

NOISE TECHNICAL MEMORANDUM

Florida Department of Transportation

District 1

SR 72 PD&E Study

Limits of Project: from CR 661 to SR 70 and SR 70 from CR 661 to the Peace River Bridge

DeSoto County, Florida

Financial Management Number: 443123-1-52-01

ETDM Number: N/A

Date: May 1, 2025

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

NOISE TECHNICAL MEMORANDUM

DATE: May 1, 2025

TO: Patrick Bateman, PE, Project Manager
Florida Department of Transportation, District I

FROM: Stantec

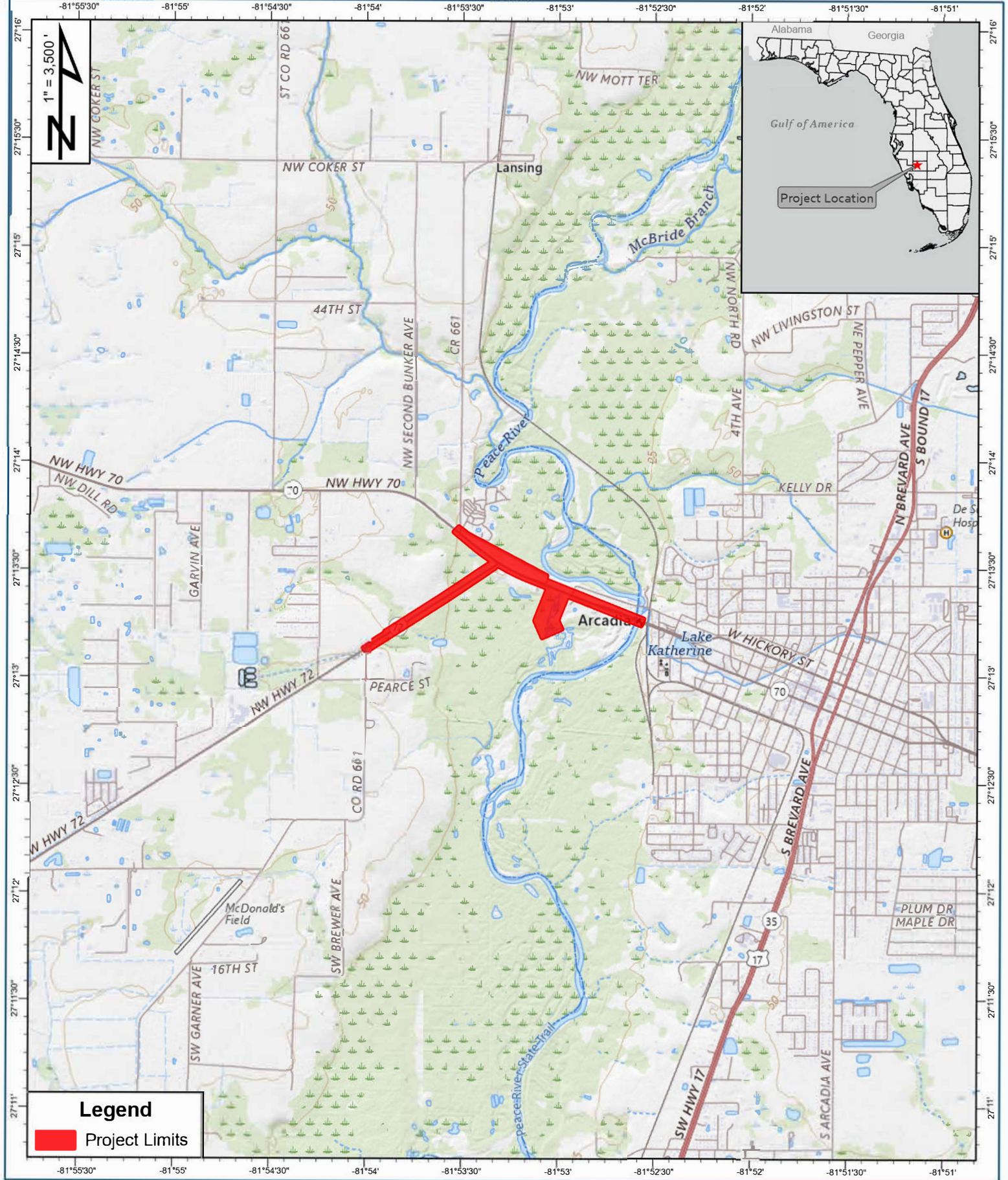
SUBJECT: **Noise Technical Memorandum**
Project Name: State Road (SR) 72 Project Development & Environment (PD&E) Study
Financial Management No.: 443123-1-52-01
Federal Aid Project No.: N/A
Limits: from CR 661 to SR 70 and SR 70 from CR 661 to the Peace River Bridge
County: DeSoto
Description: SR 72 Roundabout

Project Description

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) study for the proposed improvements, including raising the vertical profile of both SR 70 and SR 72, and consideration of a single lane roundabout at the intersection of SR 70 and SR 72 in Arcadia, Florida. A Noise Technical Memorandum was prepared in August 2023 to document that the project was a Type III project and would not require a Noise Study. A recent change in the project study area was made due to some design updates. The changes included eliminating a stormwater pond along the eastern side of SR 72 just south of SR 70, extending the project limits to the east side of the Peace River, and including a new stormwater pond site south of SR 70 in the area of the Peace River Relief Bridge (**Figure 1**). These changes did not involve a change in the proposed typical section. The project study area was re-evaluated for potential noise receptors that were not present during the previous evaluation. No new noise receptors or noise sensitive sites were identified.

Highway Traffic Noise Consideration

This project remains a safety improvement and does not meet the definition of a Type I project as defined in Title 23 CFR Part 772 and the FDOT PD&E Manual. There is no capacity improvement and no substantial horizontal or vertical alteration of the roadway. The proposed improvement is classified as a Type III project. Therefore, this project does not require a traffic noise analysis or consideration of traffic noise abatement measures.



Florida Department of Transportation

PROJECT LOCATION

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
SR 70 AND SR 72 ROUNDABOUT AND RESURFACING PROJECT
DESDOTO COUNTY, FLORIDA

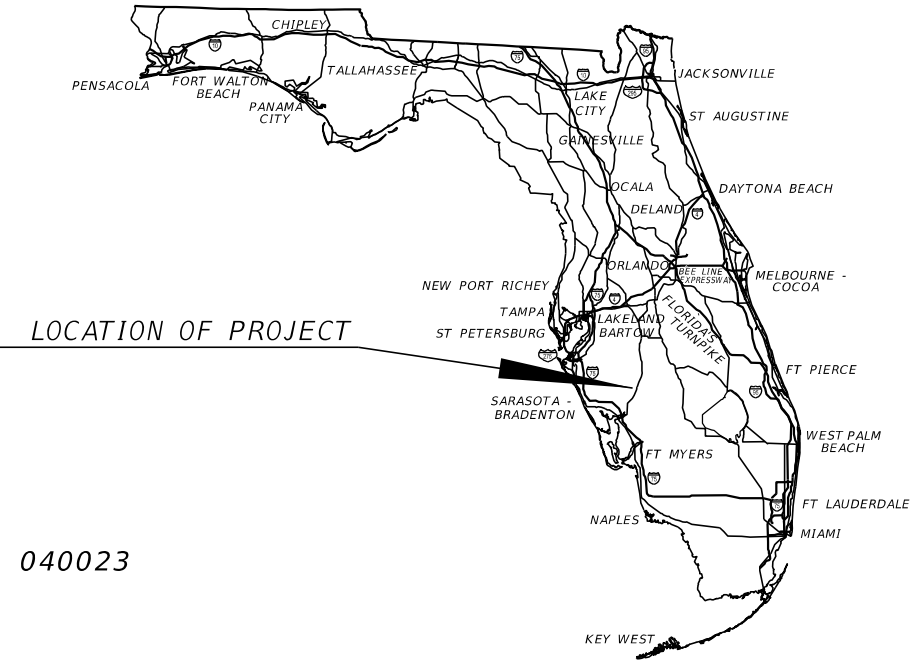
FIGURE
1

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 443123-1-52-01
(FEDERAL FUNDS)
DESOTO COUNTY (04040 & 04060)
STATE ROAD NO. 70 & 72

ROUNDAABOUT AT SR 70 & SR 72
RESURFACING OF SR 70 FROM CR 661 TO PEACE RIVER BRIDGE NO. 040023
RECONSTRUCTION OF SR 72 FROM CR 661 TO SR 70



FDOT DISTRICT DESIGN ENGINEER
FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

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

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER
FDOT DISTRICT STRUCTURES DESIGN ENGINEER

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FHWA TRANSPORTATION ENGINEER
LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

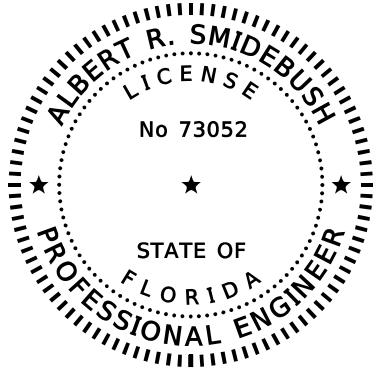
CONCURRING WITH:

PROJECT LOCATION URL: <https://tinyurl.com/443123SR72>
PROJECT LIMITS: SR 70 BEGIN MP 11.150 END MP 12.260
SR 72 BEGIN MP 10.208 END MP 10.974
EXCEPTIONS: NONE
BRIDGE LIMITS: SR 70 BEGIN MP 11.786 END MP 11.892
RAILROAD CROSSING: NONE

INDEX OF SHEETS

SHEET NO	SHEET DESCRIPTION
1	KEY 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
7	TYPICAL SECTION NO. 6
8	TYPICAL SECTION NO. 7
9	TYPICAL SECTION NO. 8
10	TYPICAL SECTION NO. 9
11	TYPICAL SECTION NO. 10

APPROVED BY:



THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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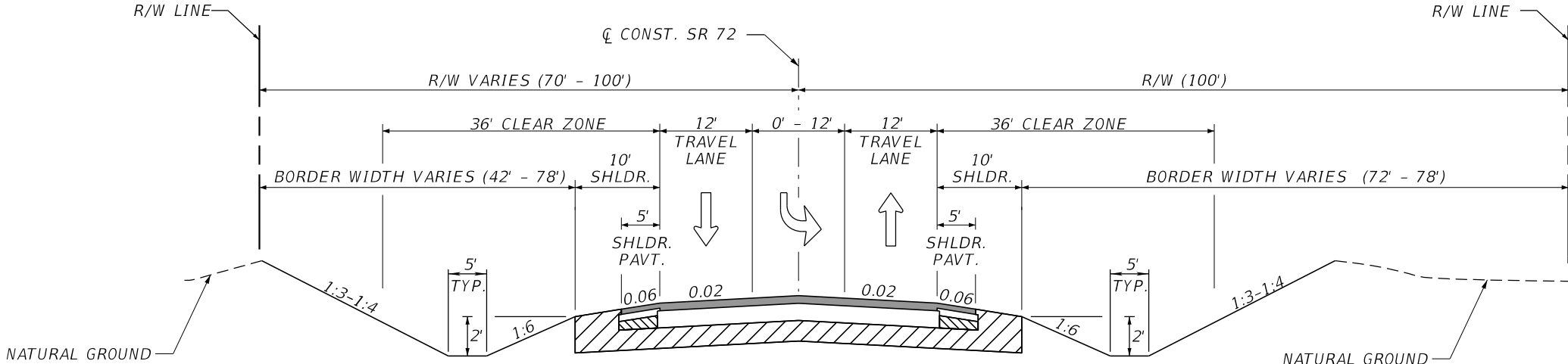
THE BALMORAL GROUP
165 LINCOLN AVENUE
WINTER PARK, FL 32789
PHONE: (407) 629-2185
ALBERT R. SMIDEBUSH, P.E. NO. 73052

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

SHEET
NO.

1

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PROJECT CONTROLS		TYPICAL SECTION No. 1					
CONTEXT CLASSIFICATION ☐ C1 : NATURAL ☒ C2 : RURAL ☐ C2T : RURAL TOWN ☐ C3R : SUBURBAN RES. ☐ N/A : L.A. FACILITY ☐ C3C : SUBURBAN COMM. ☐ C4 : URBAN GENERAL ☐ C5 : URBAN CENTER ☐ C6 : URBAN CORE		 SR 72 MP 10.208 TO MP 10.318 NOT TO SCALE					
FUNCTIONAL CLASSIFICATION ☐ INTERSTATE ☐ FREEWAY/EXPWY. ☐ PRINCIPAL ARTERIAL ☒ MINOR ARTERIAL ☐ MAJOR COLLECTOR ☐ MINOR COLLECTOR ☐ LOCAL							
HIGHWAY SYSTEM ☐ NATIONAL HIGHWAY SYSTEM ☐ STRATEGIC INTERMODAL SYSTEM ☒ 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 ☐ 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) ☐ RRR (ARTERIALS & COLLECTORS)							
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION: DESIGN EXCEPTIONS NONE DESIGN VARIATIONS NONE		SR 72 TRAFFIC DATA CURRENT YEAR = 2022 AADT = 8600 ESTIMATED OPENING YEAR = 2025 AADT = 7000 ESTIMATED DESIGN YEAR = 2045 AADT = 15600 K = 9.5% D = 53.2% T = 12.3% (24 HOUR) DESIGN HOUR T = 6.15% TARGET SPEED = 60 MPH DESIGN SPEED = 65 MPH POSTED SPEED = 60 MPH					
		<table><tr><td>FINANCIAL PROJECT ID</td><td>SHEET NO.</td></tr><tr><td>443123-1-52-01</td><td>2</td></tr></table>		FINANCIAL PROJECT ID	SHEET NO.	443123-1-52-01	2
FINANCIAL PROJECT ID	SHEET NO.						
443123-1-52-01	2						

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

- ☐ C1 : NATURAL

☒ C2 : RURAL

☐ C2T : RURAL TOWN

☐ C3R : SUBURBAN RES.

☐ N/A : L.A. FACILITY
- ☐ C3C : SUBURBAN COMM.

☐ C4 : URBAN GENERAL

☐ C5 : URBAN CENTER

☐ C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

- ☐ INTERSTATE

☐ FREEWAY/EXPWY.

☐ PRINCIPAL ARTERIAL

☒ MINOR ARTERIAL
- ☐ MAJOR COLLECTOR

☐ MINOR COLLECTOR

☐ LOCAL

HIGHWAY SYSTEM

- ☐ NATIONAL HIGHWAY SYSTEM

☐ STRATEGIC INTERMODAL SYSTEM
- ☒ 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

☐ 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)

☐ RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:

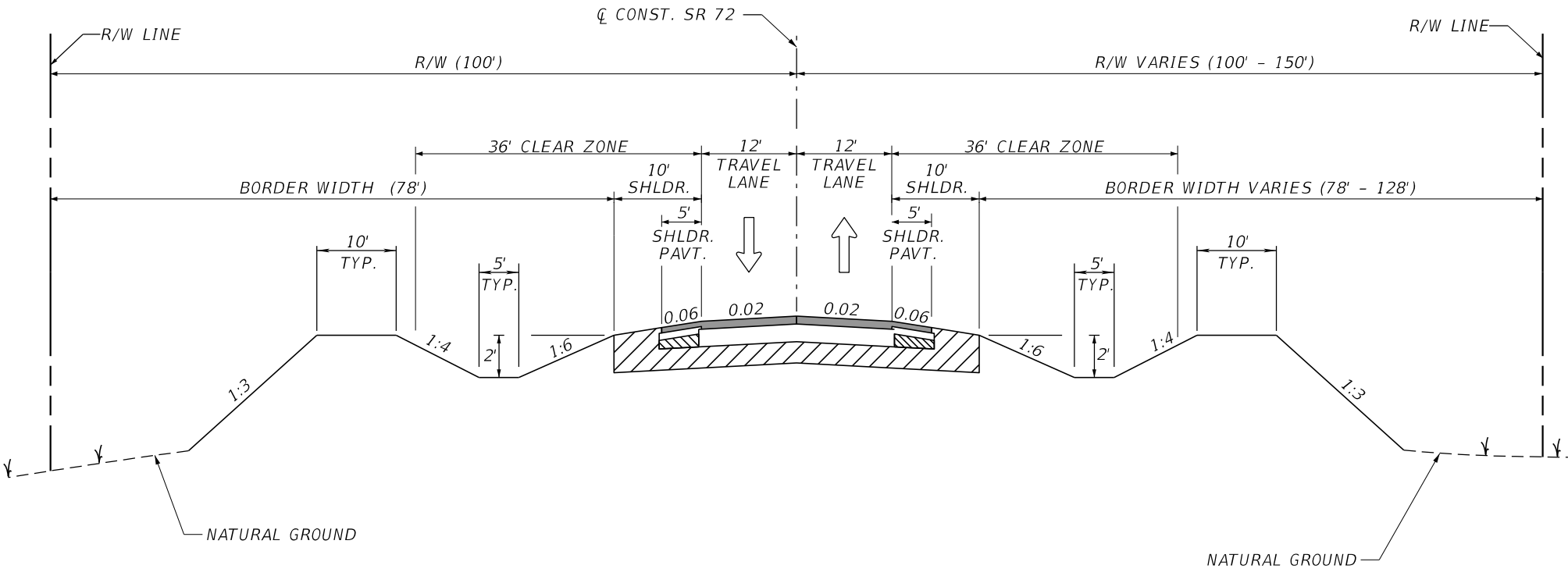
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 2



SR 72
MP 10.318 TO MP 10.425
MP 10.709 TO MP 10.823

NOT TO SCALE

SR 72 TRAFFIC DATA
CURRENT YEAR = 2022 AADT = 8600
ESTIMATED OPENING YEAR = 2025 AADT = 7000
ESTIMATED DESIGN YEAR = 2045 AADT = 15600
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
DESIGN HOUR T = 6.15%
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

FINANCIAL PROJECT ID

443123-1-52-01

SHEET NO.

3

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

- ☐ C1 : NATURAL

☒ C2 : RURAL

☐ C2T : RURAL TOWN

☐ C3R : SUBURBAN RES.

☐ N/A : L.A. FACILITY
- ☐ C3C : SUBURBAN COMM.

☐ C4 : URBAN GENERAL

☐ C5 : URBAN CENTER

☐ C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

- ☐ INTERSTATE

☐ FREEWAY/EXPWY.

☐ PRINCIPAL ARTERIAL

☒ MINOR ARTERIAL
- ☐ MAJOR COLLECTOR

☐ MINOR COLLECTOR

☐ LOCAL

HIGHWAY SYSTEM

- ☐ NATIONAL HIGHWAY SYSTEM

☐ STRATEGIC INTERMODAL SYSTEM

☒ 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

☐ 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)

☐ RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:

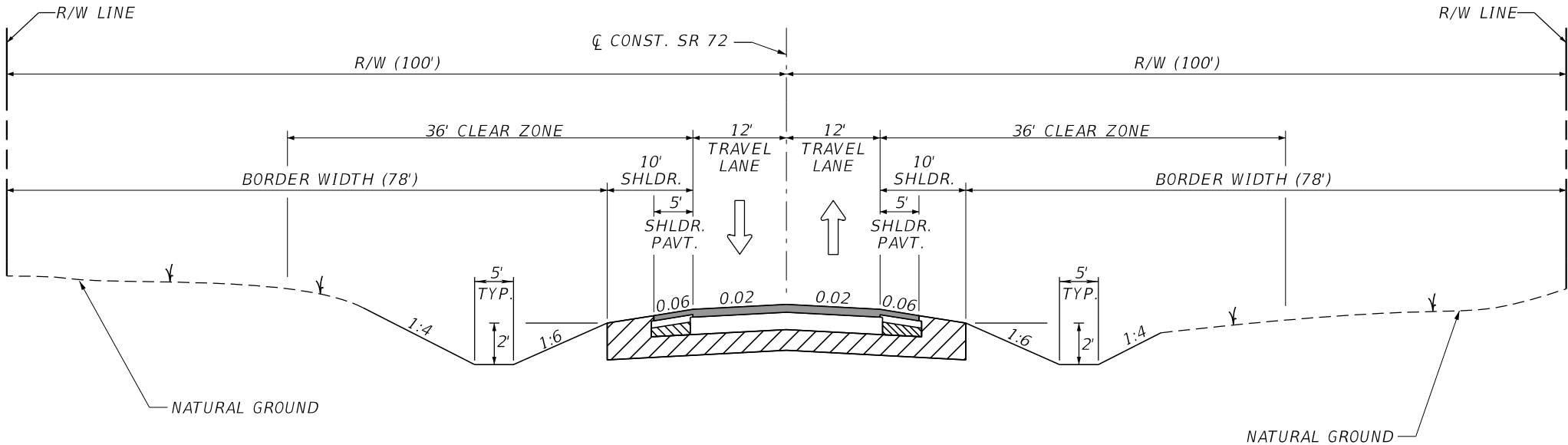
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 3



SR 72
MP 10.425 TO MP 10.558

NOT TO SCALE

SR 72 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 8600
ESTIMATED OPENING YEAR = 2025 AADT = 7000
ESTIMATED DESIGN YEAR = 2045 AADT = 15600
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
DESIGN HOUR T = 6.15%
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

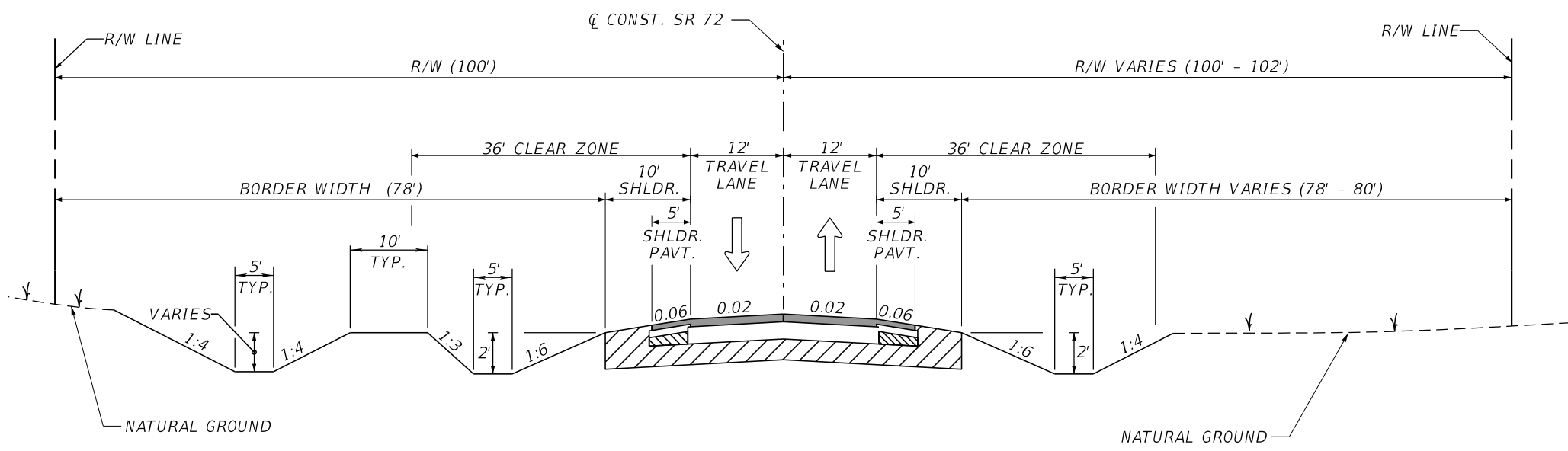
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NO.

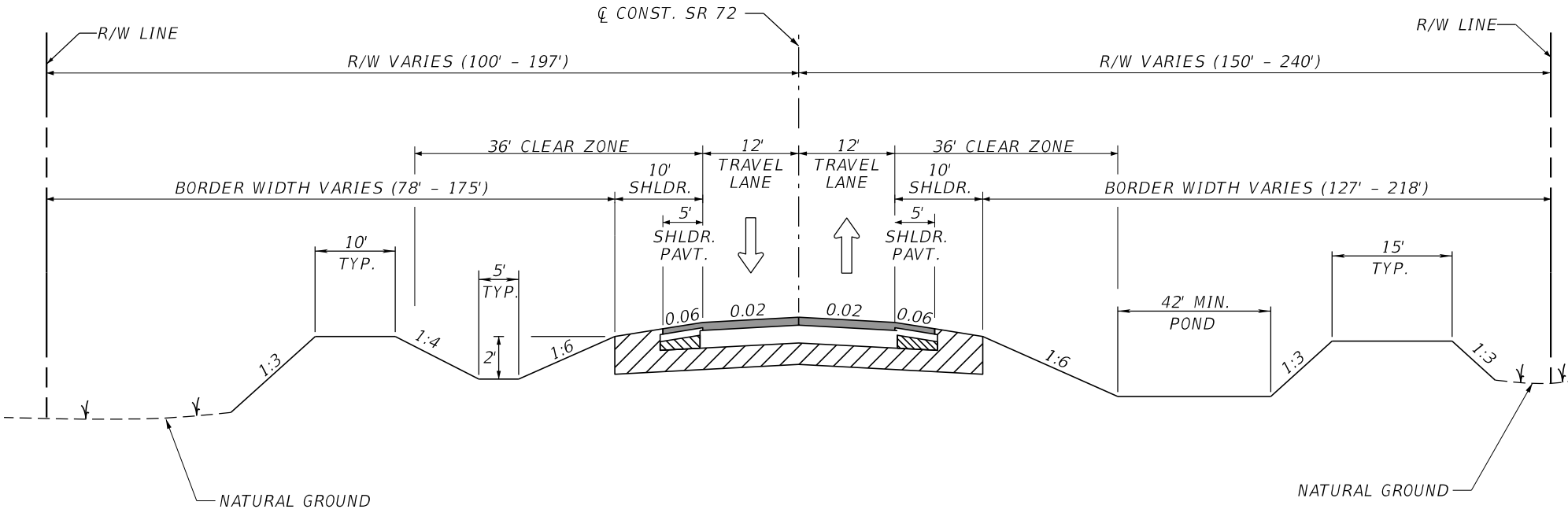
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PROJECT CONTROLS	TYPICAL SECTION No. 4					
CONTEXT CLASSIFICATION () C1 : NATURAL (x) C2 : RURAL () C2T : RURAL TOWN () C3R : SUBURBAN RES. () N/A : L.A. FACILITY () C3C : SUBURBAN COMM. () C4 : URBAN GENERAL () C5 : URBAN CENTER () C6 : URBAN CORE	 SR 72 MP 10.558 TO MP 10.709 NOT TO SCALE					
FUNCTIONAL CLASSIFICATION () INTERSTATE () FREEWAY/EXPWY. () PRINCIPAL ARTERIAL (x) MINOR ARTERIAL () MAJOR COLLECTOR () MINOR COLLECTOR () LOCAL						
HIGHWAY SYSTEM () NATIONAL HIGHWAY SYSTEM () 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 (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 (x) NEW CONSTRUCTION / RECONSTRUCTION () RESURFACING (LA FACILITIES) () RRR (ARTERIALS & COLLECTORS)						
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION: DESIGN EXCEPTIONS NONE DESIGN VARIATIONS NONE	SR 72 TRAFFIC DATA CURRENT YEAR = 2022 AADT = 8600 ESTIMATED OPENING YEAR = 2025 AADT = 7000 ESTIMATED DESIGN YEAR = 2045 AADT = 15600 K = 9.5% D = 53.2% T = 12.3% (24 HOUR) DESIGN HOUR T = 6.15% TARGET SPEED = 60 MPH DESIGN SPEED = 65 MPH POSTED SPEED = 60 MPH	<table><tr><td>FINANCIAL PROJECT ID</td><td>SHEET NO.</td></tr><tr><td>443123-1-52-01</td><td>5</td></tr></table>	FINANCIAL PROJECT ID	SHEET NO.	443123-1-52-01	5
FINANCIAL PROJECT ID	SHEET NO.					
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PROJECT CONTROLS	TYPICAL SECTION No. 5				
CONTEXT CLASSIFICATION C1 : NATURAL C2 : RURAL C2T : RURAL TOWN C3R : SUBURBAN RES. N/A : L.A. FACILITY C3C : SUBURBAN COMM. C4 : URBAN GENERAL C5 : URBAN CENTER C6 : URBAN CORE	 SR 72 MP 10.823 TO MP 10.974 NOT TO SCALE				
FUNCTIONAL CLASSIFICATION INTERSTATE FREEWAY/EXPWY. PRINCIPAL ARTERIAL MINOR ARTERIAL MAJOR COLLECTOR MINOR COLLECTOR LOCAL	SR 72 TRAFFIC DATA CURRENT YEAR = 2022 AADT = 8600 ESTIMATED OPENING YEAR = 2025 AADT = 7000 ESTIMATED DESIGN YEAR = 2045 AADT = 15600 K = 9.5% D = 53.2% T = 12.3% (24 HOUR) DESIGN HOUR T = 6.15% TARGET SPEED = 60 MPH DESIGN SPEED = 65 MPH POSTED SPEED = 60 MPH				
HIGHWAY SYSTEM NATIONAL HIGHWAY SYSTEM STRATEGIC INTERMODAL SYSTEM 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 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) RRR (ARTERIALS & COLLECTORS)					
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION: DESIGN EXCEPTIONS NONE DESIGN VARIATIONS NONE	<table><tr><td>FINANCIAL PROJECT ID</td><td>SHEET NO.</td></tr><tr><td>443123-1-52-01</td><td>6</td></tr></table>	FINANCIAL PROJECT ID	SHEET NO.	443123-1-52-01	6
FINANCIAL PROJECT ID	SHEET NO.				
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

()

C1 : NATURAL

()

C3C : SUBURBAN COMM.

(x)

C2 : RURAL

()

C4 : URBAN GENERAL

()

C2T : RURAL TOWN

()

C5 : URBAN CENTER

()

C3R : SUBURBAN RES.

()

C6 : URBAN CORE

()

N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

()

INTERSTATE

()

MAJOR COLLECTOR

()

FREEWAY/EXPWY.

()

MINOR COLLECTOR

(x)

PRINCIPAL ARTERIAL

()

LOCAL

()

MINOR ARTERIAL

HIGHWAY SYSTEM

(x)

NATIONAL HIGHWAY SYSTEM

(x)

STRATEGIC INTERMODAL SYSTEM

(x)

STATE HIGHWAY SYSTEM

()

OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

()

1 - FREEWAY

()

2 - RESTRICTIVE w/Service Roads

(x)

3 - RESTRICTIVE w/660 ft. Connection Spacing

()

4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing

()

5 - RESTRICTIVE w/440 ft. Connection Spacing

()

6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing

()

7 - BOTH MEDIAN TYPES

CRITERIA

(x)

NEW CONSTRUCTION / RECONSTRUCTION

()

RESURFACING (LA FACILITIES)

()

RRR (ARTERIALS & COLLECTORS)

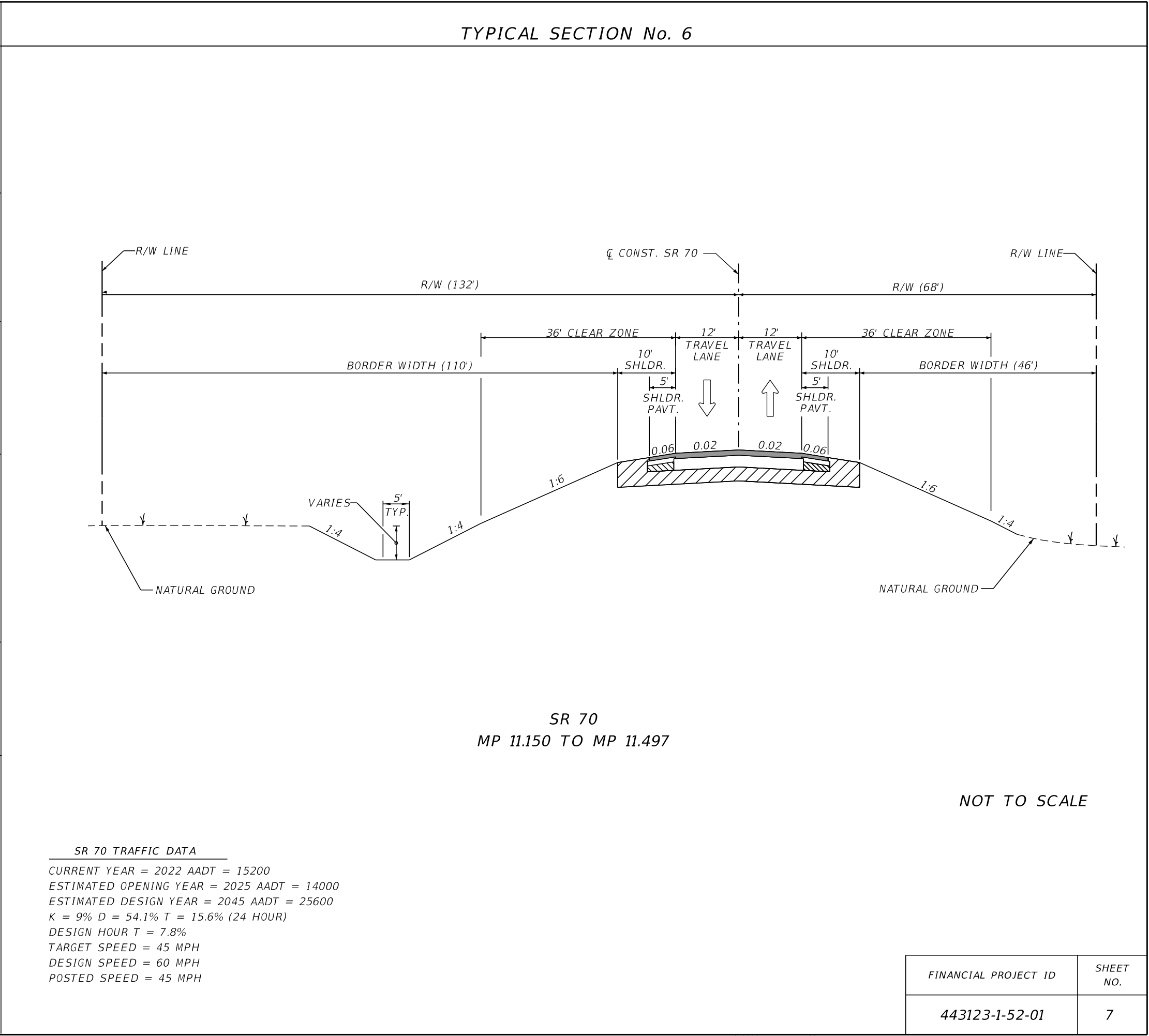
POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:

DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

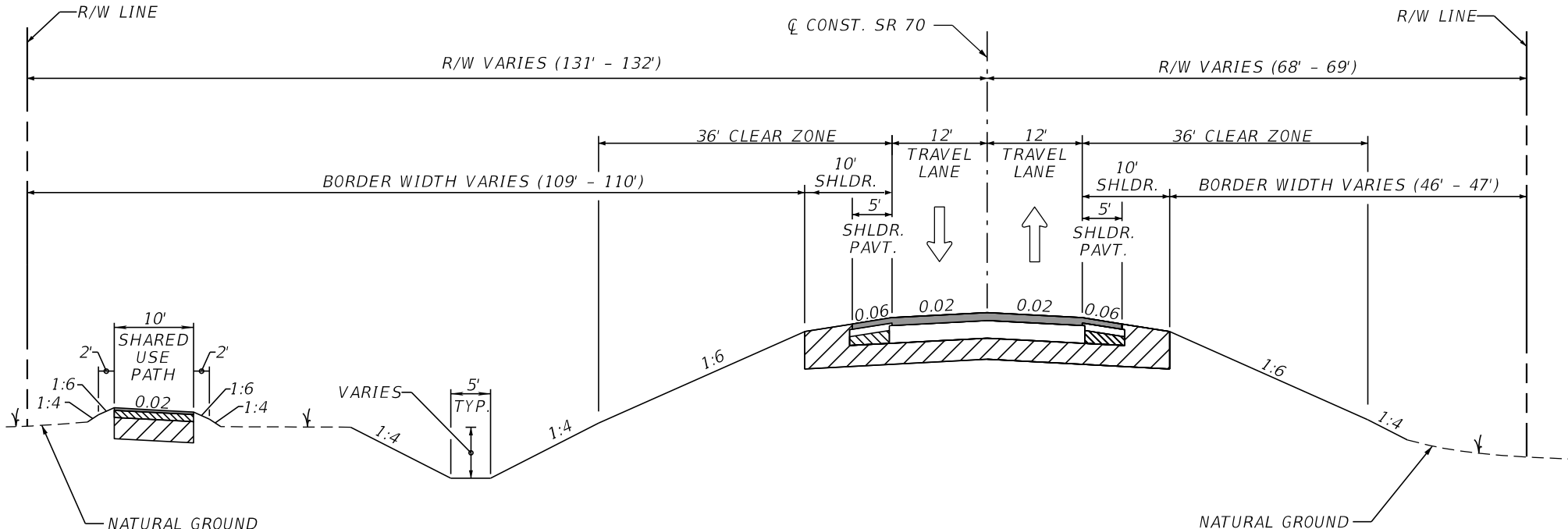
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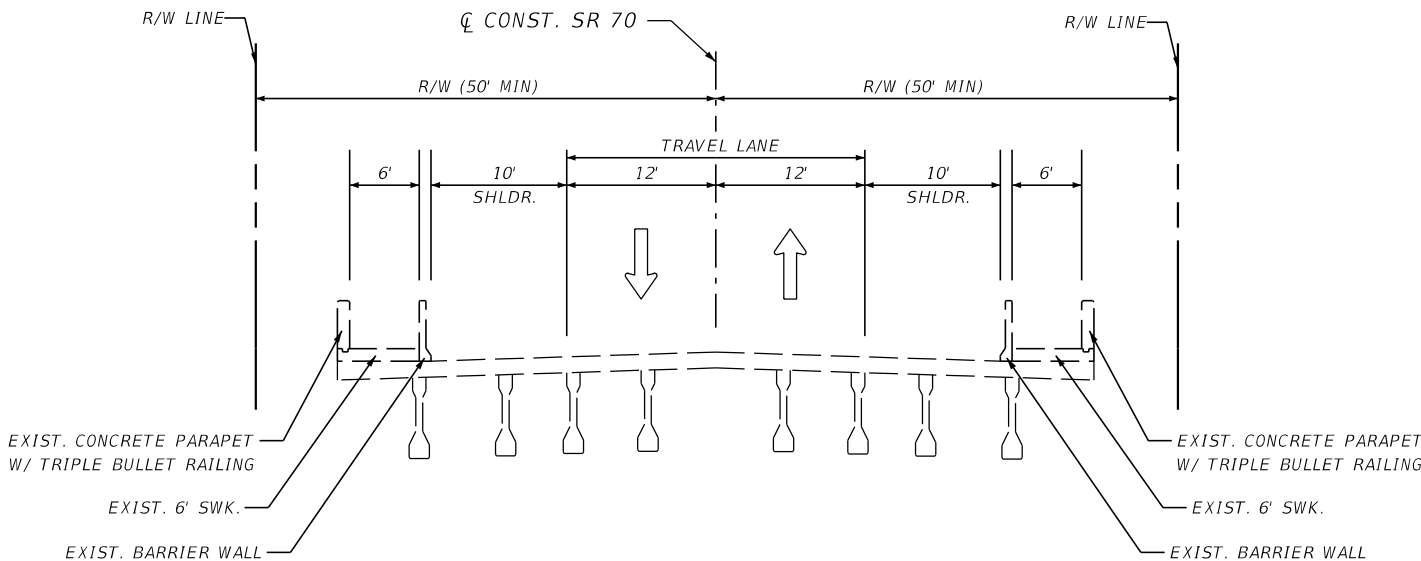
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443123-1-52-01	7

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PROJECT CONTROLS		TYPICAL SECTION No. 7	
CONTEXT CLASSIFICATION			
() C1 : NATURAL () C2 : RURAL () C2T : RURAL TOWN () C3R : SUBURBAN RES. () N/A : L.A. FACILITY () C3C : SUBURBAN COMM. () C4 : URBAN GENERAL () C5 : URBAN CENTER () C6 : URBAN CORE			
FUNCTIONAL CLASSIFICATION			
() INTERSTATE () MAJOR COLLECTOR () FREEWAY/EXPWY. () MINOR COLLECTOR (x) PRINCIPAL ARTERIAL () LOCAL () MINOR ARTERIAL			
HIGHWAY SYSTEM			
(x) NATIONAL HIGHWAY SYSTEM (x) STRATEGIC INTERMODAL SYSTEM (x) STATE HIGHWAY SYSTEM () OFF-STATE HIGHWAY SYSTEM		SR 70 MP 11.497 TO MP 11.786 NOT TO SCALE SR 70 TRAFFIC DATA CURRENT YEAR = 2022 AADT = 15200 ESTIMATED OPENING YEAR = 2025 AADT = 14000 ESTIMATED DESIGN YEAR = 2045 AADT = 25600 K = 9% D = 54.1% T = 15.6% (24 HOUR) DESIGN HOUR T = 7.8% TARGET SPEED = 45 MPH DESIGN SPEED = 60 MPH POSTED SPEED = 45 MPH FINANCIAL PROJECT ID 443123-1-52-01 SHEET NO. 8	
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 EXCEPTIONS NONE DESIGN VARIATIONS NONE			

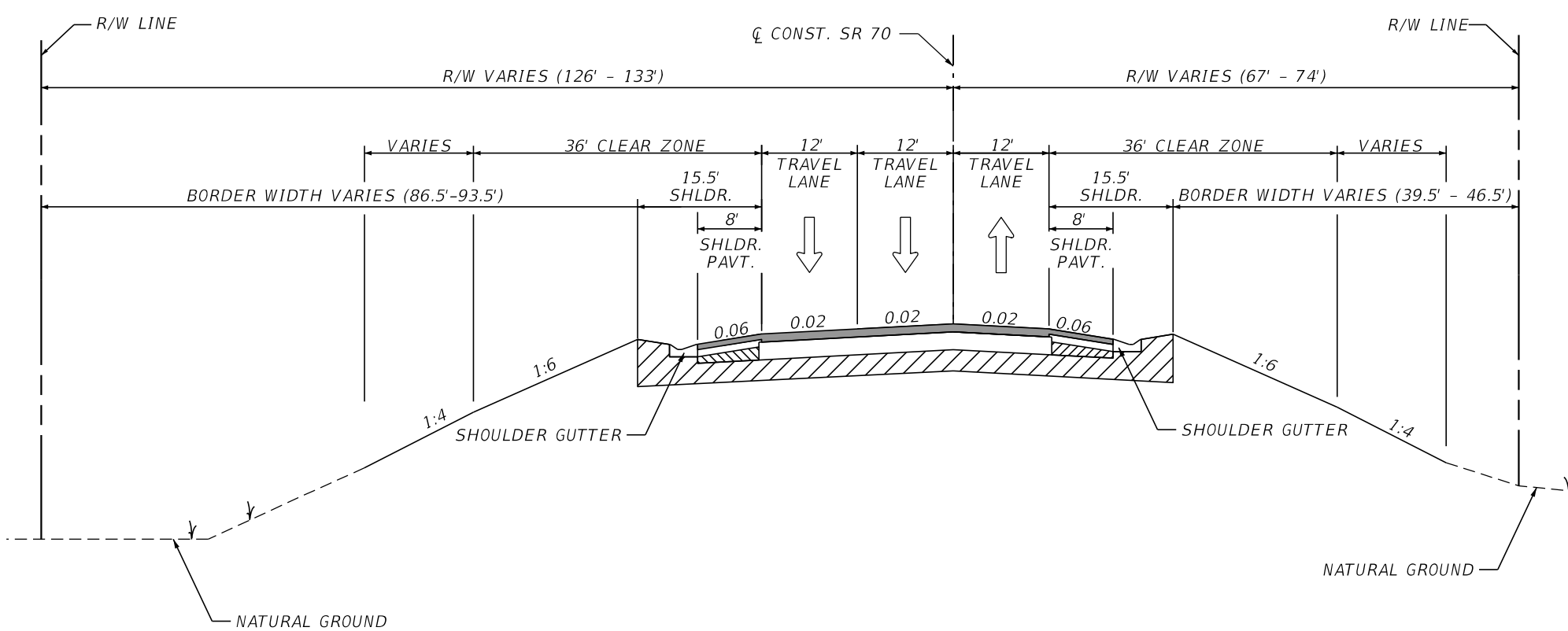
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PROJECT CONTROLS		TYPICAL SECTION No. 8					
CONTEXT CLASSIFICATION ☐C1 : NATURAL ☒C2 : RURAL ☐C2T : RURAL TOWN ☐C3R : SUBURBAN RES. ☐N/A : L.A. FACILITY ☐C3C : SUBURBAN COMM. ☐C4 : URBAN GENERAL ☐C5 : URBAN CENTER ☐C6 : URBAN CORE		 SR 70 BRIDGE #040002 MP 11.786 TO MP 11.892 NOT TO SCALE					
FUNCTIONAL CLASSIFICATION ☐INTERSTATE ☐FREEWAY/EXPWY. ☒PRINCIPAL ARTERIAL ☐MINOR ARTERIAL ☐MAJOR COLLECTOR ☐MINOR COLLECTOR ☐LOCAL							
HIGHWAY SYSTEM ☒NATIONAL HIGHWAY SYSTEM ☐STRATEGIC INTERMODAL SYSTEM ☐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 ☐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) ☐RRR (ARTERIALS & COLLECTORS)							
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION: DESIGN EXCEPTIONS NONE DESIGN VARIATIONS NONE		SR 70 TRAFFIC DATA CURRENT YEAR = 2022 AADT = 15200 ESTIMATED OPENING YEAR = 2025 AADT = 14000 ESTIMATED DESIGN YEAR = 2045 AADT = 25600 K = 9% D = 54.1% T = 15.6% (24 HOUR) DESIGN HOUR T = 7.8% TARGET SPEED = 45 MPH DESIGN SPEED = 60 MPH POSTED SPEED = 45 MPH <table><tr><td>FINANCIAL PROJECT ID</td><td>SHEET NO.</td></tr><tr><td>443123-1-52-01</td><td>9</td></tr></table>		FINANCIAL PROJECT ID	SHEET NO.	443123-1-52-01	9
FINANCIAL PROJECT ID	SHEET NO.						
443123-1-52-01	9						

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PROJECT CONTROLS		TYPICAL SECTION No. 9					
CONTEXT CLASSIFICATION () C1 : NATURAL () C2 : RURAL () C2T : RURAL TOWN () C3R : SUBURBAN RES. () N/A : L.A. FACILITY () C3C : SUBURBAN COMM. () C4 : URBAN GENERAL () C5 : URBAN CENTER () C6 : URBAN CORE		 SR 70 MP 11.892 TO MP 12.091					
FUNCTIONAL CLASSIFICATION () INTERSTATE () FREEWAY/EXPWY. (x) PRINCIPAL ARTERIAL () MINOR ARTERIAL () MAJOR COLLECTOR () MINOR COLLECTOR () LOCAL							
HIGHWAY SYSTEM (x) NATIONAL HIGHWAY SYSTEM (x) STRATEGIC INTERMODAL SYSTEM (x) STATE HIGHWAY SYSTEM () OFF-STATE HIGHWAY SYSTEM							
ACCESS CLASSIFICATION () 1 - FREEWAY () 2 - RESTRICTIVE w/Service Roads () 3 - RESTRICTIVE w/660 ft. Connection Spacing (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 (x) NEW CONSTRUCTION / RECONSTRUCTION () RESURFACING (LA FACILITIES) () RRR (ARTERIALS & COLLECTORS)							
POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION: DESIGN EXCEPTIONS NONE DESIGN VARIATIONS NONE		SR 70 TRAFFIC DATA CURRENT YEAR = 2022 AADT = 15200 ESTIMATED OPENING YEAR = 2025 AADT = 14000 ESTIMATED DESIGN YEAR = 2045 AADT = 25600 K = 9% D = 54.1% T = 15.6% (24 HOUR) DESIGN HOUR T = 7.8% TARGET SPEED = 45 MPH DESIGN SPEED = 60 MPH POSTED SPEED = 45 MPH NOT TO SCALE <table><tr><td>FINANCIAL PROJECT ID</td><td>SHEET NO.</td></tr><tr><td>443123-1-52-01</td><td>10</td></tr></table>		FINANCIAL PROJECT ID	SHEET NO.	443123-1-52-01	10
FINANCIAL PROJECT ID	SHEET NO.						
443123-1-52-01	10						

NOTICE: 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	() C4 : URBAN GENERAL
(x) C2T : RURAL TOWN	() C5 : URBAN CENTER
() C3R : SUBURBAN RES.	() C6 : URBAN CORE
() N/A : L.A. FACILITY	

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 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

<u>CRITERIA</u>	
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(x)	NEW CONSTRUCTION / RECONSTRUCTION
()	RESURFACING (LA FACILITIES)
()	RRR (ARTERIALS & COLLECTORS)

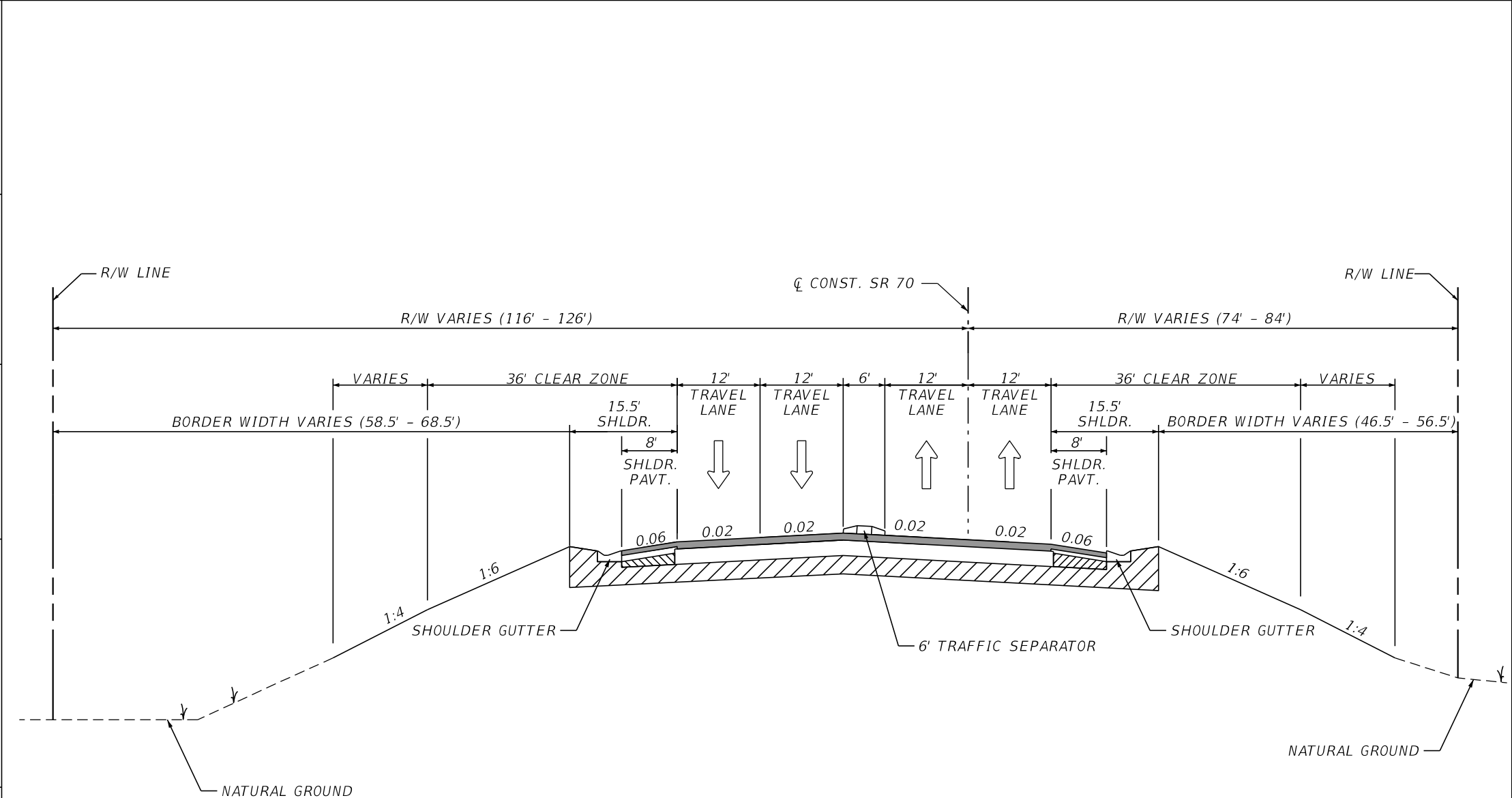
POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:

DESIGN EXCEPTIONS
NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 10



SR 70
MP 12.091 TO MP 12.260

NOT TO SCALE

SR 70 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 15200
ESTIMATED OPENING YEAR = 2025 AADT = 14000
ESTIMATED DESIGN YEAR = 2045 AADT = 25600
K = 9% D = 54.1% T = 15.6% (24 HOUR)
DESIGN HOUR T = 7.8%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.

<i>FINANCIAL PROJECT ID</i>	<i>SHEET NO.</i>
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443123-1-52-01	11
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THE OFFICIAL RECORDS OF THE CONFERENCE OF THE PRESIDENTS OF THE UNITED STATES OF AMERICA, 1901-1902.