

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

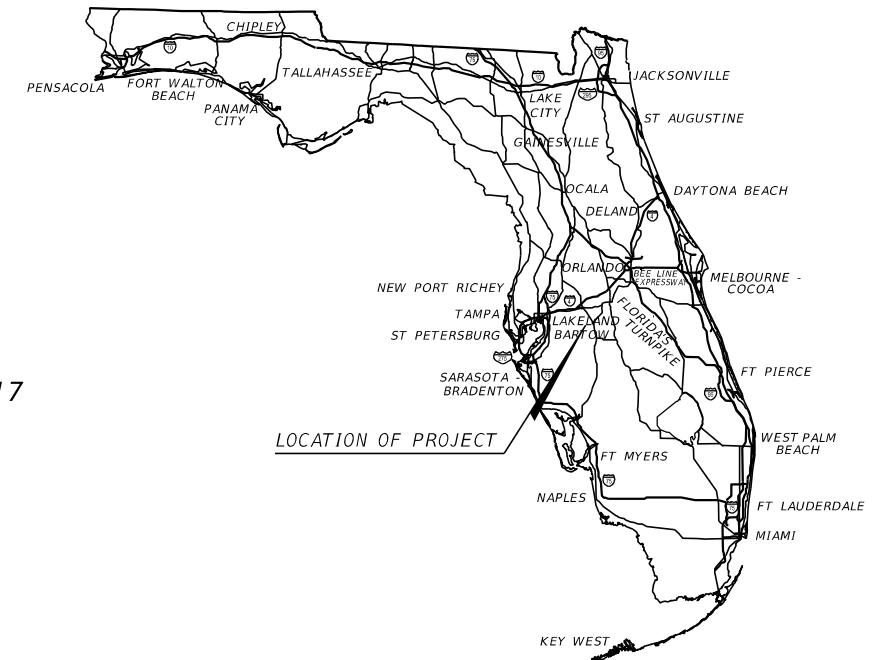
TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 440273-1-22-01

POLK COUNTY (16140)

STATE ROAD NO. 544

ADD LANES AND RECONSTRUCT FROM MARTIN LUTHER KING BLVD. TO SR 17



FDOT DISTRICT DESIGN ENGINEER	FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER
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CONCURRING WITH:
TYPICAL SECTION ELEMENTS
TARGET SPEED
DESIGN & POSTED SPEEDS

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

NOT USED

CONCURRING WITH:

CONCURRING WITH:

PROJECT LOCATION URL : <https://tinyurl.com/mrjtbc46>

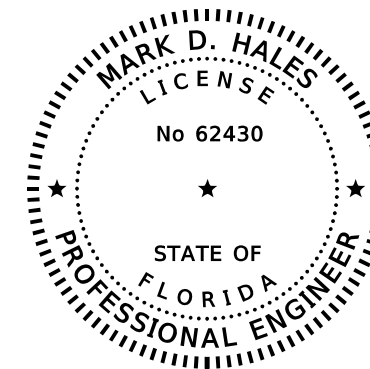
PROJECT LIMITS : BEGIN MP 3.693 - END MP 11.647

EXCEPTIONS : NONE

BRIDGE LIMITS : MP 4.940 - MP 4.950, MP 9.080 - MP 9.099,
MP 13.193 - MP 13.296

RAILROAD CROSSING : NONE

APPROVED BY:



THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

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AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.

INWOOD CONSULTING ENGINEERS
3000 DOVERA DRIVE, SUITE 200
OVIEDO, FLORIDA 32765
CERTIFICATE OF AUTHORIZATION: 7074
MARK D. HALES, P.E. No. 62430

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

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
7	TYPICAL SECTION NO. 6
8	TYPICAL SECTION NO. 7

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

CRITERIA

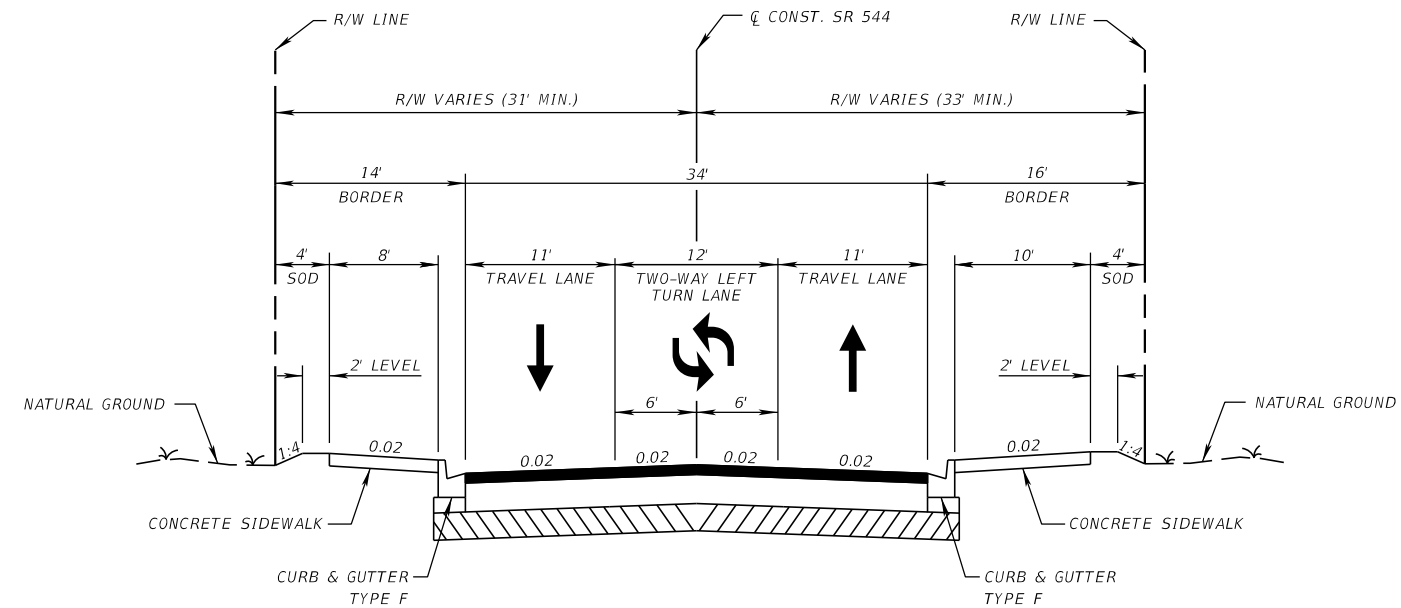
- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

- 1. BIKE LANES

TYPICAL SECTION No. 1



SR 544
MP 3.693 TO MP 4.169

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 20,000
 ESTIMATED OPENING YEAR = 2025 AADT = 21,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 30,000
 K = 9.0% D = 53.0% T = 6.0% (24 HOUR)
 DESIGN HOUR T = 4.5%
 TARGET SPEED = 35 MPH
 DESIGN SPEED = 35 MPH
 POSTED SPEED = 35 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
440273-1-22-01	2

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

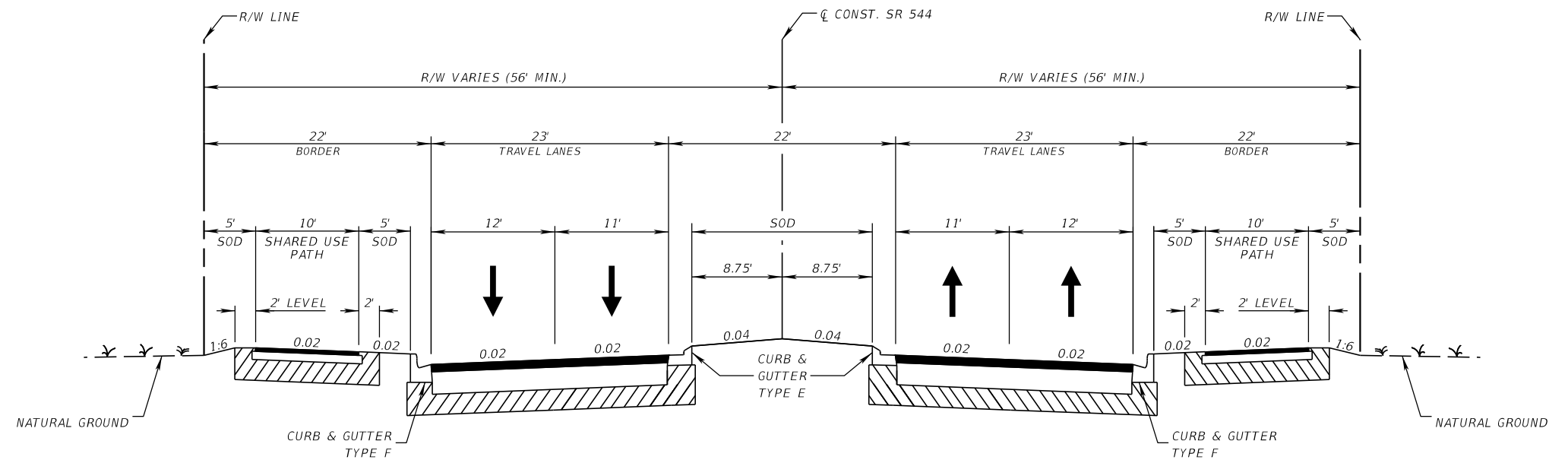
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 2



SR 544
 MP 4.169 TO MP 5.749 (C3R, SUBURBAN RES.)
 MP 5.749 TO MP 9.873 (C3C, SUBURBAN COMM.)
 MP 9.873 TO MP 11.034 (C3R, SUBURBAN RES.)

**TRAFFIC DATA
(MP 4.169 TO MP 9.873)**

CURRENT YEAR = 2019 AADT = 22,000
 ESTIMATED OPENING YEAR = 2025 AADT = 27,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 43,000
 K = 9.0% D = 53.0% T = 6.0% (24 HOUR)
 DESIGN HOUR T = 4.5%
 TARGET SPEED - 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

**TRAFFIC DATA
(MP 9.873 TO MP 11.034)**

CURRENT YEAR = 2019 AADT = 11,000
 ESTIMATED OPENING YEAR = 2025 AADT = 14,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 26,000
 K = 9.0% D = 53.0% T = 10.8% (24 HOUR)
 DESIGN HOUR T = 8.1%
 TARGET SPEED - 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
440273-1-22-01	3

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- (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

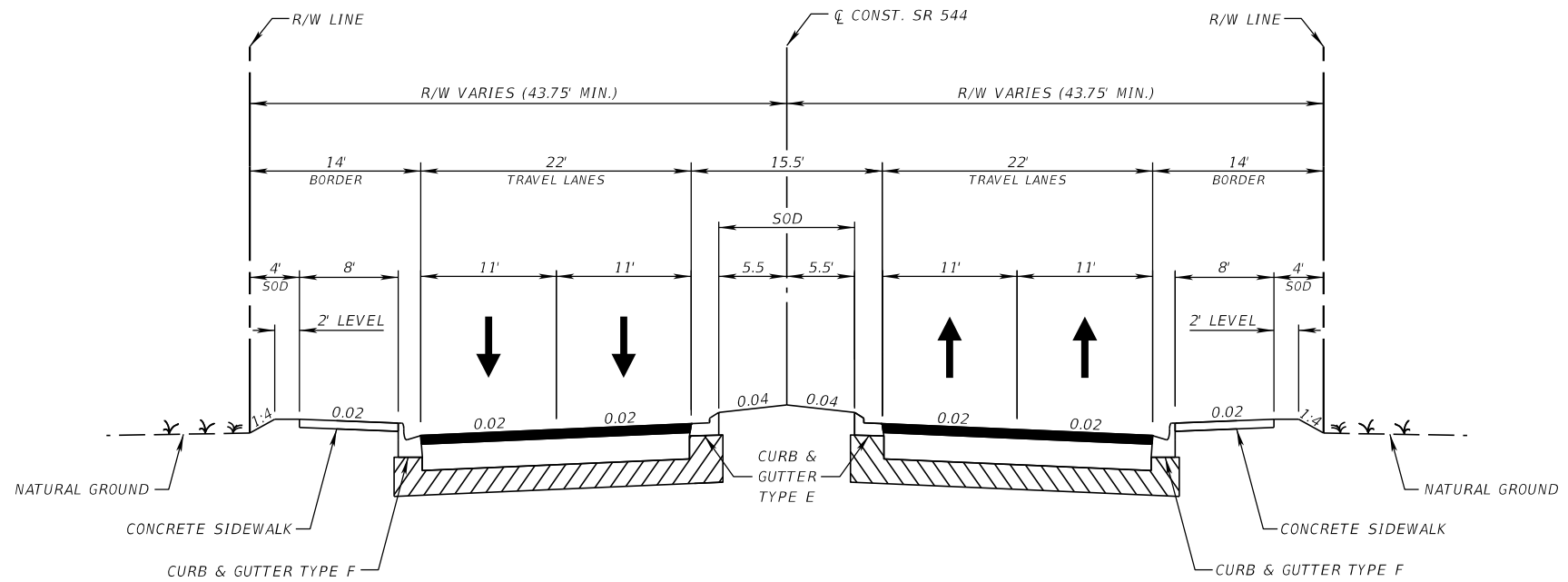
- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN VARIATIONS

- 1. BIKE LANES

TYPICAL SECTION No. 3



SR 544
MP 11.034 TO MP 11.647

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 10,000
 ESTIMATED OPENING YEAR = 2025 AADT = 14,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 29,000
 K = 9.0% D = 53.0% T = 10.8% (24 HOUR)
 DESIGN HOUR T = 8.1%
 TARGET SPEED = 40 MPH
 DESIGN SPEED = 40 MPH
 POSTED SPEED = 40 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
440273-1-22-01	4

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

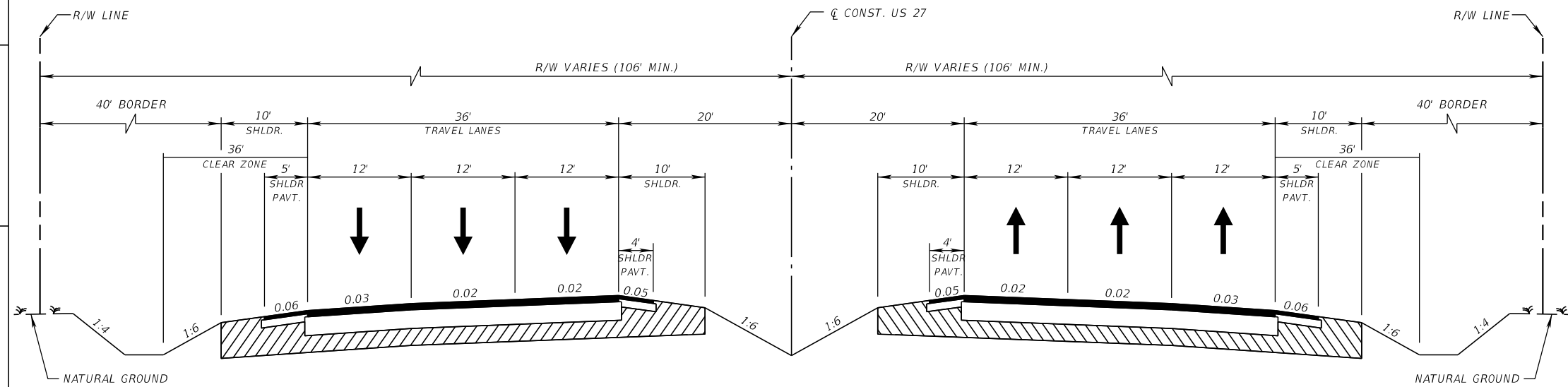
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 4



US 27
MP 13.032 TO MP 13.762

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 46,500
 ESTIMATED OPENING YEAR = 2025 AADT = 54,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 77,000
 K = 9.0% D = 53.0% T = 10.3% (24 HOUR)
 DESIGN HOUR T = 5.2%
 TARGET SPEED = 65 MPH
 DESIGN SPEED = 65 MPH
 POSTED SPEED = 65 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
440273-1-22-01	5

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
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- (X) C3R : SUBURBAN RES. () C6 : URBAN CORE
- () N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

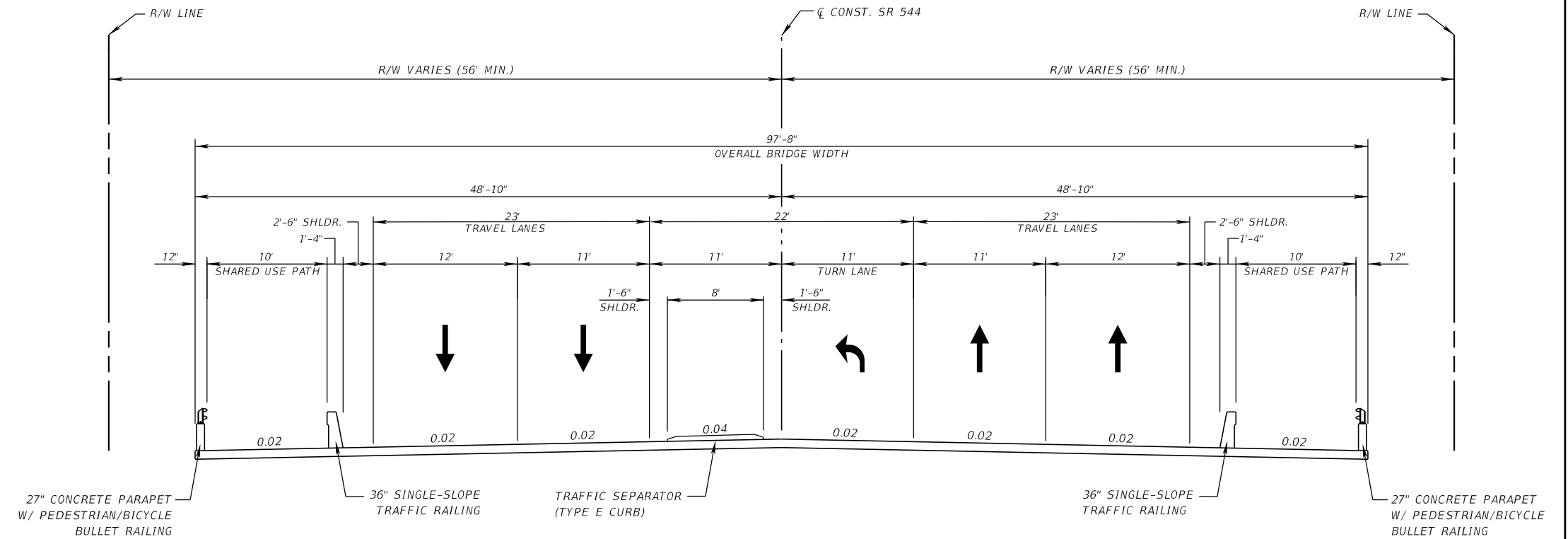
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 5



**SR 544 OVER CONINE-SMART CANAL
MP 4.940 TO MP 4.950**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 22,000
 ESTIMATED OPENING YEAR = 2025 AADT = 27,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 43,000
 K = 9.0% D = 53.0% T = 6.0% (24 HOUR)
 DESIGN HOUR T = 4.5%
 TARGET SPEED - 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
440273-1-22-01	6

PROJECT CONTROLS

CONTEXT CLASSIFICATION

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

FUNCTIONAL CLASSIFICATION

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

HIGHWAY SYSTEM

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

ACCESS CLASSIFICATION

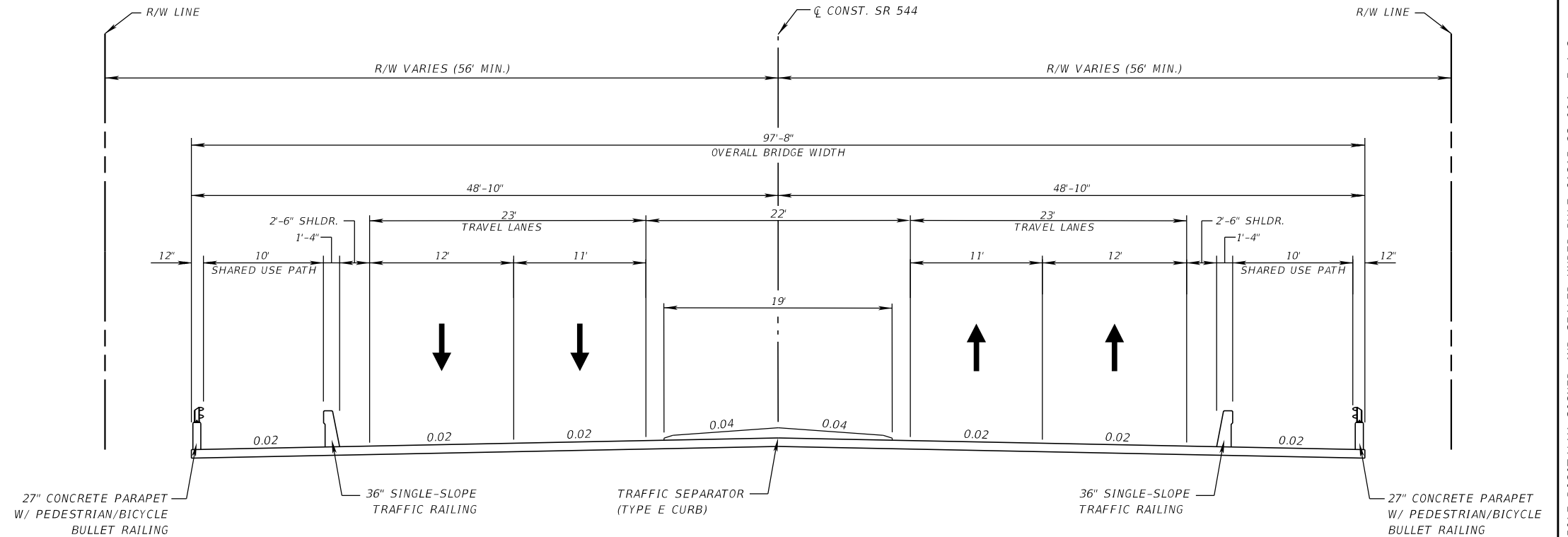
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- (X) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 6



**SR 544 OVER LAKE HAMILTON CANAL
MP 9.080 TO MP 9.099**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 22,000
 ESTIMATED OPENING YEAR = 2025 AADT = 27,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 43,000
 K = 9.0% D = 53.0% T = 6.0% (24 HOUR)
 DESIGN HOUR T = 4.5%
 TARGET SPEED - 45 MPH
 DESIGN SPEED = 45 MPH
 POSTED SPEED = 45 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
440273-1-22-01	7

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

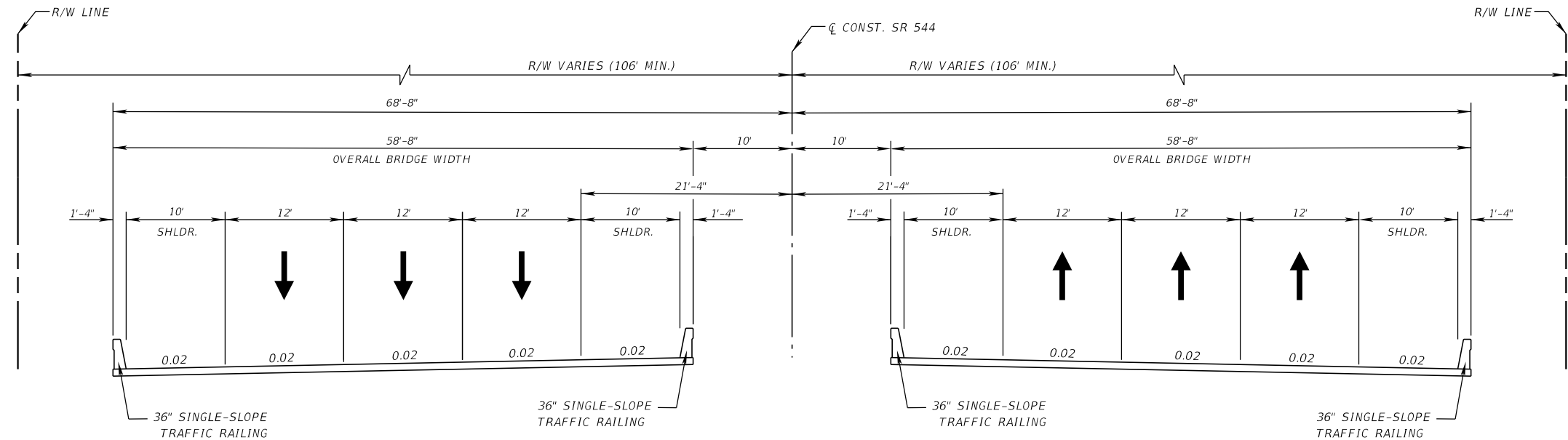
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 7



US 27 OVER SR 544
 (DIMENSIONS SHOWN MEASURED RADIAL TO CL CONST. US 27)
 MP 13.193 TO MP 13.296

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 46,500
 ESTIMATED OPENING YEAR = 2025 AADT = 54,000
 ESTIMATED DESIGN YEAR = 2045 AADT = 77,000
 K = 9.0% D = 53.0% T = 10.3% (24 HOUR)
 DESIGN HOUR T = 5.2%
 TARGET SPEED = 65 MPH
 DESIGN SPEED = 65 MPH
 POSTED SPEED = 65 MPH

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
440273-1-22-01	8