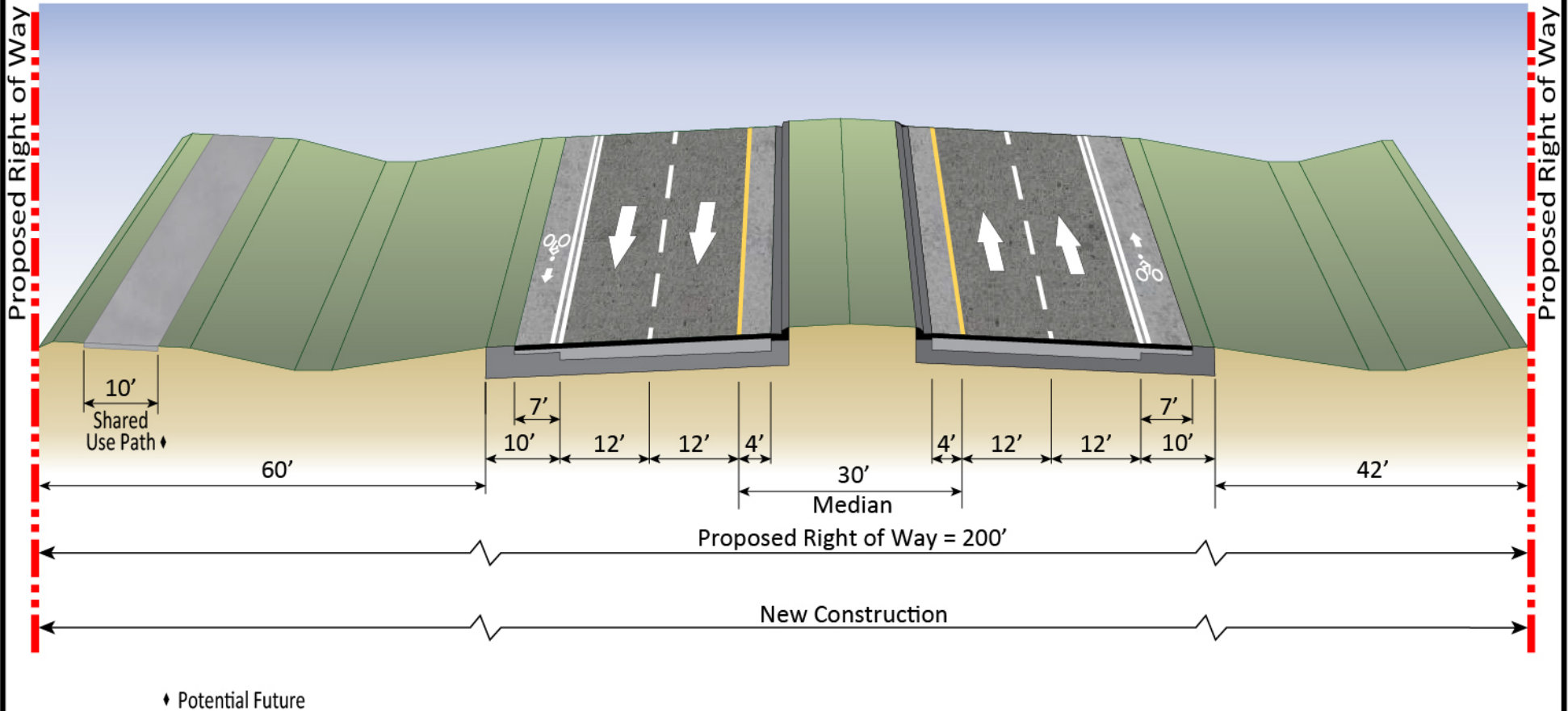


Central Alternative #2 Revised

SR 29 from Gopher Ridge Road to North of New Market Road

Design Speed = 55 MPH

Emerging SIS Highway



SR 29 PD&E Study

From Oil Well Road to SR 82

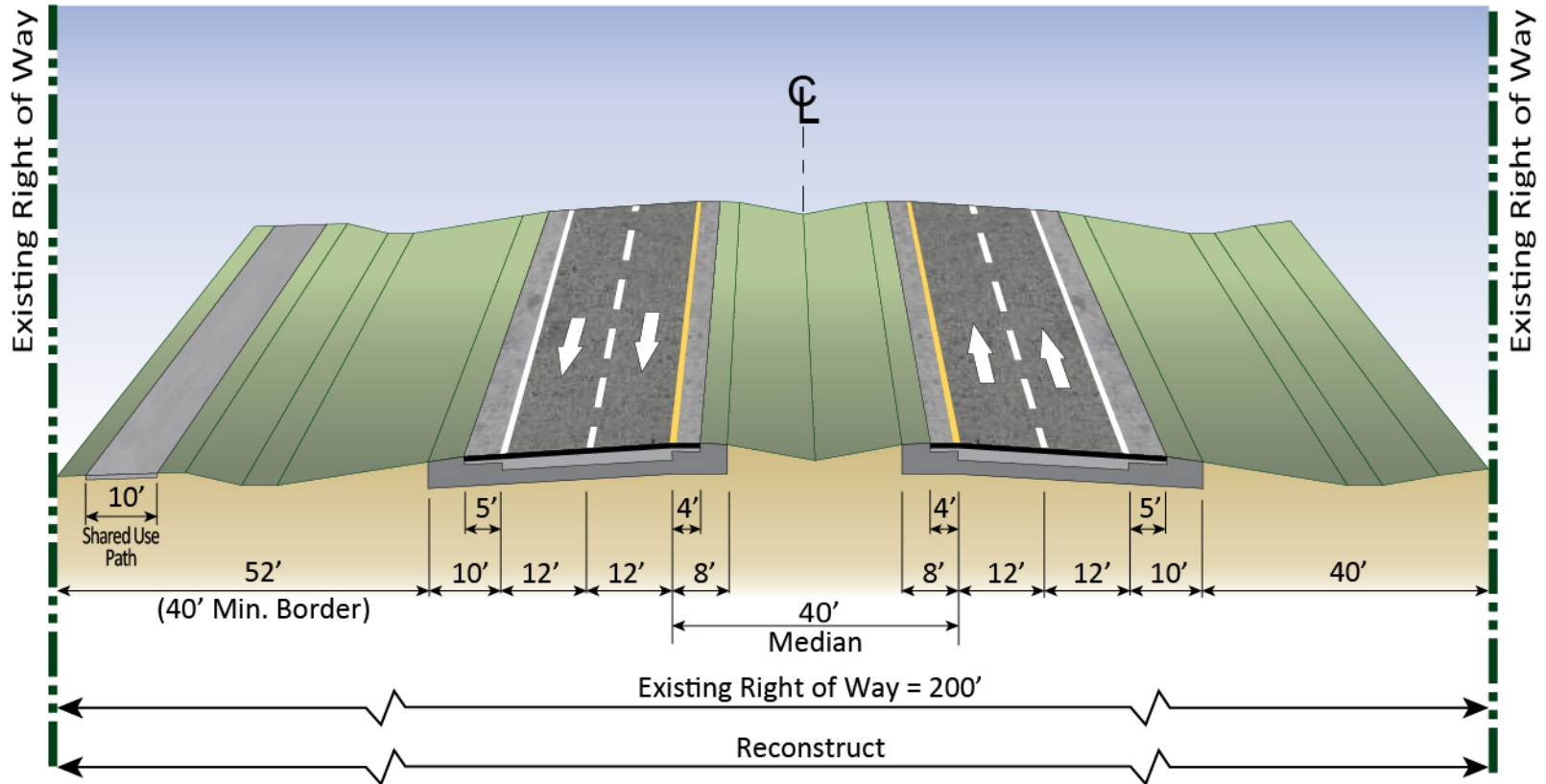
FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

4-Lane, High-Speed Suburban Typical Section



Central Alternative #2 Revised

SR 29 From Experimental Road to South of SR 82
 Design Speed = 65 MPH
 Emerging SIS Roadway



SR 29 PD&E Study
 From Oil Well Road to SR 82

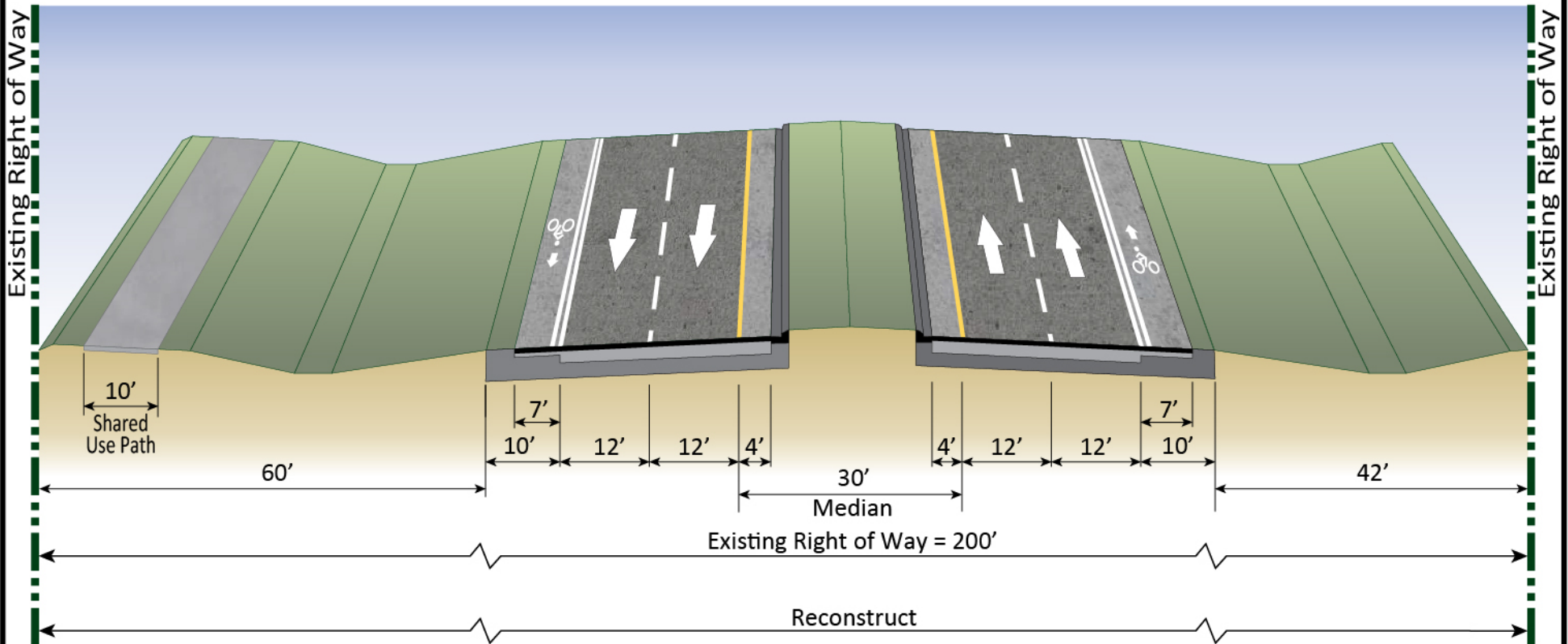
FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

4-Lane Rural Typical Section



Central Alternative #2 Revised

SR 29 from North of Westclox Street to Experimental Road
 Design Speed = 55 MPH
 Emerging SIS Roadway



SR 29 PD&E Study
 From Oil Well Road to SR 82

FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

**4-Lane, High-Speed
 Suburban Typical Section**

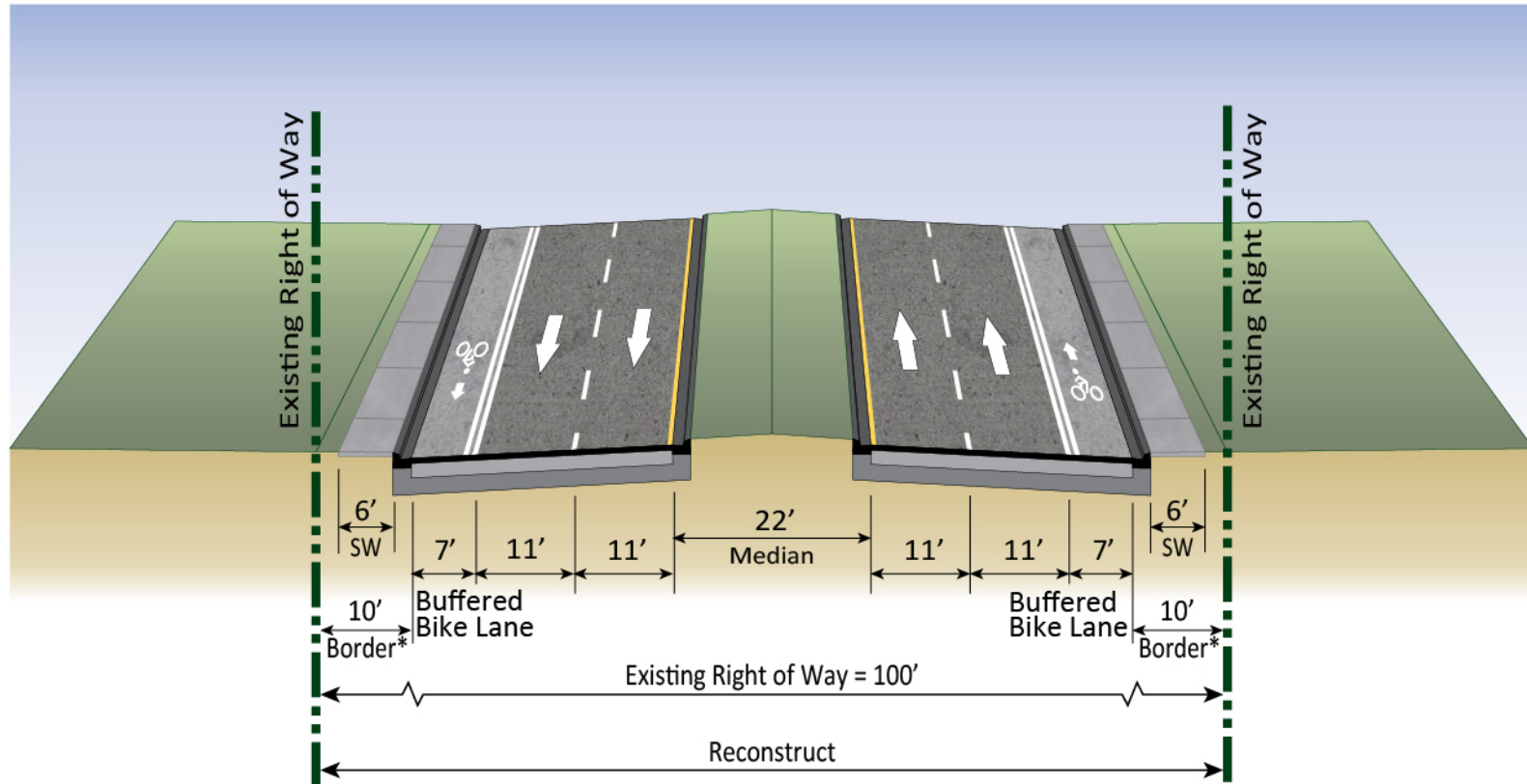


Central Alternative #2 Revised

SR 29 from Seminole Crossing Trail to CR 846

Design Speed = 45 MPH

Emerging SIS Highway



* 10' Border Width Requires Design Variation Where Constrained by 100' Existing ROW



SR 29 PD&E Study
From Oil Well Road to SR 82

FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

4-Lane Urban Typical Section

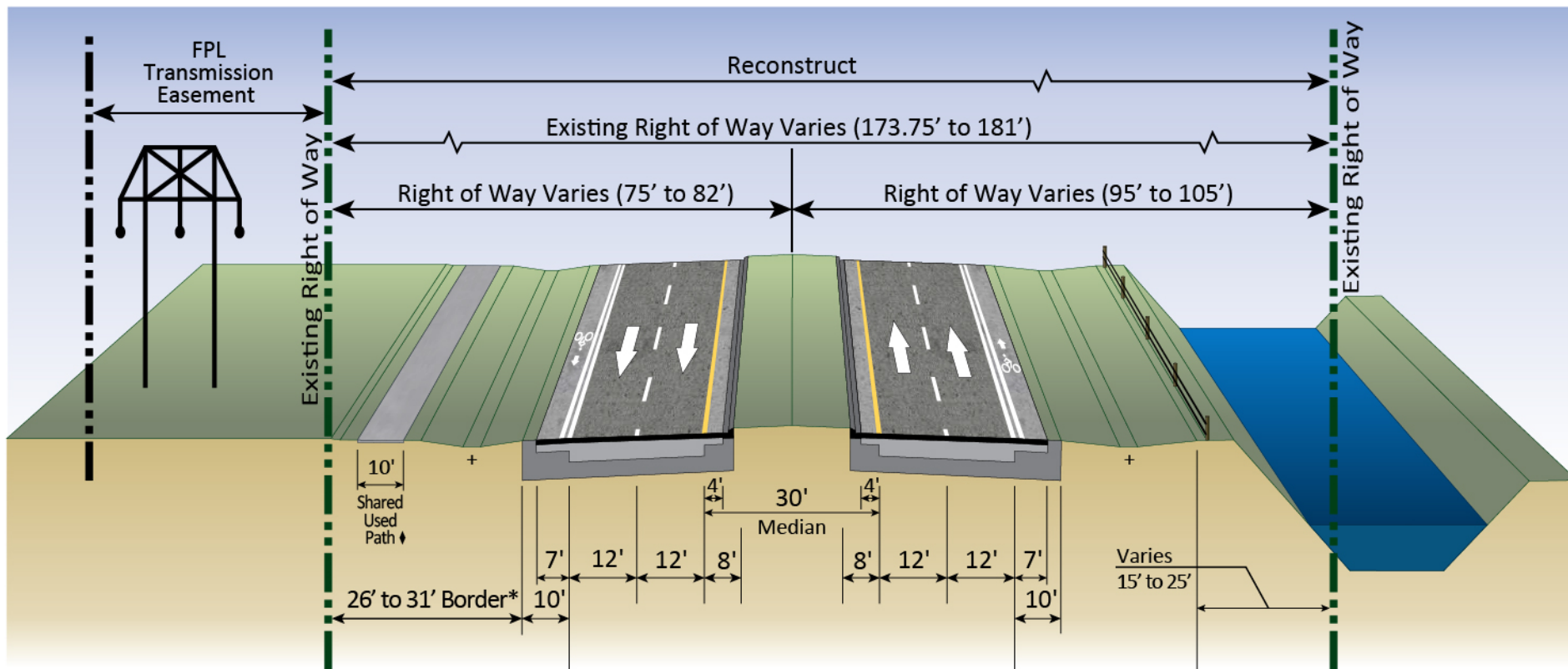


Central Alternative #2 Revised

SR 29 From South of Kaicasa Entrance to Seminole Crossing Trail

Design Speed = 50 MPH

Emerging SIS Highway



- ◆ Potential Future
- * Border Width Requires Design Variation
- + DBI, as warranted



SR 29 PD&E Study
From Oil Well Road to SR 82

FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

4-Lane, High Speed
Suburban Typical Section

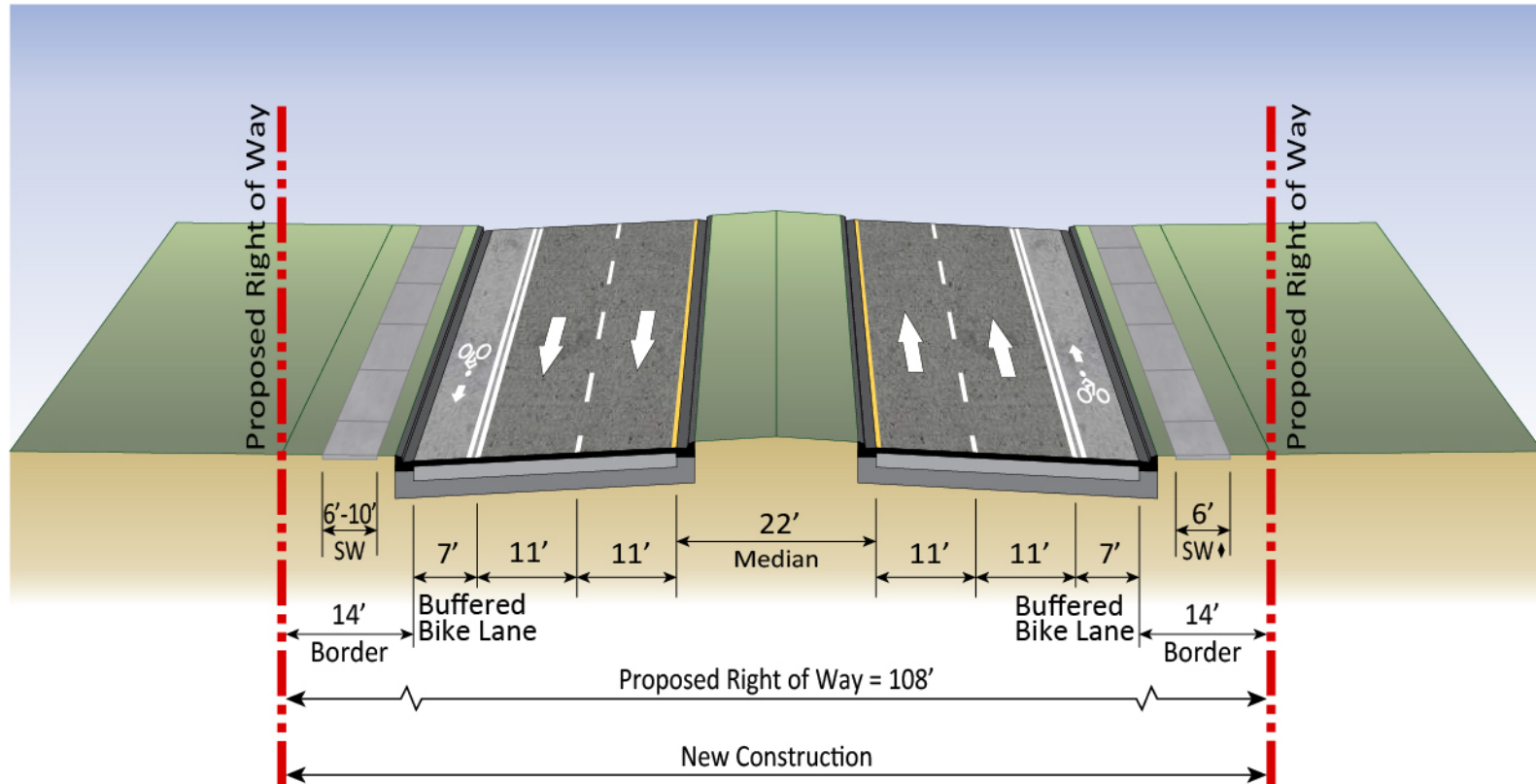


Central Alternative #2 Revised

SR 29 from CR 846 to Gopher Ridge Road

Design Speed = 45 MPH

Emerging SIS Highway



♦ Potential Future



SR 29 PD&E Study

From Oil Well Road to SR 82

FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

4-Lane Urban Typical Section

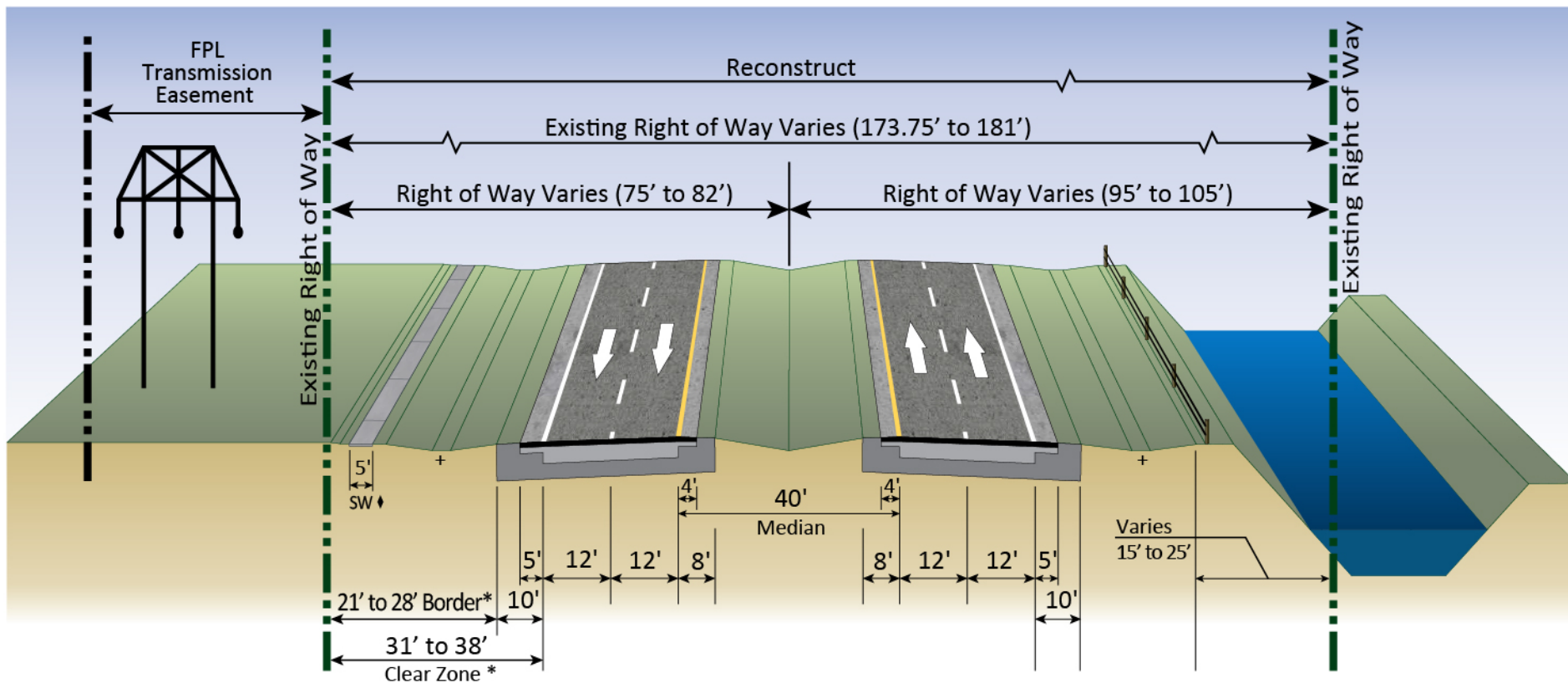


Central Alternative #2 Revised

SR 29 From Oil Well Road to South of Kaicasa Entrance

Design Speed = 65 MPH

Emerging SIS Highway



- ♦ Potential Future
- * Clear Zone and Border Width Require Design Variations
- + DBI if warranted



SR 29 PD&E Study
From Oil Well Road to SR 82

FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P

4-Lane Rural Typical Section

