

Project Design Variation Memorandum Form 122-B

To: Steven Kane, PE
 Transportation & Transit Director

Date: June 28, 2023

Financial Project ID: 448781-1-22-01 New Const. RRR Other

Federal Aid Number: N/A

Project Name: Old Lake Wilson Road (CR 545) from Osceola Polk Line Road (CR 532) to Sinclair Road

State Road Number: N/A Co./Sec./Sub. Osceola

Begin Project MP: N/A, STA. 92+46.29 End Project MP: N/A, STA. 232+87.80

Request for: Design Variation

Design Element	MP: Beg-End	Existing	Proposed	Required	Attr. Crashes	Approved	Denied	Addl. Docum.
1. Bike Lane Width	STA. 92+46.29 to STA. 232+87.80	N/A	5'	7'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Justification:

- In the past 10 years, there were no pedestrian or bicyclist crashes within the study limits.
- The existing segment of Old Lake Wilson Road beyond the northern terminus to US 192 (SR 530) consists of 11-foot travel lanes and four-foot bike lanes. Thus, the on-street bike lanes provide corridor consistency. It is worth noting that there have been no pedestrian or bicyclist crashes within this segment over the past 10 years.
- The proposed improvements to Old Lake Wilson beyond the southern terminus consist of 11-foot travel lanes and six-foot bike lanes. Thus, the on-street bike lanes provide corridor consistency.
- Five-foot bike lanes will provide a gradual transition from the proposed six-foot bike lanes south of Osceola Polk Line Road and the existing four-foot bike lanes north of Sinclair Road.
- The design and future posted speed is 45 mph. Per FDM 223.2.1, on-street bike lanes are allowable.
- The 10-foot sidewalk will accommodate bicyclists who prefer not to use the bike lanes.
- Five-foot bike lanes have been incorporated into the proposed typical section at the request of Osceola County, the owner of the roadway.

Appendices: Yes No

Recommended by:

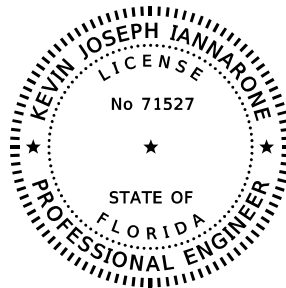
Kevin Iannarone, PE Date 6-28-2023

Name:
 Responsible Professional Engineer

Approvals:

 Steven Kane, PE
 Transportation & Transit Director

 Ghassan Choueiry, PE
 Transportation Engineer



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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INWOOD CONSULTING ENGINEERS, INC.
 3000 DOVERA DRIVE, SUITE 200
 OVIEDO, FL 32765
 CERTIFICATE OF AUTHORIZATION: 7074
 KEVIN JOSEPH IANNARONE, P.E. NO. 71527

List of Appendices

- A-I: Design Variation Memo
- A-II: Approved Typical Section Package

DATE: June 28, 2023

TO: **Steven Kane, PE, Transportation and Transit Director**

FROM: Kevin Iannarone, PE, Engineer of Record

RE: **Design Variation Memorandum for Bike Lane Width**

Financial Project ID: 448781-1-22-01
Osceola County / Section No. 92473
Road Name: Old Lake Wilson Road (CR 545)
Project Description: Old Lake Wilson Road Project Development and Environment
(PD&E) Study from Osceola Polk Line Road (CR 532) to Sinclair Road
New Construction [X] RRR []

DESCRIPTION

The Old Lake Wilson Road PD&E study begins in Polk County just south of Osceola Polk Line Road, which divides the two counties. Osceola County intends to reconstruct and widen (2-lanes to 4-lanes) the existing segment of Old Lake Wilson Road (CR 545) from Osceola Polk Line Road (CR 532) to Sinclair Road. Old Lake Wilson Road (CR 545) is a two-lane minor arterial with no paved shoulders south of Spine Road and six-foot paved shoulders north of Spine Road. Additional unique features include two underground golf cart tunnels (perpendicular to the roadway) and existing transmission poles generally paralleling the western right of way. The posted speed limit is 55 mph.

The proposed typical section has a design speed of 45 mph and consists of four 11-foot travel lanes (two per direction), five-foot bike lanes on each side of the roadway, a six-foot sidewalk on the east side and a 10-foot sidewalk on the west side (see Appendix A-VII). This is an "urban" typical section and will provide the needed capacity improvements. The proposed reconstruction and widening begins in Osceola County just north of Osceola Polk Line Road (CR 532) and continues north underneath Gathering Drive / Reunion Boulevard (Bridge No. 924180), underneath the SR 429 off-ramp to eastbound I-4 (Bridge No. 920602), bridges I-4 (Bridge No. 924179) and ends at the signalized intersection with Sinclair Road. Additional improvements include bicycle and pedestrian accommodations, signal replacement/improvements, structural walls (retaining wall, MSE wall, pier protection barrier, noise wall), and a new bridge over I-4 (SR 400).

DESIGN CRITERIA VERSUS PROPOSED CRITERIA:

- **FDM Criteria** – The applicable criteria from the 2022 FDOT Design Manual (FDM) is located in Section 223.2.1.1. Per the section, the criteria for bike lane width is:
 - New construction projects – 7-foot buffered.
- **AASHTO Criteria** - The applicable criteria for this study from the 2012 AASHTO *Guide for the Development of Bicycle Facilities* is located in Section 4.6.4 and recommends a bike lane width of:
 - 5 feet.
- **Florida Greenbook Criteria** – Per direction from Osceola County, FDM Criteria will be used.
- **Proposed Criteria** - The proposed bike lane widths will be:
 - 5 feet.

The proposed criteria will be applied to the limits summarized in the table on the next page.

LIMITS APPLICABLE

BEGIN STATION	END STATION	DESIGN SPEED	FDM CRITERIA	AASHTO CRITERIA	PROPOSED CRITERIA	REMARKS
STA. 92+46.29	STA. 168+00.00	45 mph	7'	5'	5'	No existing paved shoulders
STA. 168+00.00	STA. 232+87.80	45 mph	7'	5'	5'	6' existing paved shoulders

SAFETY IMPACTS / REVIEW OF CRASH HISTORY

- Between the years of 2011 and 2021, data retrieved from Florida Signal Four Analytics shows that there were no pedestrian or bicyclist crashes within the study limits.

JUSTIFICATION FOR PROPOSED CRITERIA

- In the past 10 years, there were no pedestrian or bicyclist crashes within the study limits.
- The existing segment of Old Lake Wilson Road beyond the northern terminus to US 192 (SR 530) consists of 11-foot travel lanes and four-foot bike lanes. Thus, the on-street bike lanes provide corridor consistency. It is worth noting that there have been no pedestrian or bicyclist crashes within this segment over the past 10 years.
- The proposed improvements to Old Lake Wilson beyond the southern terminus consist of 11-foot travel lanes and six-foot bike lanes. Thus, the on-street bike lanes provide corridor consistency.
- Five-foot bike lanes will provide a gradual transition from the proposed six-foot bike lanes south of Osceola Polk Line Road and the existing four-foot bike lanes north of Sinclair Road.
- The design and future posted speed is 45 mph. Per FDM 223.2.1, on-street bike lanes are allowable.
- The 10-foot sidewalk will accommodate bicyclists who prefer not to use the bike lanes.
- Five-foot bike lanes have been incorporated into the proposed typical section at the request of Osceola County, the owner of the roadway.

CONCLUSION AND RECOMMENDATION

- The proposed bike lanes will ensure corridor consistency between the existing on-street bike lanes to the north and the proposed on-street bike lanes to the south (by others).
- Providing five-foot on-street bike lanes is preferred by Osceola County.
- There have been no pedestrian or bicycle crashes within the project corridor in the last 10 years.
- A 10-foot sidewalk is available on the west for bicyclists who prefer to ride on a separate facility.
- It is recommended that the design variation be approved for the limits identified to meet the scope of the study.

**BOARD OF OSCEOLA COUNTY COMMISSIONERS
OSCEOLA COUNTY, FLORIDA
ENGINEERING DEPARTMENT**

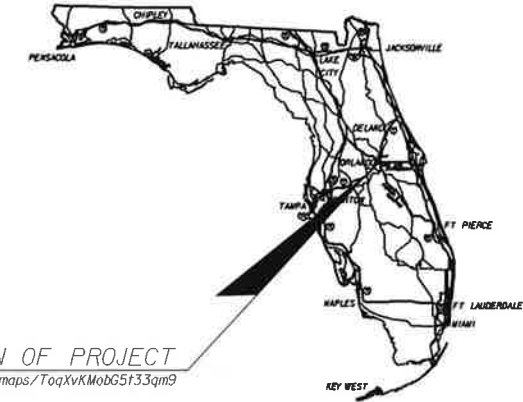
TYPICAL SECTION PACKAGE FOR

OSCEOLA COUNTY PROJECT NO. PS-20-11842-DG

FINANCIAL PROJECT ID 448781-1-22-01

OLD LAKE WILSON ROAD

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM OSCEOLA POLK LINE ROAD (C.R. 532) TO SINCLAIR ROAD



LOCATION OF PROJECT
<https://goo.gl/maps/ToqXvKMobG5f33qm9>

PROJECT LOCATION URL:
<https://owpbstandardmap.fdot.gov/?marker=-81.59063431076854%2C28.259726298697693%2C%2C%2C&markertemplate=%7B%22title%22%3A%22447387%22%2C%22longitude%22%3A-81.59063431076854%2C%22latitude%22%3A28.259726298697693%2C%22isIncludeShareUrl%22%3Atrue%7D&level=14>

PROJECT DESCRIPTION: RECONSTRUCTION

PROJECT LIMITS: BEGIN C.R. 532 - END SINCLAIR ROAD

EXCEPTIONS: NONE

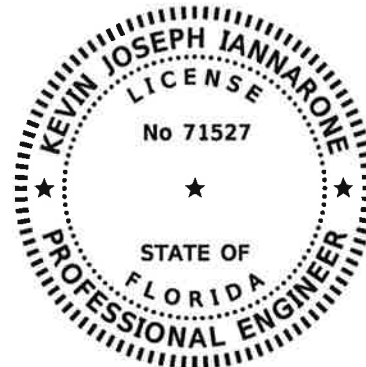
BRIDGE LIMITS: BRIDGE NO. 924179 OVER I-4 (S.R. 400)

RAILROAD CROSSING: NONE

INDEX OF SHEETS

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION No. 1
3	TYPICAL SECTION No. 2
4	TYPICAL SECTION No. 3
5	TYPICAL SECTION No. 4
6	TYPICAL SECTION No. 5

APPROVED BY:



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

kevin j iannarone
2023.06.28 09:29:02 -04'00'

ON THE DATE ADJACENT TO THE SEAL

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INWOOD CONSULTING ENGINEERS, INC.
3000 DOVERA DRIVE, SUITE 200
OVIDO, FL 32765
CERTIFICATE OF AUTHORIZATION: 7074
KEVIN JOSEPH IANNARONE, P.E. NO. 71527

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

**FDOT CONCURRENCE
TYPICAL SECTION No. 5:**

DocuSigned by: 	06/19/2023 2:47 PM EDT
<small>JEFFREY CICARELLO, P.E. FDOT District Design Engineer</small>	Date
DocuSigned by: 	06/19/2023 3:42 PM EDT
<small>JIM WOOD, P.E. FDOT District Traffic Operations Engineer</small>	Date
DocuSigned by: 	06/21/2023 11:40 AM EDT
<small>GARY SKOFRONICK, P.E. FDOT District Structures Engineer</small>	Date

OSCEOLA COUNTY CONCURRENCE:

Steven Kane	Digitally signed by Steven Kane Date: 2023.06.26 15:59:31 -04'00'
<small>STEVEN KANE, P.E. Osceola County Transportation & Transit Director</small>	Date
Ghassan Choueiry, PE	Digitally signed by Ghassan Choueiry, PE Date: 2023.06.26 16:31:57 -04'00'
<small>GHASSAN CHOUEIRY, P.E. Osceola County Transportation Engineer</small>	Date

SHEET NO.
1

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
- () N/A : L.A. FACILITY (X) N/A : OFF-STATE HIGHWAY

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
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES
- (X) N/A - OFF-STATE HIGHWAY SYSTEM

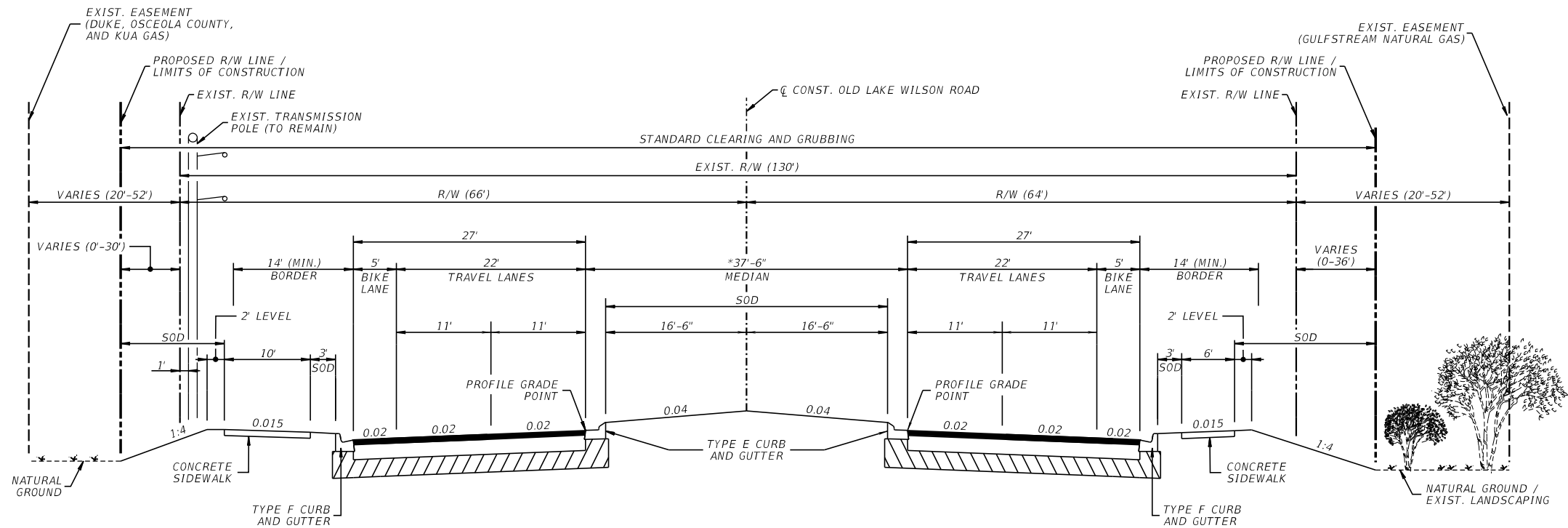
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATION: BIKE LANE WIDTH

TYPICAL SECTION No. 1



NOT TO SCALE

TRAFFIC DATA (C.R. 532 TO SPINE ROAD)

CURRENT YEAR = 2020 AADT = 21500
 ESTIMATED OPENING YEAR = 2030 AADT = 26500
 ESTIMATED DESIGN YEAR = 2050 AADT = 35500
 K = 9% D = 63% T = 10% (24 HOUR)
 DESIGN HOUR T = 5%
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH
 TARGET SPEED = N/A (OFF-STATE HIGHWAY SYSTEM)

TRAFFIC DATA (SPINE ROAD TO FAIRFAX DRIVE)

CURRENT YEAR = 2020 AADT = 21500
 ESTIMATED OPENING YEAR = 2030 AADT = 26000
 ESTIMATED DESIGN YEAR = 2050 AADT = 33500
 K = 9% D = 63% T = 7.5% (24 HOUR)
 DESIGN HOUR T = 3.75%
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH
 TARGET SPEED = N/A (OFF-STATE HIGHWAY SYSTEM)

TRAFFIC DATA (FAIRFAX DRIVE TO SINCLAIR ROAD)

CURRENT YEAR = 2020 AADT = 21500
 ESTIMATED OPENING YEAR = 2030 AADT = 26000
 ESTIMATED DESIGN YEAR = 2050 AADT = 34500
 K = 9% D = 63% T = 7.5% (24 HOUR)
 DESIGN HOUR T = 3.75%
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH
 TARGET SPEED = N/A (OFF-STATE HIGHWAY SYSTEM)

OLD LAKE WILSON ROAD
 STA. 103+04.26 TO STA. 114+96.00 (NB & SB)
 STA. 116+18.00 TO STA. 134+50.00 (NB & SB)
 STA. 138+50.00 TO STA. 169+02.58 (NB & SB)
 STA. 170+15.35 TO STA. 187+08.43 (NB)
 STA. 170+15.35 TO STA. 185+94.31 (SB)
 STA. 196+32.16 TO STA. 232+87.80 (NB)
 STA. 202+99.95 TO STA. 232+87.80 (SB)

* MEDIAN WIDTH = 31'-6" FROM STA. 103+04.26 TO STA. 109+44.44

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PROJECT CONTROLS

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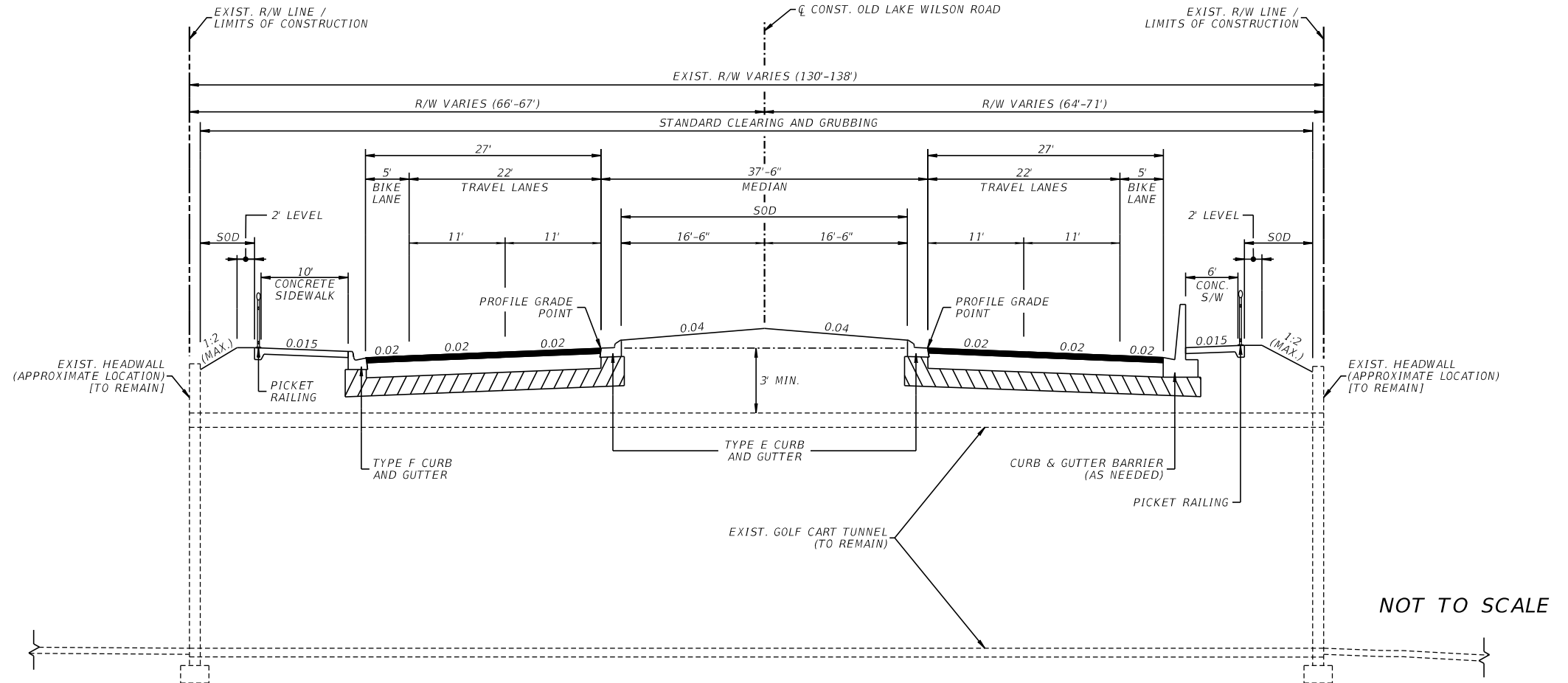
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATION: BIKE LANE WIDTH

TYPICAL SECTION No. 2



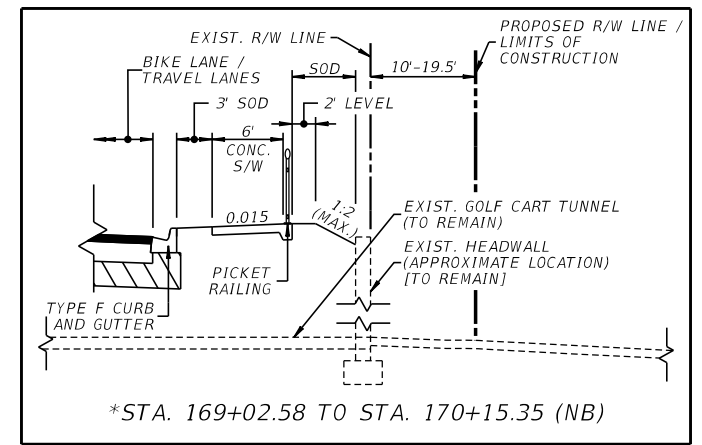
NOT TO SCALE

OLD LAKE WILSON ROAD OVER GOLF CART TUNNELS

STA. 114+96.00 TO STA. 116+18.00 (NB & SB)
 *STA. 169+02.58 TO STA. 170+15.35 (NB & SB)

TRAFFIC DATA (C.R. 532 TO SPINE ROAD)
 CURRENT YEAR = 2020 AADT = 21500
 ESTIMATED OPENING YEAR = 2030 AADT = 26500
 ESTIMATED DESIGN YEAR = 2050 AADT = 35500
 K = 9% D = 63% T = 10% (24 HOUR)
 DESIGN HOUR T = 5%
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH
 TARGET SPEED = N/A (OFF-STATE HIGHWAY SYSTEM)

TRAFFIC DATA (SPINE ROAD TO FAIRFAX DRIVE)
 CURRENT YEAR = 2020 AADT = 21500
 ESTIMATED OPENING YEAR = 2030 AADT = 26000
 ESTIMATED DESIGN YEAR = 2050 AADT = 33500
 K = 9% D = 63% T = 7.5% (24 HOUR)
 DESIGN HOUR T = 3.75%
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH
 TARGET SPEED = N/A (OFF-STATE HIGHWAY SYSTEM)



*STA. 169+02.58 TO STA. 170+15.35 (NB)

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PROJECT CONTROLS

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- () N/A : L.A. FACILITY (X) N/A : OFF-STATE HIGHWAY

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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- () STATE HIGHWAY SYSTEM
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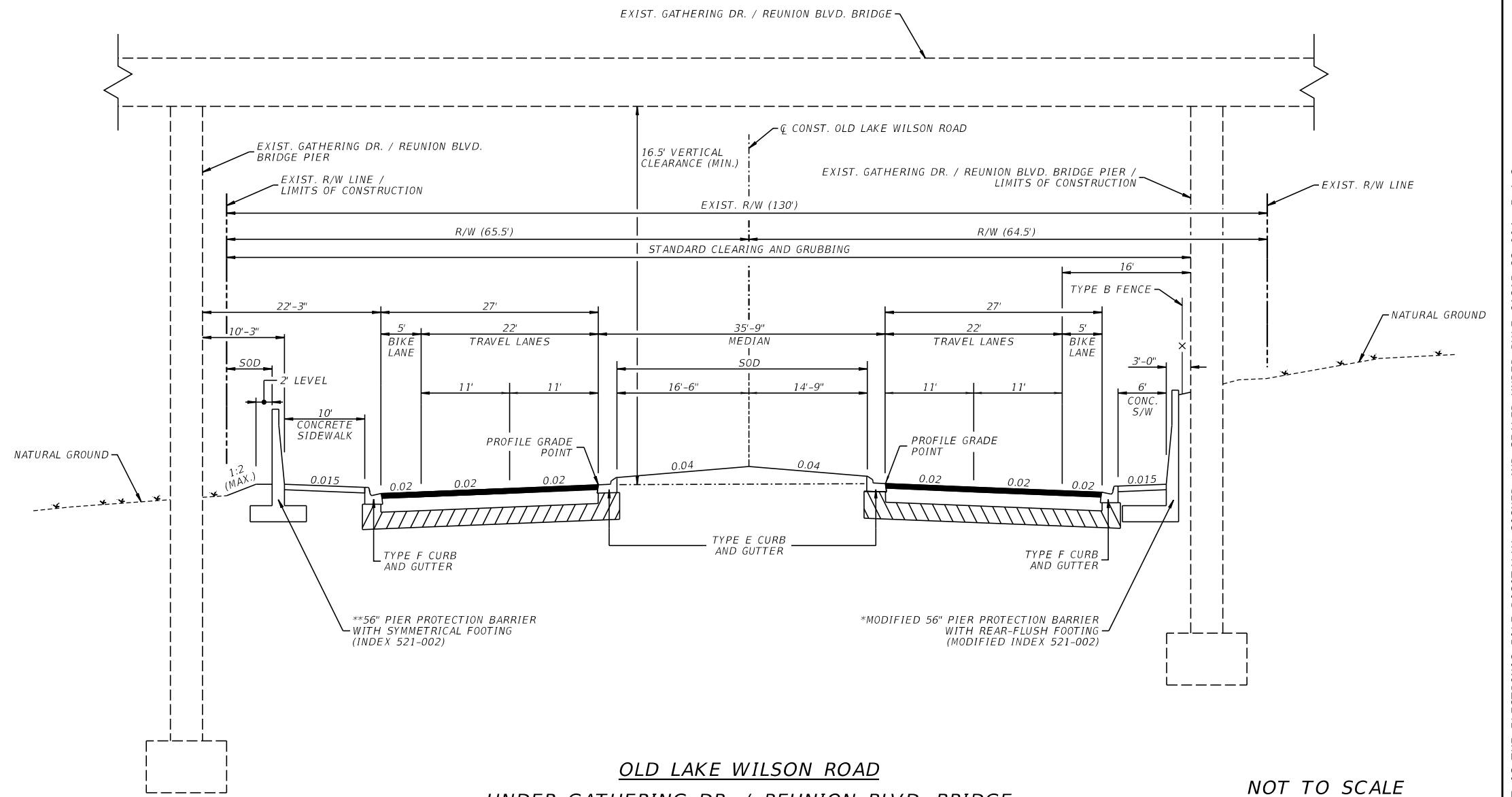
CRITERIA

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- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATION: BIKE LANE WIDTH

TYPICAL SECTION No. 3



**OLD LAKE WILSON ROAD
UNDER GATHERING DR. / REUNION BLVD. BRIDGE**

STA. 134+50.00 TO STA. 138+50.00 (NB & SB)

NOT TO SCALE

* MODIFIED PIER PROTECTION BARRIER AND TYPE B FENCE FROM STA. 131+00.00 TO STA. 139+00.00
 ** PIER PROTECTION BARRIER FROM STA. 136+20.00 TO STA. 137+00.00

**TRAFFIC DATA
(C.R. 532 TO SPINE ROAD)**

CURRENT YEAR = 2020 AADT = 21500
 ESTIMATED OPENING YEAR = 2030 AADT = 26500
 ESTIMATED DESIGN YEAR = 2050 AADT = 35500
 K = 9% D = 63% T = 10% (24 HOUR)
 DESIGN HOUR T = 5%
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH
 TARGET SPEED = N/A (OFF-STATE HIGHWAY SYSTEM)

SHEET NO.

4

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PROJECT CONTROLS

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- () N/A : L.A. FACILITY (X) N/A : OFF-STATE HIGHWAY

FUNCTIONAL CLASSIFICATION

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HIGHWAY SYSTEM

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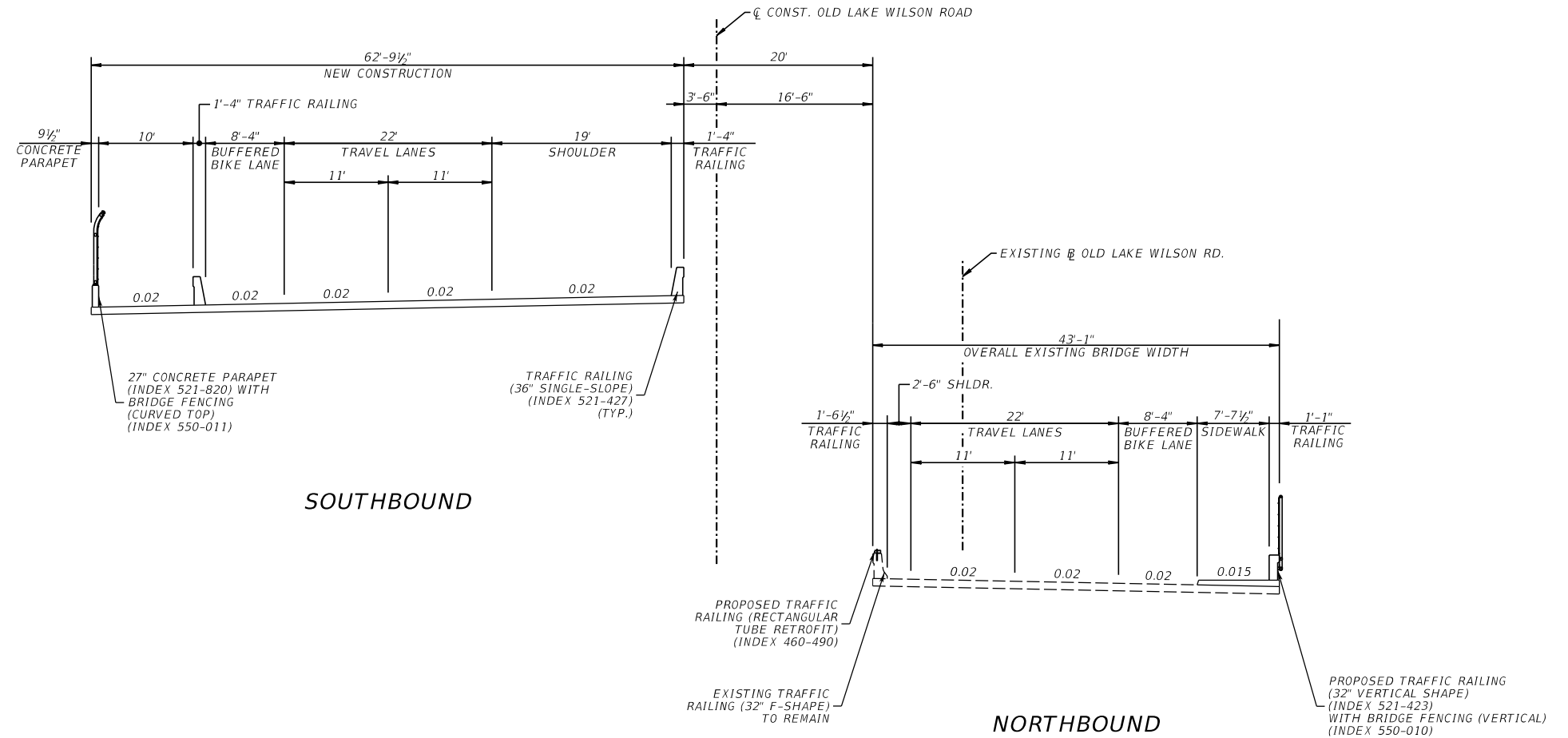
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- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATION: BIKE LANE WIDTH

TYPICAL SECTION No. 4



SOUTHBOUND

NORTHBOUND

**OLD LAKE WILSON ROAD
BRIDGE OVER I-4**

NOT TO SCALE

STA. 187+08.43 TO STA. 196+32.16 (NB)
STA. 185+94.31 TO STA. 202+99.95 (SB)

NOTES:

1. STATION LIMITS SHOWN ABOVE INCLUDE APPROACH SLABS.
2. THE EXISTING (NORTHBOUND) BRIDGE WILL REQUIRE REPLACEMENT IF I-4 BTU IS CONSTRUCTED AS SHOWN IN TYPICAL SECTION No. 5.

**TRAFFIC DATA
(SPINE ROAD TO FAIRFAX DRIVE)**

CURRENT YEAR = 2020 AADT = 21500
ESTIMATED OPENING YEAR = 2030 AADT = 26000
ESTIMATED DESIGN YEAR = 2050 AADT = 33500
K = 9% D = 63% T = 7.5% (24 HOUR)
DESIGN HOUR T = 3.75%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH
TARGET SPEED = N/A (OFF-STATE HIGHWAY SYSTEM)

SHEET NO.

5

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PROJECT CONTROLS

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FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

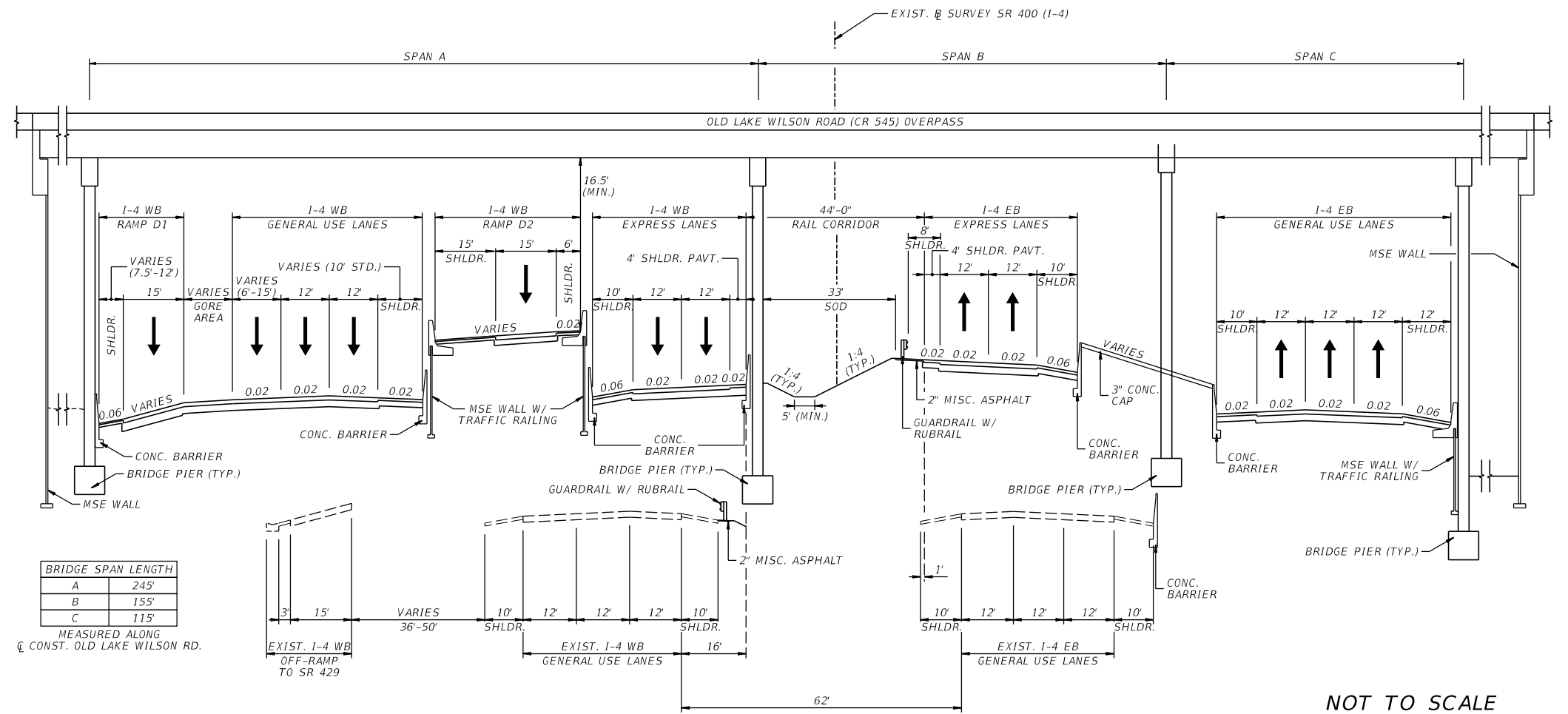
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- () 7 - BOTH MEDIAN TYPES
- () N/A - OFF-STATE HIGHWAY SYSTEM

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 5



SR 400 (I-4) "BEYOND THE ULTIMATE" AT OLD LAKE WILSON ROAD OVERPASS

TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 161550
 ESTIMATED OPENING YEAR = 2030 AADT = 176000
 ESTIMATED DESIGN YEAR = 2050 AADT = 210400
 K = 7% D = 55% T = 6% (24 HOUR)
 DESIGN HOUR T = 3%
 DESIGN SPEED = 70 MPH
 POSTED SPEED = 60 MPH
 TARGET SPEED = N/A (L.A. FACILITY)

NOT TO SCALE

SHEET NO.

6

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