#6

[redacted]A
[redacted]MENT OF TRANSPORTATION

[redacted]evelopment and Environment Study for:

[redacted]R [redacted]44

[redacted]5 [redacted](U.S.41) to I-75

[redacted]r Counties, Florida

[redacted]5 [redacted]-1536;18070-1516
[redacted]1 [redacted]10; 5118392
[redacted]N[redacted]O. F-8888(50)

[redacted]T [redacted]ING REPORT

Date 11/91

FINAL ENGINEERING REPORT
SR 44
SR 45 (US 41) TO I-75
CITRUS AND SUMTER COUNTIES

John M. McAllister, P.E.
Project Manager
Project Development and Environment

Concurred by: _____
Frederick R. Birnie, P.E.
District Project Development
and Environment Engineer

_____
P.E. No. 32179
Date: 12/9/91

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I. ABSTRACT:

The Florida Department of Transportation intends to use federal aid funds authorized by the Federal Highway Administration in the development of four laning of SR 44 from SR 45 (US 41) in Citrus County to I-75 in Sumter County. The purpose of this project is to enhance the state arterial system, accommodate projected future traffic and provide a safer facility.

II. INTRODUCTION:

The proposed project is located in east central Citrus County and northwest Sumter County. The proposed upgrading of SR 44 begins just east of the SR 44/SR 45 (US 41) intersection and will tie into the proposed SR 44/I-75 interchange. The SR 44/I-75 interchange plans indicate that SR 44 will be a five lane urban section. (See location map Figure 1).

SR 44 has experienced high accident rates within the project limits. The Florida Department of Transportation's 1988 Strategic Transportation Plan indicates the multilaning of SR 44 from coast to coast to enhance the state arterial system. SR 44 is included in the "Florida Intrastate Highway System". Both the Citrus and Sumter County Comprehensive Plans indicate the need to multilane SR 44.

The objective of this report is to ensure that the final design concept will reflect and be consistent with federal, state, and local goals and objectives.

To meet the state objective, this report will document the following:

A. Research and analysis of the various factors used in the formulation of a design concept for the proposed roadway.

B. Analysis of alternate alignments, corridors, and design concepts.

C. The public involvement program.

D. The recommendation of a design concept.

III. EXISTING FACILITY:

1. Functional Classification:

SR 44 (from SR 45 (US 41) to I-75) is functionally classified as a "minor arterial.

2. Typical Section:

SR 44 is a two lane bituminous concrete undivided highway. The roadway width in Citrus County is primarily 24'. The roadway width in Sumter County is primarily 20'. The majority of the project is in unincorporated Citrus and Sumter Counties. A portion of the project is within the City of Inverness. See "Existing Typical Section" sketch, Figures 2A and 2B.

3. Horizontal Alignment:

The existing SR 44 horizontal alignment generally consists of a series of curves and tangent sections as it meanders in a east-west direction through portions of Citrus and Sumter Counties. For detailed information of the existing alignment see Tables 1A and 1B.

4. Vertical Alignment:

The centerline elevations of the existing roadway vary from a low of 45± feet above Mean Sea Level (MSL) at approximately 1.0 mile east of SR 45 (US 41) in Citrus County to a high of 70± feet above MSL at approximately 1.0 mile west of CR 475 in Sumter County. The elevations were obtained from the United States Department of the Interior Geological Survey Maps. For general centerline elevations, see Appendix A-1.

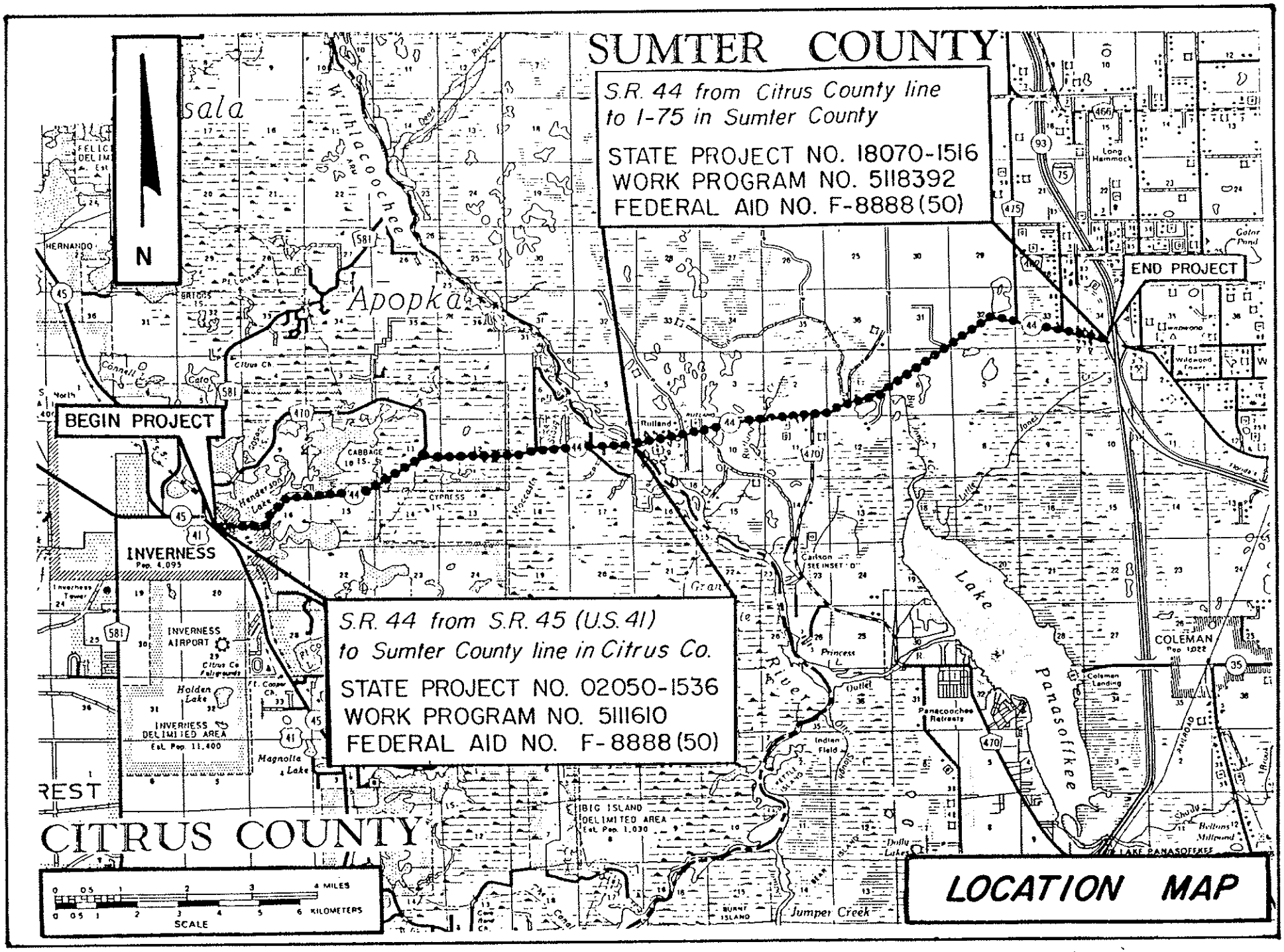
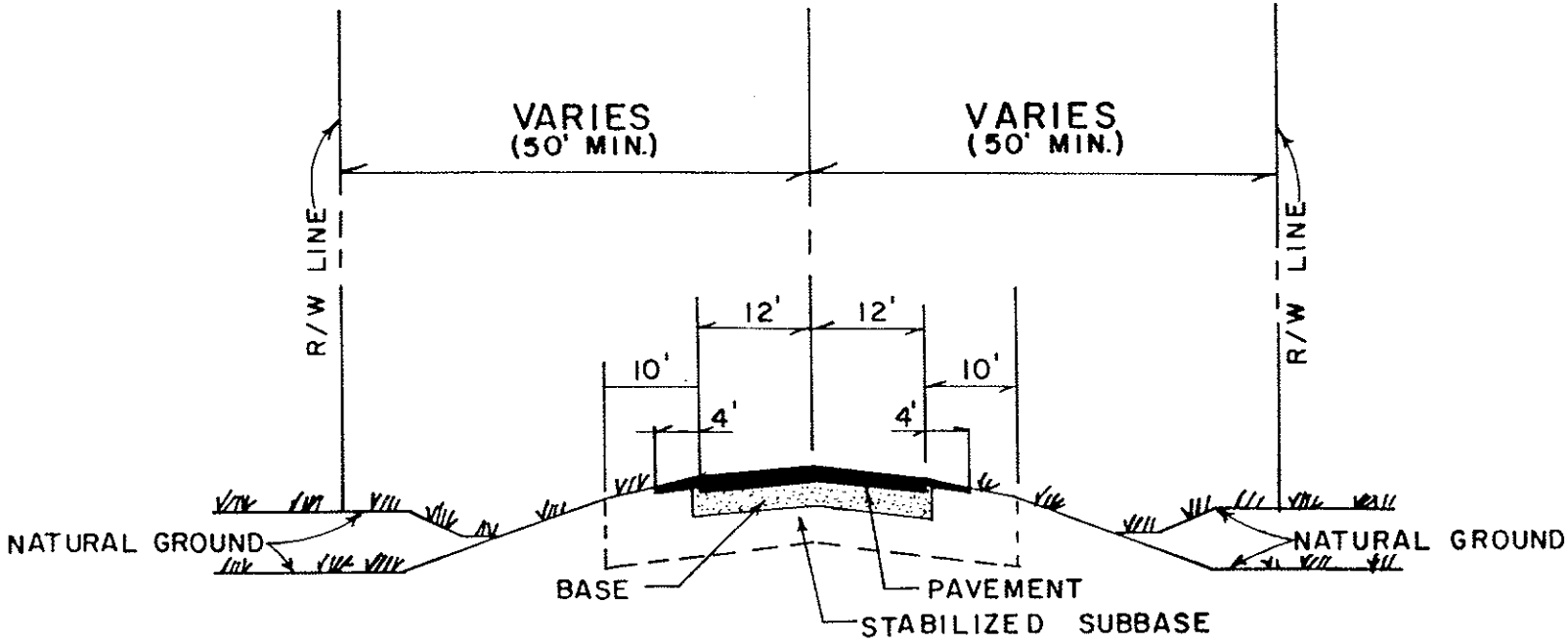

SUMTER COUNTY
S.R. 44 from Citrus County line to I-75 in Sumter County
STATE PROJECT NO. 18070-1516
WORK PROGRAM NO. 5118392
FEDERAL AID NO. F-8888(50)
END PROJECT
BEGIN PROJECT
S.R. 44 from S.R. 45 (U.S. 41) to Sumter County line in Citrus Co.
STATE PROJECT NO. 02050-1536
WORK PROGRAM NO. 5111610
FEDERAL AID NO. F-8888(50)
N
INVERNESS
INVERNESS AIRPORT
INVERNESS DELIMITED AREA
Est. Pop. 11,400
Apopka
Withlacoochee
Rutland
Lake Panasoffkee
COLEMAN
BIG ISLAND DELIMITED AREA
Est. Pop. 1,030
Jumper Creek
CITRUS COUNTY
SCALE
LOCATION MAP

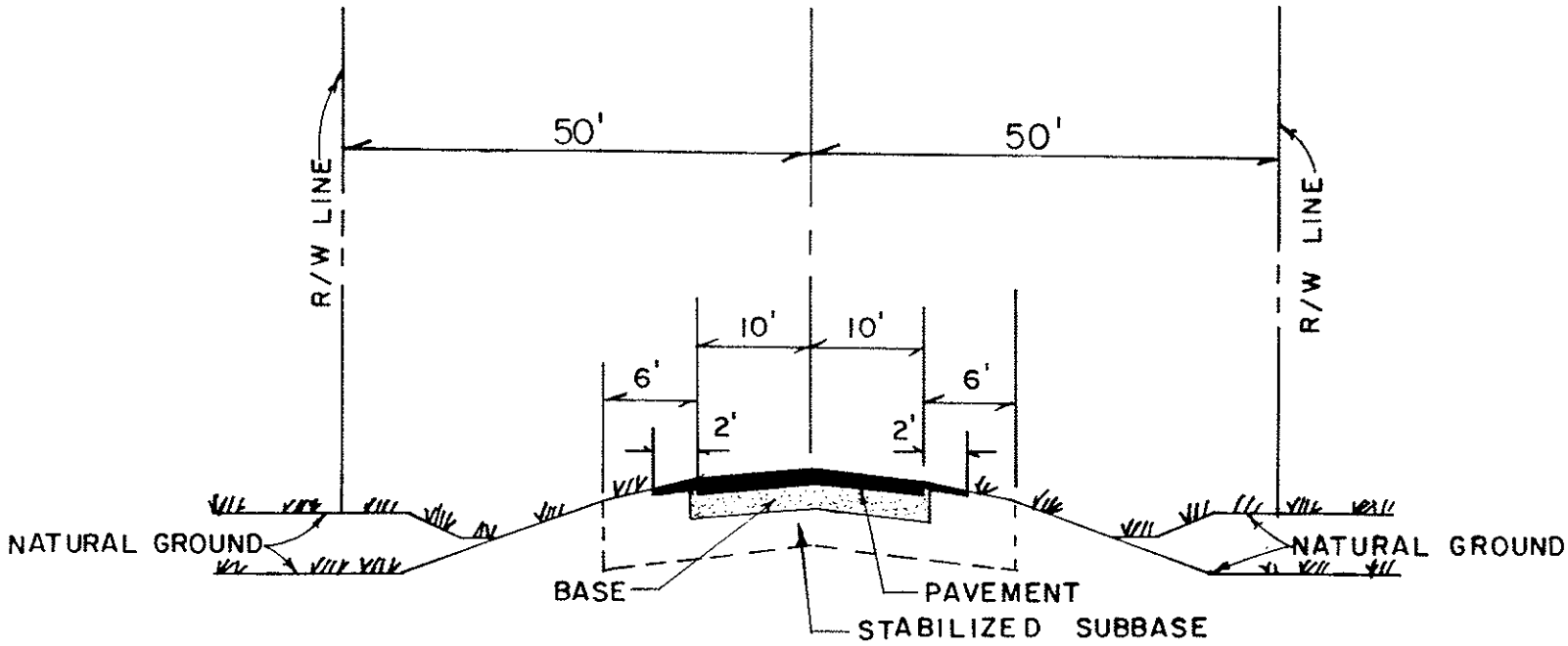
FIGURE 1



TWO LANE UNDIVIDED ROADWAY WITH PAVED SHOULDERS

EXISTING TYPICAL SECTION
CITRUS COUNTY

FIGURE 2A



TWO LANE UNDIVIDED ROADWAY WITH PAVED SHOULDERS

EXISTING TYPICAL SECTION

SUMTER COUNTY

FIGURE 2B

TABLE 1A

EXISTING CITRUS COUNTY HORIZONTAL ALIGNMENT DATA
Proceeding from SR 45 (US 41)
to Sumter County Line

Curve Number	Existing Degree of Curvature	Superelevation Rate
1	1°45'	unknown
2	2°00'	0.035
3	6°00'	0.082
4	6°00'	0.082
5	5°00'	0.073
6	6°30'	0.085
7	2°00'	0.050
8	2°00'	0.050
9	2°00'	0.050
10	2°00'	0.050
11	1°00'	0.027
12	1°00'	unknown
13	1°00'	0.032

NOTE: Above information obtained from Florida Department of Transportation Job No. 02050-3514, revised 4-8-76, Job Nos.: 18070-3509 and 02050-3528, dated 9-18-86 and Right of Way Map Project No. 5018, dated 5-8-41.

TABLE 1B

EXISTING SUMTER COUNTY HORIZONTAL ALIGNMENT DATA
Proceeding from Citrus County Line to West of I-75

Curve Number	Existing Degree of Curvature	Superelevation Rate
1	1°00'	unknown
2	1°00'	unknown
3	3°00'	unknown
4	3°00'	unknown
5	3°00'	unknown
6	4°00'	unknown
7	1°00'	unknown

NOTE: Above information obtained from Florida Department of Transportation Right of Way Maps Project No.: 1807-(104)203, revised 6-2-54.

5. Utilities:

The following is a list of known companies and agencies and their contact personnel:

Florida Power Corporation
Mr. Richard Noble
Manager of Acquisition
P.O. Box 14041 Mail Code D2D
St. Petersburg, Florida 33733
904/732-7521

United Telephone System - Florida
Mr. James D. Williams
Division Manager
P.O. Box 48
Leesburg, Florida 32749-0048
1-800/542-0088

Centel Cable
Mr. Tom Autry
Chief Technician
P.O. Box 766
Brooksville, Florida 34605
904/245-2408

City of Inverness
Mr. Bruce Banning
City Manager
212 West Main Street
Inverness, Florida 32650
904/726-2331

City of Wildwood
Mr. Gene Kornegay
Public Works Director
P.O. Box 267
Wildwood, Florida 32785
904/748-4239

Sumter Electric
Mr. John Sisler
General Manager
P.O. Box 301
Sumterville, Florida 33585
904/793-3801

6. **Traffic:**

SR 44 from SR 45 (US 41) to I-75 is an east/west route through a sparsely populated area between the City of Inverness and the City of Wildwood. This rural minor arterial roadway is a general purpose noncontrolled access facility which serves all types of traffic. Current traffic volumes, average daily traffic (ADT) counts and Levels of Service (LOS) are presented in Figure 3. the LOS ranges from "A" to "E" where the LOS "A" represents the most efficient movement of traffic that provides a condition of free flow, with low volumes and high speeds. The LOS "E" represents operations with volumes at or near capacity of the roadway, with extremely low operating speeds at times bordering forced flow conditions. The present ADT counts on SR 44 range from approximately 4,600 to 8,700 vehicles per day. The existing average LOS in Citrus and Sumter Counties is "C" and "B", respectively.

There are no traffic signals within the project limits.

Existing posted speed limits range from 45 mph to 55 mph.

7. **Soils:**

From the Florida General Soils Atlas provided by the Division of state Planning it can be noted from the Citrus County map that there are three major soil associations that SR 44 traverses on its easterly course beginning at SR 45 and ending at the Sumter County line. The following chart depicts the appropriate mileposts and lengths for the traversed associations.

Assoc. No.	Soil Association	Beg.(M.P.)	End (M.P.)	Length (Miles)
3	Arrendondo-Kendrick	17.7	18.2	0.5
2	Candler-Adamsville-Pompano	18.2	23.8	5.6
7	Basinger-Myakka	23.8	24.4	0.6

NOTE: All mile posts and lengths are approximate.

Areas dominated by well drained soils not subject to flooding: Arrendondo-Kendrick association: Nearly level to sloping well drained soils with very thick sandy layers over loamy subsoil.

Areas dominated by sandy drought soils not subject to flooding: Candler-Adamsville-Pompano association: Nearly level to sloping excessively drained soils with very thick sandy layers over thin loamy or sandy loam lamella and somewhat poorly and poorly drained soils sandy throughout.

Areas dominated by poorly and very poorly drained soils subject to flooding: Basinger-Nyakka association: Nearly level poorly drained soils sandy throughout and poorly drained sandy soils with weakly cemented sandy subsoil.

From the Sumter County map, it can be noted that there are six major soil associations that SR 44 traverses on its easterly course from the Citrus County Line to Interstate 75. The following chart depicts the appropriate mile posts and lengths for the traversed associations.

1989 Average Daily Traffic & Level of Service

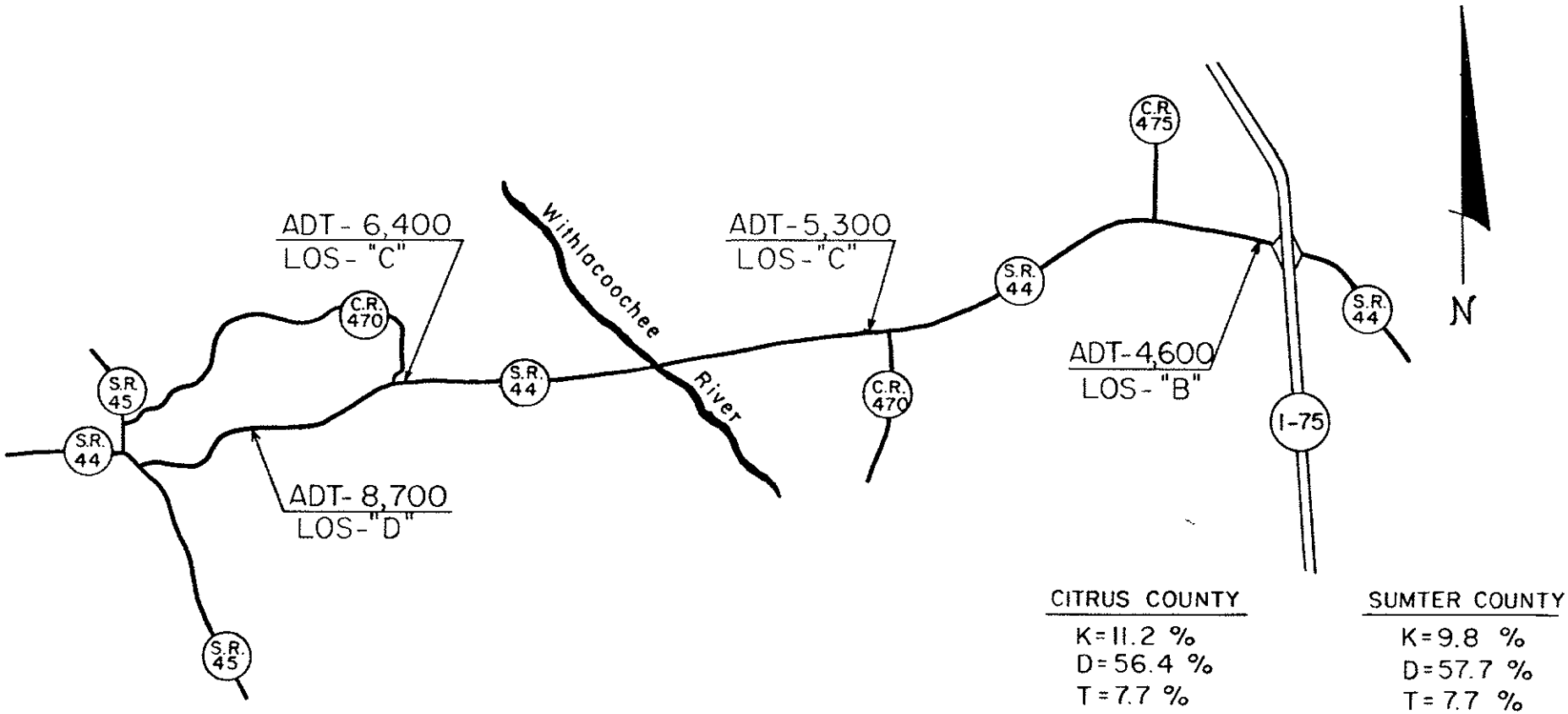


FIGURE 3

ASSOC. NO.	SOIL ASSOCIATION	BEG.(M.P.)	END (M.P.)	LENGTH (MILES)
11	Pompano-Myakka	0.0	0.5	0.5
10	Paisley-Bushnell	0.5	2.0	1.5
14	Terra Ceia-Placid	2.0	2.5	0.5
10	Paisley Bushnell	2.5	4.7	2.2
2	Candler-Apopka	4.7	6.3	1.6
9	Myakka-Wabasso	6.3	7.4	1.1
4	Tavares-Mayakka	7.4	7.8	0.4
9	Myakka-Wabasso	7.8	8.3	0.5

NOTE: All mile posts and lengths are approximate.

Areas dominated by poorly and very poorly drained soils subject to flooding: Pompano-Myakka association: Nearly level poorly drained soils sandy throughout and poorly drained sandy soils with weakly cemented sandy subsoil.

Areas dominated by moderately well to poorly drained soils not subject to flooding: Paisley-Bushnell association: Nearly level poorly and somewhat poorly drained soils with thin sandy layers over clay type subsoil.

Areas dominated by poorly and very poorly drained soils subject to flooding: Terra Ceia-Placid association: Nearly level very poorly drained well decomposed organic soils 50 to 80" or more thick and very poorly drained soils sandy throughout.

Areas dominated by sandy droughty soils not subject to flooding: Candler-Apopka association: Nearly level to undulating excessively drained soils with very thick sandy layers over thin loamy or sandy loam lamella and well drained soils with very thick sandy layers over loamy subsoil.

Areas dominated by moderately well to poorly drained soils not subject to flooding: Myakka-Wabasso association: Nearly level poorly drained sandy soils with weakly cemented sandy subsoil and poorly drained soils with a weakly cemented sandy subsoil layer underlain by loamy subsoil.

Areas dominated by moderately well to poorly drained soils not subject to flooding: Tavares-Myakka association: Nearly level to sloping moderately well drained soils sandy throughout and poorly drained sandy soils with weakly cemented sandy subsoil.

During the design stage, a detailed soils investigation along the proposed alignment and in any proposed water retention areas will need to be conducted by a firm prequalified by FDOT and reviewed by FDOT.

8. **Accident Data:**

A review of the accident data indicates that 70% of the accidents along SR 44 from SR 45 to I-75 in the five year period from January, 1984 to december, 1988 are rear end, fixed object off road, water/ditch/culvert and left turn, and side swipe in descending order of significance. During the five year report period, the records indicate 138 personal injuries, 7 fatalities and an economic loss of $8,235,954.

All sections of this project do not exceed a safety ratio of 1.0. The section of SR 44 from SR 45 to CR 470 in Citrus County generally has the highest safety ratio of the sections. A summary of the accident types, roadway conditions, number of injuries, number of fatalities, economic loss and accident rates are shown in Tables 2A through 2E.

9. **Drainage:**

The existing drainage system along SR 44 from SR 45 (US 41) to just west of I-75 is the open ditch type with numerous cross drains. This project is under the jurisdiction of the Southwest Florida Water Management District.

The following is a general description of the existing drainage areas:

Citrus County: SR 45 (US 41) to Sumter County Line

There are a total of 5 cross drains, a 36' bridge at Lake Henderson and a double 9'x9' concrete box culvert along SR 44 connecting Moccasin and Bryant Sloughs. These crossing mainly convey roadway runoff and are equalizers. The double 9'x9' concrete box culvert has 2-9' steel plate weirs each containing one 48" diameter hydraflo gate which regulates flow through Bryant Slough and maintains a desirable level in the Inverness Pool of Tsala Apopka. A major portion of SR 44 traverses the 100 year flood plain which is a part of the Tsala Apopka chain of lakes. These lakes are connected to the Withlacoochee River to the east through a series of control structures. All crossings are in good hydraulic and physical condition.

Sumter County: Citrus County Line to Just west of I-75

There are a total of 10 cross drains, the 540' Withlacoochee River Bridge and a double 10'x6' box culvert at Rutland Creek. Portions of SR 44 traverses areas of 100 year flood. The remaining portions of SR 44 are in areas of minimal flooding. There is a ridge located approximately one mile west of CR 475. East of this ridge the drainage is to the south to the Little Jones Creek. West of the ridge the drainage is to the south to the Big Jones Creek. The Jones Creeks flow into Lake Panasoffkee which outlets into the Withlacoochee River. The drainage of the western portion of SR 44 is westerly to the Withlacoochee River. See Appendix "B", "Location Hydraulic Report."

10. **Pedestrian and Bicycle Facilities:**

There are no existing bicycle paths or sidewalks on this project. There are no marked school zones or crosswalks.

TABLE 2A

ACCIDENT SUMMARY
SR 44, SR 45 (US 41) TO CR 470 (CITRUS COUNTY)
Length 3.5 Miles

ACCIDENT TYPE	1984	1985	1986	1987	1988	TOTAL	AVRG/YR
Water/Ditch/Culvert	2	2	1	0	0	5	1.0
Fixed obj.Off Road	1	1	1	2	2	7	1.4
Overturn/Jackknife	1	1	0	1	0	3	0.6
Animal	0	0	0	0	0	0	0
Head On	0	0	1	0	0	1	0.2
Angle	2	0	0	0	0	2	0.4
Left Turn	2	0	1	3	4	10	2.0
Right Turn	1	0	0	1	0	2	0.4
Rear End	2	1	5	0	2	10	2.0
Side Swipe	0	2	2	1	1	6	1.2
Pedestrian	0	0	0	1	0	1	0.2
Other	1	0	1	0	0	2	0.4
TOTALS:	**12**	**7**	**12**	**9**	**9**	**49**	**9.8**
Dry Road	11	7	8	7	7	40	8.0
Wet Road	1	0	4	2	2	9	1.8
Slippery Road	0	0	0	0	0	0	0
Number/Injuries	9	5	15	10	17	56	11.2
Number/Fatalities	0	2	0	1	1	4	0.8
Economic Loss x $1,000.00	783.24	456.89	783.24	587.43	587.43	3,198.23	639.64
ACCIDENT RATE							
Actual	1.149	0.712	1.123	0.789	0.730		
Critical	1.800	1.857	1.508	1.514	1.516		
Ratio	0.683	0.383	0.744	0.521	0.481		

Information compiled from Florida Traffic Accident Report

TABLE 2B
ACCIDENT SUMMARY
SR 44, CR 470 (CITRUS COUNTY) TO SUMTER COUNTY LINE
Length 3.2 Miles

ACCIDENT	1984	1985	1986	1987	1988	TOTAL	AVRG/YR
Water/Ditch/Culvert	1	1	0	0	0	2	0.4
Fixed Obj.Off Road	0	0	0	1	0	1	0.2
Overturn/Jackknife	0	0	1	0	0	1	0.2
Animal	0	0	0	0	1	1	0.2
Head On	0	0	0	0	0	0	0
Angle	1	0	0	0	1	2	0.4
Left Turn	1	0	0	0	1	2	0.4
Right Turn	0	0	0	0	0	0	0
Rear End	2	3	3	0	3	11	2.2
Side Swipe	0	0	1	1	0	2	0.4
Pedestrian	0	0	0	0	1	1	0.2
Other	1	1	0	0	0	2	0.4
TOTALS:	**6**	**5**	**5**	**2**	**7**	**25**	**5.0**
Dry Road	5	2	5	1	7	20	4.0
Wet Road	1	3	0	1	0	5	1.0
Slippery Road	0	0	0	0	0	0	0
Number/Injuries	12	10	6	1	9	38	7.6
Number/Fatalities	0	0	0	0	1	1	0.2
Economic Loss x $1,000.00	391.62	326.35	326.35	130.54	456.89	1,631.75	326.35
ACCIDENT RATE							
Actual	0.856	0.689	0.757	0.257	0.859		
Critical	1.903	1.938	1.619	1.600	1.607		
Ratio	0.449	0.355	0.467	0.160	0.534		

Information Compiled From Florida Traffic Accident Report

TABLE 2C

ACCIDENT SUMMARY
SR 44, CITRUS COUNTY LINE TO CR 470 (SUMTER COUNTY)
length 2.975 Miles

ACCIDENT TYPE	1984	1985	1986	1987	1988	TOTAL	AVRG/YR
Water/Ditch/Culvert	0	0	2	0	1	3	0.6
Fixed Obj. Off Road	0	0	2	3	0	5	1.0
Overturn/Jackknife	0	0	0	1	0	1	0.2
Animal	1	0	0	1	0	2	0.4
Head On	1	0	0	0	0	1	0.2
Angle	0	0	0	0	0	0	0
Left Turn	0	0	1	0	1	2	0.4
Right Turn	0	0	0	0	0	0	0
Rear End	0	0	1	0	1	2	0.4
Side Swipe	0	0	1	0	0	1	0.2
Pedestrian	0	0	0	0	0	0	0
Other	0	0	1	0	0	1	0.2
TOTALS:	**2**	**0**	**8**	**5**	**3**	**18**	**3.6**
Dry Road	2	0	7	5	2	14	2.8
Wet Road	0	0	1	0	1	2	0.4
Slippery Road	0	0	0	0	0	0	0
Number/Injuries	1	0	5	3	3	12	2.4
Number/Fatalities	1	0	0	0	0	1	0.2
Economic Loss x $1,000.00	130.54	0	522.16	326.35	195.81	1,174.86	234.97
ACCIDENT RATE							
Actual	0.342	0	1.406	0.697	0.411		
Critical	1.955	0	1.657	1.619	1.634		
Ratio	0.174	0	0.848	0.431	0.251		

Information Compiled From Florida Traffic Accident Report

TABLE 2D

ACCIDENT SUMMARY
SR 44, CR 470 TO CR 475
Length 3.7 Miles

ACCIDENT TYPE	1984	1985	1986	1987	1988	TOTAL	AVRG/YR
Water/Ditch/Culvert	0	0	0	1	3	4	0.8
Fixed Obj. Off Road	0	0	1	4	0	5	1.0
Overturn/Jackknife	1	1	1	0	1	4	0.8
Animal	0	0	0	0	1	1	0.2
Head On	0	0	1	0	0	1	0.2
Angle	0	0	0	1	1	2	0.4
Left Turn	0	0	0	0	0	0	0
Right Turn	0	0	0	0	0	0	0
Rear End	0	0	0	0	0	0	0
Side Swipe	0	2	1	1	2	6	1.2
Pedestrian	0	0	0	0	0	0	0
Other	0	0	0	2	0	2	0.4
TOTALS:	**1**	**3**	**4**	**9**	**8**	**25**	**5.0**
Dry Road	1	3	3	8	6	21	4.2
Wet Road	0	0	1	1	2	4	0.8
Slippery Road	0	0	0	0	0	0	0
Number/Injuries	2	3	7	3	2	17	3.4
Number/Fatalities	0	0	1	0	0	1	0.2
Economic Loss x $1,000.00	65.27	195.81	261.08	587.43	522.16	1,631.75	326.35
ACCIDENT RATE							
Actual	0.138	0.382	0.569	1.015	0.888		
Critical	1.895	1.916	1.603	1.569	1.584		
Ratio	0.072	0.199	0.354	0.646	0.560		

Information Compiled From Florida Accident Report

TABLE 2E

ACCIDENT SUMMARY
SR44, CR 475 TO 500 FEET WEST OF I-75
Length 1.6 Miles

ACCIDENT TYPE	1984	1985	1986	1987	1988	TOTAL	AVRG/YR
Water/Ditch/Culvert	0	0	1	0	1	2	0.4
Fixed Obj. Off Road	0	1	0	1	0	2	0.4
Overturn/Jackknife	0	0	0	0	0	0	0
Animal	0	0	0	0	0	0	0
Head On	0	0	0	0	0	0	0
Angle	1	0	0	0	1	2	0.4
Left Turn	0	1	0	1	0	2	0.4
Right Turn	0	0	0	0	1	1	0.2
Rear End	0	0	0	0	0	0	0
Side Swipe	0	0	0	0	0	0	0
Pedestrian	1	1	0	0	0	2	0.4
Other	0	1	0	0	0	1	0.2
TOTALS	**2**	**4**	**1**	**2**	**3**	**12**	**2.4**
Dry Road	2	4	1	2	2	11	2.2
Wet Road	0	0	0	0	1	1	0.2
Slippery Road	0	0	0	0	0	0	0
Number/Injuries	1	3	3	4	4	15	3.0
Number/Fatalities	0	0	0	0	0	0	0
Economic Loss x $1,000.00	69.248	199.788	65.27	99.894	165.164	599.364	119.873
ACCIDENT RATE							
Actual	0.627	1.154	0.322	0.510	0.754		
Critical	2.156	2.174	1.833	1.989	2.011		
Ratio	0.290	0.530	0.175	0.256	0.374		

Information Compiled From Florida Traffic Accident Report

11. Multi-Modal Transportation Systems:

A. There are 2 county school bus systems utilizing this section of SR 44.

Citrus County

The Citrus County School Bus System has 8 buses per day utilizing SR 44 from SR 45 (US 41) to the Sumter County line. The 8 buses make 22 trips per day and 42 stops each day. There are approximately 362 students utilizing the Citrus County school bus system on this section of SR 44 each day. The Citrus County School Board plans to add at least 1 school bus route to serve this area.

Sumter County

The Sumter County school bus system has 2 buses per day utilizing SR 44 from the Citrus County line to just west of I-75. The 2 buses make 4 trips per day and 7 bust stops per day. There are approximately 36 students utilizing the Sumter County school bus system on this section of SR 44 each day. There are no plans to change the existing bus service on this section of SR 44.

B. Public Transit

Citrus County Public Transit System (CCPTS) operates a door to door transportation service consisting of vans and mini buses. The CCPTS utilizes SR 44 just east of Inverness twice a week.

Citrus County Human Services provides "Homemaker" services which utilize SR 44 east of Inverness.

Sumter County does not provide transportation services which utilize this portion of SR 44.

12. Right of Way:

A. Citrus County

SR 44 existing right of way from the east right of way line of SR 45 (US 41) to approximately 1500 feet east is 200' except for the corner clip in the S.E. quadrant of the intersection of SR 45 (US 41) and SR 44. Within approximately the next 470 ' the right of way tapers down to 100 feet. At approximately 2/3 of a mile east of SR 45 (US 41) and continuing for approximately 1,675' the right of way width varies from 110' to a maximum of approximately 445'. The right of way width then becomes 100' and all the way to the Citrus/Sumter County line.

Location	Project Number	Date	Sheet Numbers
SR 45 at SR 44	02010-2516	12-22-88	7 of 13
SR 45 to Citrus/Sumter County Line	5018	4-8-41	1 and 3
0.8 mile east of SR 45	5018	4-12-66	1,2,and 3 of 3
Withlacoochee Bridge	Bridge #180016	1-21-87 & 4-29-88	1 and 2 of 2

B. Sumter County

SR 44 existing right of way from the Citrus/Sumter County line to 900' west of the centerline of I-75 is 100'. See the following maps:

Location	Project Number	Date	Sheet Numbers
Withlacoochee Bridge	Bridge #180016	1-21-87 and 4-29-88	1 and 2 of 2
Citrus/Sumter County line to I-75	1807-(104)203	6-2-54, 7-26-54 and 8-2-54	1,2,3 and 4 of 4

IV. EXISTING ENVIRONMENTAL INFORMATION

1. Land Use Data (Existing and Future)

A. Citrus County

The western segment of the Citrus County portion of the project is within the City of Inverness. The existing and future lane use in Inverness along SR 44 is commercial, low density residential, public/semi-public and open space/recreational.

From the City of Inverness east to the Citrus/Sumter County line the existing land use is single family residential (conventional), rural residential (conventional), mixed residential, single family (manufactured), vacant committed, vacant undeveloped, agricultural and conservation. The future land use is low intensity coastal and lakes, coastal and lakes residential, general commercial, public-semi-public-institutional and conservation.

B. Sumter County

The existing land use along SR 44 is primarily agricultural with low density residential, commercial, vacant/undeveloped and conservation. The majority of the growth is anticipated at the east and west ends of this project. The future land use will remain agricultural with low density residential, commercial, industrial and mining, and conservation.

2. Cultural Features and Community Services:

Located along SR 44 are 2 churches. The First Baptist Church of Rutland in Sumter County and the Highway 44 Church of God in Citrus County. A seventh Day Adventist Church is located near SR 44 in Citrus County.

Located along SR 44 are various recreational facilities. In Sumter County, there is a trailer camp. The Sumter County "Rutland Park" which includes a boat ramp with parking, provides access to the Withlacoochee River. In Citrus County, there is a City of Inverness Park and boat ramp which provides access to Tsala Apopka Lakes. The abandoned CSXT railroad has been purchased by the Florida Department of Natural Resources to be incorporated into the "Rails to Trails" Program. It is anticipated that the trail will accommodate hiking, bicycling, and equestrian activities.

The Gospel Island Volunteer Fire Department is located along SR 44 in Citrus County.

Located along SR 44 in Citrus County is East Citrus Community Center and veteran of Foreign Wars Post Number 4337.

Citrus County Schools and Sumter County Schools bus systems utilize SR 44.

Citrus County Human Services uses this facility for the "Homemakers" service. Citrus County Transportation System operates a door to door transit service which utilizes SR 44 twice a week.

3. **Natural and Biological Features:**

The environmental assessment for SR 44 addresses information pertaining to wetlands, floodways and floodplains, water quality, prime and unique agricultural lands, and threatened and endangered species.

V. NEED FOR IMPROVEMENT

SR 44 is a two lane "Minor Arterial" from SR 45 (US 41) to I-75, a distance of approximately 15.1 miles in Citrus and Sumter Counties. The main factors that constitute the need to improve SR 44 are:

Projected traffic demands, safety and upgrading the east/west transportation from coast to coast.

1. **Capacity:**

The proposed action addresses the anticipated traffic pressures along the existing two lane SR 44. SR 44 is presently operating at a level of service ranging from "D" to "B". With the no Project concept SR 44 will be operating at levels of service ranging from "D" to "E" by the year 2000. The Build Project concept will provide a more desirable LOS "A" in the year 2000 and LOS "C" or better in the year 2015.

Figure 4A through 4D indicate projected traffic volumes and projected LOS for the No Project and Build concept. The projected LOS was determined from the State of Florida LOS Manual Computer Program, see Appendix "A-3" for printouts.

2. **Safety:**

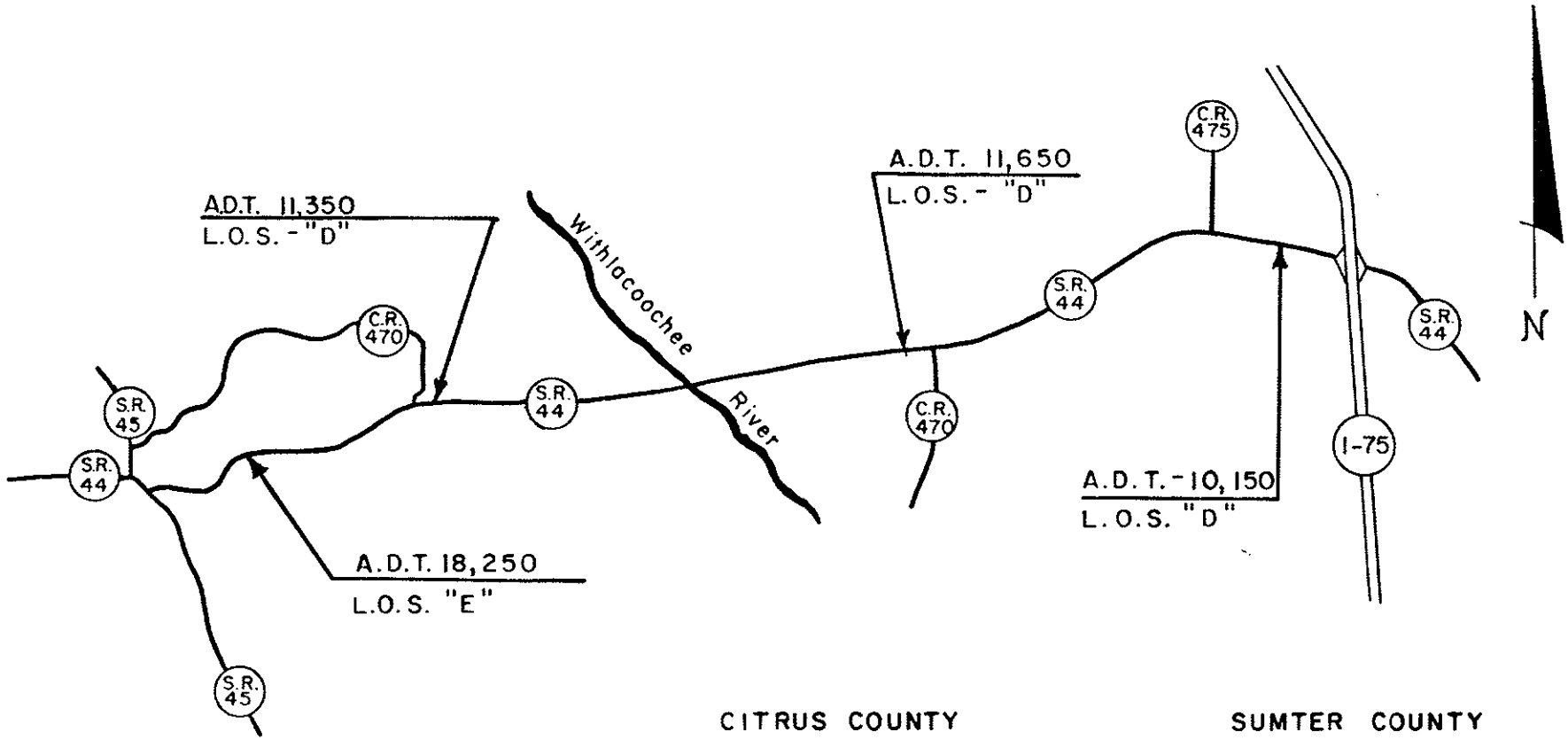
A summary of the types of accidents occurring throughout this study of SR 44 is indicated in the accident data subsection of the existing facility section of this report and in tables 2A through 2E. Rear end, fixed object off road, water/ditch/culvert, left turn and side swipe accounted for 70% of the accidents.

The existing facility lane width varies from 10 to 12'. The shoulder treatment is unpaved and paved. The paved shoulder width varies from 2 to 4'. The lane width and unpaved shoulders contribute adversely to the safety of SR 44.

3. **Compatibility With Long Range Transportation Plans:**

The Florida Department of Transportation's 1988 Strategic Transportation Plan indicates the multilaning of SR 44 from coast to coast to enhance the state arterial system. SR 44 is in the State of Florida Intrastate System. The City of Inverness' 1989 Comprehensive Plan endorses the multilaning of SR 44. Citrus and Sumter Counties Comprehensive Plans indicate the need to multilane SR 44.

NO PROJECT AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE
APPROXIMATE YEAR 2000



CITRUS COUNTY

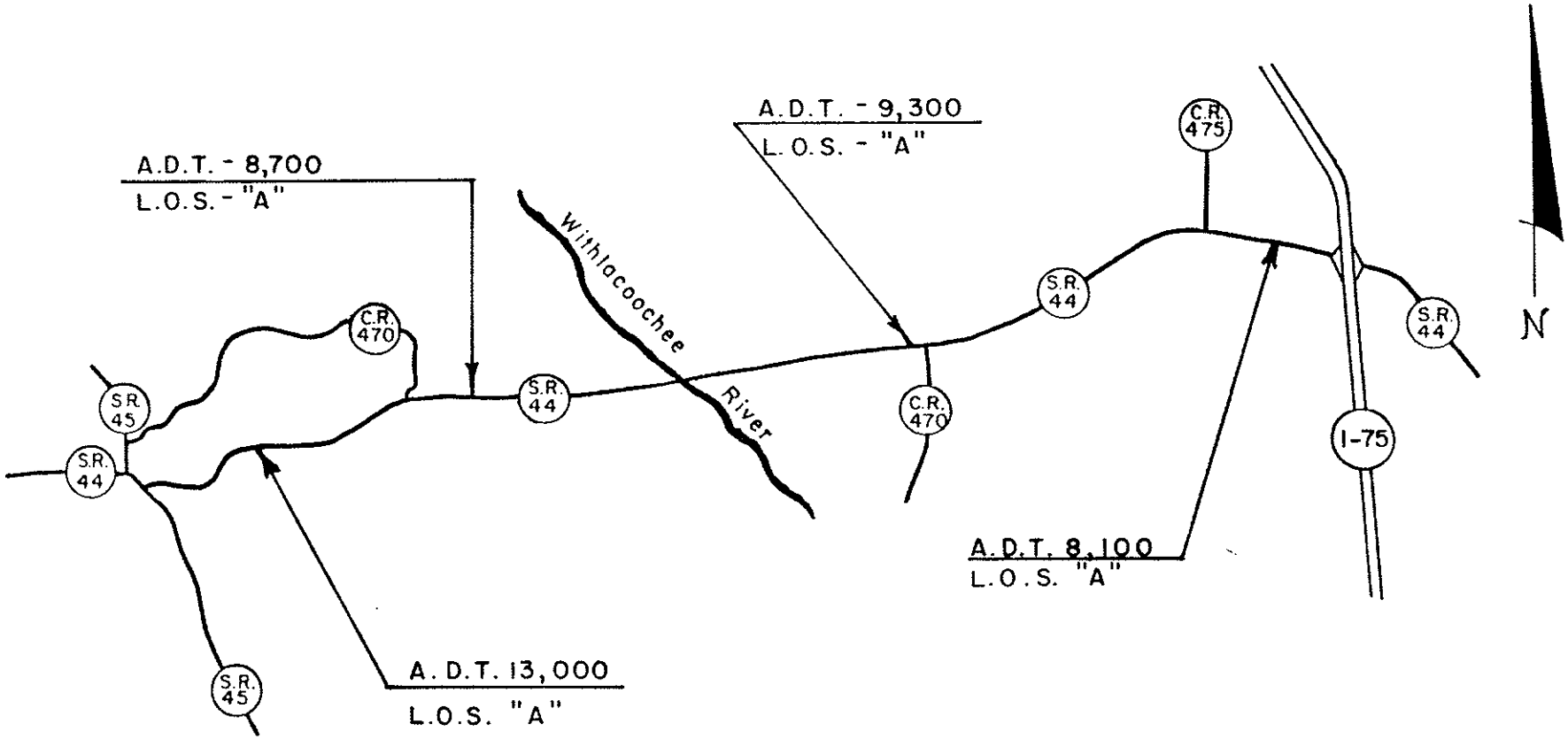
K = 11.2 %
D = 56.4 %
T = 7.7 %

SUMTER COUNTY

K = 9.8 %
D = 57.7 %
T = 7.7 %

FIGURE 4A

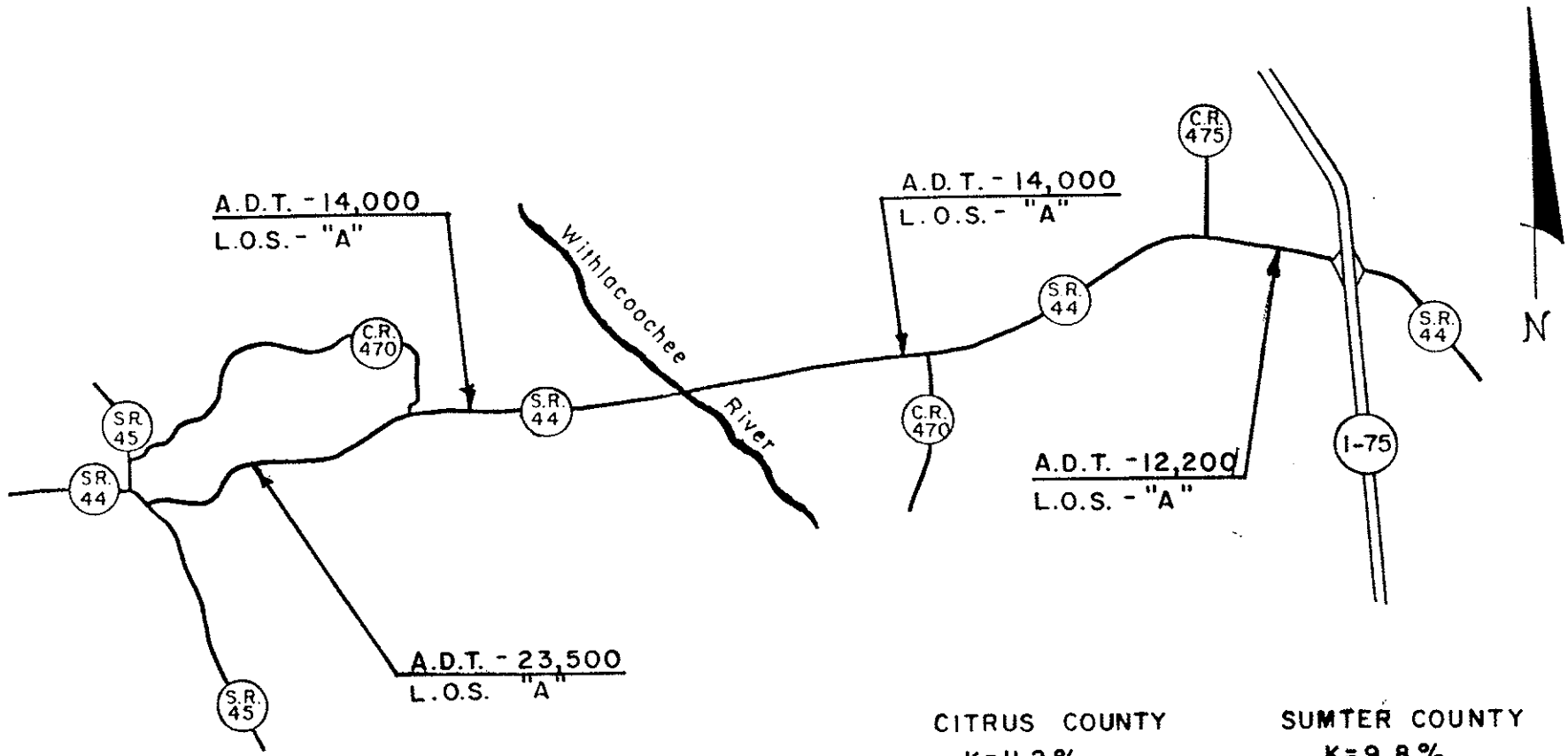
1995 AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE



CITRUS COUNTY	SUMTER COUNTY
K = 11.2 %	K = 9.8 %
D = 56.4 %	D = 57.7 %
T = 7.7 %	T = 7.7 %

FIGURE 4B

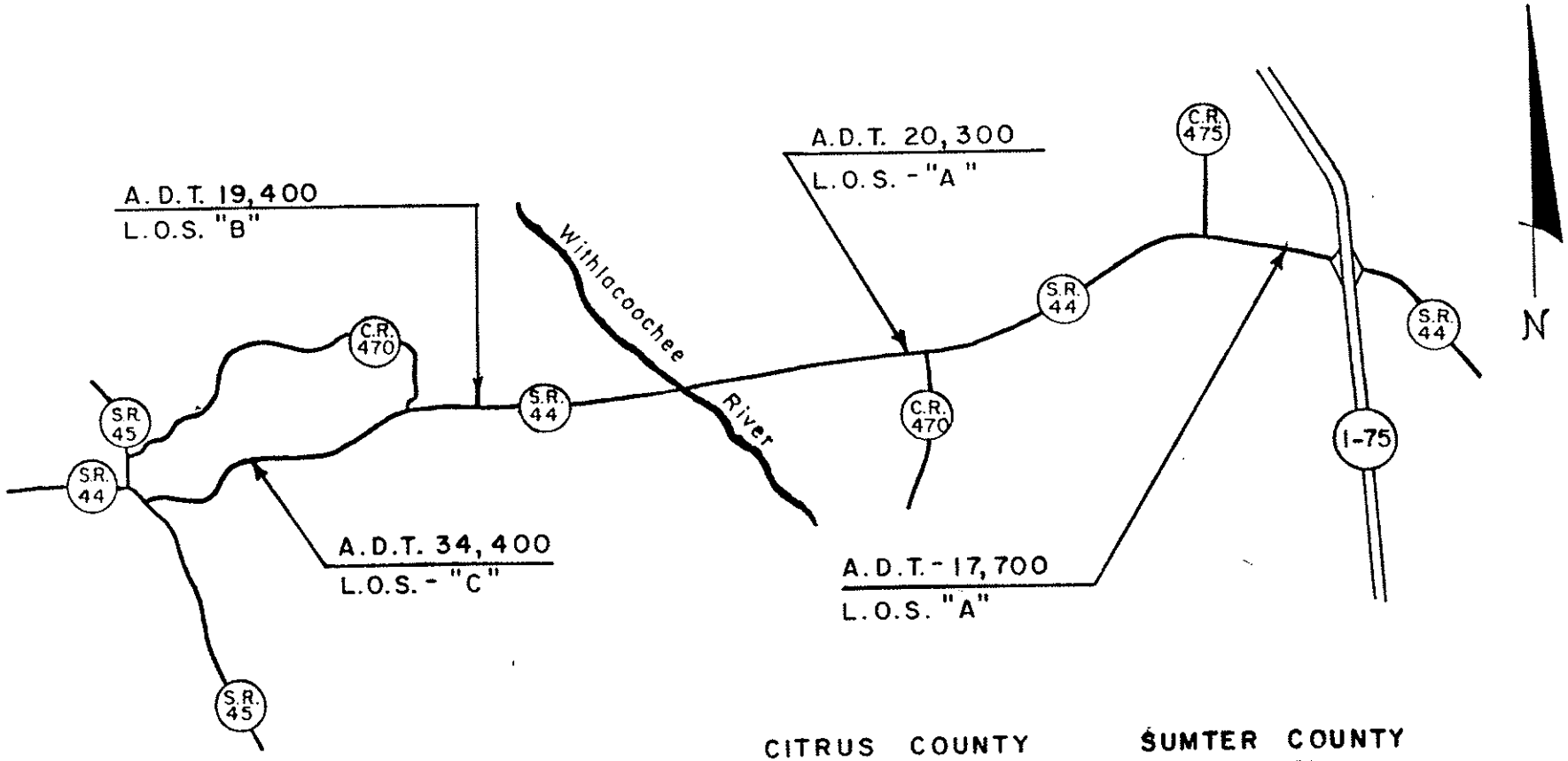
2005 AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE



CITRUS COUNTY	SUMTER COUNTY
K = 11.2 %	K = 9.8 %
D = 56.4 %	D = 57.7 %
T = 7.7 %	T = 7.7 %

FIGURE 4C

2015 AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE



CITRUS COUNTY	SUMTER COUNTY
K = 11.2%	K = 9.8%
D = 56.4%	D = 57.7%
T = 7.7%	T = 7.7%

FIGURE 4D

It is the intent of this engineering report to integrate the state, county, and city transportation needs in an effective, responsible, and economically feasible manner to enhance transportation in the area.

VI. CORRIDOR ANALYSIS (Figure 5)

SR 44 links SR 45 (US 41) with I-75. The only viable corridor to study between SR 45 (US 41) to I-75 is the existing SR 44 corridor. Primarily due to development, environmental impacts and crossing of the Withlacoochee River, alternative corridors were not feasible.

VII. ALIGNMENT(s) ANALYSIS

Within the SR 44 corridor, the No Project and eight alignment alternatives were considered. The results of this analysis were compared in an effort to choose the most viable alignment in terms of social economic, environmental, and engineering impacts. Some of the major concerns of the project were environmental impacts, disruption to the community, relocation of people, improvement of transportation,encroachment on recreational land, cooperation with local government agencies, cost,utility relocation, and engineering requirements.

All of the alignment alternatives considered have the same logical termini. The east end termini is the I-75 interchange. The I-75 interchange is currently being designed. All alignment alternatives will utilize the proposed interchange. All of the alignment alternatives are the same for Citrus County.

1. The "No Project" Alternative:

The No Project alternative would result in worsening adverse impacts on the road users. SR 44 is a primary coast to coast east/west route. SR 44 links the City of Inverness to I-75. The future traffic volumes and LOS shown in Figure 4A would result in delays in travel time with a resultant increase in operating expenses. The increased traffic will adversely effect safety by accentuating existing roadway deficiencies. The No Project concept would not meet the future transportation needs of SR 44 as described in the Florida Department of Transportation 1988 Strategic Plan.

The No Project alternative would not involve right of way acquisition, relocation of people (homes) and businesses, utility relocation, and design and construction costs.

2. Study Alternatives:

Each of the alignments analyzed included typical sections (Figures 6A and 6B) which comply with design standards. The 3 typical sections are as follows:

Typical Section "A": A four lane urban roadway with a center 14 foot wide bidirectional turn lane, 14 foot wide outside lanes, 12 foot wide inside lanes, curb and gutter, 5 foot wide sidewalks and a 100 foot right of way. The design speed is 45 mph.

Typical Section "B": A four lane urban roadway with a 22 foot wide raised grassed median, 14 foot wide outside lanes, 12 foot wide inside lanes, curb and gutter, 5 foot wide sidewalks and a 100 foot right of way. The design speed is 45 mph.

Typical Section "C": A four lane rural roadway with a 46 foot wide grassed median, 12 foot wide travel lanes, 8 foot (2 foot paved) inside shoulders, 12 foot (4 foot paved) outside shoulders, and drainage ditches in the median and on both sides of the roadway. The design speed is 60 mph.

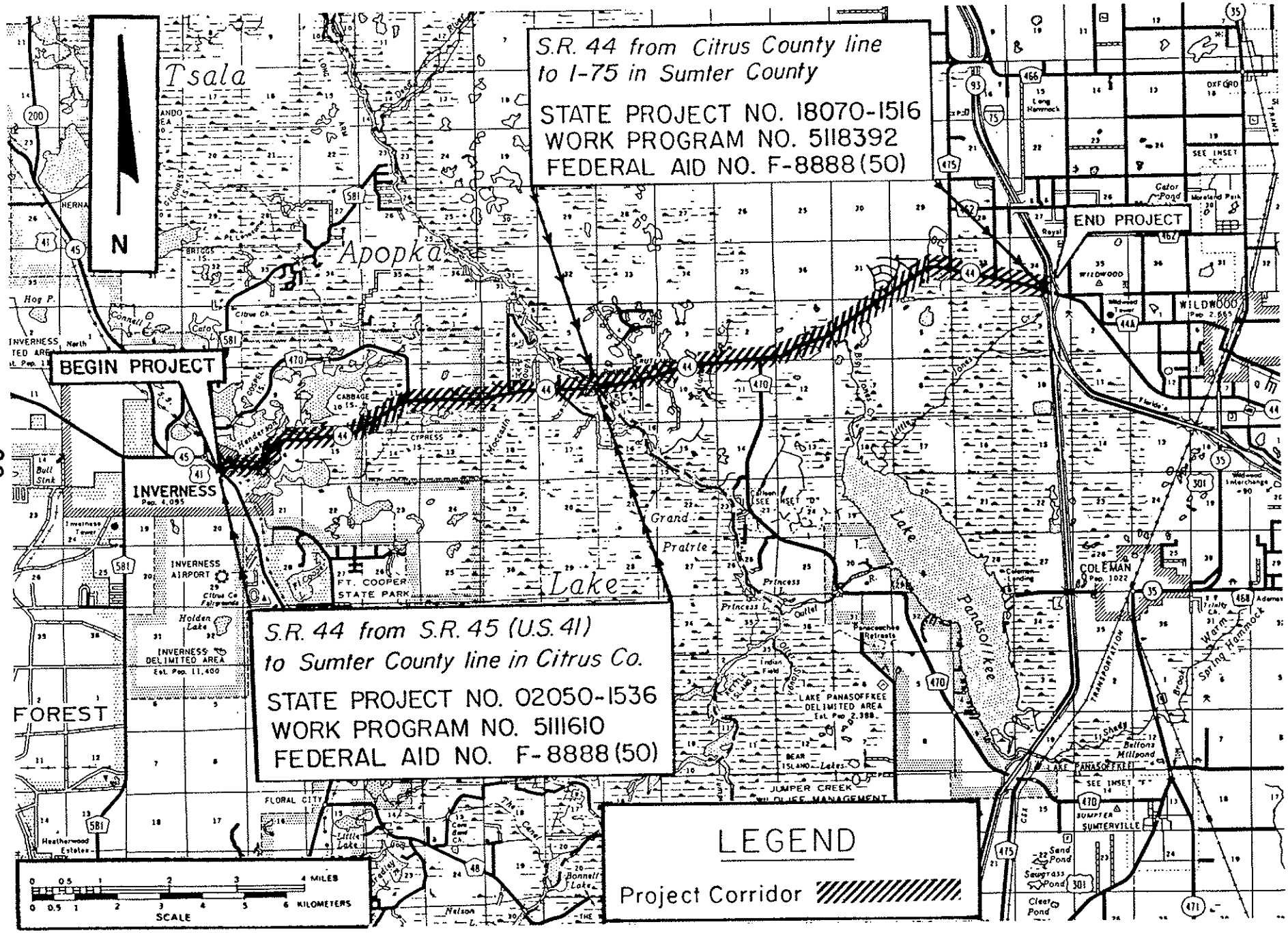

S.R. 44 from Citrus County line
to I-75 in Sumter County
STATE PROJECT NO. 18070-1516
WORK PROGRAM NO. 5118392
FEDERAL AID NO. F-8888(50)
BEGIN PROJECT
END PROJECT
S.R. 44 from S.R. 45 (U.S. 41)
to Sumter County line in Citrus Co.
STATE PROJECT NO. 02050-1536
WORK PROGRAM NO. 5111610
FEDERAL AID NO. F-8888(50)
LEGEND
Project Corridor
N
SCALE
Tsala
Apopka
Lake
Grand
Pratrie
Panasoffkee
INVERNESS
COLEMAN
WILDWOOD
SUMTERVILLE
FOREST
JUMPER CREEK

FIGURE 5

Table 3 is an alignment evaluation chart with each alignment analyzed. The following is a description of these alignments, proceeding from SR 45 (US 41) to I-75:

Alignment #1:

Consists of Segments **A,B, F and I.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way of SR 44. Segment "A" then transitions into Segment "B".

Segment "B", Typical Section "C":
Is approximately 6.1 miles in length and requires 15 feet of right of way on the north side and 85 feet on the south side of SR 44. At segment "B"'s east terminus, Segment "B" requires 15 feet of right of way on the south side and 85 feet on the north side of SR 44.

Segment "F", Typical Section "C":
Segment "F" is approximately 0.37 miles in length and transitions the roadway from the north side to the south side of SR 44.

Segment "I", Typical Sections "A" and "C":
Segment "I" is approximately 3.9 mi miles in length. Segment "I" consists of Section "C", approximately 3.7 miles in length, and transitions into typical section "A", approximately 0.2 miles in length, just prior to the I-75 interchange project. Segment "I" requires 15' of right of way on the north side and 85' of right of way on the south side of SR 44 except at the east terminus where Segment "I" transitions to the existing right of way of SR 44.

Alignment #2:

Consists of Segments **A,B (partial), C,D,DE,F and G.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way of SR 44. Segment "A" then transitions into Segment "B"(partial).

Segment "B", Typical Section "C":
Segment "B" is approximately 3.35 miles in length and requires 15' of right of way on the north side and 85 feet on the south side of SR 44.

Segment "C", Typical Section "C":
Is approximately 0.91 miles in length. Segment "C" maintains the existing north right of way line and would require 100' on the south side of SR 44.

Segment "D", Typical Section "C":
Is approximately 1.58 miles in length. Segment "D" maintains the existing south right of way line and requires 100' of right of way on the north side of SR 44.

Segment "DE",Typical Section "C":
Is approximately 0.27 miles in length. Segment "DE" maintains the existing south right of way line and would require 100 feet of right of way on the north side of SR 44.

TABLE 3

PRELIMINARY ALIGNMENT EVALUATION CHART

(Cost in Million Dollars)

Alignment	#1	#2	#3	#4	#5	#6	#7	#8
Length (Miles)	14.75	14.75	14.75	14.75	14.75	14.75	14.75	14.75
Typical Section	A B & C	A B & C	A B & C	A B & C	A B & C	A B & C	A B & C	A B & C
Existing R.O.W.	Varies	Varies	Varies	Varies	Varies	Varies	Varies	Varies
Proposed R.O.W.	100 & 200	100 & 200	100 & 200	100 & 200	100 & 200	100 & 200	100 & 200	100 & 200
New R.O.W. (Acres)	150.2	150.77	151.14	150.13	150.71	151.09	150.08	150.24
Businesses Impacted	10	10	10	10	10	10	10	12
Businesses Displaced	2	0	0	0	2	2	2	0
Residences Impacted	34	28	29	29	28	29	29	35
Families Displaced	5	4	4	4	5	5	5	4
4(f) Involvement	Rutland Park	Rutland Park	Rutland Park	Rutland Park	Rutland Park	Rutland Park	Rutland Park	Rutland Park
R.O.W. Land/Dam	5.768	4.713	4.019	4.001	5.366	5.366	5.388	4.354
R.O.W. Support	1.368	1.092	1.140	1.176	1.152	1.152	1.236	1.254
R.O.W. Relocation & Util.	0.491	0.391	0.465	0.390	0.451	0.451	0.510	0.510
Total R.O.W. Cost	7.627	6.196	5.624	5.567	6.969	6.969	7.134	6.118
P.E. - P.H. 20/23	2.700	2.700	2.700	2.700	2.700	2.700	2.700	2.700
Construction Cost	22.266	24.951	24.927	23.518	24.967	24.943	23.535	22.392
C.E.I. (10%)	2.227	2.495	2.493	2.352	2.497	2.494	2.354	2.239
Total Construction Cost	24.493	27.446	27.420	25.870	27.464	27.437	25.889	24.631
OVERALL COST	**34.82**	**36.342**	**35.744**	**34.137**	**37.133**	**37.106**	**35.723**	**33.449**

Segment "F", Typical Section "C":
Is approximately 0.37 miles in length. Segment "F" transitions the roadway from the north side to south side of SR 44.

Segment "G", Typical Sections "A" and "C":
Is approximately 3.9 miles in length. Segment "G" consists of typical section "C", approximately 3.7 miles in length and transitions into typical section "A", approximately 0.2 miles in length,just prior to the I-75 interchange project. Segment "G" maintains the north right of way and would require 100' on the south side of SR 44 except at the east terminus where segment "G" transitions to the existing right of way of SR 44.

Alignment #3:

Consists of Segments **A,B (partial), C, D, DE, F, G (partial) and H.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way of SR 44. Segment "A" then transitions into Segment "B".

Segment "B" (partial), Typical Section "C":
Is approximately 3.35 miles in length and requires 15 feet of right of way on the north side and 85 feet on the south side of SR 44.

Segment "C", Typical Section "C":
Is approximately 0.91 miles in length. Segment "C" maintains the existing north right of way line and requires 100 feet on the south side of SR 44.

Segment "D", Typical Section "C":
Is approximately 1.58 miles in length. Segment "D" maintains the existing south right of way line and requires 100 feet of right of way on the north side of SR 44.

Segment "DE", Typical Section "C":
Is approximately 0.27 miles in length. Segment "DE" maintains the existing south right of way line and requires 100 feet of right of way on the north side of SR 44.

Segment "F", Typical Section "C":
Is approximately 0.37 miles in length. Segment "F" transitions the roadway from the north side to the south side of SR 44.

Segment "G" (Partial), Typical Section "C":
Is approximately 2.08 miles in length. Segment "G" maintains the north right of way line and requires 100 feet on the south side of SR 44.

Segment "H", Typical Sections "A" and "C":
Is approximately 1.81 miles in length. Segment "H" consists of typical section "C", approximately 1.62 miles in length, and transitions into typical section "A", approximately 0.2 miles in length, just prior to the I-75 Interchange project. Segment "H" would require 50 feet on both the north and south sides of the existing SR 44 right of way, except at the east terminus where Segment "H" transitions to the existing right of way of SR 44.

Alignment #4:

Consists of **Segments A, B (partial), C, D, DE, F and I.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way of SR 44. Segment "A" then transitions into segment "B".

Segment "B"(partial), Typical Section "C":
Is approximately 3.35 miles in length and requires 15 feet of right of way on the north side and 85 feet on the south side of SR 44.

Segment "C", Typical Section "C":
Is approximately 0.91 miles in length. Segment "C" maintains the existing north right of way line and requires 100 feet on the south side of SR 44.

Segment "D", Typical Section "C":
Is approximately 1.58 miles in length. Segment "D" maintains the existing south right of way line and requires 100 feet of right of way on the north side of SR 44.

Segment "DE", Typical Section "C":
Is approximately 0.27 miles in length. Segment "DE" maintains the existing south right of way line and requires 100 feet of right of way on the north side of SR 44.

Segment "F", Typical Section "C":
Is approximately 0.37 miles in length. Segment "F" transitions the roadway from the north side to the south side of SR 44.

Segment "I", Typical Sections "A" and "C":
Is approximately 3.90 miles in length. Segment "I: consists of typical section "C", approximately 3.70 miles in length, and transitions to typical section "A", approximately 0.2 miles in length, just prior to the I-75 interchange project. Segment "I" requires 15 feet of right of way on the north side and 85 feet on the south side of the existing SR 44 right of way except at the east terminus where Segment "I" transitions to the existing right of way of SR 44.

Alignment #5:

Consists of **Segments A, B (partial), C, E, DE, F and G.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way on SR 44. Segment "A" then transitions into Segment "B".

Segment "B"(partial), Typical Section "C":
Is approximately 3.35 miles in length and requires 15 feet of right of way on the north side and 85 feet on the south side of SR 44.

Segment "C", Typical Section "C":
Is approximately 0.92 miles in length. Segment "C" maintains the existing north right of way line and requires 100 feet on the south side of SR 44.

Segment "E", Typical Section "C":
Is approximately 1.58 miles in length. Segment "E" maintains the existing north right of way line and requires 100 feet on the south side of SR 44.

Segmment "DE", Typical Section "C":
Is approximately 0.27 miles in length. Segment "DE" maintains the existing south right of way line and requires 100 feet of right of way on the north side of SR 44.

Segment "F", Typical Section "C":
Is approximately 0.37 miles in length. Segment "F" transitions the roadway from the north side to the south side of SR 44.

Segment "G", Typical Sections "A" and "C":
Is approximately 3.9 miles in length. Segment "G" consists of typical section "C", approximately 3.7 miles in length and transitions into typical section "A", approximately 0.2 miles in length, just prior to the I-75 Interchange project. Segment "G" maintains the existing north right of way and requires 100 feet on the south side of SR 44 except at the east terminus where segment "G" transitions to the existing right of way of SR 44.

Alignment #6:

Consists of **segments A, B (partial), C, E, DE, F, G (partial) and H.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way of SR 44. Segment "A" then transitions into Segment "B".

Segment "B" (partial), Typical Section "C":
Is approximately 3.35 miles in length and requires 15 feet of right of way on the north side and 85 feet on the south side of SR 44.

Segment "C", Typical Section "C":
Is approximately 0.92 miles in length. Segment "C" maintains the existing north right of way line and requires 100 feet on the south side of SR 44.

Segment "E", Typical Section "C":
Is approximately 1.58 miles in length. Segment "E" maintains the existing north right of way line and requires 100 feet on the south side of SR 44.

Segment "DE", Typical Section "C":
Is approximately 0.27 miles in length. Segment "DE" maintains the existing south right of way line and requires 100 feet of right of way on the north side of SR 44.

Segment "F", Typical Section "C":
Is approximately 0.37 miles in length. Segment "F" transitions the roadway from the north side to the south side of SR 44.

Segment "G" (partial), Typical Section "C":
Is approximately 2.08 miles in length. Segment "G" maintains the north right of way line and requires 100 feet on the south side of SR 44.

Segment "H", Typical Section "A" and "C":
Is approximately 1.81 miles in length. Segment "H" consists of Typical Section "C", approximately 1.62 miles in length, and transitions in to typical section "A", approximately 0.2 miles in length, just prior to the I-75 interchange project. Segment "H" requires 50 feet on both the north and south sides of the existing SR 44 right of way except at the east terminus where Segment "H" transitions to the existing right of way of SR 44.

Alignment #7:

Consists of **Segment A, B (partial), C, E, DE, F and I.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way of SR 44. Segment "A" then transitions into Segment "B".

Segment "B" (partial), Typical Section "C":
Is approximately 3.35 miles in length and requires 15 feet of right of way on the north side and 85 feet on the south side of SR 44.

Segment "C", Typical Section "C":
Is approximately 0.92 miles in length. Segment "C" maintains the existing north right of way line and requires 100 feet on the south side of SR 44.

Segment "E", Typical Section "C":
Is approximately 1.58 miles in length. Segment "C" maintains the existing north right of way line and would require 100 feet on the south side of SR 44.

Segment "DE", Typical Section "C":
Is approximately 0.27 miles in length. Segment "DE" maintains the existing south right of way line and requires 100 feet of right of way on the north side of SR 44.

Segment "F", Typical Section "C":
Is approximately 0.37 miles in length. Segment "F" transitions the roadway from the north side to the south side of SR 44.

Segment "I", Typical Sections "A" and "C":
Is approximately 3.90 miles in length. Segment "I" consists of typical section "C", approximately 3.70 miles in length, and transitions into typical section "A" approximately 0.20 miles in length just prior to the I-75 interchange project. Segment "I" requires 15 feet of right of way on the north side and 85 feet on the south side of the existing SR 44 right of way except at the east terminus where segment "I" transitions to the existing right of way of SR 44.

Alignment #8:

Consists of **segment A, B (partial), D (1), B(partial), F and I.**

Segment "A", Typical Section "B":
Begins on the east side of SR 45 (US 41) and extends approximately 4.4 miles to the east, centered within the existing right of way of SR 44. Segment "A" then transitions into Segment "B".

Segment "B" (partial), Typical Section "C":
Is approximately 4.26 miles in length and requires 15 feet of right of way on the north side and 85 feet on the south side of SR 44.

Segment "D(1)", Typical Section "C":
Is approximately 1.57 miles in length. Segment D(1) requires 85 feet of right of way on the north side and 15 feet on the south side of SR 44.

Segment "B" (partial), Typical Section "C":
Is approximately 0.28 miles in length. Segment "B" requires 85 feet of right of way on the north side and 15 feet on the south side of SR 44.

Segment "F", Typical Section "C":
Is approximately 0.37 miles in length. Segment F transitions the roadway from the north side to the south side of SR 44.

Segment "I", Typical Sections "A" and "C":
Is approximately 3.90 miles in length. Segment "I" consists of typical section "C". approximately 3.70 miles in length, and transitions into typical section "A", approximately 0.20 miles in length, just prior to the I-75 interchange project. Segment "I" would require 15 feet of right of way on the north side and 85 feet on the south side of the existing SR 44 right of way except at the east termini where segment "I" transitions to the existing right of way of SR 44.

NOTE: **Aerials, scale 1" = 100', depicting the above alignments are on file in the District Project Development and Environment Section.**

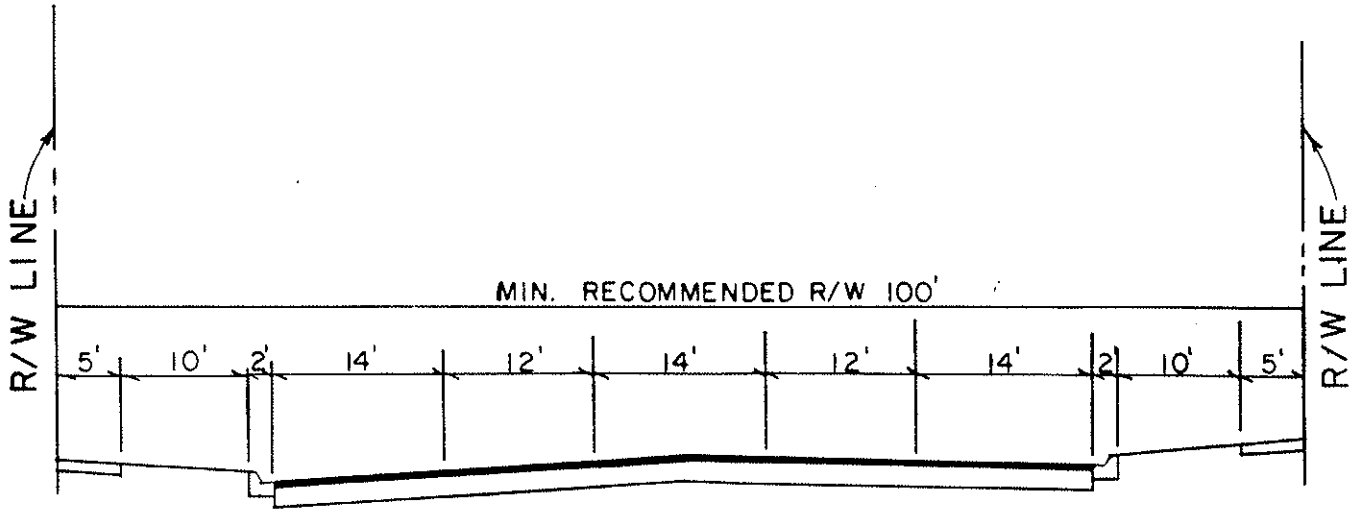
3. PREFERRED ALIGNMENT

The preferred alignment to improve SR 44 is Alignment Concept #8. Based on the preliminary conceptual engineering and preliminary evaluation of each alternative alignment, alignment #8 was selected as the viable alignment to provide the transportation needs of SR 44.

From the east side of SR 45 (US 41), approximately station 11+00, to approximately station 240+00. The roadway will be a 4 lane urban typical section with a 22' raised median, see Figure 6A,Typical Section "B". This coincides with the land use and will reduce wetland impacts. This urban roadway will essentially utilize the existing right of way. The centerline of the proposed urban roadway (station 15+00 to station 31+00) is shifted to the south to facilitate maintenance of traffic for the construction of the SR 44 bridge over the Dunnellon-Inverness-Trilby Trail. Sidewalks will accommodate the pedestrians and the 14 foot wide outside lanes will accommodate the bicyclists. It is proposed to vary the location of the sidewalks to minimize impacts to wetlands.

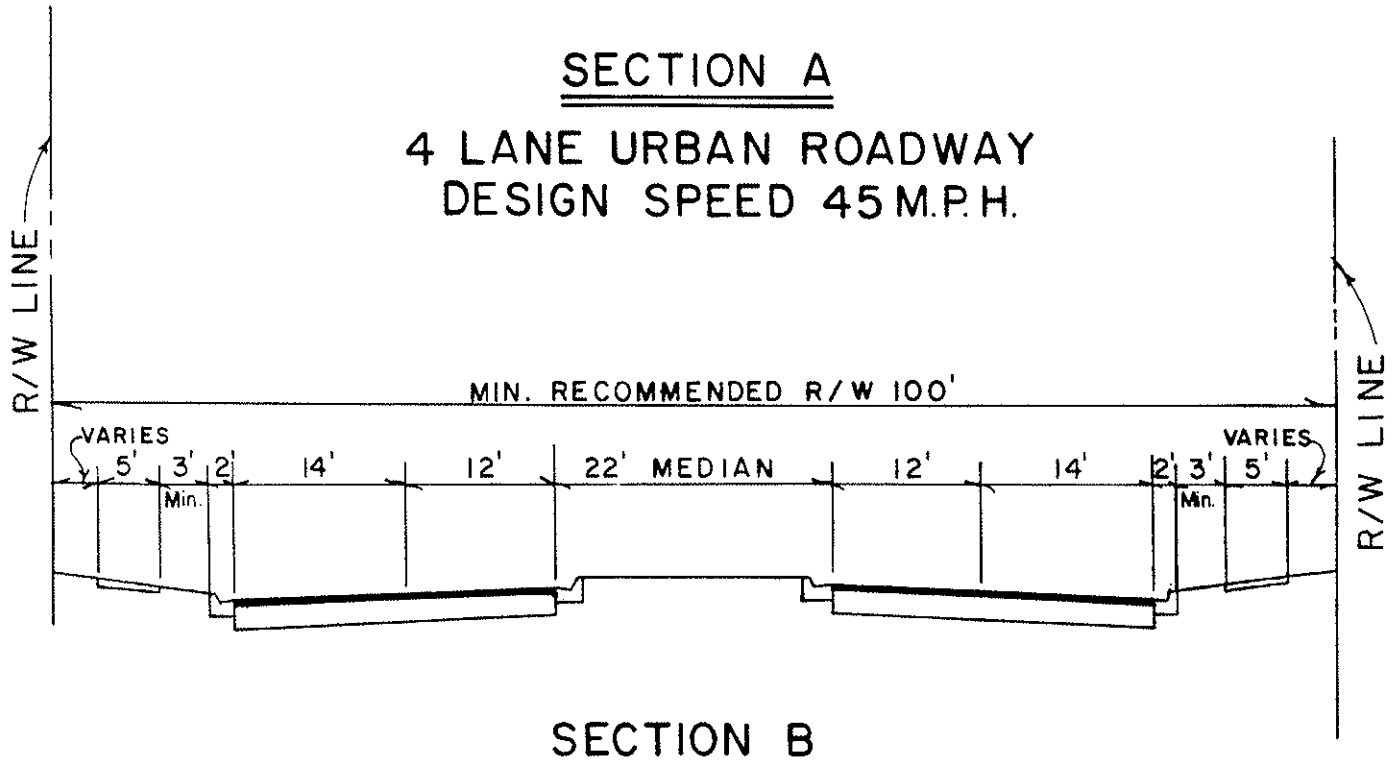
SR 44 is in the Florida Intrastate Highway System which requires controlled access for this facility. Access will be controlled through the placement of median cuts in the design phase. There may be impacts to the City of Inverness Park and boat ramp due to the roadway widening and minor right of way requirements (see environmental document), which will need to be addressed in the design phase. This portion of the project was the same for all concepts. Two bridges will be constructed on this segment of the project. The bridges will be constructed over the Dunnellon-Inverness-Trilby Trail (Station 18+90), see bridge typical section and profile, Figure 7 and Henderson Canal (Station 50+40), see bridge typical section, Figure 8 and Appendix "C".

From approximately Station 240+00 to approximately Station 465+35, the four lane rural typical section (see Figure 6B, Section "C"), will utilize the existing 2 lanes of SR 44 as westbound lanes



SECTION A

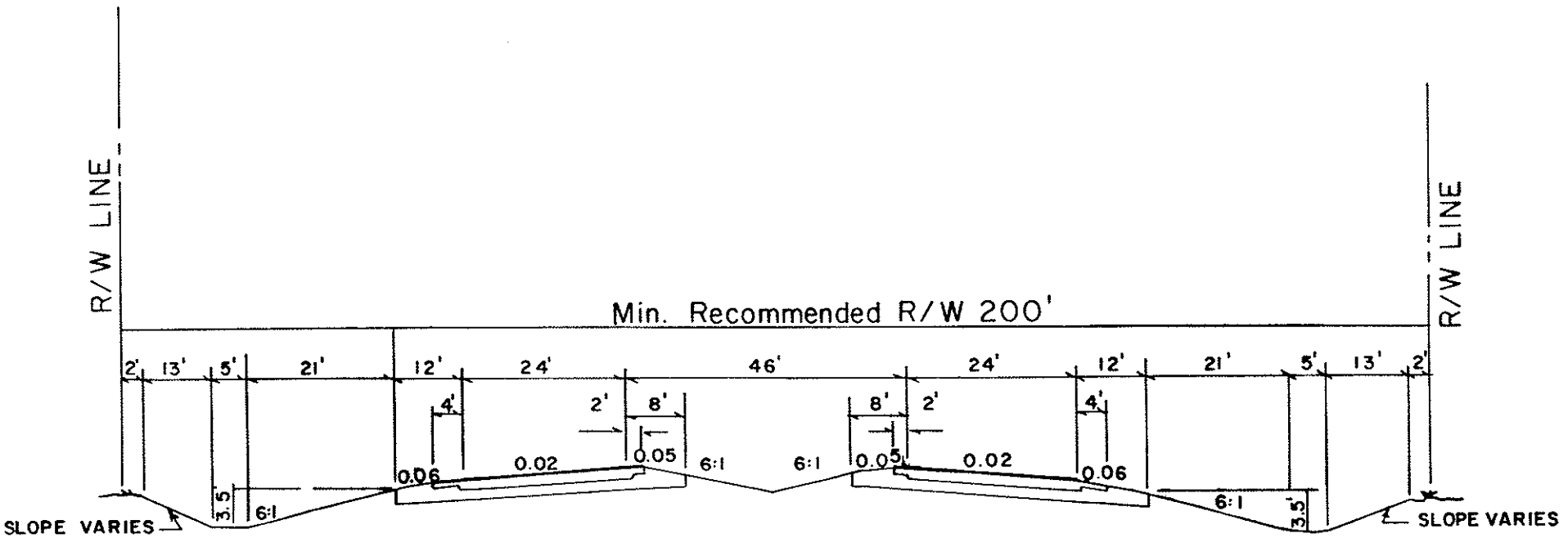
4 LANE URBAN ROADWAY
DESIGN SPEED 45 M.P.H.



SECTION B

4 LANE DIVIDED URBAN ROADWAY
DESIGN SPEED 45 M.P.H.

FIGURE 6A

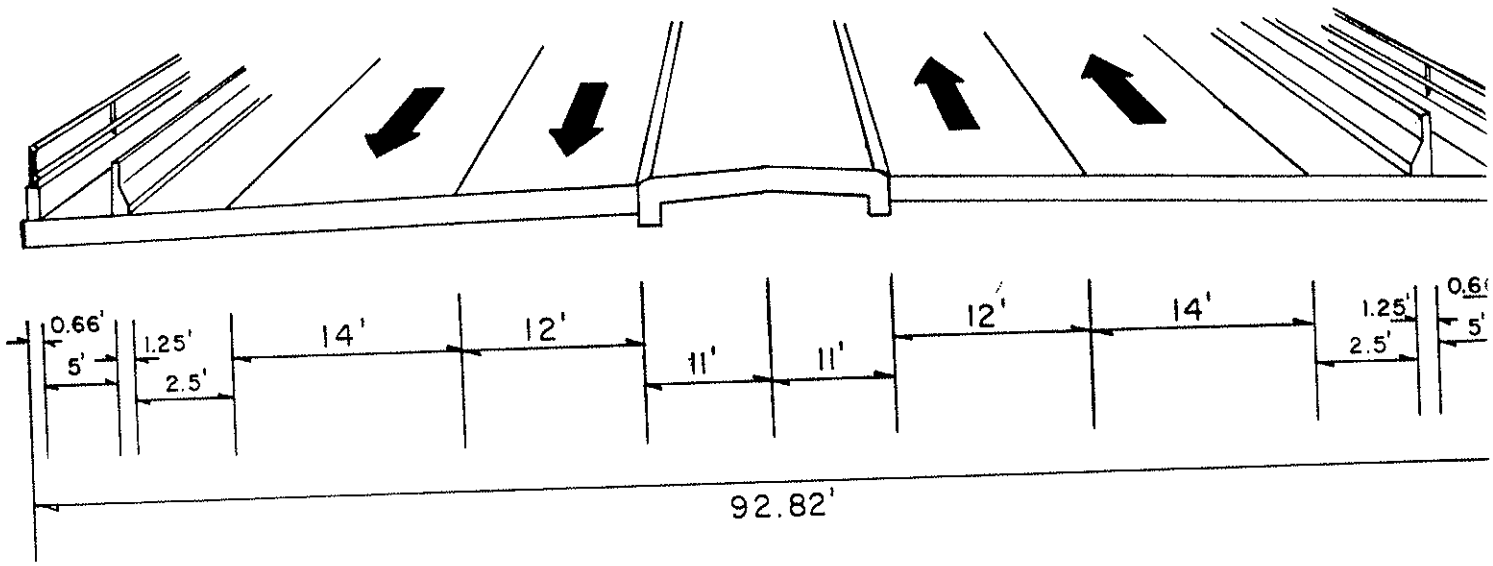


SECTION C

4 LANE DIVIDED RURAL ROADWAY
DESIGN SPEED 60 M.P.H.

FIGURE 6B

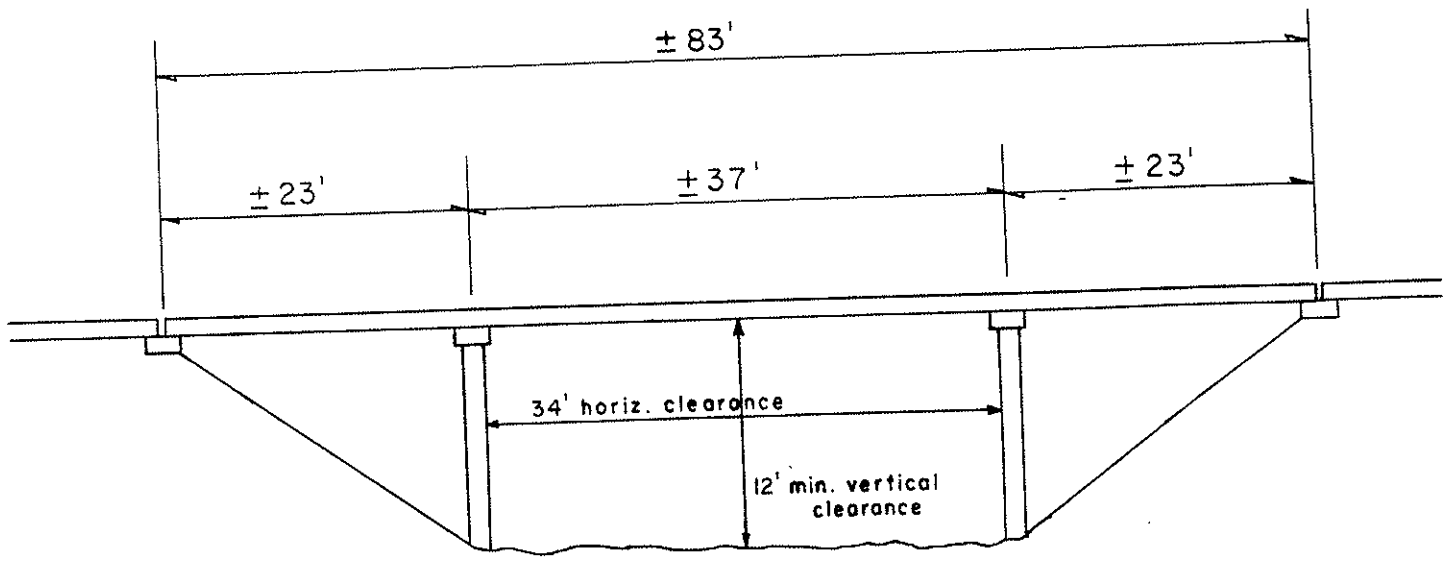
Figure 7



Proposed S.R. 44/Rails to Trails Bridge Typical Section

Station 18+90

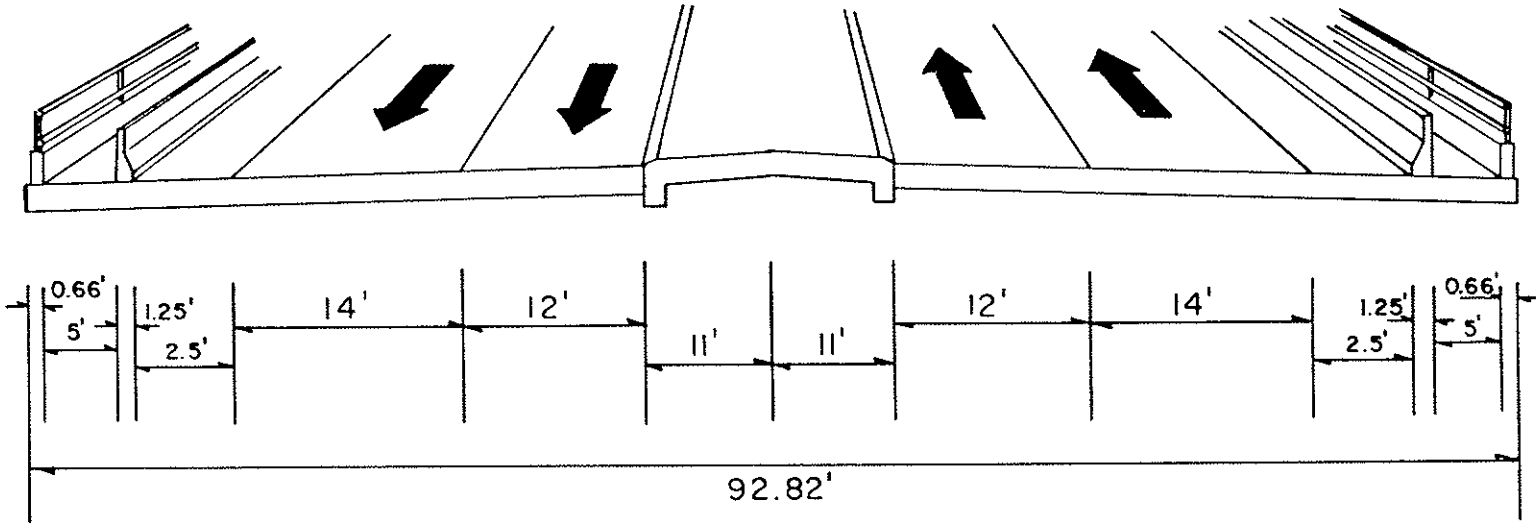
(Not to Scale)



Proposed S.R.44/Rails to Trails Bridge Profile

(Not to Scale)

Proposed Bridge Typical Section



HENDERSON CANAL

Station 50+40

(Straight line Diagram milepost #18.462 - Citrus Co.)

Figure 8

and construct 2 new eastbound lanes parallel to and south of existing SR 44. This positioning was due to 2 main constraints; the greater development on the north side of SR 44 and the crossing of the Withlacoochee River. This alignment minimizes impacts to the community and the environment. A parallel bridge will be constructed to the south of the recently constructed (1990) Withlacoochee bridge (see bridge typical section, Figure 9). This parallel bridge will have the same profile and length (540 L.F.) as the existing bridge, see Appendix "C". This concept, from Station 416+80 to Station 465+35 has a reduced construction cost due to utilizing the existing 2 lanes of SR 44. The Citrus County portion of this segment is the same for all alignment concepts. The existing Rutland Park and boat ramp will be relocated. Rutland Park will be relocated just southeast of it's present location. The Sumter County portion through Rutland is the same for all alignment concepts.

From approximately station 465+35 to approximately Station 563+20, the 4 lane rural typical section will utilize the existing 2 lanes of SR 44 as the eastbound lanes and construct 2 new westbound lanes parallel to and north of existing SR 44. The positioning was to avoid the residences and businesses located on the south side of SR 44 and to reduce costs due to utilizing the existing roadway.

From approximately Station 563+20 to Station 583+30, the 4 lane rural typical section will transition from the north side of SR 44 to the south side of SR 44. This transition was necessary to minimize wetland impacts.

From approximately Station 563+20 to Station 777+85, the 4 lane rural typical section will utilize the existing 2 lanes of SR 44 as westbound lanes and construct 2 new eastbound lanes parallel to and south of existing SR 44. This segment is less costly due to utilizing the existing SR 44 roadway.

From approximately Station 777+85 to the end of the project approximately station 787+95, this 4 lane urban roadway with center bidirectional lane (see Figure 6A, Section "A") will be centered within the right of way of SR 44. This typical section matches the interchange roadway typical section and minimizes the impact to a business by reducing the right of way requirements.

The preliminary alignment chart, Table 3, indicates the following concerning alignment #8.

A. Minimize social impacts. Although more residences and businesses are impacted the degree of impact is reduced. As evidenced by the lesser number of displacements.

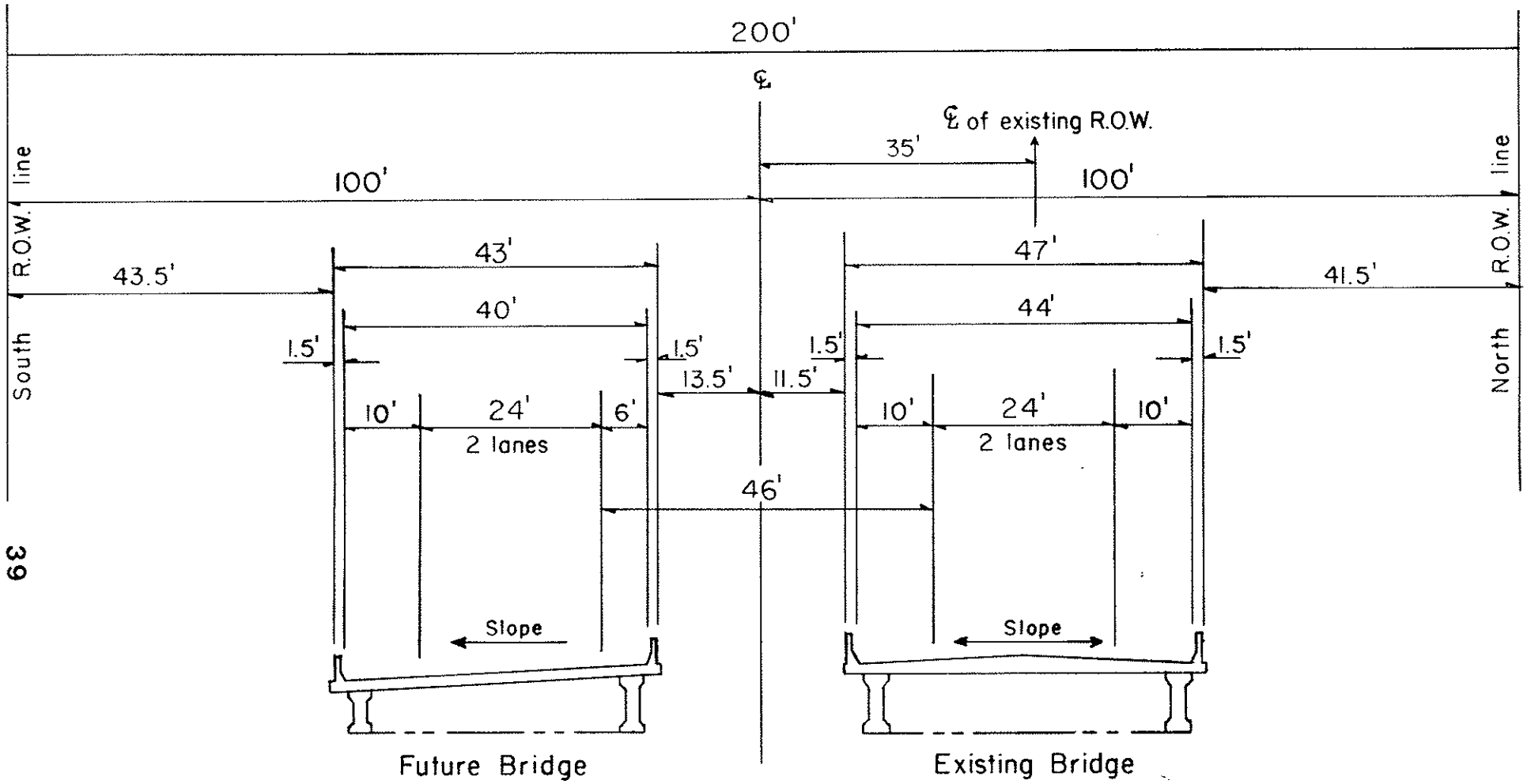
B. Although Alignment #8 has the third lowest right of way costs and second lowest construction costs, the overall costs is the lowest of all alignment concepts.

C. Minimizes impacts the environment.

VII. CONCEPTUAL DESIGN ANALYSIS

1. Design Traffic Volumes:

In the design year 2015 for the SR 44 study area, the facility will be serving daily traffic volumes (ADT's) ranging from 17,700 (in Sumter County) to 34,400 vehicles per day (in Citrus County) (See Figure 4D). The urban section of the project (from SR 45 (US 41) to 0.8 miles east of CR 470) has a projected 2015 traffic volume of 34,400 V.P.D. The 4 lane urban roadway will operate at an acceptance level of service (LOS "C" or better). The rural section of the project (from 0.8 miles east of CR 470, in Citrus County, to just west of I-75) has a projected 2015 traffic volume ranging from 17,700 to 20,300 V.P.D. The 4 lane rural roadway will operate at an acceptance level of service (LOS "B" or better).



Withlacoochee River

BRIDGE TYPICAL SECTION

(Existing bridge to remain)

Figure 9

2. **Design Alternatives:**

The design alternatives (concepts) have been developed and analyzed to obtain the most feasible roadway configuration for future compatibility and viability. The urban typical section minimizes the impacts to residences, businesses and right of way and wetlands, allows for pedestrians and bicyclists, controls access and provides adequate capacity. The rural typical section minimizes impacts to residences and businesses and wetlands, controls access, provides adequate capacity and utilizes the existing Withlacoochee Bridge and where possible the existing SR 44 2 lane roadway.

3. **User Benefit:**

Highway user costs are defined by AASHTO's "A manual on User Benefit Analysis of Highway and Bus-Transit Improvements", 1977 as the sum of(1) motor vehicle running cost, (2) the value of vehicle user travel time, and (3) traffic accident costs. User benefits are the cost reductions and other advantages that accrue to highway motor vehicle users through the use of a particular transportation facility as compared with the use of another. Benefits are generally measured in terms of a decrease in user costs. The proposed improvement provides user benefits to the extent that it reduces user costs as compared to the No-Project concept that will operate at an unacceptable level of service.

4. **Economic and Community Development:**

The conceptual design of this project is consistent with the future land use elements of the City of Inverness Comprehensive Plan, from 1989 to 1999, the Citrus County Comprehensive Plan, dated November 13, 1990 and the Sumter County Draft Comprehensive Plan, dated March 20, 1991.

5. **Safety:**

Each design element incorporates features that provide for a safe and efficient transportation facility along SR 44. The 4 lane urban facility will have a 22 foot wide raised median to separate opposing traffic and control access, the outside lanes will be 14 feet in width to accommodate bicyclists, and sidewalks will be provided and will be located a minimum of 3 feet behind the curb. The proposed bridge at the Dunnellon-Inverness Tribly Trail will provide a grade separation between the Trail users and the roadway. The two urban bridges provide for bicyclists and pedestrians.

The four lane rural facility will have a 46 foot median which will separate opposing traffic and provide a vehicular recovery area. The 8 foot inside shoulders (2' paved) will eliminate rutting and drop off adjacent to the travel lane. The 12' outside shoulder (4' paved) will provide an area for vehicles to utilize during emergency situations, eliminate rutting and drop off adjacent to the edge of the travel lane and provide for bicyclists.

6. **Typical Section;**

The typical section development process for SR 44 was generated by the need to provide adequate transportation services, control access, enhance safety, land use compatibility and minimize social and environmental impacts.

The urban typical section (Figure 6A, Section "B") extends from SR 45 (US 41) to 0.8 mile east of CR 470 in Citrus County. The considerations in this area were to minimize right of way acquisition, minimize wetland impacts, control access, enhance safety, and accommodate bicyclists and pedestrians. The urban roadway generally stays within the

existing right of way. The sidewalk location will vary in relation to the roadway to reduce wetland impacts. Access will be controlled by placement of median cuts. Safety will be enhanced by controlling access, separating opposing traffic, providing additional 2 feet of width in the outside lanes for bicycles, providing sidewalks, providing a grade separation between the Dunnellon-Inverness-Trilby Trail and SR 44, and a greater level of service.

The rural typical section (Figure 6B, Section "C") extends from 0.8 mile east of CR 470 in (Citrus County) to just prior to the I-75 interchange project. The considerations in this area were to minimize social and environmental impacts, control access, enhance safety and utilization of existing facilities as much as practicable. The impacts to residences and businesses and wetlands were minimized as much as possible by varying the alignment along the existing SR 44. Access will be controlled by placement of median openings. Safety will be enhanced by controlling access, separating opposing traffic, partially paving the shoulders adjacent to the travel lanes and providing a greater level of service. The existing 2 lanes were used as much as possible.

The urban typical section (Figure 6A, Section "A") is at the east end of the project. The considerations for this area were the transitioning into the interchange, compatibility with the interchange typical section, minimizing right of way impacts, enhance safety, and accommodating bicyclists. This typical section allows the transitioning between the urban and rural typical sections to take place west of the development. The urban typical section is the same as the urban typical section for the I-75/SR 44 interchange project. The urban roadway minimizes right of way impacts. The safety will be enhanced by separating travel lanes, providing additional 2 foot of width in the outside lanes for bicyclists, providing sidewalks, and a greater level of service.

7. Horizontal Alignment:

Table 4 tabulates the existing and proposed horizontal alignment. The proposed horizontal alignment is based on a urban roadway design speed of 45 mph and a rural design speed of 60 mph.

The urban roadway horizontal alignment at the west end of the project between station 15+00 and 25+50 is proposed to be south of the centerline of the existing right of way and tie in to the SR 45 (US 41) project along SR 44 east.

TABLE 4

EXISTING AND PROPOSED HORIZONTAL ALIGNMENT DATA
PROCEEDING FROM SR 45 (US 41) TO I-75 INTERCHANGE

CITRUS COUNTY

CURVE NUMBER	APPROXIMATE P.I. STATION	EXISTING DEGREE OF CURVE	PROPOSED DEGREE OF CURVE
1	23+00	1°45'	2°00'
2	34+50	2°00'	4°00'
3	48+50	6°00'	6°00'
4	60+00	6°00'	6°00'
5	69+00	5°00'	5°00'
6	78+50	6°30'	6°00'
7	102+50	2°00'	2°00'
8	112+00	2°00'	2°00'
9	141+50	2°00'	2°00'
10	198+50	2°00'	2°00'
10A	234+00	NONE	0°30'
10B	246+00	NONE	0°30'
11	272+00	1°00'	1°00'
12	306+50	1°00'	1°00'
13	356+50	1°00'	1°00'

SUMTER COUNTY

CURVE NUMBER	APPROXIMATE P.I. STATION	EXISTING DEGREE OF CURVE	PROPOSED DEGREE OF CURVE
1	425+50	1°00'	1°00'
2	452+50	1°00'	1°00'
2A	467+00	NONE	1°00'
2B	478+50	NONE	1°00'
3	544+50	3°00'	3°00'
4	560+50	3°00'	3°00'
5	585+50	3°00'	3°00'
6	699+00	4°00'	3°00'
6A	765+00	NONE	1°00'
7	777+75	1°00'	1°00'

The right of way between station 30+00 and station 39+00 was modified to provide long tangent sections for superelevation runout. In the urban section, the existing right of way has tangent sections between the curve sections. These tangent sections appear to be adequate.

8. **Vertical Alignment:**

The urban roadway section will change the existing roadway profile to provide positive drainage to an enclosed storm sewer system. At the west end of the project (approximately station 19+00) the proposed minimum vertical clearance between the existing Dunnellon-Inverness-Trilby Trail grade and the bridge beam bottom shall be 12 feet. Therefore, the existing vertical alignment will be substantially reduced.

In Citrus and Sumter Counties, SR 44 traverses the 100 year floodplain. However, SR 44 has never been inundated (see Appendix B "Location Hydraulic Report"). Therefore, the existing roadway portions of the rural typical section can be utilized for the new facility at the existing grade.

9. **Alignment and Right of Way Needs:**

The "Alignment Analysis" section discusses the approach to improving SR 44. Alignment #8 is the preferred alignment. Preliminary Alignment Evaluation chart, Table 3, is a summary of the preferred alignment #8. The approximate location of the addition right of way is delineated on the Preliminary Engineering plan sheets in Appendix E.

10. **Construction Costs:**

The construction cost (1989, dollars) for the preferred alignment is estimated to be $24.631 million.

11. **Right of Way Costs:**

Right of way acquisition for the preferred alignment is estimated to be as follows:

Acres	Cost(1990 dollars)
150	6.12 million

Right of way costs were supplied by District right of way staff (see Table 3).

12. **Preliminary Engineering Costs (P.E.):**

For the purpose of this report, the total P.E. costs are estimated to be 2.7 million. The project development P.E. costs are estimated to be $230,000.

13. **Relocation:**

The improving of SR 44 would require the relocation of 4 families/residences and one business will be impacted. Refer to the environmental document for the conceptual relocation plan.

14. **Environmental Impacts:**

For complete details of the environmental impacts of this project, refer to the environmental document.

15. **Results of Public Information Meeting and Advance Notification Responses:**

Advance Notification was mailed on November 3, 1988 to approximately 55 persons. Responses will be addressed in the environmental document.

A public information meeting was held on July 23, 1990. 73 people signed the attendance register. The general consensus of the meeting was support for the project. Citrus County and the City of Wildwood expressed their endorsement of the project at the meeting.

Meetings have been held with the Citrus County Engineer, Sumter County Board of Commissioners, and Public Works Director, City of Inverness Director of Public Works, Florida Department of Natural Resources, Southwest Florida Water Management District and the Federal Highway Administration

16. Utility Impacts:

The final design of SR 44 will be coordinated with the utility owners to minimize relocations and disruption of service. The majority of the utilities are located on state owned right of way and would be relocated at the owners expense. For a list of known utility companies that would be impacted by construction of this project, see "Existing Facilities", Item 5 "Utilities" of this report.

17. Maintenance of Traffic:

Maintenance of traffic provisions will follow the Florida Department of Transportation manual on traffic control and safe practices.

As indicated on the preliminary engineering roadway plans, Appendix "E", at the Dunnelon-Inverness-Trilby Trail Bridge (station 19+00) the proposed roadway centerline will be to the south of the existing right of way centerline. This would allow the southern half of the bridge to be built while maintaining traffic on the existing bridge. The traffic could be shifted to the completed southern half of the trail bridge. Then demolition of the existing bridge could take place. Upon completion of demolition, the northern half of the trail bridge could be constructed.

At the Henderson/Spivey Bridge (station 50+40), it is recommended that old SR 44 from station 40+00 to 55+00 be utilized as a temporary bypass. The old SR 44 right of way is owned by Citrus County. A temporary bridge would be constructed over the canal on the old SR 44 alignment and remain in place during the construction of the new bridge structure. The urban roadway would be constructed utilizing the half width construction method.

The rural typical section utilizes the existing roadway as much as possible. However there are areas where temporary roads will need to be constructed to maintain traffic.

18. Intersection:

There are no existing signalized intersections within the project limits. Throughout the project, intersection channelization and signalization will be developed to meet operational requirements during the final design phase. Existing typical sections for intersecting roads will be modified to provide turning lanes where required. Signals will be installed as warranted.

19. Hydraulic Analysis

A "Location Hydraulics Report" (Appendix"B") has been developed for this project. Although SR 44 traverses the 100 year floodplain, SR 44 has never been inundated. The preliminary sizing and location of retention/detention areas has been accomplished, see "Location Hydraulics Report" Appendix"B" and Preliminary Engineering plan sheets, Appendix "E".

"Preliminary Bridge Hydraulic Reports", dated October 2, 1990 have been prepared for the Henderson Bridge (station 50+40) and the Withlacoochee Bridge (station 369+00), and the Rutland Creek culvert (station 482+65).

For navigational purposes the Henderson Canal Bridge will maintain the existing 30 feet horizontal clearance at elevation 38.25 and low member elevation of 47.25 at a minimum, see Appendix "C". The bridge length will be determined in the design phase.

The parallel Withlacoochee River Bridge will have the same river canal horizontal clearance of 60 feet, low member elevation of 44.87 and bridge length of 540 feet as the existing Withlacoochee River Bridge. See Appendix "C".

The Rutland Creek Crossing will be accomplished by the construction of double 72" culvert. See Appendix "C".

IX. Coordination Documentation:

The District files contain copies of correspondence, relative to this project, generated throughout the study period.

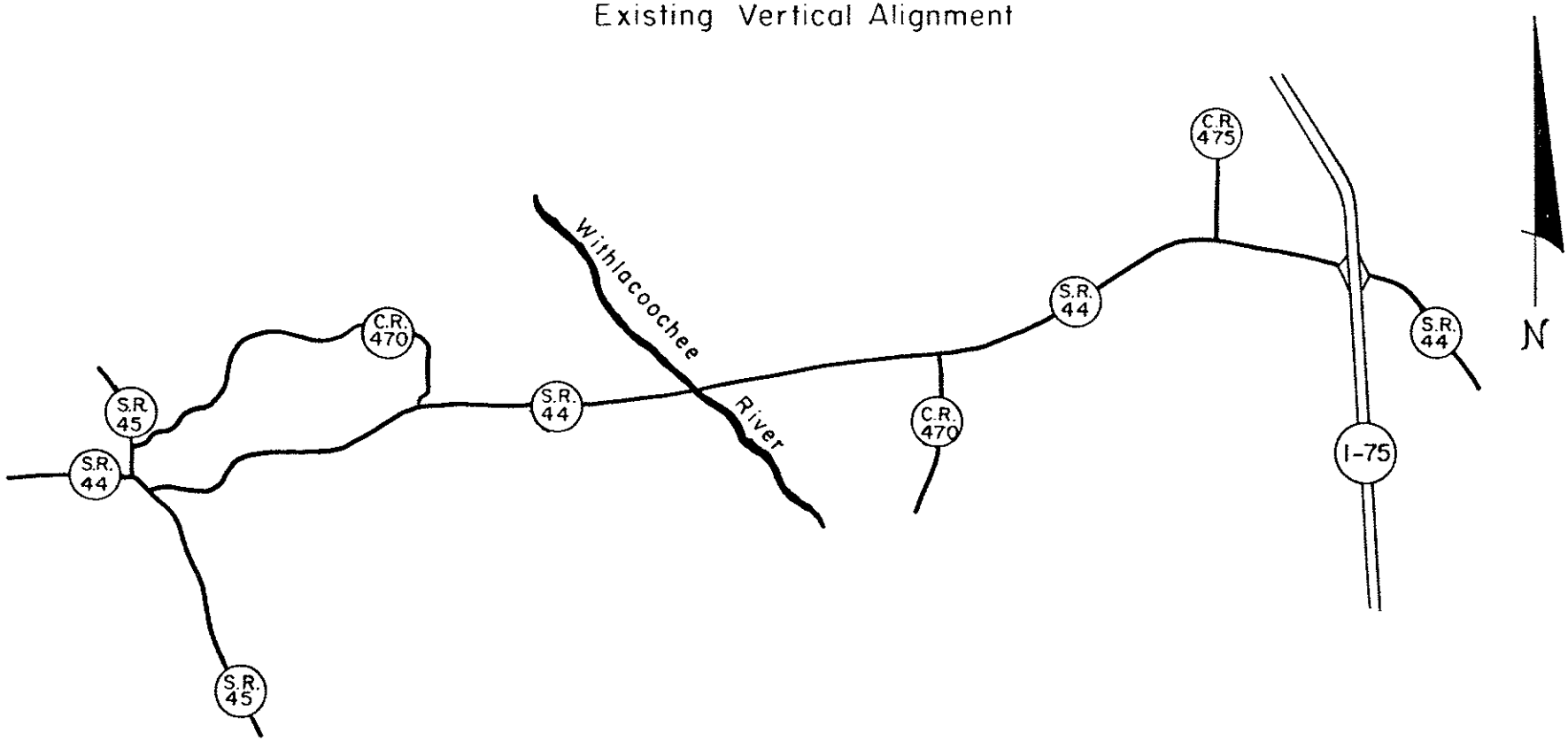
APPENDIX "A"

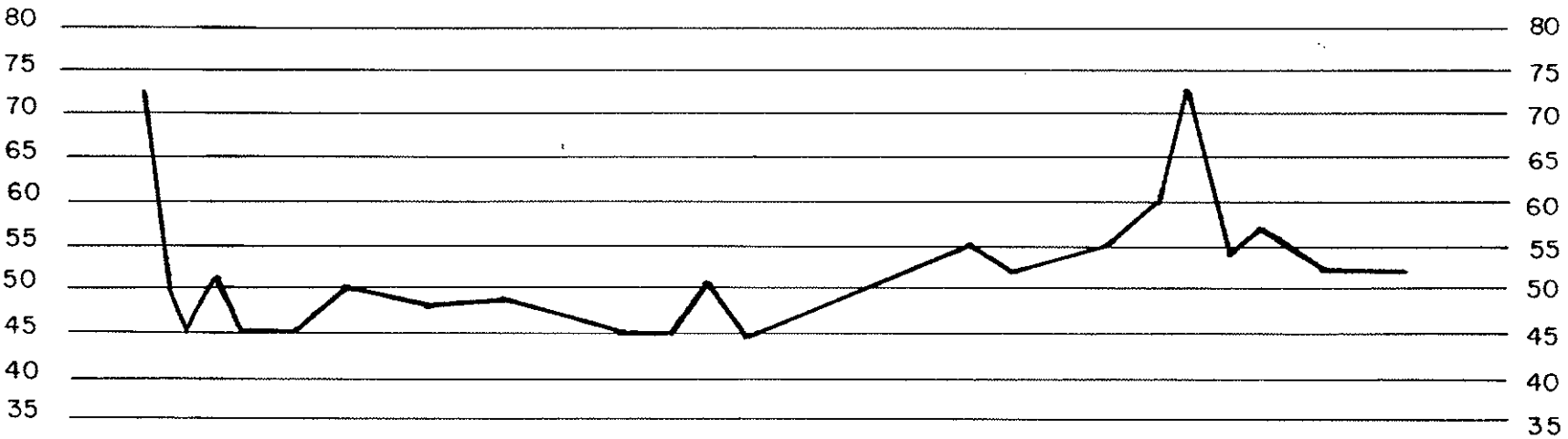
MISCELLANEOUS

A-1 EXISTING VERTICAL ALIGNMENT
A-2 STRAIGHT LINE PROGRAM
A-3 L.O.S. MANUAL COMPUTER DATA

APPENDIX A-1

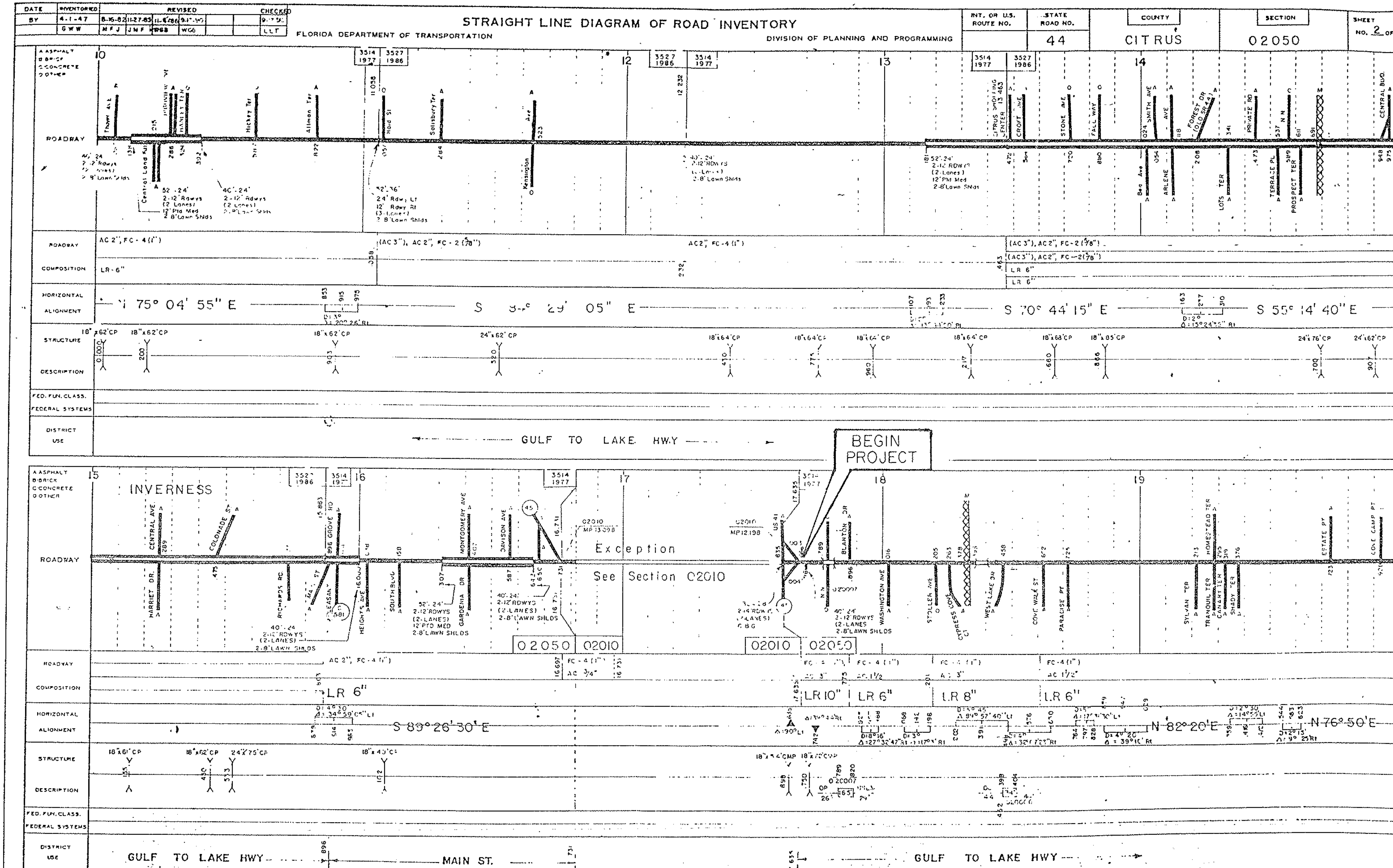
Existing Vertical Alignment





(Elevations from U.S.G.S. Topographic Quadrangle Maps, dated 1967)

APPENDIX A-2


STRAIGHT LINE DIAGRAM OF ROAD INVENTORY
FLORIDA DEPARTMENT OF TRANSPORTATION
DIVISION OF PLANNING AND PROGRAMMING
DATE
BY
INVENTORIED
4-1-47
GWW
REVISED
CHECKED
INT. OR U.S. ROUTE NO.
STATE ROAD NO.
44
COUNTY
CITRUS
SECTION
02050
SHEET NO. 2 OF 3
A ASPHALT
B BRICK
C CONCRETE
O OTHER
ROADWAY
ROADWAY COMPOSITION
HORIZONTAL ALIGNMENT
STRUCTURE DESCRIPTION
FED. FUN. CLASS.
FEDERAL SYSTEMS
DISTRICT USE
10
12
13
14
15
S 70° 44' 15" E
S 55° 14' 40" E
GULF TO LAKE HWY
BEGIN PROJECT
INVERNESS
16
17
18
19
20
Exception
See Section 02010
02050
02010
02010
02050
LR 6"
LR 10"
LR 6"
LR 8"
LR 6"
S 89° 26' 30" E
N 82° 20' E
N 76° 50' E
GULF TO LAKE HWY
MAIN ST.
GULF TO LAKE HWY

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION — DIVISION OF PLANNING AND PROGRAMMING

DATE	4-1-47	8-27-73	8-16-82	4-1-83	11-23-83	8-17-90	9-17-90
BY	G W W	L.C.S.	M.F.J.	L.L.T.	Office	WGB	L.L.T.

INT. or U.S. ROUTE NO.	STATE ROAD NO.	COUNTY	SECTION	SHEET
	44	CITRUS	02050	NO. 3 OF 3

ROADWAY FEATURES: A ASPHALT, B BRICK, C CONCRETE

Cross streets: OAK POND, ELMWOOD DR, MAPLE NUT WAY, HICKORY HILL WAY, FERNWOOD TER, FIR TER, GOSEL ISLAND RD, BRISSON TER, SUNFISH TER, COVE LAKE TER, SHAD TER, EDEN GARDENS AVE, LITTLE JOHN AVE, SICKLE PT, MINSTREL AVE, BOY SCOUT RD, RED BUD RD, CRAB TREE PT, MARLENA PT, FLORA

40'-24', 2-12' Rdwys (2-Lanes), 2-8' Lawn Shlds

NET SECTION LENGTH 24.342

02050 | SUMTER CO

SURFACE TYPE: A

ROADWAY COMPOSITION: FC-4 (1"), AC 1½", LR 6" — 23.144: AC 1¼", LR 8" — 24.342

HORIZONTAL ALIGNMENT: D: 2° 10', Δ: 27° 52' Lt — N 48° 58' E — D: 2° 10', Δ: 31° 34' Rt — N 80° 32' E — D: 1° 25', Δ: 9° 24' Lt — N 71° 08' E — D: 1°, Δ: 9° 8' Rt — N 80° 16' 00" E — D: 1°, Δ: 9° 15' Lt

STRUCTURE DESCRIPTION: 6'X20'X22' CBC (.066); 18"X90' CP (.322); 18"X96' CP (.649); 18"X88' CP (.910)

TRAFFIC CONTROL

RIGHT OF WAY

FUNCTIONAL CLASSIFICATION

ROADWAY FEATURES (mileposts 5–10)

SURFACE TYPE

ROADWAY COMPOSITION

HORIZONTAL ALIGNMENT

VERTICAL

STRUCTURE DESCRIPTION

TRAFFIC CONTROL

RIGHT OF WAY

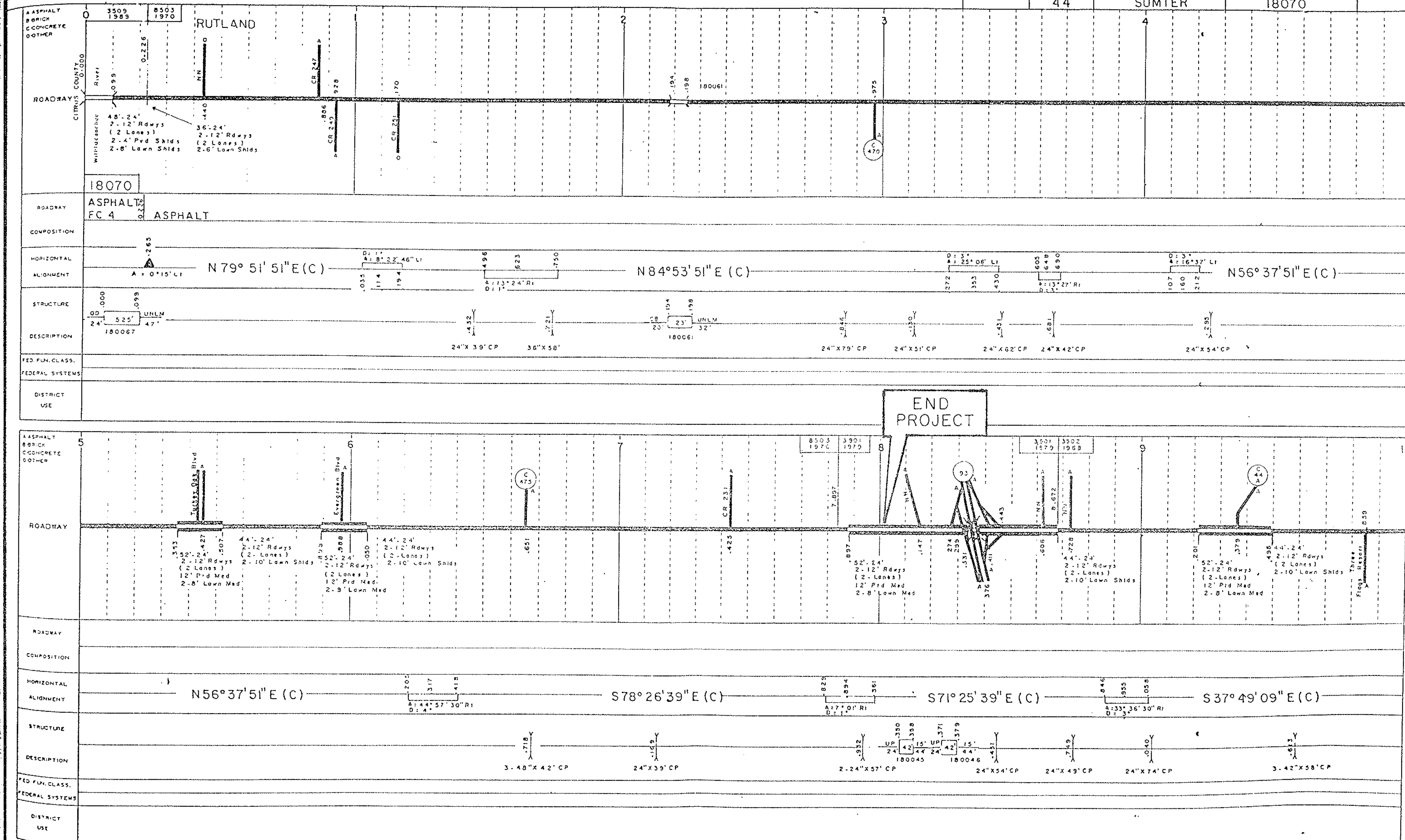
FUNCTIONAL CLASSIFICATION

DATE	INVENTORIED	REVISED					CHECKED
	8-40	7-20-70	6-28-84	9-5-90			9-5-90
BY	AWC	HPB	KBW	KOT			LLT

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION — DIVISION OF PLANNING AND PROGRAMMING

INT. OR U.S. ROUTE NO.	STATE ROAD NO.	COUNTY	SECTION	SHEET
	44	SUMTER	18070	NO. 1 OF 2



A ASPHALT B BRICK C CONCRETE O OTHER
ROADWAY
RUTLAND
CITRUS COUNTY 0.000
Withlacoochee River .099
0.226
CR 247
CR 249
CR 251
C 470
48'-24' 2-12' Rdwys (2 Lanes) 2-4' Pvd Shlds 2-8' Lawn Shlds
36'-24' 2-12' Rdwys (2 Lanes) 2-6' Lawn Shlds
18070
180061
ROADWAY COMPOSITION
ASPHALT FC 4
ASPHALT
HORIZONTAL ALIGNMENT
N 79° 51' 51" E (C)
N 84°53' 51" E (C)
N 56° 37' 51" E (C)
STRUCTURE DESCRIPTION
180067
24"X 39' CP
36"X 58'
24"X 79' CP
24"X 51' CP
24"X 62' CP
24"X 42' CP
24"X 54' CP
FED. FUN. CLASS.
FEDERAL SYSTEMS
DISTRICT USE
END PROJECT
Turkey Oak Blvd
Evergreen Blvd
C 475
CR 251
93
C 44 A
52'-24' 2-12' Rdwys (2 Lanes) 12' Pvd Med 2-8' Lawn Med
44'-24' 2-12' Rdwys (2 Lanes) 2-10' Lawn Shlds
52'-24' 2-12' Rdwys (2 Lanes) 12' Pvd Med 2-9' Lawn Med
44'-24' 2-12' Rdwys (2 Lanes) 2-10' Lawn Shlds
Three Flags Resort
N 56° 37' 51" E (C)
S 78° 26' 39" E (C)
S 71° 25' 39" E (C)
S 37° 49' 09" E (C)
3-48"X 42' CP
24"X 39' CP
2-24"X 57' CP
180045
180046
24"X 54' CP
24"X 49' CP
24"X 74' CP
3-42"X 58' CP

Appendix A-3

RURAL TWO-LANE ADJUSTED SERVICE FLOW RATES
BASED ON 1985 HIGHWAY CAPACITY MANUAL

ROAD = SR44 from SR45(US41) TO CR470 AREA = CITRUS
DATE = 09/28/90 NAME = JOHN MCALLISTER

DAILY

Lanes/LOS	A	B	C	D	E
2	N/A	1600	5900	10400	20400

PEAK HOUR

2	N/A	180	660	1160	2280

PEAK HOUR PEAK DIRECTION

2	N/A	100	370	660	1290

IF VALUE IS N/A THEN LEVEL OF SERVICE IS NOT ACHIEVABLE

TRAFFIC CHARACTERISTICS
K Factor = 0.112
Directional Factor = 0.564
Peak Hour Factor (PHF) = 0.950

ROADWAY CHARACTERISTICS
Posted Speed Limit = 40 mph
Bi-Directional ADJUSTED Saturation Flow Rate = 2400 Veh.
Percent No Passing = 80 %

TWO-LANE LEVEL OF SERVICE CRITERIA

LOS/	v/c
A	0.00
B	0.08
C	0.29
D	0.51
E	1.00

RURAL TWO-LANE ADJUSTED SERVICE FLOW RATES
BASED ON 1985 HIGHWAY CAPACITY MANUAL

ROAD = SR44 from CR470 to SUMTER C/L AREA = CITRUS
DATE = 09/28/90 NAME = JOHN MCALLISTER

Lanes/LOS	A	B	C	D	E
			DAILY		
2	1500	4200	7500	13000	22100
			PEAK HOUR		
2	170	470	840	1460	2470
			PEAK HOUR PEAK DIRECTION		
2	100	260	470	820	1390

IF VALUE IS N/A THEN LEVEL OF SERVICE IS NOT ACHIEVABLE

TRAFFIC CHARACTERISTICS
K Factor = 0.112
Directional Factor = 0.564
Peak Hour Factor (PHF) = 0.950

ROADWAY CHARACTERISTICS
Posted Speed Limit = 55 mph
Bi-Directional ADJUSTED Saturation Flow Rate = 2600 Veh.
Percent No Passing = 60 %

TWO-LANE LEVEL OF SERVICE CRITERIA

LOS/	v/c
A	0.07
B	0.19
C	0.34
D	0.59
E	1.00

RURAL TWO-LANE ADJUSTED SERVICE FLOW RATES
BASED ON 1985 HIGHWAY CAPACITY MANUAL

ROAD = SR44 from CITRUS C/L to I-75 AREA = SUMTER
DATE = 09/28/90 NAME = JOHN MCALLISTER

Lanes/LOS	A	B	C	D	E
			DAILY		
2	1800	4800	8600	14900	25200
			PEAK HOUR		
2	170	470	840	1460	2470
			PEAK HOUR PEAK DIRECTION		
2	100	270	480	840	1430

IF VALUE IS N/A THEN LEVEL OF SERVICE IS NOT ACHIEVABLE

TRAFFIC CHARACTERISTICS
K Factor = 0.098
Directional Factor = 0.577
Peak Hour Factor (PHF) = 0.950

ROADWAY CHARACTERISTICS
Posted Speed Limit = 55 mph
Bi-Directional ADJUSTED Saturation Flow Rate = 2600 Veh.
Percent No Passing = 60 %

TWO-LANE LEVEL OF SERVICE CRITERIA

LOS/	v/c
A	0.07
B	0.19
C	0.34
D	0.59
E	1.00

DIVIDED ARTERIAL SERVICE FLOW RATES
BASED ON 1985 HIGHWAY CAPACITY MANUAL

ROAD = SR44 FROM SR45(US41) TO 0.8Mi.E. OF CR470
AREA = CITRUS
DATE = 09/28/90
NAME = JOHN MCALLISTER

DAILY

Lanes/LOS	A	B	C	D	E
2	15600	16600	17200	18300	19400
4	31500	33300	34600	36800	38800
6	47400	50100	52000	55200	58300

PEAK HOUR

Lanes/LOS	A	B	C	D	E
2	1740	1860	1930	2050	2170
4	3520	3730	3880	4120	4350
6	5310	5610	5820	6180	6530

PEAK HOUR PEAK DIRECTION

Lanes/LOS	A	B	C	D	E
1	980	1050	1090	1160	1220
2	1990	2100	2190	2320	2450
3	2990	3160	3280	3490	3680

IF VALUE IS N/A THEN LEVEL OF SERVICE IS NOT ACHIEVABLE

TRAFFIC CHARACTERISTICS
K Factor = 0.112
Directional Factor = 0.564
Peak Hour Factor (PHF) = 0.950
Protected Turn Percent = 1.00

ROADWAY CHARACTERISTICS
Arterial Class = 1
Free Flow Speed = 45 MPH
ADJUSTED Saturation Flow Rate = 1850 Veh.
Divided by Median - Yes
Left Turn Bays provided - Yes

SIGNAL CHARACTERISTICS
Signalized Intersections per Mile = 0.22
Signal Type = Semi-Actuated
Arrival Type = 3
Cycle Length = 90 Seconds
g/C = 0.50

ARTERIAL LEVEL OF SERVICE CRITERIA FOR URBAN

LOS/ARTERIAL CLASS	I	II	III
A	>=35	>=30	>=25
B	>=28	>=24	>=19
C	>=22	>=18	>=13
D	>=17	>=14	>= 9
E	>=13	>=10	>= 7

F	< 13	< 10	< 7

(Average Travel Speed MPH)

RURAL MULTI-LANE ADJUSTED SERVICE FLOW RATES
BASED ON 1985 HIGHWAY CAPACITY MANUAL

ROAD = SR44 FROM 0.8Mi.E. OF CR470 TO SUM. C/L
AREA = CITRUS
DATE = 09/28/90
NAME = JOHN MCALLISTER

DAILY

Lanes/LOS	A	B	C	D	E
4	18400	26700	36200	44500	55600
6	27500	40100	54300	66800	83500

PEAK HOUR

4	2060	2990	4050	4990	6230
6	3090	4490	6080	7480	9350

PEAK HOUR PEAK DIRECTION

2	1160	1690	2280	2810	3520
3	1740	2530	3430	4220	5270

IF VALUE IS N/A THEN LEVEL OF SERVICE IS NOT ACHIEVABLE

TRAFFIC CHARACTERISTICS
K Factor = 0.112
Directional Factor = 0.564
Peak Hour Factor (PHF) = 0.950
ROADWAY CHARACTERISTICS
Design Speed = 60 MPH
ADJUSTED Saturation Flow Rate = 1850 Veh.

MULTI-LANE LEVEL OF SERVICE CRITERIA

LOS/MULTI-LANE DESIGN SPEED	70	60	50
A	<=.36	<=.33	0
B	<=.54	<=.50	<=.45
C	<=.71	<=.65	<=.60
D	<=.87	<=.80	<=.76
E	<=1.0	<=1.0	<=1.0
F	>1	>1	>1

(volume to capacity ratio (v/c))

(Average Travel Speed MPH)

RURAL MULTI-LANE ADJUSTED SERVICE FLOW RATES
BASED ON 1985 HIGHWAY CAPACITY MANUAL

ROAD = SR44 FROM CITRUS C/L TO I-75 AREA = SUMTER
DATE = 09/28/90 NAME = JOHN MCALLISTER

Lanes/LOS	A	B	C	D	E
			DAILY		
4	20500	29800	40400	49700	62200
6	30800	44800	60600	74600	93200
			PEAK HOUR		
4	2010	2920	3960	4870	6090
6	3020	4390	5940	7310	9140
			PEAK HOUR PEAK DIRECTION		
2	1160	1690	2280	2810	3520
3	1740	2530	3430	4220	5270

IF VALUE IS N/A THEN LEVEL OF SERVICE IS NOT ACHIEVABLE

TRAFFIC CHARACTERISTICS
K Factor = 0.098
Directional Factor = 0.577
Peak Hour Factor (PHF) = 0.950
ROADWAY CHARACTERISTICS
Design Speed = 60 MPH
ADJUSTED Saturation Flow Rate = 1850 Veh.

MULTI-LANE LEVEL OF SERVICE CRITERIA

LOS/MULTI-LANE DESIGN SPEED 70	60	50
A	<=.36	<=.33	0
B	<=.54	<=.50	<=.45
C	<=.71	<=.65	<=.60
D	<=.87	<=.80	<=.76
E	<=1.0	<=1.0	<=1.0
F	>1	>1	>1

(volume to capacity ratio (v/c))

APPENDIX "B"

LOCATION HYDRAULICS REPORT

Appendix B

STATE ROAD 44

FROM S.R. 45 (U.S. 41) IN INVERNESS TO I-75
LOCATION HYDRAULIC REPORT

STATE PROJECT Nos.	02050-3536
	18070-3516
W.P.I. Nos.	5111610
	5118392
F.A. No.	F-8888(50)

PREPARED BY : FARSHAD FARAHBAKHSH

INTRODUCTION

PURPOSE

The purpose of this Location Hydraulic Report is to study a multilane construction of S.R. 44 within the limit of project to analysis and evaluate existing crossing and address and categorizing all flood plain and regulatory floodway encroachments. In accordance with requirement set forth in executive order 11988 "Flood Plain Management", chapter 24 PD&E manual and chapter 3 Drainage Manual which has been developed consistent with FHPM 6-7-3-2 .

PROJECT/ SITE DESCRIPTION

State road 44 is a West Easterly Highway connecting Crystal River in West coast to New Smyrna beach in East coast. the limit of this project study is from State Road 45 (us41) in Invernees,citrus county to Inverness,Citrus County for approximate length of 15.1 miles . The existing S.R. 44 within the limit of this project is a Two - Lane facility .

The sources of information used in the preparation of this Location Hydraulic report includes the following :

* U.S.G.S. Quadrangle maps ; Invernees, Rutland, Lake Panasoffkee and Oxford

* FEMA Flood insurance rate maps and Flood insurance study for Citrus and Sumter counties .

  Citrus Co. panel 260 of 400 (120063 0260 B)
  Panel 300 of 400 (120063 0300 B)

  Sumter Co. panel 50 of 325 (120296 0050 B)
  panel 100 of 325 (120296 0100 B)

* Soil survey of Citrus and Sumter Co.

* FDOT plans,drainage maps and files

FLOOD ZONE DESIGNATION

From the FEMA Flood Insurance Rate Maps and Flood Insurance study for Citrus and Sumter counties, floods zones for S.R. 44 within the limit of project are displayed in table III . The information was taken from city of Inverness and unincorporated areas of Citrus and Sumter counties .

SOILS

Based on the Soil Conservation Service (SCS) most recent publication on Citrus county (1988) and the soil maps on Sumter county, there are approximately 22 different type of soil on S.R. 44 multilane corridor area within the limit of the project . The specific soil types and their hydrologic group are briefly described in table IV .

EXISTING CROSSING AND FLOOD ZONE DESIGNATION

CITRUS COUNTY :

There are a total of 5 cross drains ranging from 15" to 18"pipe,36'concrete bridge at lake Henderson and dbl 9'X 9' concrete box culvert connecting Moccasian and Bryant Sloughs in Citrus County (table I). These crossings are mainly conveying road way runoff and are equalizer. Through research of existing FDOT drainage files, maintenance records and conducting site investigation and using available data for preliminary calculations all indicates that the road has never been inundated and all crossings are in good hydraulic and physical condition.

Structures No. 1,2 and 6 are carrying road way runoff and are located in zone C , area of minimal flooding and structures No. 3,4,5 and 7 are equalizer and are located in zone A3 , area of 100 YR flood plain with base flood elevation of 43.0 . Structure No. 4 has two 9 ft. steel plate weir each containing one 48" diameter hydraflo gates that has been constructed and attached by SWFWMD to regulate flow through Bryant Slough and maintain desirable level on Inverness pool of Tsala Apopka (38.25 - 40.25) . It is reminded that S.R. 44 in this portion of project for a majority of its alignment traverses 100 YR flood plain which is a part of the Tsala Apopka chain of lakes that encompasses an area of 24000 Ac. which is connected to Withlacoochee river to the East through a series of control structures. Flood stage for the Tsala Apopka chain of lakes were obtained from flood plain information on the Tsala Apopka chin of lakes dated May 1977 studied and prepared by staff of South West Florida Water Management District for Withlacoochee river basin .

10 YR	25 YR	50 YR	100 YR	500 YR
41.80	42.40	42.80	43.20	44.00

Structures No. 1,2,5 and 7 because of increase in length will need to be replaced by 24" pipes and fall into category 4 and structure No. 3 and 4 fall into category 3 which involves modification .

SUMTER COUNTY :

There are a total of 10 cross drain, 540'concrete bridge over Withlacoochee river and dbl 10'X 6' box culvert at Rutland Creek (table II) . The 540 ft. concrete bridge is located in zone A5 with 100-YR flood elevation of 43.50 according to the panel 100 of 325 of FEMA map Sumter County. This bridge is presently under construction and requires widening. Structures No. 2,3,4 and 10 are located in zone A area of 100 YR flood; with undetermined base flood elevations. Structures No. 5,6,7,8,9,11 and 12 are located in zone C area of minimal flooding. Structure No. 12 is a dbl 24" concrete pipe which presently has been plugged and berried, this structure needs to be increased in size by adding another 24" pipe.

The modifications and replacement of drainage structures included in this project will result in an insignificant change in their capacity to carry flood water . The proposed structures will perform hydraulically in a manner equal to or greater than the existing structures and back water surface elevation are not expected to increase . This change will cause minimal increases in flood heights and limits . These minimal increase will not result in any significant adverse impacts on the natural and beneficial flood plain values or any significant change in flood risks or damage . There will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes therefor,it has been determined that these encroachment are not significant .

REGULATORY AGENCY COORDINATION

Early coordination with local,state and federal agencies during preliminary design are essential to fulfill their permitting criteria and requirement if there is any .

PROPOSED RETENTION/DETENTION AREAS

As a part of this study a total of 8 Retention/Detention area in Citrus County and 6 Retention/Detention area in Sumter County were chosen to provide water storage for each system .
As we discussed and reviewed the project with SWFWMD staff, none of these R/D area were located in a land lock basin and they were designed according to the SWFWMD rules providing storage for Pre-Post development discharge for 25 YR - 24 HR storm .
Summarized description of each system and approximate location of proposed R/D area are shown on table V .

TABLE - I

SUMMARY OF CROSSINGS
ALONG 6.70 MILE STRETCH OF S.R. 44 IN CITRUS COUNTY

STRUCTURE NO.	MILE POST	SIZE & LENGTH	TYPE	FLOOD ZONE	FLOW DIR.
C1	0.07	18" X 77'	R.C.P.	C	<=
C2	0.40	18" X 50	R.C.P.	C	<=
C3	0.75	36'	CONC.BRDGE	A3	<=
C4	5.35	2@9'X4'X87'	CONC. B.C.	A3	<=
C5	5.60	18" X 84'	R.C.P.	A3	<=
C6	5.90	18" X 84'	R.C.P.	C	<=
C7	6.16	15" X 84'	R.C.P.	A3	<=

* Please note that the beginning of project is at mile post 0.00 and the location of crossings are approximate.

TABLE - II

SUMMARY OF CROSSING
ALONG 8.40 MILE STRETCH OF S.R. 44 IN SUMTER COUNTY

STRUCTURE NO.	MILE POST	SIZE & LENGTH	TYPE	FLOOD ZONE	FLOW DIR.
S1	0.00	540'9 SPAN	CONC.BRDGE	A5	<=
S2	1.40	24" X 39'	R.C.P.	A	=>
S3	1.70	24" X 54'	R.C.P.	A	=>
S4	2.20	2@10'X6'X40'	CONC. B.C.	A	=>
S5	2.85	24" X 77'	R.C.P.	C	=>
S6	3.14	24" X 51'	R.C.P.	C	<=
S7	3.45	24" X 62'	R.C.P.	C	<=
S8	3.70	24" X 42'	R.C.P.	C	=>
S9	4.24	24" X 54'	R.C.P.	C	=>
S10	6.73	3@48"X42'	R.C.P.	A	=>
S11	7.18	24" X 39'	R.C.P.	C	=>
S12	7.95	2@24"X57'	R.C.P.	C	=>

* Please note that the beginning of project is at mile post 0.00 and the location of crossing are approximate.

TABLE -III

EXPLANATION OF ZONE DESIGNATIONS

ZONE A : Areas of 100-year flood; base flood elevations and flood hazard factors not determined .

ZONE A0 : Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined .

ZONE AH : Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevation are shown, but no flood hazard factors are determined .

ZONE A1-A30 : Areas of 100-year flood; base flood elevations and flood hazard factors determined .

ZONE A99 : Areas of 100-year flood to be protected by flood protection system under construction; base flood elevation and flood hazard factors undetermined.

ZONE B : Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood .

ZONE C : Area of minimal flooding .

ZONE D : Areas of undetermined, but possible, flood hazards .

ZONE V : Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined .

ZONE V1-V30 : Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined .

TABLE - IV

SOIL TYPES

SOIL NAME	TYPE	HYDROLOGIC GROUP
Adamsville	F.S.	C
Astatula	F.S.	A
Basinger	F.S.	B/D
Boca	F.S.	B/D
Candler	S	A
Eaugallie	F.S.	B/D
Electra	F.S.	C
Floridana	MK-F.S.	D
Gator	MK	D
Immokallee	F.S.	B/D
Mabel	F.S.	C
Matlacha	Limestone	C
Monteocha	F.S.	D
Myakka	F.S.	B/D
Oldsmar	F.S.	D
Orsino	F.S.	A
Paisley	F.S.	D
Placid	F.S.	D
Pompano	F.S.	B/D
Sparr	F.S.	C
Tavares	F.S.	A
Vero	F.S.	D

TABLE - V

	FROM M.P.	TO M.P.	D.A. AC	REQ.STORAGE AC-FT.	REQ.AREA AC	LOCATION M.P.
CITRUS CO.						
SYSTEM 1	0.15	0.91	24.6	2.18	1.0	0.2 S.
SYSTEM 2	0.91	1.64	17.3	1.40	1.5	1.5 S.
SYSTEM 3	1.64	2.11	25.2	1.10	0.75	1.8 S.
SYSTEM 4	2.11	2.51	4.7	0.70	0.75	2.4 S.
SYSTEM 5	2.51	3.95	38.2	2.49	2.0	3.5 S.
SYSTEM 6	3.95	4.50	18.0	1.13	1.0	4.2 S.
SYSTEM 7	4.50	5.35	15.1	1.50	1.5	4.9 S.
SYSTEM 8	5.35	6.70	32.7	2.79	2.5	5.8 S.
SUMTER CO.						
SYSTEM 1	0.00	1.12	26.9	2.23	1.5	1.0 S.
SYSTEM 2	1.12	2.15	62.2	4.46	3.0	1.7 S.
SYSTEM 3	2.15	2.93	20.1	1.51	1.5	2.8 S.
SYSTEM 4	2.93	4.45	41.0	3.50	2.5	3.6 S.
SYSTEM 5	4.45	5.65	44.9	2.11	2.0	4.5 S.
SYSTEM 6	5.65	6.91	38.4	1.51	1.5	6.3 S.

* Please note the location of retention/detention areas are all approximate.

APPENDIX "C"

PRELIMINARY BRIDGE HYDRAULICS REPORTS SUMMARIES

C-1	HENDERSON CANAL BRIDGE
C-2	WITHLACOOCHEE BRIDGE
C-3	RUTLAND CREEK BRIDGE CULVERT

HENDERSON CANAL BRIDGE HYDRAULICS REPORT SUMMARY

On the basis of the county resolution dated October 5, 1965 and for navigational purposes, it is recommended to construct a bridge with a minimum of 30 feet horizontal clearance at elevation 38.25 and low member elevation of 47.25. Construction of this proposed structure will require the detouring of SR 44 for maintenance of traffic during construction.

The results of this analysis indicates that the proposed bridge is not anticipated to cause an increase in risk to people or property.

WITHLACOOCHEE BRIDGE HYDRAULICS REPORT SUMMARY

Construction of this proposed structure will not require the detouring of SR 44 traffic as the existing bridge can be used for the maintenance of traffic during the construction. On the basis of the hydraulic analysis and economic consideration presented in this report, it is concluded that construction of a 540 foot long bridge extension at this crossing is the most suitable structure.

RUTLAND CREEK BRIDGE HYDRAULICS REPORT SUMMARY

Construction of this proposed structure will not require the detouring of SR 44 traffic as the existing bridge culvert can be used for the maintenance of traffic during construction. On the basis of the hydraulic analysis and economic consideration presented in this report, it is concluded that construction of double 72" culvert at this crossing is the most suitable structure.

The results of this analysis indicates that the proposed culvert is not anticipated to cause an increase in risk to people or property.

APPENDIX "D"

COPIES FROM DISTRICT FILES

FLORIDA DEPARTMENT OF NATURAL RESOURCES

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399

Tom Gardner, Executive Director

August 19, 1991

Mr. John M. McAllister, P.E.
Project Manager
Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

Dear Mr. McAllister:

SR 44 crossing of the Dunnellon - Inverness
Trilby Rails-To-Trails Project

This is to advise that the agreement between the Department of Transportation and the Atlantic Coast Line Railroad Company, a copy of which was forwarded to this office, appears to be sufficient authority to improve the overpass at the above location, as long as such improvements are contained wholly within your existing 200 foot right-of-way and does not encroach on the Rails-To-Trails property outside the right-of-way.

Also, it appears that mitigating circumstances do not exist since DOT will be utilizing only existing right-of-way.

Sincerely,

Daniel T. Crabb, Chief
Bureau of Land Management Services
Division of State Lands

DTC/cds

FLORIDA DEPARTMENT OF NATURAL RESOURCES

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399

Tom Gardner, Executive Director

July 3, 1991

Mr. John M. McAllister, P.E.
Project Manager
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, Florida 32720

Subject: State Road 44 Crossing of the Dunnellon-Inverness-Trilby Rails-to-Trails Project

Dear Mr. McAllister:

Thank you for your letter of June 11, concerning the SR 44 overpass of the Withlacoochee Trail (the Dunnellon-Inverness-Trilby Rails-to-Trails Project) in Inverness. We have reviewed your proposal for a three span bridge at the site and feel the proposed 34 feet horizontal clearance provided in the center span should be sufficient to accommodate a multiple-use trail corridor in areas where there are design constraints. This would allow for a twelve foot wide pedestrian/bicycling trail and an eight foot wide equestrian trail.

However, final approval of the design proposal rests with the Department's Division of State Lands, especially in regards to required mitigation. By copy of this letter, we are forwarding your request to the Division of State Lands, Bureau of Uplands Management for their review. Although the corridor is under the management jurisdiction of the Division of Recreation and Parks, the property is owned in fee simple title by the Board of Trustees of the Internal Improvement Trust Fund. The Division of State Lands provides administrative support to the Board of Trustees and will handle the coordination and processing of your request.

Please direct any questions regarding your proposal to Mr. Dan Crabb, Chief, Bureau of Uplands Management, Division of State Lands, Department of Natural Resources, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000. He can also be reached by telephone at (904)488-2291. We will continue to review your request and will provide our final recommendation to the Bureau of Uplands Management.

To assist you, I am enclosing an Easement Application, Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, Policy for the Incompatible Use of Natural Resource Lands, Chapter 16-2, Florida Administrative Code, Operation of Division Recreation Areas and Facilities, and DNR Directive 940,

Utility Construction and Easement Maintenance which address the requirements for obtaining easements across lands owned by the Trustees.

Thank you very much for your cooperation on this project. Please feel free to contact me or Greg Diehl, Trails Planner, at the letterhead address, Mail Station 525, or by phone at (904)487-4784, Suncom 277-4784 if you have any questions.

Sincerely,

Mary Anne Koos
State Trails Coordinator
Bureau of Local Recreation Services
Division of Recreation and Parks

MAK/ks
Enclosures
cc/enc: Dan Crabb
Robin Hendrickson
Torrey Johnson
Steve Yoczik

CITRUS COUNTY

DEPARTMENT OF TECHNICAL SERVICES

1300 South Lecanto Highway • P.O. Box 440
Lecanto, Florida 32661-0440
(904) 746-2694 • FAX (904) 746-9874

Reply To:

July 11, 1991

John McAllister, P.E.
Project Manager
Florida Department of Transportation
719 South Woodland Blvd.
DeLand, FL 32720

Dear Mr. McAllister:

SUBJECT: SR-44 FROM INVERNESS TO SUMTER COUNTY LINE

Dear Mr. McAllister:

Reference is made to the public meeting held by DOT in Citrus County last year regarding the subject road. As I stated at that time, the Board of County Commissioners has long supported the provision of an adequate road system to the residents of the County, and therefore, supports your efforts to perform a PD&E study to determine the economic and environmental feasibility of four-laning SR-44 from Inverness to the Sumter County line.

Respectfully yours,

James W. Pinkerton, P.E.
County Engineer

JWP:sg

Board of County Commissioners
Sumter County, Florida
209 N. Florida Street - Bushnell, Florida 33513

Office Telephone (904) 793-0200
FAX (904) 793-0207

July 8, 1991

Mr. John McAllister, P.E.
Florida Department of Transportation
719 South Woodland Blvd.
DeLand, Fl 32720

Dear Mr. McAllister:

Enclosed please find a certified copy of a Resolution concerning the relocation of Rutland Park and boat ramp adjacent to SR44 at the Withlacoochee River Bridge.

If further information is needed, please advise.

Very truly yours,

BOARD OF SUMTER COUNTY COMMISSIONERS

BERNARD R. SHELNUTT, JR.
CLERK & AUDITOR

By Jan Kirkpatrick
DEPUTY CLERK

Enclosure

RECEIVED
JUL 10 1991
Dept. of Transportation
P.D. & E.

SUMTER COUNTY RESOLUTION

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF SUMTER COUNTY, FLORIDA, CONCERNING RELOCATION OF SUMTER COUNTY'S RUTLAND PARK AND BOAT RAMP ADJACENT TO HIGHWAY STATE ROAD 44 AT THE WITHLACOOCHEE RIVER BRIDGE.

WHEREAS, Florida Department of Transportation has advised that it will be four laning State Road 44 through the area of the Withlacoochee River in western Sumter County, and

WHEREAS, Sumter County owns, maintains and operates a park and boat landing immediately adjacent to SR 44 which is within the alignment of the additional lane to be added to SR 44 in that area, and

WHEREAS, the Board of County Commissioners of Sumter County desires to work with and cooperate with the State Road Department in this construction project but the Board has determined that it is in the best interest of the citizens and residents and general public of Sumter County to maintain a county park and boat ramp in that area, and

WHEREAS, the Florida Department of Transportation has come up with a proposed relocation for the park which has been referred to alignment #8 which would move the county park approximately 300 feet to the east.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Sumter County, Florida, as follows:

1. The Board of County Commissioners of Sumter County, Florida, hereby goes on record as agreeing to the realignment of the Rutland Park which lies in the southeast quadrant of the intersection of SR 44 with the Withlacoochee River in western Sumter County as per alignment #8. This will move the county park approximately 300 feet to the east and 100 feet to the south, still allowing for boat ramps and access to the Withlacoochee River. The size of the new park will be approximately 135 feet north and south and 200 feet east and west. A photo copy of the alignment is attached hereto.

2. The Board of County Commissioners of Sumter County goes on record as consenting to this realignment subject to the condition

that the new park be suitable and permitted for parking, picnic tables and a boat ramp. The Florida Department of Transportation agrees to assist Sumter County in obtaining all necessary permits to utilize the land in that manner. That Board of County Commissioners is not aware of ownership of the property. The concurrence as stated herein to the realignment is subject to a condition that D.O.T. acquire the property and that it be conveyed to Sumter County.

3. A copy of this resolution shall be spread among the minutes of this Board and a certified copy shall be furnished to Florida Department of Transportation and to such other entities as designated from time to time.

DONE and RESOLVED at Bushnell, Sumter County, Florida.

ATTEST: BERNARD R. SHELNUTT, JR.
Clerk of Circuit Court

By: Joan Kutpatrick
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF SUMTER COUNTY, FLORIDA

Stanton Gideons
Stanton Gideons, Jr. - Chairman

STATE OF FLORIDA, COUNTY OF SUMTER
I HEREBY CERTIFY, that the above and foregoing is a true copy of the original.
Bernard R. Shelnutt, Jr., Clerk of Circuit Court
By Joan Kutpatrick Deputy Clerk
Dated July 5, 1994

Board of County Commissioners
Sumter County, Florida
209 N. Florida Street - Bushnell, Florida 33513
Office Telephone (904) 793-0200
FAX (904) 793-0207

June 7, 1991

Mr. John McAllister
Department of Transportation
Project Development
719 S. Woodland Blvd.
DeLand, Fl 32720

Dear Mr. McAllister:

Enclosed please find a certified copy of the minutes of January 8, 1991, as requested. No resolution was adopted.

If we can be of further service, please advise.

Very truly yours,

BOARD OF SUMTER COUNTY COMMISSIONERS

BERNARD R. SHELNUTT, JR.
CLERK & AUDITOR

By Joan Kirkpatrick
DEPUTY CLERK

Enclosure

RECEIVED
JUN 10 1991
Dept. of Transportation
P.D. & E.

COMMUNICATION - FIRE DEPARTMENTS 1/2 11.

Mr. Wing moved to approve the relocation of the fire channel to the Sumterville tower and authorize Garry Breeden to proceed with obtaining licensing. The motion was seconded by Mr. Dixon and carried.

ROADS, COUNTY

Mr. Stephens moved to accept a proposal in the amount of $4,264.60 from Carroll Contracting to repair a portion of CR470 between the Chevron gas station and Pinkys Bar-B-Q. The motion was seconded by Mr. Allen and carried.

ROADS, COUNTY

Mr. Wing moved to approve lighting the intersection of CR476 & 476B and to place rumble strips if necessary. The motion was seconded by Mr. Stephens and carried.

ANIMAL CONTROL

Mrs. Laura McCann was present and discussed the animal control program. Jack Reynolds and Joe Costa, Animal Control Officer were also present and spoke. Mr. Allen requested that procedures with regard to complaints, etc. be developed and made available to the public. The motion was seconded by Mr. Dixon and carried.

MUNICIPALITIES - RAILROADS - RESOLUTION

Mr. Vince Ruano, Bushnell City Manager, discussed the Railroad's request to close the crossing on East Dade Ave. Mr. Wing moved to authorize a resolution or letter in support of the City of Bushnell to keep the crossing open and request that the crossing be signalized. The motion was seconded by Mr. Stephens and carried.

ROADS, STATE

Mr. John McAllister, Florida Department of Transportation was present and updated the Board on the SR44 project. Mr. Stephens moved to endorse alignment #8 of the preliminary alignment evaluation. The motion was seconded by Mr. Dixon and carried.

MAPS & PLATS

Mr. Wing moved to approve the Subdivision Advisory Committee Meeting Special Minutes of January 3, 1991. The motion was seconded by Mr. Dixon and carried.

STATE OF FLORIDA, COUNTY OF SUMTER
I HEREBY CERTIFY, that the above and foregoing is a true copy of the original.
Bernard R. Shelnutt, Jr., Clerk of Circuit Court
By Joan Kirkpatrick Deputy Clerk
Dated June 7, 1991

TFB

To [illegible] → TFB

Florida House of Representatives

Everett A. Kelly
Speaker pro tempore
Representative, 46th District

Reply to:
☐ Post Office Box 618
111 Sinclair Avenue
Tavares, FL 32778
(904) 742-6116
(904) 793-7009
☐ 420 The Capitol
Tallahassee, FL 32399-1300
(904) 488-5991

Committees

Ethics & Elections
Ethics Subcommittee, Chairman
House Administration
Insurance
Natural Resources
Intern Program
Ex Officio Member, All House Committees

October 10, 1991

Mr. Thomas F. Barry, Jr., P. E.
District Secretary, District Five
Department of Transportation
719 South Woodland Boulevard
Deland , FL 32720

Dear Mr. Barry,

I am writing this letter in support of the proposed multilaning of SR 44 in Sumter and Citrus County. It was my hope to attend the public hearing next week at East Citrus Community Center, but appears I will not be able to make it.

Please express my views of support for this much needed and long overdue project.

Thank you and good luck at your hearing.

Sincerest Regards,

Everett Kelly

Everett A. Kelly

EAK/gb

RECEIVED
OCT 15 1991
DEPT. OF TRANS.
DISTRICT OFFICE DeLAND

D-6

October 7, 1991

Florida Department of Transportation
Post Office Box 47
DeLand, Florida 32720

Gentlemen:

It is with great interest and enthusiasm that we support DOT's plan to improve SR 44 from its intersection of SR 45 easterly to the I-75 interchange. It is our understanding that by increasing this roadway to four lanes, that it will have the capability of moving larger volumes of traffic in a safe and efficient manner. Obviously the two-lane width has served its purpose. However, as our City, County, and State continues to grow, it is rapidly outliving its usefulness.

Admittedly, the majority of this improvement will not be within the City of Inverness. However, we recognize that the overall betterment of the roadway will also increase the safety of the motorists and citizens within our City. As you are well aware, plans are being finalized to improve SR 44 through the City of Inverness and this would made a logical extension of that improvement. Understanding that you are in the initial stages of planning and design, we encourage you to keep this on your calendar of improvements and move it forward as expeditiously as possible. One final comment - I am certain that you recognize that the abandonment of the railroad and subsequent acquisition by the State for a railtrail occurs along SR 44 on the eastern edge of our City. It would not seem unreasonable for the State to closely review this old concrete culvert and seriously consider reducing its height and, thereby, changing the elevation of the road which would make it safer for motorists.

Again, we support and encourage this project and hope that it will proceed at your earliest possible convenience.

Sincerely,

Vincent J. Scheer Sr.

Vincent J. Scheer, Sr.
City Council President

VJS:mjc

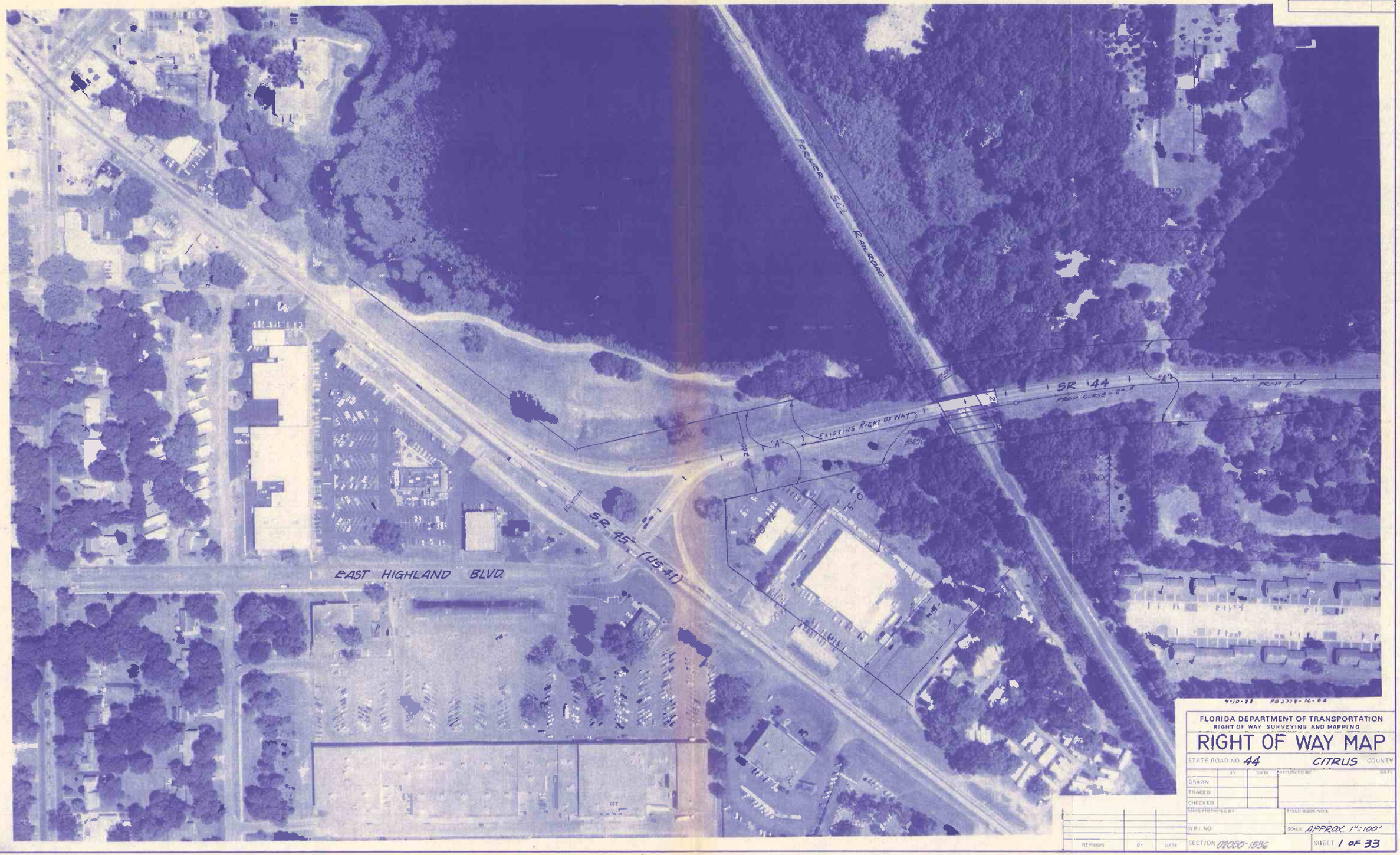
212 W. Main Street • Inverness, Florida 32650-4801 • (904) 726-2611 • FAX (904) 726-0607

APPENDIX "E"

PRELIMINARY ENGINEERING ROADWAY PLANS

The Preliminary Engineering Roadway Plans have been reduced for inclusion into this report. The 1"= 100' Preliminary Engineering Roadway Plans, 1988 aerial flight, depicting the preferred alignment are on file in the District Office.

F.A. PROJECT NO.



FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

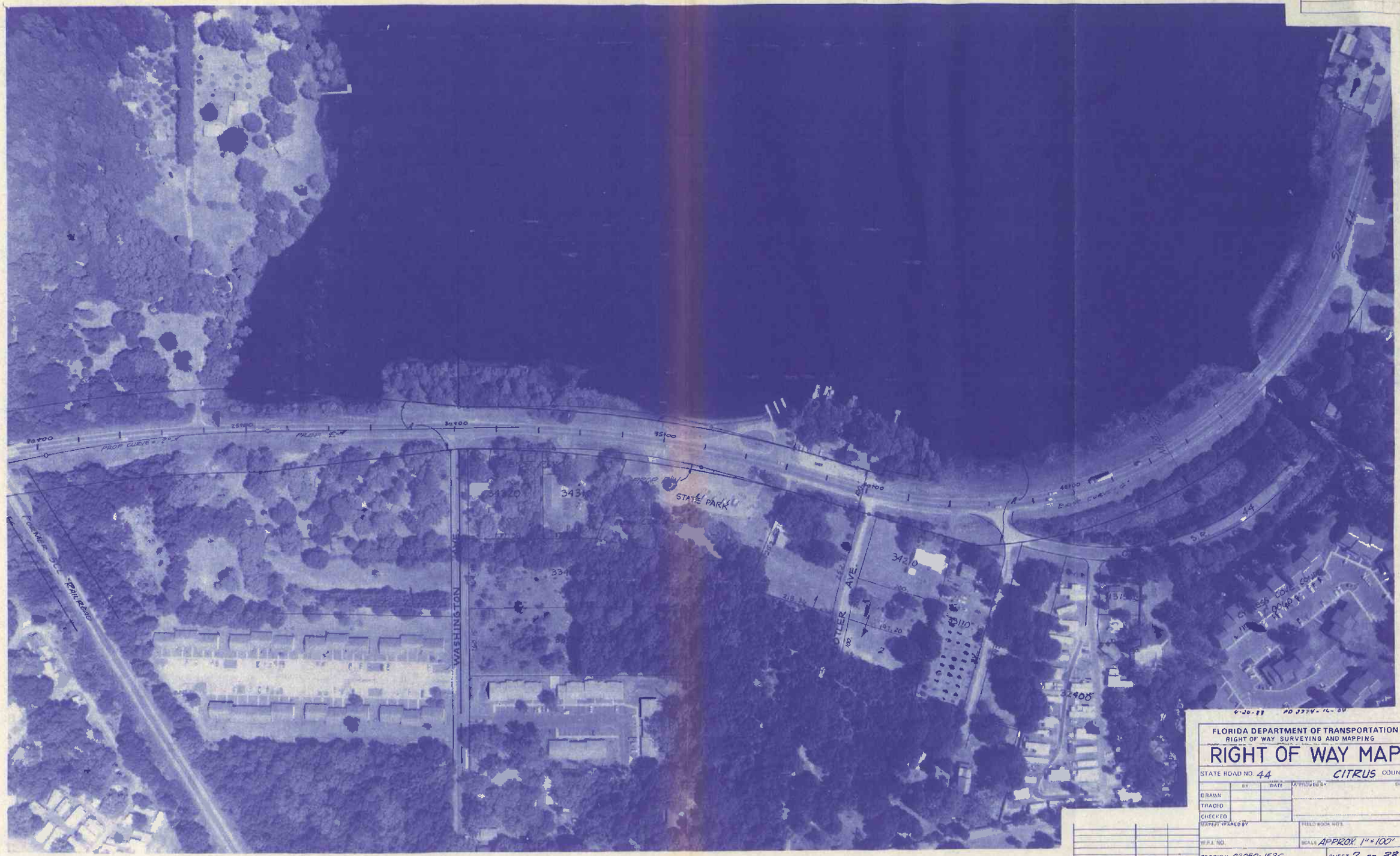
MAPS PREPARED BY: FIELD BOOK NO'S:

W.P.I. NO: SCALE: APPROX. 1"=100'

SECTION 02080-1536 SHEET 1 OF 33

REVISION	BY	DATE

F.A. PROJECT NO.



FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 — CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
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TRACED				
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SURVEY PARTY CHIEF BY — FIELD BOOK NOS.

W.P.I. NO. — SCALE APPROX. 1" = 100'

SECTION 02050-1536 — SHEET 2 OF 33

REVISION	BY	DATE

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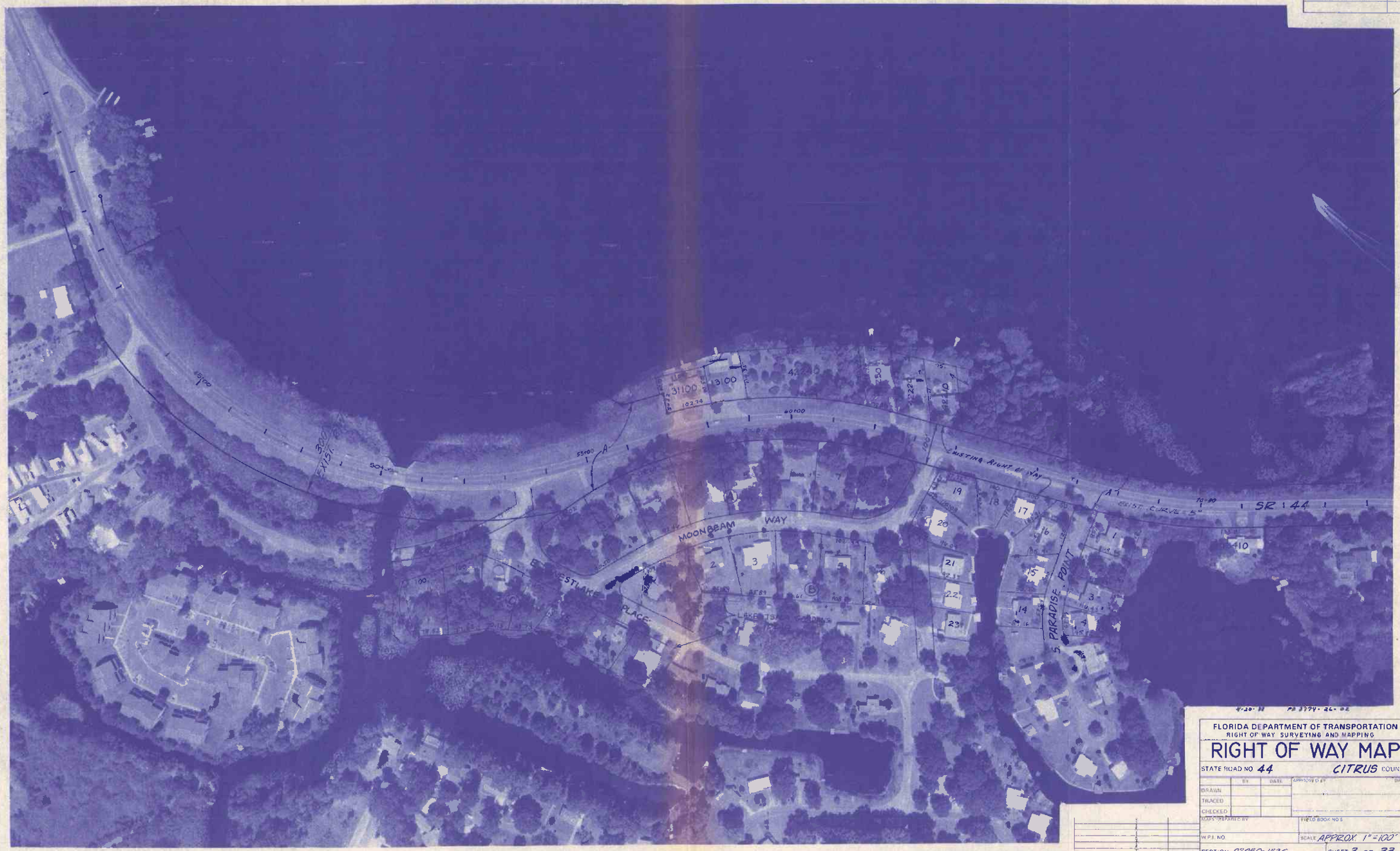

4-20-94 PB 3779-26-02

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
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TRACED				
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MAPS PREPARED BY | FIELD BOOK NO S

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SECTION 08050-1536 | SHEET 3 OF 33

REVISION	BY	DATE

P.E. PROJECT NO.

4-20-88 FP 3781-31-02

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

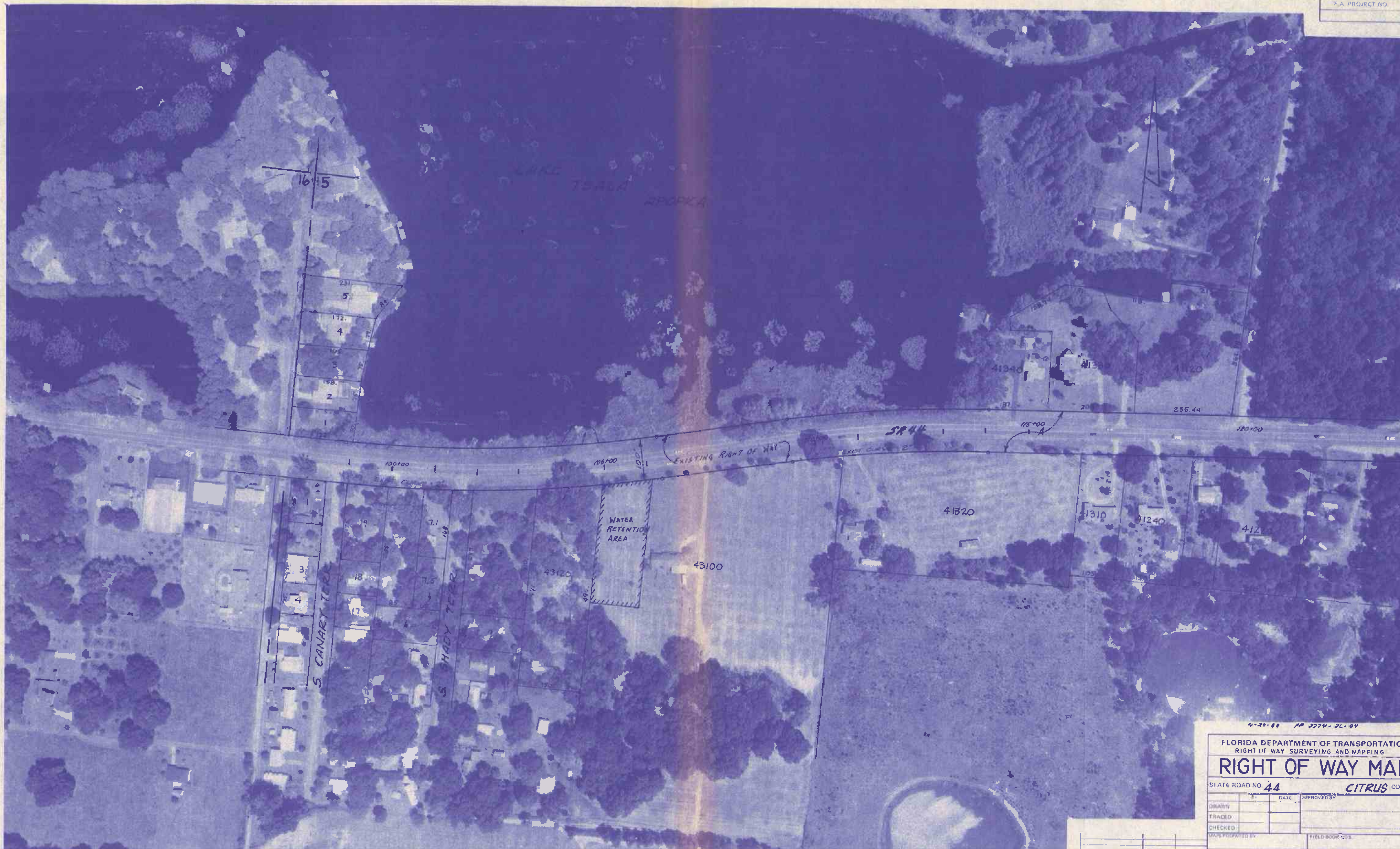
MAP PREPARED BY: TITLE BOOK NO'S

W.P.I. NO. SCALE APPROX. 1"=100'

SECTION 02050-1536 SHEET 4 OF 33

REVISION	BY	DATE

F. A. PROJECT NO.	



4-20-88 PP 3774-2L-04

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
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TRACED				
CHECKED				

MAPS PREPARED BY	FIELD BOOK NOS.	
W.P.I. NO.	SCALE APPROX. 1" = 100'	
SECTION 02050-1536		SHEET 5 OF 33

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.

ESTATE DR.

14900

EC. SUB 14300

14300 0010

14300 0020

3

14300 0030

14300 0040

41110

41220

41211

41210

14300

EXISTING RIGHT OF WAY

EXIST. CURVE

11420

SR 44

4-20-88 FD3774-JL-86

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
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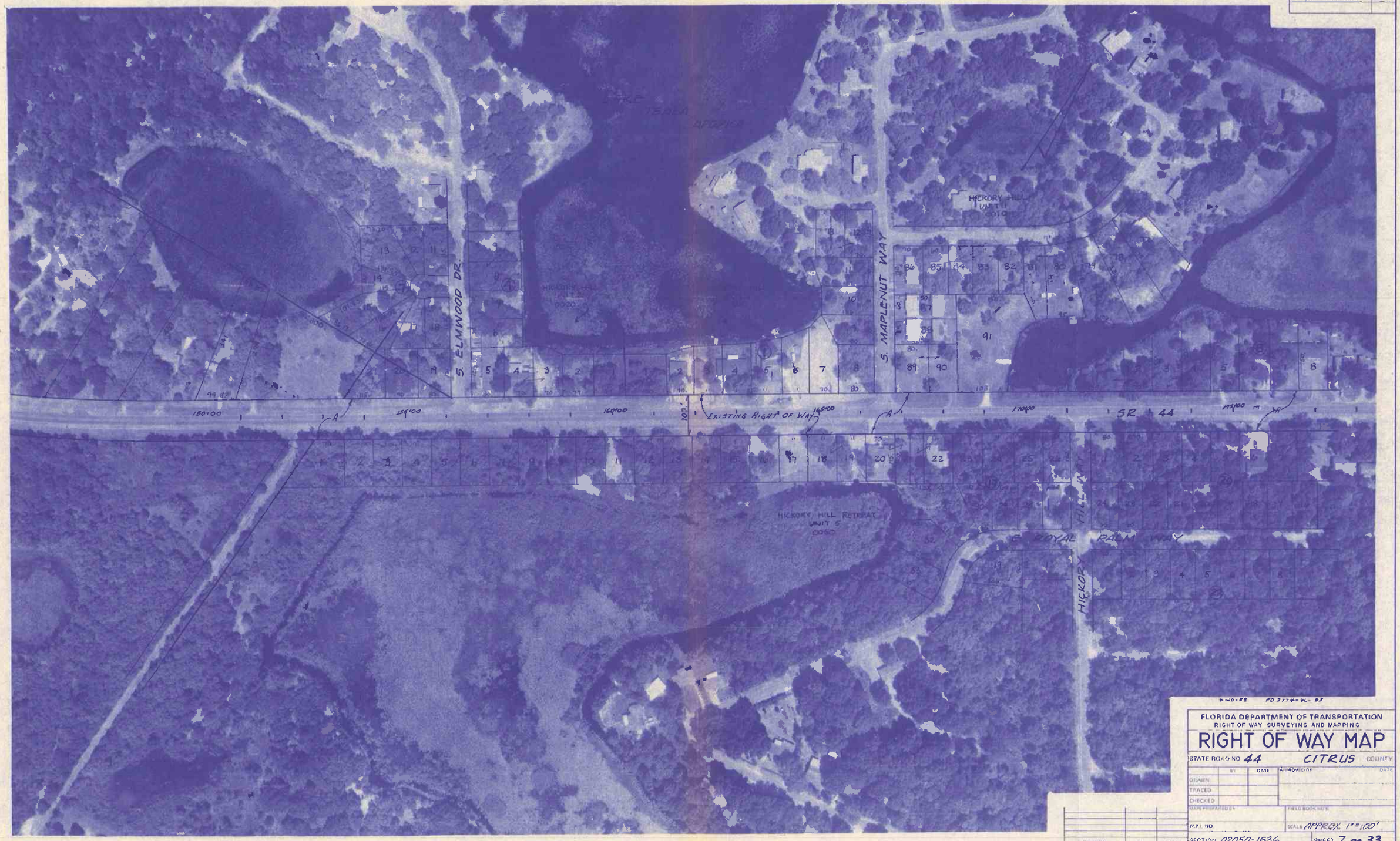
MAPS PREPARED BY | FIELD BOOK NO'S

W.P.I. NO. | SCALE APPROX 1"=100'

REVISION | BY | DATE

SECTION 02050-1536 | SHEET 6 OF 33

F.A. PROJECT NO. | SHEET NO.



FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
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MAPS PREPARED BY | FIELD BOOK NO'S

W.P.I. NO. | SCALE APPROX. 1"=100'

SECTION 02050-1536 | SHEET 7 OF 33

REVISION	BY	DATE

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V-20-88 PB 3774 - 42 - 85

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
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MAP PREPARED BY | FIELD BOOK NO'S

W.P.I. NO. | SCALE APPROX. 1" = 100'

SECTION 02050-1536 | SHEET 8 OF 33

REVISION	BY	DATE

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4-20-88 AD 3224-52-03

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

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CHECKED				

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SECTION 02050-1536 | SHEET 9 OF 33

REVISION | BY | DATE

F.A. PROJECT NO. | SHEET NO.

S.R. 44

EDEN DRIVE

SHAD TERRACE

EXIST R/W

PROP R/W

PROP CURVE = 0°30'

WATER RETENTION AREA

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

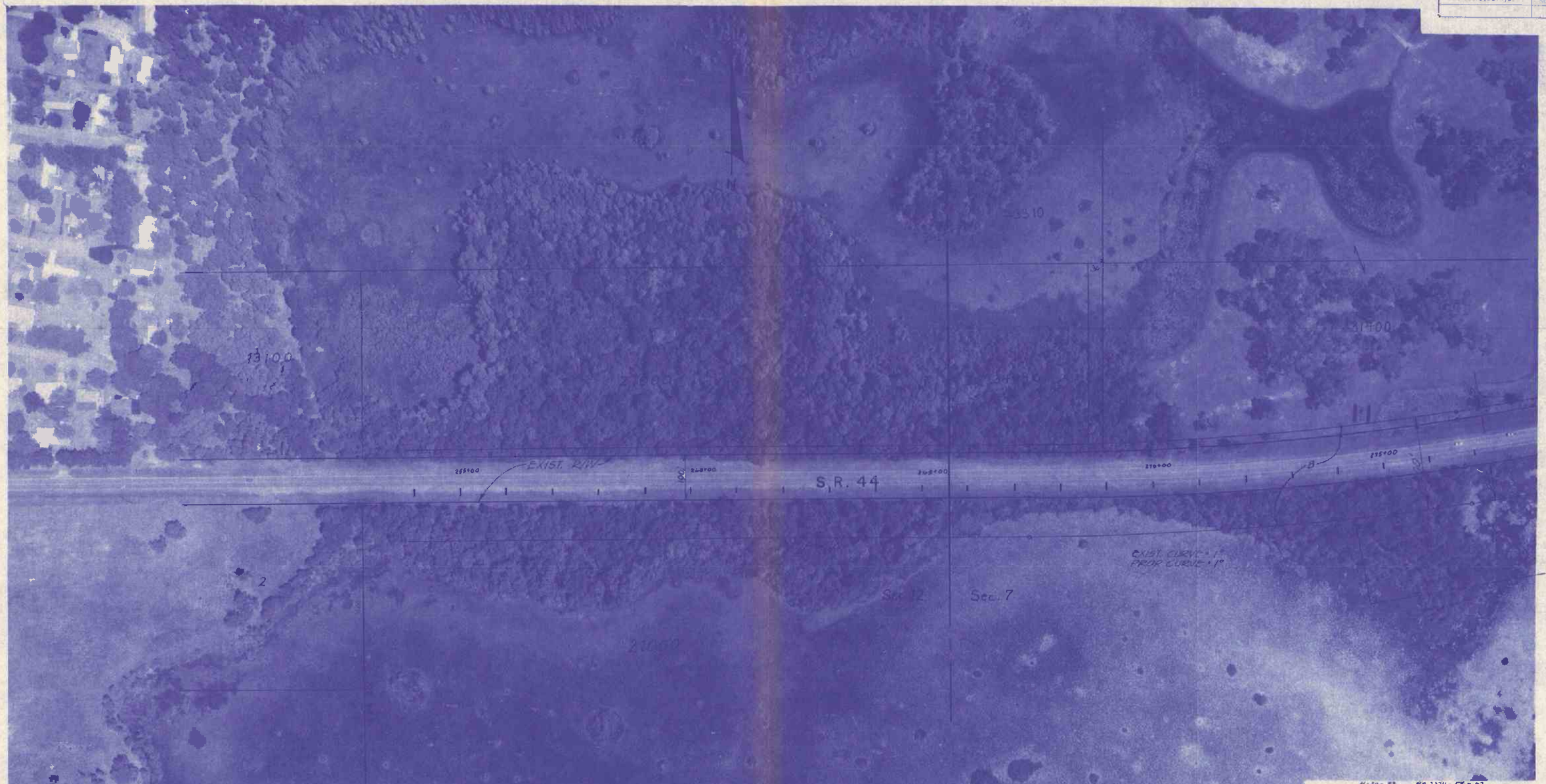
MAP PREPARED BY | FIELD BOOK NO'S.

W.P.I. NO. | SCALE APPROX 1" = 100'

SECTION 02050-1536 | SHEET 10 OF 33

REVISION | BY | DATE

F.A. PROJECT NO.



N-20-88 PID 3174-64-07

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
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FIELD BOOK NOS

W.P.I. NO.

SCALE APPROX. 1" = 100'

SECTION 02050-1536

SHEET 11 OF 33

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.

4-20-88 PD 1134-SLA-82

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
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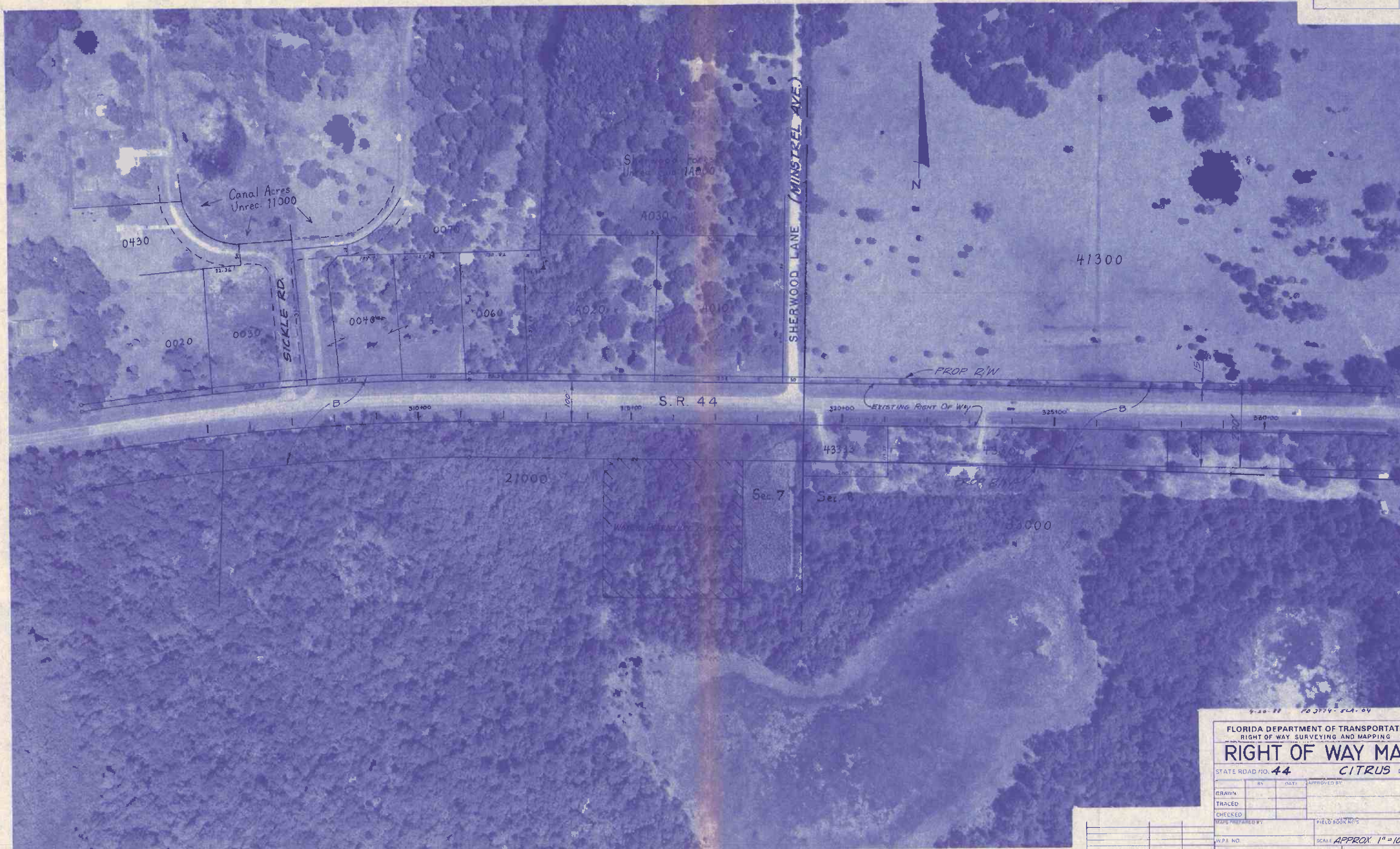
SURVEY AND/OR MAP BY | FIELD BOOK NO'S.

W.P.I. NO. | SCALE APPROX. 1"=100'

SECTION 02050-1536 | SHEET 12 OF 33

REVISION	BY	DATE



F.A. PROJECT NO. | SHEET NO.

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
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MAPS PREPARED BY: | FIELD BOOK NO'S

W.P.I. NO. | SCALE APPROX. 1" = 100'

SECTION 02050-1536 | SHEET 13 OF 33

REVISION	BY	DATE

4-20-88 FP 3774-SLA-06

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 — CITRUS COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
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CHECKED				

MAPS PREPARED BY — FIELD BOOK NO'S

W.P.I. NO. — SCALE APPROX. 1"=100'

SECTION 02050-1536 — SHEET 14 OF 33

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.

4-20-98 PD 3774-11-02

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS/SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
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TRACED				
CHECKED				
LAND SURVEYOR			RECORD BOOK NOS.	
W.P.I. NO.			SCALE APPROX. 1" = 100'	
SECTION 02050-1536			SHEET 15 OF 33	

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.

Sec. 5 | Sec. 4
Sec. 8 | Sec. 9

N

EXISTING RIGHT OF WAY S.R. 44

PROPOSED RIGHT OF WAY

380+00 364 RUTLAND PARK

385+00

395+00

CITRUS COUNTY

WITHLACOOCHEE RIVER

SUMTER COUNTY

SCALE = 1" = 100'

4-20-88 PD 3714-62-64

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 CITRUS/SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAP PREPARED BY | FIELD BOOK NOS.

W.P.I. NO. | SCALE APPROX 1" = 100'

REVISIONS BY DATE

SECTION 18070-1516 | SHEET 16 OF 33

F.A. PROJECT NO. | SHEET NO.

S.R. 44

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

MILL CREEK

BLOCK B

WATER RETENTION AREA

SCALE 1" = 100'

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
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TRACED				
CHECKED				

MAP PREPARED BY | FIELD BOOK NO'S

W.P.I. NO. | SCALE APPROX 1" = 100'

REVISION | BY | DATE | SECTION 18070-1516 | SHEET 17 OF 33

F.A. PROJECT NO. | SHEET NO.

4-20-88 AD 3734-22-02

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

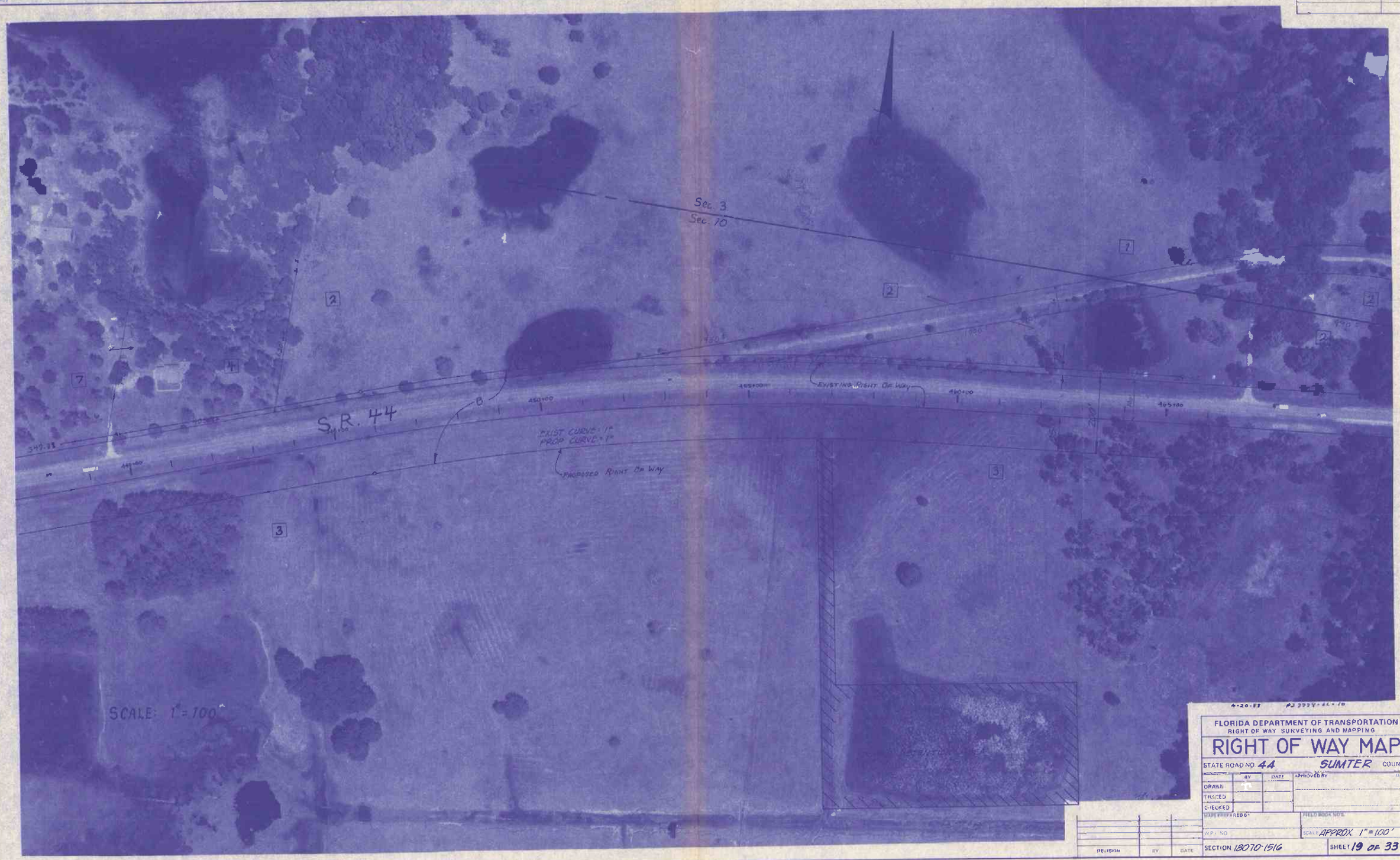
MAPS PREPARED BY | FIELD BOOK NOS.

W.P.I. NO. | SCALE APPROX. 1" = 100'

SECTION 18070-1516 | SHEET 18 OF 33

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.



4-20-82 PJ 3334-42-10

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAP PREPARED BY | FIELD BOOK NOS.

W.P.I. NO. | SCALE APPROX. 1" = 100'

REVISION | BY | DATE

SECTION 18070-1516 | SHEET 19 OF 33

F.A. PROJECT NO. | SHEET NO.

6-24-82 FAS 3??-4(4)-83

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAPS PREPARED BY | FIELD BOOK NO.'S

W.P.I. NO. | SCALE APPROX. 1"=100'

SECTION 18070-1516 | SHEET 20 OF 33

REVISION | BY | DATE

F.A. PROJECT NO.	SHEET NO.

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAPS PREPARED BY — FIELD BOOK NOS.

W.P.I. NO. — SCALE APPROX. 1"=100'

SECTION 18070-1516 — SHEET 21 OF 33

REVISION	BY	DATE

F.A. PROJECT NO.	SHEET NO.

EXISTING RIGHT OF WAY

S.R. 44

PROPOSED RIGHT OF WAY

CR 470

SCALE 1" = 100'

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAPS PREPARED BY

FIELD BOOK NO'S.

W.P.I. NO.

SCALE APPROX. 1"=100'

REVISION	BY	DATE

SECTION 18070-1816

SHEET 22 OF 33

F.A. PROJECT NO. | SHEET NO.

4-29-88 FD 3574-128-02

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

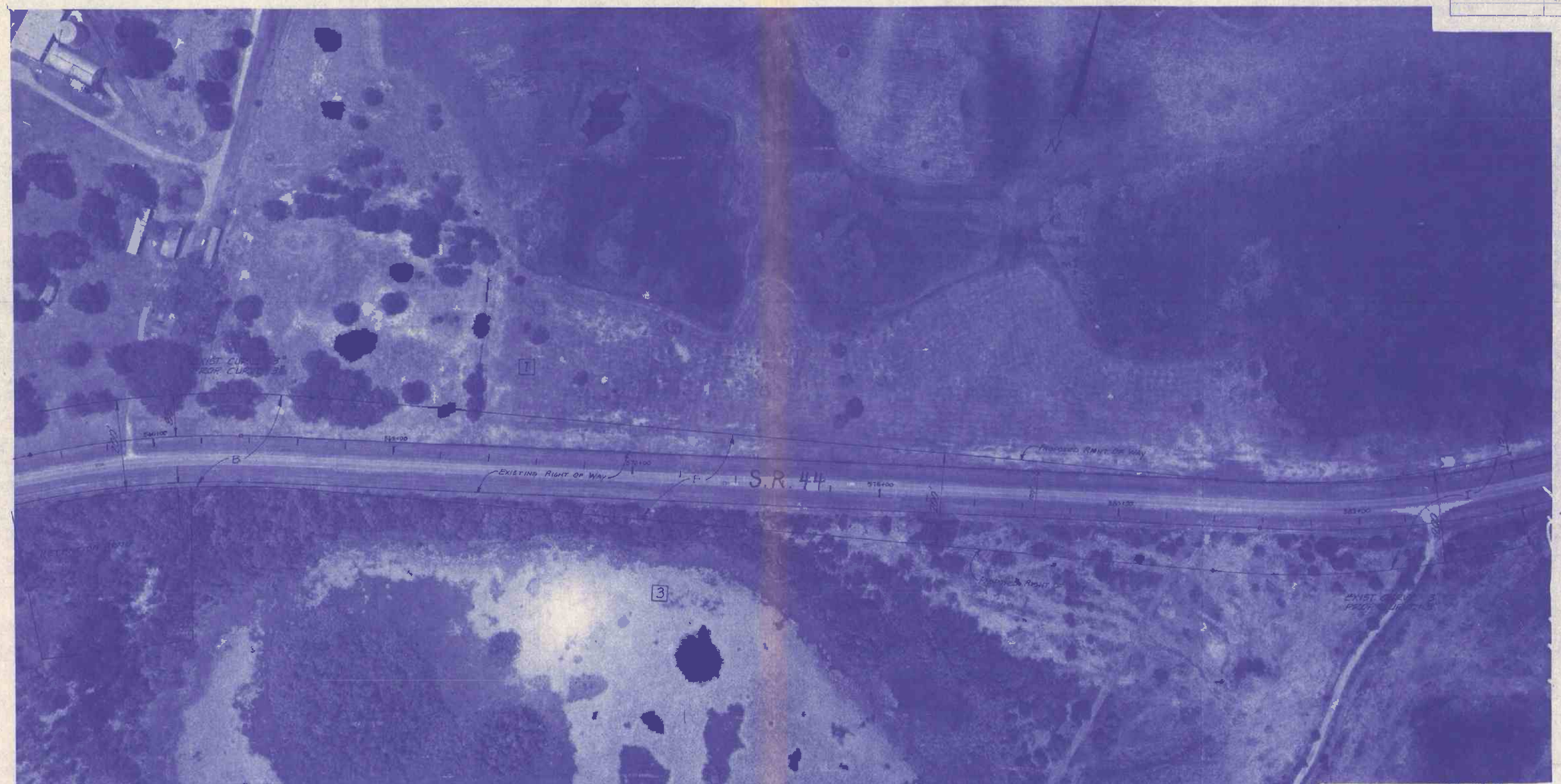
DRAWING/ARTIST | FIELD BOOK NO.S

P.I. NO. | SCALE APPROX 1" = 100'

REVISION | BY | DATE

SECTION 18070-1516 | SHEET 23 OF 33

F.A. PROJECT NO. | SHEET NO.



4-29-88 FP 3729-616-04

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				
MAPS PREPARED BY			FIELD BOOK NOS.	
W.P.I. NO.			SCALE APPROX. 1"=100'	
SECTION 18070-1516			SHEET 24 OF 33	

REVISION	BY	DATE

F.A. PROJECT NO.	SHEET NO.

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				
MAP PREPARED BY			FIELD BOOK NOS.	
W.P.I. NO.			SCALE APPROX. 1" = 100'	
SECTION 18070-1516			SHEET 25 OF 33	

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

S.R. 44

PROPOSED RIGHT OF WAY

PAWNEE TRAIL

LEISURE TIME MOBILE SUBDIVISION

SCALE: 1" = 100'

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO 44 SUMTER COUNTY

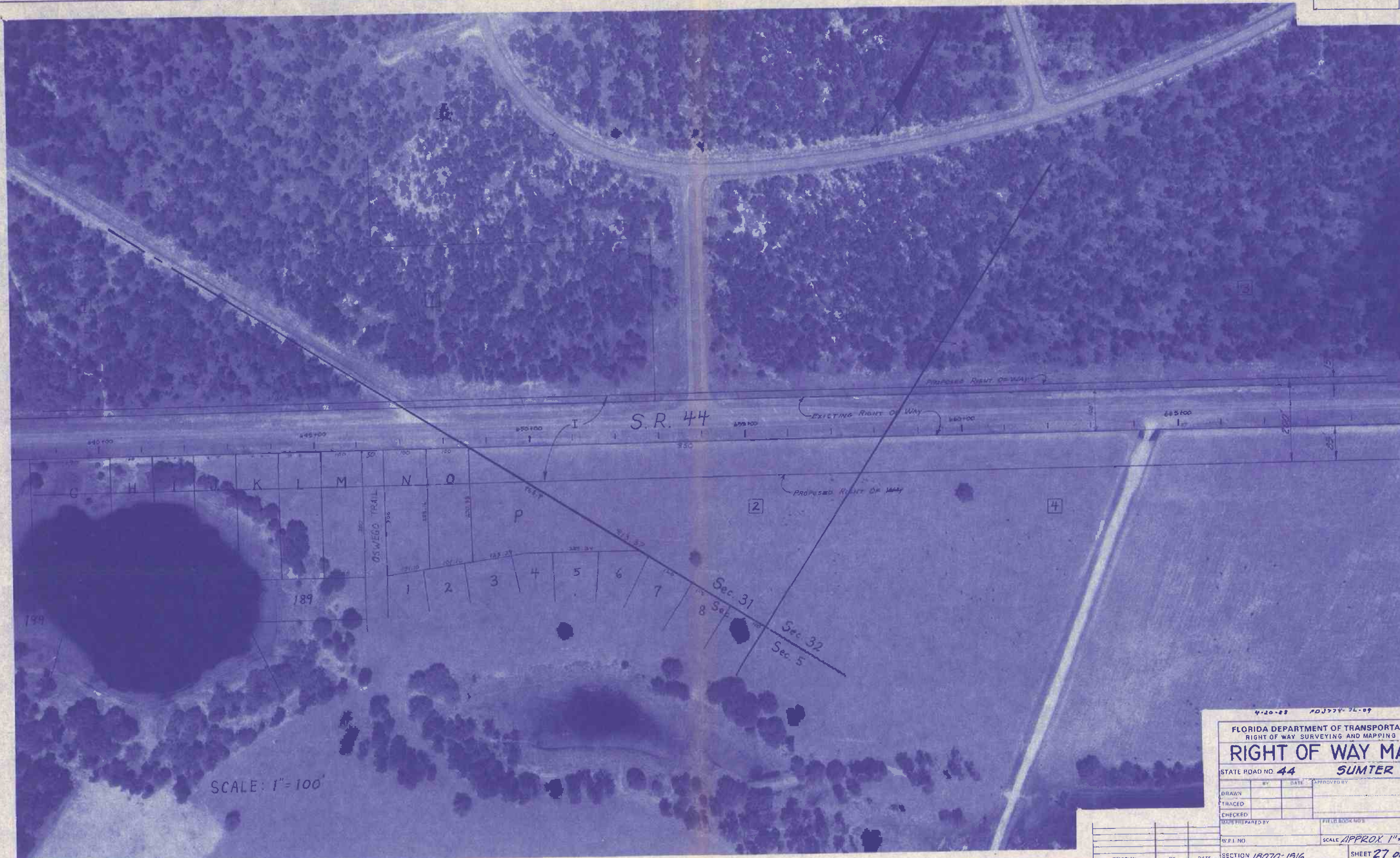
	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

DATE PREPARED BY | FIELD BOOK NO'S

W.P.I. NO | SCALE APPROX. 1" = 100

SECTION 18070-1516 | SHEET 26 OF 33

REVISION | BY | DATE



4-20-88 FDJ774-9L-09

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAPS PREPARED BY — FIELD BOOK NO'S

W.P.I. NO. — SCALE APPROX. 1" = 100'

SECTION 18070-1516 — SHEET 27 OF 33

REVISION | BY | DATE

F.A. PROJECT NO. | SHEET NO.

PROPOSED RIGHT OF WAY

EXIST. CURVE = 4°
PROP. CURVE = 3°

EXISTING RIGHT OF WAY

S.R. 44

670+00 675+00 680+00 685+00 690+00

PROPOSED RIGHT OF WAY

SCALE: 1" = 100'

4-30-82 POSITIVE FLOW

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

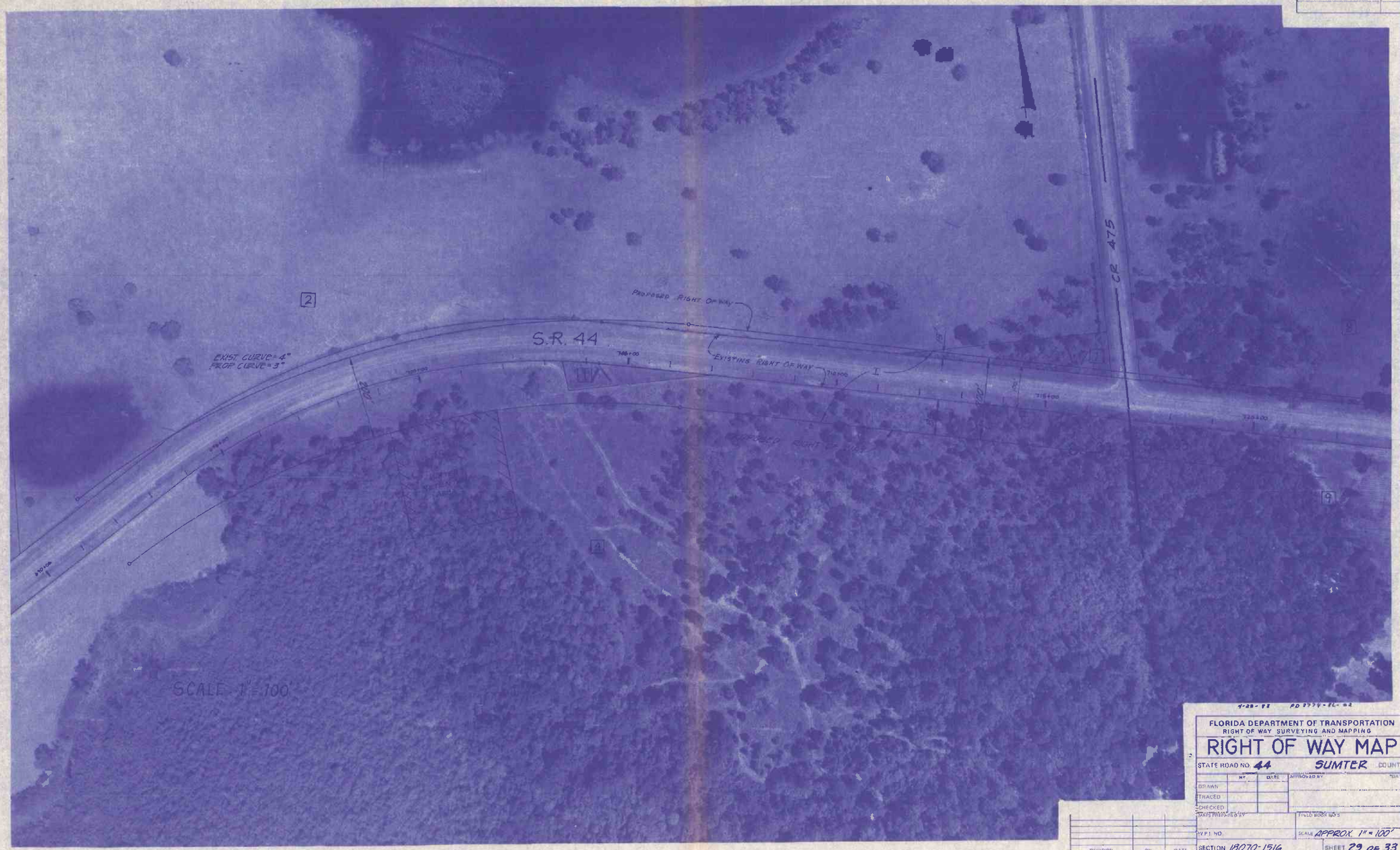
MAPS PREPARED BY: FIELD BOOK NOS.:

W.P.I. NO. SCALE: APPROX. 1"=100'

SECTION 18070-1516 SHEET 28 OF 33

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.



4-28-98 PD 9979-12-02

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAPS PREPARED BY | FIELD BOOK NO'S

VP.I. NO. | SCALE APPROX. 1" = 100'

SECTION 18070-1516 | SHEET 29 OF 33

REVISION	BY	DATE

F.A. PROJECT NO. | SHEET NO.

CR 475

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

S.R. 44

715+00 720+00 725+00 730+00 735+00 740+00 745+00

5376

Sec. 35

SCALE 1"=100'

N

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SURVEYING AND MAPPING

RIGHT OF WAY MAP

STATE ROAD NO. 44 SUMTER COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN				
TRACED				
CHECKED				

MAP PREPARED BY | FIELD BOOK NO'S

W.P.I. NO. | SCALE APPROX. 1"=100'

REVISION | BY | DATE

SECTION 18070-1516 | SHEET 30 OF 33

F.A. PROJECT NO | SHEET NO

4-20-78 AD 3774-81-06

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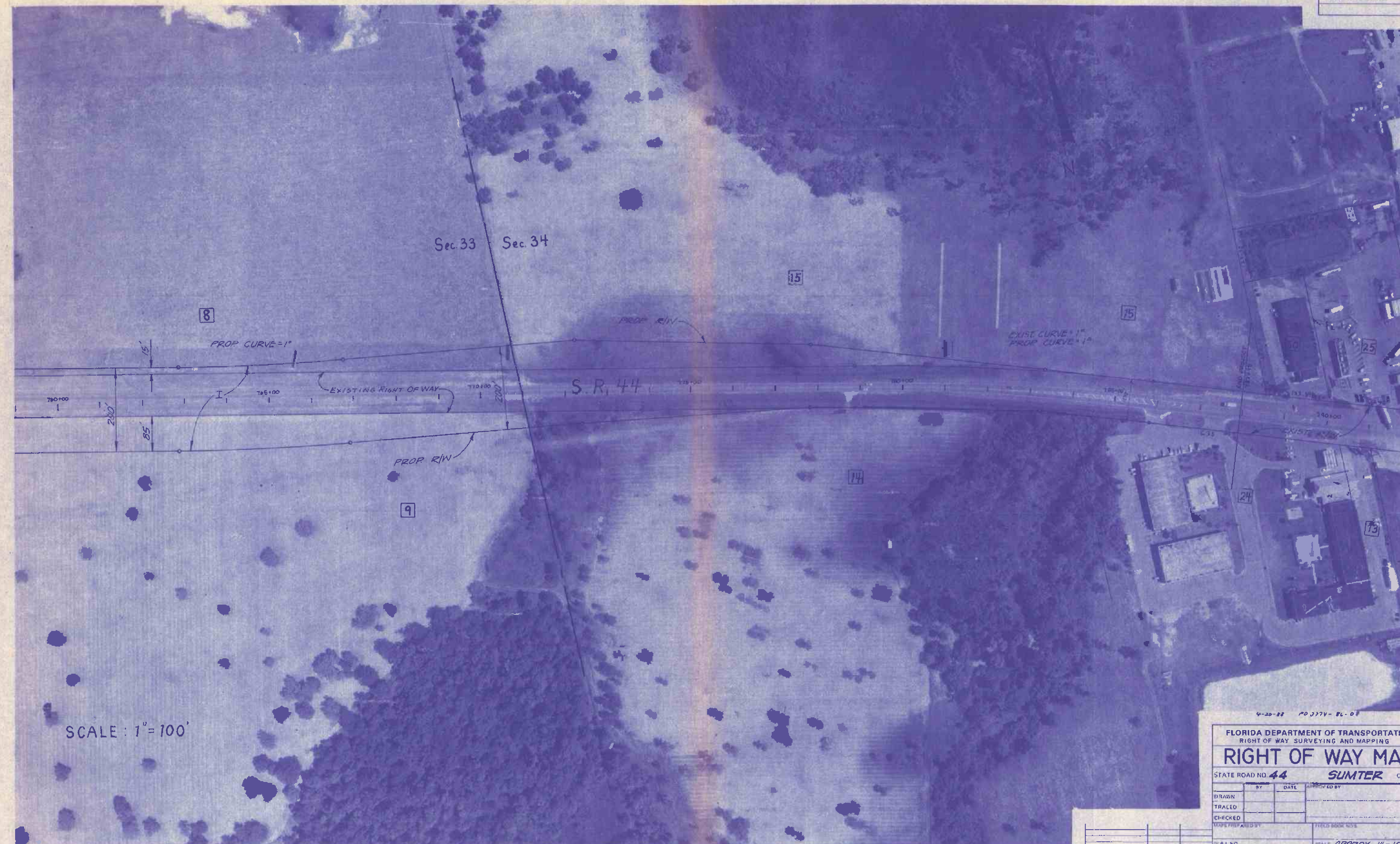
SECTION 18070-1516 | SHEET 31 OF 33

REVISION	BY	DATE



F.A. PROJECT NO. | SHEET NO.

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SECTION 18070-1516 | SHEET 32 OF 33

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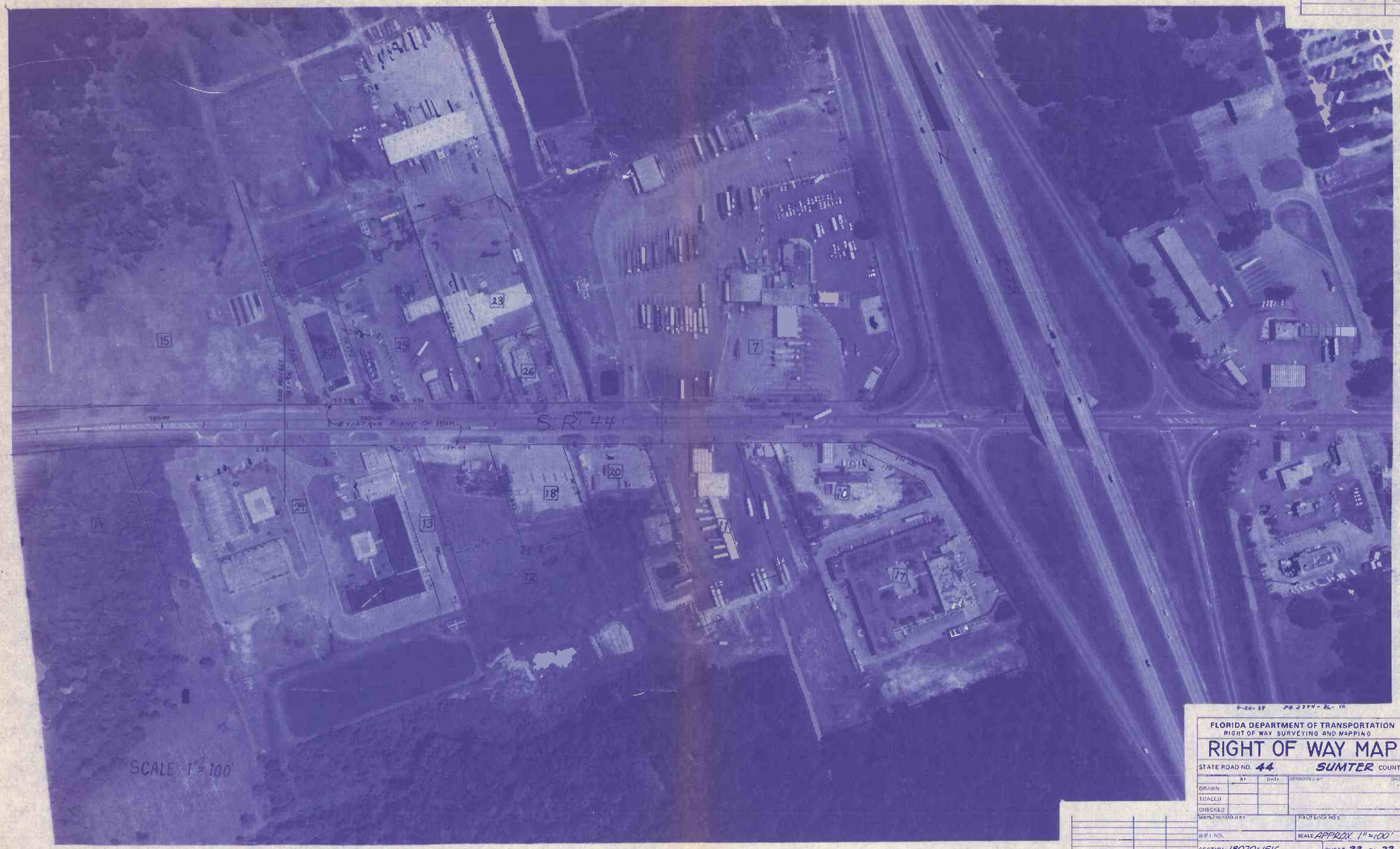
F.A. PROJECT NO.	SHEET NO.



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