Appendix A
Figures

Figure 1: Project Location Map
Figure 2: Concept Maps with Typical Sections
Figure 3: SWFWMD 25 Year, 24 Hour Rainfall Map
Figure 4: FEMA Firmettes
<table>
<thead>
<tr>
<th>RAMP</th>
<th>DESIGN SPEED</th>
<th>RAMP</th>
<th>DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 618 WB TO 22ND STREET</td>
<td>50</td>
<td>SR 618 WB TO 22ND STREET</td>
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</tr>
<tr>
<td>SR 618 WB TO US 41</td>
<td>50</td>
<td>SR 618 WB TO US 41</td>
<td>50</td>
</tr>
<tr>
<td>US 41 TO SR 618 EB</td>
<td>50</td>
<td>US 41 TO SR 618 EB</td>
<td>50</td>
</tr>
<tr>
<td>US 41 TO SR 618 WB</td>
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<td>US 41 TO SR 618 WB</td>
<td>50</td>
</tr>
<tr>
<td>SR 618 EB TO S 78TH STREET</td>
<td>30</td>
<td>US 301 TO SR 618 EB</td>
<td>50</td>
</tr>
<tr>
<td>S 78TH STREET TO SR 618 WB</td>
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<td>US 301 TO SR 618 WB</td>
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<tr>
<td>SR 618 WB TO SR 618 WB</td>
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<td>SR 618 WB TO SR 618 WB</td>
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</tr>
<tr>
<td>SR 618 WB TO SR 618 REL</td>
<td>50</td>
<td>SR 618 WB TO SR 618 REL</td>
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</tr>
<tr>
<td>S 78TH STREET TO SR 618 REL</td>
<td>50</td>
<td>S 78TH STREET TO SR 618 REL</td>
<td>50</td>
</tr>
<tr>
<td>SR 618 WB TO C-D ROAD</td>
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<td>SR 618 WB TO C-D ROAD</td>
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</tbody>
</table>

TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 30,300
ESTIMATED OPENING YEAR = 2026 AADT = 40,000
K = 8% D = 6% T = 7% (24 HOUR)
DESIGN HOUR T = 3.5%

NOT TO SCALE

1-LANE RAMP

OPTION: OUTSIDE SHOULDER W/ GUARDRAIL

OPTION: OUTSIDE SHOULDER W/ SHOULDER WALL BARRIER
<table>
<thead>
<tr>
<th>RAMP</th>
<th>DESIGN SPEED</th>
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<tr>
<td>SR 618 EB TO I-4</td>
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</tr>
<tr>
<td>I-4 TO SR 618 WB</td>
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</tr>
<tr>
<td>I-4 TO SR 618 EB</td>
<td>30</td>
</tr>
<tr>
<td>SR 618 EB TO US 41</td>
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<tr>
<td>SR 618 EB TO US 381</td>
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</tr>
<tr>
<td>S FALKENBURG RD TO SR 618 WB</td>
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</tr>
<tr>
<td>SR 618 EB TO I-75 SB</td>
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</tbody>
</table>

**TRAFFIC DATA**

- **CURRENT AADT**: 2022 = 83,300
- **ESTIMATED OPENING YEAR**: 2026 = 96,000
- **ESTIMATED DESIGN YEAR**: 2046 = 144,800
- **K = 6%**, **D = 63%**, **T = 7% (24 HOUR)**
- **DESIGN HOUR T = 35%**

**NOT TO SCALE**

**TYPICAL SECTION (02)**
NOTE:
* TYPICAL SECTION IN SUPERELEVATION, MATCH EXIST.

TRAFFIC DATA
CURRENT YEAR = 2022 AADT = 83,308
ESTIMATED OPENING YEAR = 2026 AADT = 96,000
ESTIMATED DESIGN YEAR = 2046 AADT = 144,800
K = 8% D = 67% T = 7% (24 HOUR)
DESIGN HOUR T = 3.5%
DESIGN SPEED = 65 MPH

SR 618 NEAR N 26TH ST. WITH REL ON STRUCTURE
MP 7.252 TO MP 7.467
STA. 671+65.73 TO STA. 683+00.00

NOT TO SCALE

TYPICAL SECTION (03)
TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 83,300
ESTIMATED OPENING YEAR = 2026 AADT = 96,000
ESTIMATED DESIGN YEAR = 2046 AADT = 144,809
K = 8%  D = 63%  F = 7% (24 HOUR)
DESIGN HOUR T = 35%
DESIGN SPEED = 65 MPH

SR 618 NEAR US-41 AND 78TH ST. WITH REL ON STRUCTURE
MP 9.626 TO MP 10.005
STA. 797+00.00 TO STA. 817+60.00

NOT TO SCALE

TYPICAL SECTION (06)

Kimley-Horn
**TRAFFIC DATA**

CURRENT YEAR = 2022AADT = 83,300
ESTIMATED OPENING YEAR = 2026 AADT = 96,000
ESTIMATED DESIGN YEAR = 2046 AADT = 144,800
K = 8%  D = 62%  T = 7% (24 HOUR)
DESIGN HOUR T = 35%
DESIGN SPEED = 65 MPH

**SR 618 NEAR 78TH ST WITH REL ON STRUCTURE**

MP 11.179 TO MP 11.671
STA. 879+00.00 TO STA. 905+00.00

**NOT TO SCALE**

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**TYPICAL SECTION (08)**
SR 618 OVER N 26TH ST
MP 7.235 TO MP 7.267
STA. 672+25.00 TO STA. 673+25.00

NOTE: ACTUAL WIDENING WIDTH WILL BE DETERMINED BASED ON EXISTING BEAM LOCATION

TYPICAL SECTION (11)
SR 618 OVER CSX RAILROAD AT I-4 CONNECTOR
MP 7.525 TO MP 7.564
STA. 686+80.00 TO STA. 689+05.00

SR 618 OVER CSX RAILROAD AT I-4 CONNECTOR
MP 7.525 TO MP 7.563
STA. 686+50.00 TO STA. 688+50.00

NOT TO SCALE
SR 618 OVER N 34TH ST
MP 7.759 TO MP 7.820
STA. 699+25.05 TO STA. 702+68.04

NOT TO SCALE

TYPICAL SECTION (13)
TYPICAL SECTION (14)

SR 618 OVER SR 569/N 39TH ST
MP 8.188 TO MP 8.237
STA. 722+62.78 TO STA. 723+68.33

SR 618 OVER SR 569/N 39TH ST
MP 8.191 TO MP 8.224
STA. 722+49.44 TO STA. 724+32.79

NOT TO SCALE
NOTE: ACTUAL WIDENING WIDTH WILL BE DETERMINED BASED ON EXISTING BEAM LOCATION

SR 618 OVER US 41
MP 9.101 TO MP 9.143
STA. 770+45.10 TO STA. 772+66.85

NOT TO SCALE
SR 618 OVER CSX RAILROAD
MP 9.367 TO MP 9.401
STA. 784+48.28 TO STA. 788+27.32

SR 618 OVER CSX RAILROAD
MP 9.367 TO MP 9.401
STA. 784+48.28 TO STA. 786+26.78

NOT TO SCALE
NOTE: ACTUAL WIDENING WIDTH WILL BE DETERMINED BASED ON EXISTING BEAM LOCATION

SR 618 OVER S MAYDELL DR
MP 10.108 TO MP 10.137
STA. 823+66.01 TO STA. 825+19.26

SR 618 OVER S MAYDELL DR
MP 10.108 TO MP 10.137
STA. 823+65.86 TO STA. 825+19.17
NOT TO SCALE
SR 618 OVER DELANEY CREEK
MP 12.631 TO MP 12.648
STA. 956+46.19 TO STA. 957+47.09

NOT TO SCALE
SR 618 OVER S FALKENBURG Rd
MP 13.748 TO MP 13.790
STA. 1015+82.58 TO STA. 1018+02.92

SR 618 OVER S FALKENBURG Rd
MP 13.750 TO MP 13.792
STA. 1016+04.79 TO STA. 1018+24.77

NOT TO SCALE
Figure D-5
Twenty-Four-Hour Twenty-Five-Year Return Period Rainfall Map

Rainfall contour in inches
Boundary of the Southwest Florida Water Management District
County boundary

Project Location

D-9
FIGURE 4