

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 445296-1-22-01

COLLIER COUNTY (03175)

STATE ROAD NO. 93 (I-75)

MODIFICATION TO I-75 RAMPS AND PINE RIDGE ROAD

APPROVED BY:

THIS DOCUMENT HAS BEEN DIGITALLY
SIGNED AND SEALED BY:

Donald R Holcomb

Digitally signed by Donald R Holcomb
DN: cn=Donald R Holcomb,
ou=10114100000016EAS4E9AA00002CCE,
o=HDR ENGINEERING INC., c=US
Date: 2020.10.19 10:54:30-0400'

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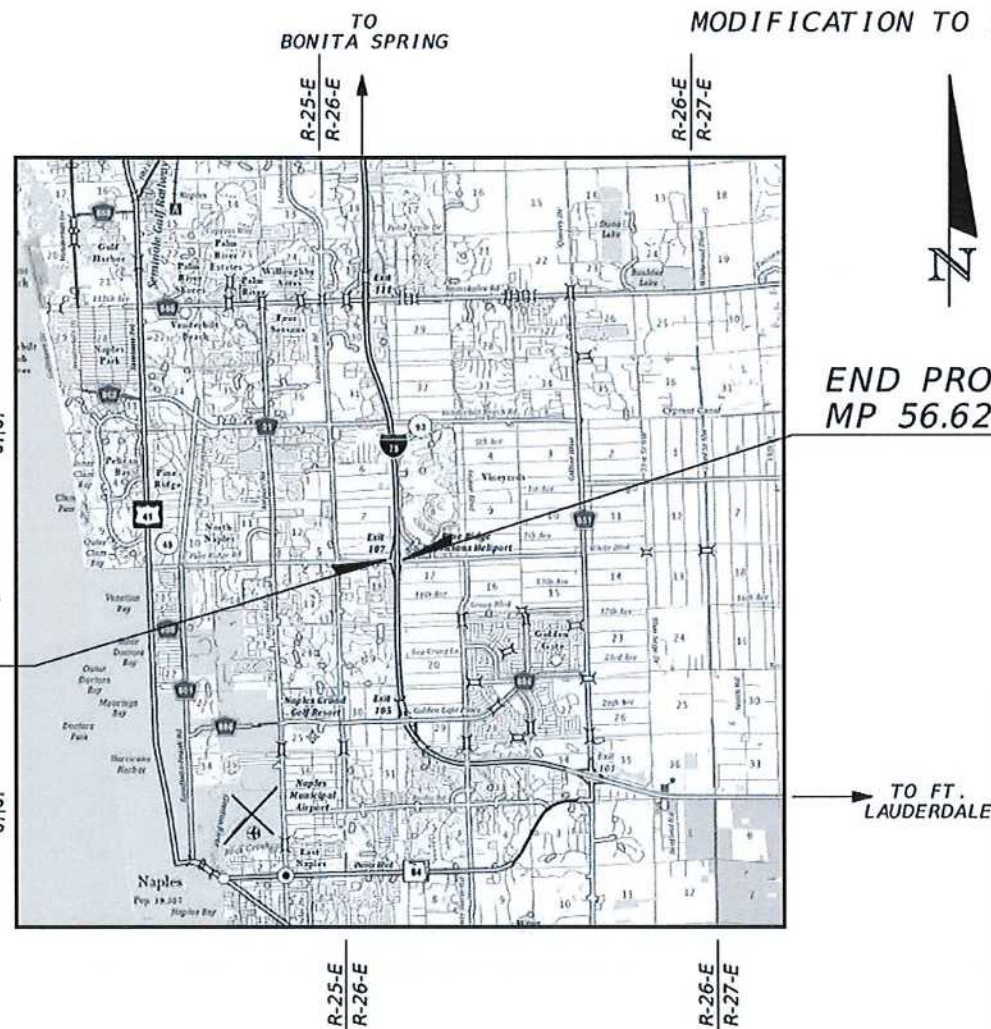
HDR
2601 CATTLEMEN ROAD, SUITE 400
SARASOTA, FL 34232-6233
DONALD R. HOLCOMB, PE NO. 51970



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

TYPICAL SECTION PACKAGE

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2-10	TYPICAL SECTION NO. 1 TO NO. 9



END PROJECT
MP 56.628

BEGIN PROJECT
MP 55.940

TYPICAL SECTION CONCURRENCE

Kevin Ingle
Digitally signed by Kevin Ingle
DN: cn=Kevin Ingle,
ou=10114100000016EAS4E9AA00012003,
o=HDR ENGINEERING INC., c=US
Reason: I am approving this document
Date: 2020.12.04 09:25:44-0500'

FDOT DISTRICT DESIGN ENGINEER

Kevin Ingle
12/13/2020
COUNTY DESIGN ENGINEER

**DESIGN SPEED AND POSTED
SPEED CONCURRENCE:**

Mark Mathes
2020.12.04 08:58:08 -
05'00'

FDOT DISTRICT TRAFFIC OPERATIONS
ENGINEER

Kevin Ingle
Digitally signed by Kevin Ingle
DN: cn=Kevin Ingle,
ou=10114100000016EAS4E9AA00012003,
o=HDR ENGINEERING INC., c=US
Reason: I am approving this document
Date: 2020.12.04 09:25:15-0500'

FDOT DISTRICT DESIGN ENGINEER

**CONTEXT CLASSIFICATION
CONCURRENCE:**

Nicole E Mills
2020.12.02 12:
52:20 -05'00'

FDOT DISTRICT INTERMODAL SYSTEMS
DEVELOPMENT MANAGER

SHEET
NO.

1

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL (X) 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
- (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

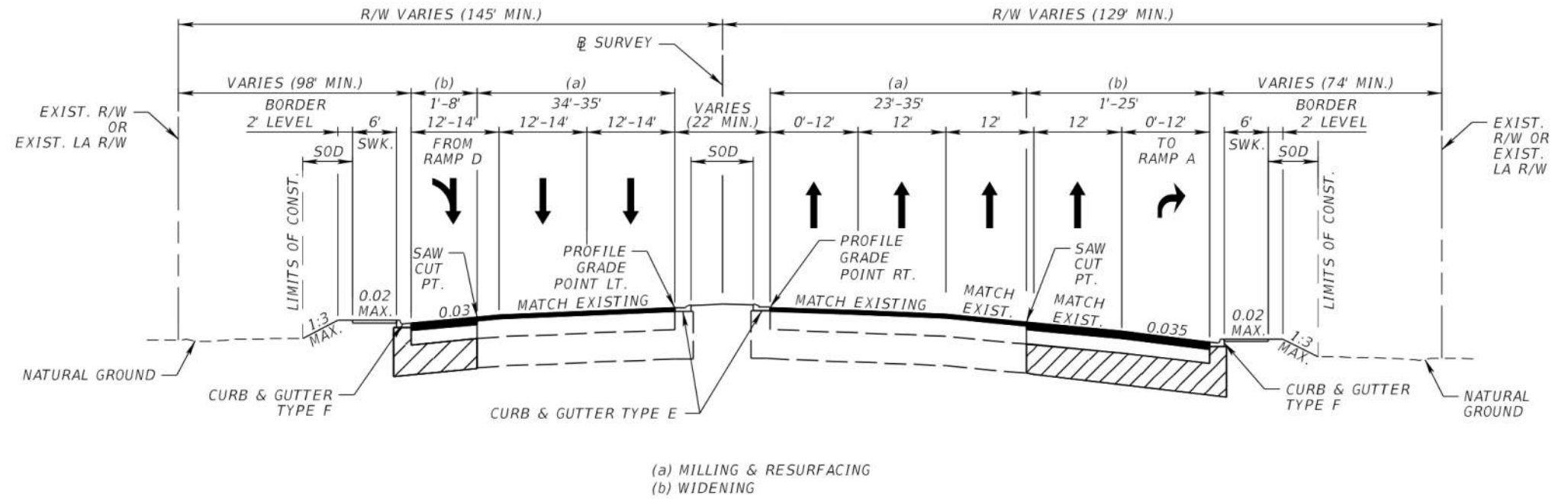
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

TYPICAL SECTION No. 1



**TYPICAL SECTION No. 1
PINE RIDGE ROAD
WEST OF DIVERGING DIAMOND INTERCHANGE CROSS-OVER**

STA. 122+03.85 TO STA 128+26.62 (RT.)
STA. 125+83.74 TO STA. 128+76.84 (LT.)

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 47,500
ESTIMATED OPENING YEAR = 2025 AADT = 53,800
ESTIMATED DESIGN YEAR = 2045 AADT = 66,800
K = 9% D = 62.1% T = 6.1% (24 HOUR)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	2

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

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL (X) 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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- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
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- () 7 - BOTH MEDIAN TYPES

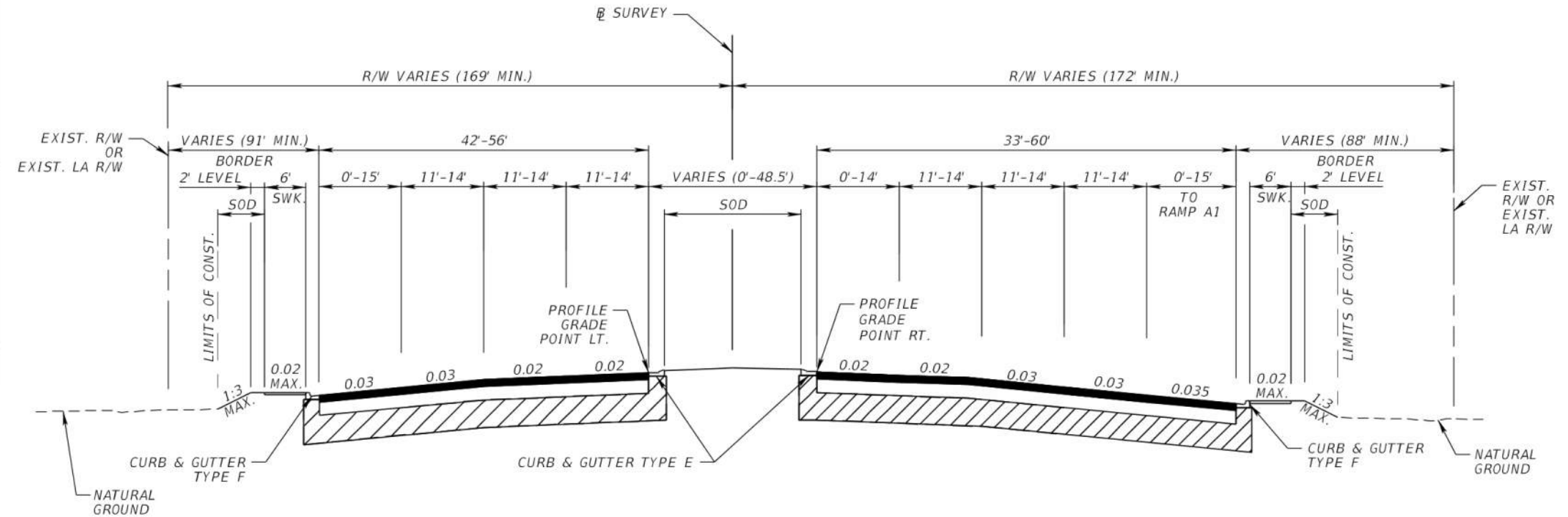
CRITERIA

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- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

TYPICAL SECTION No. 2



**TYPICAL SECTION No. 2
PINE RIDGE ROAD - DIVERGING DIAMOND**

STA. 128+26.62 TO STA. 134+56.06 (RT.)*
STA. 128+76.84 TO STA. 132+72.41 (LT.)*

STA. 139+61.98 TO STA. 143+49.34 (RT.)**
STA. 137+30.16 TO STA. 143+81.22 (LT.)**

TRAFFIC DATA*

CURRENT YEAR = 2019 AADT = 47,500
ESTIMATED OPENING YEAR = 2025 AADT = 53,800
ESTIMATED DESIGN YEAR = 2045 AADT = 66,800
K = 9% D = 62.1% T = 6.1% (24 HOUR)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

TRAFFIC DATA**

CURRENT YEAR = 2019 AADT = 41,600
ESTIMATED OPENING YEAR = 2025 AADT = 49,300
ESTIMATED DESIGN YEAR = 2045 AADT = 61,800
K = 9% D = 65.7% T = 6.1% (24 HOUR)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	3

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL (X) 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
- (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

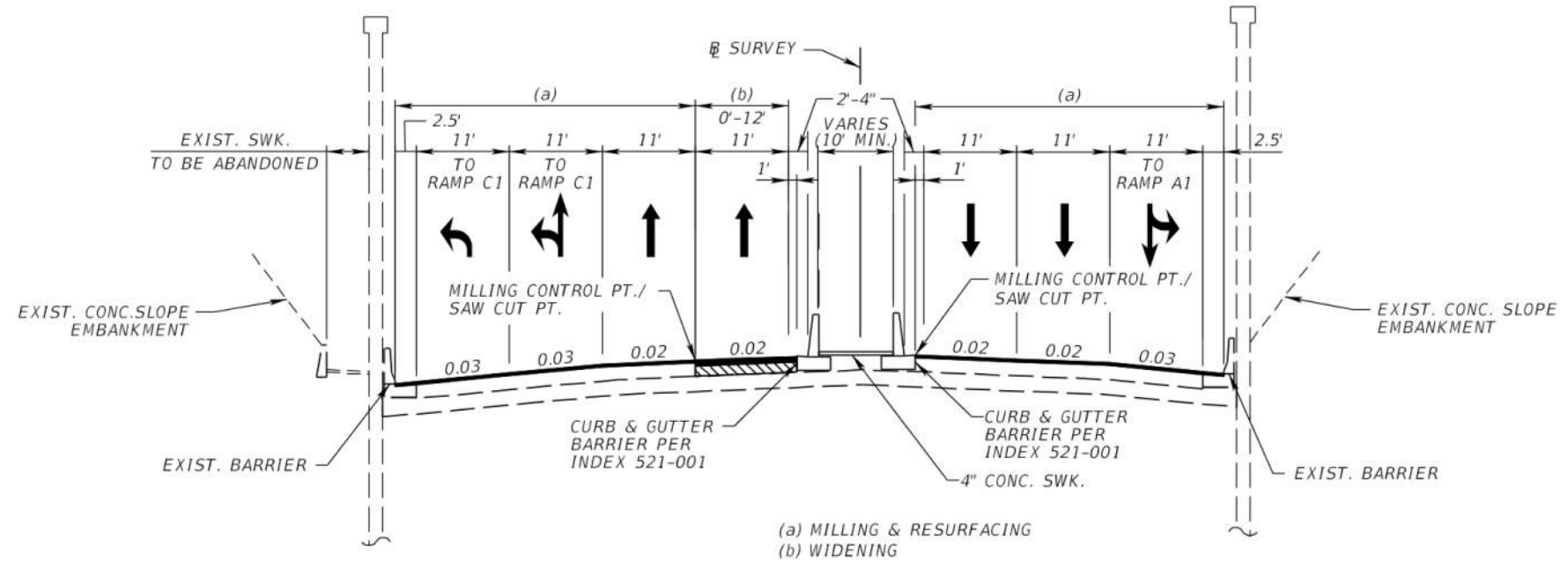
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

TYPICAL SECTION No. 3



TYPICAL SECTION No. 3
PINE RIDGE ROAD - UNDER I-75 OVERPASS
 STA. 134+56.06 TO STA. 139+61.98 (RT.)
 STA. 132+72.41 TO STA. 137+30.16 (LT.)

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 41,600
 ESTIMATED OPENING YEAR = 2025 AADT = 49,300
 ESTIMATED DESIGN YEAR = 2045 AADT = 61,800
 K = 9% D = 65.7% T = 6.1% (24 HOUR)
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	4

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL (X) 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
- (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

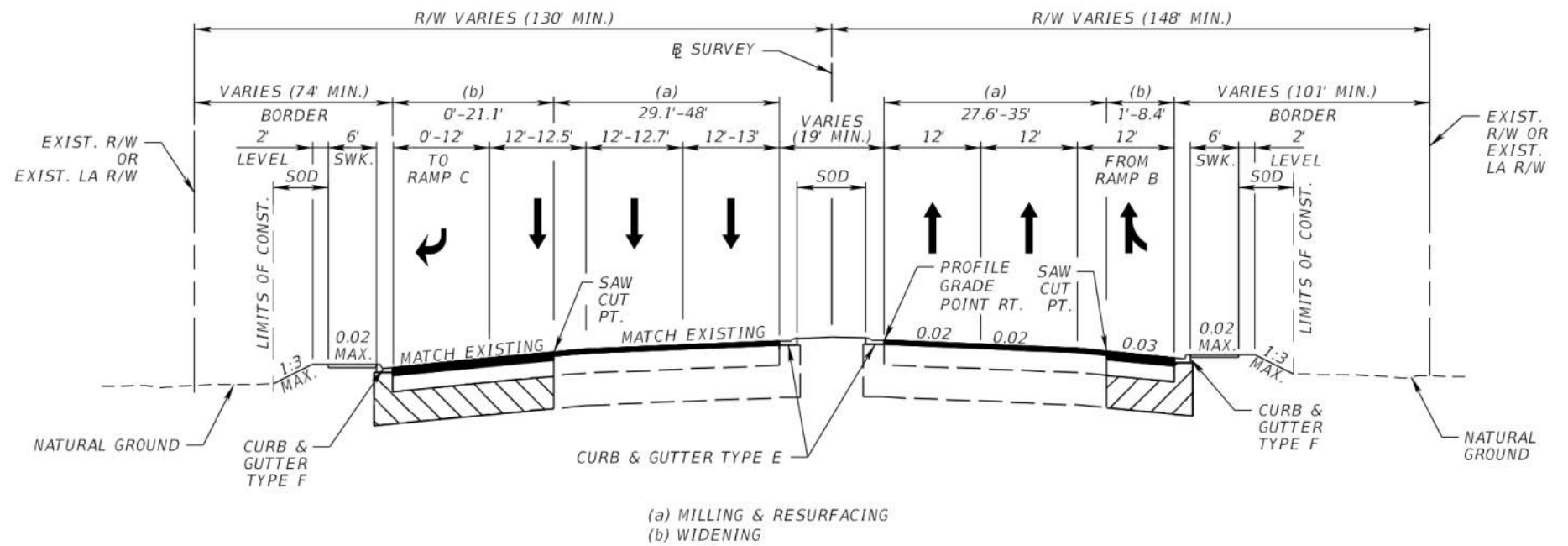
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

TYPICAL SECTION No. 4



TYPICAL SECTION No. 4

PINE RIDGE ROAD

EAST OF DIVERGING DIAMOND INTERCHANGE CROSS-OVER

STA. 143+49.34 TO STA 145+61.24 (RT.)
 STA. 143+81.22 TO STA. 148+31.68 (LT.)

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 37,000
 ESTIMATED OPENING YEAR = 2025 AADT = 43,100
 ESTIMATED DESIGN YEAR = 2045 AADT = 54,500
 K = 9% D = 63.4% T = 6.1% (24 HOUR)
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	5

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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

- (X) NATIONAL HIGHWAY SYSTEM
- (X) 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

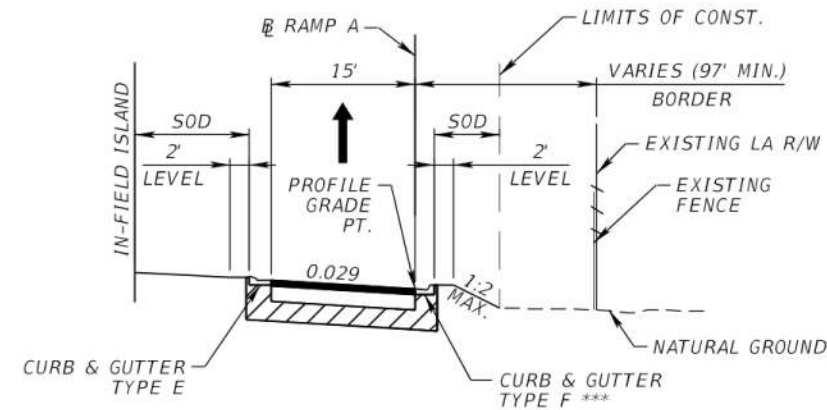
CRITERIA

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- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

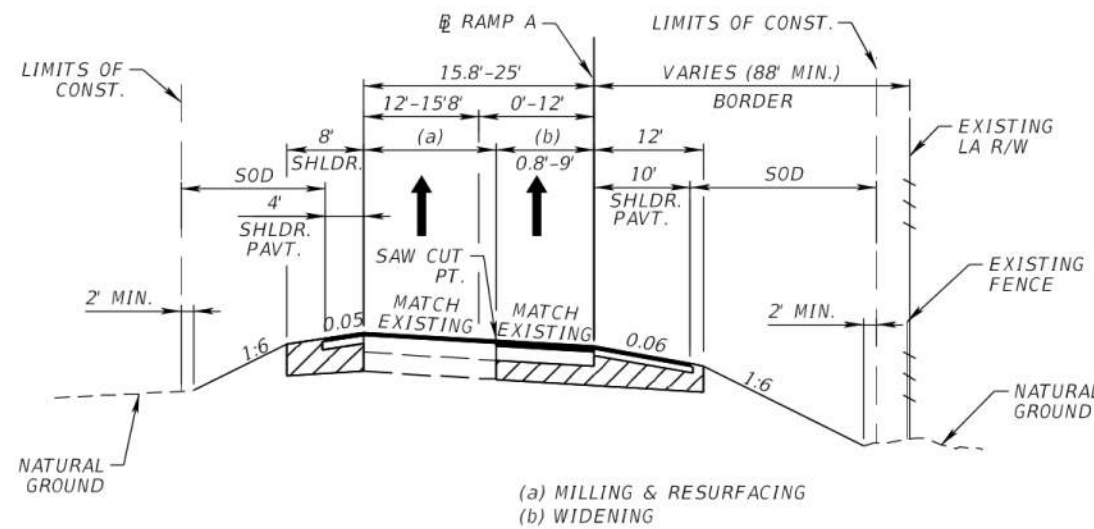
TYPICAL SECTION No. 5A & 5B



*** 10' SHOULDER PAVEMENT FROM STA. 203+50.11 TO STA. 205+57.02

**TYPICAL SECTION No. 5A
EB PINE RIDGE RD. TO
I-75 SB ON-RAMP (RAMP A)
STA. 203+50.11 TO STA 206+87.68**

PAVEMENT WIDTH TRANSITION FROM TYPICAL SECTION 5A TO 5B NOT SHOWN. STA. 203+50.11 TO STA 204+47.43



**TYPICAL SECTION No. 5B
I-75 SB ON-RAMP (RAMP A)
STA. 200+00.00 TO STA 203+50.11**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 6,600
 ESTIMATED OPENING YEAR = 2025 AADT = 6,900
 ESTIMATED DESIGN YEAR = 2045 AADT = 7,300
 K = 9% D = 100% T = 7.5% (24 HOUR)
 DESIGN SPEED = 35 MPH / 55 MPH
 POSTED SPEED = 35 MPH / 55 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	6

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

- (X) NATIONAL HIGHWAY SYSTEM
- (X) 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

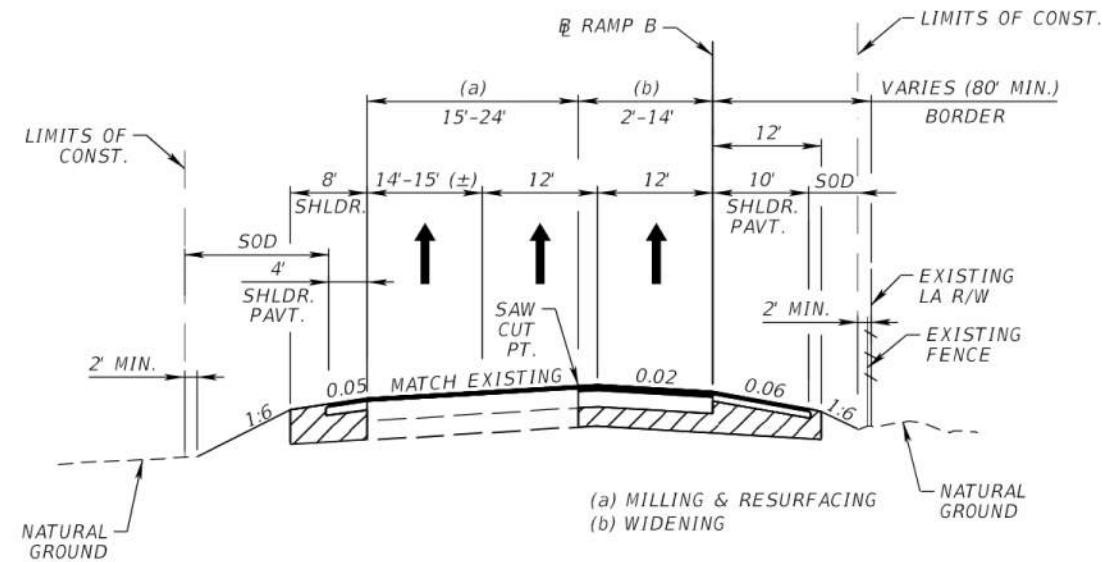
CRITERIA

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

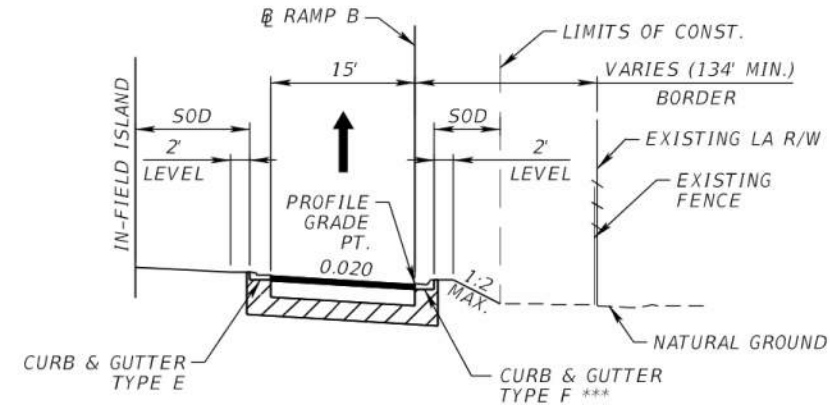
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

TYPICAL SECTION No. 6A & 6B



TYPICAL SECTION No. 6A
I-75 NB OFF-RAMP (RAMP B)
 STA. 502+49.26 TO STA. 507+50.95



TYPICAL SECTION No. 6B
I-75 NB OFF-RAMP TO
EB PINE RIDGE RD. (RAMP B)
 STA. 507+50.95 TO STA. 509+81.04

PAVEMENT WIDTH TRANSITION FROM TYPICAL SECTION 6A TO 6B NOT SHOWN. STA. 507+50.95 TO STA 508+53.64

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 5,600
 ESTIMATED OPENING YEAR = 2025 AADT = 6,500
 ESTIMATED DESIGN YEAR = 2045 AADT = 7,200
 K = 9% D = 100% T = 7.5% (24 HOUR)
 DESIGN SPEED = 35 MPH / 55 MPH
 POSTED SPEED = 35 MPH / 55 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	7

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

- (X) NATIONAL HIGHWAY SYSTEM
- (X) 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

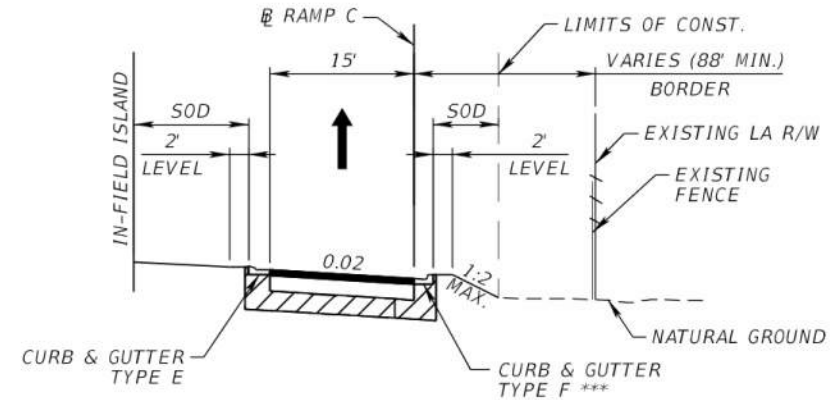
CRITERIA

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- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

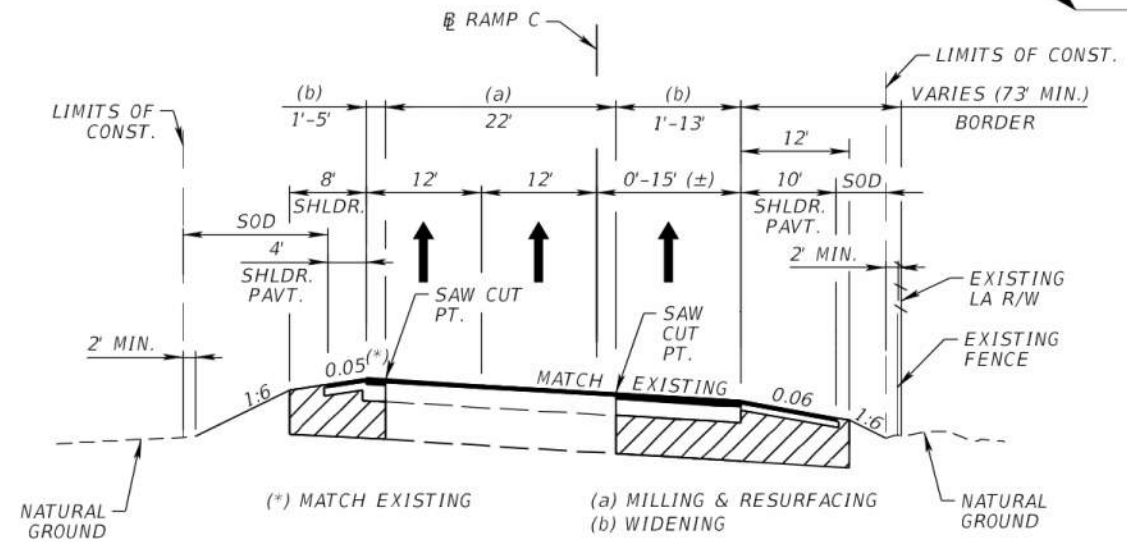
TYPICAL SECTION No. 7A & 7B



*** 10' SHOULDER PAVEMENT FROM STA. 602+02.99 TO STA. 604+17.14

**TYPICAL SECTION No. 7A
WB PINE RIDGE RD. TO
I-75 NB ON-RAMP (RAMP C)
STA. 600+58.27 TO STA. 604+17.14**

PAVEMENT WIDTH TRANSITION FROM TYPICAL SECTION 7A TO 7B NOT SHOWN. STA. 603+26.04 TO STA 604+17.14



**TYPICAL SECTION No. 7B
I-75 NB ON-RAMP (RAMP C)
STA. 604+17.14 TO STA. 608+68.30**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 10,500
 ESTIMATED OPENING YEAR = 2025 AADT = 12,100
 ESTIMATED DESIGN YEAR = 2045 AADT = 14,400
 K = 9% D = 100% T = 7.5% (24 HOUR)
 DESIGN SPEED = 35 MPH / 55 MPH
 POSTED SPEED = 35 MPH / 55 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	8

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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

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

ACCESS CLASSIFICATION

- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
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- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
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- () 7 - BOTH MEDIAN TYPES

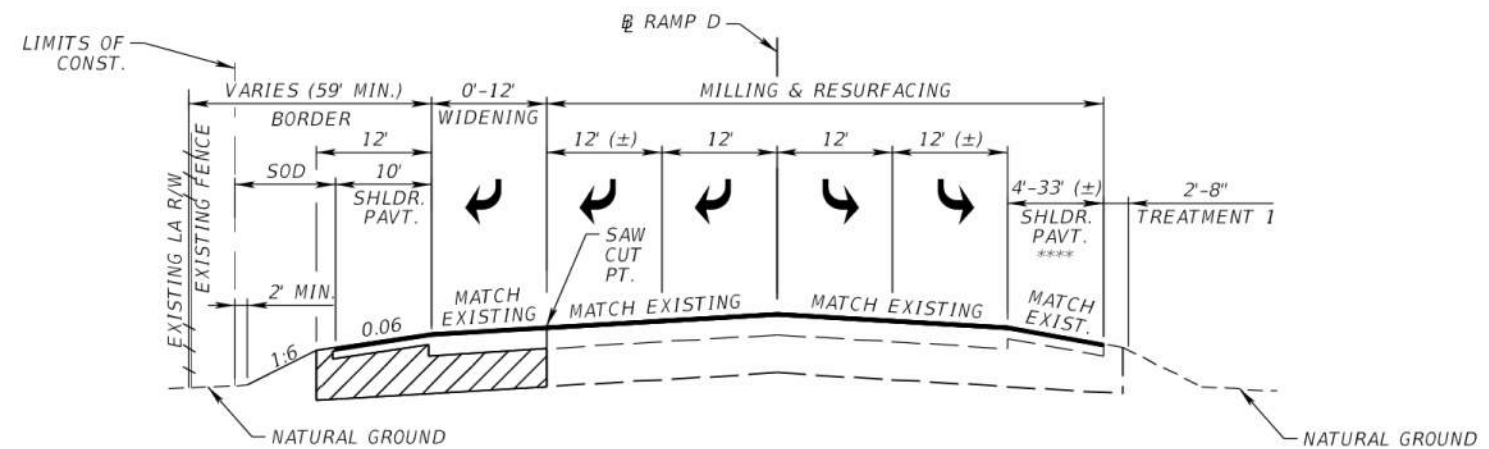
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
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POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

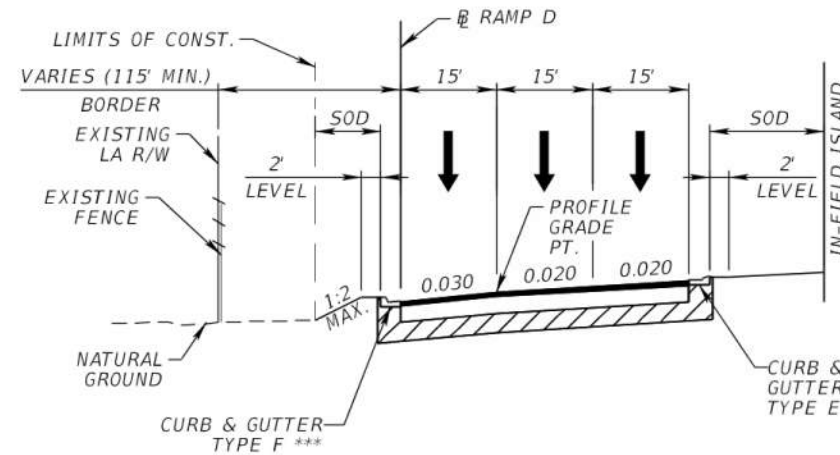
TYPICAL SECTION No. 8A & 8B



TYPICAL SECTION No. 8A
I-75 SB OFF-RAMP (RAMP D)
 STA. 903+51.94 TO STA. 910+95.02

**** 4' SHOULDER PAVEMENT FROM STA. 903+51.94 TO STA. 904+18.35

PAVEMENT WIDTH TRANSITION FROM TYPICAL SECTION 8A TO 8B NOT SHOWN. STA. 902+12.45 TO STA. 903+51.94



TYPICAL SECTION No. 8B
I-75 SB OFF-RAMP TO WB PINE RIDGE RD. (RAMP D)
 STA. 900+92.84 TO STA. 903+51.94

*** 10' SHOULDER PAVEMENT FROM STA. 902+25.95 TO STA. 903+51.94

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 11,000
 ESTIMATED OPENING YEAR = 2025 AADT = 12,600
 ESTIMATED DESIGN YEAR = 2045 AADT = 14,600
 K = 9% D = 100% T = 7.5% (24 HOUR)
 DESIGN SPEED = 35 MPH / 55 MPH
 POSTED SPEED = 35 MPH / 55 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	9

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

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

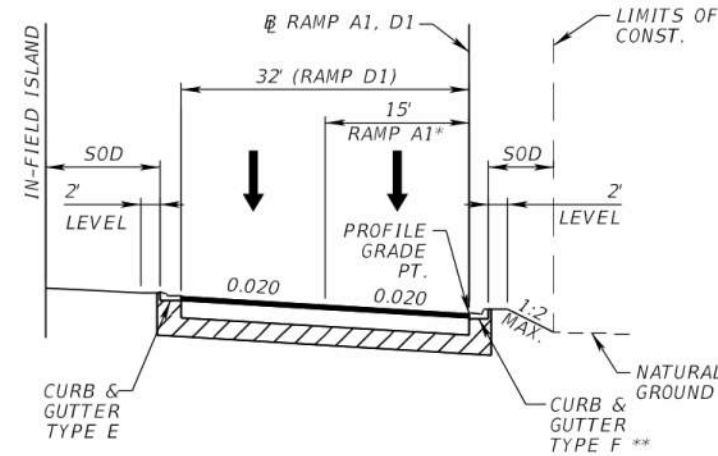
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

TYPICAL SECTION No. 9A & 9B



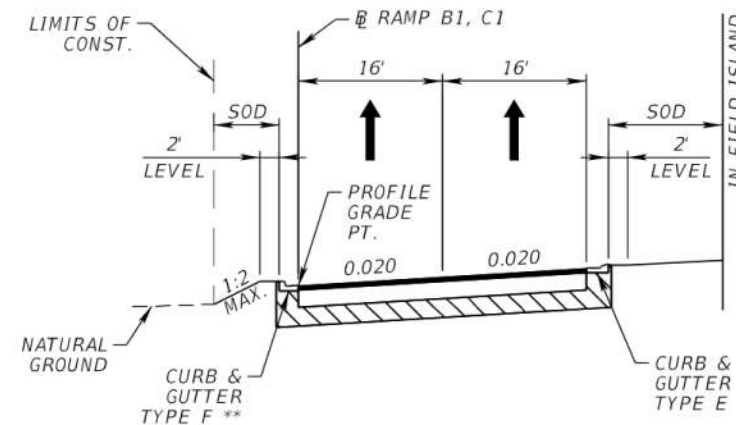
* RAMP D1 SHOWN, RAMP A1 IS MIRROR OF CROSS SLOPE AND LANE DIRECTION ARROW

** 4' SHOULDER PAVEMENT FROM STA. 300+68.98 TO STA. 301+59.01 (RAMP A1) STA. 800+60.71 TO STA. 800+93.02 (RAMP D1)

TYPICAL SECTION No. 9A

**WB PINE RIDGE RD. TO I-75 SB ON-RAMP (RAMP A1)
I-75 SB OFF-RAMP TO EB PINE RIDGE RD. (RAMP D1)**

STA. 300+68.98 TO STA. 302+29.02 (RAMP A1)
STA. 800+60.71 TO STA. 801+38.03 (RAMP D1)



** 4' SHOULDER PAVEMENT FROM STA. 400+47.99 TO STA. 400+92.93 (RAMP B1) STA. 702+03.20 TO STA. 703+31.07 (RAMP C1)

TYPICAL SECTION No. 9B

**I-75 NB OFF-RAMP TO WB PINE RIDGE RD. (RAMP B1)
EB PINE RIDGE RD. TO I-75 NB ON-RAMP (RAMP C1)**

STA. 400+47.99 TO STA. 401+35.07 (RAMP B1)
STA. 701+41.73 TO STA. 703+31.07 (RAMP C1)

TRAFFIC DATA - RAMP A1

CURRENT YEAR = 2019 AADT = 6,600
ESTIMATED OPENING YEAR = 2025 AADT = 6,900
ESTIMATED DESIGN YEAR = 2045 AADT = 7,300
K = 9% D = 100% T = 7.5% (24 HOUR)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

TRAFFIC DATA - RAMP B1

CURRENT YEAR = 2019 AADT = 5,600
ESTIMATED OPENING YEAR = 2025 AADT = 6,500
ESTIMATED DESIGN YEAR = 2045 AADT = 7,200
K = 9% D = 100% T = 7.5% (24 HOUR)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

TRAFFIC DATA - RAMP C1

CURRENT YEAR = 2019 AADT = 10,500
ESTIMATED OPENING YEAR = 2025 AADT = 12,100
ESTIMATED DESIGN YEAR = 2045 AADT = 14,400
K = 9% D = 100% T = 7.5% (24 HOUR)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

TRAFFIC DATA - RAMP D1

CURRENT YEAR = 2019 AADT = 11,000
ESTIMATED OPENING YEAR = 2025 AADT = 12,600
ESTIMATED DESIGN YEAR = 2045 AADT = 14,600
K = 9% D = 100% T = 7.5% (24 HOUR)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

FINANCIAL PROJECT ID	SHEET NO.
445296-1-22-01	10

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