
CURRENT ANNUAL AVERAGE DAILY TRAFFIC (AADT):	92010000: 15,800 (0.000-0.536), 29,500 (1.915-4.117) 92010100: 15,800 (0.000-0.365), 25,000 (0.365-1.354)
% TRUCK USAGE:	92010000: 10.1% (0.000-0.536), 4.9% (1.915-4.117) 92010100: 10.1% (0.000-0.365), 9.3% (0.365-1.354)

Step 4: Potential Countermeasures

POTENTIAL COUNTERMEASURES to help Achieve the Target Speed (Refer to Spreadsheet): *{It is understood that the project team will make every effort to implement the proposed countermeasures. However, due to limits in budget or time (R/W, etc.) not all may be implemented in this project.}*	C3: Lane Narrowing, PHBs, Shared-Use Paths, Speed Feedback Signs C2T: Island at crossings, street trees, curb extensions, horizontal deflection, roundabout C1: Shared-Use Path, Sidewalks
Other Improvements within or outside of the Right-of-Way (R/W):	

Step 5: Determine Target Speed

CONCLUSIONS AND RECOMMENDATION	Reduce Target Speed in Eastern C3's (0-2.964) to 45 mph. Reducing Target Speed in C2T due to crashes, limited lighting, limited crosswalks and sidewalks. On NE end of project (3.462-4.117),

			match cross section with 239714-1, which includes sidewalk and shared-use path; this cross section can also be used on the western C3 section as well	
	Posted Speed	**Design Speed**	**Target Speed**	**Ultimate Target Speed (If Applicable)**
Current:	92010000: 55 mph (0.000-0.536 1.915-2.881) 45 mph (2.881-4.117) 92010100: 55 mph (0.000-1.354)			
Recommended			92010000: 0.000-0.536: 45 mph 1.915-2.964: 45 mph 2.964-3.462: 30 mph 3.462-4.117: 45 mph 92010100: 0.000-1.354: 45 mph	

TARGET SPEED MEETINGS:

Target Speed (TS) Request Received:	
TS Determination Date:	**3/9/22**
Initial District TS Concurrence:	**3/15/22**
TS Local Agency Concurrence:	
Final TS District Approval:	
TS Report Submitted to PM:	

Appendix B

(Speed Management Strategies Memo)

MEMORANDUM

Date: September 8, 2022

Project: US 17/92 Project Development & Environmental (PD&E) Study

FPID: 437200-2-22-01

Subject: Speed Management Strategies

The US 17/92 Project Development and Environment (PD&E) Study is evaluating the widening of US 17/92 from two to four lanes from Ivy Mist Lane to Avenue A in Osceola County. This memorandum summarizes the speed management strategies evaluated for the project. More detailed documentation is provided in the *Preliminary Engineering Report* for the study.

The existing posted speed along the corridor is 55 mph from Ivy Mist Lane to approximately 1,000 feet west of Suwannee Avenue. To the east of this segment, the corridor transitions to an existing speed limit of 45 mph. After review of the project corridor and existing/future land uses, FDOT provided designated context classifications for the corridor (see attached map). The corridor transitions from C3R (Suburban Residential) in the westernmost port of the corridor adjacent to existing residential areas and also in the vicinity of the proposed Poinciana Parkway Extension interchange at US 17/92. For the majority of the corridor including the eastern limits of the project, the designated context class is C3C (Suburban Commercial) based on existing land uses. Within Intercession City, the context class is C2T (Rural Town). In between these sections, the existing South Florida Water Management District (SFWMD) and Reedy Creek conservation areas are designated C1 (Natural).

After review of the context classifications, FDOT identified a target speed determination involving 45 mph for the entire study corridor for corridor consistency with exception of the area within Intercession City from 500 feet west of Suwannee Avenue to 650 feet east of Nocatee Street, this area was determined to be a target speed of 30 mph. Based on FDM Table 201.5.1, the allowable range for design speed for C3 and C2T is consistent with the target speed of 45 mph and 30 mph, respectively. For the C1 areas located in between C3R and C3C segments, FDOT recommended a target speed of 45 mph to achieve corridor consistency and lower speeds along the corridor for improved safety. As design speed is a controlling design element, a Design Variation is anticipated. This memorandum focuses on speed management strategies employed in both the 45 mph target speed area and in the transition areas approaching Intercession City to achieve the target speed of 30 mph.

Table 202.3.1 of the FDM identifies Speed Management Strategies to achieve a desired operating speed. The table uses context classification and target speed to identify the types of strategies that would be most effective. Based on Table 202.3.1, with context classification of C3R or C3C and a target speed of 45 mph, speed management practices such as, Roundabouts, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) were identified for consideration. For the 30 mph (C2T) section within Intercession City, the speed management

strategies considered include the ones identified for the 45 mph section above plus On-street parking, Street Trees, Short Blocks, Islands at Crossings, Road Diet, Bulb-outs, Terminated Visas, and Chicanes.

The proposed improvements for the Preferred Alternative (included in the *Preliminary Concept Plans*) utilize appropriate strategies from the opportunities listed above where feasible based on project considerations such as multimodal needs, access management, design criteria and right-of-way considerations. The following outlines the speed management strategies used for this corridor based on the two different target speeds identified above for the corridor. For the 45 mph target speed section of US 17/92, three speed management strategies are proposed below to achieve the target speed.

Speed Management Strategies for 45 mph Target Speed Section

- **Horizontal Deflection –** There are 8 different deflections/curves in the alignment in the 3.2 mile 45 mph target speed section. This number does not include the speed curves/horizontal deflection directly adjacent to entering Intercession City. These deflections and curves were consistent with design criteria for a 45 mph target speed.
- **Lane Narrowing –** The lane width will be reduced from 12-foot to a proposed 11-foot to be consistent with the FDM criteria.
- **Speed Feedback Signs –** Speed feedback signs are proposed on the bridges over Reedy Creek. The signs provide immediate feedback to drivers when the speed limit is exceeded, which may help to reduce unintentional speeding. The signs consist of a speed-measuring device, along with a message sign that displays the speed to drivers.
- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path is a recommended speed management strategy for a 45 mph target speed.
- **Roundabout at Avenue A –** Based on the Stage 2 Intersection Control Evaluation (ICE) analysis at Avenue A, a roundabout was recommended for the Preferred Alternative. This will help manage speeds into and out of Intercession City by helping to create a transition from the rural section to the east and the urban section to the west.

Based on stakeholder and public input, the existing 45 mph speed limit within the Rural Town (C2T) of Intercession City is a safety concern and the community vision is to reduce the speed limit through the town. Additional speed management strategies were identified below for this area to help reduce speeds to the 30 mph target speed. These strategies will help provide a transition zone prior to entering Intercession City.

Speed Management Strategies for 30 mph Target Speed Section

- **Horizontal Deflection –** Four proposed horizontal curves are provided in both directions just west and east of Intercession City. The proposed horizontal alignment includes two 40 mph curves and two 30 mph curves all of which meet FDOT criteria. These will be appropriately signed with posted speed limits and advance warning signs upstream of these curves to introduce the reduced speed limits at curves. This alleviates the existing “race-track” feel that the community expressed opposition to during the public meeting in October 2021 and provides a deceleration area prior to entering Intercession City. Posted Speed Pavement markings are proposed to provide additional driver awareness of the reduced speed limit through the horizontal deflection areas.

These will be placed in the Perception – Reaction area to prepare drivers for the Deceleration Area coming into Intercession City.

- **Use of Curb and Gutter –** The use of curb and gutter is proposed. Currently, US 17/92 has flush shoulders on the outside of the travel lanes. The use of curbs as compared to flush shoulder narrows the footprint of the roadway, and is a strategy that has been shown to limit the speed of drivers.
- **Shared-Use Path –** A shared-use path is proposed along the north side of US 17/92. The use of a shared-use path is a recommended speed management strategy for a 45 mph target speed.
- **Landscaping –** Provide landscaping where feasible to increase the enclosure feeling of the corridor to help naturally keep speeds low and enhance the aesthetics of the corridor.
- **PHB's –** Two locations are identified through Intercession City to provide a crosswalk to help improve mobility within the community. One is located just east of Tallahassee Boulevard and the other is located just east of Charity Street. These PHB's will establish shorter block lengths and create engagement with the drivers which will help manage speed.
- **Speed Feedback Signs –** The feedback signs will be placed just west of Suwannee Ave in the eastbound direction and just east of Nocatee Street in the westbound direction. This will be used to engage the driver of their current speed and make them aware of the reduced speed limit within Intercession City.

The strategies identified were discussed during the Alternatives Public Meeting, Stakeholder Meeting #3, and FDOT Phase III Meeting. Based on input received, there has been substantial support for these strategies throughout the life of the project.

-- END MEMO --

US 17/92/SR 600/S Orange Blossom Trail, Osceola County

Current Context Classification

07/14/20

0 2,000 4,000 Feet

N

FDOT

Appendix C
(Current Context Classification Map)

US 17/92/SR 600/S Orange Blossom Trail, Osceola County

Current Context Classification

07/14/20

0 2,000 4,000 Feet

N

FDOT

Appendix D
(Design Criteria)

Table 201.5.1 Design Speed

Limited Access Facilities (Interstates, Freeways, and Expressways)		
Area	**Allowable Range (mph)**	**SIS Minimum (mph)**
Rural and Urban	70	70
Urbanized	50-70	60
Arterials and Collectors		
Context Classification	**Allowable Range (mph)**	**SIS Minimum (mph)**
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	25-45	45
C5 Urban Center	25-35	-
C6 Urban Core	25-30	-

Notes:

(1) SIS Minimum Design Speed may be reduced to 35 mph for C2T Context Classification when appropriate design elements are included to support the 35-mph speed, such as on-street parking.

(2) SIS Minimum Design Speed may be reduced to 45 mph for curbed roadways within C3 Context Classification.

(3) For SIS facilities on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed requires a Design Variation as outlined in ***SIS Procedure (Topic No. 525-030-260)***.

(4) For SIS facilities not on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed may be approved by the District Design Engineer following a review by the District Planning (Intermodal Systems Development) Manager.

(5) SIS minimum Design Speed may be reduced to 30 mph for C2T, C3, and C4 for facilities with a transit route.

Figure 202.3.4 Concept Sketch – Terminated Vista Example

Table 202.3.1 Strategies to Achieve Desired Operating Speed

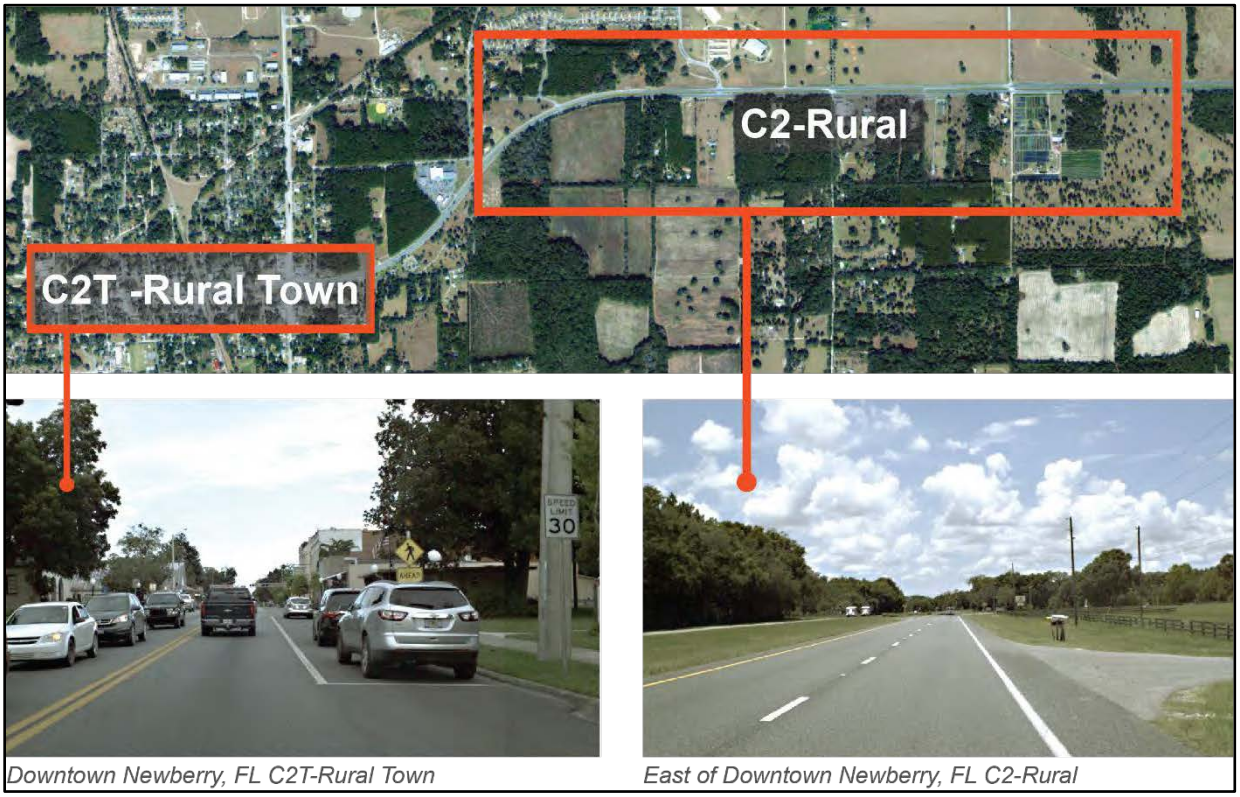
Context Classification	Target Speed (mph)	Strategies
C1	55-70	N/A: Speed Management Strategies are not used on high-speed roadways. See ***FDM 202.4*** for information on transitions from high-speed to low-speed facilities.
C2	55-70	N/A: Speed Management Strategies are not used on high-speed roadways. See ***FDM 202.4*** for information on transitions from high-speed to low-speed facilities.
C2T	40-45	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, RRFBs and PHBs
	35	Techniques for 40-45 mph, plus On-street Parking, Street Trees, Short Blocks, Islands at Crossings, Road Diet, Bulb-outs, Terminated Vista
	30	Techniques for 35-45 mph, plus Chicanes, Islands in curved sections
	≤ 25	Techniques for 30-45 mph, plus Vertical Deflection
C3R, **C3C**	50-55	Project-specific; see ***FDM 202.4***.
	40-45	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, RRFB and PHB
	35	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Islands in crossings, Road Diet, RRFB and PHB, Terminated Vista
C4	40-45	Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, RRFB and PHB
	35	Techniques for 40-45mph plus On-Street Parking, Street Trees, Short Blocks, Islands at Crossings, Bulb-outs, Terminated Vista, Road Diet
	30	Techniques for 35-45 mph plus Chicanes, Islands in Curve Sections
C5	35	Roundabout, On-street Parking, Street Trees, Short Blocks, Speed Feedback Signs, Islands in Crossings, Road Diet, Bulb-outs, RRFB and HAWK, Terminated Vista
	30	Techniques for 35 mph plus Chicanes, Island in Curve Sections
	25	Techniques for 30-35 mph plus Vertical Deflection
C6	30	Roundabout, On-Street Parking, Horizontal Deflection, Street Trees, Islands in Curve Sections, Road Diet, Bulb-outs, Terminated Vista
	25	Techniques for 30 mph plus vertical deflection

202.4 Transition Zones

Roadways may traverse more than one context classification. As the context changes, the design criteria for the roadway will also change. The transition from C1 (Natural) or C2 (Rural) context classification to a higher classification such as C2T (Rural Town) provides a potentially abrupt change in the recommended design speed and design users.

For example, the land use surrounding SR 26 through Newberry, Florida transitions from C2 (Rural) to C2T (Rural Town) over the course of a few blocks (see ***Figure 202.4.1***). Such conditions require a transition zone to alert drivers to the context change and to notify them to adjust their behavior and expectations accordingly. Changes in Posted Speed as part of transition zones must comply with the requirement of the ***Speed Zoning for Highways, Roads, and Streets in Florida***.

Figure 202.4.1 Example of Transition Zone (SR 26 through Newberry, FL)

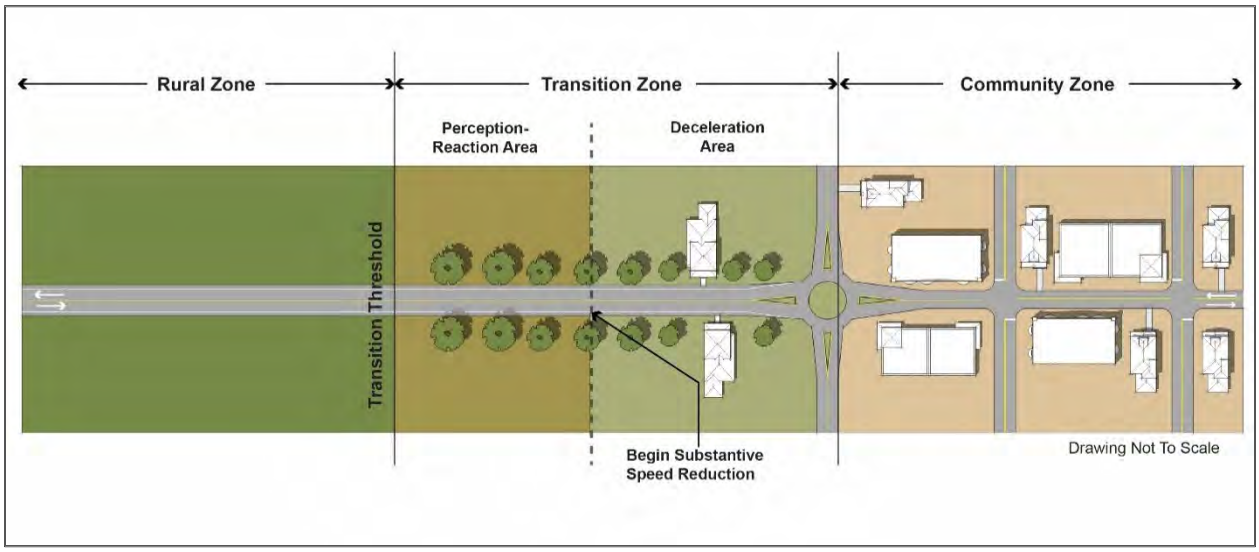


Transition zones have two distinct sections, as illustrated in ***Figure 202.4.2***:

(1) Perception-Reaction Area and

(2) Deceleration Area

Figure 202.4.2 Transition Zone from C1/C2 to C2T Context Classification



In the perception-reaction area, drivers are made aware of the need to reduce speed. This section will include visual cues to alert the driver of an upcoming deceleration. These cues may include:

- Signage, including warning signs such as “Reduced Speed Ahead” signs, or gateways signs where appropriate.
- Pavement markings: lane narrowing can be highlighted with the use of a wider outside stripe. The Posted Speed may be placed on the pavement.
- Curb changes: from flush paved shoulders to curbed roadway.
- Architectural elements such as type, location, and spacing of lighting or landscaping.

In the deceleration area, drivers are expected to slow down to an operating speed that matches the context of the community being approached. In the deceleration area, there is a noticeable change in roadway characteristics. The length of the deceleration area is a function of design speed, sight distance, and design criteria of the new context classification. Transition from a high-speed to low-speed cross section can be accomplished through a variety of features, including but not limited to:

- Horizontal deflection (e.g., splitter islands, chicanes, roundabouts)
- Lane narrowing
- Lane repurposing
- Introduction of curb and gutter
- Street enclosure through vertical landscaping
- Signage or gateway treatments, including speed feedback signs
- Posted Speed pavement markings

A combination of strategies is more effective for reducing speed. ***Figures 202.4.3*** and ***202.4.4*** provide an example of horizontal deflection and lane narrowing at the entrance of a rural town.

Figure 202.4.3 Example of a Transition Zone from 60 to 30 mph (SR 636, entrance to town of Wauchula, Florida)

Figure 202.4.4 Section Change Near Transition from 40 to 30 mph (Entrance to Wauchula, FL, showing lane narrowing)

Photo by FDOT District 1

Appendix E

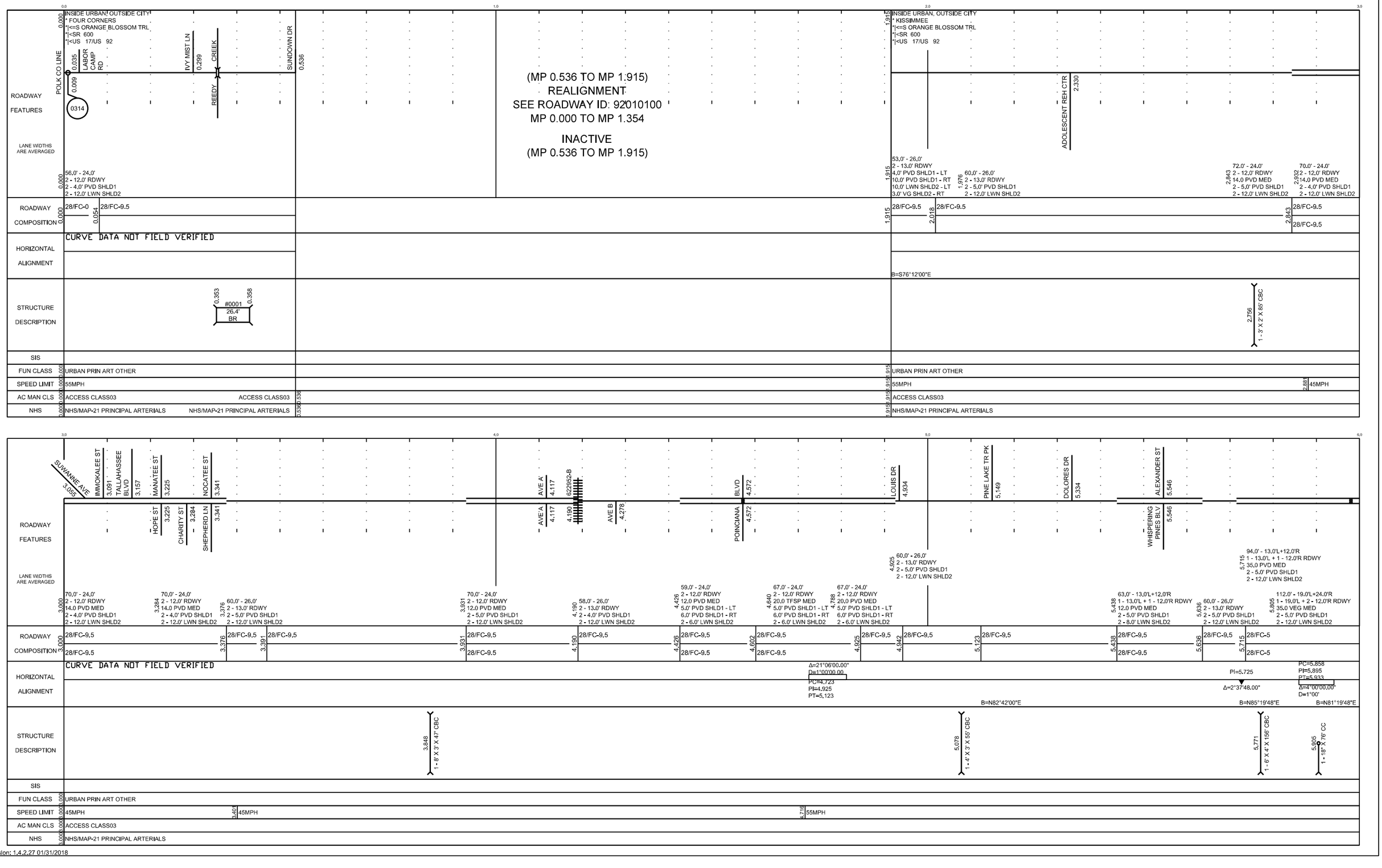
(SR 600 (US 17/92) Straight Line Diagrams)

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	1 OF 3



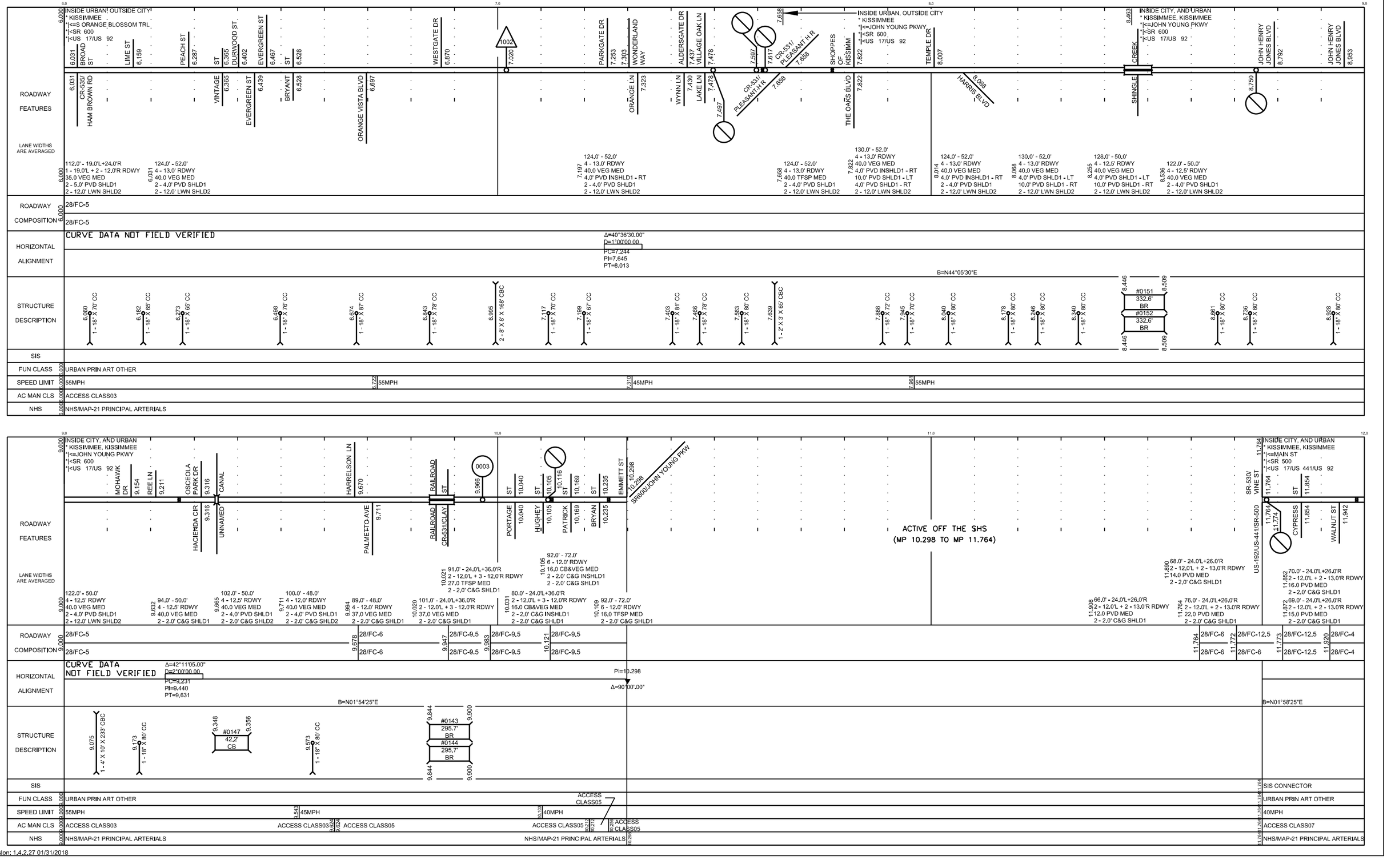
Version: 1.4.2.27 01/31/2018

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	2 OF 3



Version: 1.4.2.27 01/31/2018

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/24/2017	04/19/2017	000.000	014.750	01/29/2018 EN	01/31/2018 GD
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 92/US 17/US 441	SR 600/SR 500	OSCEOLA	05	92010000	3 OF 3

ROADWAY FEATURES

12.0

12.000 INSIDE CITY, AND URBAN
* KISSIMMEE
* KISSIMMEE
*|<=MAIN ST
*|<SR 500
*|<US 17/US 92/US 441

COLUMBIA AVE 12.065 | CANAL | DELLWOOD DR 12.192

12.245 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=MAIN ST
*|<SR 500
*|<US 17/US 92/US 441

12.264 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

12.435 INSIDE CITY, AND URBAN
* KISSIMMEE, KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

PARK PLACE BLVD 12.442 | AVE 12.504 | W HILDA ST 12.659 | AVE 12.760

12.898 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

ST 13.010 | ST 13.137 | ST 13.200 | ST 13.260 | TROPICAL LAKE DR 13.402 | COURT ST 13.466

COLUMBIA AVE 12.019 | UNNAMED | 0135 | BENITA ST 12.263 | CR-527/OLD DIXIE HWY 12.267 | TREMONT AVE 12.379 | WASHINGTON AVE 12.442 | RIDGEWOOD 12.504 | DONEGAN 12.760 | DUNCAN AVE 12.888 | WHITNEY ST 12.943 | JACKSON 13.010 | MARTIN ST 13.075 | FLETCHER 13.137 | KEEN 13.200 | CARROLL 13.260 | HOME ST 13.375

LANE WIDTHS ARE AVERAGED

12.019 65.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 2.0' C&G SHLD1

12.000 66.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

12.263 83.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
6.0' LWN SHLD2 - LT
8.0' LWN SHLD2 - RT

12.746 73.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 2.0' C&G SHLD2

12.681 77.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
6.0' LWN SHLD2 - LT
2.0' C&G SHLD2 - RT

12.760 81.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2.0' C&G SHLD2 - LT
10.0' LWN SHLD2 - RT

12.835 89.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

ROADWAY COMPOSITION

12.000 28/FC-4
28/FC-4

12.282 28/FC-9.5
28/FC-9.5

12.630 28/FC-12.5
28/FC-12.5

12.869 28/FC-9.5
28/FC-9.5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

B=N01°58'25"E

STRUCTURE DESCRIPTION

12.105 #0007 47.5' BR 12.114

12.653 1 - 3' X 2' X 86' CBC

13.014 1 - 10' X 4' X 95' CBC

SIS	12.000	SIS CONNECTOR
FUN CLASS	12.000 12.000 12.000	URBAN PRIN ART OTHER
SPEED LIMIT	12.000	40MPH
	12.256	45MPH
	12.710	45MPH
	13.330	45MPH
AC MAN CLS	12.000	ACCESS CLASS07
NHS	12.000 12.000	NHS/MAP-21 PRINCIPAL ARTERIALS

14.0

13.500 INSIDE URBAN, OUTSIDE CITY
* KISSIMMEE
*|<=ORANGE BLOSSOM TRL
*|<SR 500
*|<US 17/US 92/US 441

0100 | COUNTRY BLVD 13.850 | PKWY 14.013 | CENTERVIEW BLVD 14.322 | 14.722 | 14.750 ORANGE CO LINE

WOODLAND CREEK BLVD 13.517 | BARN ST 13.930 | OSCEOLA 14.013 | SCHOOL OF THE ARTS 14.322 | TUPPERWARE ENT 14.646

13.706 108.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
18.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.828 130.0' - 24.0'L+36.0'R
2 - 12.0'L + 3 - 12.0'R RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.928 142.0' - 72.0'
6 - 12.0' RDWY
30.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.500 89.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.654 95.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
11.0 PVD MED
10.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 10.0' LWN SHLD2

13.800 120.0' - 24.0'L+26.0'R
2 - 12.0'L + 2 - 13.0'R RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

13.912 142.0' - 72.0'
6 - 12.0' RDWY
30.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.130 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.232 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.402 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.596 136.0' - 72.0'
6 - 12.0' RDWY
24.0 TFSP MED
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

14.708 136.0' - 72.0'
6 - 12.0' RDWY
24.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 10.0' PVD SHLD1
2 - 10.0' LWN SHLD2

END MP: 014.750
NET ROADWAY ID LENGTH: 11.905
STATE MAINTAINED LENGTH: 11.905

ROADWAY COMPOSITION

13.500 28/FC-9.5
28/FC-9.5

13.527 28/FC-2
28/FC-2

13.718 28/FC-6
28/FC-6

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=6°57'00.00"
D=0°30'00.00
PC=14,491
PI=14,623
PT=14,750

B=N01°58'25"E

STRUCTURE DESCRIPTION

14.182 1 - 8' X 2' X 164' CBC

SIS	13.500	SIS CONNECTOR
	14.016	SIS CONNECTOR
FUN CLASS	13.500 13.500 13.500	URBAN PRIN ART OTHER
SPEED LIMIT	13.500	45MPH
	14.156	50MPH
AC MAN CLS	13.500	ACCESS CLASS07
	13.787	ACCESS CLASS07
	13.957	ACCESS CLASS05
	14.750	ACCESS CLASS05
NHS	13.500 14.750	NHS/MAP-21 PRINCIPAL ARTERIALS

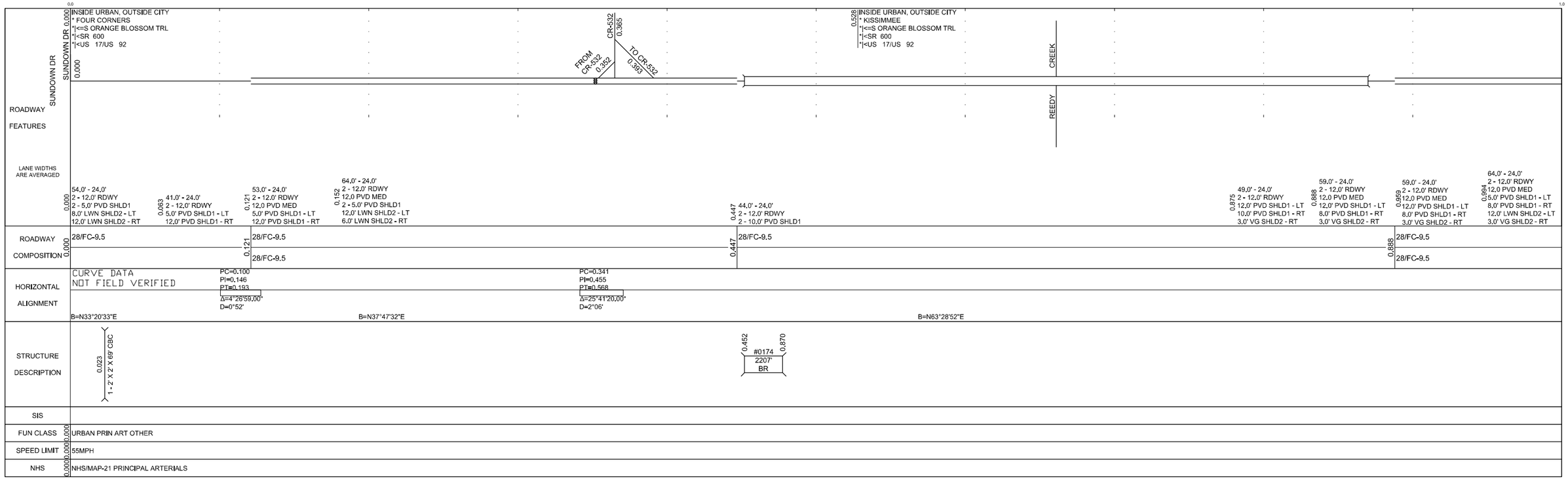
Version: 1.4.2.27 01/31/2018

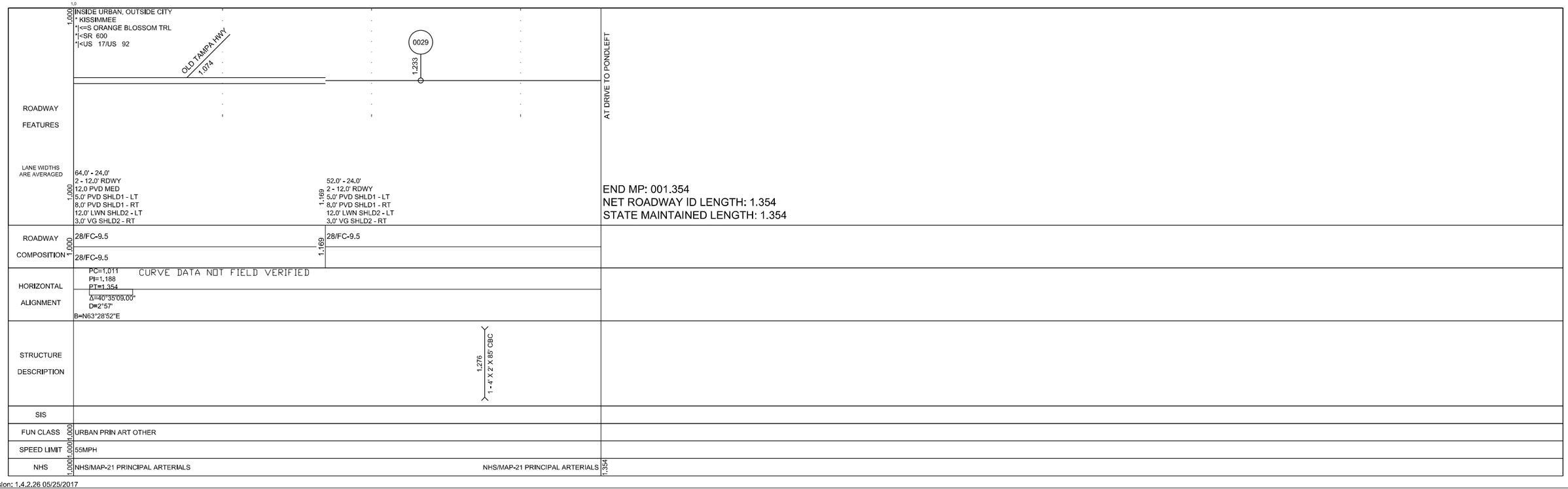
	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	03/14/2017	05/25/2017				
BY	Elizabeth Nelson	Glen Dvorovy				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	US 92/US 17	SR 600	OSCEOLA	05	92010100	1 OF 1





Version: 1.4.2.26 05/25/2017

APPENDIX I

Long Range Estimates Report

Date: 12/16/2024 11:35:17 AM

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report
By Component

Project: 437200-2-52-01 **Letting Date:** 01/2099

Description: US 17/92 FROM IVY MIST LANE TO AVENUE A

District: 05 **County:** 92 OSCEOLA

Project Manager:

Version 3 Project Grand Total **$86,401,688.19**
Description: US 17/92 FROM IVY MIST LANE TO AVENUE A (Preferred Alternative)

EARTHWORK COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	87.94	AC	$67,326.67	$5,920,707.38
120-1	REGULAR EXCAVATION	65,732.78	CY	$36.14	$2,375,582.66
120-6	EMBANKMENT	142,906.28	CY	$41.44	$5,922,036.25
	Earthwork Component Total				$14,218,326.29

ROADWAY COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
160-4	TYPE B STABILIZATION	168,516.02	SY	$21.42	$3,609,613.16
285-701	OPTIONAL BASE,BASE GROUP 01	41,159.47	SY	$30.39	$1,250,836.30
285-709	OPTIONAL BASE,BASE GROUP 09	104,393.06	SY	$58.69	$6,126,828.69
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	2,057.98	TN	$183.34	$377,310.07
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	16,580.11	TN	$188.58	$3,126,677.14
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	3,012.80	TN	$245.45	$739,491.76
337-7-82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	105.00	TN	$235.44	$24,721.20
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	2,042.04	TN	$206.55	$421,783.36
400-0-11	CONC CLASS NS, GRAVITY WALL	15.00	CY	$1,293.90	$19,408.50
515-2-111	PED/BICYCLE RAILING,NS, 42" TYPE 1	2,324.00	LF	$130.88	$304,165.12
520-1-10	CONCRETE CURB & GUTTER, TYPE F	38,727.00	LF	$52.25	$2,023,485.75
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	281.00	LF	$92.08	$25,874.48
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	2,324.00	LF	$365.80	$850,119.20
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	10,150.00	SY	$79.93	$811,289.50
536-1-0	GUARDRAIL- ROADWAY, GEN/LS TL-2	700.00	LF	$26.79	$18,753.00
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	1,703.00	EA	$3.58	$6,096.74
706-1-3	RAISED PAVMT MARK, TYPE B	15.00	EA	$4.65	$69.75

710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	32.27	GM	$1,426.28	$46,026.05
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	14.41	GM	$581.59	$8,380.71
710-11-141	PAINTED PAVT MARK,STD,WH,DOT GUIDE, 6"	0.02	GM	$747.50	$14.95
710-11-170	PAINTED PAVT MARK,STD,WHITE, ARROWS	6.00	EA	$40.59	$243.54
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.07	GM	$1,428.14	$99.97
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.16	GM	$616.06	$98.57
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	216.00	LF	$3.89	$840.24
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	48.00	LF	$6.93	$332.64
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.86	GM	$6,484.03	$5,576.27
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.86	GM	$2,050.71	$1,763.61
711-17-1	THERMOPLASTIC, REMOVE	6,794.00	SF	$3.71	$25,205.74
	Roadway Component Total				$19,825,106.01

SHOULDER COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
104-10-3	SEDIMENT BARRIER	62,714.06	LF	$3.21	$201,312.15
104-11	FLOATING TURBIDITY BARRIER	1,201.27	LF	$15.95	$19,160.27
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	1,201.27	LF	$8.96	$10,763.38
104-15	SOIL TRACKING PREVENTION DEVICE	13.00	EA	$3,918.73	$50,943.49
104-18	INLET PROTECTION SYSTEM	87.00	EA	$169.83	$14,775.21
107-1	LITTER REMOVAL	93.78	AC	$57.10	$5,354.84
107-2	MOWING	93.78	AC	$88.31	$8,281.71
285-704	OPTIONAL BASE,BASE GROUP 04	505.94	SY	$38.48	$19,468.57
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	44.43	TN	$188.58	$8,378.61
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	39.16	TN	$206.55	$8,088.50
570-1-1	PERFORMANCE TURF	652.55	SY	$4.10	$2,675.45
	Shoulder Component Total				$349,202.18

MEDIAN COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
350-30-13	CONC PAVEMENT FOR ROUNDABOUT APRON, 12"	575.00	SY	$270.12	$155,319.00
520-1-7	CONCRETE CURB & GUTTER, TYPE E	44,741.66	LF	$52.95	$2,369,070.89
520-2-4	CONCRETE CURB, TYPE D	320.00	LF	$48.50	$15,520.00
520-2-8	CONCRETE CURB, TYPE RA	410.00	LF	$44.72	$18,335.20
570-1-1	PERFORMANCE TURF	40,721.57	SY	$4.10	$166,958.45
570-1-2	PERFORMANCE TURF, SOD	900.00	SY	$5.93	$5,337.00

Median Component Total $2,730,540.54

DRAINAGE COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-4-1	CONC CLASS IV, CULVERTS	61.00	CY	$2,168.60	$132,284.60
415-1-1	REINF STEEL- ROADWAY	6,975.93	LB	$1.83	$12,765.95
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	4,160.00	LF	$221.25	$920,400.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	136.00	LF	$322.14	$43,811.04
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	144.00	EA	$3,648.95	$525,448.80
570-1-1	PERFORMANCE TURF	87,598.00	SY	$4.10	$359,151.80

Drainage Component Total $1,993,862.19

INTERSECTIONS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	12.24	AC	$67,326.67	$824,078.43
120-1	REGULAR EXCAVATION	3,015.83	CY	$36.14	$108,992.10
120-6	EMBANKMENT	28,180.76	CY	$41.44	$1,167,810.71
160-4	TYPE B STABILIZATION	37,635.57	SY	$21.42	$806,153.87
285-704	OPTIONAL BASE,BASE GROUP 04	2,146.68	SY	$38.48	$82,604.26
285-709	OPTIONAL BASE,BASE GROUP 09	35,488.89	SY	$58.69	$2,082,842.90
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	5,973.74	TN	$188.58	$1,126,527.90
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	977.66	TN	$245.45	$239,966.62
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,088.62	TN	$206.55	$224,854.46
520-1-7	CONCRETE CURB & GUTTER, TYPE E	811.36	LF	$52.95	$42,961.52
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,184.00	LF	$52.25	$114,114.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	2,440.00	LF	$92.08	$224,675.20
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	3,360.02	SY	$79.93	$268,566.40
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	695.54	SY	$104.66	$72,795.22
570-1-1	PERFORMANCE TURF	2,359.68	SY	$4.10	$9,674.72

Intersections Component Total $7,396,618.31

SIGNING COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
700-1-111	SINGLE COL GRND SIGN AS, F&I GM, <12 SF	119.00	EA	$542.10	$64,509.90
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	19.00	EA	$1,906.68	$36,226.92
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	12.00	EA	$7,631.71	$91,580.52

700-2-115	MULTI- COLUMN SIGN, F&I GM, 50.1-100 SF	16.00	EA	$10,325.62	$165,209.92
700-2-116	MULTI- COLUMN SIGN, F&I GM, 100.1-200 SF	5.00	EA	$18,398.07	$91,990.35
700-3-201	SIGN PANEL, F&I OM, UP TO 12 SF	2.00	EA	$991.78	$1,983.56
700-5-22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	6.00	EA	$4,892.37	$29,354.22
700-141-111	EHSA, AC, GROUND MT, BEACON, <12SF	4.00	EA	$11,167.80	$44,671.20
	Signing Component Total				$525,526.59

LIGHTING COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	23,996.01	LF	$22.88	$549,028.72
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	4,762.84	LF	$38.61	$183,893.26
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	163.00	EA	$1,544.48	$251,750.24
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	87,639.99	LF	$4.47	$391,750.77
715-7-12	LOAD CENTER, F&I, PRIMARY VOLTAGE	1.00	EA	$21,200.28	$21,200.28
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	163.00	EA	$10,468.11	$1,706,301.93
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	163.00	EA	$894.93	$145,873.59
	Lighting Component Total				$3,249,798.79

SIGNALIZATIONS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,500.00	LF	$22.88	$34,320.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	500.00	LF	$38.61	$19,305.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	6.00	PI	$11,289.70	$67,738.20
633-1-122	FIBER OPTIC CABLE, F&I, UG,13-48	10,000.00	LF	$4.27	$42,700.00
633-1-123	FIBER OPTIC CABLE, F&I, UG,49-96	2.00	LF	$4.95	$9.90
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	32.00	EA	$1,544.48	$49,423.36
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	2.00	AS	$5,263.12	$10,526.24
639-2-1	ELECTRICAL SERVICE WIRE, F&I	8,120.00	LF	$10.36	$84,123.20
639-3-11	ELEC SERV DISCON, F&I, POLE MNT	5.00	EA	$2,011.05	$10,055.25
641-2-12	PREST CNC POLE,F&I,TYP P-II SRV POLE	8.00	EA	$2,458.40	$19,667.20
641-2-13	PREST CNC POLE,F&I,TYP P-III	2.00	EA	$10,003.82	$20,007.64
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	8.00	EA	$2,717.12	$21,736.96
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	6.00	EA	$84,628.51	$507,771.06
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	21.00	AS	$1,761.14	$36,983.94
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	12.00	AS	$1,043.52	$12,522.24
654-3-10	MID: PEDESTRIAN HYBRID BEACON, F&I, COMP	8.00	AS	$2,278.82	$18,230.56

660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	24.00 EA	$605.72	$14,537.28
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	16.00 AS	$1,347.79	$21,564.64
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	24.00 AS	$1,795.17	$43,084.08
663-1-122	SIGNAL PRIO & PREEMP, F&I, GPS, DETE	2.00 EA	$8,848.82	$17,697.64
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	12.00 EA	$395.67	$4,748.04
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	4.00 AS	$49,472.19	$197,888.76
670-5-112	TRAF CNTL ASSEM, F&I, NEMA, 2 PREEMPT	2.00 AS	$49,011.14	$98,022.28
685-1-13	UPS, F&I, LINE INTERACTIVE W CAB	4.00 EA	$12,418.99	$49,675.96
685-2-1	REMOTE POWER MANAGEMENT UNIT-RPMU, F&I	4.00 EA	$1,224.26	$4,897.04
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	8.00 EA	$298.25	$2,386.00
	Signalizations Component Total			$1,409,622.47

INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	20,900.00 LF	$22.88	$478,192.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	8,600.00 LF	$38.61	$332,046.00
630-2-15	CONDUIT, F& I, BRIDGE MOUNT	2,389.00 LF	$48.68	$116,296.52
633-1-121	FIBER OPTIC CABLE, F&I, UG,2-12	6,900.00 LF	$4.61	$31,809.00
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-144	27,050.00 LF	$5.64	$152,562.00
633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	300.00 EA	$56.59	$16,977.00
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	5.00 EA	$1,319.80	$6,599.00
633-3-15	FIBER OPTIC CONN HDWR, PRETERM PATCH PAN	4.00 EA	$2,324.81	$9,299.24
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	60.00 EA	$1,544.48	$92,668.80
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	23.00 EA	$2,983.84	$68,628.32
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	4.00 EA	$5,867.29	$23,469.16
635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	1.00 EA	$966.43	$966.43
639-1-121	ELECTRICAL POWER SRV,F&I, UG,FUR BY POWE	3.00 AS	$4,891.66	$14,674.98
639-2-1	ELECTRICAL SERVICE WIRE, F&I	7,100.00 LF	$10.36	$73,556.00
639-3-11	ELEC SERV DISCON, F&I, POLE MNT	3.00 EA	$2,011.05	$6,033.15
660-4-11	VEHICLE DETECTION SYSTEM- VIDEO, CABINET	2.00 EA	$18,768.52	$37,537.04
660-4-12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	7.00 EA	$7,708.47	$53,959.29
676-2-111	ITS CABINET- F&I, POLE, 336	4.00 EA	$9,204.98	$36,819.92
682-1-113	ITS CCTV CAMERA, F&I, DOME ENCL-PRESS	2.00 EA	$8,341.94	$16,683.88
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	4.00 EA	$5,023.81	$20,095.24
1	CURRUX VISSION - MIDBLOCK CROSSING - PEDESTRIAN MONITORING	2.00 EA	$40,000.00	$80,000.00

Intelligent Traffic System (ITS) Component Total	$1,668,872.97

LANDSCAPING COMPONENT

Landscaping Lump Sum Cost Total	$40,000.00
Landscaping Component Total	$40,000.00

BRIDGES COMPONENT

Bridge Type: Misc/Rehab

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	12,448.44 SF	$71.57	$890,934.85

Bridge No. 3

Bridge Type: Low Level

Pay Items

Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	119.27 CY	$950.84	$113,406.69
415-1-9	REINF STEEL- APPROACH SLABS	20,872.25 LB	$1.54	$32,143.27

Bridge No. 1 Type=LLB Length=2324 FT Width=53.67 FT

Bridge Basic Cost based on Factored Cost $135.00 SF $16,838,425.80

Bridge Final Cost Per SF $136.17

Bridges Component Total	$17,874,910.60

Date: 12/16/2024 11:35:17 AM

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 437200-2-52-01 **Letting Date:** 01/2099

Description: US 17/92 FROM IVY MIST LANE TO AVENUE A

District: 05 **County:** 92 OSCEOLA

Project Manager:

Version 3 Project Grand Total **$86,401,688.19**
Description: US 17/92 FROM IVY MIST LANE TO AVENUE A (Preferred Alternative)

Project Sequences Subtotal			**$71,282,386.94**
102-1	MAINTENANCE OF TRAFFIC	10.00	$7,128,238.69
101-1	MOBILIZATION	10.00	$7,841,062.56
Project Sequences Total			**$86,251,688.19**
Project Unknowns		0.00%	$0.00
Design/Build		0.00%	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					$150,000.00

Version 3 Project Grand Total **$86,401,688.19**