ROLL PLOT PLAN

DIRECT-CONNECT RAMPS TO/FROM I-4 & TURNPIKE MAINLINE AND IMPLEMENTATION OF EXPRESS LANES ON TURNPIKE MAINLINE FROM SR 528 TO SR 400 (I-4)

SHEET NO. 5

JULY 20, 2017

FLORIDA'S TURNPIKE ENTERPRISE

FPID NO.
437166-2-52-01
437987-1-52-01

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CERTIFICATE OF AUTHORIZATION 3620

RRR CRITERIA

NEW CONSTRUCTION CRITERIA

STA. 5567+00.00

MATCHLINE STA. 5561+00

MATCHLINE STA. 5613+00

S.R. 528A W OAK RIDGE ROAD

S.R. 435 S KIRKMAN ROAD

VINELAND ROAD

SR 400 (I-4)

PROPOSED DIRECT CONNECT

FPID 432193-1-52-01 BY OTHERS

RAMP A

RAMP B

RAMP C

RAMP D

PROPOSED TOLL SITE 3

PROPOSED TOLL SITE 4

PROPOSED TOLL SITE 5

WE BILL YOU WITH TOLL-BY-PLATE SUBJECT TO ADMIN CHARGES

TOLL VIOLATIONS PHOTO ENFORCED

EXPRESS LANE ENTRANCE

EXPRESS LANE EXIT

TRUCKS ONLY VEHICLES WITH 3 OR MORE AXLES BUSES ALLOWED

TRUCKS ONLY

NO TRUCKS

TOLL PLAZA

END PROJECT STA. 5592+29.82 MP = 259.870

END CONSTRUCTION STA. 5626+78.00 MP = 260.506

FGT SPECIFIED WIDTH

CURVE DIRCON 1

CURVE NB_SR91_3

CURVE RAMP_D_4

CURVE NB_SR91_4

CURVE RAMP_D_5

CURVE BLEBI4-1

END BRIDGE BEGIN RETAINING WALL (LT & RT)

END RETAINING WALL (LT & RT)

℄ EB I-4

℄ DIRCON

CURVE DATA CLSR91_4
PI STA. = 5558+91.83
Δ = 12° 25' 42" (RT)
D = 00° 45' 00"
T = 831.81
L = 1,657.09
R = 7,639.44
PC STA. = 5550+30.02
PT STA. = 5567+17.11
e = (EXIST.) 0.028
DS = 70 MPH

CURVE DATA DIRCON_1
PI STA. = 61+28.48
Δ = 80° 09' 06" (RT)
D = 4° 35' 01"
T = 1,051.70
L = 1,748.64
R = 1,250.00
PC STA. = 50+76.78
PT STA. = 68+25.42
e = 0.068
DS = 45 MPH

CURVE DATA RAMP_C_1
PI STA. = 476+82.96
Δ = 92° 59' 56" (RT)
D = 19° 25' 20"
T = 310.86
L = 478.83
R = 295.00
PC STA. = 473+72.10
PT STA. = 478+50.93
e = (EXIST.) 0.10
DS = 30 MPH

CURVE DATA RAMP_C_2
PI STA. = 486+37.51
Δ = 31° 56' 46" (LT)
D = 8° 07' 37"
T = 201.80
L = 393.08
R = 705.00
PC STA. = 484+35.72
PT STA. = 488+28.80
e = 0.085
DS = 40 MPH

CURVE DATA NB_SR91_1
PI STA. = 7569+75.94
Δ = 26° 04' (RT)
D = 0° 23' 22"
T = 312.64
L = 625.18
R = 14,714.00
PC STA. = 7566+63.31
PRC STA. = 7572+88.49
e = NC
DS = 70 MPH

CURVE DATA NB_SR91_2
PI STA. = 7575+96.10
Δ = 2° 23' 43" (LT)
D = 0° 23' 22"
T = 307.61
L = 615.14
R = 14,714.00
PC STA. = 7572+88.49
PRC STA. = 7579+03.62
e = NC
DS = 70 MPH

CURVE DATA NB_SR91_3
PI STA. = 7586+52.20
Δ = 1° 11' 26" (LT)
D = 0° 23' 22"
T = 281.31
L = 562.54
R = 14,714.00
PC STA. = 7583+70.90
PRC STA. = 7589+33.44
e = NC
DS = 70 MPH

CURVE DATA NB_SR91_4
PI STA. = 7592+61.68
Δ = 2° 33' 26" (RT)
D = 0° 23' 24"
T = 327.98
L = 655.85
R = 14,694.00
PC STA. = 7589+33.70
PRC STA. = 7595+89.55
e = NC
DS = 70 MPH

CURVE DATA SB_SR91_1
PI STA. = 6584+97.20
Δ = 3° 04' 02" (RT)
D = 0° 23' 22"
T = 393.92
L = 787.66
R = 14,714.00
PC STA. = 6581+03.28
PRC STA. = 6588+90.94
e = NC
DS = 70 MPH

CURVE DATA SB_SR91_2
PI STA. = 6591+86.31
Δ = 2° 18' 00" (LT)
D = 0° 23' 22"
T = 295.37
L = 590.66
R = 14,714.00
PC STA. = 6588+90.94
PRC STA. = 6594+81.60
e = NC
DS = 70 MPH

CURVE DATA RAMP_D_1
PI STA. = 12+76.99
Δ = 43° 25' 54" (RT)
D = 24° 54' 40"
T = 91.60
L = 174.35
R = 230.00
PC STA. = 11+85.39
PT STA. = 13+59.73
e = 0.08 (EXIST.)
DS = 30 MPH (AASHTO)

CURVE DATA RAMP_D_2
PI STA. = 14+40.97
Δ = 41° 08' 02" (RT)
D = 26° 27' 52"
T = 81.23
L = 155.43
R = 216.50
PC STA. = 13+59.73
PT STA. = 15+15.16
e = 0.10
DS = 30 MPH

CURVE DATA RAMP_D_3
PI STA. = 16+87.63
Δ = 80° 08' 51" (RT)
D = 27° 56' 57"
T = 172.47
L = 286.76
R = 205.00
PC STA. = 15+15.16
PT STA. = 18+01.92
e = 0.10
DS = 30 MPH

CURVE DATA RAMP_D_4
PI STA. = 26+77.54
Δ = 8° 24' 19" (LT)
D = 3° 39' 00"
T = 120.29
L = 240.15
R = 1,637.00
PC STA. = 25+57.25
PT STA. = 27+97.40
e = 0.046
DS = 40 MPH

CURVE DATA RAMP_D_5
PI STA. = 32+32.62
Δ = 7° 54' 28" (RT)
D = 1° 23' 39"
T = 284.08
L = 567.25
R = 4,110.00
PC STA. = 29+48.54
PT STA. = 35+15.80
e = NC
DS = 40 MPH

LEGEND

- NEW PAVEMENT AND WIDENING
- PAVEMENT MILLING AND RESURFACING
- NEW TOLL PAVEMENT → LANE DIRECTION
- TOLL PAVEMENT RESURFACING
- NEW SHOULDER — SHOULDER MILLING AND RESURFACING
- SHOULDER GUTTER — MISC. ASPHALT / GUARDRAIL
- CONCRETE BARRIER WALL
- BRIDGE
- STORM WATER POND — FGT SPECIFIED WIDTH