

Project Development & Environment Study

SR 60 PD&E Study
From Valrico Road to the Polk County Line

Final Access Management Memorandum

WPI Segment No.: 430055-1
Hillsborough County

Prepared for the

**Florida Department of Transportation
District Seven**



April 2015

Stephanie Pierce

FDOT Project Manager

Project Development & Environment Study

FINAL ACCESS MANAGEMENT MEMORANDUM

**State Road (SR) 60
From Valrico Road to the Polk County Line
Project Development and Environment (PD&E) Study
Hillsborough County, Florida**

**FDOT District 7
FPN: 430055-1-22-01**

Prepared for:

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April 2015

ACCESS MANAGEMENT

Access Management provides for the orderly movement of traffic to and from adjacent land uses along a roadway and helps a facility to operate in a more efficient, safe and accessible manner by reducing the number of potential vehicle and pedestrian conflict points. The Florida Department of Transportation (FDOT) has minimum driveway spacing standards (14-97 Criteria) for connections, median openings, and signalized intersections on the State Highway System (SHS). The minimum spacing standards are summarized in Table 1. SR 60 in Hillsborough County is currently designated as Access Class 3 from Valrico Road to Polk County Line (highlighted in Table 1). This Access Management Report is part of the SR 60 PD&E Study from Valrico Road to County Line Road. The project limits are shown in Figure 1.

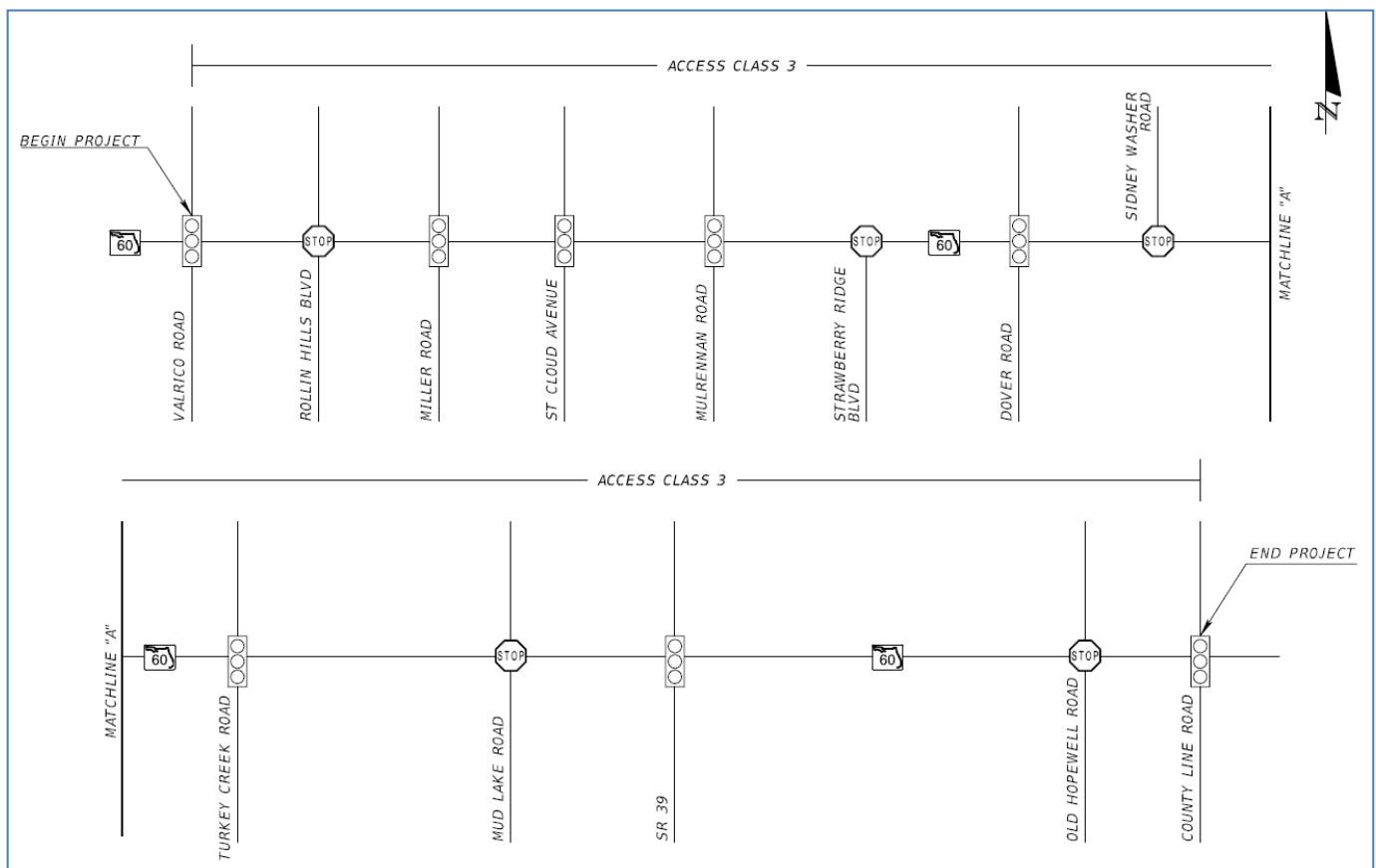


Figure 1 – Project Limits

Table 1 – Access Classification and Standards for Controlled Access Facilities

Class	Medians	Median Openings		Connections	
		Full	Directional	>45 MPH	45 MPH or Less
2	Restrictive w/Service Road	2640	1320	1320	660
3	Restrictive	2640	1320	660	440
4	Non-Restrictive			660	440
5	Restrictive	2640 (>45 MPH)	660	440	245
		1320 (45 MPH or Less)			
6	Non-Restrictive			440	245
7	Both Types	660	330	125	125

Median Openings

Median openings consist of full and directional median openings. Full median openings allow all turning movements to occur, but directional median openings allow some turning movements while restricting others. Typically, through and left movements from cross streets are restricted at directional median openings. A full median opening can be a signalized or an un-signalized intersection.

The location and type of the median openings along the SR 60 study corridor are summarized in Table 2 and Table 4 summarizes the proposed median openings. The median spacing takes into account the spacing to the east and west of the median and records the lower of the two values in order to be more conservative when evaluating percent compliance with FDOT access class standards. The existing median spacing takes into account the spacing to the east and west of the median and records the lower of the two values. The median spacing for median openings with full access is calculated the same way, but the spacing is measured from the nearest full median opening to the east and west. The smaller of the two values is recorded. In order to calculate the percent compliance, the median spacing is divided by the recommended spacing based on the 14-97 Criteria for the median opening type and Access Class. Table 3 tabulates the 5 year median crashes between 2006 through 2010. In addition, the existing median openings are shown in Appendix A.

Table 2 – Existing Access Management

LOCATION NUMBER	CROSS STREET	MILE POST	ACCESS TYPE	POSTED SPEED (MPH)	EXISTING SPACING (FT)			PERCENT COMPLIANCE		
					SIGNAL	FULL	DIR	SIGNAL	FULL	DIR
1	Valrico Road	11.456	SIGNAL	50	2660	920	-	100%	35%	-
2	Rolling Hills Blvd	11.631	FULL	55	920	920	-	35%	35%	-
3	Unnamed	11.818	FULL/U-TURN ONLY	55	-	750	-	-	28%	-
4	Miller Road	11.957	SIGNAL	55	2640	750	-	100%	28%	-
5	Oakhill Village Cr	12.178	DIR	55	-	-	1165	-	-	88%
6	Unnamed (Near Church St)	12.322	FULL	55	-	760	-	-	29%	-
7	St. Cloud Avenue	12.456	SIGNAL	55	2640	760	-	100%	29%	-
8	Skywood Drive	12.708	FULL	55	-	535	-	-	20%	-
9	Sharewood Drive	12.809	FULL	55	-	535	-	-	20%	-
10	Mulrennan Road	12.967	SIGNAL	55	2700	840	-	100%	32%	-
11	Strawberry Ridge Blvd	13.235	FULL	55	-	1435	-	-	54%	-
12	Dover Road	13.487	SIGNAL	55	2700	965	-	100%	37%	-
13	Unnamed	13.670	FULL/U-TURN ONLY	60	-	725	-	-	27%	-
14	Hans Lane	13.807	FULL	60	-	725	-	-	27%	-
15	Unnamed	14.034	FULL	60	-	830	-	-	31%	-
16	Unnamed	14.192	FULL/U-TURN ONLY	60	-	830	-	-	31%	-
17	Sydney Washer Road	14.500	FULL	60	-	1645	-	-	62%	-
18	Unnamed	14.999	FULL/U-TURN ONLY	60	-	990	-	-	38%	-
19	Unnamed	15.187	FULL/U-TURN ONLY	60	-	990	-	-	38%	-
20	Unnamed	15.401	FULL/U-TURN ONLY	60	-	880	-	-	33%	-
21	Boca Grande Cir	15.567	FULL	60	-	880	-	-	33%	-
22	Jerry Smith Road	15.741	FULL	60	-	840	-	-	32%	-
23	Unnamed	15.900	FULL/U-TURN ONLY	60	-	840	-	-	32%	-
24	Unnamed	16.060	FULL/U-TURN ONLY	60	-	810	-	-	31%	-
25	S Farkas Road	16.213	FULL	60	-	810	-	-	31%	-
26	Unnamed	16.370	FULL/U-TURN ONLY	55	-	650	-	-	25%	-
27	Turkey Creek Road	16.491	SIGNAL	55	15861	650	-	100%	25%	-
28	Unnamed	16.618	FULL/U-TURN ONLY	55	-	665	-	-	25%	-
29	Calhoun Road	16.744	FULL	60	-	665	-	-	25%	-
30	Unnamed	16.875	FULL/U-TURN ONLY	60	-	640	-	-	24%	-
31	Luckasavage Road	16.996	FULL	60	-	640	-	-	24%	-
32	Wallace Road	17.252	FULL	60	-	1330	-	-	50%	-
33	Rain Frog Lane	17.504	FULL	60	-	1005	-	-	38%	-
34	Unnamed	17.695	FULL/U-TURN ONLY	60	-	1000	-	-	76%	-
35	Mud lake Road/Haynsworth Drive	17.878	FULL	60	-	1000	-	-	38%	-

Table 2 – Existing Access Management (Continue)

LOCATION NUMBER	CROSS STREET	MILE POST	ACCESS TYPE	POSTED SPEED (MPH)	EXISTING SPACING (FT)			PERCENT COMPLIANCE		
					SIGNAL	FULL	DIR	SIGNAL	FULL	DIR
36	Unnamed	18.103	FULL/U-TURN ONLY	60	-	1190	-	-	45%	-
37	Unnamed	18.348	FULL/U-TURN ONLY	60	-	1105	-	-	42%	-
38	Unnamed	18.557	FULL/U-TURN ONLY	60	-	1080	-	-	41%	-
39	Bugg Road	18.762	FULL	60	-	695	-	-	26%	-
40	Unnamed	18.893	FULL/U-TURN ONLY	60	-	695	-	-	26%	-
41	Unnamed	19.029	FULL/U-TURN ONLY	60	-	705	-	-	27%	-
42	Unnamed	19.162	FULL/U-TURN ONLY	60	-	705	-	-	27%	-
43	Unnamed	19.332	FULL/U-TURN ONLY	50	-	860	-	-	33%	-
44	SR 39	19.495	SIGNAL	50	15861	860	-	100%	33%	-
45	Unnamed	19.638	FULL/U-TURN ONLY	50	-	755	-	-	29%	-
46	Unnamed	19.789	FULL/U-TURN ONLY	50	-	795	-	-	30%	-
47	Unnamed	20.205	FULL/U-TURN ONLY	50	-	915	-	-	35%	-
48	Unnamed	20.379	WB DIR	65	-	-	915	-	-	69%
49	Unnamed	21.021	FULL/U-TURN ONLY	65	-	2600	-	-	98%	-
50	Smith Ryals Road	21.513	DIR	65	-	-	600	-	-	45%
51	Unnamed	21.627	DIR	65	-	-	600	-	-	45%
52	Unnamed	21.819	DIR	65	-	-	1015	-	-	77%
53	Horton Road	22.155	FULL	65	-	1775	-	-	67%	-
54	Old Hopewell road	22.560	FULL	65	-	1685	-	-	64%	-
55	Sam Hicks Road	22.879	FULL	65	-	655	-	-	25%	-
56	Miles Farms Road	23.003	FULL	65	-	655	-	-	25%	-
57	County Line Road	23.740	SIGNAL	65	22410	4020	-	100%	100%	-

Values are rounded to the nearest increment of 0 or 5 for distances.
Percentages are rounded to two decimal places.

Most median openings currently do not meet the minimum spacing standards based on the 14-97 Criteria. Eight of the median openings in the study analysis are signalized intersections.

Crash Analysis

Crash data for the SR 60 study corridor was obtained from FDOT District Seven for five years (2006 to 2010). The crash data was analyzed on an intersection basis. Intersection crashes were identified to be crashes occurring within 250 feet of the intersection midpoint. 1270 total crashes occurred along SR 60 mainline, including 18 fatalities and 1051 injuries. 692 injuries and 5 fatalities occurred at intersections. The results are summarized in Table 3. As shown in Table 3, 1218 crashes occurred at a median opening along SR 60. 315 of these crashes were angle type (226) or left turn type (89). These types of crashes are median related crashes that can potentially be reduced by adjusting access along the corridor. Figure 2 summarizes the crash types by milepost.

Table 3 – Median Related Crashes (2006 – 2010)

LOCATION NUMBER	CROSS STREET	MILEPOST	INJURY	FATALITY	ANGLE	LEFT-TURN	MEDIAN CRASHES	TOTAL CRASHES	MEDIAN RELATED (%)
1	Valrico Road	11.456	43	0	23	7	30	73	41%
2	Rolling Hills Blvd	11.631	19	0	3	4	7	26	27%
3	Unnamed	11.818	13	0	0	0	0	17	0%
4	Miller Road	11.957	155	3	33	22	55	213	26%
5	Oakhill Village Cr	12.178	14	0	3	1	4	16	25%
6	Unnamed (Near Church St)	12.322	10	0	0	0	0	10	0%
7	St. Cloud Avenue	12.456	115	0	23	14	37	152	24%
8	Skywood Drive	12.708	11	0	2	1	3	25	12%
9	Sharewood Drive	12.809	5	0	1	0	1	13	8%
10	Mulrennan Road	12.967	94	0	13	12	25	119	21%
11	Strawberry Ridge Blvd	13.235	15	0	10	0	10	25	40%
12	Dover Road	13.487	57	0	9	6	15	72	21%
13	Unnamed	13.670	7	0	0	0	0	9	0%
14	Hans Lane	13.807	9	0	0	0	0	4	0%
15	Unnamed	14.034	2	0	0	0	0	4	0%
16	Unnamed	14.192	1	0	0	0	0	1	0%
17	Sydney Washer Road	14.500	27	1	7	2	9	37	24%
18	Unnamed	14.999	0	0	0	0	0	1	0%
19	Unnamed	15.187	3	0	1	0	1	5	20%
20	Unnamed	15.401	0	0	0	0	0	1	0%
21	Boca Grande Cir	15.567	4	0	1	0	1	7	14%
22	Jerry Smith Road	15.741	15	1	12	2	14	18	78%
23	Unnamed	15.900	2	0	0	0	0	3	0%
24	Unnamed	16.060	4	0	0	0	0	4	0%
25	S Farkas Road	16.213	4	0	0	0	0	6	0%
26	Unnamed	16.370	2	0	1	0	1	3	33%
27	Turkey Creek Road	16.491	69	0	15	4	19	88	22%
28	Unnamed	16.618	1	0	0	0	0	1	0%
29	Calhoun Road	16.744	5	0	2	0	2	9	22%
30	Unnamed	16.875	5	0	2	0	2	4	50%
31	Luckasavage Road	16.996	12	0	0	0	0	7	0%
32	Wallace Road	17.252	1	0	0	0	0	4	0%
33	Rain Frog Lane	17.504	9	0	1	0	1	13	8%

Table 3 – Median Related Crashes (2006 – 2010) (Continue)

LOCATION NUMBER	CROSS STREET	MILEPOST	INJURY	FATALITY	ANGLE	LEFT-TURN	MEDIAN CRASHES	TOTAL CRASHES	MEDIAN RELATED (%)
34	Unnamed	17.695	5	0	0	0	0	2	0%
35	Mud lake Road/Haynsworth Drive	17.878	8	0	1	1	2	10	20%
36	Unnamed	18.103	1	2	0	0	0	1	0%
37	Unnamed	18.348	2	2	0	0	0	1	0%
38	Unnamed	18.557	0	0	0	0	0	3	0%
39	Bugg Road	18.762	3	0	0	0	0	5	0%
40	Unnamed	18.893	4	0	0	0	0	2	0%
41	Unnamed	19.029	1	0	1	0	1	2	50%
42	Unnamed	19.162	2	0	0	0	0	2	0%
43	Unnamed	19.332	1	0	0	0	0	3	0%
44	SR 39	19.495	72	0	26	8	34	106	32%
45	Unnamed	19.638	0	0	0	0	0	5	0%
46	Unnamed	19.789	1	0	1	0	1	2	50%
47	Unnamed	20.205	0	0	0	0	0	0	0%
48	Unnamed	20.379	0	0	0	0	0	0	0%
49	Unnamed	21.021	6	0	1	0	1	6	17%
50	Smith Ryals Road	21.513	15	0	5	2	7	17	41%
51	Unnamed	21.627	1	0	0	0	0	3	0%
52	Unnamed	21.819	3	0	1	0	1	3	33%
53	Horton Road	22.155	34	0	20	1	21	25	84%
54	Old Hopewell Road	22.560	3	0	0	0	0	3	0%
55	Sam Hicks Road	22.879	3	1	0	0	0	1	0%
56	Miles Farms Road	23.003	0	0	0	0	0	0	0%
57	County Line Road	23.740	15	1	8	2	10	26	38%

Median related crashes are defined as angle crashes and left turn crashes. The un-signalized median opening at Horton Road presents the highest amount of median related crashes with 21 crashes (84% of crashes were median related) followed by Jerry Smith Road with 14 crashes (78% were median related). Sydney Washer Road had 9 median related crashes and one fatality reported with a total of 35 crashes (24% were median related). Fatalities were also reported at Sam Hicks Road, Jerry Smith Road, Miller Road, County Line Road and two unmanned openings. Strawberry Ridge Boulevard, Rolling Hills Boulevard have at least 7 median related crashes reported. The signalized intersections have the most number of crashes in the 5 year period.

CRASH TYPE BY MILEPOINT

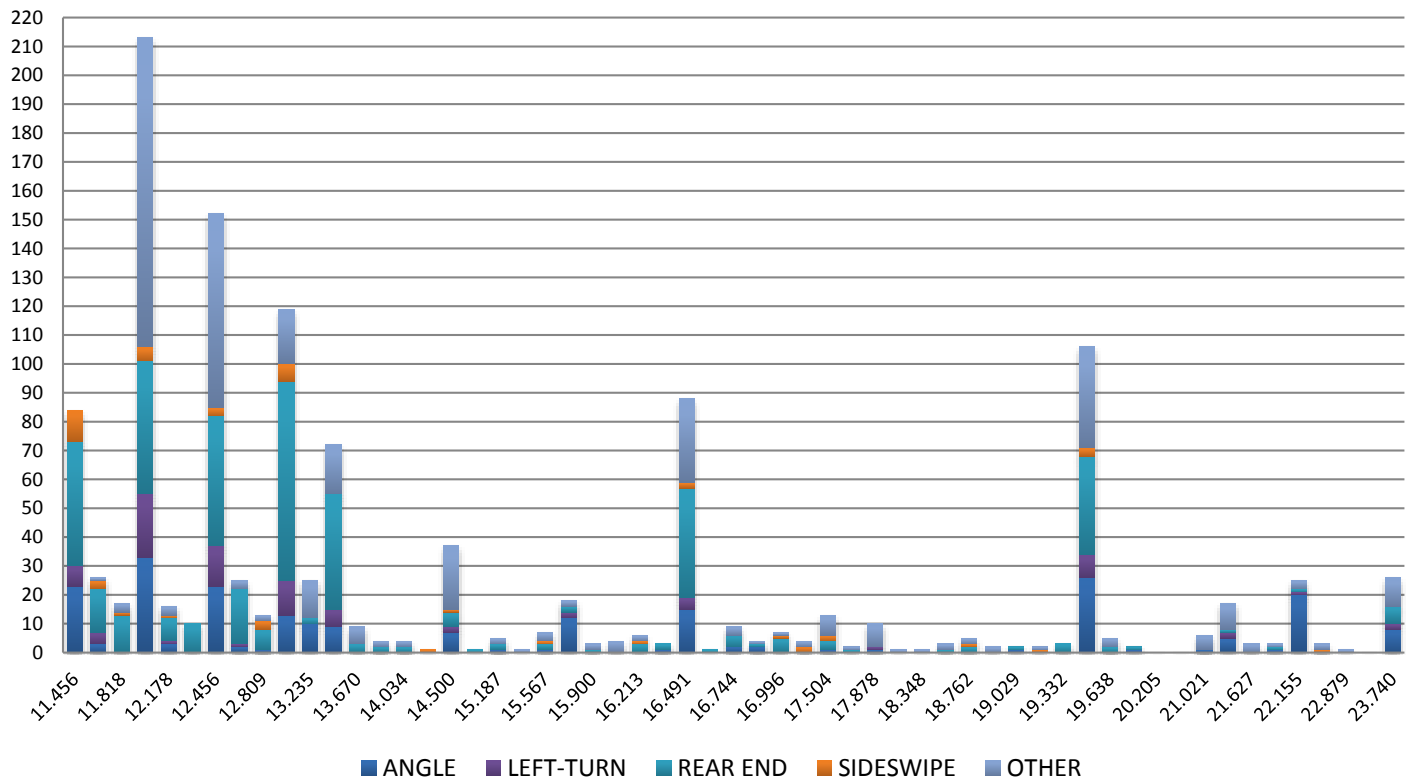


Figure 2 – Crash Summary by Crash Type

Rear-end crashes are the most common along this section of SR 60 followed by angle crashes and left-turn crashes. Restricting left turns by means of appropriate access management helps reduce angle and left-turn crashes.

Recommended Access Management Plan

Based on the crash analysis, the Access Management Standards for a Class 3 access road and the existing connectivity between roads along SR 60, modifications to the access are recommended. Specific recommendations are presented in Table 4. Signal locations will remain unchanged due to previously established signal warrants at the existing signalized intersections. These locations should be studied for countermeasures to reduce crashes during design.

Two build alternatives, pavement savings and new construction, have been developed for the segments of the SR 60 PD&E. The pavement savings option for each segment will widen to the inside and outside of the existing four lanes to achieve the proposed six lanes and will consist of milling and resurfacing the existing roadway, and constructing overbuild as needed. The pavement savings alternative will use the existing centerline of the roadway as the alignment for the new construction. The new construction alternative will consist of a complete reconstruction of the existing four lanes to six with the roadway centerline being centered within the existing right-of-way.

Table 4 – Recommended Access Management Plan

LOC. NO.	CROSS STREET	MILE POST	MEDIAN CRASHES	TOTAL CRASHES	MEDIAN RELATED (%)	EXIST. ACCESS	PROP. ACCESS	EXISTING SPACING (FT)			PERCENT COMPLIANCE		
								SIGNAL	FULL	DIR	SIGNAL	FULL	DIR
1	Valrico Road	11.456	30	73	41%	SIGNAL	SIGNAL	2660	1900	-	100%	72%	-
2	Rolling Hills Blvd	11.631	7	26	27%	FULL	EB DIR	-	-	910	-	-	69%
3	Unnamed	11.818	0	17	0%	FULL/U-TURN	DIR	-	-	760	-	-	58%
4	Miller Road	11.957	55	213	26%	SIGNAL	SIGNAL	2640	760	-	100%	29%	-
5	Oakhill Village Cr	12.178	4	16	25%	DIR	DIR	-	-	1165	-	-	88%
6	Unnamed (Near Church St)	12.322	0	10	0%	FULL	CLOSED	-	-	-	-	-	-
7	St. Cloud Avenue	12.456	37	152	24%	SIGNAL	SIGNAL	2640	1345	-	100%	51%	-
8	Skywood Drive	12.708	3	25	12%	FULL	DIR	-	-	1345	-	-	100%
9	Sharewood Drive	12.809	1	13	8%	FULL	CLOSED						
10	Mulrennan Road	12.967	25	119	21%	SIGNAL	SIGNAL	2700	1440	-	100%	55%	-
11	Strawberry Ridge Blvd	13.235	10	25	40%	FULL	DIR	-	-	1435	-	-	100%
12	Dover Road	13.487	15	72	21%	SIGNAL	SIGNAL	2700	1300	-	100%	49%	-
13	Unnamed	13.670	0	9	0%	FULL/U-TURN	CLOSED						
14	Hans Lane/Valrico Hills	13.807	0	4	0%	FULL	FULL	-	1810	-	-	100%	-
15	Unnamed	14.034	0	4	0%	FULL	CLOSED						
16	Unnamed	14.192	0	1	0%	FULL/U-TURN	CLOSED						
17	Sydney Washer Road	14.500	9	37	24%	FULL	FULL	-	2640	-	-	100%	-
18	Unnamed	14.999	0	1	0%	FULL/U-TURN	FULL	-	2640	-	-	100%	-
19	Unnamed	15.187	1	5	20%	FULL/U-TURN	CLOSED						
20	Unnamed	15.401	0	1	0%	FULL/U-TURN	CLOSED						
20B	Connell Road	15.491	-	-	-	NO ACCESS	EB DIR	-	-	1600	-	-	100%
21	Boca Grande Cir	15.567	1	7	14%	FULL	WB DIR	-	-	2000	-	-	100%
22	Jerry Smith Road	15.741	14	18	78%	FULL	FULL	-	2495	-	-	95%	-
23	Unnamed	15.900	0	3	0%	FULL/U-TURN	CLOSED						
23B	Unnamed	15.908	-	-	-	NO ACCESS	WB DIR	-	-	1200	-	-	91%
24	Unnamed	16.060	0	4	0%	FULL/U-TURN	EB DIR	-	-	840	-	-	-
25	S Farkas Road	16.213	0	6	0%	FULL	FULL	-	1470	-	-	56%	-
26	Unnamed	16.370	1	3	33%	FULL/U-TURN	CLOSED						
27	Turkey Creek Road	16.491	19	88	22%	SIGNAL	SIGNAL	15860	1345	-	100%	51%	-
28	Unnamed	16.618	0	1	0%	FULL/U-TURN	CLOSED						
29	Calhoun Road	16.744	2	9	22%	FULL	DIR	-	-	1345	-	-	100%
30	Unnamed	16.875	2	4	50%	FULL/U-TURN	CLOSED						
31	Luckasavage Road	16.996	0	7	0%	FULL	CLOSED						
32	Wallace Road	17.252	0	4	0%	FULL	FULL	-	2340	-	-	89%	-
33	Rain Frog Lane	17.504	1	13	8%	FULL	DIR	-	-	1300	-	-	98%
34	Unnamed	17.695	0	2	0%	FULL/U-TURN	CLOSED						

Table 4 – Recommended Access Management Plan (Continue)

LOC NO.	CROSS STREET	MILE POST	MEDIAN CRASHES	TOTAL CRASHES	MEDIAN RELATED (%)	EXIST. ACCESS	PROP. ACCESS	EXISTING SPACING (FT)			PERCENT COMPLIANCE		
								SIGNAL	FULL	DIR	SIGNAL	FULL	DIR
35	Mud Lake Road/Haynsworth Drive	17.878	2	10	20%	FULL	FULL	-	3300	-	-	100%	-
36	Unnamed	18.103	0	1	0%	FULL/U-TURN	DIR	-	-	1200	-	-	91%
37	Unnamed	18.348	0	1	0%	FULL/U-TURN	DIR	-	-	1280	-	-	97%
38	Unnamed	18.557	0	3	0%	FULL/U-TURN	DIR	-	-	1100	-	-	83%
39	Bugg Road	18.762	0	5	0%	FULL	FULL	-	2115	-	-	80%	-
40	Unnamed	18.893	0	2	0%	FULL/U-TURN	CLOSED						
40B	Unnamed	18.970	-	-	-	NO ACCESS	DIR	-	-	1100	-	-	83%
41	Unnamed	19.029	1	2	50%	FULL/U-TURN	CLOSED						
42	Unnamed	19.162	0	2	0%	FULL/U-TURN	CLOSED						
42B	Unnamed	19.258	-	-	-	NO ACCESS	DIR	-	-	1900	-	-	100%
43	Unnamed	19.332	0	3	0%	FULL/U-TURN	CLOSED						
44	SR 39	19.495	34	106	32%	SIGNAL	SIGNAL	15861	1550	-	100%	59%	-
45	Unnamed	19.638	0	5	0%	FULL/U-TURN	CLOSED						
46	Unnamed	19.789	1	2	50%	FULL/U-TURN	FULL/U-TURN	-	1550	-	-	-	59%
47	Unnamed	20.205	0	0	0%	FULL/U-TURN	FULL/U-TURN	-	930	-	-	35%	-
48	Unnamed	20.379	0	0	0%	WB DIR	EB DIR	-	-	1100	-	-	83%
49	Unnamed	21.021	1	6	17%	FULL/U-TURN	EB DIR	-	-	3215	-	-	100%
50	Smith Ryals Road	21.513	7	17	41%	DIR	DIR	-	-	1620	-	-	100%
51	Unnamed	21.627	0	3	0%	EB DIR	CLOSED						
52	Unnamed	21.819	1	3	33%	EB DIR	DIR	-	-	1620	-	-	100%
53	Horton Road	22.155	21	25	84%	FULL	FULL	-	3375	-	-	3375	-
54	Old Hopewell road	22.560	0	3	0%	FULL	FULL	-	2330	-	-	88%	-
55	Sam Hicks Road (East)	22.879	0	1	0%	FULL	CLOSED						
56	Miles Farms Road	23.003	0	0	0%	FULL	FULL	-	2330	-	-	88%	-
57	County Line Road	23.740	10	26	38%	SIGNAL	SIGNAL	22410	4020	-	100%	100%	-

Bold – Indicates signalized intersection.

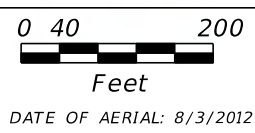
APPENDIX A

Existing Median Openings Locations

Pavement Savings Alternative



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

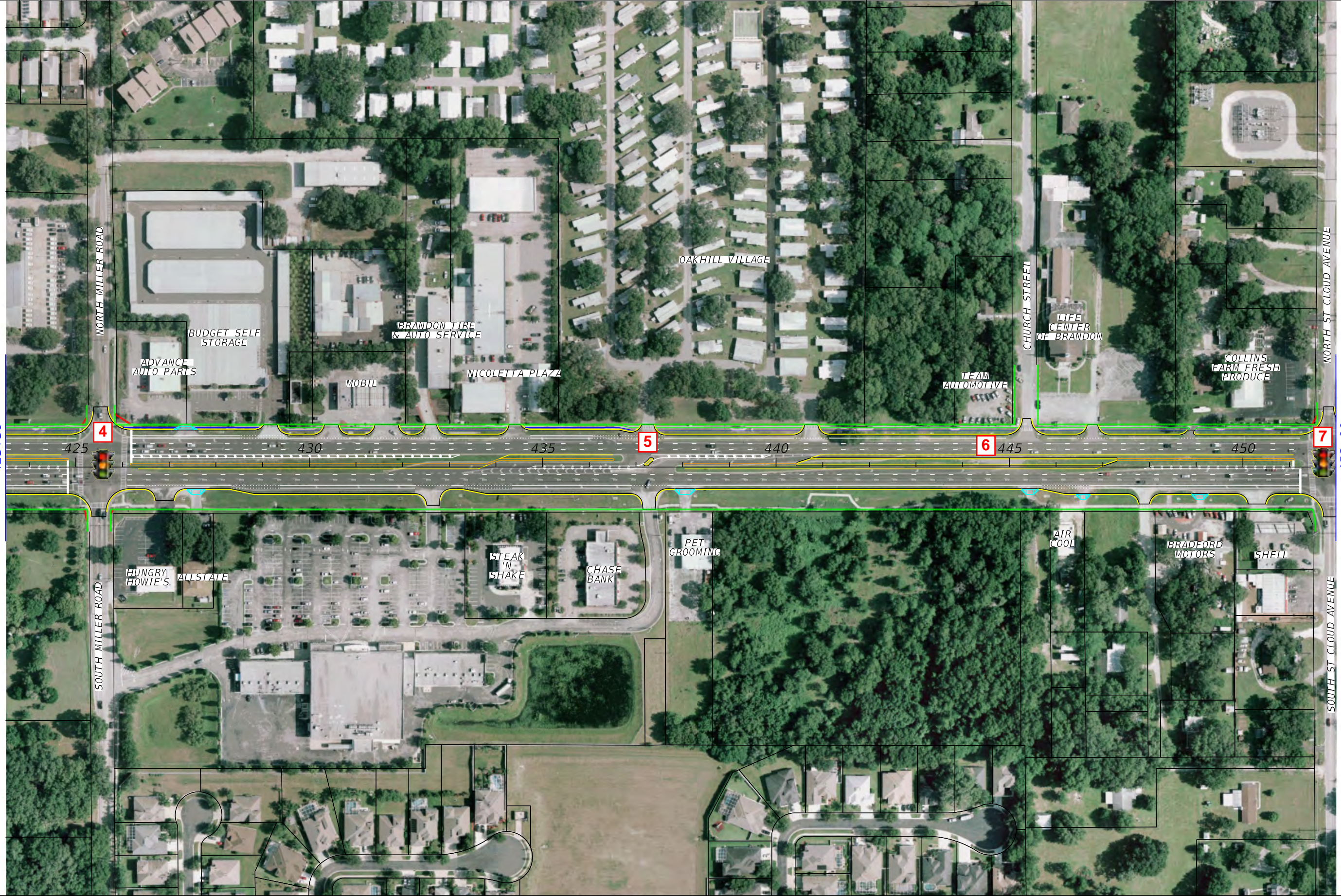


RUMMEL, KLEPPER & KAHL, LLP (RK&K)
 CHRISTOPHER A. PIAZZA
 P.E. LICENSE NUMBER 66509
 14055 RIVEREDGE DRIVE, SUITE 130
 TAMPA, FL 33637
 CERTIFICATE OF AUTHORIZATION No. 26879

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

SHEET NO.
 1



423+50

452+00

NORTH MILLER ROAD

CHURCH STREET

NORTH ST. CLOUD AVENUE

SOUTH MILLER ROAD

SOUTH ST. CLOUD AVENUE

425

430

435

440

445

450

4

5

6

7

BUDGET SELF STORAGE
ADVANCE AUTO PARTS

MOBIL

BRANDON TIRE & AUTO SERVICE

NICOLETTA PLAZA

OAKHILL VILLAGE

TEAM AUTOMOTIVE

LIFE CENTER OF BRANDON

COLLINS FARM FRESH PRODUCE

HUNGRY HOWIE'S

ALLSTATE

STEAK 'N SHAKE

CHASE BANK

PET GROOMING

AIR COOL

BRADFORD MOTORS

SHELL

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

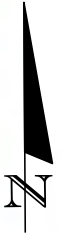


RUMMEL, KLEPPER & KAHL, LLP (RK&K)
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P.E. LICENSE NUMBER 66509
14055 RIVEREDGE DRIVE, SUITE 130
TAMPA, FL 33637
CERTIFICATE OF AUTHORIZATION No. 26879

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

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2

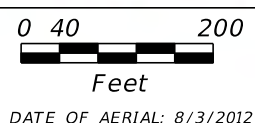


452+00

480+50



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

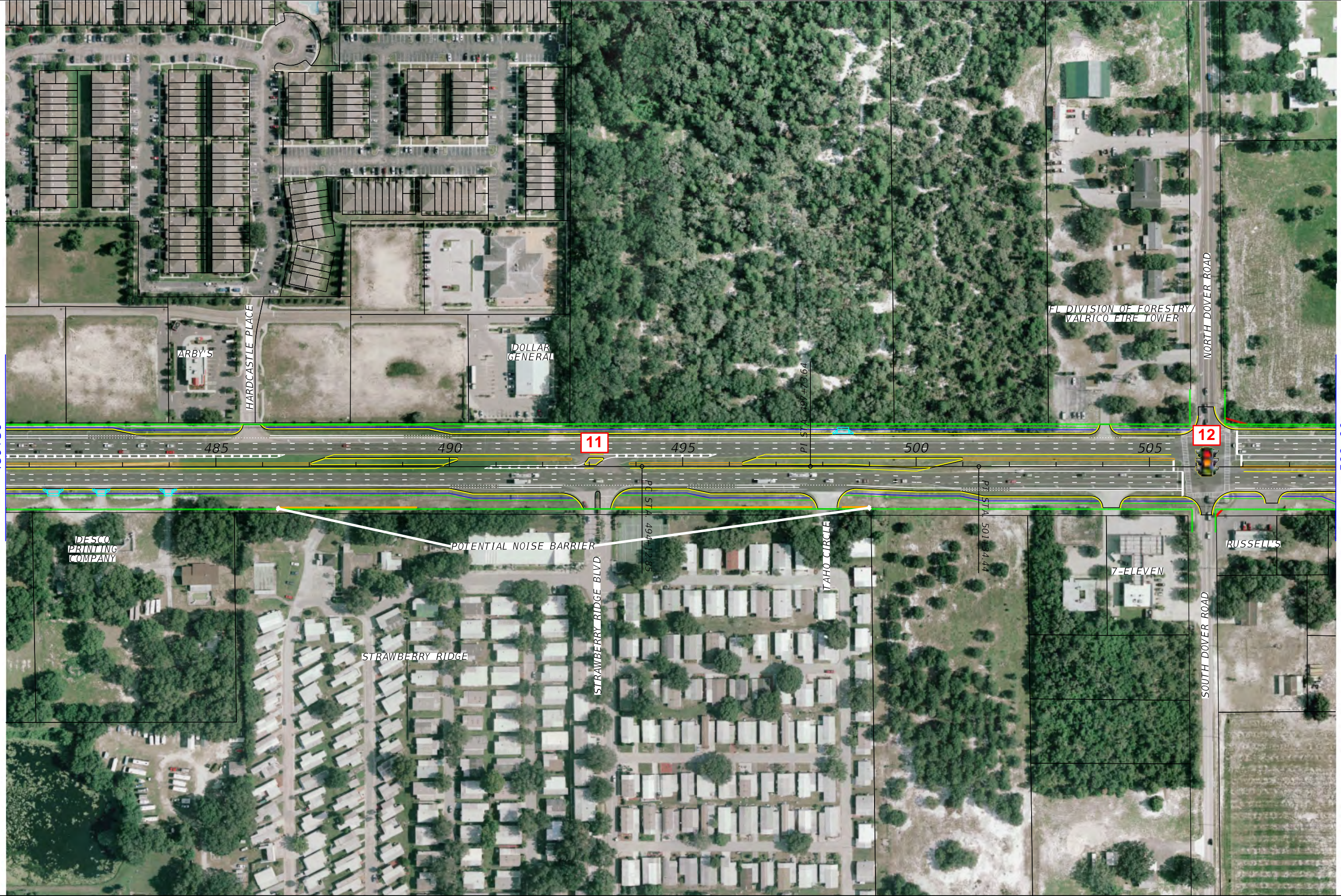


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RECOMMENDED ALTERNATIVE

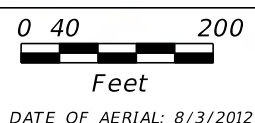
SHEET NO.
3



480+50

509+00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



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RECOMMENDED ALTERNATIVE

SHEET NO.
4



509+00

537+50

510

515

13

520

14

525

530

535

15

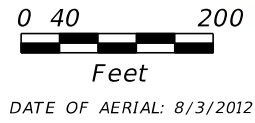
HOME SUPPLIES INC.

BRANDON FARMS

VALRICO HILLS

POTENTIAL NOISE BARRIER

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

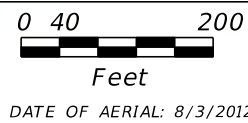
SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

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5



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DATE	DESCRIPTION	DATE	DESCRIPTION



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6



HILLSBOROUGH COUNTY FAIRGROUNDS

566+00

570

575

580

585

18

590

PT STA 594+49.23

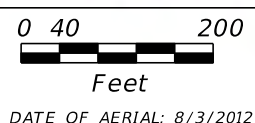
594+50

PI STA 581+08.25

PRC STA 587+52.51

PI STA 591+11.18

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



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60	HILLSBOROUGH	430055-1-22-01

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RECOMMENDED ALTERNATIVE

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7

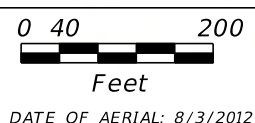


594+50

623+00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



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60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

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8

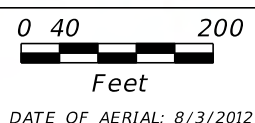


623+00

651+50



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

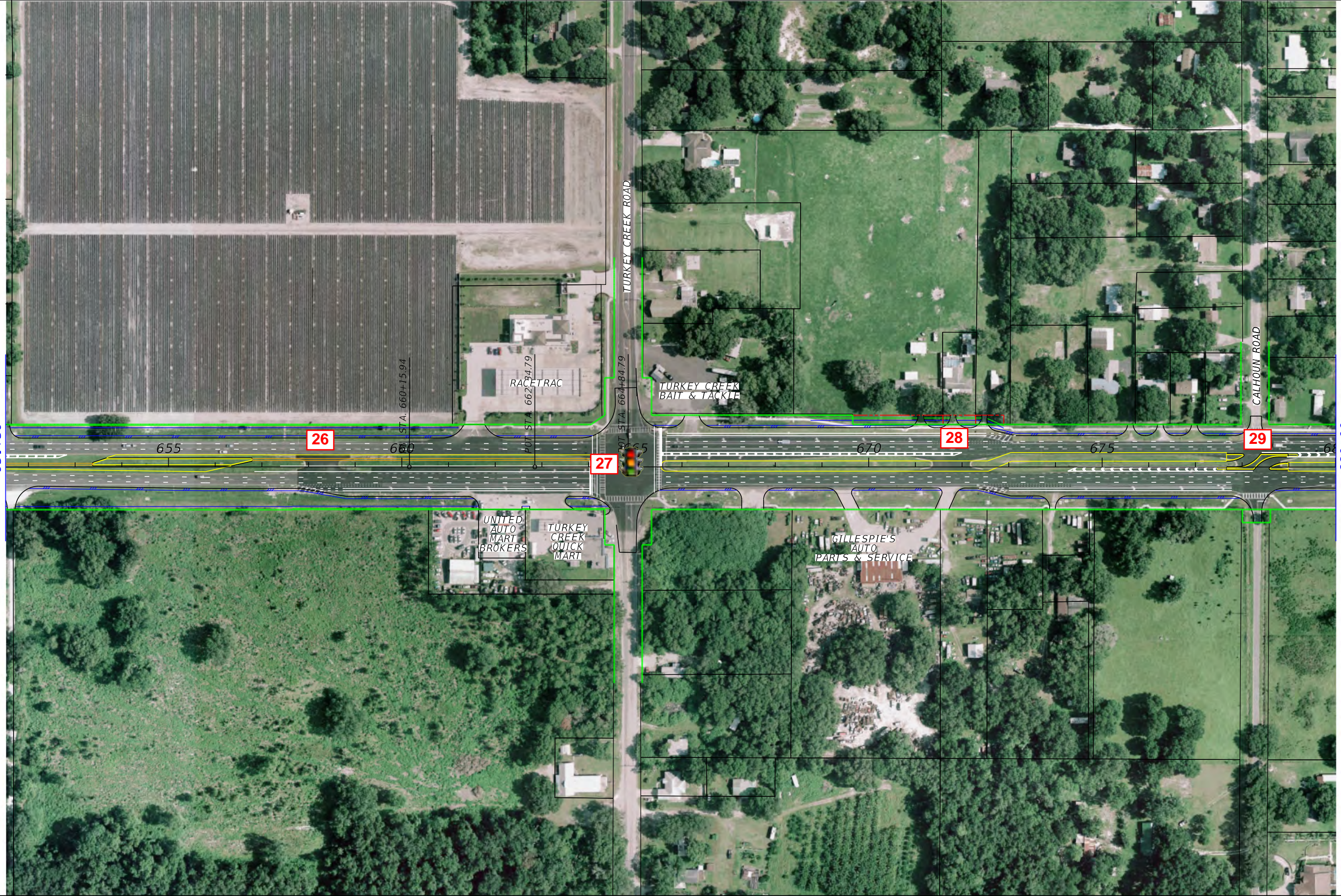
SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

SHEET NO.
9

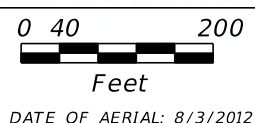


651+50

680+00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

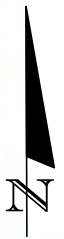


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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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60	HILLSBOROUGH	430055-1-22-01

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RECOMMENDED ALTERNATIVE

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10

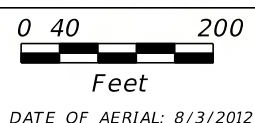


680+00

708+50



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

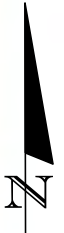


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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

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11



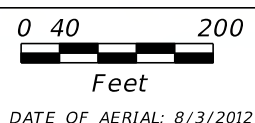
708+50

737+00

REVISIONS				0 40 200 Feet DATE OF AERIAL: 8/3/2012	RUMMEL, KLEPPER & KAHL, LLP (RK&K) CHRISTOPHER A. PIAZZA P.E. LICENSE NUMBER 66509 14055 RIVEREDGE DRIVE, SUITE 130 TAMPA, FL 33637 CERTIFICATE OF AUTHORIZATION No. 26879			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 60 PD&E STUDY RECOMMENDED ALTERNATIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	60	HILLSBOROUGH	430055-1-22-01		12



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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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13



765+50

794+00

REVISIONS				<p>0 40 200 Feet</p>	RUMMEL, KLEPPER & KAHL, LLP (RK&K) CHRISTOPHER A. PIAZZA P.E. LICENSE NUMBER 66509 14055 RIVEREDGE DRIVE, SUITE 130 TAMPA, FL 33637 CERTIFICATE OF AUTHORIZATION No. 26879	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 60 PD&E STUDY RECOMMENDED ALTERNATIVE	SHEET NO. 14
DATE	DESCRIPTION	DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					60	HILLSBOROUGH	430055-1-22-01			

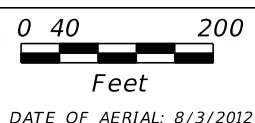


794+00

822+50



REVISIONS		REVISIONS	
DATE	DESCRIPTION	DATE	DESCRIPTION



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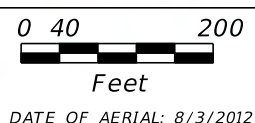
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

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REVISIONS		REVISIONS	
DATE	DESCRIPTION	DATE	DESCRIPTION



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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

SHEET NO.
16



851+00

879+50

STA. 860+21.93

CSX RAILROAD

855

860

47

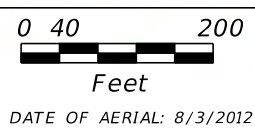
865

48

870

875

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

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17



REVISIONS		DATE		DESCRIPTION	

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DATE OF AERIAL: 8/3/2012

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TAMPA, FL 33637
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

SHEET NO.
18



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DATE	DESCRIPTION	DATE	DESCRIPTION

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 DATE OF AERIAL: 8/3/2012

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

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19



ST MARY'S
MISSIONARY
BAPTIST
CHURCH

HOBSON RD

936+50

965+00

940

945

52

950

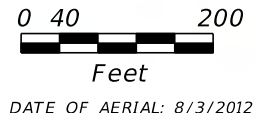
955

960

53

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION



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CHRISTOPHER A. PIAZZA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

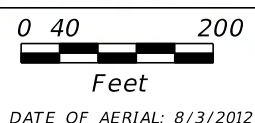
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REVISIONS						STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		SR 60 PD&E STUDY RECOMMENDED ALTERNATIVE		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	0 40 200 Feet		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				DATE OF AERIAL: 8/3/2012		60	HILLSBOROUGH	430055-1-22-01		
				RUMMEL, KLEPPER & KAHL, LLP (RK&K) CHRISTOPHER A. PIAZZA P.E. LICENSE NUMBER 66509 14055 RIVEREDGE DRIVE, SUITE 130 TAMPA, FL 33637 CERTIFICATE OF AUTHORIZATION No. 26879						21



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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

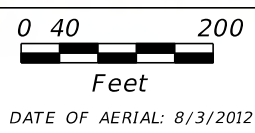
SHEET NO.
22

1022+00

1050+50



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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60	HILLSBOROUGH	430055-1-22-01

SR 60 PD&E STUDY
RECOMMENDED ALTERNATIVE

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23



1040+50

1045

1050

57

END PROJECT

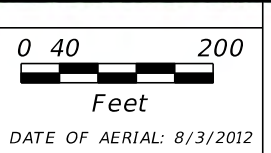
AUTO SCAN
PRIMA'S STORE

PICK & GO STORE

TWILLIE ZONE LOUNGE & PACKAGE

POT STA 1058+28.39

COUNTY LINE ROAD



RUMMEL, KLEPPER & KAHL, LLP (RK&K)
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