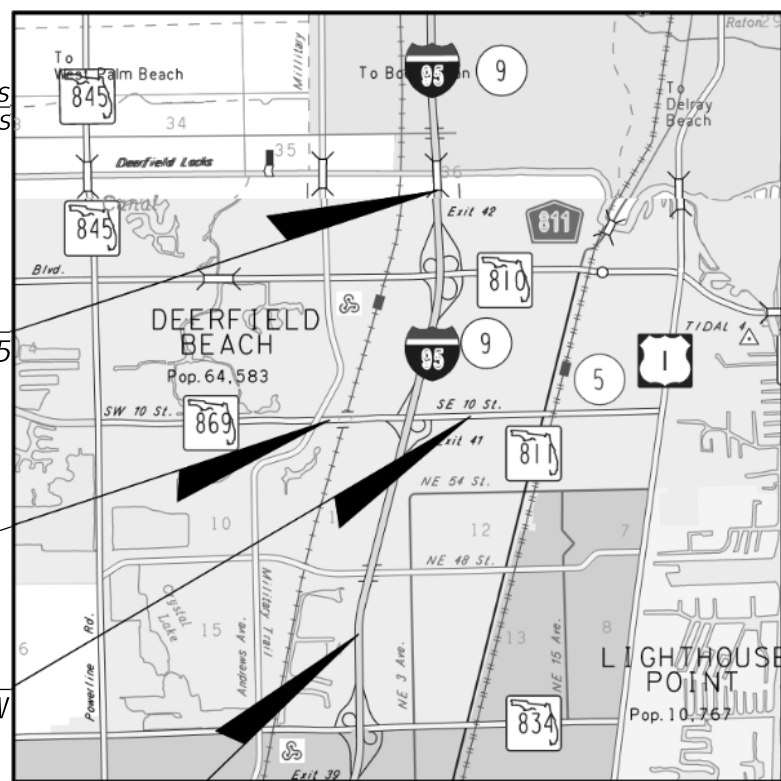


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 436964-1-22-01
COUNTY (86070) & (86012)
STATE ROAD NO. 9 (I-95)
FROM SOUTH OF SW 10TH ST. TO NORTH OF
HILLSBORO BLVD. (SR 810)
STATE ROAD NO. 869 (SW 10TH ST)
FROM WEST OF MILITARY TRAIL TO EAST OF
NATURA BLVD



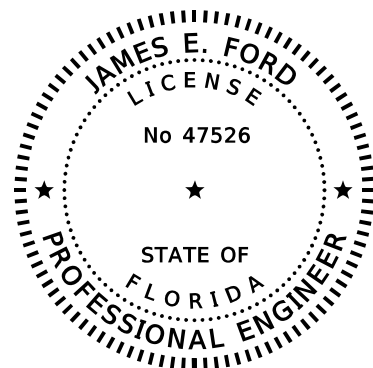
END PROJECT
SURVEY SR 9 / I-95
MP. 25.10

STA. 160+00.00
SURVEY SR 869/
SW 10TH ST
MP 1.400

STA. 43+70.17
SURVEY SR 869/SW
10TH ST
MP 2.412

BEGIN PROJECT
SURVEY SR 9/ I-95
BEGIN MP 22.00

APPROVED BY:



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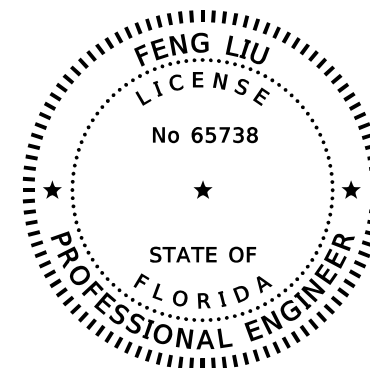
HNTB CORPORATION
5900 NORTH ANDREWS AVE. SUITE 400
FORT LAUDERDALE, FLORIDA 33309

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

ROADWAY TYPICAL SECTIONS ONLY

SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO. 1 SR 9 (I 95) MAINLINE FROM SOUTH OF NE 48TH ST. TO SOUTH OF SW 10TH ST.
3	TYPICAL SECTION NO. 2 SR 9 (I 95) MAINLINE FROM SOUTH OF SW 10TH ST. TO NORTH OF SW 10TH ST.
4	TYPICAL SECTION NO. 3 SR 9 (I 95) MAINLINE FROM NORTH OF SW 10TH ST. TO SOUTH OF BRIDGE OVER HILLSBORO BLVD
5	TYPICAL SECTION NO. 4 NORTH OF I-95 BRIDGE OVER HILLSBORO BLVD TO SOUTH OF HILLSBORO CANAL
13	TYPICAL SECTION NO. 12 SR 869 (SW 10TH ST.) LOCAL LANES MILITARY TRAIL TO EAST NEWPORT CENTER DR
14	TYPICAL SECTION NO. 13 SR 869 (SW 10TH ST.) LOCAL LANES EAST OF NEWPORT CENTER DR. TO EAST OF NATURA BLVD
15	TYPICAL SECTION NO. 14 I-95 NB OFF RAMP TO SW 10TH ST. I-95 NB OFF RAMP TO HILLSBORO BLVD

APPROVED BY:



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HNTB CORPORATION
5900 NORTH ANDREWS AVE. SUITE 400
FORT LAUDERDALE, FLORIDA 33309

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

STRUCTURES TYPICAL SECTIONS ONLY

SHEET NO.	SHEET DESCRIPTION
6	TYPICAL SECTION NO. 5 I-95 BRIDGE OVER HILLSBORO BLVD
7	TYPICAL SECTION NO. 6 I-95 SB TO SW10TH ST. I-95 SB TO CONNECTOR RAMP I-95 SB TO SW 10TH ST./CONNECTOR RAMP I-95 SB OFF RAMP TO SW 10TH ST.
8	TYPICAL SECTION NO. 7 I-95 SB TO CONNECTOR RAMP CONNECTOR BRAIDED ON RAMP TO I-95 NB SW 10TH ST. CONNECTOR RAMP TO I-95 NB
9	TYPICAL SECTION NO. 8 SW 10TH ST. CONNECTOR RAMP TO I-95 NB CONNECTOR RAMP TO I-95 SB
10	TYPICAL SECTION NO. 9 I-95 NB TO CONNECTOR RAMP
11	TYPICAL SECTION NO. 10 RAMP X-NW RAMP X-SW RAMP X-EN X-NW/X-SW OVER MILITARY TRAIL RAMP X-NW RAMP X-SW
12	TYPICAL SECTION NO. 11 RAMP X-SW (SB TO WB) RAMP X-EN (EB TO NB) RAMP X-NW (NB TO WB) RAMP X-ES (EB TO SB) RAMP X-EE (EB)
16	TYPICAL SECTION NO. 15 SW 10TH ST. BRIDGE OVER SRFC WB SW 10TH ST. BRIDGE OVER SRFC EB SW 10TH ST. BRIDGE OVER I-95

TYPICAL SECTION CONCURRENCE

JOHN OLSON, P.E.
FDOT DISTRICT DESIGN ENGINEER

RAMON OTERO, P.E.
FDOT DISTRICT STRUCTURES
DESIGN ENGINEER

CESAR J MARTINEZ, P.E.
FDOT DISTRICT PROJECT
DEVELOPMENT MANAGER

FHWA TRANSPORTATION ENGINEER

DESIGN SPEED AND POSTED SPEED CONCURRENCE:

CONTEXT CLASSIFICATION
CONCURRENCE:

N/A

MARK PLASS, P.E.
FDOT DISTRICT TRAFFIC
OPERATIONS ENGINEER

JOHN OLSON, P.E.
FDOT DISTRICT DESIGN ENGINEER

LAWRENCE E WALLACE
FDOT DISTRICT BICYCLE/PEDESTRIAN/
COMPLETE STREETS COORDINATOR

SHEET
NO.
01

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 () N/A : OFF-SYSTEM

FUNCTIONAL CLASSIFICATION

- (X) INTERSTATE () MAJOR COLLECTOR
- (X) 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

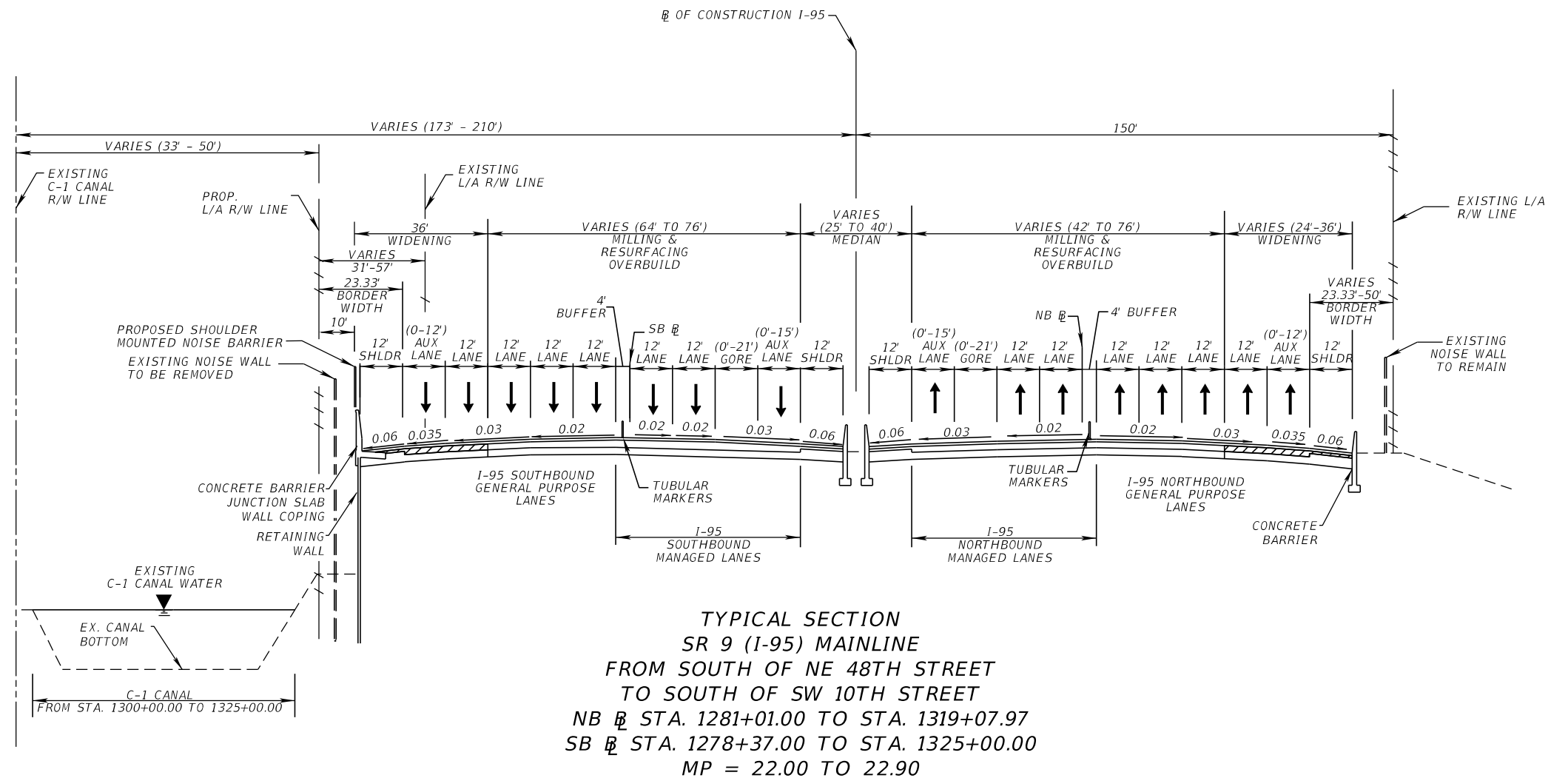
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV: BORDER WIDTH
 DV: SHOULDER WIDTH - SINGLE AND DOUBLE LANE RAMPS / AUX LANES

TYPICAL SECTION No. 1



TRAFFIC DATA

CURRENT YEAR = 2016 AADT = 211,900
 ESTIMATED OPENING YEAR = 2020 AADT = 215,900
 ESTIMATED DESIGN YEAR = 2040 AADT = 240,300
 K = 7.00% D = 56.7% T = 6.0% (24 HOUR)
 DESIGN HOUR T = 3.0%
 DESIGN SPEED = 65 MPH
 POSTED SPEED = 65 MPH

NOT TO SCALE

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FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	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 () N/A : OFF-SYSTEM

FUNCTIONAL CLASSIFICATION

- (X) INTERSTATE () MAJOR COLLECTOR
- (X) 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

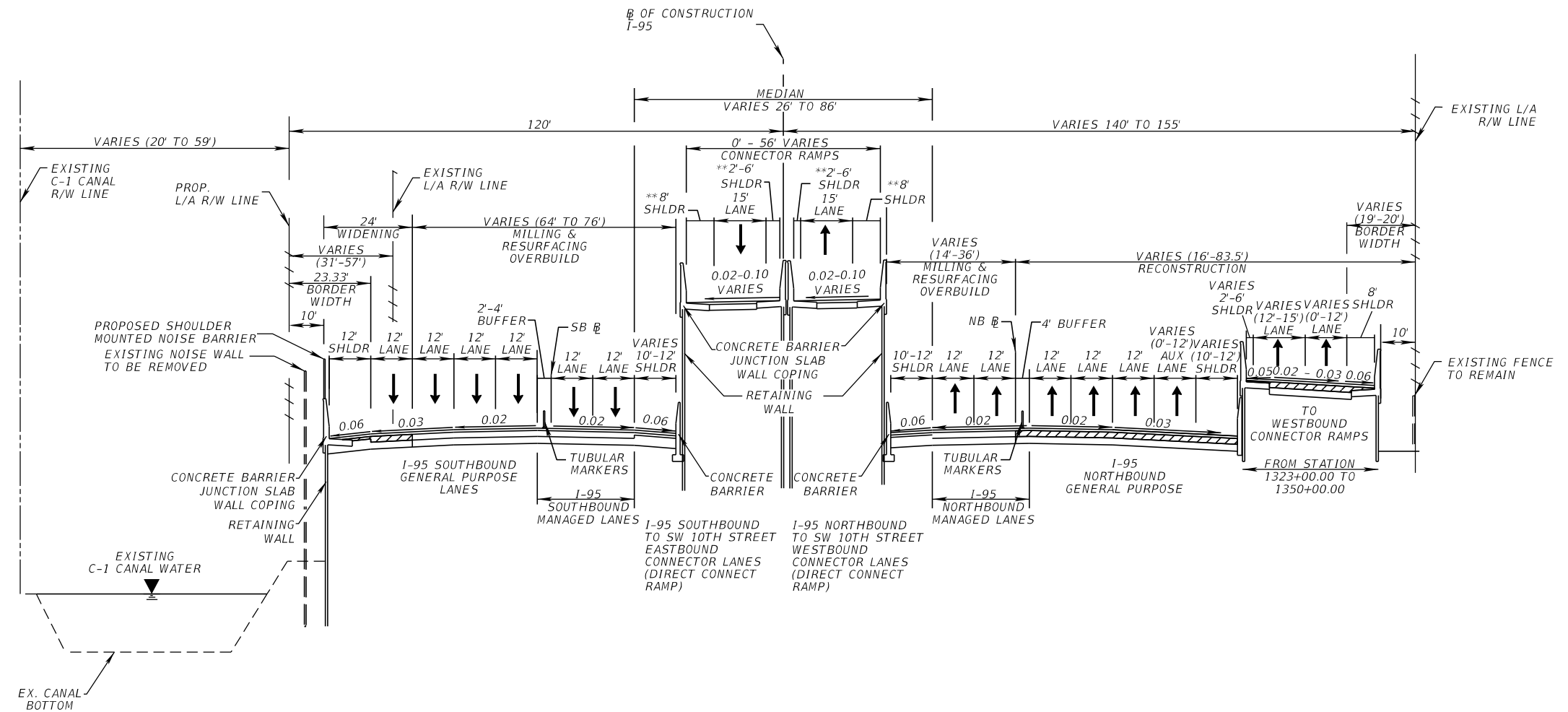
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV: SHOULDER WIDTH - SINGLE LANE RAMPS
 DV: SHOULDER WIDTH - MAINLINE I-95
 DV: BORDER WIDTH
 DV: BUFFER WIDTH BETWEEN GENERAL PURPOSE LANES AND MANAGED LANES

TYPICAL SECTION No. 2



CURRENT YEAR = 2016 AADT = 211,900
 ESTIMATED OPENING YEAR = 2020 AADT = 215,900
 ESTIMATED DESIGN YEAR = 2040 AADT = 240,300
 K = 7.00% D = 56.7% T = 6.0% (24 HOUR)
 DESIGN HOUR T = 3.0%
 DESIGN SPEED = 65 MPH
 POSTED SPEED = 65 MPH
 RAMP DESIGN SPEED = 45 MPH

TYPICAL SECTION
SR 9 (I-95) MAINLINE
FROM SOUTH OF SW 10TH STREET
TO NORTH OF SW 10TH STREET
NB STA. 1319+07.97 TO STA. 1365+00.00
SB STA. 1325+00.00 TO STA. 1365+00.00
MP = 22.90 TO 23.86

** SHOULDER WIDTH ON SINGLE LANE CONNECTOR RAMPS ARE 8 FEET WIDE ON INSIDE OF CURVES AND 4 FEET ON OUTSIDE FOR IMPROVED HORIZONTAL STOPPING SIGHT DISTANCE

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FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	03

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

- (X) INTERSTATE
- (X) FREEWAY/EXPWY.
- () 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

- (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

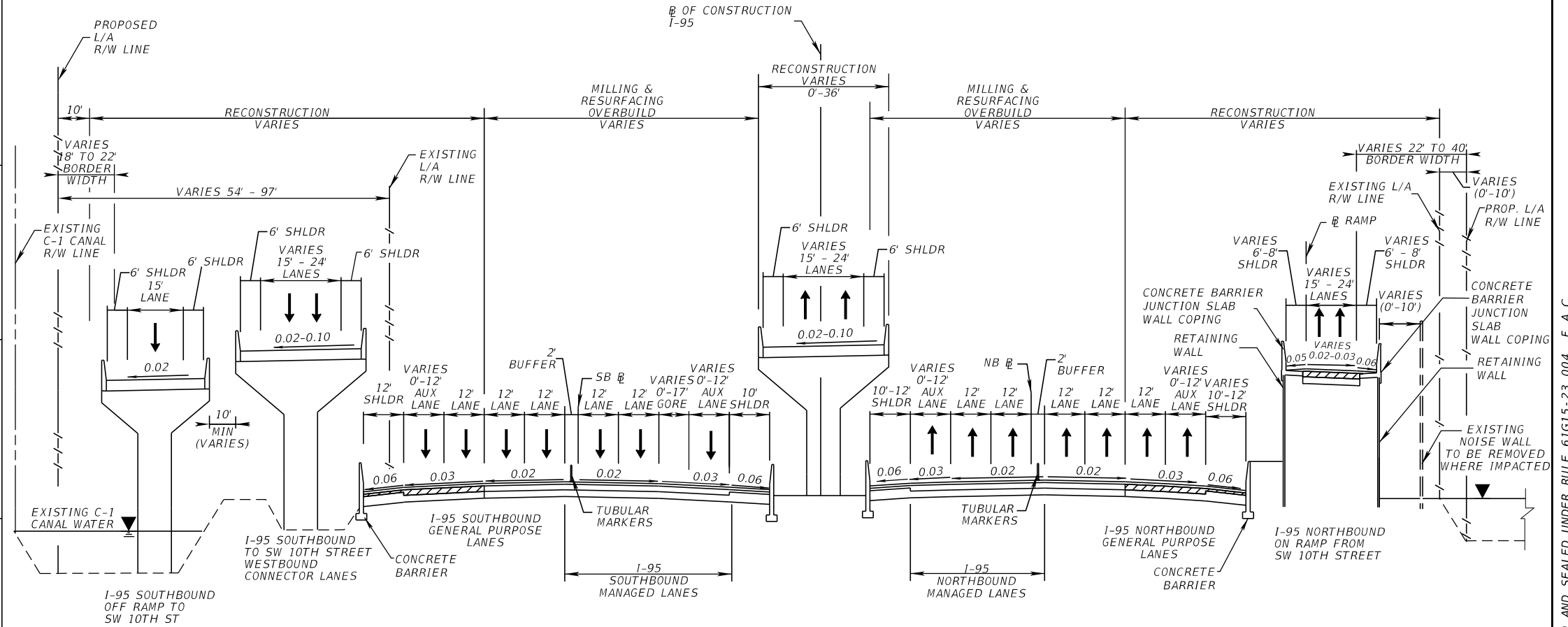
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV: BORDER WIDTH
 DV: SHOULDER WIDTH - NB ON-RAMP MULTILANE
 DV: SHOULDER WIDTH - MAINLINE I-95
 DV: BUFFER WIDTH BETWEEN GENERAL PURPOSE LANES AND MANAGED LANES

TYPICAL SECTION No. 3



**TYPICAL SECTION
 SR 9 (I-95) MAINLINE
 FROM NORTH OF SW 10TH STREET
 TO SOUTH OF BRIDGE OVER HILLSBORO BLVD
 I-95 @ STA. 1365+00.00 TO STA. 1410+13.40
 MP = 23.86 TO 24.619**

* NOISE WALL REPLACED WHERE IMPACTED
 ** DESIGN VARIATION WHERE MULTILANE RAMP WITH 6FT INSIDE AND OUTSIDE SHOULDERS TO MINIMIZE RW IMPACTS
 *** PROPOSED R/W LINE VARIES STA.1362+70.12 TO STA. 1371+43.14

TRAFFIC DATA

	YEAR	I-95	NB ON RAMP	NB OFF RAMP	SB OFF RAMP
CURRENT (AADT)	2016	213,100	16,500	8,800	15,000
ESTIMATED OPENING (AADT)	2020	224,100	18,300	15,200	10,500
ESTIMATED DESIGN (AADT)	2040	252,100	21,800	19,100	13,400
		K = 7.00% (24 HOUR) D = 56.7% (24 HOUR) T = 6.0% (24 HOUR) DESIGN HOUR T = 3.0% DESIGN SPEED = 65 MPH POSTED SPEED = 65 MPH	K = 9.00% (24 HOUR) D = 100% (24 HOUR) T = 7.97% (24 HOUR) DESIGN HOUR T = 4.0% DESIGN SPEED = 30 MPH	K = 9.00% (24 HOUR) D = 100% (24 HOUR) T = 7.97% (24 HOUR) DESIGN HOUR T = 4.0% DESIGN SPEED = 50 MPH	K = 9.00% (24 HOUR) D = 100% (24 HOUR) T = 7.97% (24 HOUR) DESIGN HOUR T = 4.0% DESIGN SPEED = 50 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	04

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 () N/A : OFF-SYSTEM

FUNCTIONAL CLASSIFICATION

- (X) INTERSTATE () MAJOR COLLECTOR
- (X) 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

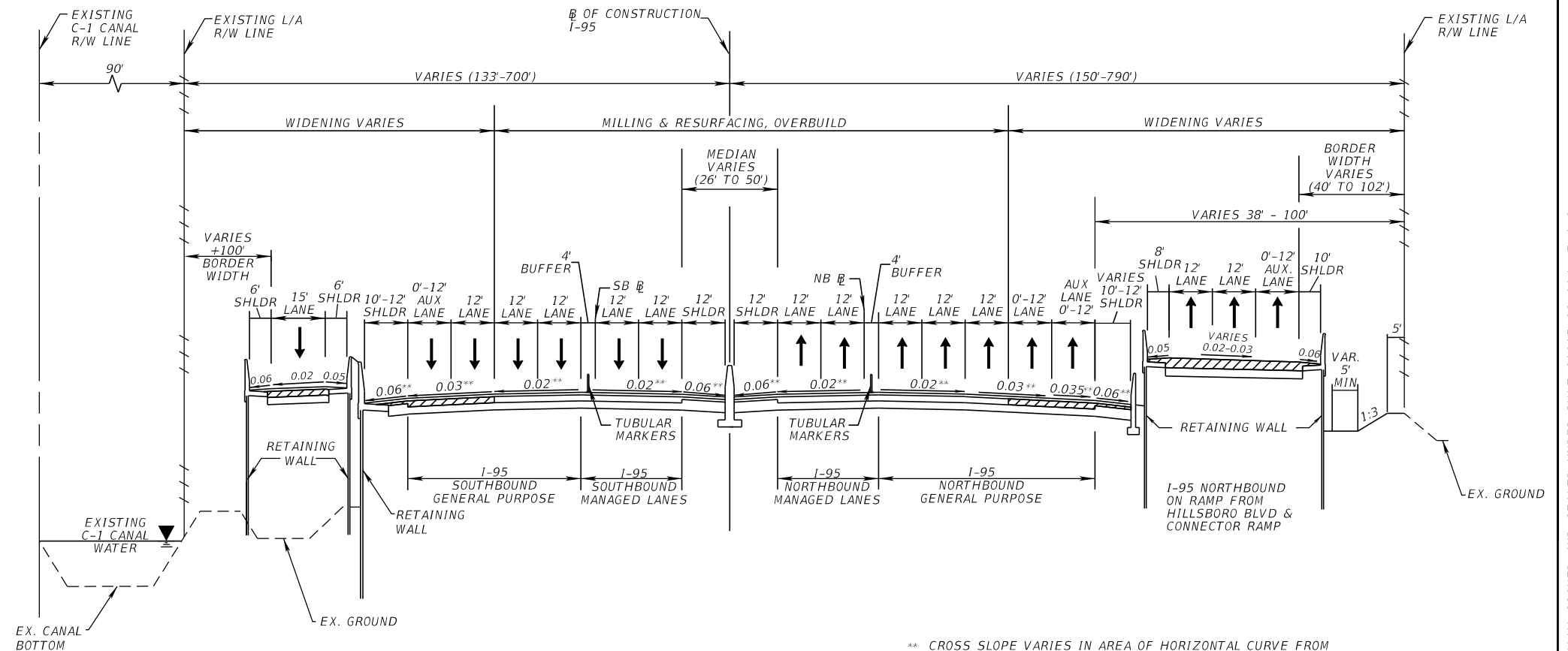
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV: BORDER WIDTH
DV: SHOULDER WIDTH - MAINLINE I-95

TYPICAL SECTION No. 4



**TYPICAL SECTION
SR 9 (I-95) MAINLINE
FROM NORTH OF BRIDGE OVER HILLSBORO BLVD TO
SOUTH OF HILLSBORO CANAL
I-95 @ STA. 1412+44.25 TO STA. 1446+80.00
MP = 24.662 TO 25.319**

** CROSS SLOPE VARIES IN AREA OF HORIZONTAL CURVE FROM (-) 0.02 TO (+) 0.03 LANES, (-) 0.06 TO (+) 0.03 SHOULDERS

TRAFFIC DATA

CURRENT YEAR	= 2016 AADT = 213,100
ESTIMATED OPENING YEAR	= 2020 AADT = 224,100
ESTIMATED DESIGN YEAR	= 2040 AADT = 252,100
K = 7.00% D = 56.7% T = 6.0% (24 HOUR)	
DESIGN HOUR T = 3.0%	
DESIGN SPEED = 65 MPH	
POSTED SPEED = 65 MPH	

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FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	05

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 () N/A : OFF-SYSTEM

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

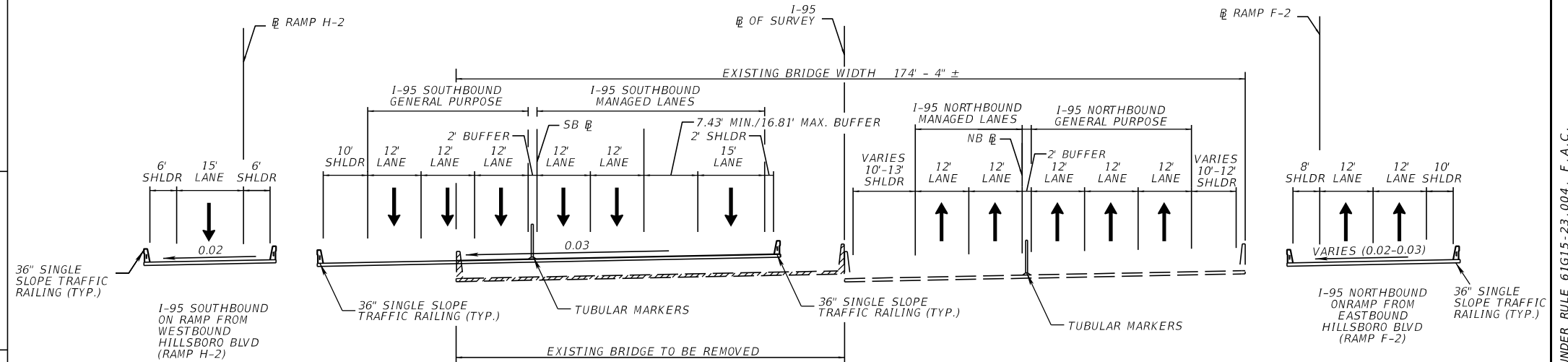
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV : SHOULDER WIDTH - SINGLE LANE ON-RAMPS / AUX LANES
 DV : BUFFER WIDTH BETWEEN GENERAL PURPOSE LANES AND MANAGED LANES

TYPICAL SECTION No. 5



TYPICAL SECTION
I-95 BRIDGE OVER HILLSBORO BLVD
 I-95 @ SURVEY STA 1410+13.40 TO 1412+44.25
 @ RAMP F-2 BRIDGE OVER HILLSBORO BLVD STA 141+62.69 TO 143+93.28
 @ RAMP H-2 BRIDGE OVER HILLSBORO BLVD STA 176+87.63 TO 179+15.64
 MP = 24.619 TO 24.662

TRAFFIC DATA

	YEAR	I-95	I-95 SB ON RAMP	I-95 NB ON RAMP
CURRENT (AADT)	2016	213,100	8,800	6,300
ESTIMATED OPENING (AADT)	2020	224,100	16,200	32,700
ESTIMATED DESIGN (AADT)	2040	252,100	19,900	37,600

K = 7.0 % D = 56.7% T = 6.0% (24 HOUR)
 DESIGN HOUR T = 3.0%
 DESIGN SPEED = 65 MPH
 POSTED SPEED = 65 MPH

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FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	06

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 () N/A : OFF-SYSTEM

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

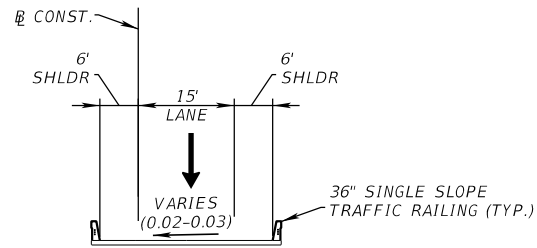
CRITERIA

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

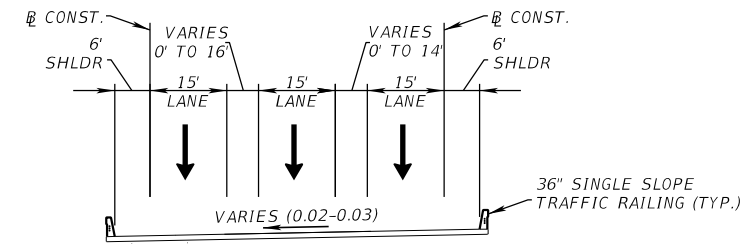
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV: SHOULDER WIDTH - SINGLE AND MULTILANE RAMPS

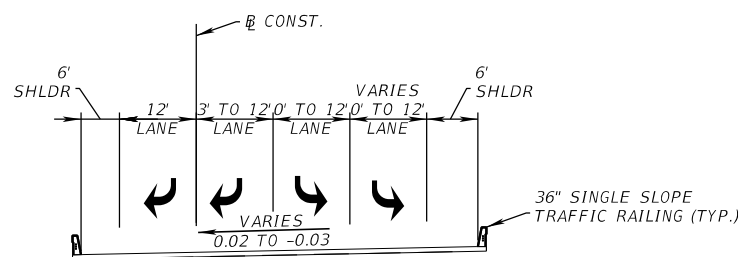
TYPICAL SECTION No. 6



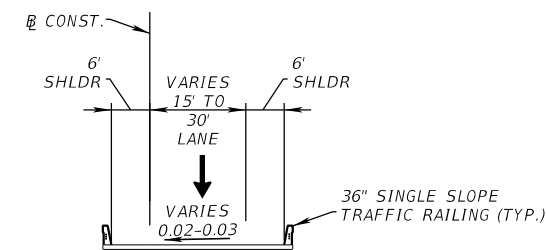
TYPICAL SECTION
I-95 SOUTHBOUND TO SW 10th STREET
 STA. 106+38.29 TO 123+35.15 (A)
 STA. 129+33.58 TO 136+04.30 (A) + (B)
I-95 SOUTHBOUND TO CONNECTOR RAMP
 STA. 2252+85.31 TO 2263+76.82 (C)
 MP = TBD



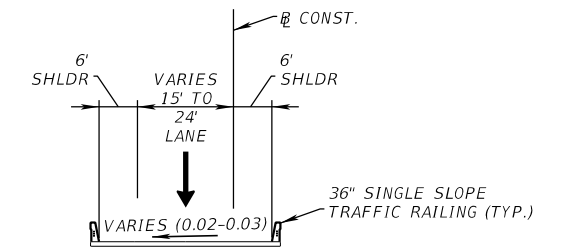
TYPICAL SECTION
I-95 SOUTHBOUND TO SW 10th STREET/CONNECTOR RAMP
 STA. 123+35.15 TO 126+83.22 (A)
 STA. 2250+06.66 TO 2252+85.31 (C) + (B)
 MP = TBD



TYPICAL SECTION
I-95 SOUTHBOUND OFF RAMP TO SW 10th STREET
 STA. 100+00.00 TO 106+38.29 (A)
 MP = TBD



TYPICAL SECTION
I-95 SOUTHBOUND TO SW 10th STREET
 STA. 126+83.22 TO 129+33.58 (A)
 MP = TBD



TYPICAL SECTION
I-95 SOUTHBOUND TO CONNECTOR RAMP
 STA. 2243+06.80 TO 2246+06.66 (B) + (C)
 MP = TBD

TRAFFIC DATA

RAMPS		YEAR	(A)	(B)	(C)
CURRENT (AADT)		2016	15,000	NA	NA
ESTIMATED OPENING (AADT)		2020	10,500	5,600	8,400
ESTIMATED DESIGN (AADT)		2040	13,400	7,500	11,200
K = 9.0 % D = 100% T = 7.97% (24 HOUR)					
DESIGN HOUR T = 3.99%					
DESIGN SPEED = 50 MPH					

NOT TO SCALE

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 () N/A : OFF-SYSTEM

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

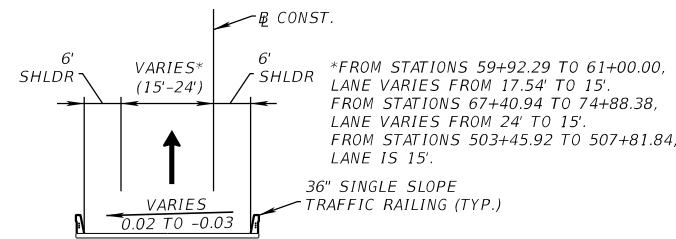
CRITERIA

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

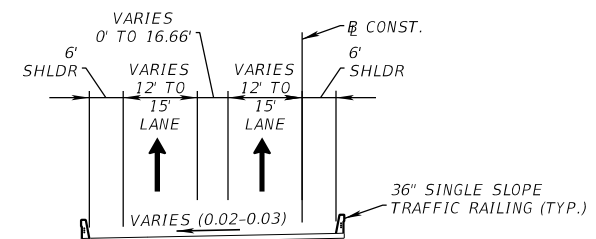
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV: SHOULDER WIDTH

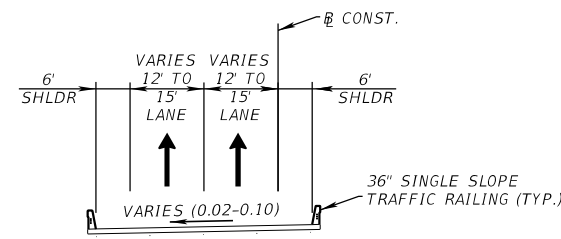
TYPICAL SECTION No. 7



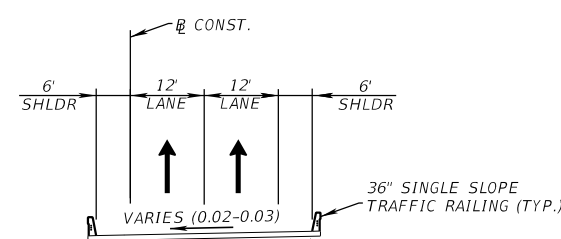
**TYPICAL SECTION
CONNECTOR BRAIDED ON RAMP TO I-95 NORTHBOUND
STA. 59+92.29 TO 61+00.00
STA. 67+40.94 TO 74+88.38
STA. 503+45.92 TO 507+81.84
MP = TBD**



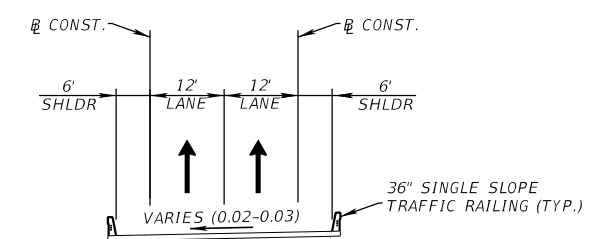
**TYPICAL SECTION
CONNECTOR BRAIDED ON RAMP TO I-95 NORTHBOUND
STA. 61+00.00 TO 64+03.87
MP = TBD**



**TYPICAL SECTION
I-95 SOUTHBOUND TO CONNECTOR RAMP
STA. 2246+06.66 TO 2250+06.66
MP = TBD**



**TYPICAL SECTION
CONNECTOR BRAIDED ON RAMP TO
I-95 NORTHBOUND
STA. 64+03.87 TO 67+40.94
MP = TBD**



**TYPICAL SECTION
SW 10th STREET CONNECTOR RAMP TO
I-95 NORTHBOUND
STA. 3240+05.02 TO 3241+75.15
STA. 500+00.00 TO 501+69.21
MP = TBD**

TRAFFIC DATA

RAMPS		YEAR	I-95 SB TO CONNECTOR RAMP	CONNECTOR RAMP TO I-95 NB
CURRENT	(AADT)	2016	NA	NA
ESTIMATED OPENING	(AADT)	2020	14,000	14,000
ESTIMATED DESIGN	(AADT)	2040	18,700	18,700

K = 9.0 % D = 100% T = 7.97% (24 HOUR)
DESIGN HOUR T = 3.99%
DESIGN SPEED = 50 MPH

NOT TO SCALE

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 () N/A : OFF-SYSTEM

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

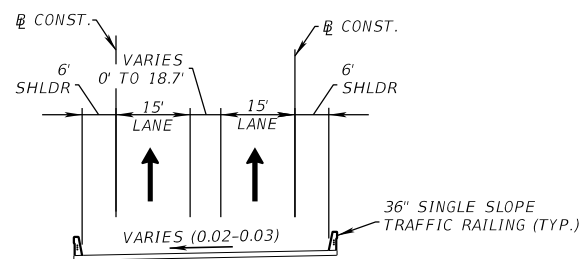
CRITERIA

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

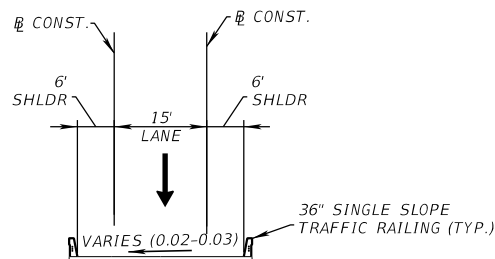
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV : SHOULDER WIDTH

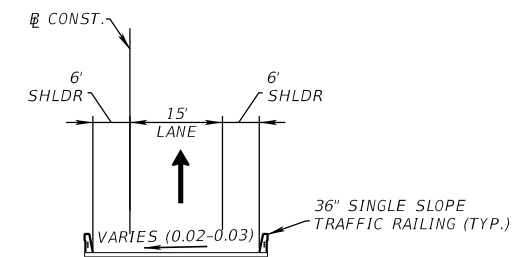
TYPICAL SECTION No. 8



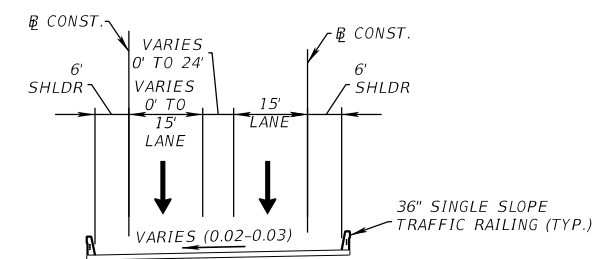
**TYPICAL SECTION
SW 10th STREET CONNECTOR RAMP TO I-95 NORTHBOUND
STA. 3241+75.15 TO 3243+48.76
STA. 501+69.21 TO 503+45.92
MP = TBD**



**TYPICAL SECTION
CONNECTOR RAMP TO I-95 SOUTHBOUND
STA. 118+51.04 TO 125+09.27
STA. 217+34.23 TO 222+65.23
STA. 226+19.69 TO 233+62.76
MP = TBD**



**TYPICAL SECTION
SW 10th STREET CONNECTOR RAMP TO I-95 NORTHBOUND
STA. 3243+48.76 TO 3250+06.06
MP = TBD**



**TYPICAL SECTION
CONNECTOR RAMP TO I-95 SOUTHBOUND
STA. 125+09.27 TO 128+65.80
STA. 222+65.23 TO 226+19.69
MP = TBD**

TRAFFIC DATA

RAMPS		YEAR	CONNECTOR RAMP TO I-95 SB	CONNECTOR RAMP TO I-95 NB
CURRENT	(AADT)	2016	NA	NA
ESTIMATED OPENING	(AADT)	2020	8,000	14,000
ESTIMATED DESIGN	(AADT)	2040	10,300	18,700
K = 9.0 % D = 100% T = 7.97% (24 HOUR)				
DESIGN HOUR T = 3.99%				
DESIGN SPEED = 50 MPH				

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	09

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 () N/A : OFF-SYSTEM

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

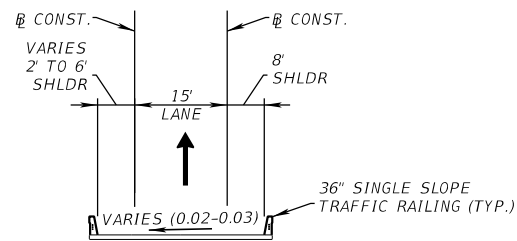
CRITERIA

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

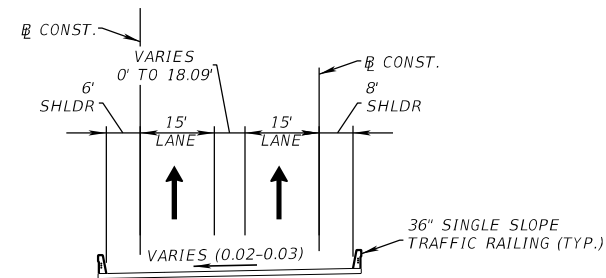
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV : SHOULDER WIDTH

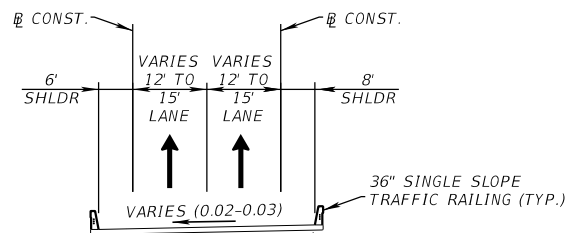
TYPICAL SECTION No. 9



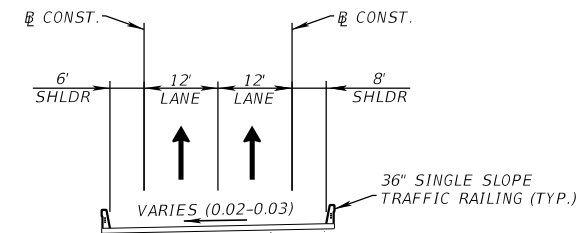
**TYPICAL SECTION
I-95 NORTHBOUND TO CONNECTOR RAMP
STA. 319+58.34 TO 326+95.93
STA. 414+86.00 TO 420+00.00
MP = TBD**



**TYPICAL SECTION
I-95 NORTHBOUND TO CONNECTOR RAMP
STA. 326+95.93 TO 328+27.44
STA. 420+00.00 TO 421+29.68
MP = TBD**



**TYPICAL SECTION
I-95 NORTHBOUND TO CONNECTOR RAMP
STA. 328+27.44 TO 329+89.40
STA. 421+29.68 TO 422+92.60
MP = TBD**



**TYPICAL SECTION
I-95 NORTHBOUND TO CONNECTOR RAMP
STA. 329+89.40 TO 337+68.92
MP = TBD**

TRAFFIC DATA

RAMPS		YEAR	I-95 NB TO CONNECTOR RAMP
CURRENT	(AADT)	2016	NA
ESTIMATED OPENING	(AADT)	2020	5,400
ESTIMATED DESIGN	(AADT)	2040	7,000

K = 9.0 % D = 100% T = 7.97% (24 HOUR)
DESIGN HOUR T = 3.99%
DESIGN SPEED = 50 MPH

NOT TO SCALE

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 () N/A : OFF-SYSTEM

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

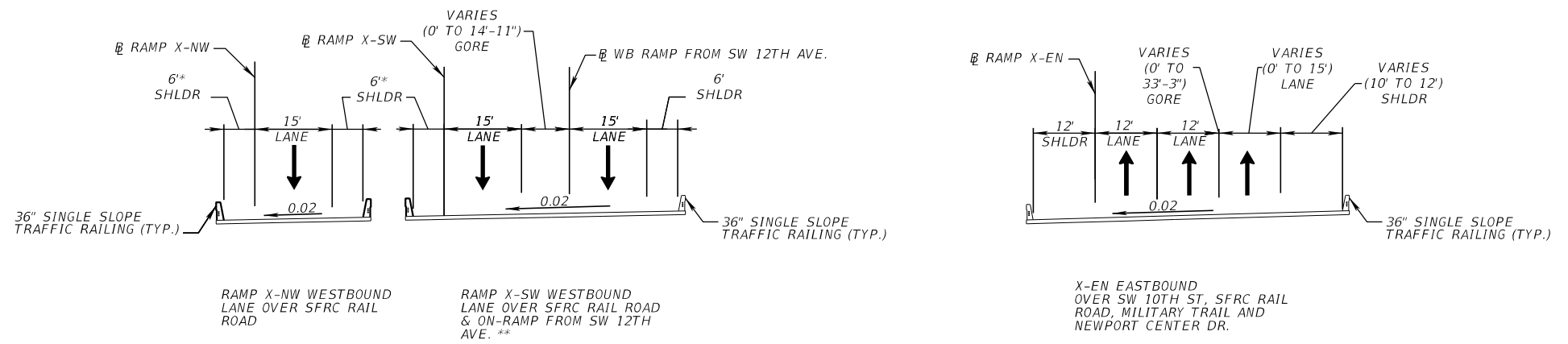
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

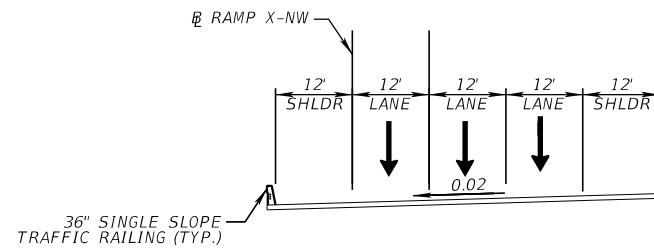
DV : SHOULDER WIDTH

TYPICAL SECTION No. 10



TYPICAL SECTION
 RAMP X-NW STA. 4206+48.89 TO 4209+41.11
 RAMP X-SW STA. 2206+38.67 TO 2209+27.65
 MP = TBD

TYPICAL SECTION
 RAMP X-EN STA. 3185+46.15 TO 3220+72.45
 MP = TBD



TYPICAL SECTION
 X-NW/X-SW OVER MILITARY TRAIL
 RAMP X-NW STA. 379+61.87 TO 381+87.64
 MP = TBD

* SHOULDER WIDTH ON SINGLE LANE CONNECTOR RAMPS ARE 8 FEET WIDE ON INSIDE OF CURVE AND 4 FEET ON OUTSIDE FOR IMPROVED HORIZONTAL STOPPING SIGHT DISTANCE

** BRIDGE IS SHOWN AT STA. 2207+60.00 INCLUDING LANE FROM SW 12TH AVENUE

TRAFFIC DATA

RAMPS	YEAR	X_NW	X_SW	X_EN	X_ES
ESTIMATED OPENING (AADT)	2020	4,273	9,740	12,788	3,048
ESTIMATED DESIGN (AADT)	2040	5,565	11,662	15,274	4,903

K = 9.0 % D = N/A T = N/A (24 HOUR)
 DESIGN HOUR T = N/A
 DESIGN SPEED = 50 MPH

NOT TO SCALE

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 () N/A : OFF-SYSTEM

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

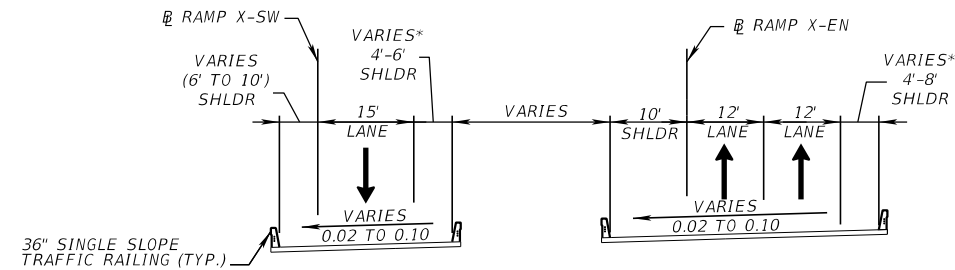
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

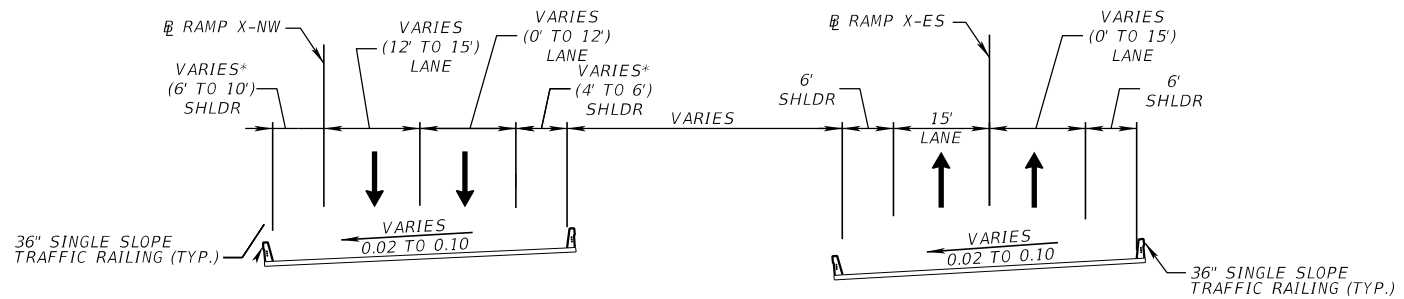
DV: SHOULDER WIDTH

TYPICAL SECTION No. 11

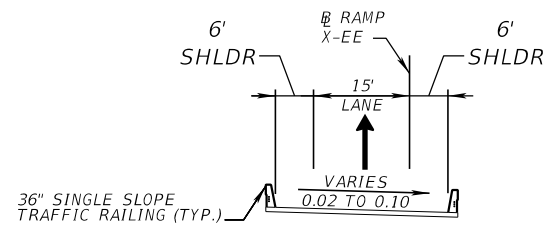


*SHOULDER WIDTH ON SINGLE LANE CONNECTOR RAMPS ARE 10 FEET WIDE ON INSIDE OF CURVE AND 4 FEET ON OUTSIDE FOR IMPROVED HORIZONTAL STOPPING SIGHT DISTANCE

TYPICAL SECTION SINGLE LANE RAMP
 RAMP X-SW STA. 2214+93.94 TO 2233+47.47 (SOUTHBOUND TO WESTBOUND)
 RAMP X-EN STA. 3220+72.45 TO 3233+38.20 (EASTBOUND TO NORTHBOUND)
 MP = TBD



TYPICAL SECTION SINGLE LANE RAMP
 RAMP X-NW STA. 337+68.92 TO 366+29.14 (NORTHBOUND TO WESTBOUND)
 RAMP X-ES STA. 223+78.94 TO 246+19.52 (EASTBOUND TO SOUTHBOUND)
 MP = TBD



TYPICAL SECTION SINGLE LANE RAMP
 RAMP X-EE STA. 89+88.26 TO 99+76.23 (EASTBOUND)
 MP = TBD

TRAFFIC DATA

RAMPS	YEAR	X_NW	X_SW	X_EN	X_ES	X_EE
ESTIMATED OPENING (AADT)	2020	4,273	9,740	12,788	3,048	9,210
ESTIMATED DESIGN (AADT)	2040	5,565	11,662	15,274	4,903	10,568

K = 9.0 % D = N/A T = N/A (24 HOUR)
 DESIGN HOUR T = N/A
 DESIGN SPEED = 50 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	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 () N/A : OFF-SYSTEM

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

- () 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

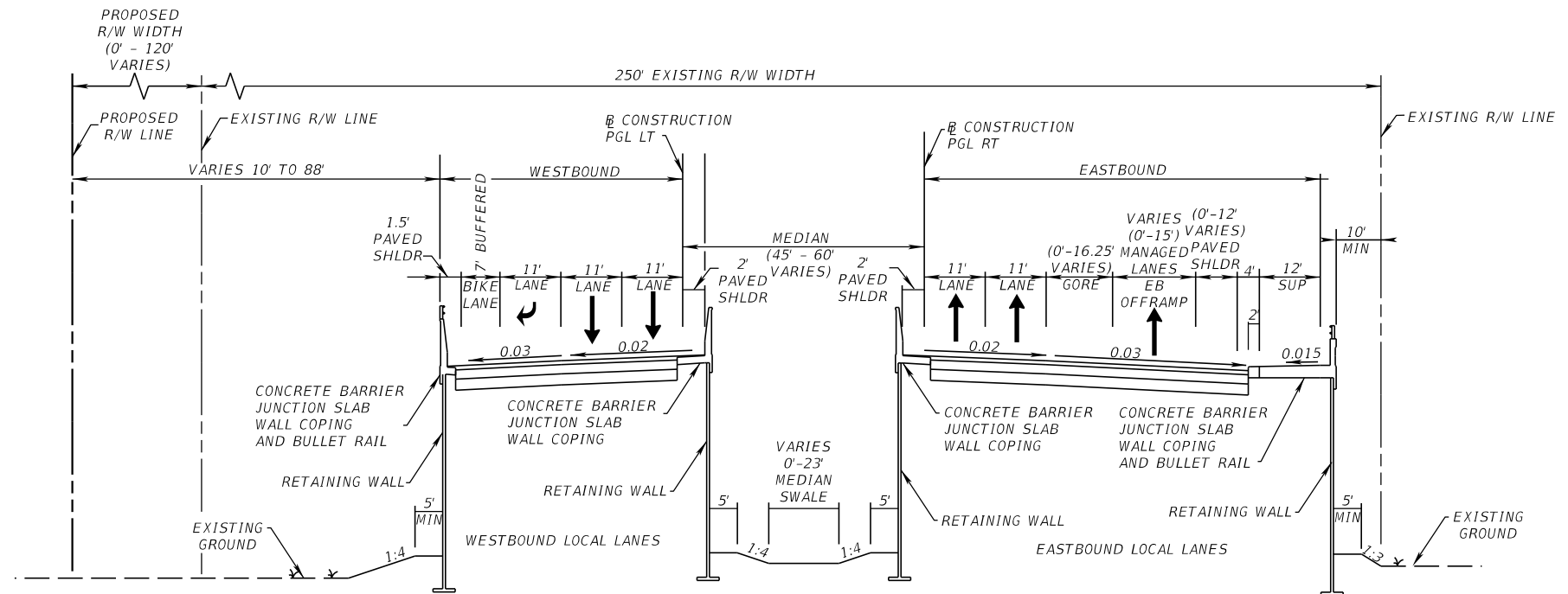
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV= SHOULDER WIDTH : 4' MEDIAN SHLDR (REQ. 8')
 DV= SHOULDER WIDTH: 8.5' OUTSIDE SHLDR (REQ. 10')

TYPICAL SECTION No. 12



**TYPICAL SECTION
 SR 869 (SW 10TH ST) LOCAL LANES
 PGL LT STA. 364+60.00 TO STA. 384+60.00
 PGL RT STA. 264+60.00 TO STA. 284+60.00
 FROM MILITARY TRAIL TO EAST NEWPORT CENTER DRIVE
 MP = 1.400 TO 1.824**

TRAFFIC DATA

CURRENT YEAR = 2016 AADT = 54,500
 ESTIMATED OPENING YEAR = 2020 AADT = 31,600
 ESTIMATED DESIGN YEAR = 2040 AADT = 43,800
 K = 9.0 % D = 59.5% T = 8.0% (24 HOUR)
 DESIGN HOUR T = 4.0%
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	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 () N/A : OFF-SYSTEM

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

- () 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

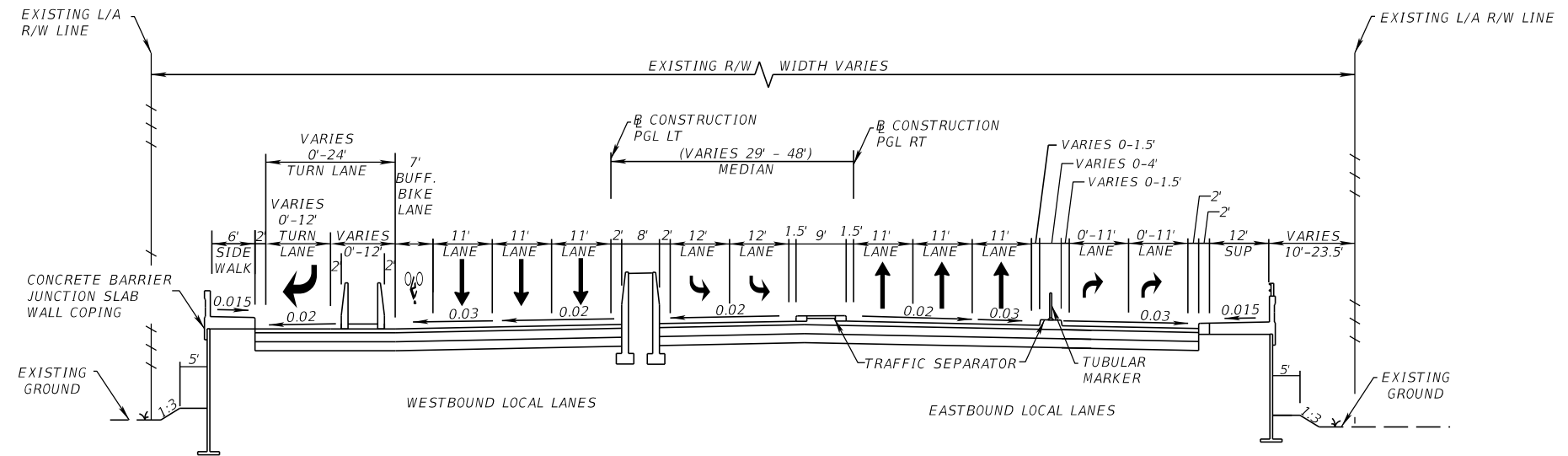
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV= HORIZONTAL CURVE LENGTH
DV= BORDER WIDTH

TYPICAL SECTION No. 13



**TYPICAL SECTION
SR 869 (SW 10TH ST) LOCAL LANES
FROM EAST NEWPORT CENTER DRIVE
TO EAST OF NATURA BLVD/ FAU RESEARCH PKWY
PGL LT STA 384+60.00 TO 402+72.08
PGL RT STA 284+60.00 TO 302+80.00
MP = 1.824 TO 2.152**

TRAFFIC DATA

	YEAR	SW 10TH ST FROM EAST NEWPORT CENTER DR TO I-95 OVERPASS BRIDGE	SW 10TH ST FROM I-95 OVERPASS BRIDGE TO EAST OF NATURA BLVD/ FAU RESEARCH PKWY
CURRENT (AADT)	2016	54,500	40,000
ESTIMATED OPENING (AADT)	2020	31,600	42,400
ESTIMATED DESIGN (AADT)	2040	43,800	47,100
		K = 9.00% (24 HOUR) D = 51.5% (24 HOUR) T = 7.97% (24 HOUR) DESIGN HOUR T = 3.99% DESIGN SPEED = 35 MPH POSTED SPEED = 35 MPH	K = 9.00% (24 HOUR) D = 51.5% (24 HOUR) T = 7.97% (24 HOUR) DESIGN HOUR T = 3.99% DESIGN SPEED = 35 MPH POSTED SPEED = 35 MPH

NOT TO SCALE

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 () N/A : OFF-SYSTEM

FUNCTIONAL CLASSIFICATION

- (X) INTERSTATE () MAJOR COLLECTOR
- (X) 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)

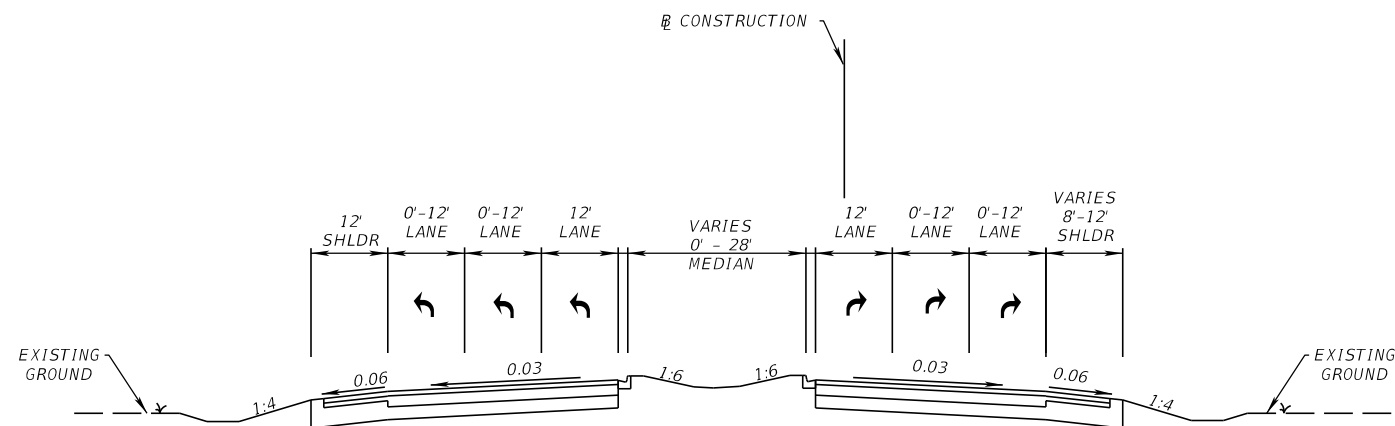
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV : SHOULDER WIDTH

TYPICAL SECTION No. 14

TRAFFIC DATA

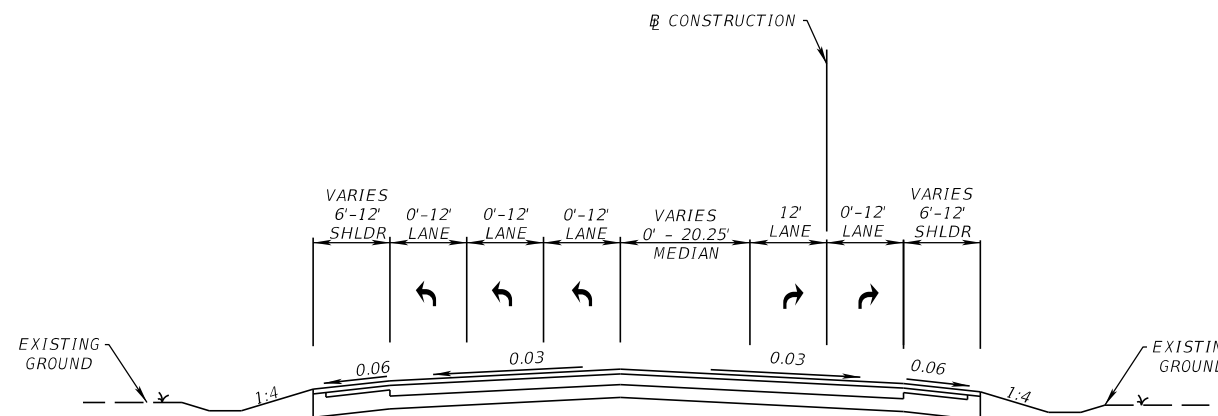
CURRENT YEAR = 2016 AADT = 15,800
 ESTIMATED OPENING YEAR = 2020 AADT = 15,200
 ESTIMATED DESIGN YEAR = 2040 AADT = 19,100
 K = 9.0 % D = 100% T = 8.0% (24 HOUR)
 DESIGN HOUR T = 4.0%
 DESIGN SPEED = 35 MPH



**TYPICAL SECTION
 I-95 NB OFF RAMP TO SW 10TH STREET
 @ STA. 81+71.47 TO STA. 94+25.19
 MP = TBD**

TRAFFIC DATA

CURRENT YEAR = 2016 AADT = 8,800
 ESTIMATED OPENING YEAR = 2020 AADT = 16,200
 ESTIMATED DESIGN YEAR = 2040 AADT = 17,900
 K = 9.0 % D = 100% T = 7.97% (24 HOUR)
 DESIGN HOUR T = 4.0%
 DESIGN SPEED = 35 MPH



**TYPICAL SECTION
 I-95 NB OFF RAMP TO HILLSBORO BLVD
 @ STA. 106+30.00 TO STA. 145+70.92
 MP = TBD**

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
436964-1-22-01	15

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 () N/A : OFF-SYSTEM

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

- () 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

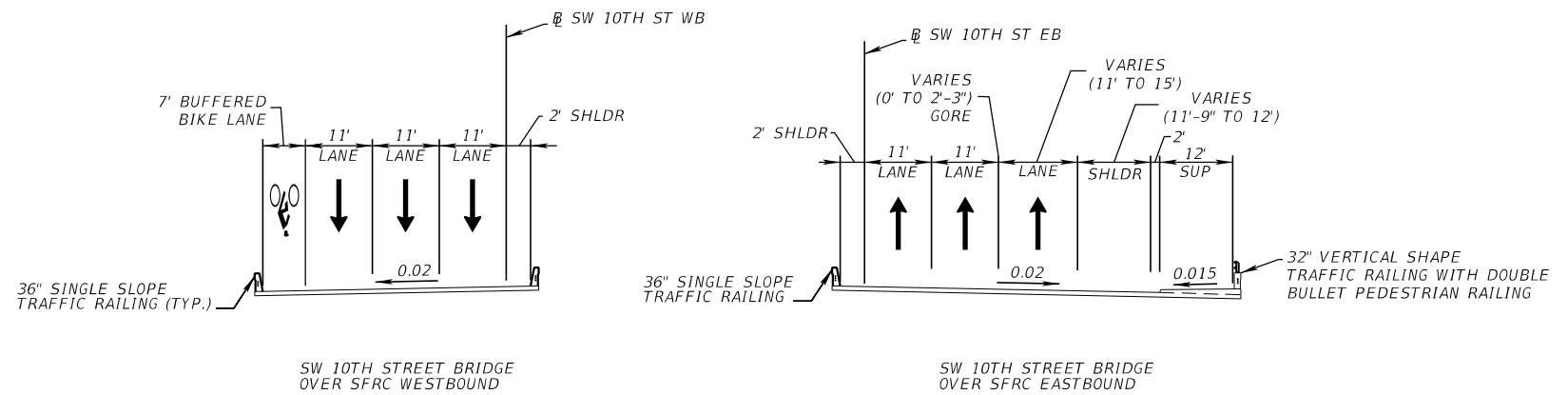
CRITERIA

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

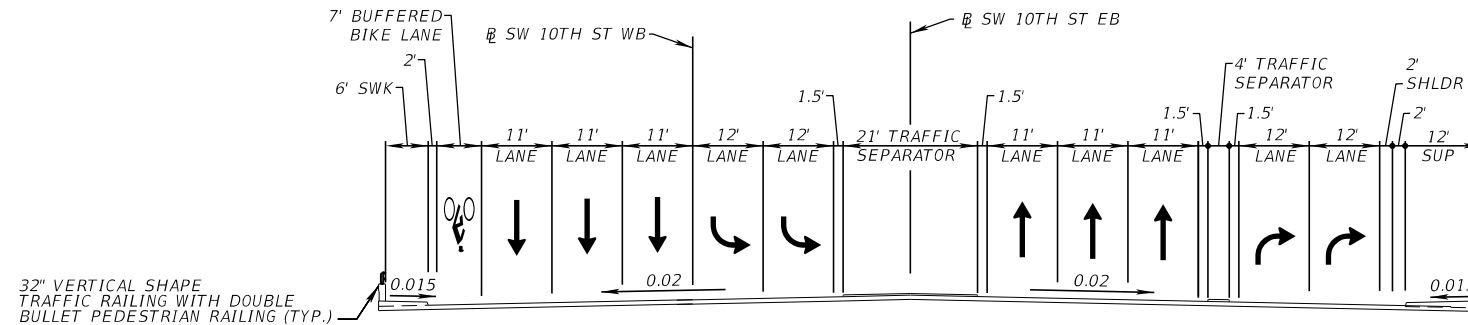
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DV: SHOULDER WIDTH

TYPICAL SECTION No. 15



TYPICAL SECTION
 SW 10TH STREET BRIDGE OVER SFRC WESTBOUND STA. 372+79.35 TO STA 375+20.37
 SW 10TH STREET BRIDGE OVER SFRC EASTBOUND STA. 272+75.40 TO STA 275+15.38
 MP = TBD



TYPICAL SECTION
 SW 10TH STREET BRIDGE OVER I-95 STA. 394+69.88 TO STA 397+78.24
 MP = 2.023 TO 2.072

TRAFFIC DATA

CURRENT YEAR = 2016 AADT = 40,000
 ESTIMATED OPENING YEAR = 2020 AADT = 42,400
 ESTIMATED DESIGN YEAR = 2040 AADT = 47,100
 K = 9.0 % D = 51.5% T = 7.97% (24 HOUR)
 DESIGN HOUR T = 3.99%
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

NOT TO SCALE

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