

**DOCUMENT ADDENDUM
FINAL PROPOSED ACCESS MANAGEMENT PLAN**

**S.R. 39
FROM I-4 TO U.S. 301
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA**

**Work Program Item Segment Nos: 255099 1 & 256289 1
Federal Aid Project No: F-321-1(4)**

This proposed project involves multi-lane improvements to S.R. 39 and the proposed extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi)

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612**

April 2001

**DOCUMENT ADDENDUM
FINAL PROPOSED ACCESS MANAGEMENT PLAN**

**S.R. 39
FROM I-4 TO U.S. 301
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA**

**Work Program Item Segment Nos: 255099 1 & 256289 1
Federal Aid Project No: F-321-1(4)**

This proposed project involves multi-lane improvements to S.R. 39 and the proposed extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi)

Prepared for:

**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612**

April 2001

The attached Final Proposed Access Management Plan was completed in September 1999. This addendum provides updated project information that was not available in the previous Final Proposed Access Management Plan that was available for public review prior to and at the Public Hearing that was held on April 20, 2000. This addendum improves consistency between the Final Proposed Access Management Plan and the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) that was approved by the Federal Highway Administration (FHWA) on November 14, 2000.

INTRODUCTION

Through the Project Development and Environment (PD&E) Study process, the Florida Department of Transportation (FDOT) evaluated the expansion of S.R. 39 to a four-lane facility from the vicinity of Joe McIntosh Road in Hillsborough County to the vicinity of U.S. 301 in Pasco County (Addendum Figure 1). In addition, the FDOT evaluated the extension of Alexander Street Bypass as a four-lane facility from Interstate 4 (I-4) northward to S.R. 39 in the vicinity of Joe McIntosh Road.

The S.R. 39 corridor is functionally classified as a north/south minor arterial facility between I-4 and U.S. 301. S.R. 39 is part of the Federal-Aid Primary and State Highway System and is classified as an emergency evacuation route. The project limits extend from I-4 in Plant City and Hillsborough County to U.S. 301 in Pasco County, a distance of 21.2 kilometers (km) [13.2 miles (mi)].

The existing S.R. 39 within the project limits contains a two-lane undivided typical section with 3.658 meter (m) [12 foot (ft)] wide travel lanes, 1.219 m (4 ft) paved shoulders, and open roadside ditches on both sides of the roadway. The existing right-of-way (ROW) varies from 18.288 m (60 ft) to 45.720 m (150 ft).

S.R. 39 is currently a two-lane undivided roadway with drainage ditches adjacent to the existing roadway. A CSX Transportation railroad line parallels the existing roadway on

the east side of S.R. 39 for approximately 17.7 km (11.0 mi) from the existing S.R. 39 and I-4 intersection to a point just north of Crystal Springs in Pasco County.

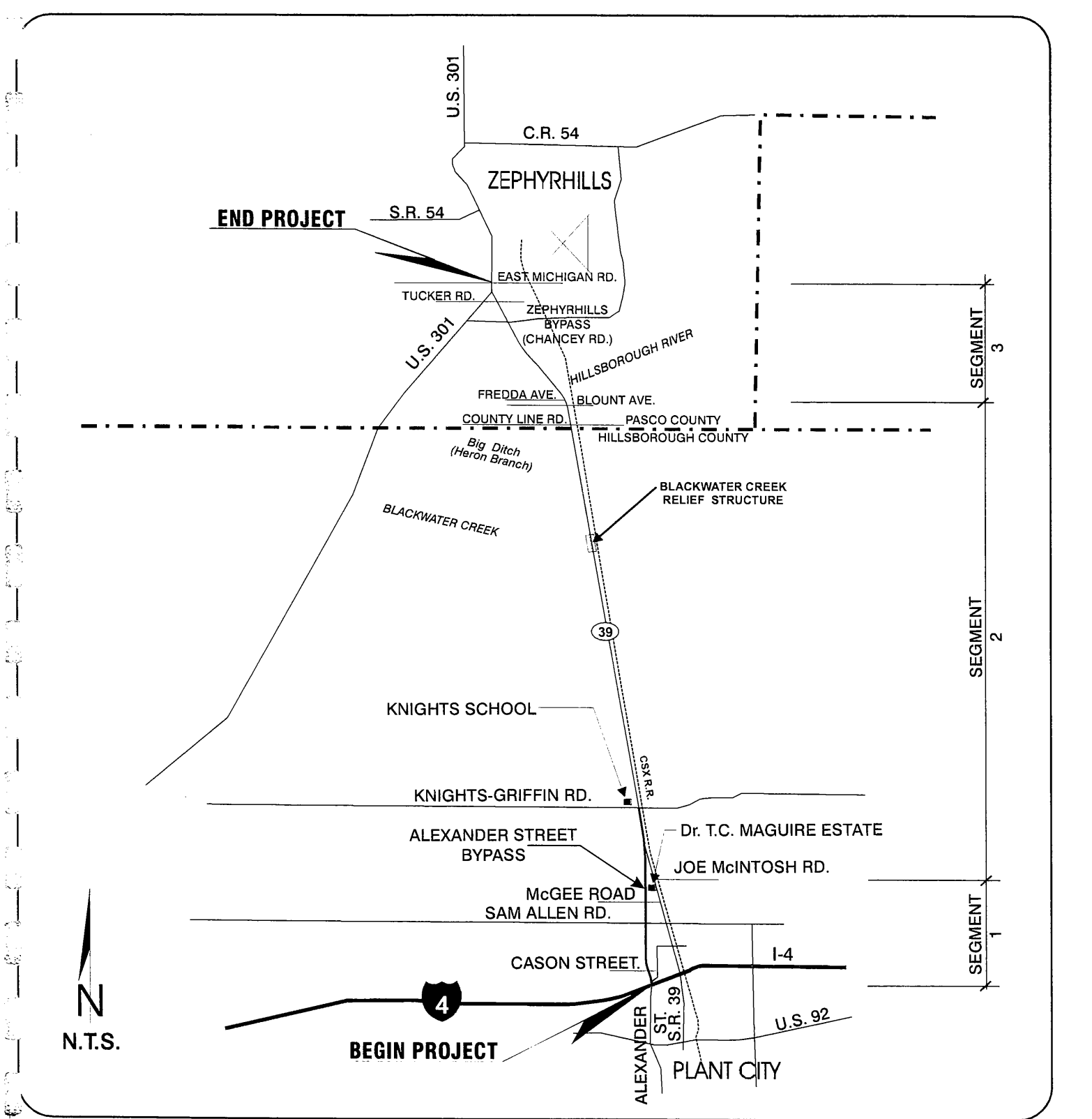
PROPOSED IMPROVEMENTS

The FHWA approved project involves multi-lane improvements to S.R. 39 and the planned extension of the Alexander Street Bypass from I-4 in Hillsborough County to U.S. 301 in Pasco County, a distance of approximately 21.2 km (13.2 mi). The Alexander Street Bypass portion from I-4 to the vicinity of Joe McIntosh Road is approximately 4.02 km (2.5 mi). This new alignment alternative is located to the west of S.R. 39 between I-4 and Joe McIntosh Road due to significant land use constraints on S.R. 39, including the Memorial Park Cemetery in the vicinity of I-4. Overall, improvements will consist of a four-lane divided roadway on new alignment (the Alexander Street Bypass) and improvement to S.R. 39 north of the merge point with the Alexander Street Bypass northward. The existing S.R. 39 north of the merge point will be improved from a two-lane undivided roadway to a four-lane divided facility.

DOCUMENT SPECIFIC UPDATES

This update to the Proposed Access Management Plan includes the following:

- Project Location Map has been updated (Addendum Figure 1).
- Refer to Table 9-3 in the Final Preliminary Engineering Report (October 2000) (PER) for proposed median openings.
- Refer to Appendix B in the PER for project aerial photographs of the preferred alternative.
- All current FDOT design standards are to be used.
- Existing posted speed limits along the S.R. 39 corridor vary between 72 km/h (45 mph) and 100 km/h (60 mph). Additional detail on posted speed limits is in the Project Traffic Intersection Analysis Technical Memorandum (November 1999) (Figure 6).



FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39

From I-4 to U.S. 301
Pasco County, Florida

PROJECT LOCATION MAP

Work Program Item Segment #: 255099 1 & 256289 1
FAP #: F-321-1(4)

FIGURE 1

PLANT CITY, FLORIDA S.R. 39

FINAL

S.R. 39

Proposed Access Management Plan

State Project Number: 10200-1508 & 14110-1503
Work Program Item Number: 255099+1 & 256289-1
Federal Aid Project Number: F-321-1 (4)

Project Description

The development of an Access Management Plan for the new S.R. 39 alignment from I-4 to existing S.R. 39 at Knights Griffin Road and to address future access management criteria for the remaining S.R. 39 corridor from north of Knights Griffin Road to the intersection of S.R. 39 and U.S. 301 in Hillsborough and Pasco Counties, Florida.

Prepared for:

FDOT District Seven Project Development and Environment
11201 N. McKinley Drive, Suite C-300
Tampa, Florida 33612

September 1999

FINAL

S.R. 39

Proposed Access Management Plan

State Project Number: 10200-1508 & 14110-1503
Work Program Item Number: 255099-1 & 256289-1
Federal Aid Project Number: F-321-1 (4)

The development of an Access Management Plan for the new S.R. 39 alignment from I-4 to existing S.R. 39 at Knights Griffin Road and to address future access management criteria for the remaining S.R. 39 corridor from north of Knights Griffin Road to the intersection of S.R. 39 and U.S. 301 in Hillsborough and Pasco Counties, Florida.

Prepared for:

FDOT District Seven Project Development and Environment
11201 N. McKinley Drive, Suite C-300
Tampa, Florida 33612

Prepared by:

PBS&J
5300 West Cypress Street
Suite 300
Tampa, Florida 33607-1712

September 1999

TABLE OF CONTENTS

| Title | Page |
|--|------|
| TABLE OF CONTENTS | i |
| LIST OF TABLES | ii |
| LIST OF FIGURES | iii |
| 1.0 INTRODUCTION | 1 |
| 1.1 Access Management | 1 |
| 2.0 ACCESS CLASS DESIGNATION | 3 |
| 3.0 ACCESS MANAGEMENT STANDARDS | 4 |
| 3.1 Access Near Interchange Area | 4 |
| 3.2 FDOT Access Management Standards | 5 |
| 4.0 PROPOSED ACCESS MANAGEMENT PLAN | 7 |
| 5.0 SUMMARY | 14 |
| 6.0 REFERENCES | 15 |
| APPENDICES | |

LIST OF TABLES

| Table Number | Title | Page |
|-------------------------|---|-------------|
| 1 | FDOT Access Management Standards - Access Class 3 | 6 |
| 2 | Proposed Median Openings S.R. 39 New Alignment and Existing S.R. 39 | 7 |

LIST OF FIGURES

| Figure Number | Title | Page |
|--------------------------|-----------------------------|-------------|
| 1 | Project Location | 2 |
| 2 | Recommended Median Openings | 11 |

1.0 INTRODUCTION

1.1 Access Management

This Access Management Plan is being prepared as part of PD&E Study for the new S.R. 39 alignment from I-4 to existing S.R. 39 at Knights Griffin Road and to address future access management criteria for the remaining S.R. 39 corridor from north of Knights Griffin Road to the intersection of S.R. 39 and U.S. 301 in Hillsborough and Pasco Counties. The PD&E study is evaluating the widening of S.R. 39 to a four-lane facility from the vicinity of Knights Griffin Road in Hillsborough County to the vicinity of U.S. 301 in Pasco County, Florida. In addition, the Department is evaluating the extension of Alexander Street (Alexander Street Bypass) from I-4 north to S.R. 39 to the vicinity of Knights Griffin Road. The project location is shown in Figure 1. The purpose of this Access Management Plan is to ensure safe and convenient access to and travel along the new four-lane facility.

The FDOT has developed access management regulations to help achieve safer and more efficient traffic flow on the state highway system. The major documents regulating access management include:

- Florida Statute 335.18 - The Access Management Act¹ (Adopted 1988 and Revised 1992),
- Administrative Rule 14-96¹ (Regulating the access permitting process).
- Administrative Rule 14-97¹ (the access management classification system and standards).

Administrative Rule 14-97 divides the state highways into seven access management classes, each with its own standards. The most stringent standards apply to Access Class 1 which pertain to freeways. Access Classes 2 through 7 pertain to controlled access highways and are organized from the most restrictive (Class 2) to the least restrictive (Class 7).

The purpose of this report is to determine the following for the S.R. 39 study corridor:

- Proposed access class designation for the new Alexander Street Bypass from I-4 to existing S.R. 39.
- Recommended median opening locations for existing S.R. 39 from the junction of the new Alexander Street Bypass alignment to U.S. 301.

The following sections of the report document the process and assumptions used to determine the recommendations for the items listed above.

2.0 ACCESS CLASS DESIGNATION

The determination of the proposed access class designation for the new Alexander Street Bypass alignment from I-4 to the existing S.R. 39 took into account: the existing land use, future land use, proposed speed limit, and proposed number of lanes. The FDOT District 7 Access Management Worksheet was completed to show all of the elements in determining the access classification. A copy of the completed worksheet is provided in Appendix A.

A review of the access management worksheet reveals that the existing land use surrounding the new alignment is primarily agricultural with some undeveloped areas. The Hillsborough County Comprehensive Plan² indicates that the future land use surrounding the new roadway is expected to be residential, agricultural, and natural preservation. In addition the new Alexander Street Bypass proposed alignment is a four-lane divided roadway with a posted speed limit greater than 45 mph. Based on these criteria Access Class 3 appears to be an appropriate designation for the new roadway because the abutting land is not completely built out to the maximum land use or roadway capacity. Therefore an Access Class 3 designation for the new road would control the access to the future land use to maximize the operation of through traffic movement.

In addition to completing the worksheet, the existing access class map for the FDOT District 7 was reviewed to determine the access class for the existing S.R. 39. Since the proposed new Alexander Street Bypass will connect with an existing road with an Access Class 3 designation; the access

classification of the Bypass was determined with the existing road classification as a contributing factor. Based on this review of the existing classification maps the existing S.R. 39 from I-4 to U.S. 301 is designated as an Access Class 3 facility. Therefore, the proposed Access Class 3 for the new Alexander Street Bypass from I-4 north to the existing S.R. 39 is consistent throughout the study corridor.

The existing posted speed limit along the S.R. 39 corridor varies between 72 km/h (45 mph) and 86 km/h (55 mph). The existing S.R. 39 is expected to cul-de-sac south of Knights Griffin Road. Since the new alignment is expected to be designated S.R. 39, the jurisdictional responsibility of the existing S.R. 39 is not known at this time.

3.0 ACCESS MANAGEMENT STANDARDS

As noted in the previous section, the Access Class 3 designation is being proposed for the new Alexander Street Bypass from I-4 north to the existing S.R. 39, which includes the I-4 interchange area. Also, as noted earlier, the existing S.R. 39 from the new alignment to U.S. 301 is currently designated Access Class 3. Therefore, the access management plan proposed for the new facility should consider the following access management standards:

- Access Near Interchange Area
- FDOT Access Management Class 3 Standards

The following subsections summarize these standards.

3.1 Access Near Interchange Area

Rule 14-97 addresses the importance of regulating access near interchange ramp intersections with at-grade arterial roadways. This rule stipulates that on a controlled access facility, any area within 400 meters (m) [1,320 feet (ft)] of the interchange quadrant exit ramp or up to the first intersection with an arterial road, whichever is less, shall be regulated. The purpose of regulating this access within these specific parameters is to protect the safety and operational efficiency of the limited

access facility and the interchange area. The 400 m (1,320 ft) distance is measured from the end of the taper of the ramp farthest from the interchange. The following restrictions apply to interchange areas:

- Distance between the end of the interstate facility exit ramp to the nearest connection will be at least 130 m (440 ft) if the posted speed limit is 70 km/h (45 mph) or less. However, if a property within this area is landlocked, then one permitted connection closer than this distance will be considered.
- Distance between the end of the interstate facility exit ramp to the nearest connection will be at least 200 m (660 ft) if the posted speed limit is greater than 70 km/h (45 mph). However, if a property within this area is landlocked, then one permitted connection closer than this distance will be considered.
- Minimum distance to the first median opening will be at least 400 m (1,320 ft) as measured from the end of the taper of the egress ramp.

3.2 FDOT Access Management Standards

Access Class 3 facilities are controlled access roadways when direct access to abutting land is controlled to maximize the operation of the through traffic movement. This class is used where the probability of significant land use change is high in the near future or when existing land use and roadway sections have not completely built out to the maximum land use or roadway capacity. These highways are distinguished by existing or planned restrictive medians and maximum distance between traffic signals and driveway connections. Local land use planning, zoning and subdivision regulations should be such to support the restrictive spacings of this designation. The Access Class 3 standards are described in Table 1.

**Table 1
FDOT Access Management Standards - Access Class 3**

| ACCESS CLASS 3 STANDARDS* | |
|---|--------------------|
| Facility Design Features (Median Treatment & Access Roads) | Restrictive |
| Minimum Connection Spacing | |
| - With posted speed over 70 km/h (45 mph) | 200 m (660 ft) |
| - With posted speed at or less than 70 km/h (45 mph) | 135 m (440 ft) |
| Minimum Directional Median Opening Spacing | 400 m (1,320 ft) |
| Minimum Full Median Opening Spacing | 800 m (2,640 ft) |
| Minimum Signal Spacing | 800 m (2,640 ft) |

Note:

* FDOT recognizes a 10% exception to the standard distance.

4.0 PROPOSED ACCESS MANAGEMENT PLAN

The procedure used to develop the access management plan started with a review of the study corridor aerials to determine preliminary locations for median openings. The distance between the preliminary median openings were measured using the standards in Table 1 and laid out on aerials provided in Appendix B. The next step was to conduct a field review to determine areas impacted by heavy truck and high residential traffic volumes. Adjustments to the preliminary median opening locations were made based on the field information. The next step involved developing a draft proposed access management plan for the corridor. The draft proposed access management plan was presented to the FDOT District 7 Median Review Committee for review and comment. The comments provided by the committee were incorporated in to the final plan. The final proposed plan includes a summary of the proposed spacings in Table 2, Figure 2, and a graphical depiction of the median openings as shown in Appendix B.

**Table 2
Proposed Median Openings S.R. 39 New Alignment and Existing S.R. 39**

| Description | Distance | | Meets Access Management Standards |
|--|-----------------------|--------------------|-----------------------------------|
| | Measured ^a | Required | |
| <i>New S.R. 39 Alignment from I-4 to Existing S.R. 39 (Knights Griffin Road)</i> | | | |
| From I-4 interchange to station 31+70 for full median opening (FMO) | 840 m (2756 ft) | 800 m (2625 ft) | Yes |
| From station 31+70 (FMO) to station 35+50 for bi-directional median opening (BDMO) | 380 m (1247 ft) | 400 m (1320 ft) | No ^b |
| From station 35+50 (BDMO) to Sam Allen Road for full signalized median opening (FMO) | 380 m (1247 ft) | 400 m (1320 ft) | No ^b |
| From Sam Allen Road (FMO) to station 43+30 for bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 43+30 (BDMO) to McGee Road for a full median opening (FMO) | 397 m (1302 ft) | 400 m (1320 ft) | No ^b |
| From McGee Road (FMO) to station 51+27 for a bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |

Table 2 (Cont.)
Proposed Median Openings S.R. 39 New Alignment and Existing S.R. 39

| Description | Distance | | Meets Access Management Standards |
|--|-----------------------|--------------------|-----------------------------------|
| | Measured ^a | Required | |
| From station 51+27 (BDMO) to Joe McIntosh Road for a full median opening (FMO) | 420 m (1378 ft) | 400 m (1320 ft) | Yes |
| From Joe McIntosh Road (FMO) to station 59+47 for a bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 59+47 (BDMO) to station 63+47 for a full median opening (FMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 63+47 (FMO) to Mclin Drive for a single directional median opening (SDMO) | 495 m (1624 ft) | 400 m (1320 ft) | Yes |
| From Mclin Drive (SDMO) to Knights Griffin Road for a full median opening (FMO) | 318 m (1043 ft) | 400 m (1320 ft) | No ^c |
| <i>Existing S.R. 39 from Knights Griffin Road to U.S. 301</i> | | | |
| From Knights Griffin Road (FMO) to station 75+60 for bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 75+60 (BDMO) to station 79+60 for full median opening (FMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 79+60 (FMO) to Lanier Road for bi-directional median opening (BDMO) | 438 m (1437 ft) | 400 m (1320 ft) | Yes |
| From Lanier Road (BDMO) to Hunter Road for full median opening (FMO) | 402 m (1319 ft) | 400 m (1320 ft) | Yes |
| From Hunter Road (FMO) to Varn Road for bi-directional median opening (BDMO) | 640 m (2100 ft) | 400 m (1320 ft) | Yes |
| From Varn Road (BDMO) to Candis Road for a bi-directional median opening (BDMO) | 395 m (1300 ft) | 400 m (1320 ft) | No ^b |
| From Candis Road (BDMO) to station 103+50 for a bi-directional median opening (BDMO) | 515 m (1690 ft) | 400 m (1320 ft) | Yes |
| From station 103+50 (BDMO) to Bruton Road for a full median opening (FMO) | 495 m (1624 ft) | 400 m (1320 ft) | Yes |
| From Bruton Road (FMO) to Lighting Rod Lane for a bi-directional median opening (SDMO) | 536 m (1760 ft) | 400 m (1320 ft) | Yes |
| From Lighting Rod Lane (SDMO) to station 118+26 for a bi-directional median opening (BDMO) | 445 m (1460 ft) | 400 m (1320 ft) | Yes |

Table 2 (Cont.)
Proposed Median Openings S.R. 39 New Alignment and Existing S.R. 39

| Description | Distance | | Meets Access Management Standards |
|--|-----------------------|--------------------|-----------------------------------|
| | Measured ^a | Required | |
| From station 118+26 (BDMO) to Moriczville Lane for a full median opening (FMO) | 449 m (1473 ft) | 400 m (1320 ft) | Yes |
| From Moriczville Lane (FMO) to station 126+75 for bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 126+75 (BDMO) to station 130+75 for full median opening (FMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 130+75 (FMO) to station 134+75 for bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 134+75 (BDMO) to station 138+75 for full median opening (FMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 138+75 (FMO) to Tollar Rd. for single directional median opening (SDMO) | 670 m (2198 ft) | 400 m (1320 ft) | Yes |
| From Tollar Rd. (SDMO) to station 149+45 for a bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 149+45 (BDMO) to station 154+35 for a bi-directional median opening (BDMO) | 490 m (1608 ft) | 400 m (1320 ft) | Yes |
| From station 154+35 (BDMO) to CF Industries Gate No. 6 full median opening (FMO) | 505 m (1657 ft) | 400 m (1320 ft) | Yes |
| From station CF industries Gate No. 6 (FMO) to station 163+40 bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 163+40 (BDMO) to station 167+40 for a bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 167+40 (BDMO) to station 173+30 for a bi-directional median opening (BDMO) | 590 m (1936 ft) | 400 m (1320 ft) | Yes |
| From station 173+30 (BDMO) to County Line Road for a full median opening (FMO) | 540 m (1772 ft) | 400 m (1320 ft) | Yes |
| From County Line road (FMO) to station 182+70 for bi-directional median opening (BDMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From station 182+70 (BDMO) to Central Avenue for single median opening (SDMO) | 433 m (1421 ft) | 400 m (1320 ft) | Yes |
| From Central Avenue (SDMO) to Bay Avenue for Full median opening (FMO) | 278 m (912 ft) | 400 m (1320 ft) | No ^d |

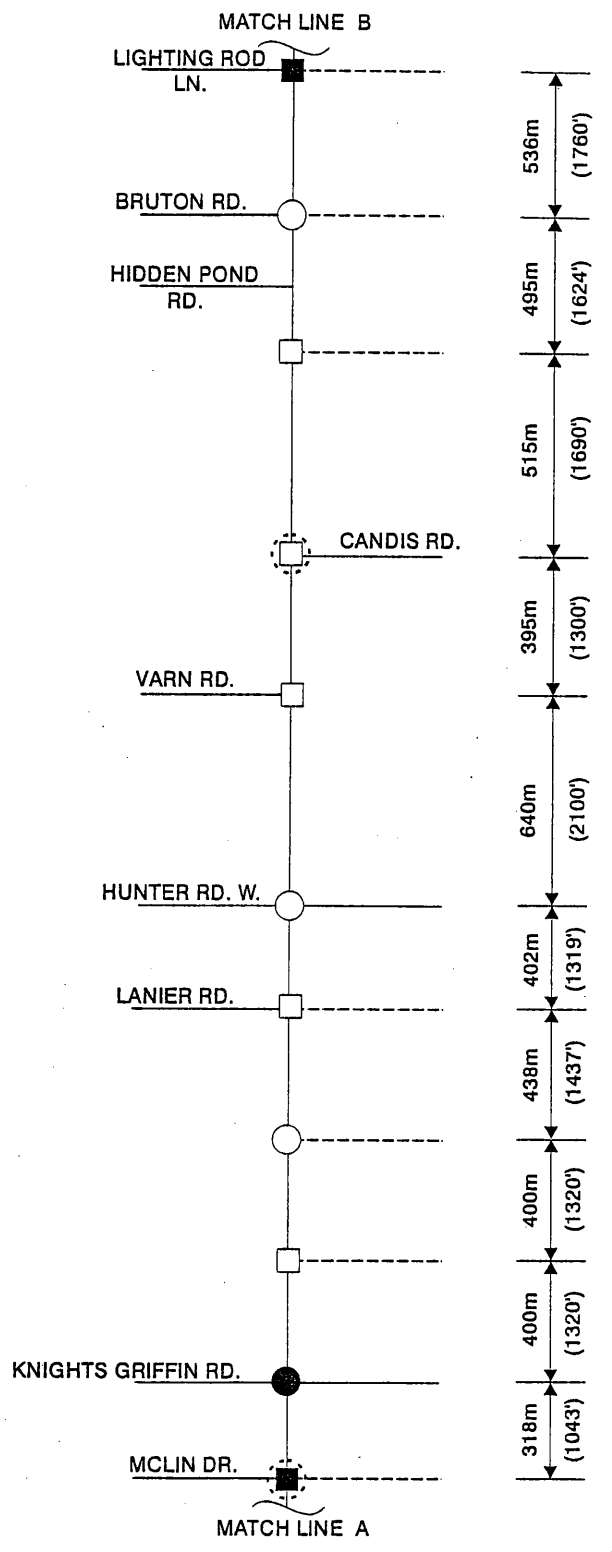
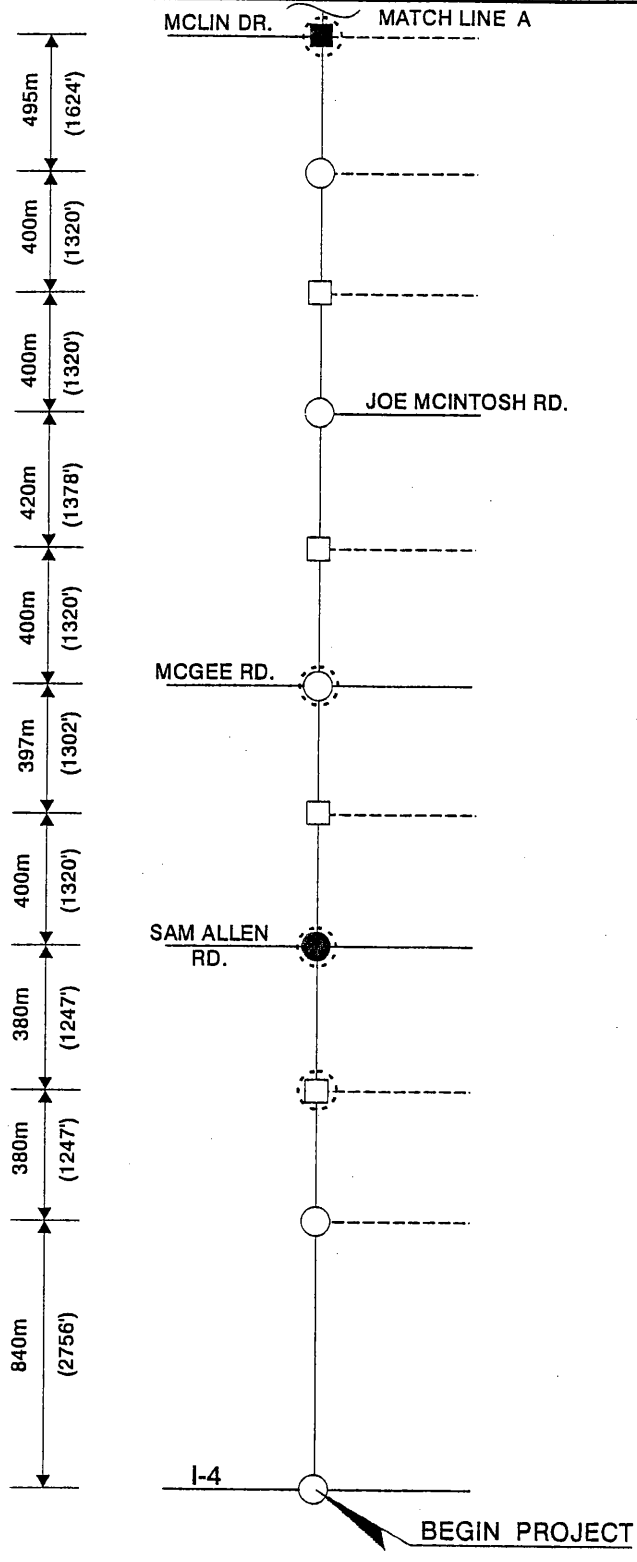
**Table 2 (Cont.)
Proposed Median Openings S.R. 39 New Alignment and Existing S.R. 39**

| Description | Distance | | Meets Access Management Standards |
|--|-----------------------|--------------------|-----------------------------------|
| | Measured ^a | Required | |
| From Bay Avenue (FMO) to Fig Street for bi-directional median opening (BDMO) | 550 m (1805 ft) | 400 m (1320 ft) | Yes |
| From Fig Street (BDMO) to Jerry Road for full median opening (FMO) | 515 m (1690 ft) | 400 m (1320 ft) | Yes |
| From Jerry Road (FMO) to station 206+45 for a bi-directional median opening (BDMO) | 600 m (1969 ft) | 400 m (1320 ft) | Yes |
| From station 206+45 (BDMO) to Pattie Road for a full median opening (FMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From Pattie Road (FMO) to station 214+50 for a bi-directional median opening (BDMO) | 405 m (1328 ft) | 400 m (1320 ft) | Yes |
| From station 214+50 (BDMO) to station 218+64 for a bi-directional median opening (BDMO) | 414 m (1358 ft) | 400 m (1320 ft) | Yes |
| From station 218+64 (BDMO) to Chancey Road for a full median opening (FMO) | 400 m (1320 ft) | 400 m (1320 ft) | Yes |
| From Chancey Road (FMO) to Shady Oaks Drive for a single directional median opening (SDMO) | 568 m (1864 ft) | 400 m (1320 ft) | Yes |
| From Shady Oaks Drive (SDMO) to US 301 for a full median opening (FMO) | 388 m (1272 ft) | 400 m (1320 ft) | No ^b |

Notes:

- ^a The equivalent distance in feet is a soft conversion of the measured distance in meters.
- ^b Median openings fall within 10% of required distance.
- ^c FDOT District 7 Median Review Committee approved this exception to the standards
- ^d FDOT District 7 Median Review Committee approved this exception to the standards in order to provide full access for the Pasco County Fire Station 18.

Seven of the proposed median openings do not meet FDOT minimum Access Class 3 standards. Five of these seven median opening fall within 10% of the required distance which is acceptable to the FDOT Access Management standards. However, the directional median opening at Mclin Drive does not meet FDOT access management standards and falls 20.5% below the required distance, and the single directional median opening at Central Avenue falls 30% below the required distance. These proposed median opening were approved by the FDOT District 7 Median Review Committee.



LEGEND

- Signalized Full Median Openings
- Bi-Directional Median Opening
- Full Median Opening
- Median Opening That Do Not Meet F.D.O.T. Standards
- Single Directional Median Opening

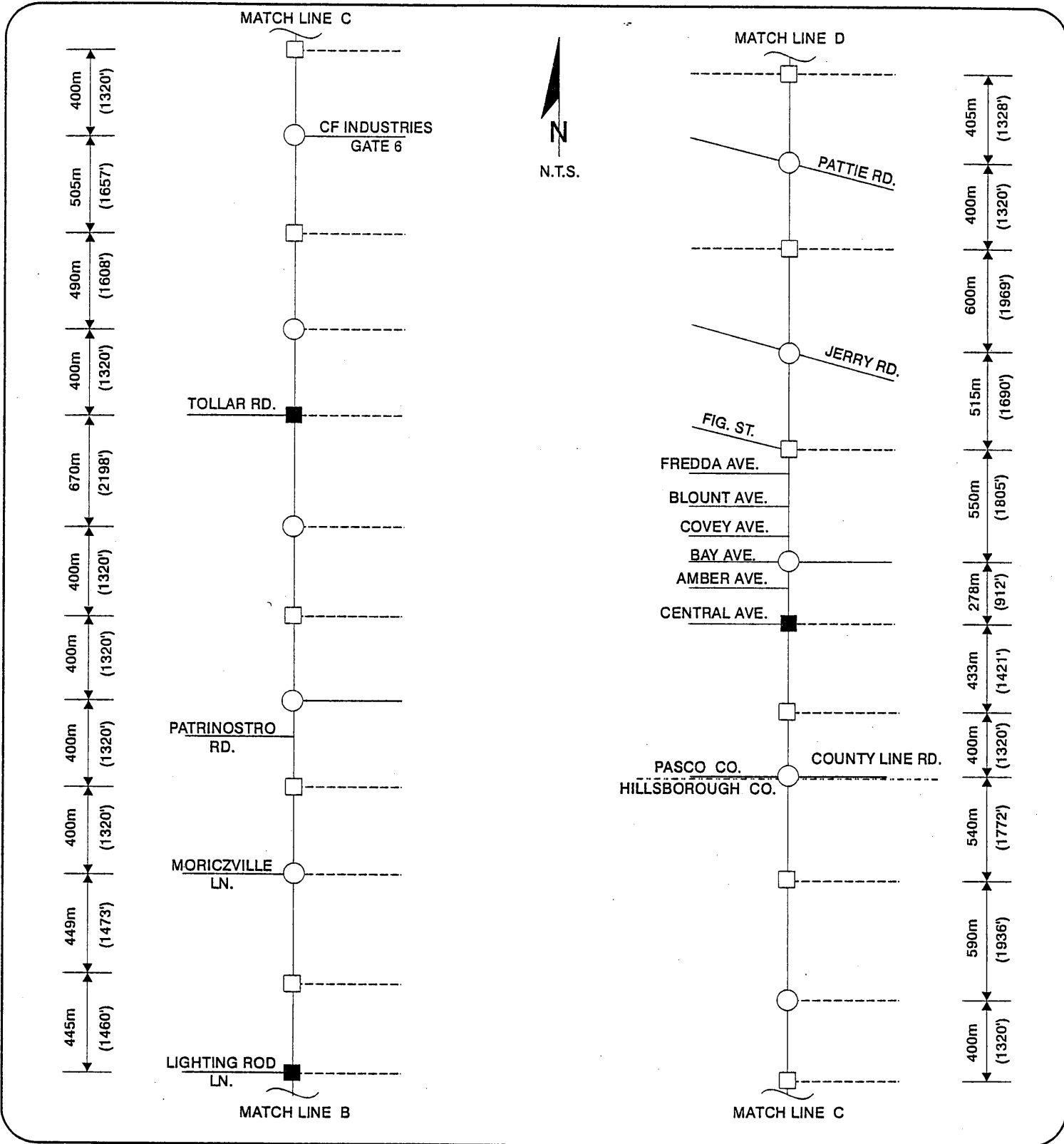
FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39
PROPOSED ACCESS MANAGEMENT PLAN
 From I-4 to U.S.301
 Hillsborough & Pasco Counties, Florida

RECOMMENDED MEDIAN OPENINGS

3-224-00-22/89
 ANT.
 ST. 71
 LAN.

12/99
 ANT
 ST-7
 LAMP
 12/99



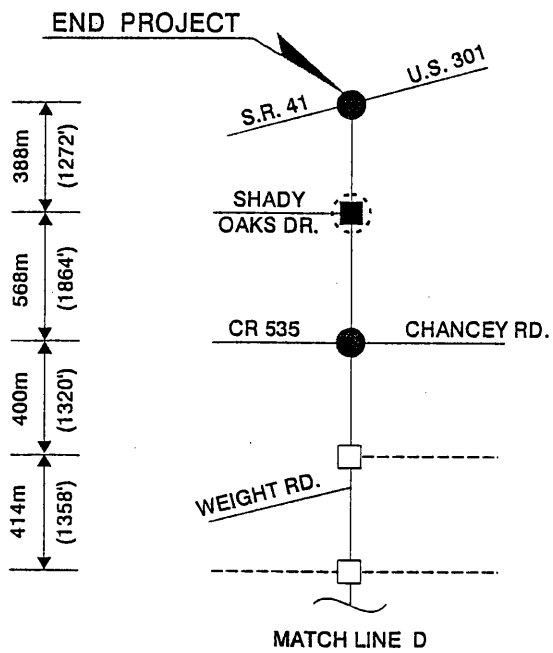
LEGEND

- Signalized Full Median Openings
- Bi-Directional Median Opening
- Full Median Opening
- Median Opening That Do Not Meet F.D.O.T. Standards
- Single Directional Median Opening

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39
PROPOSED ACCESS MANAGEMENT PLAN
 From I-4 to U.S.301
 Hillsborough & Pasco Counties, Florida

RECOMMENDED MEDIAN OPENINGS



LEGEND

- Signalized Full Median Openings
- Bi-Directional Median Opening
- Full Median Opening
- ⊠ Median Opening That Do Not Meet F.D.O.T. Standards
- Single Directional Median Opening

FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39
PROPOSED ACCESS MANAGEMENT PLAN
 From I-4 to U.S.301
 Hillsborough & Pasco Counties, Florida

RECOMMENDED MEDIAN OPENINGS

5.0 SUMMARY

The PD&E study is evaluating the expansion of S.R. 39 to a four-lane facility from the vicinity of Knights Griffin Road in Hillsborough County to the vicinity of U.S. 301 in Pasco County, Florida. In addition, the Department is evaluating the extension of Alexander Street (Alexander Street Bypass) from I-4 north to S.R. 39 to the vicinity of Knights Griffin Road. Currently, S.R. 39 from I-4 north to U.S. 301 is a two-lane undivided roadway. Therefore, no median openings currently exist along this roadway corridor. Due to these roadway developments a more restrictive access requirements must be used. This Access Management Plan is being prepared for the new Alexander Street Bypass alignment from I-4 to existing S.R. 39 at Knights Griffin Road. The Access Management Plan also addresses the future access management criteria for the remaining S.R. 39 corridor from north of Knights Griffin road to the intersection of S.R. 39 and U.S. 301 in Hillsborough and Pasco Counties.

The determination of the proposed access class designation for the new Alexander Street Bypass alignment from I-4 to the existing S.R. 39 took into account: the existing land use, future land use, proposed speed limit, and proposed number of lanes. The existing land use surrounding the new alignment of the proposed Alexander Street Bypass is mostly agricultural and undeveloped land. The Hillsborough County Comprehensive Plan² indicates the future land use is expected to be residential, agricultural, and natural preservation. The proposed Bypass is expected to be a four lane divided roadway with a posted speed limit greater than 45 mph. Review of the access class standards revealed that Access Class 3 is typically used when the surrounding land is not completely built out to maximum land use. Therefore due to the expected future land use, and the high speed limit it was determined that Access Class 3 standard would be appropriate. In addition to the land use and roadway characteristics the continuity of the access classification was also reviewed as part of this study. The proposed Alexander Street Bypass will connect with the existing S.R. 39 which is currently maintains an Access Class 3 designation. Based on the finding in this study the proposed access class for the Alexander Street Bypass is Access Class 3. Therefore the Access Class 3 standards were the determining factor of the proposed median openings.

The existing S.R. 39 from I-4 to U.S. 301 maintains an Access Class 3 designation. However, the existing S.R. 39 from I-4 north to south of Knights Griffin Road is expected to be a cul-de-sac.

Since the Alexander Street Bypass is expected to be designated S.R. 39, the jurisdictional responsibility of the existing S.R. 39 from I-4 to South of Knights Griffin Road is not known at this time.

As part of the development of the access management plan for the existing S.R. 39 from the Alexander Street Bypass to U.S. 301, a field review was conducted to observe and locate high truck and residential traffic on the existing S.R. 39. Based on the information collected from the field and following the FDOT Access Management Class 3 standards, the preliminary median openings from Knights Griffin Road to U.S. 301 were adjusted to accommodate the high traffic volume areas, and a proposed plan for the new corridor was developed. The resulting plan revealed that all of the proposed median openings meet FDOT Access Management Class 3 requirements within 10% of the required distance with the exception of two median opening. These exceptions to the median opening standards were approved by the FDOT District 7 Median Review Committee as part of the finalization of the Access Management Plan.

6.0 REFERENCES

1. Access Management Report; Use of the Access Management Standards; Tallahassee, Florida.
2. Hillsborough County Comprehensive Plan; Hillsborough County Board of County Commissioners; March 1999.

APPENDIX A

APPENDIX B

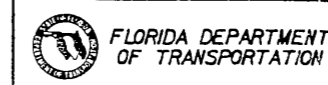


ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

22-SEP-1999 13:18
01-SSR39-PLAN001.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|--------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY/ CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Full Median Opening
Show Left Turn Lanes
STA 31+70±

Single Directional Median Opening

Bi-Directional Median Opening

Bi-Directional Median Opening
STA 35+50±



CASON STREET

BARBOUR DRIVE

ALTERNATIVE 1

PLIGHT DATE: AUGUST 15, 1998

23-SEP-1999 14:05
01:SR39 PLANR002.dgn

— EDGE OF PAVEMENT
- - - EXISTING RIGHT OF WAY
- - - PROPOSED RIGHT OF WAY

▲ PROPERTY LINES
▲ POTENTIAL CONTAMINATION SITE

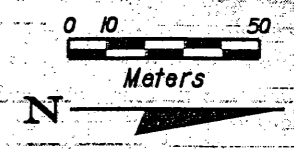
WETLAND BOUNDARY
FLUCCS LAND USE CODE

⑤ SOILS BOUNDARY / CLASSIFICATION

PIB ALTERNATIVE POND SITE LOCATION
POND OUTFALL LOCATION



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Ⓞ Full Median Opening
STA 39+30

Ⓞ Bi-Directional Median Opening
STA 43+30±

ALEXANDER STREET EXTENSION

SAW ALLEN ROAD

Single Directional Median Opening



Bi-Directional Median Opening

ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 14:07
01:SR39:PLANRD03.dgn

- | | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

JERRY-RED-ROAD



N

⊙ Full Median Opening
STA 47+27

44

45

45

48

49

50

51

HOOEE ROAD

ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

22-SEP-1999 13:34
G:\SR39\PLANRD04.dgn

— EDGE OF PAVEMENT
- - - EXISTING RIGHT OF WAY
- · - · - PROPOSED RIGHT OF WAY

▲ PROPERTY LINES
▲ POTENTIAL CONTAMINATION SITE

WETLAND BOUNDARY
FLUCCS LAND USE CODE

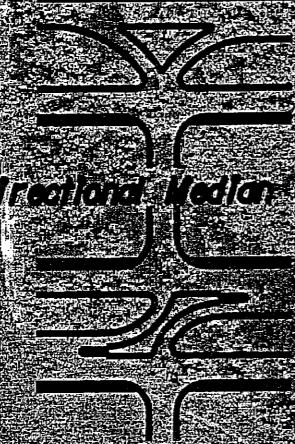
SOILS BOUNDARY / CLASSIFICATION

P1B ALTERNATIVE POND SITE LOCATION
POND OUTFALL LOCATION

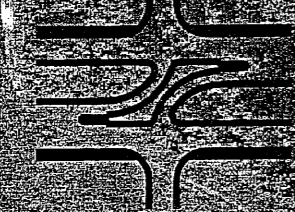
FLORIDA DEPARTMENT OF TRANSPORTATION

S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Single Directional Median Opening



Bi-Directional Median Opening



Full Median Opening
Show Left Turn Lanes
STA 55+47

Bi-Directional Median Opening
STA 51+27±

ALEXANDER STREET EXTENSION

S.R. 39

AmeriSteel

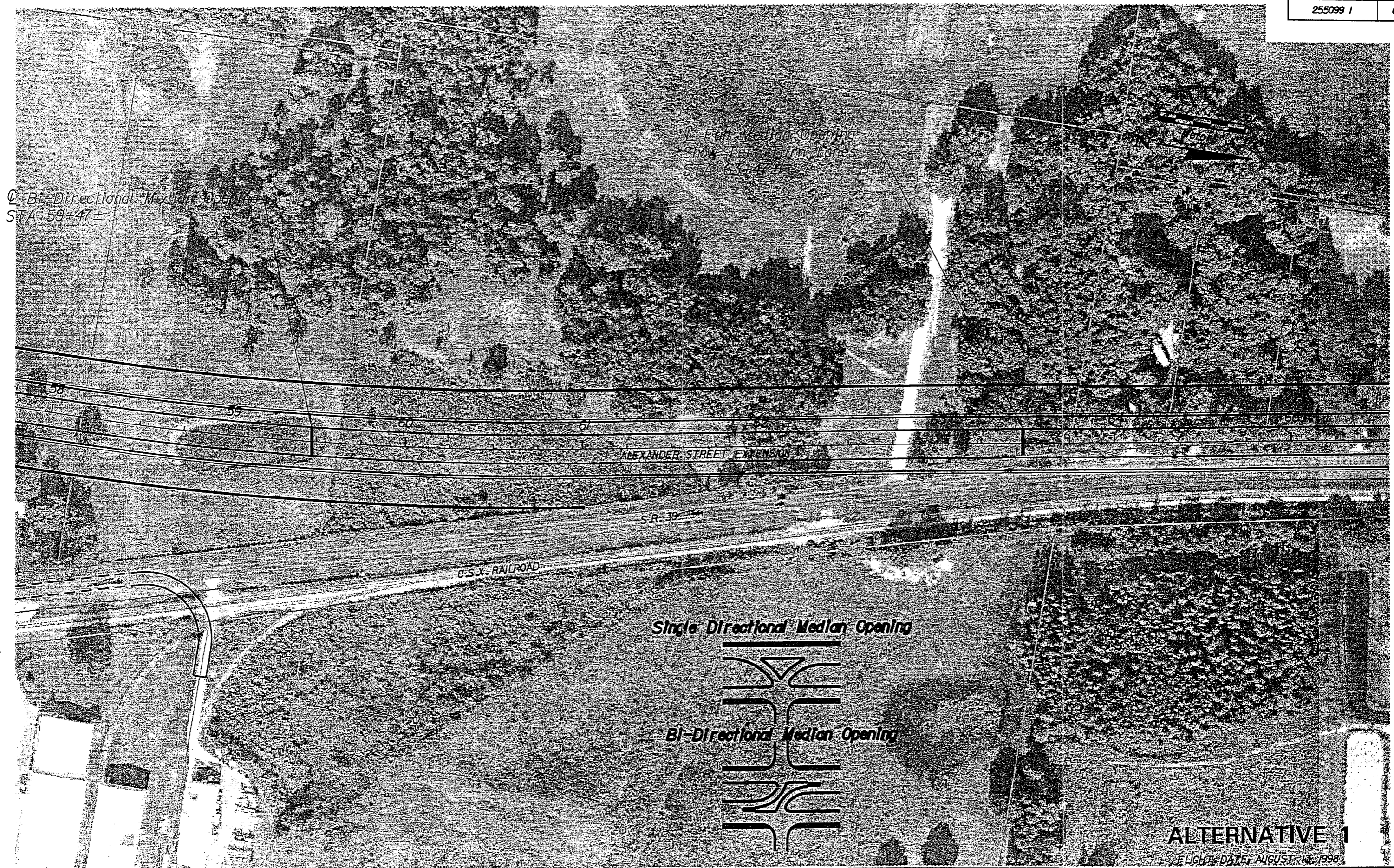
Terra
ALTERNATIVE 1
Office
FLIGHT DATE: AUGUST 13, 1998

23-SEP-1998 14:09
01:SR39.PLANRD05.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Q Bi-Directional Median Opening
STA 59+47±

Q Full Median Opening
Snow Detention Planes
STA 62+47±

ALEXANDER STREET EXTENSION

S.R. 39

C.S.X. RAILROAD

Single Directional Median Opening

Bi-Directional Median Opening

ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 14:10
01:56:59 PLAND06.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |

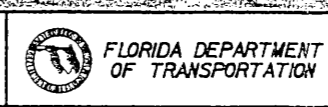


S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

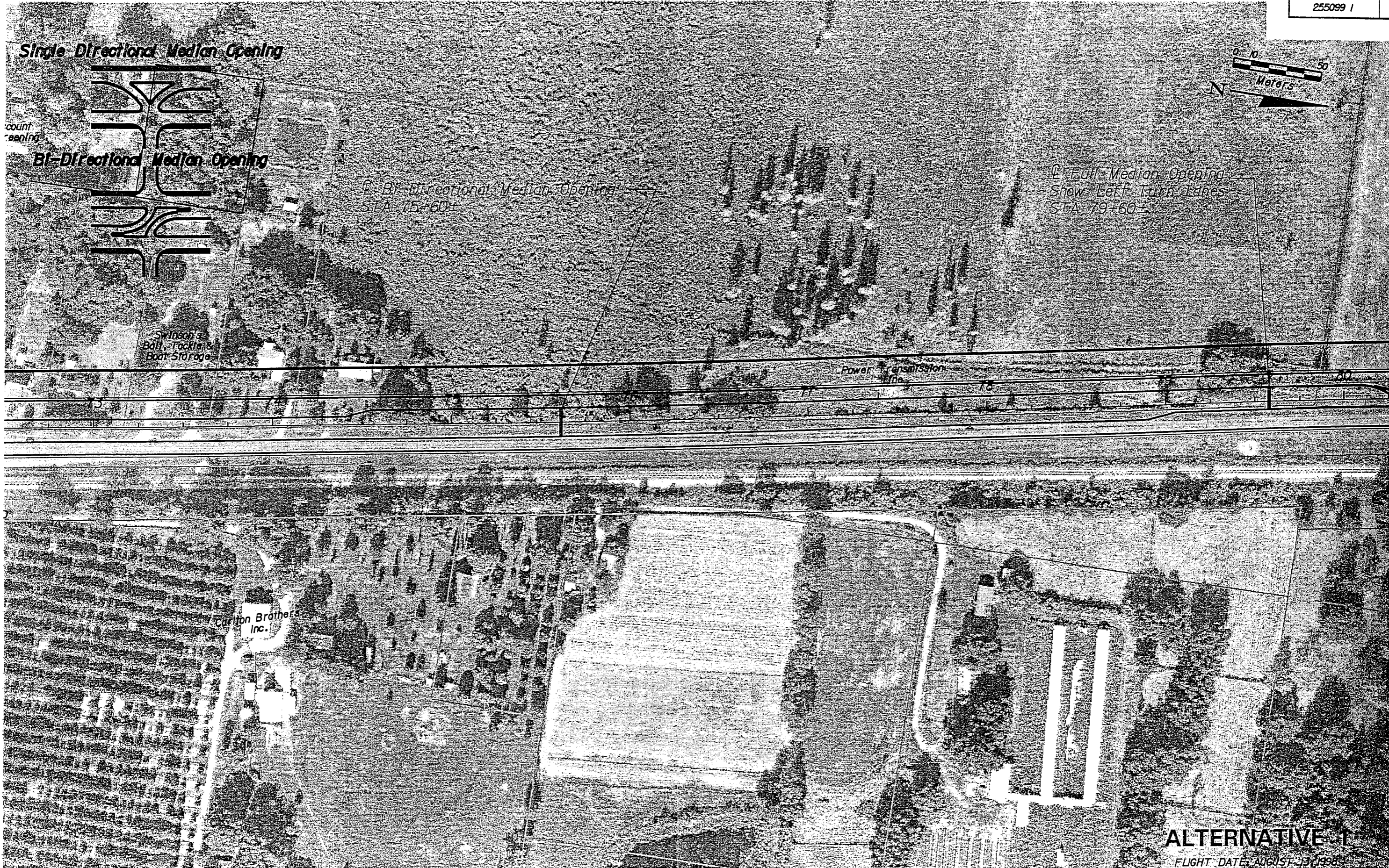


23-SEP-1999 14:11
G:\SR39\PLAN\RDOT.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |

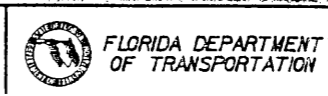


ALTERNATIVE 1
 REDLINE DATE: AUGUST 13, 1998
 S.R. 39 FROM I-4 TO U.S. 301
 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
 HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



3-SEP-1999 14:13
H:\SR39\PLANRDOB.dgn

- | | | | | | | | | | |
|-------|-----------------------|---|------------------------------|---|----------------------|---|---------------------------------|---|------------------------------------|
| — | EDGE OF PAVEMENT | ▲ | PROPERTY LINES | □ | WETLAND BOUNDARY | ⑤ | SOILS BOUNDARY / CLASSIFICATION | ≡ | P1B ALTERNATIVE POND SITE LOCATION |
| - - - | EXISTING RIGHT OF WAY | ▲ | POTENTIAL CONTAMINATION SITE | □ | FLUCCS LAND USE CODE | — | | □ | POND OUTFALL LOCATION |
| - - - | PROPOSED RIGHT OF WAY | | | | | | | | |



ALTERNATIVE 1
 FLIGHT DATE: AUGUST 13, 1998
 S.R. 39 FROM I-4 TO U.S. 301
 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
 HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

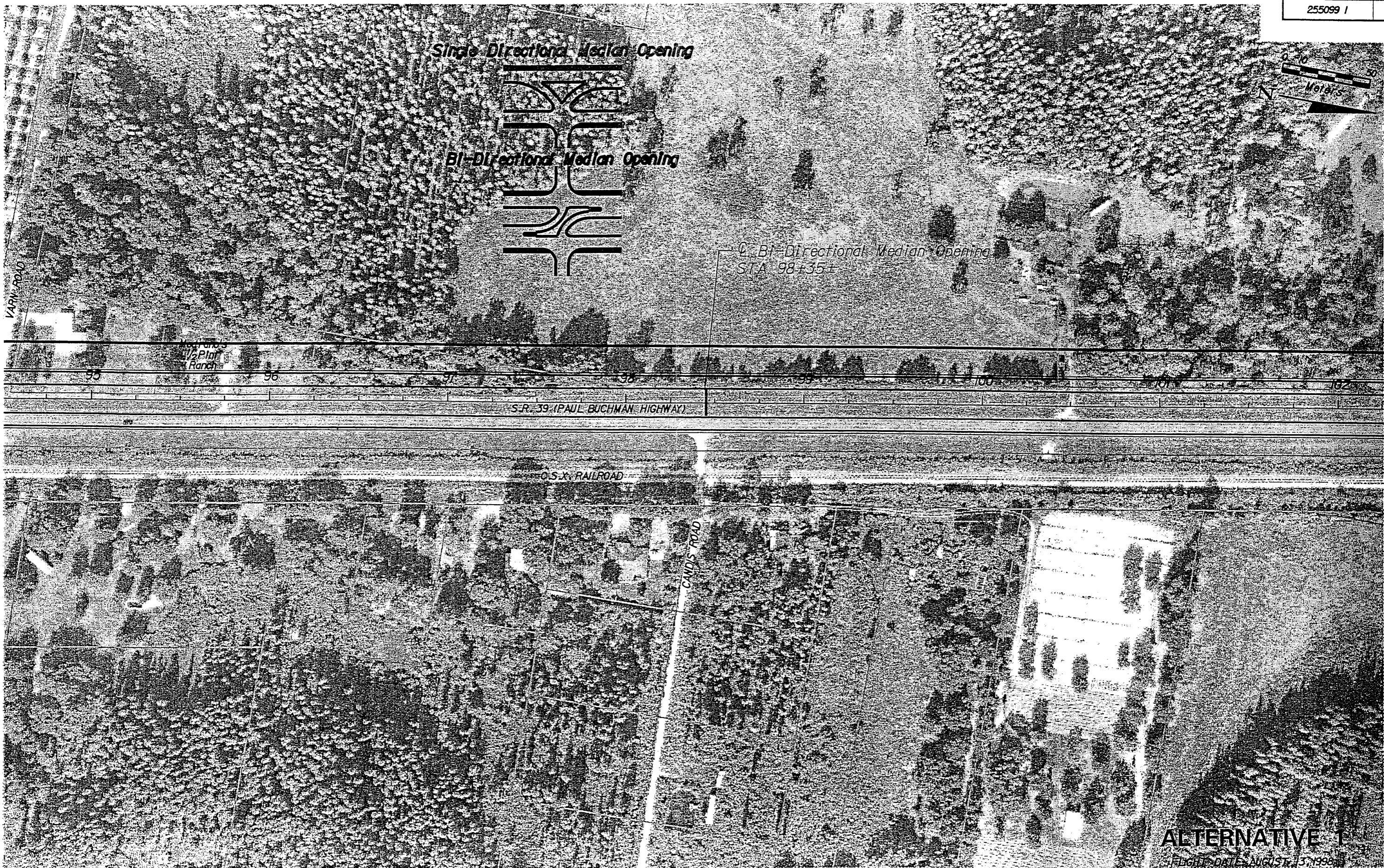


23-SEP-1998 14:16
01 SR39 PLANR010.dgn

- | | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |

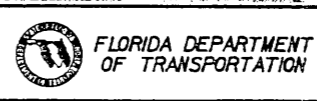


ALTERNATIVE 1
 FLIGHT DATE: AUGUST 15, 1998
 S.R. 39 FROM I-4 TO U.S. 301
 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
 HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

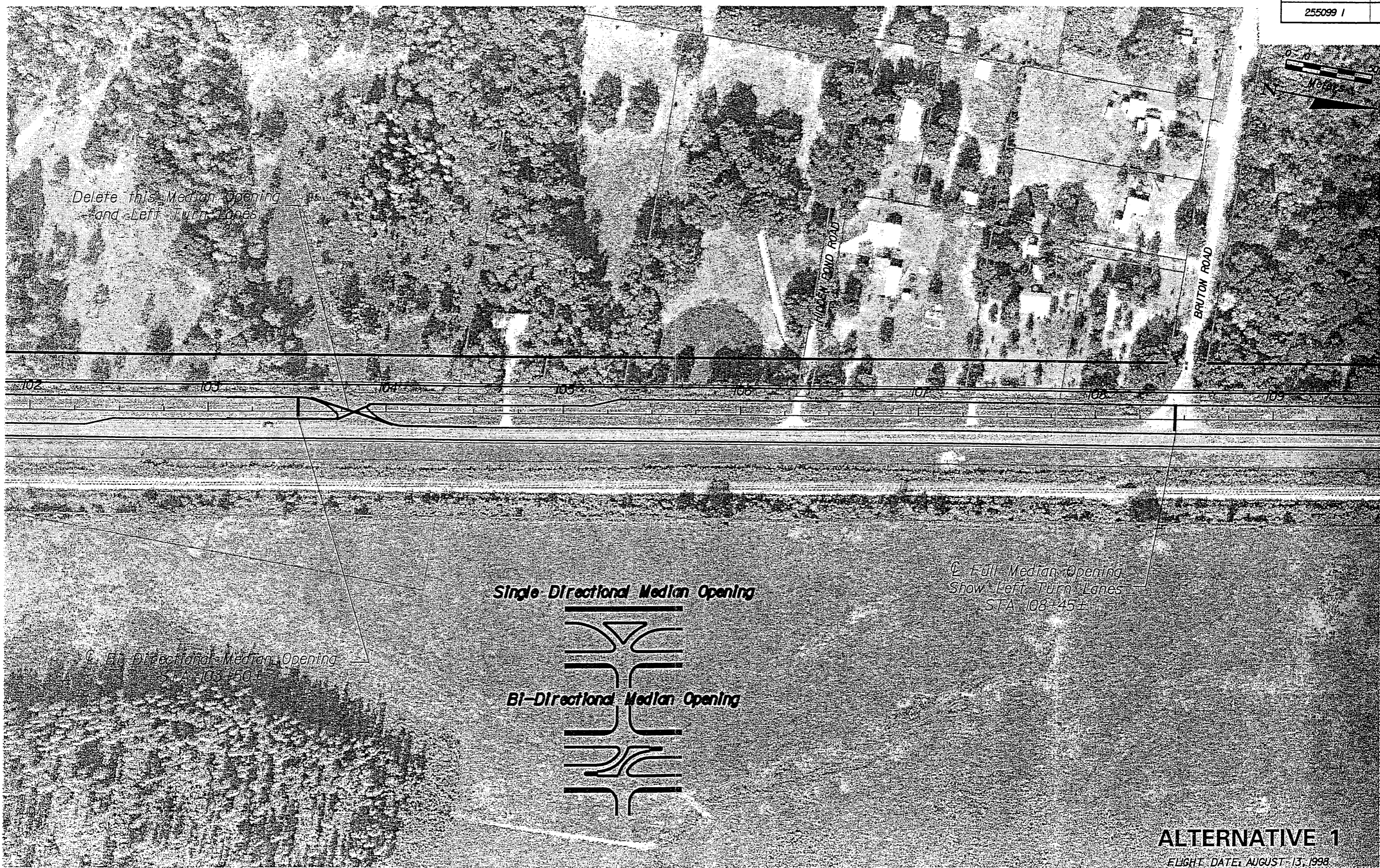


23-SEP-1999 14:19
01:SR39 VPLAN011.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



ALTERNATIVE 1
FLIGHT DATE: AUGUST 13, 1998
S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Delete this Median Opening
and Left Turn Lanes

102 103 104 105 106 107 108 109

HIDDEN BOND ROAD

BRUTON ROAD

Single Directional Median Opening



Bi-Directional Median Opening

Full Median Opening
Show Left Turn Lanes
STA 108+45

Bi-Directional Median Opening
STA 103+50

ALTERNATIVE 1

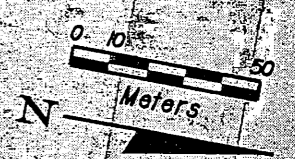
FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 14:21
0:ASR39 PLANR12.dgn

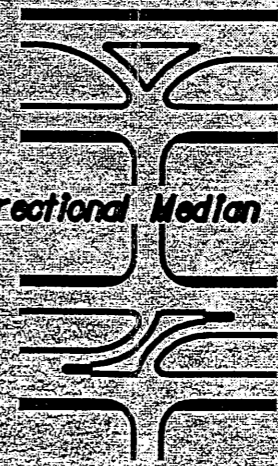
| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Single Directional Median Opening



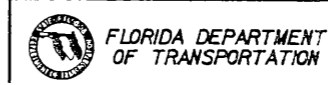
Bi-Directional Median Opening

ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

3-SEP-1999 14:22
1-SR39.PLANR013.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |

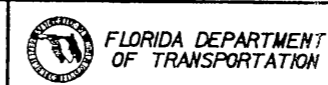


S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

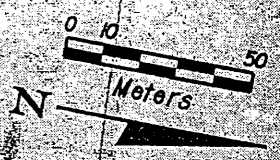


23-SEP-1999 14:23
01:ASR39 VPLANRD14.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|-------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY/CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



ALTERNATIVE 1
FLIGHT DATE: AUGUST 13, 1998
S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

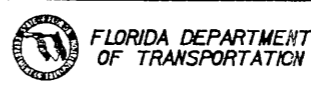


ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 14:25
01_VSR39_PLAND15.dgn

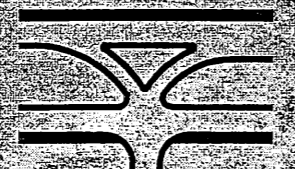
| | | | | |
|-----------------------|------------------------------|----------------------|-------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY/CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



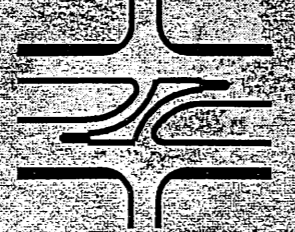
S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Single Directional Median Opening



Bi-Directional Median Opening



ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

3-SEP-1999 14:27
\\S639\PLAND\16.dgn

- | | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



ALTERNATIVE 1

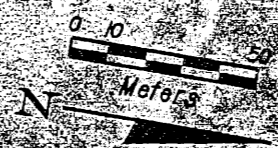
FLIGHT DATE: AUGUST 13, 1998

- | | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |

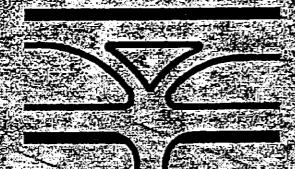


S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

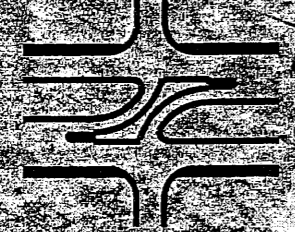
23-SEP-1999 14:28
01-5859-VPL.AMRD17.dgn



Single Directional Median Opening



Bi-Directional Median Opening



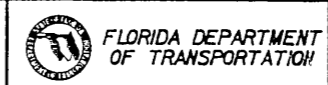
Bi-Directional Median Opening
STA. 149+45±

ALTERNATIVE 1

FLIGHT DATE: AUGUST, 13, 1998

23-SEP-1999 14:32
G:\SR39\PLANRD1.B.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |

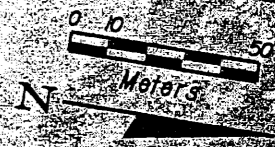
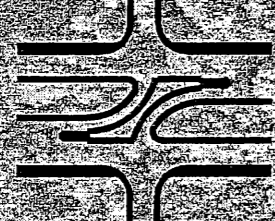


S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

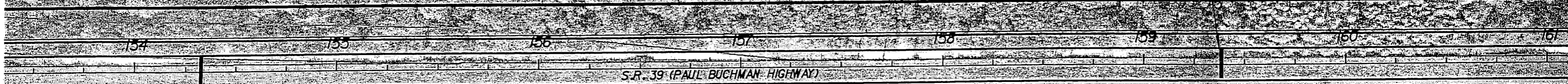
Single Directional Median Opening



Bi-Directional Median Opening



Full Median Opening
Show Left Turn Lanes
STA. 159+40±



Bi-Directional Median Opening
STA. 154+35±

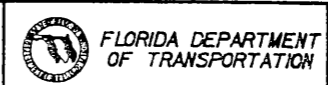
GE
INDUSTRIES
GATE
NO. 6

ALTERNATIVE 1

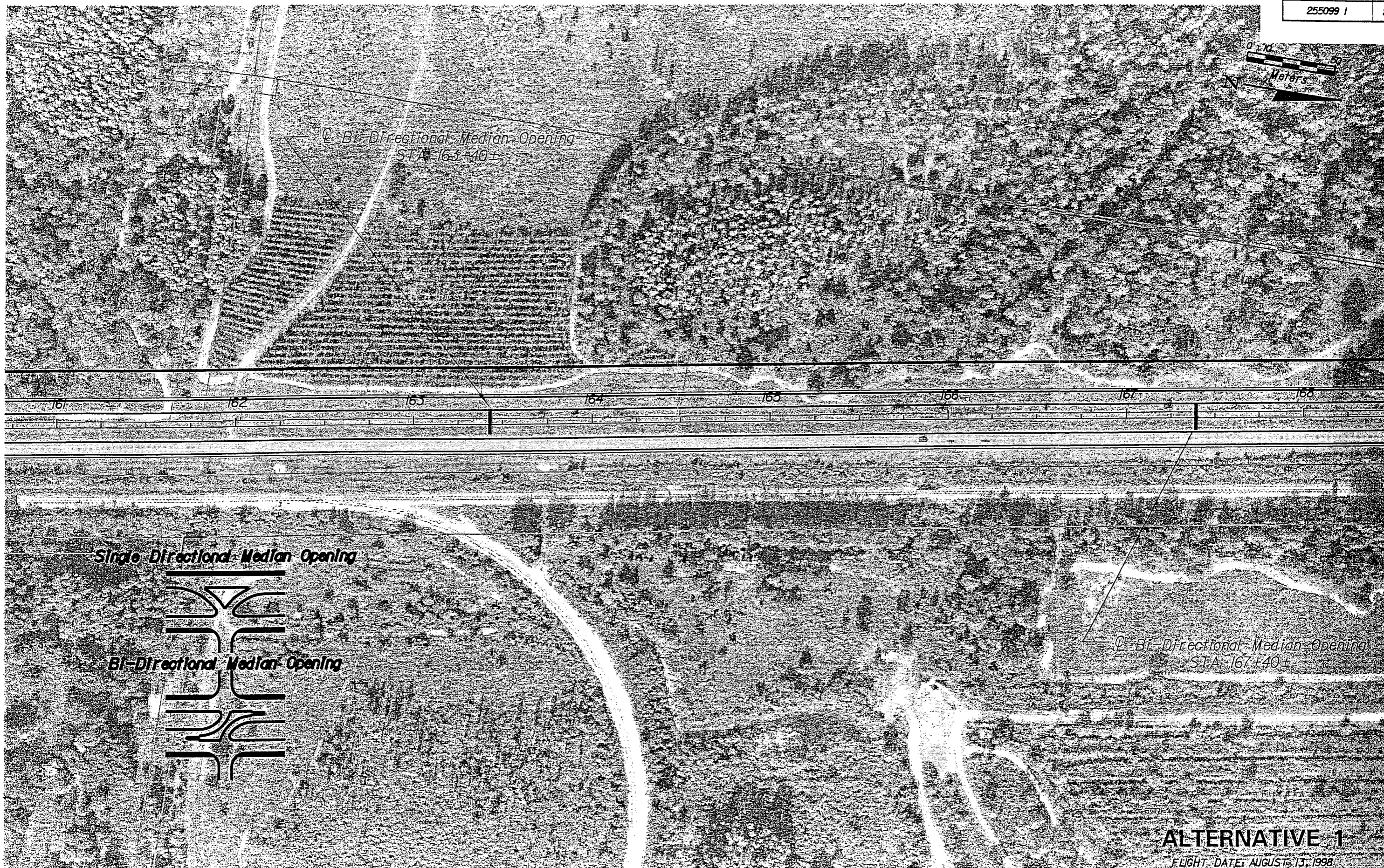
FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 14:34
01:SR39 PLAN019.dgn

- | | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|--------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Single Directional Median Opening

BI-Directional Median Opening

BI-Directional Median Opening
STA: 167+40+

ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 14:35
01_SRR39_VPL_AIR020.dgn

— EDGE OF PAVEMENT
- - - EXISTING RIGHT OF WAY
- - - PROPOSED RIGHT OF WAY

▲ PROPERTY LINES
▲ POTENTIAL CONTAMINATION SITE

□ WETLAND BOUNDARY
□ FLUCCS LAND USE CODE

⑤ SOILS BOUNDARY / CLASSIFICATION

≡ P1B ALTERNATIVE POND SITE LOCATION
□ POND OUTFALL LOCATION



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Single Directional Median Opening



Bi-Directional Median Opening

Bi-Directional Median Opening
STA 173+30



Uncle Ned's Food, Beer & Wine Restaurant

169

170

171

172

173

174

175

S.R. 39 (PAUL BUCHMAN HIGHWAY)

C.S.X. RAILROAD

ALTERNATIVE 1

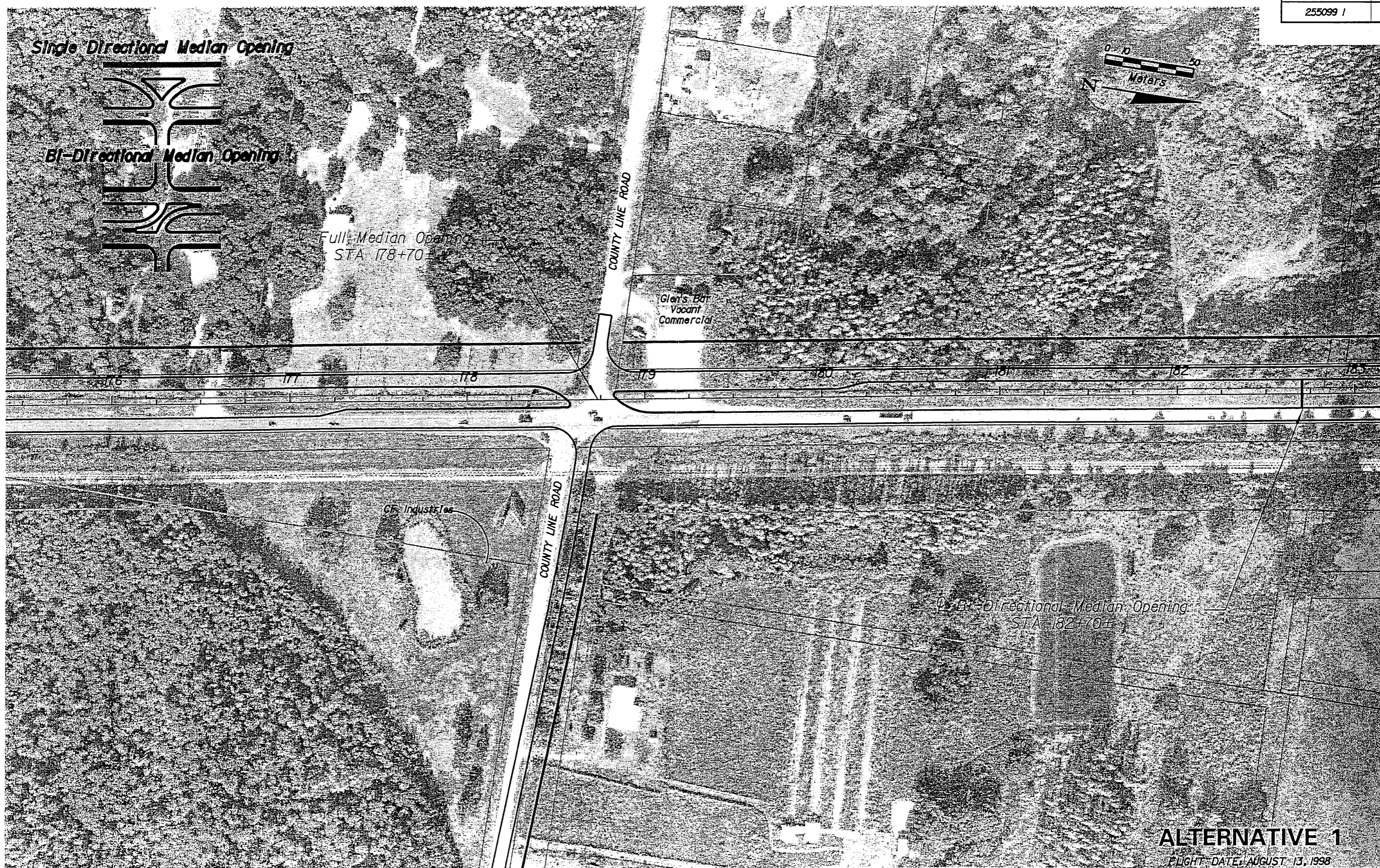
FLIGHT DATE: AUGUST 13, 1998

- EDGE OF PAVEMENT
- - - EXISTING RIGHT OF WAY
- · - · - PROPOSED RIGHT OF WAY
- ▲ PROPERTY LINES
- ▲ POTENTIAL CONTAMINATION SITE
- WETLAND BOUNDARY
- 4100 FLUCCS LAND USE CODE
- ⑤ SOILS BOUNDARY / CLASSIFICATION
- ≡ P1B ALTERNATIVE POND SITE LOCATION
- POND OUTFALL LOCATION



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

23-SEP-1999 14:44
01:5839 VPLAND21.dgn



Single Directional Median Opening

Bi-Directional Median Opening

Full Median Opening
STA 178+70±

Glen's Bar
Vacant
Commercial

GF Industries

Bi-Directional Median Opening
STA 182+70±

COUNTY LINE ROAD

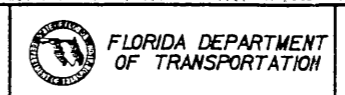
COUNTY LINE ROAD



ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

- EDGE OF PAVEMENT
- - - EXISTING RIGHT OF WAY
- · - · - PROPOSED RIGHT OF WAY
- ▲ PROPERTY LINES
- ▲ POTENTIAL CONTAMINATION SITE
- ▬ WETLAND BOUNDARY
- 4100 FLUCCS LAND USE CODE
- ⑤ SOILS BOUNDARY/CLASSIFICATION
- ▬ P1B ALTERNATIVE POND SITE LOCATION
- POND OUTFALL LOCATION



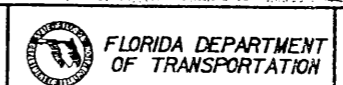
S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

23-SEP-1999 14:50
01-ASR39 VPLANRD22.dgn

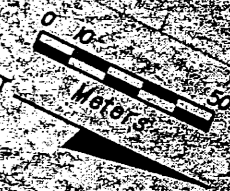
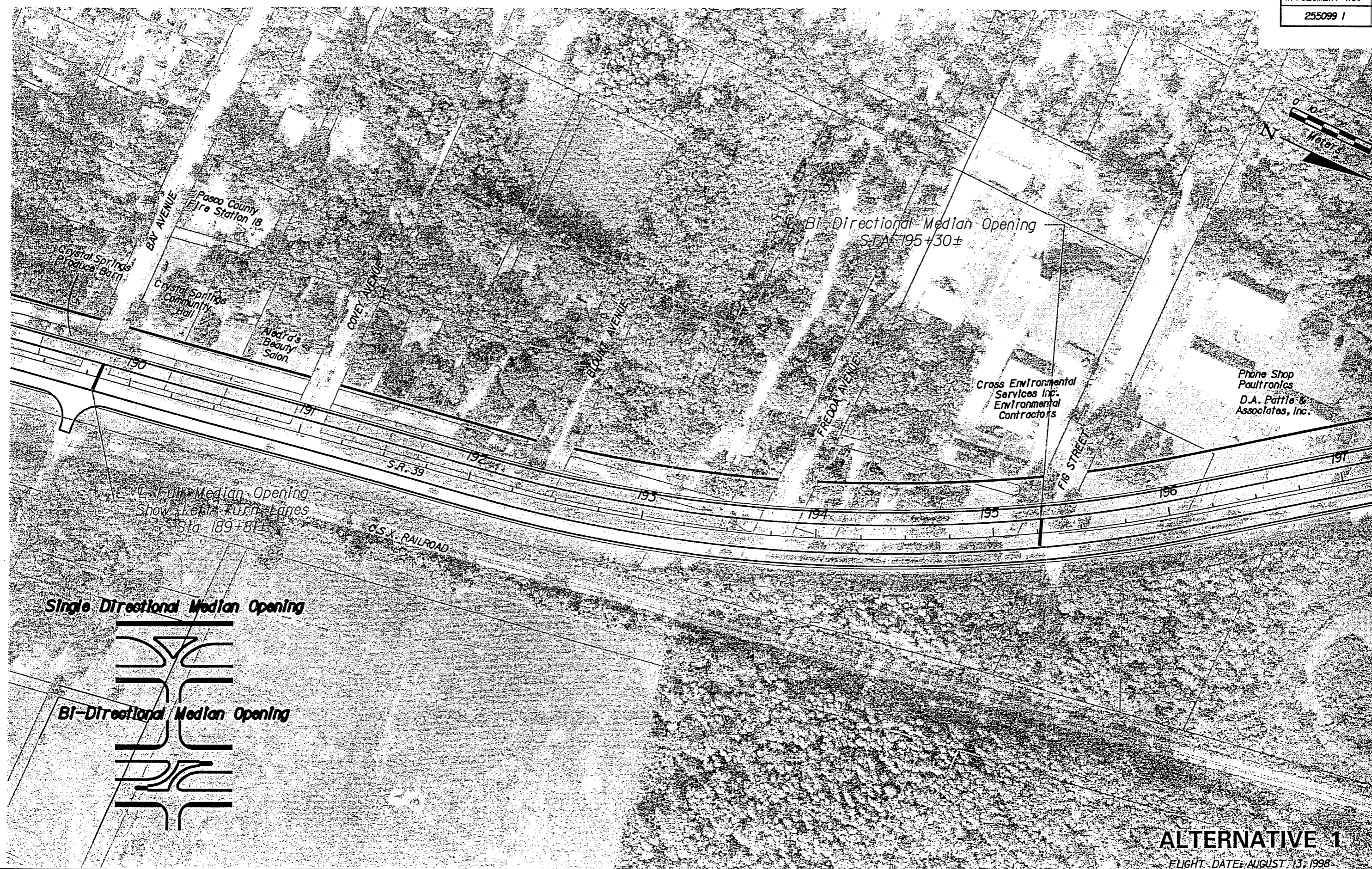


23-SEP-1999 15:06
D:\SR39\PLANRD23.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|--------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY/ CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



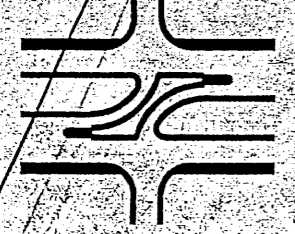
ALTERNATIVE 1
FLIGHT DATE: AUGUST 13, 1998
S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Single Directional Median Opening



Bi-Directional Median Opening



ALTERNATIVE 1

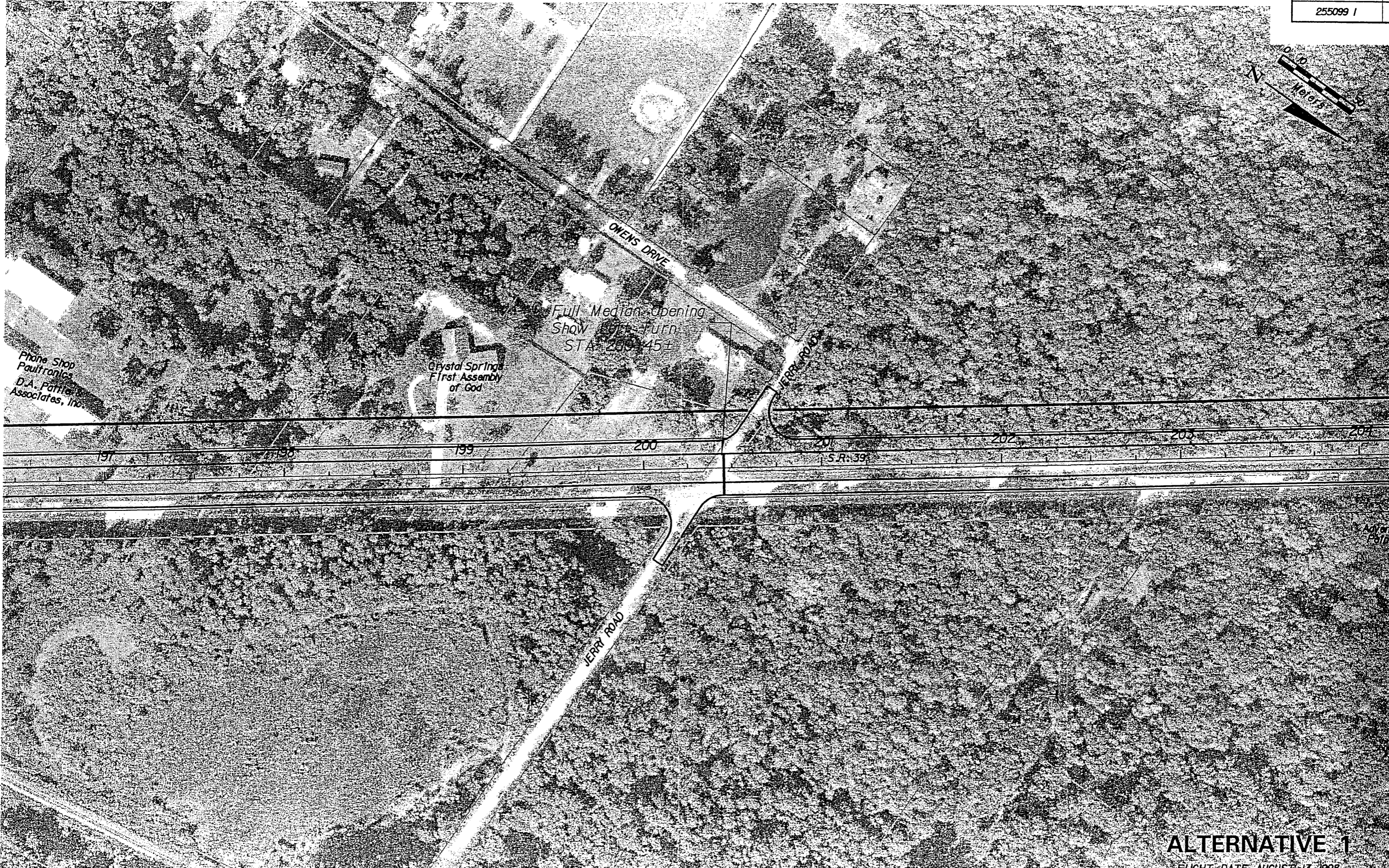
FLIGHT DATE: AUGUST 13, 1998

24-SEP-1999 11:42 01-SR39-PL-AND21.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

22-SEP-1999 14:02
01 SR39 PLANR025.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |

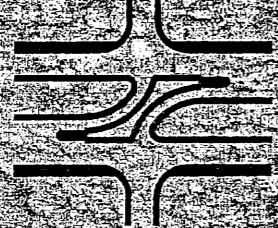


S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

Single Directional Median Opening

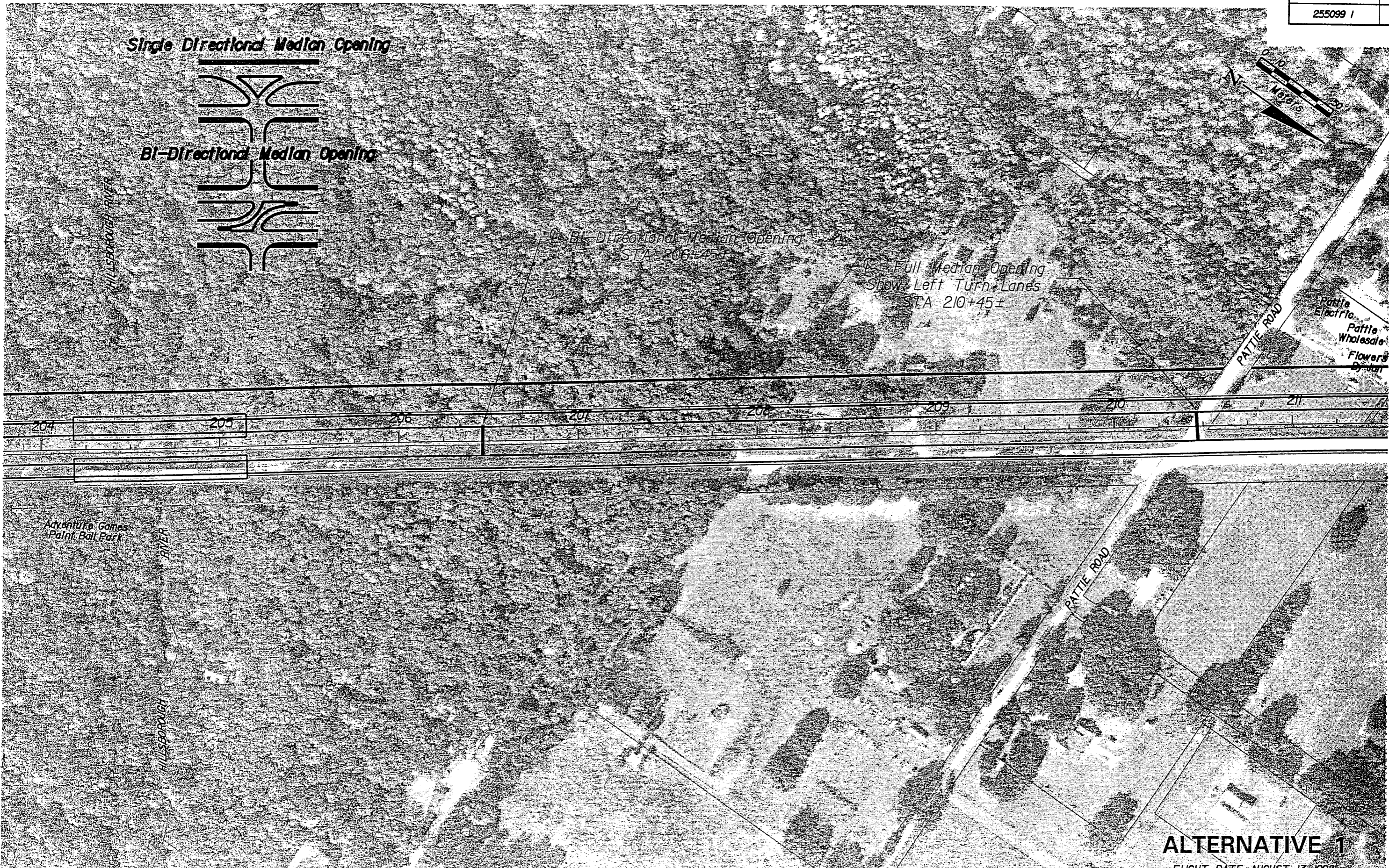
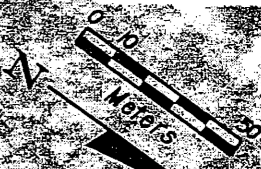


Bi-Directional Median Opening



Bi-Directional Median Opening
STA 206+45±

Full Median Opening
Show Left Turn Lanes
STA 210+45±



ALTERNATIVE 1

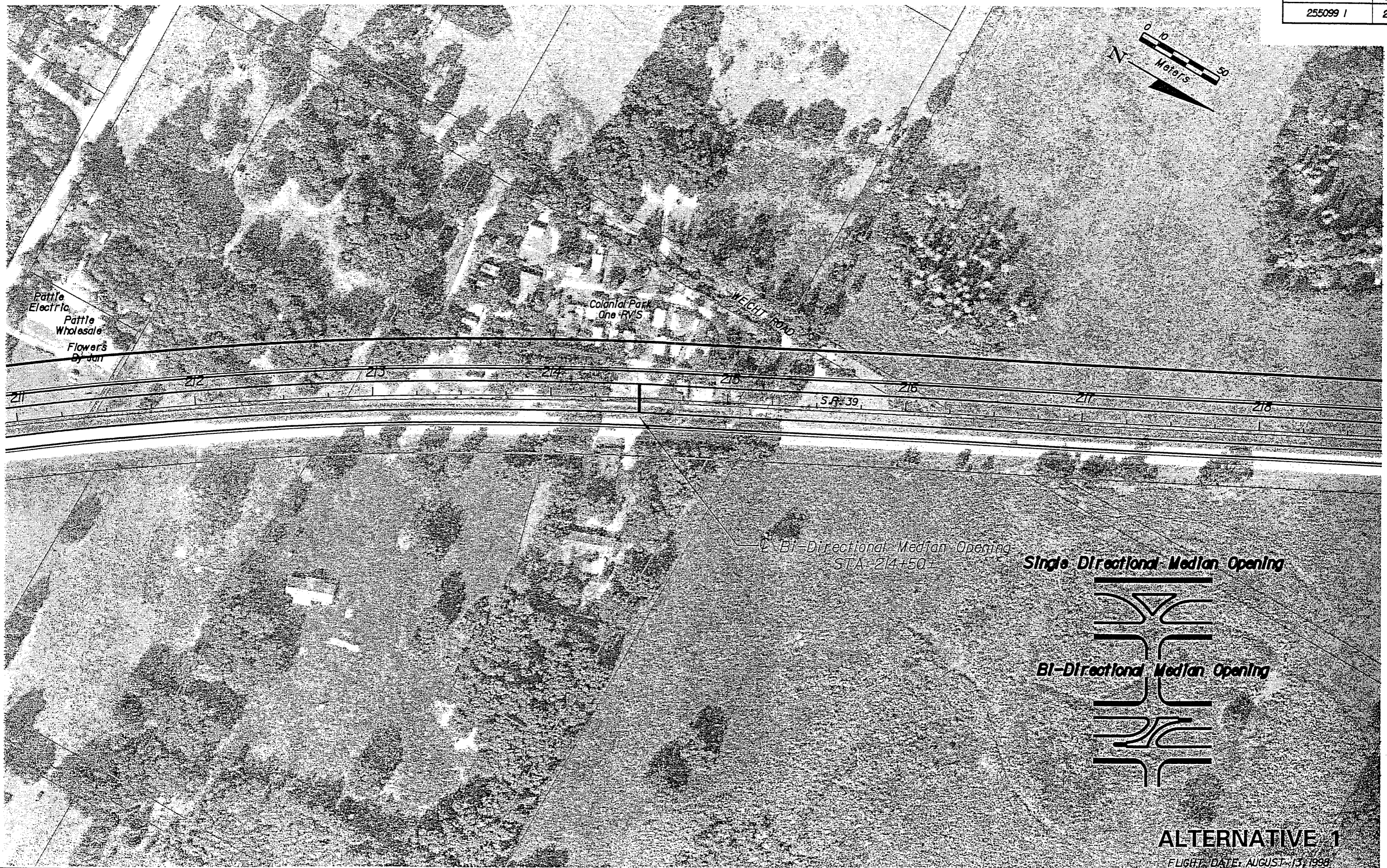
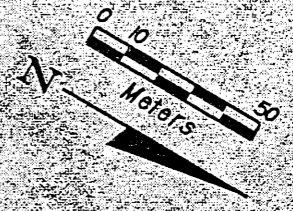
FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 15:15
01_SRP33_VL_AIR026.dgn

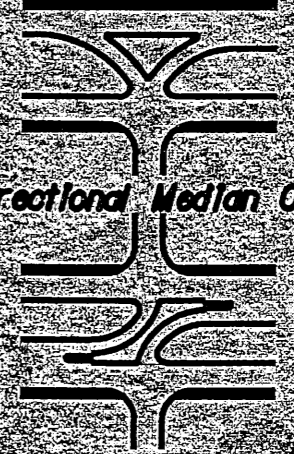
| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | SOILS BOUNDARY / CLASSIFICATION | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Single Directional Median Opening



Bi-Directional Median Opening

ALTERNATIVE 1

FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 15:18
01:SR39-PLANRD27.dgn

— EDGE OF PAVEMENT
 - - - EXISTING RIGHT OF WAY
 - - - PROPOSED RIGHT OF WAY

▲ PROPERTY LINES
 ▲ POTENTIAL CONTAMINATION SITE

WETLAND BOUNDARY
 FLUCCS LAND USE CODE

SOILS BOUNDARY/ CLASSIFICATION

P1B ALTERNATIVE POND SITE LOCATION
 POND OUTFALL LOCATION

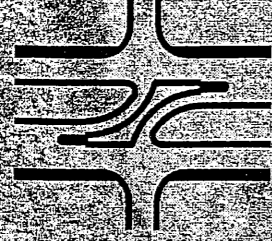


S.R. 39 FROM I-4 TO U.S. 301
 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
 HILLSBOROUGH AND PASCO COUNTIES, FLORIDA

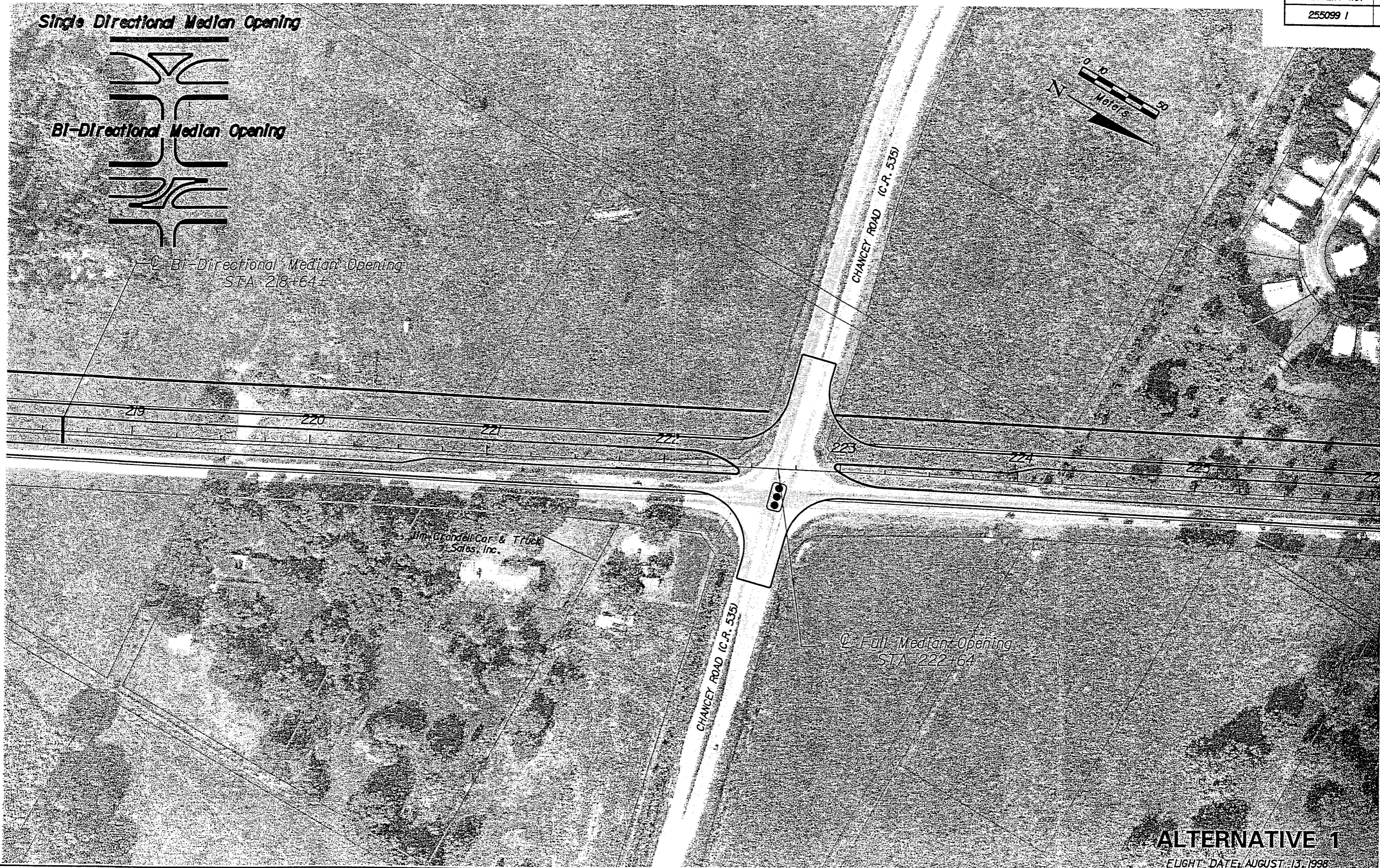
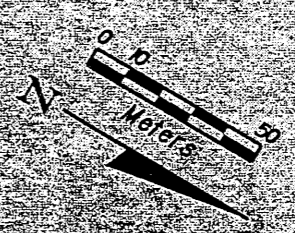
Single Directional Median Opening



Bi-Directional Median Opening



Bi-Directional Median Opening
STA 218+64±



ALTERNATIVE 1

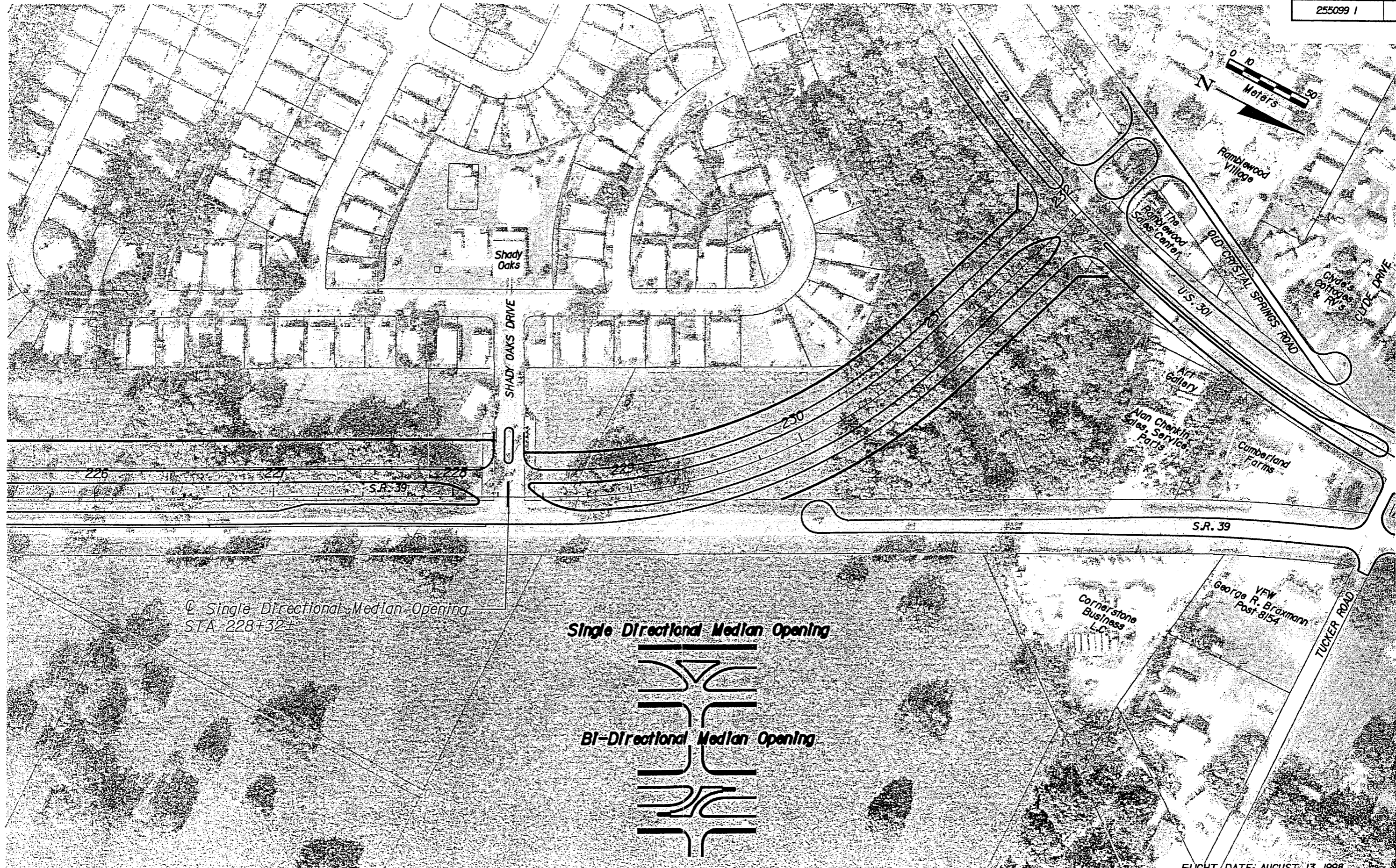
FLIGHT DATE: AUGUST 13, 1998

23-SEP-1999 15:20
G:\SR39\PLAN\RD28.dgn

| | | | | |
|-----------------------|------------------------------|----------------------|---------------------------------|------------------------------------|
| EDGE OF PAVEMENT | PROPERTY LINES | WETLAND BOUNDARY | SOILS BOUNDARY / CLASSIFICATION | P1B ALTERNATIVE POND SITE LOCATION |
| EXISTING RIGHT OF WAY | POTENTIAL CONTAMINATION SITE | FLUCCS LAND USE CODE | | POND OUTFALL LOCATION |
| PROPOSED RIGHT OF WAY | | | | |



S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



Single Directional Median Opening
 STA 228+32±

Single Directional Median Opening

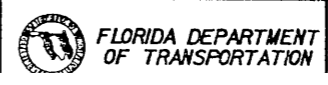
Bi-Directional Median Opening



FLIGHT DATE: AUGUST 13, 1998

1-SEP-1999 15:22 \\SR39\PLAN\RD29.dgn

- EDGE OF PAVEMENT
- - - EXISTING RIGHT OF WAY
- · - · - PROPOSED RIGHT OF WAY
- ▲ PROPERTY LINES
- ▲ POTENTIAL CONTAMINATION SITE
- ● ● ● WETLAND BOUNDARY
- 4100 FLUCCS LAND
- ⑤ SOILS BOUNDARY/CLASSIFICATION
- P1B ALTERNATIVE POND SITE LOCATION
- POND OUTFALL LOCATION

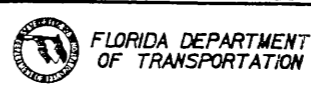


S.R. 39 FROM I-4 TO U.S. 301
 PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
 HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



23-SEP-1999 15:23
01:ASR39 PLANRD30.dgn

| | | | | | | | | | |
|-------|-----------------------|---|------------------------------|------|----------------------|---|---------------------------------|-----|------------------------------------|
| — | EDGE OF PAVEMENT | ▲ | PROPERTY LINES | ▬▬▬ | WETLAND BOUNDARY | ⑤ | SOILS BOUNDARY / CLASSIFICATION | ▬▬▬ | PIB ALTERNATIVE POND SITE LOCATION |
| - - - | EXISTING RIGHT OF WAY | ▲ | POTENTIAL CONTAMINATION SITE | ▬▬▬ | FLUCCS LAND USE CODE | — | | □ | POND OUTFALL LOCATION |
| - - - | PROPOSED RIGHT OF WAY | | | 4100 | | | | | |



FLIGHT DATE: AUGUST 13, 1998
S.R. 39 FROM I-4 TO U.S. 301
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
HILLSBOROUGH AND PASCO COUNTIES, FLORIDA