

CONTRACT PLANS COMPONENTS

CONCEPTUAL DESIGN PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF CONCEPT PLANS

| SHEET NO. | SHEET DESCRIPTION |
|-----------|-------------------|
| 1 | KEY SHEET |
| 2 - 20 | TYPICAL SECTIONS |
| 21 | PROJECT LAYOUT |
| 22 - 34 | CONCEPT PLANS |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROADWAY PLANS

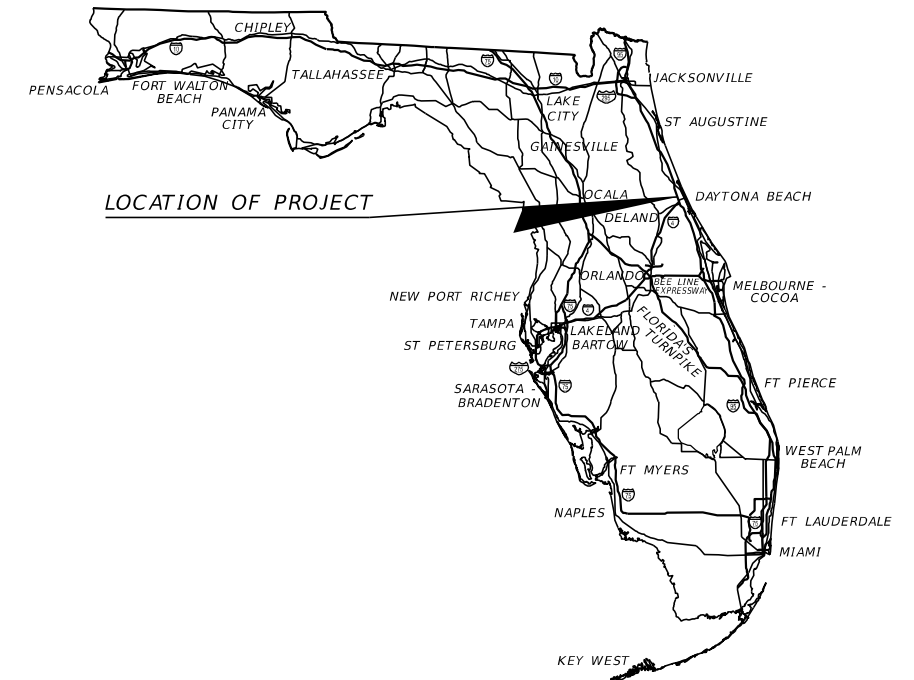
FINANCIAL PROJECT ID 448456-1-52-01

(FEDERAL FUNDS)

VOLUSIA COUNTY (79002)

LPGA BOULEVARD

FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD



| | |
|------------------------------|---|
| PROJECT LOCATION URL: | https://tinyurl.com/55c2hxy |
| PROJECT LIMITS: | BEGIN ID# 7950700 MP 0.000 END ID# 7900807 MP 1.936 |
| EXCEPTIONS: | NONE |
| BRIDGE LIMITS: | BR#7XXXXXX MP 5.027 - MP 5.103 BR#7XXXXXX MP 5.461 - MP 5.525 |
| RAILROAD CROSSING: | NONE |

PRELIMINARY SUBJECT TO CHANGE
08/16/2023

ROADWAY PLANS
ENGINEER OF RECORD:

JOSHUA J. KAYE, P.E.
P.E. LICENSE NUMBER 73894
HDR ENGINEERING INC.
315 E. ROBINSON STREET, SUITE 400
ORALNDO, FL 32801
CONTRACT NO.: CAG20
VENDOR NO.: F470680568004

FDOT PROJECT MANAGER:

JESSE BLOUIN, AICP

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2023-24 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, 2023-24 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

| CONSTRUCTION CONTRACT NO. | FISCAL YEAR | SHEET NO. |
|---------------------------|-------------|-----------|
| ----- | 23 | 1 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

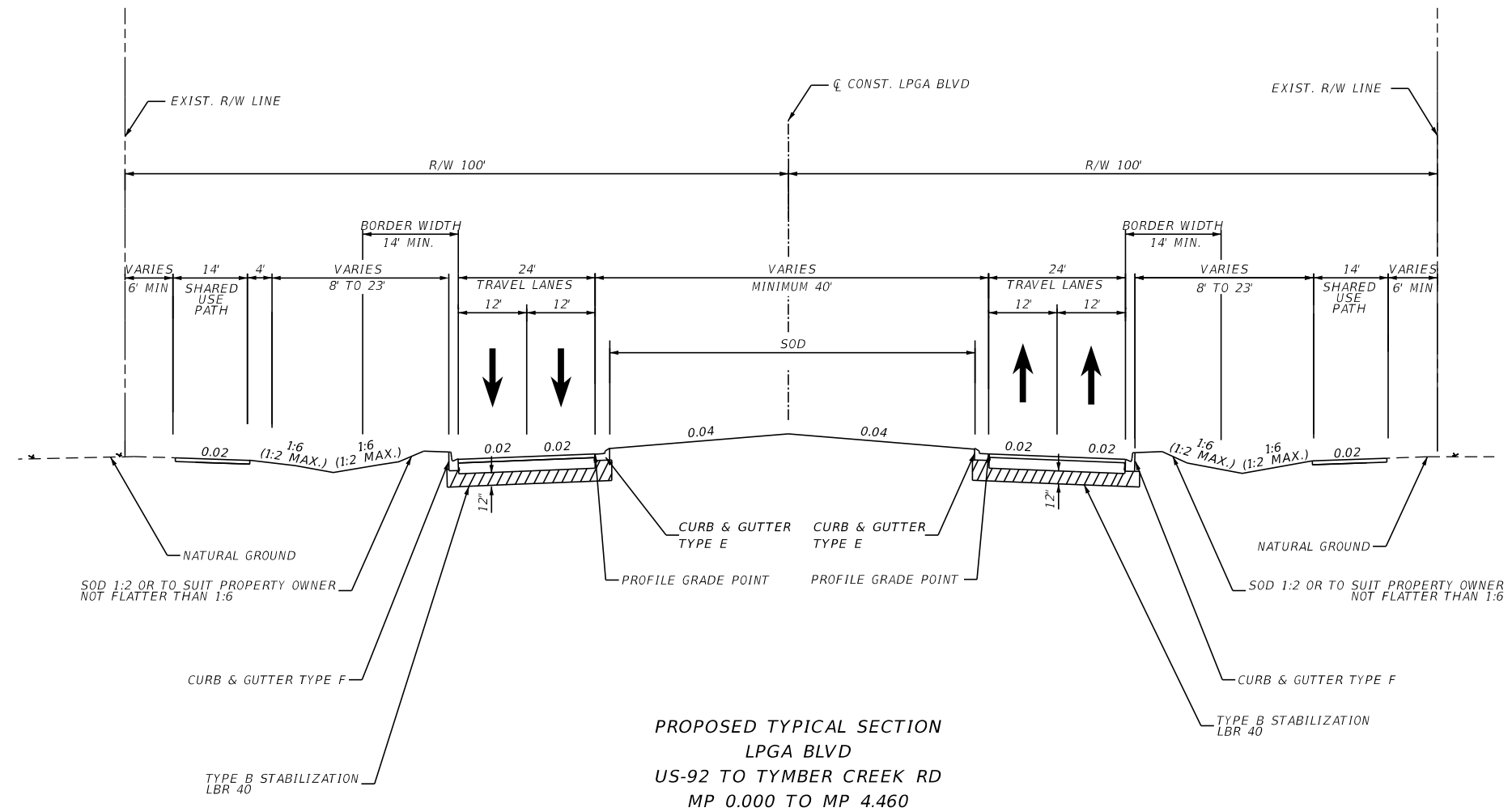
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 01



TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 12,000
 ESTIMATED OPENING YEAR = 2030 AADT = 19,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 36,000
 K = 8.5% D = 58.6% T = 4.6% (24 HOUR)
 DESIGN HOUR T = 2.3%
 TARGET SPEED = 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------|-----------|
| 448456-1-32-01 | 2 |
| 448456-1-32-02 | |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

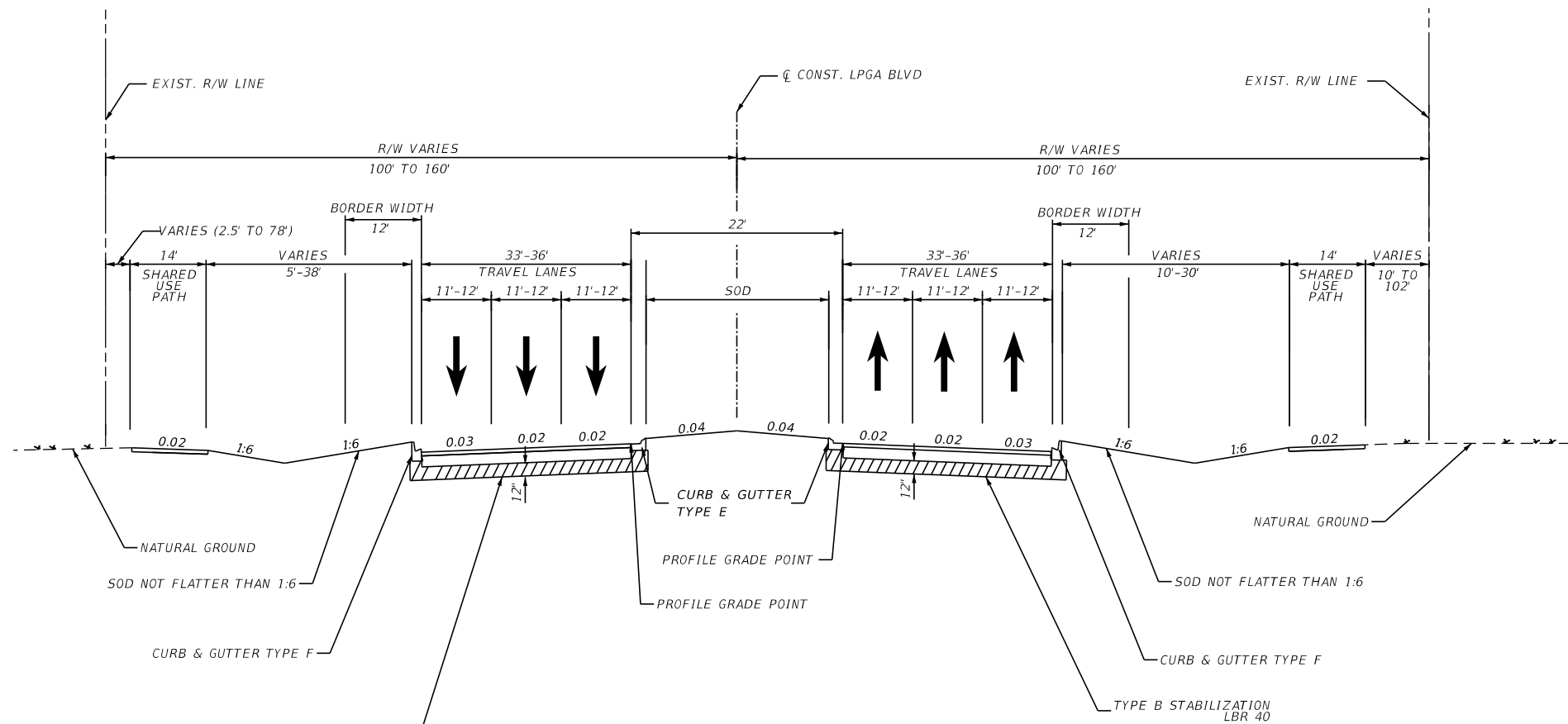
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 02



**PROPOSED TYPICAL SECTION
LPGA BLVD
TYMBER CREEK RD TO CHAMPIONS DR
MP 4.460 TO MP 4.962**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 19,000
 ESTIMATED OPENING YEAR = 2030 AADT = 29,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 50,000
 K = 8.5% D = 58.6% T = 4.6% (24 HOUR)
 DESIGN HOUR T = 2.3%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------|-----------|
| 448456-1-32-01 | 3 |
| 448456-1-32-02 | |

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

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

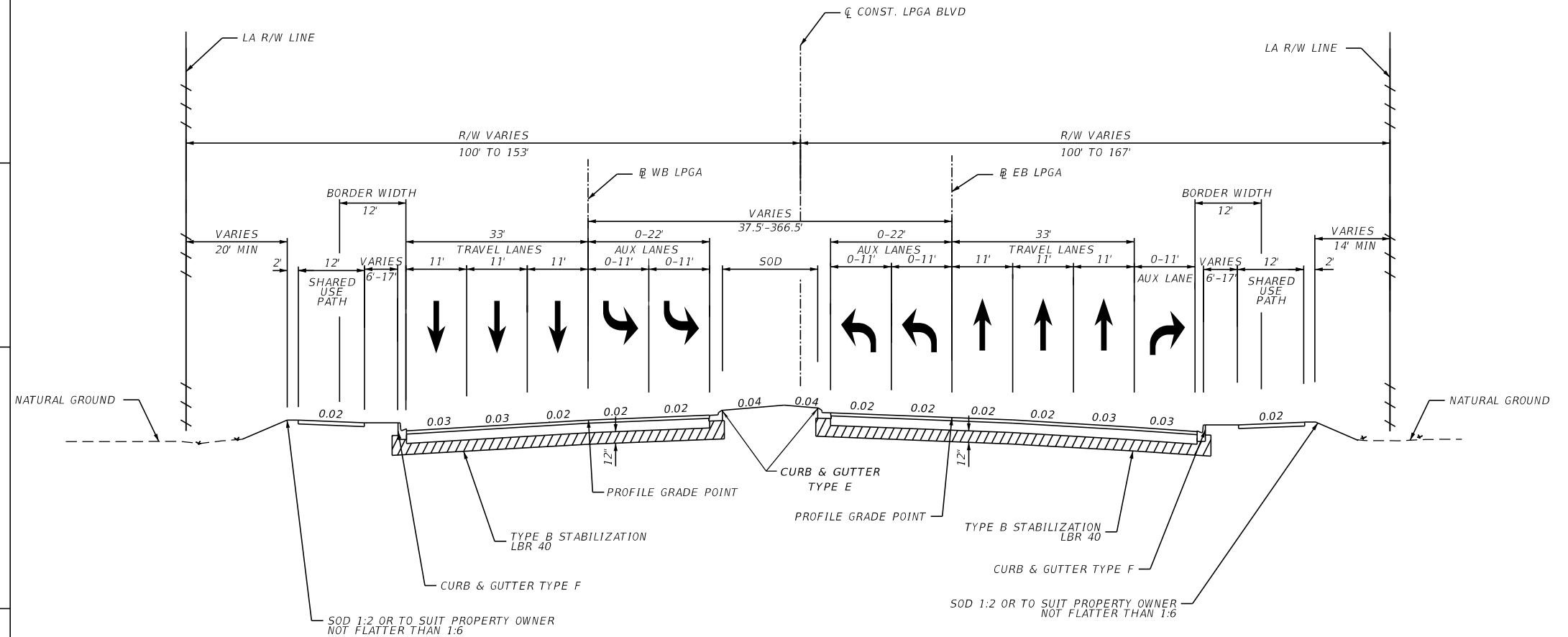
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- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 -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

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 03



**PROPOSED TYPICAL SECTION
LPGA BLVD
CHAMPIONS DR TO I-95 SOUTHBOUND RAMPS
MP 4.962 TO MP 5.430**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 27,000
 ESTIMATED OPENING YEAR = 2030 AADT = 36,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 56,000
 K = 8.5% D = 58.6% T = 4.6% (24 HOUR)
 DESIGN HOUR T = 2.3%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| | |
|----------------------------------|-----------|
| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 4 |

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

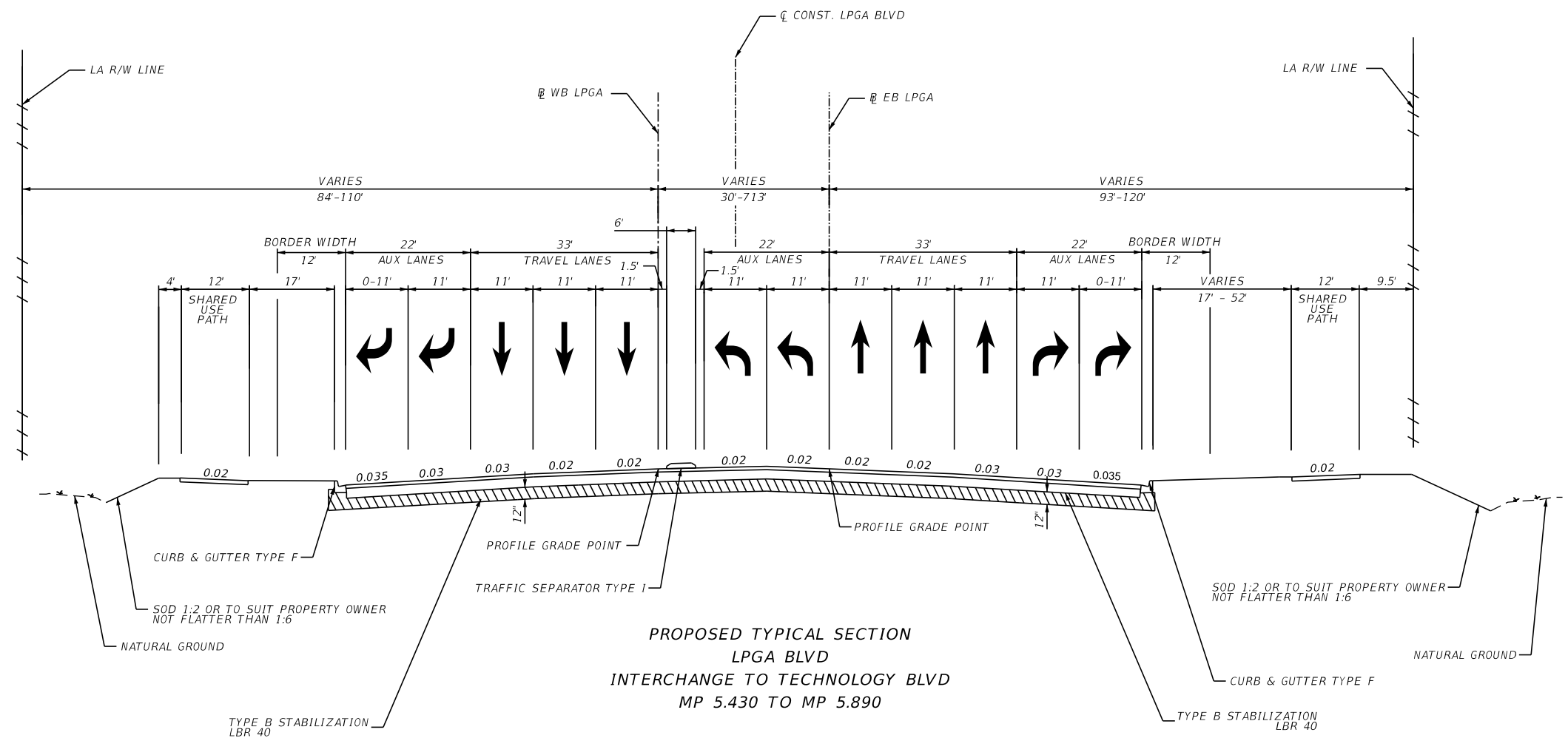
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- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 -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

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 04



**PROPOSED TYPICAL SECTION
LPGA BLVD
INTERCHANGE TO TECHNOLOGY BLVD
MP 5.430 TO MP 5.890**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 44,000
 ESTIMATED OPENING YEAR = 2030 AADT = 54,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 78,000
 K = 7.5% D = 57.0% T = 3.1% (24 HOUR)
 DESIGN HOUR T = 1.6%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

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| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 5 |

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

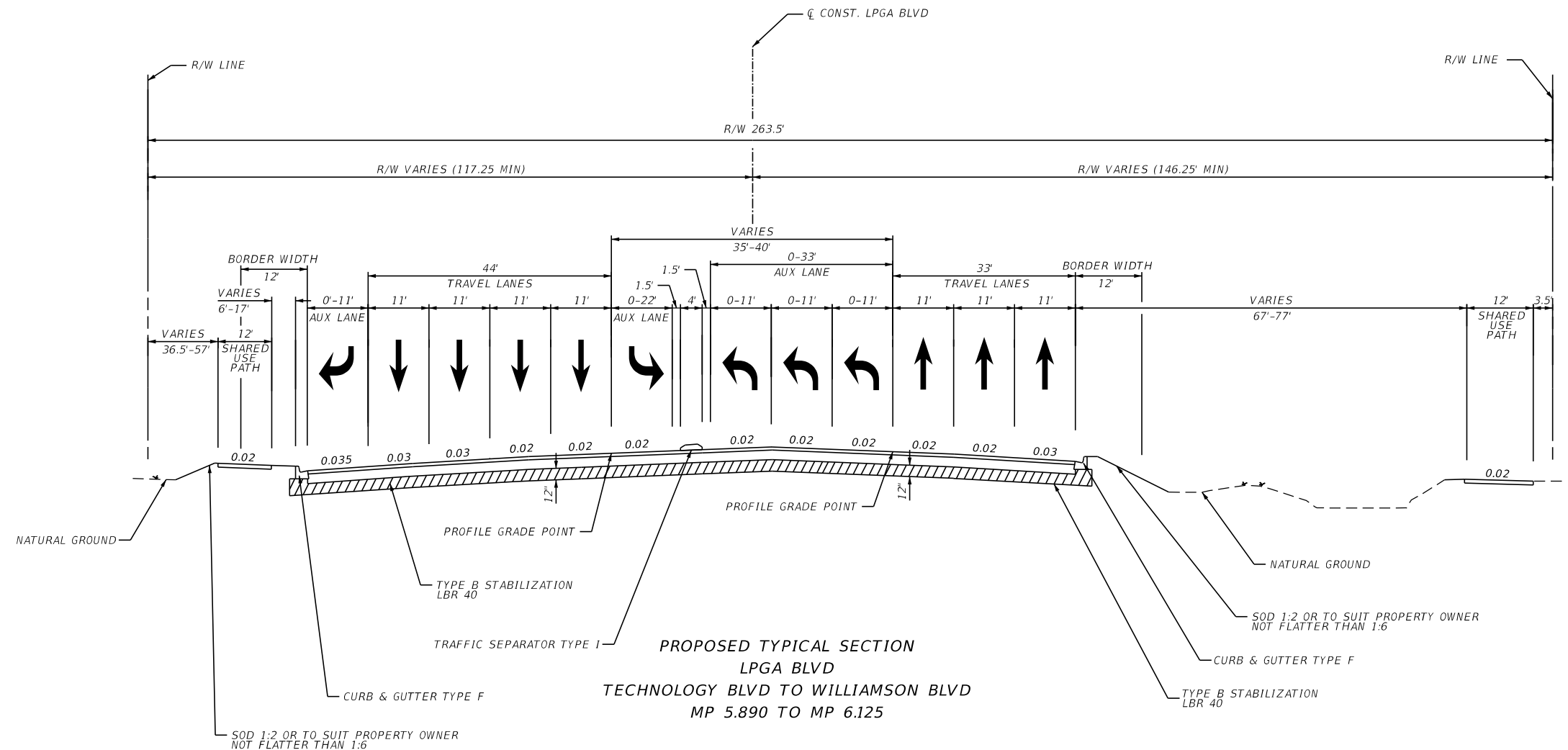
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- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 05



TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 32,000
 ESTIMATED OPENING YEAR = 2030 AADT = 40,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 60,000
 K = 7.5% D = 57.0% T = 3.1% (24 HOUR)
 DESIGN HOUR T = 1.6%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------------------|-----------|
| 448456-1-32-01 448456-1-32-02 | 6 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

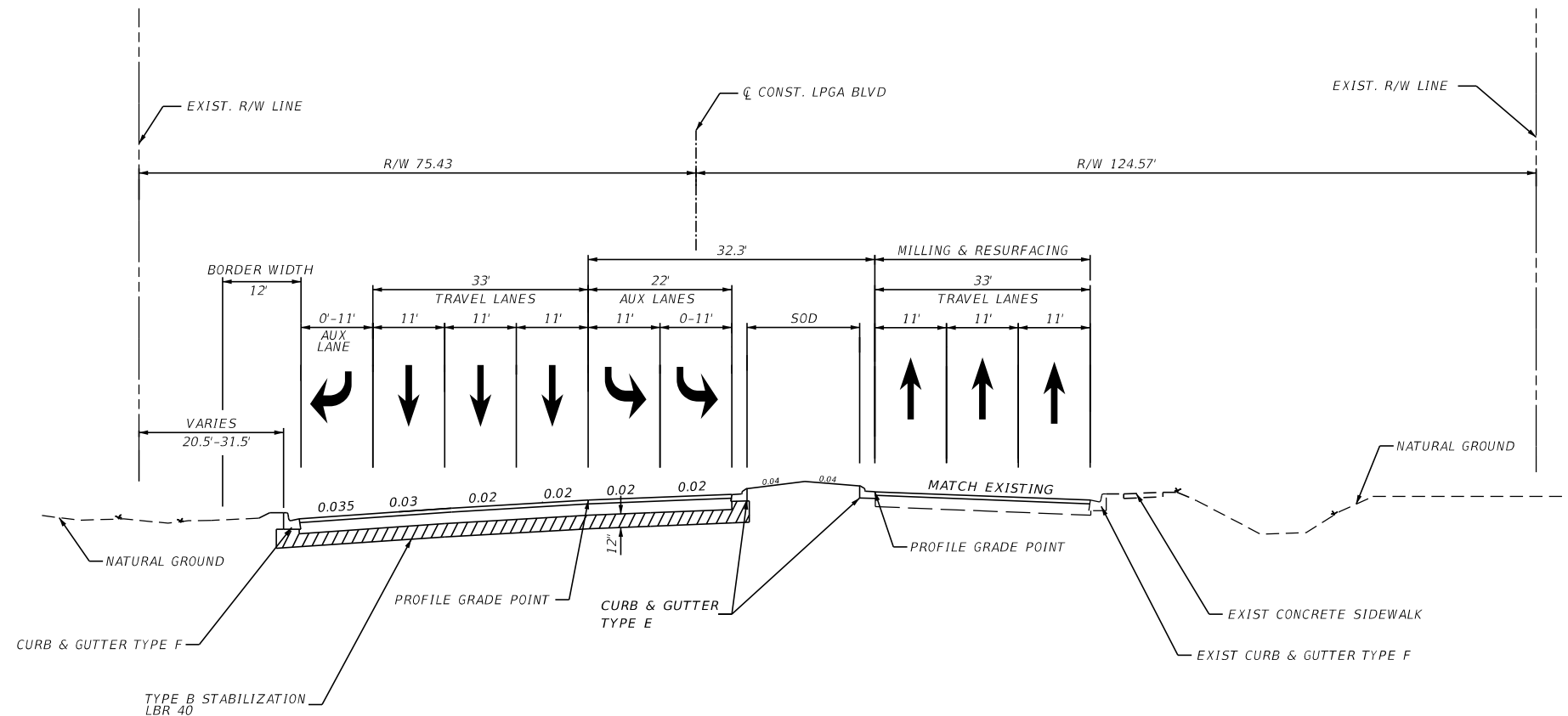
- () 1 - FREEWAY
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- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 06



**PROPOSED TYPICAL SECTION
LPGA BLVD
WILLIAMSON BLVD TO CONCIERGE BLVD
MP 6.125 TO MP 6.280**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 34,500
 ESTIMATED OPENING YEAR = 2030 AADT = 40,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 52,000
 K = 7.5% D = 57.0% T = 3.1% (24 HOUR)
 DESIGN HOUR T = 1.6%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------|-----------|
| 448456-1-32-01 | 7 |
| 448456-1-32-02 | |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

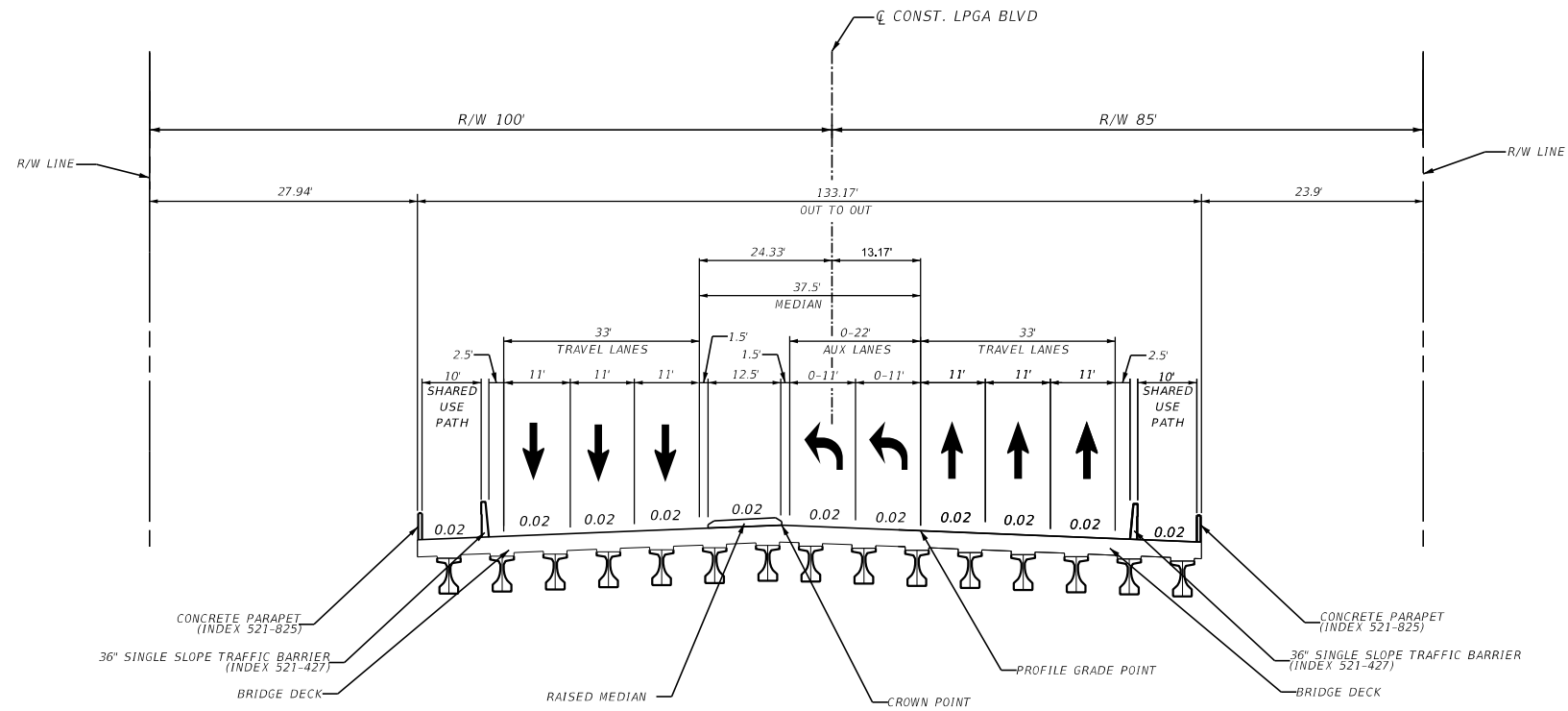
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- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 07



**PROPOSED TYPICAL SECTION
LPGA BLVD
(BRIDGE OVER TOMOKA RIVER)
MP 5.036 TO MP 5.100**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 19,000
 ESTIMATED OPENING YEAR = 2030 AADT = 29,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 50,000
 K = 8.5% D = 58.6% T = 4.6% (24 HOUR)
 DESIGN HOUR T = 2.3%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| | |
|----------------------------------|-----------|
| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 8 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

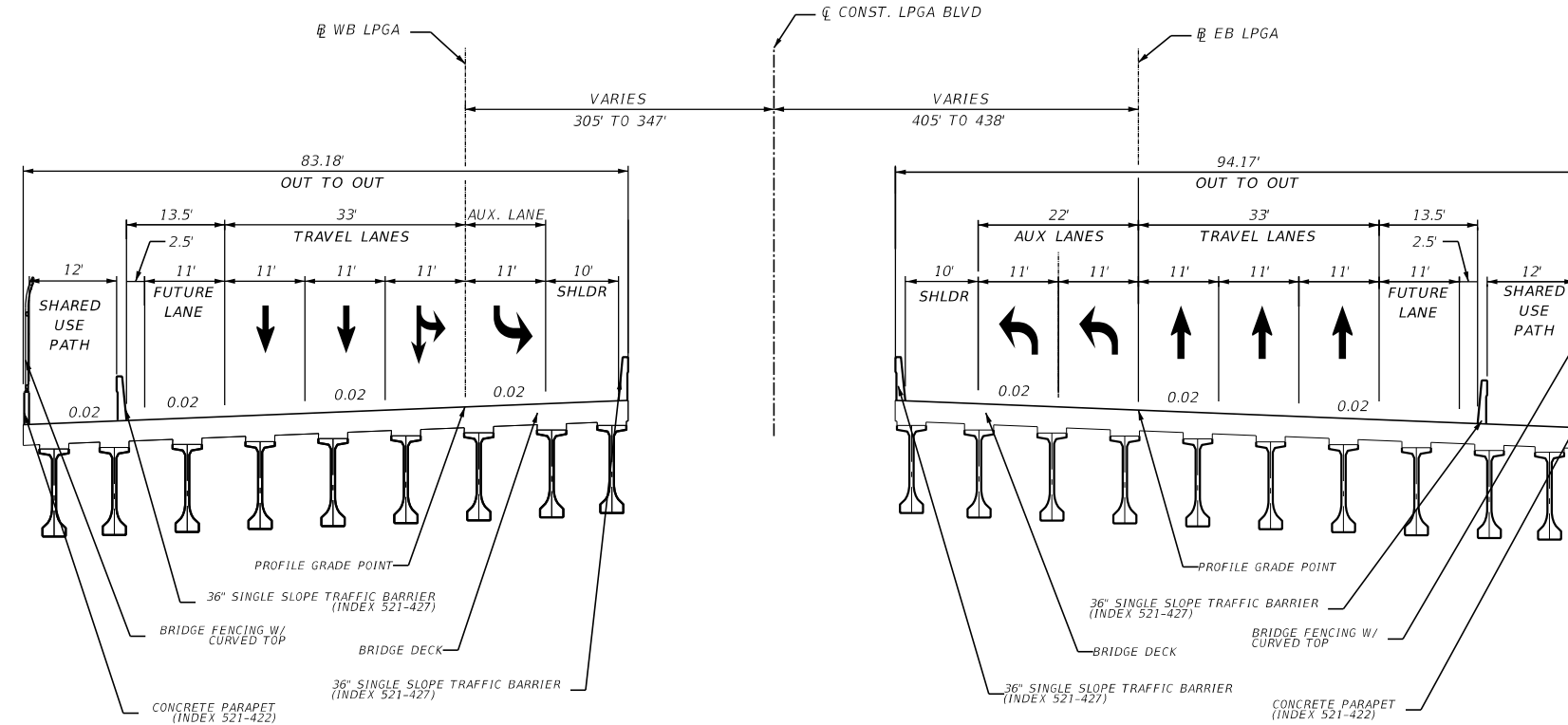
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- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 08



**PROPOSED TYPICAL SECTION
LPGA BLVD
BRIDGES OVER I-95
MP 5.466 TO MP 5.534**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 27,000
 ESTIMATED OPENING YEAR = 2030 AADT = 38,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 56,000
 K = 7.5% D = 57.0% T = 3.1% (24 HOUR)
 DESIGN HOUR T = 1.6%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| | |
|----------------------------------|-----------|
| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 9 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

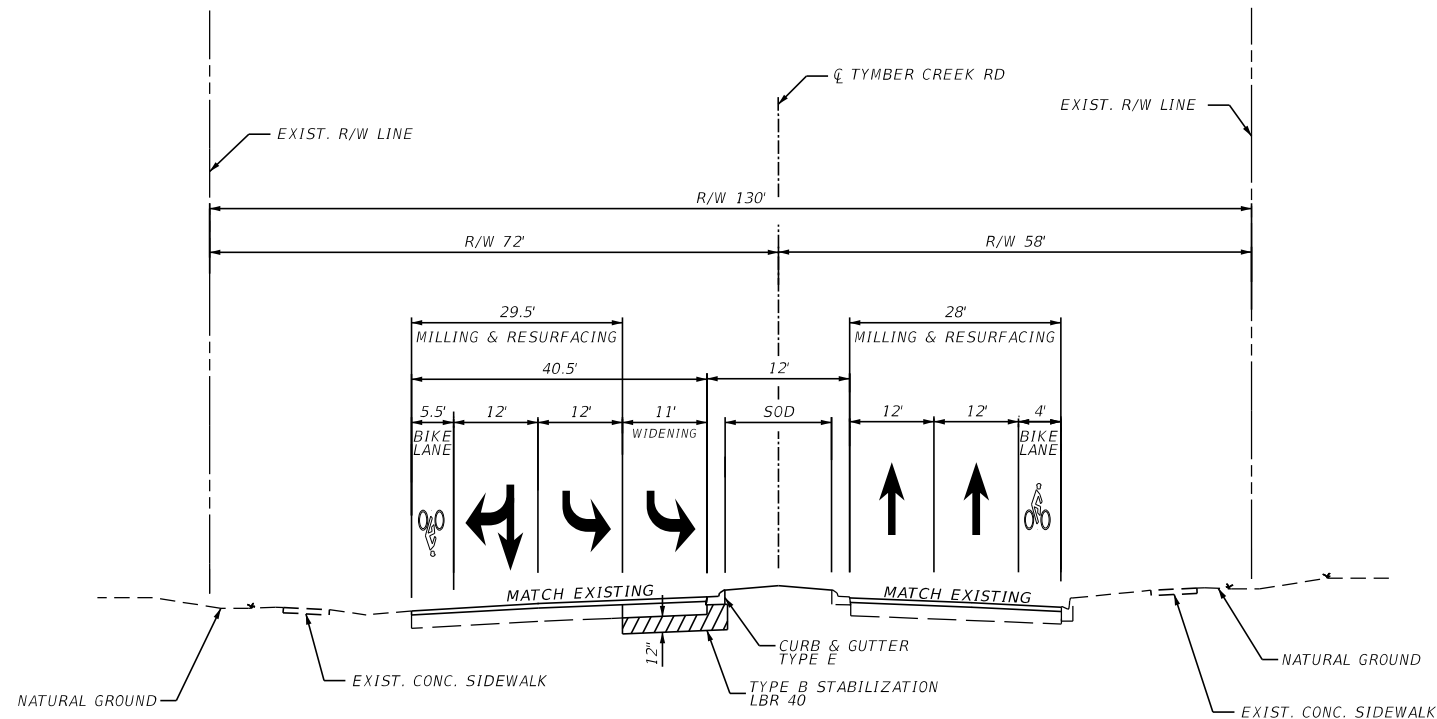
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- (X) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 09



**PROPOSED TYPICAL SECTION
TYMBER CREEK RD NORTH**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 6,500
 ESTIMATED OPENING YEAR = 2030 AADT = 14,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 33,000
 K = 9.0% D = 57.0% T = 4.6% (24 HOUR)
 DESIGN HOUR T = 2.3%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| | |
|----------------------------------|-----------|
| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 10 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

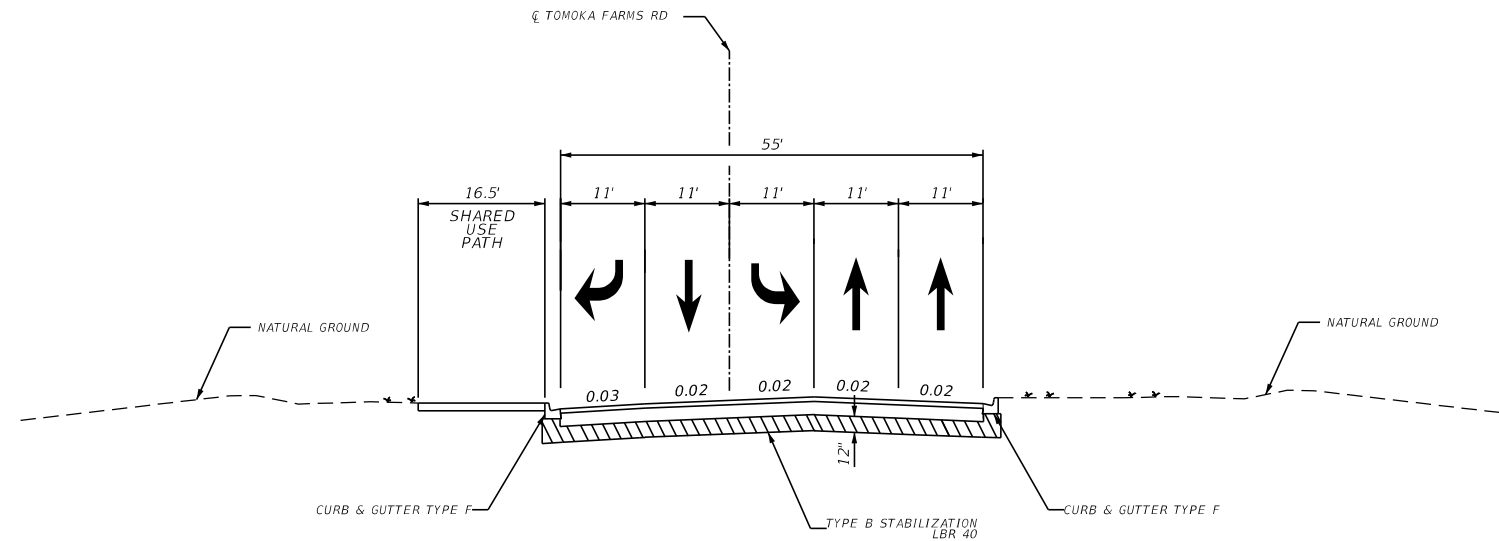
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- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 10



**PROPOSED TYPICAL SECTION
TOMOKA FARMS RD NORTH**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 600
 ESTIMATED OPENING YEAR = 2030 AADT = 2,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 3,000
 K = 8.5% D = 57.0% T = 4.6% (24 HOUR)
 DESIGN HOUR T = 2.3%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| | |
|----------------------------------|------------------|
| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 11 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

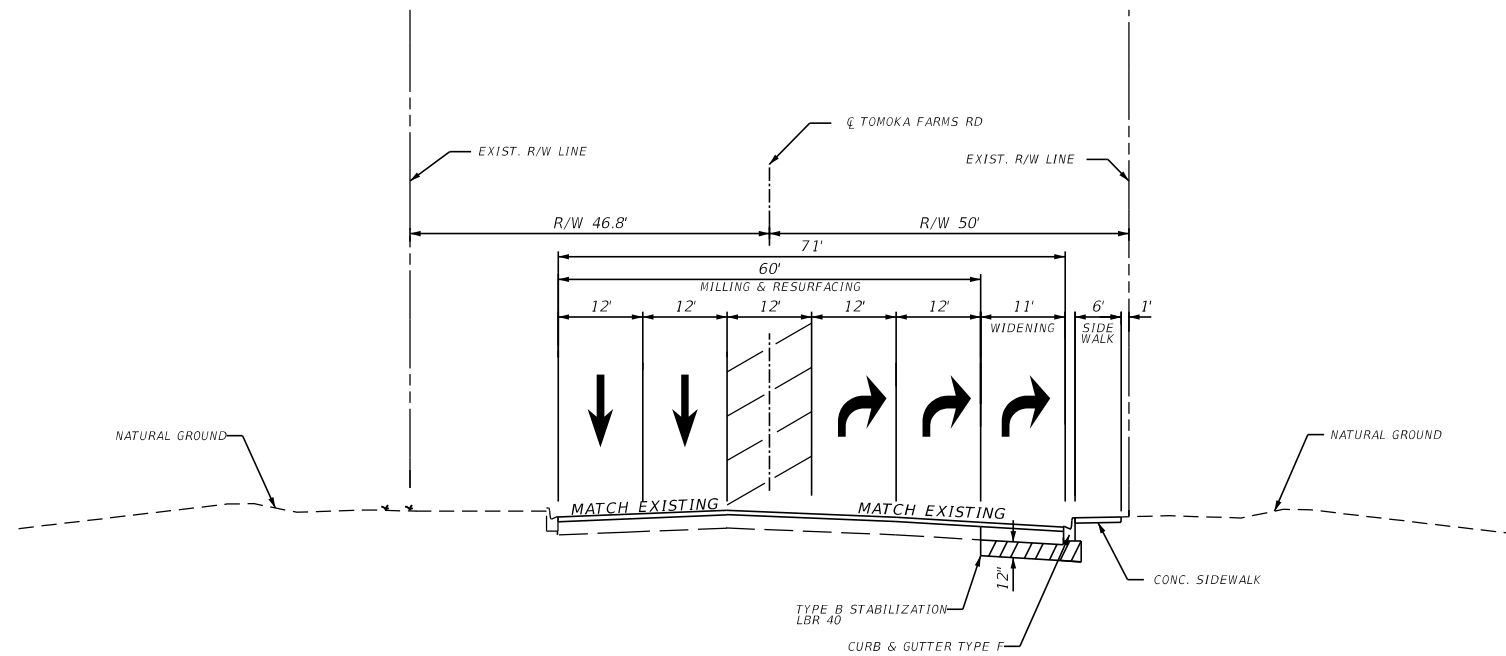
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- (X) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 11



**PROPOSED TYPICAL SECTION
TOMOKA FARMS RD SOUTH**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 4,800
 ESTIMATED OPENING YEAR = 2030 AADT = 8,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 15,000
 K = 10.0% D = 57.0% T = 4.6% (24 HOUR)
 DESIGN HOUR T = 2.3%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------------------|-----------|
| 448456-1-32-01 448456-1-32-02 | 12 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

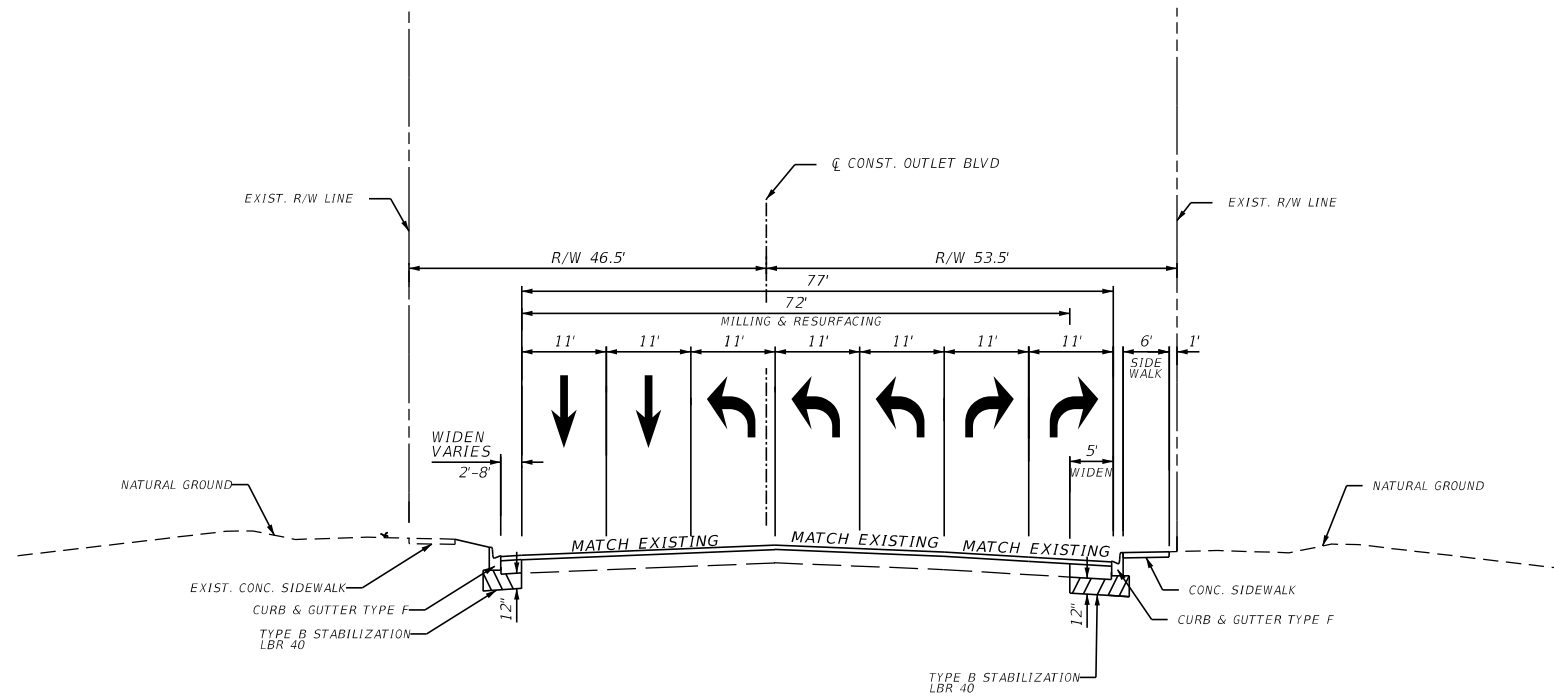
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- (X) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 12



**PROPOSED TYPICAL SECTION
OUTLET BLVD**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 9,300
 ESTIMATED OPENING YEAR = 2030 AADT = 13,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 22,000
 K = 8.5% D = 57.0% T = 3.1% (24 HOUR)
 DESIGN HOUR T = 1.6%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

| | |
|----------------------------------|------------------|
| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 13 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

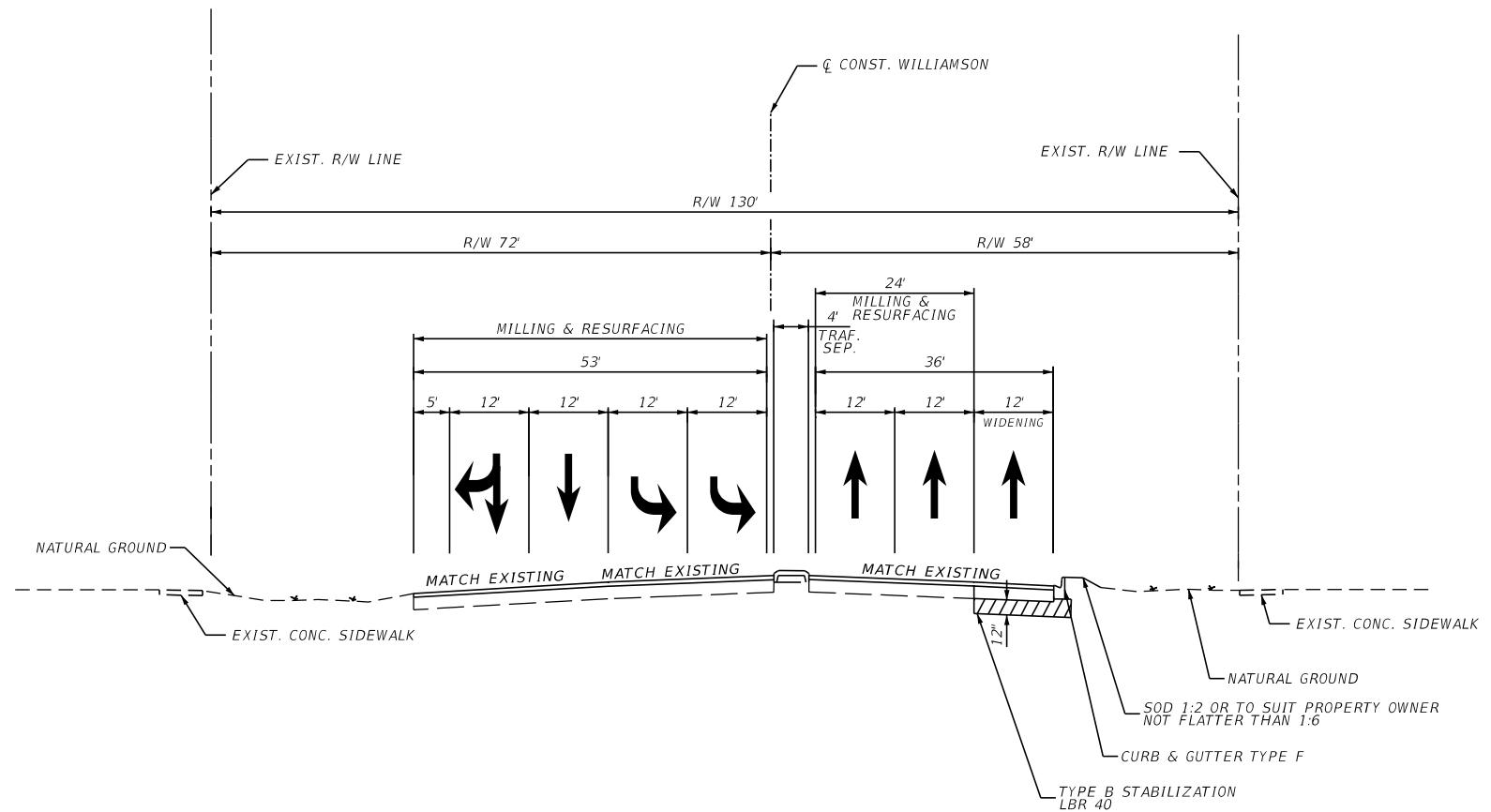
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- (X) 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 13



**PROPOSED TYPICAL SECTION
WILLIAMSON BLVD NORTH**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 17,500
 ESTIMATED OPENING YEAR = 2030 AADT = 22,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 34,000
 K = 8.0% D = 57.0% T = 3.1% (24 HOUR)
 DESIGN HOUR T = 1.6%
 TARGET SPEED = 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------------------|-----------|
| 448456-1-32-01 448456-1-32-02 | 14 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

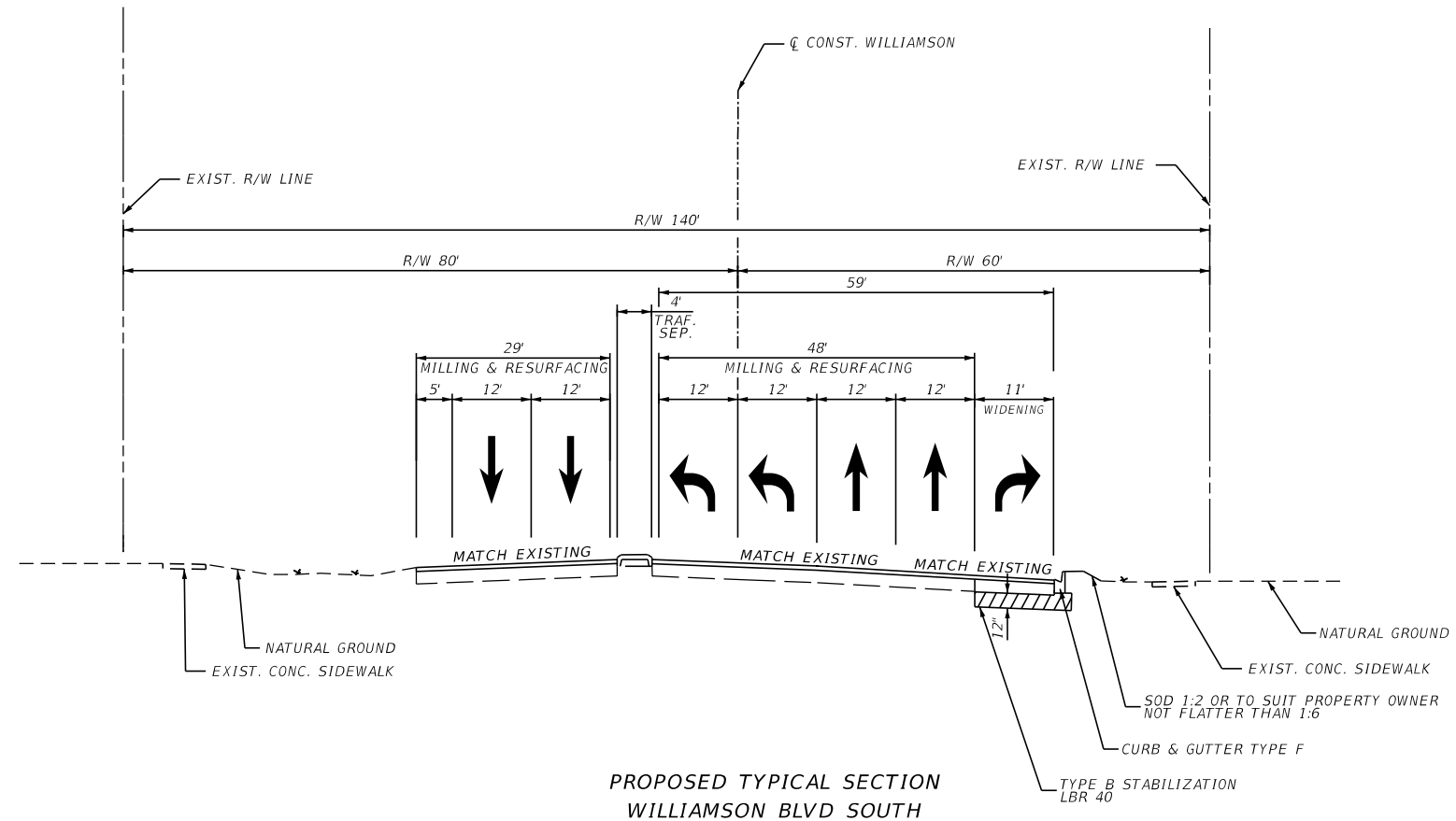
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- (X) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 14



**PROPOSED TYPICAL SECTION
WILLIAMSON BLVD SOUTH**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 19,000
 ESTIMATED OPENING YEAR = 2030 AADT = 24,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 37,000
 K = 8.0% D = 57.0% T = 3.1% (24 HOUR)
 DESIGN HOUR T = 1.6%
 TARGET SPEED = 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

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|----------------------------------|------------------|
| <i>FINANCIAL PROJECT ID</i> | <i>SHEET NO.</i> |
| 448456-1-32-01 448456-1-32-02 | 15 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

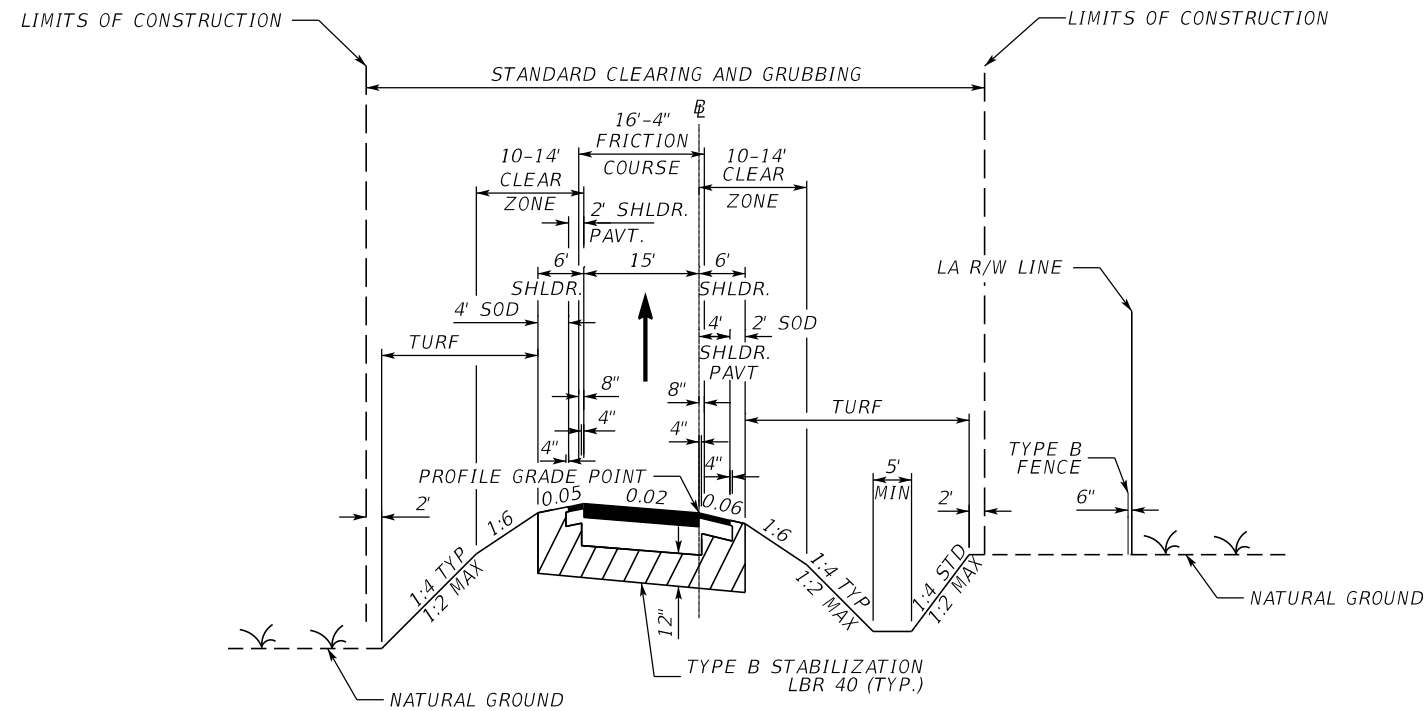
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 15



**PROPOSED TYPICAL SECTION
SINGLE LANE RAMP**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 12,000
 ESTIMATED OPENING YEAR = 2030 AADT = 15,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 23,000
 K = 8.0% D = 100.00% T = 11.5% (24 HOUR)
 DESIGN HOUR T = 5.8%
 TARGET SPEED = 30-45 MPH
 DESIGN SPEED = 30-45 MPH
 POSTED SPEED = 30-45 MPH

| | |
|----------------------------------|-----------|
| FINANCIAL PROJECT ID | SHEET NO. |
| 448456-1-32-01 448456-1-32-02 | 16 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

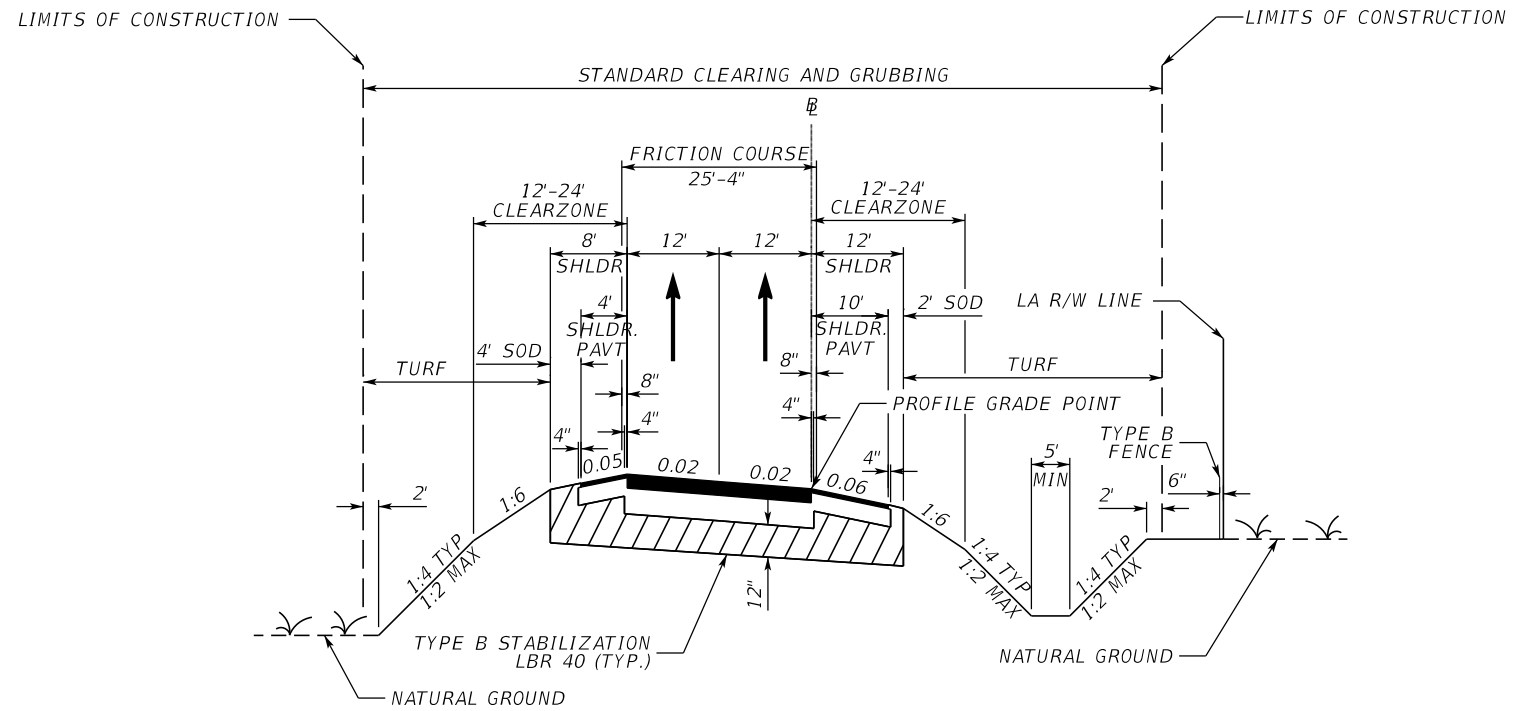
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 16



**PROPOSED TYPICAL SECTION
DUAL LANE RAMP**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 12,000
 ESTIMATED OPENING YEAR = 2030 AADT = 15,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 23,000
 K = 8.0% D = 100.00% T = 11.5% (24 HOUR)
 DESIGN HOUR T = 5.8%
 TARGET SPEED = 30-45 MPH
 DESIGN SPEED = 30-45 MPH
 POSTED SPEED = 30-45 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------------------|-----------|
| 448456-1-32-01 448456-1-32-02 | 17 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

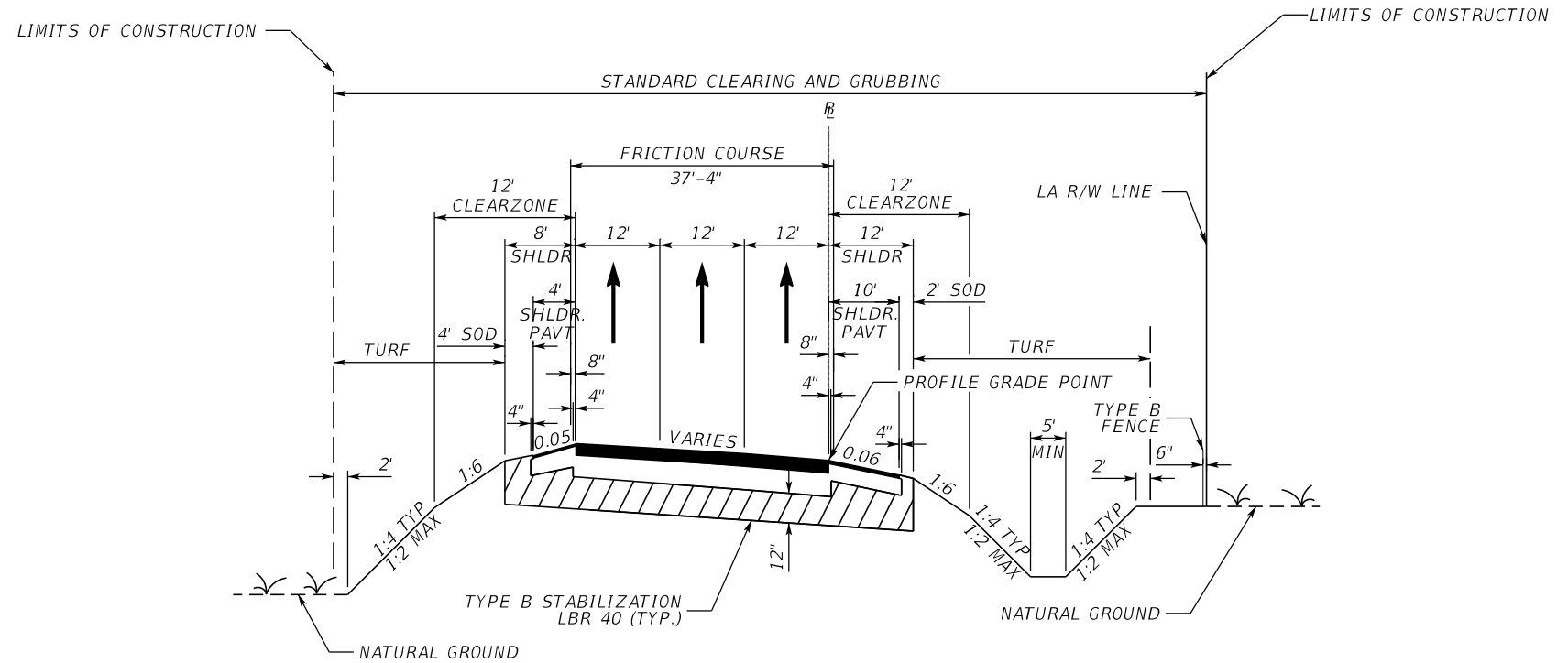
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 17



**PROPOSED TYPICAL SECTION
THREE LANE RAMP**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 12,000
 ESTIMATED OPENING YEAR = 2030 AADT = 15,500
 ESTIMATED DESIGN YEAR = 2050 AADT = 23,000
 K = 8.0% D = 100.00% T = 11.5% (24 HOUR)
 DESIGN HOUR T = 5.8%
 TARGET SPEED = 30 MPH
 DESIGN SPEED = 30 MPH
 POSTED SPEED = 30 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------------------|-----------|
| 448456-1-32-01 448456-1-32-02 | 18 |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

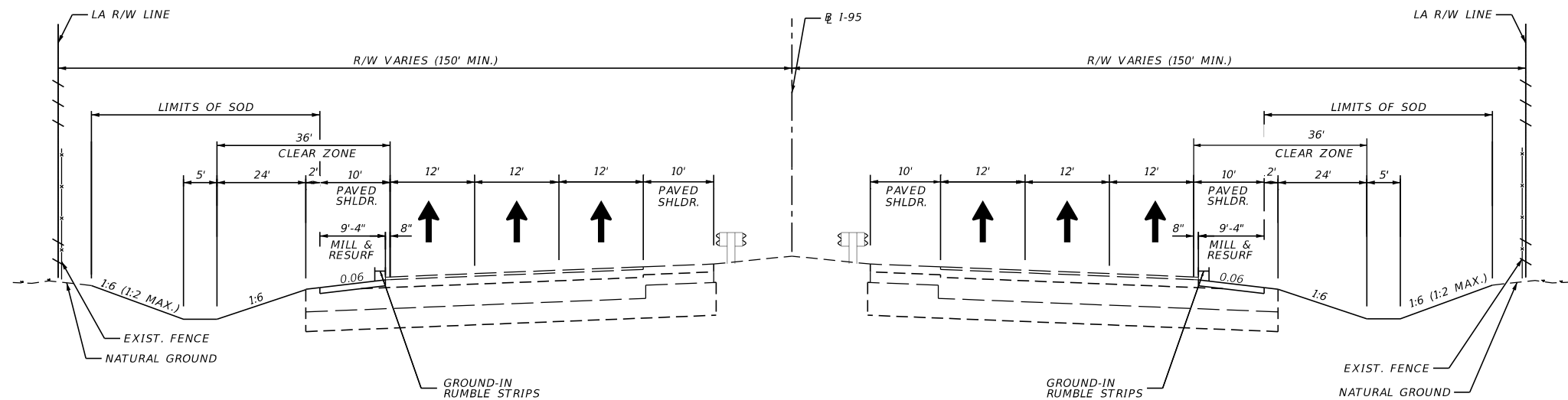
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 18



PROPOSED TYPICAL SECTION
I-95 SHOULDERS
MP 32.270 TO MP 32.840

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 88,000
 ESTIMATED OPENING YEAR = 2030 AADT = 96,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 133,000
 K = 8.0% D = 53.0% T = 11.5% (24 HOUR)
 DESIGN HOUR T = 5.8%
 TARGET SPEED = 65 MPH
 DESIGN SPEED = 65 MPH
 POSTED SPEED = 65 MPH

| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------|-----------|
| 448456-1-32-01 | 19 |
| 448456-1-32-02 | |

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

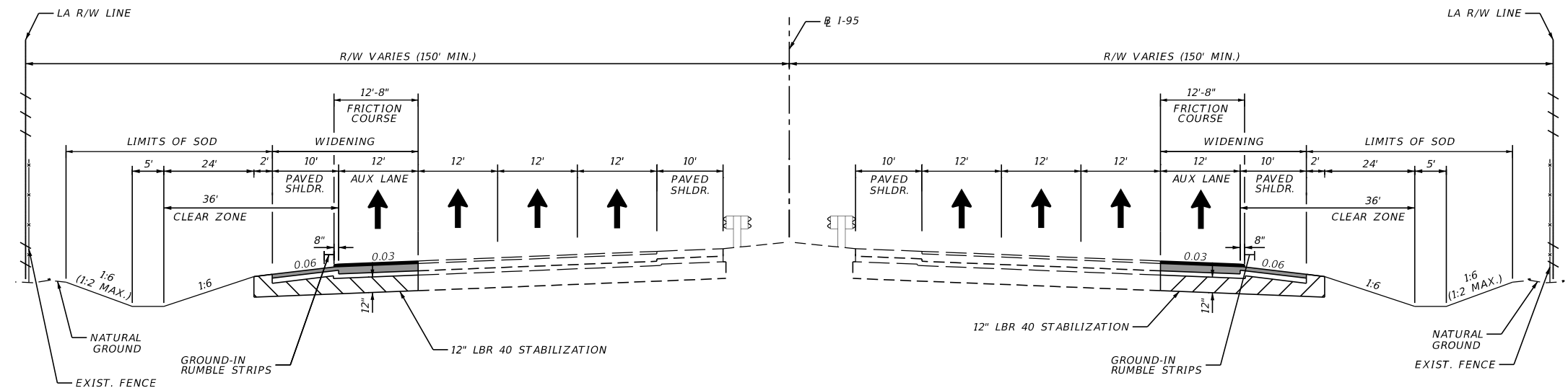
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 19



**PROPOSED TYPICAL SECTION
I-95 WIDENING
MP 31.880 TO MP 32.175
MP 32.910 TO MP 33.230**

TRAFFIC DATA

CURRENT YEAR = 2021 AADT = 90,500
 ESTIMATED OPENING YEAR = 2030 AADT = 99,000
 ESTIMATED DESIGN YEAR = 2050 AADT = 138,000
 K = 8.0% D = 53.0% T = 11.5% (24 HOUR)
 DESIGN HOUR T = 5.8%
 TARGET SPEED = 65 MPH
 DESIGN SPEED = 65 MPH
 POSTED SPEED = 65 MPH

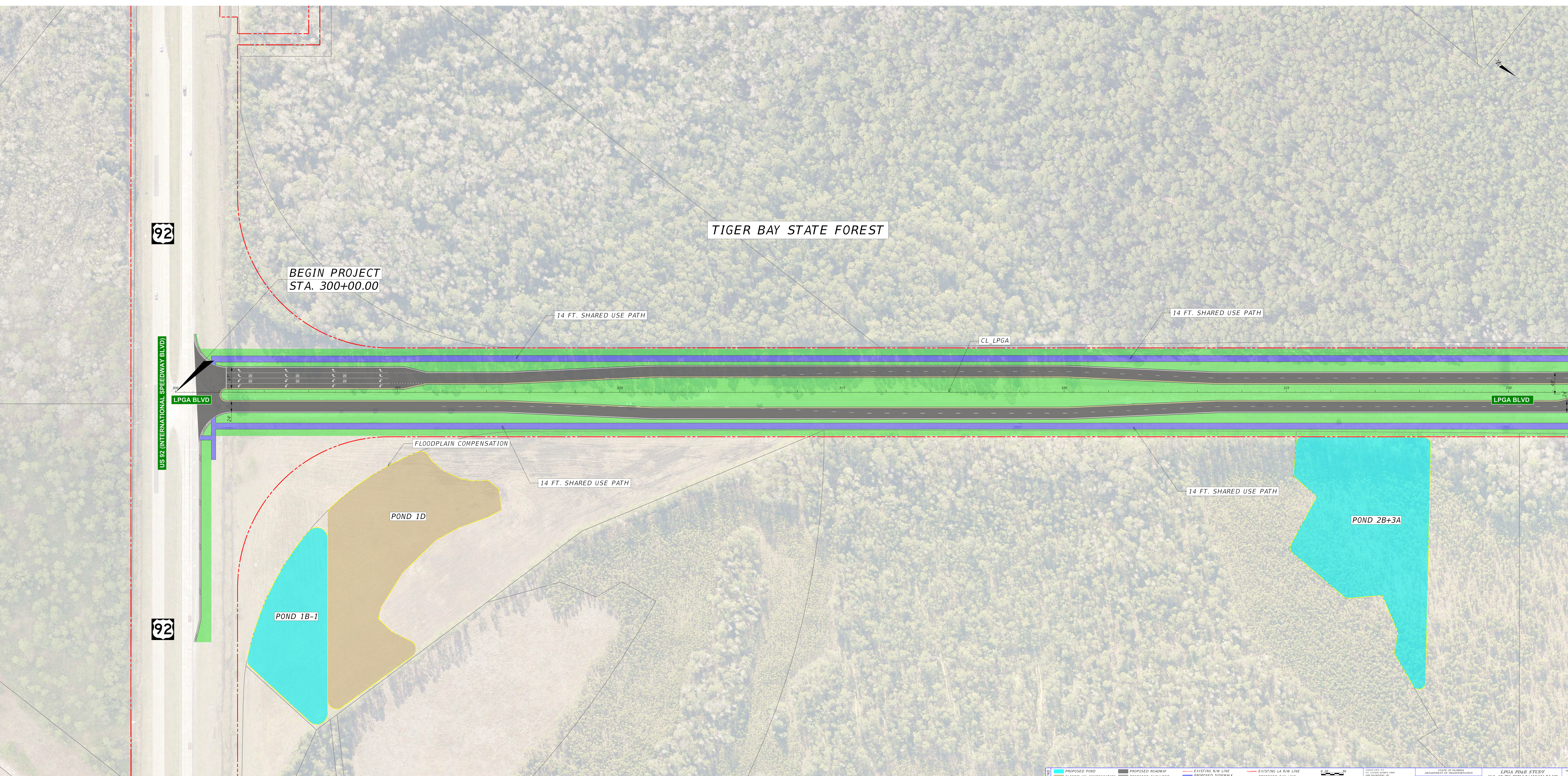
| FINANCIAL PROJECT ID | SHEET NO. |
|----------------------|-----------|
| 448456-1-32-01 | 20 |
| 448456-1-32-02 | |



BEGIN PROJECT STA. 300+00.00

END PROJECT STA. 649+13.26

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| <p>CURVE DATA: LPGA1 PI STA. = 361+42.75 Δ = 38°56'25" (LT) D = 02°57'02" T = 886.51 L = 1,319.76 R = 1,941.86 PC STA. = 254+56.24 PT STA. = 367+76.00 e =</p> | <p>CURVE DATA: LPGA2 PI STA. = 534+01.63 Δ = 64°28'11" (LT) D = 03°00'00" T = 1,204.33 L = 2,148.99 R = 1,909.86 PC STA. = 521+49.31 PT STA. = 543+46.30 e =</p> | <p>CURVE DATA LPGA EB1 PI STA. = 3008+14.14 Δ = 33°02'37" (LT) D = 04°45'03" T = 360.17 L = 700.00 R = 1,206.00 PC STA. = 3004+53.97 PT STA. = 3011+53.97 e =</p> | <p>CURVE DATA LPGA EB2 PI STA. = 3019+75.57 Δ = 66°37'53" (LT) D = 04°45'03" T = 792.67 L = 1,402.50 R = 1,206.00 PC STA. = 3011+02.90 PT STA. = 3025+85.40 e =</p> | <p>CURVE DATA LPGA EB3 PI STA. = 3030+18.28 Δ = 33°15'23" (LT) D = 04°45'03" T = 360.17 L = 700.00 R = 1,206.00 PC STA. = 3026+58.11 PT STA. = 3033+58.11 e =</p> | <p>CURVE DATA LPGA WB1 PI STA. = 4010+06.06 Δ = 25°40'36" (LT) D = 04°01'55" T = 298.06 L = 585.99 R = 1,300.00 PC STA. = 4007+00.00 PT STA. = 4012+93.99 e =</p> | <p>CURVE DATA LPGA WB2 PI STA. = 4020+58.84 Δ = 56°34'57" (LT) D = 04°56'21" T = 297.36 L = 582.18 R = 1,160.00 PC STA. = 4020+49.30 PT STA. = 4026+49.30 e =</p> | <p>CURVE DATA LPGA WB3 PI STA. = 4029+94.66 Δ = 28°45'30" (LT) D = 09°32'57" T = 347.56 L = 630.04 R = 600.00 PC STA. = 4026+49.30 PT STA. = 4032+79.48 e =</p> | <p>CURVE TOMOKA1 PI STA. = 14+99.06 Δ = 60°09'51" (LT) D = 09°32'57" T = 347.56 L = 630.04 R = 600.00 PC STA. = 11+51.51 PT STA. = 17+81.54 e =</p> | <p>CURVE RANPA11 PI STA. = 406+25.43 Δ = 16°14'18" (LT) D = 01°18'25" T = 625.43 L = 1,242.48 R = 4,384.00 PC STA. = 400+00.00 PT STA. = 412+42.48 e =</p> | <p>CURVE RANPA12 PI STA. = 417+05.14 Δ = 09°11'30" (LT) D = 03°03'06" T = 360.17 L = 700.00 R = 1,206.00 PC STA. = 413+26.66 PT STA. = 420+72.05 e =</p> | <p>CURVE RANPA21 PI STA. = 500+32.04 Δ = 25°22'42" (LT) D = 05°54'24" T = 200.59 L = 395.59 R = 1,080.00 PC STA. = 500+00.00 PT STA. = 500+62.29 e =</p> | <p>CURVE RANPA22 PI STA. = 502+62.97 Δ = 05°54'24" D = 01°14'45" T = 328.36 L = 62.29 R = 970.00 PC STA. = 501+62.29 PT STA. = 504+58.07 e =</p> | <p>CURVE RANPA23 PI STA. = 508+84.68 Δ = 31°29'52" (LT) D = 04°55'05" T = 328.36 L = 62.29 R = 1,165.00 PC STA. = 505+56.32 PT STA. = 511+96.43 e =</p> | <p>CURVE RANPA24 PI STA. = 516+39.70 Δ = 07°49'45" (LT) D = 01°14'45" T = 314.67 L = 62.29 R = 4,599.00 PC STA. = 513+25.03 PT STA. = 519+53.39 e =</p> | <p>CURVE RANPB11 PI STA. = 613+75.92 Δ = 11°47'31" (LT) D = 01°08'25" T = 516.34 L = 1,029.03 R = 5,000.00 PC STA. = 608+59.58 PT STA. = 618+88.62 e =</p> | <p>CURVE RANPB12 PI STA. = 627+96.67 Δ = 08°57'11" (LT) D = 01°47'26" T = 200.00 L = 400.00 R = 3,200.00 PC STA. = 625+46.14 PT STA. = 630+46.17 e =</p> | <p>CURVE RANPC11 PI STA. = 712+04.10 Δ = 03°07'59" (LT) D = 01°00'00" T = 200.00 L = 400.00 R = 5,730.00 PC STA. = 710+04.02 PT STA. = 714+04.02 e =</p> | <p>CURVE RANPC12 PI STA. = 719+18.20 Δ = 01°58'30" (LT) D = 06°59'45" T = 516.34 L = 650.29 R = 819.00 PC STA. = 716+04.02 PT STA. = 722+04.02 e =</p> | <p>CURVE RANPC13 PI STA. = 730+54.79 Δ = 52°42'34" (LT) D = 08°06'20" T = 330.20 L = 650.29 R = 706.87 PC STA. = 727+04.59 PT STA. = 733+54.88 e =</p> | <p>CURVE RANPC21 PI STA. = 810+11.42 Δ = 09°09'21" (LT) D = 04°59'59" T = 354.37 L = 1,101.05 R = 1,146.00 PC STA. = 806+57.68 PT STA. = 813+43.90 e =</p> | <p>CURVE RANPC22 PI STA. = 816+44.59 Δ = 34°53'46" (LT) D = 09°09'21" T = 354.37 L = 1,101.05 R = 4,596.00 PC STA. = 814+47.90 PT STA. = 818+29.04 e =</p> | <p>CURVE RANPD11 PI STA. = 908+08.47 Δ = 19°57'12" (LT) D = 01°14'48" T = 594.37 L = 1,600.56 R = 1,146.00 PC STA. = 901+00.00 PT STA. = 916+00.56 e =</p> | <p>CURVE RANPD12 PI STA. = 923+13.26 Δ = 16°20'53" (LT) D = 01°30'00" T = 594.37 L = 1,101.05 R = 3,820.00 PC STA. = 917+59.39 PT STA. = 928+00.44 e =</p> |
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92

92

BEGIN PROJECT
STA. 300+00.00

TIGER BAY STATE FOREST

14 FT. SHARED USE PATH

14 FT. SHARED USE PATH

CL_LPGA

US 92 (INTERNATIONAL SPEEDWAY BLVD)

LPGA BLVD

LPGA BLVD

FLOODPLAIN COMPENSATION

14 FT. SHARED USE PATH

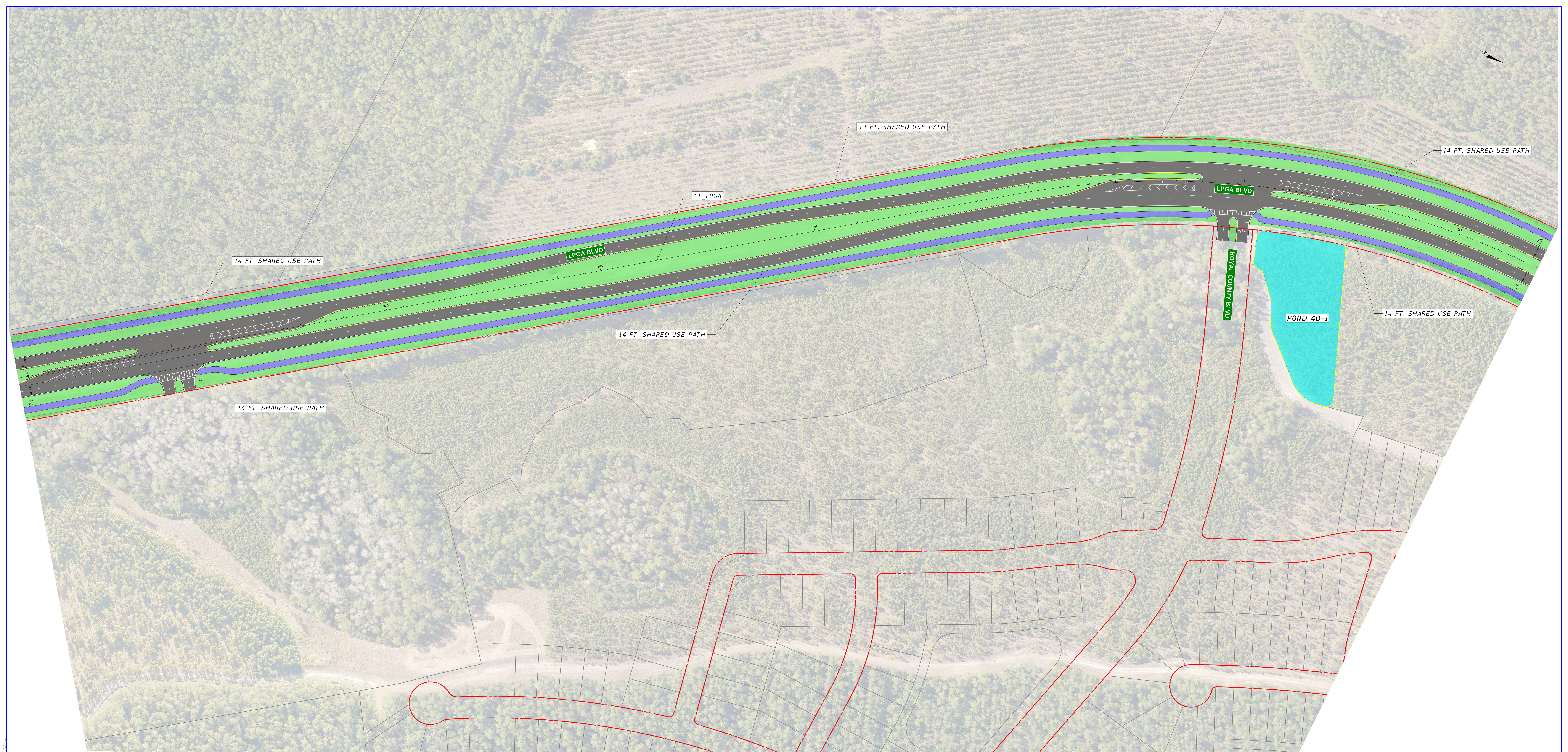
14 FT. SHARED USE PATH

POND 1D

POND 1B-1

POND 2B+3A

| | | | | | | | | | | | | |
|--|-------------------------|--|-------------------|--|--------------------------|--|----------------------|--|---|---|---|---|
| | PROPOSED POND | | PROPOSED ROADWAY | | EXISTING RAW LINE | | EXISTING LA RAW LINE | <p>SCALE: 1" = 50'</p> <p>DATE: 08/20/2024</p> <p>PROJECT: LPGA POND STUDY</p> <p>CONTRACT: 24-458</p> | <p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <p>2024-2025 FISCAL YEAR</p> <p>2024-2025 FISCAL YEAR</p> <p>2024-2025 FISCAL YEAR</p> | <p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p> <p>2024-2025 FISCAL YEAR</p> <p>2024-2025 FISCAL YEAR</p> <p>2024-2025 FISCAL YEAR</p> | <p>LPGA POND STUDY US 92 TO WILLIAMSON BLVD CONCEPT PLANS</p> | <p>DRAWN BY: [Name]</p> <p>CHECKED BY: [Name]</p> <p>DATE: 08/20/2024</p> |
| | FLOODPLAIN COMPENSATION | | PROPOSED SHOULDER | | PROPOSED SIDEWALK | | PROPOSED R/W LINE | | | | | |
| | REGRAVING/SOD | | PROPOSED BRIDGE | | PROPOSED SHARED USE PATH | | EASEMENT LINE | | PROPERTY LINES | | | |





FLOODPLAIN COMPENSATION

14 FT. SHARED USE PATH

POND 6E

POND 7A-1

CL_LPGA

14 FT. SHARED USE PATH

POND 6C

14 FT. SHARED USE PATH

14 FT. SHARED USE PATH

LPGA BLVD

LPGA BLVD

BIRKDALE DR

GRANDE CHAMPION

DAYTONA BEACH UTILITIES

WENTWORTH AVE

| | | | | | | | | | | | | |
|--|-------------------------|--|-------------------|--|-------------------|--|----------------------|---|--|---|---------------------------|--|
| | PROPOSED POND | | PROPOSED ROADWAY | | EXISTING RAW LINE | | EXISTING LA RAW LINE | <p>SCALE: 1" = 40'</p> <p>DATE: 08/20/2024</p> <p>PROJECT: LPGA POND STUDY</p> <p>CONTRACT NO. 24-404</p> <p>ISSUE NO. 000004</p> <p>DATE: 08/20/2024</p> | <p>STATE OF FLORIDA</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p>FLORIDA TROPICAL RECREATION</p> <p>24-404</p> <p>V0105A</p> <p>08/20/2024</p> | <p>LPGA POND STUDY</p> <p>02 TO WILLAMSON BLVD</p> <p>CONCEPT PLANS</p> | <p>DWGT NO.</p> <p>25</p> | |
| | FLOODPLAIN COMPENSATION | | PROPOSED SHOULDER | | PROPOSED R/W LINE | | EASEMENT LINE | | | | | |
| | REGRADE/SOD | | PROPOSED BRIDGE | | PROPOSED SIDEWALK | | TRAFFIC SEPARATOR | | PROPERTY LINES | | | |