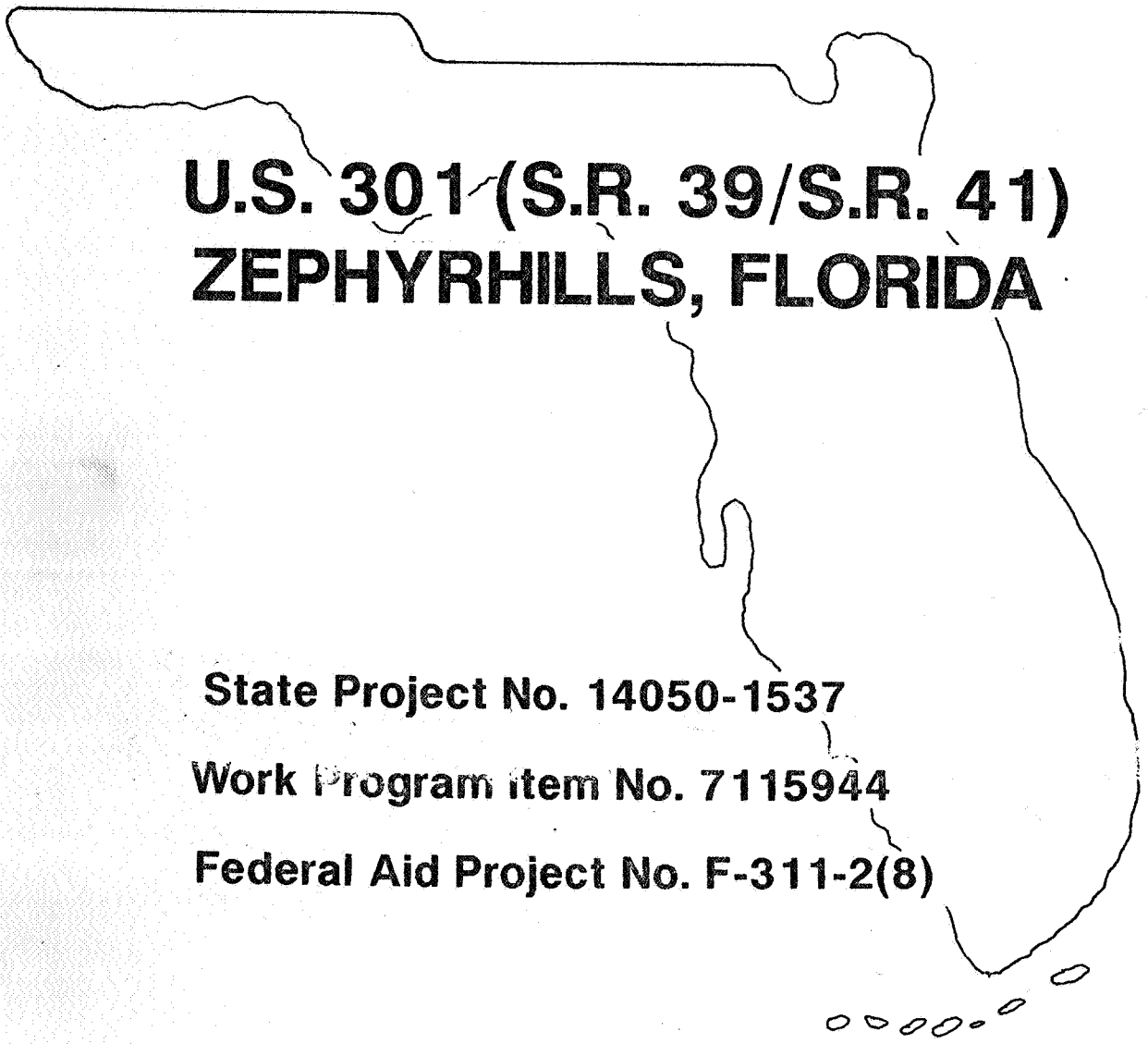
# ENGINEERING REPORT



# U.S. 301 (S.R. 39/S.R. 41)
# ZEPHYRHILLS, FLORIDA

**State Project No. 14050-1537**

**Work Program Item No. 7115944**

**Federal Aid Project No. F-311-2(8)**

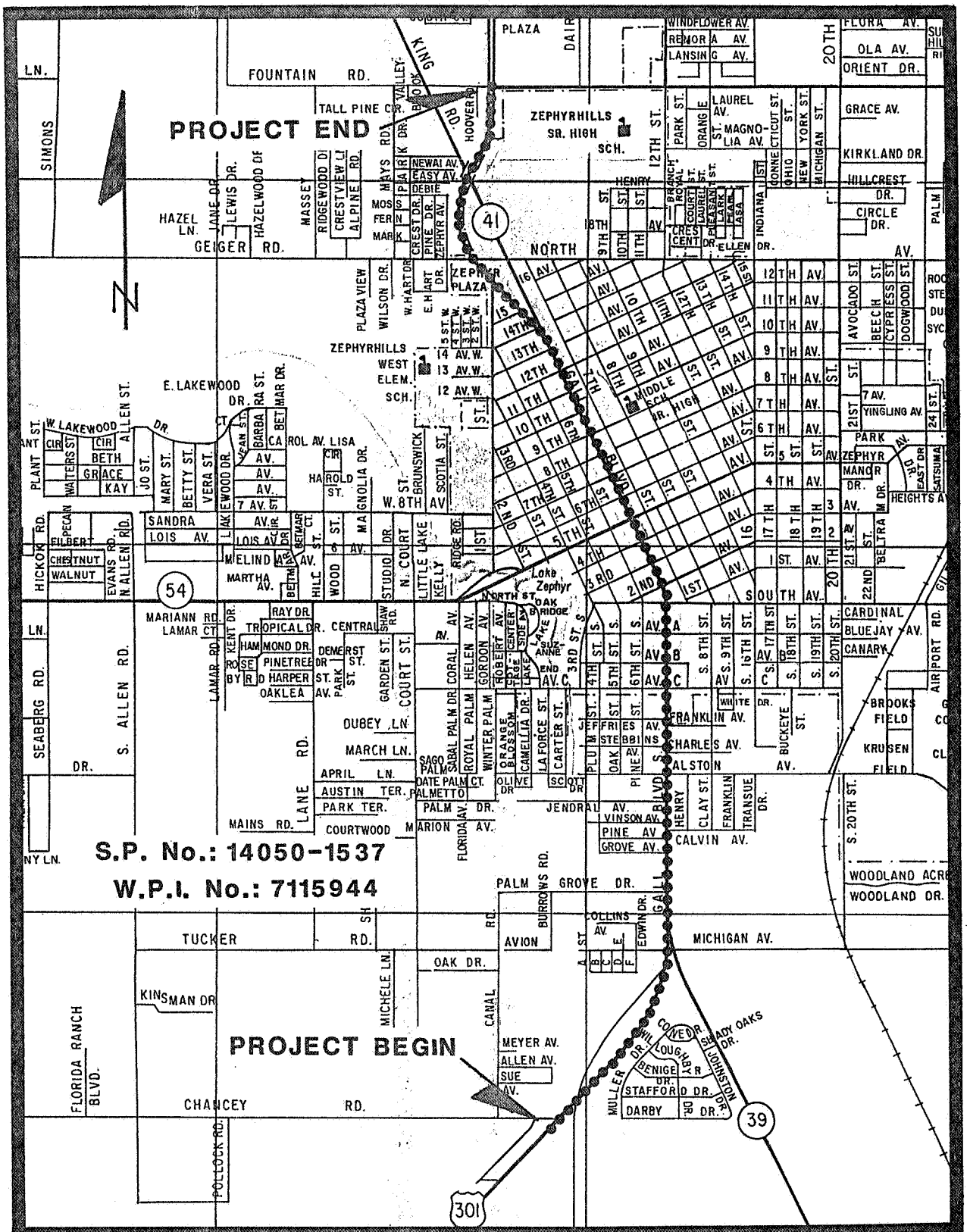
**U.S. 301 (S.R. 39/S.R. 41) from Chancey Road to C.R. 54E in Zephyrhills, Florida**

TABLE OF CONTENTS

## LIST OF FIGURES



## LIST OF TABLES




# U.S. 301 (GALL BLVD.)

## From Chancey Rd. to C.R. 54 East

**Figure 1**

## 1.0 ABSTRACT

The Florida Department of Transportation (FDOT), acting as an agent to the Federal Highway Administration has documented existing conditions of US 301/SR 39 from the vicinity of Chancey Road to the vicinity of CR 54E in Pasco County. This document will establish a need for improving the state road, based on the existing and projected conditions. Engineering aspects are discussed thoroughly, including alternatives considered; those preferred and those eliminated. An environmental document will be prepared and in combination, the engineering data and the environmental impacts will make up an "Environmental Determination".

### 1.1 Description of the Proposed Improvement

This project involves a three mile section of US 301/SR 39 from the vicinity of Chancey Road to the vicinity of CR 54E.

The highway is to be improved from an existing two-lane, rural facility to a six-lane, urban facility. The existing roadway varies from 22 feet to 24 feet within the project limits. The existing right-of-way varies throughout the project from 60 feet to 200 feet.

Upgrading the existing facility to a six-lane facility has been considered utilizing several alternatives, each are discussed in the "Analysis and Indicated Deficiencies" and "Proposed Alternative Solutions" sections of this report.

The alternative which appears most suitable involves a four-lane, rural, divided segment from Chancey Road to SR 39. This segment will provide

two 12-foot lanes in each direction with a 46-foot grassed median, 4-foot paved shoulders will be provided for bicycle traffic. This typical section will require 206 feet of right-of-way, (See Figure 9). The segment from SR 39 to Pine Avenue, a six-lane, urban facility with a 22-foot raised median is proposed. This typical section includes 12-foot inside lanes and 14 foot outside lanes, which will accommodate bicycle traffic. Five-foot sidewalks on each side of the roadway will be provided. Required right-of-way for this section is 122 feet, (See Figure 9).

From Pine Avenue to south of Geiger Road, an urban, one-way pair is proposed. Analyses indicate that Sixth Street and US 301 are the most viable corridors for this segment. Each roadway will be 38 feet, two 12-foot inside lanes and a 14-foot outside lane to accommodate bicycles. This segment will be constructed mostly within existing right-of-way, (See Figure 10 and Section 3.12 for detailed description of right-of-way to be acquired).

From Geiger Road to CR 54E, the proposed alignment is along the existing US 301 corridor. A six-lane, rural, divided typical section is proposed for this segment. Three 12-foot lanes in each direction and a 4-foot paved shoulder on each roadway will be provided. This typical section is divided by a 20-foot raised median. This concept can be constructed within the existing right-of-way, (See Figure 11).

# 2.0 NEED

## 2.1 Planning Basis for the Proposed Action and Transportation Demand

The City of Zephyrhills, in cooperation with the FDOT and Pasco County, through resolutions, has requested the inclusion of Sixth Street to the Federal Aid Urban System. Adding this section qualifies the facility to be studied for improvement through the Environmental process. Resolutions have been developed to improve areas of extreme high volumes of traffic, high accident rates and poor drainage conditions within Zephyrhills. (See Appendix A-1 thru A-9 for correspondence and resolutions regarding Federal Aid Urban System and letter of confirmation of inclusion of Sixth Street).

## 2.2 Capacity

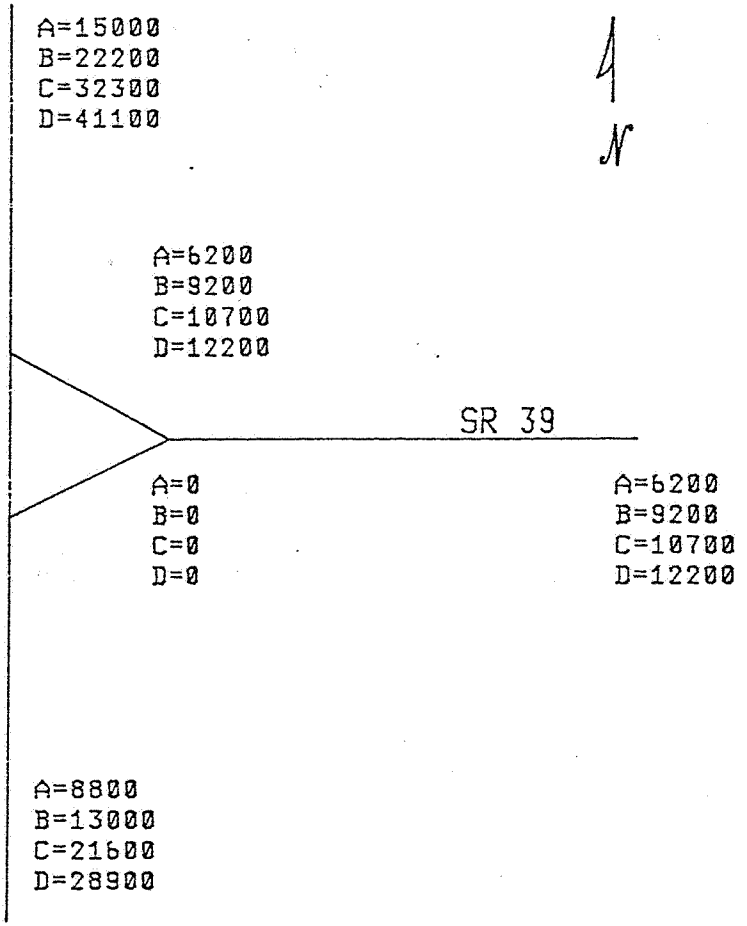
Arterial analyses were conducted for all the proposed alternatives considered, the one-way pairs and the two-way operation on the existing facility. The analyses were conducted for both a.m. and p.m. peak hours for the existing facility in the present year and the proposed alternates in the years 1990, 2000 and 2010. For existing and projected ADT's for the years 1987, 1990, 2000 and 2010 refer to Figure 2. The LOS will be "D" or better during all periods of the average day through the year 2010. LOS "D" generally is defined as the lowest acceptable level of service for peak hour travel.

The following table shows a summary of the arterial analysis.

TABLE 1

| Year | Facility Type | Direction NB/SB | Peak Hour AM/PM | Avg. Speed | LOS |
|---|---|---|---|---|---|
| 1987 | Existing | NB | AM | 16.3 | D |
| 1987 | Existing | SB | AM | 19.1 | C |
| 1987 | Existing | NB | PM | 19.6 | C |
| 1987 | Existing | SB | PM | 16.3 | D |
| 1990 | Two-way | NB | AM | 22.5 | C |
| 1990 | Two-way | SB | AM | 23.6 | C |
| 1990 | One-way Pair | NB | AM | 22.6 | C |
| 1990 | One-way Pair | SB | AM | 24.0 | C |
| 1990 | Two-way | NB | PM | 22.8 | C |
| 1990 | Two-way | SB | PM | 23.2 | C |
| 1990 | One-way Pair | NB | PM | 23.0 | C |
| 1990 | One-way Pair | SB | PM | 23.7 | C |
| 2000 | Two-way | NB | AM | 20.6 | C |
| 2000 | Two-way | SB | AM | 22.7 | C |
| 2000 | One-way Pair | NB | AM | 20.9 | C |
| 2000 | One-way Pair | SB | AM | 23.2 | C |
| 2000 | Two-way | NB | PM | 21.8 | C |
| 2000 | Two-way | SB | PM | 22.0 | C |
| 2000 | One-way Pair | NB | PM | 22.1 | C |
| 2000 | One-way Pair | SB | PM | 22.3 | C |
| 2010 | Two-way | NB | AM | 17.1 | D |
| 2010 | Two-way | SB | AM | 21.6 | C |
| 2010 | One-way Pair | NB | AM | 22.5 | C |
| 2010 | One-way Pair | SB | AM | 21.6 | C |
| 2010 | Two-way | NB | PM | 20.6 | C |
| 2010 | Two-way | SB | PM | 19.4 | C |
| 2010 | One-way Pair | NB | PM | 20.7 | C |
| 2010 | One-way Pair | SB | PM | 19.3 | C |

Intersection capacity analyses performed for the 1987, 1990, 2000 and 2010 a.m. and p.m. peak hours. All major cross street intersections with US 301 can achieve peak hour LOS "D" or better. The intersections with US 301 were analyzed at the cross street assuming both a six-lane divided and one-way pair configuration. See Figure 3 for the locations of the cross streets analyzed.




| ESTIMATED TWO-WAY AADT THROUGH AND TURNING VOLUMES | | STATE PROJECT NO. 14050-1537<br>W.P.I. 7115944<br>DESCRIPTION: US 301 (SR 41) FROM SR 39 TO CR 54 W<br>PAGE 1 OF 5 | | |
|---|---|---|---|---|
| K=10% | A=1987 | PREPARED BY | Greg Czerepak | 6/11/87 |
| D=55% | B=1990 | CHECKED BY | [signature] | 6/11/87 |
| 24 HR T= 6% | C=2000 | APPROVED BY | [signature] | 6-16-87 |
| D HR T= 3% | D=2010 | | | |

**Figure 2**

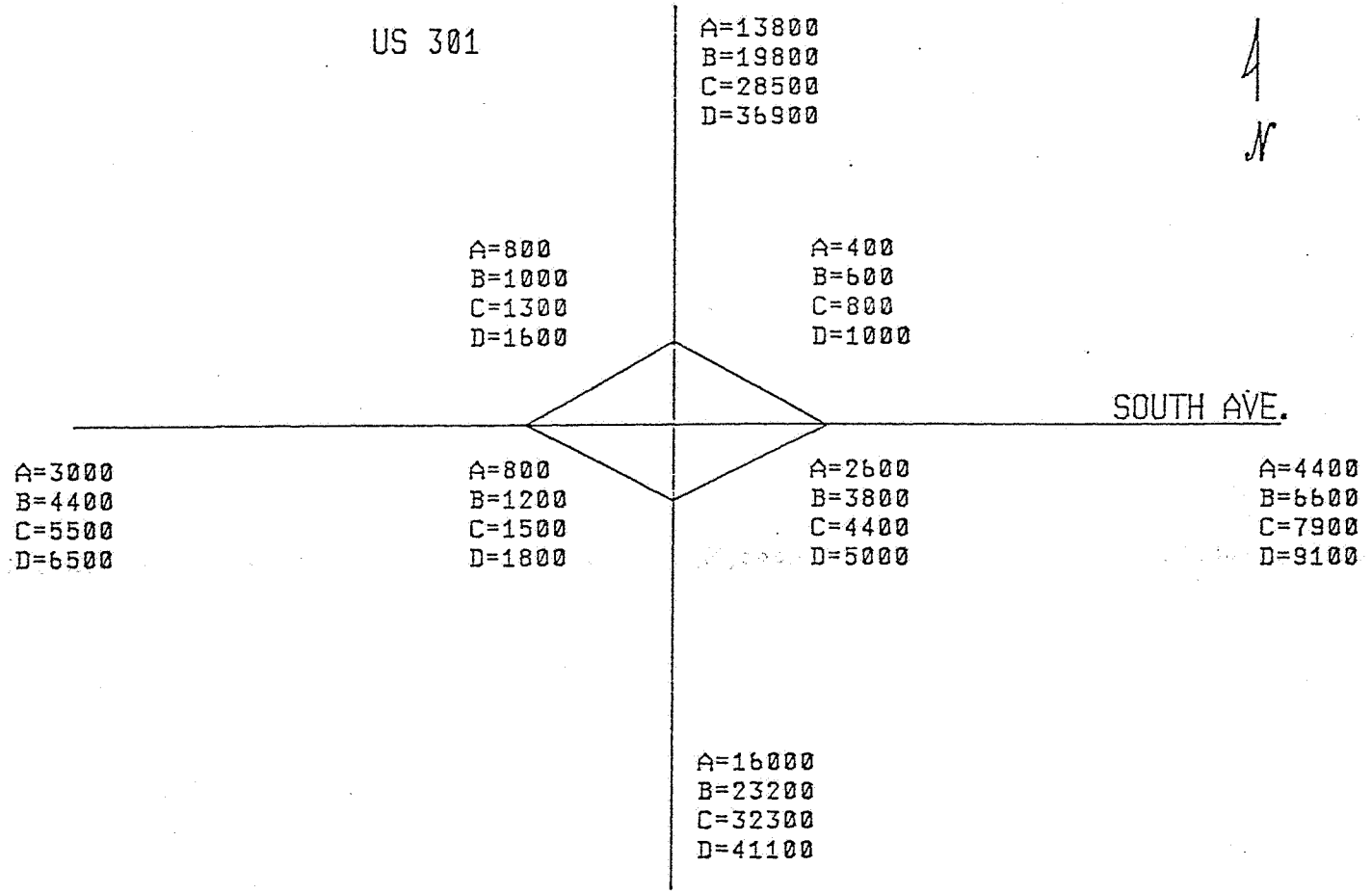



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**Figure 2 Cont.**

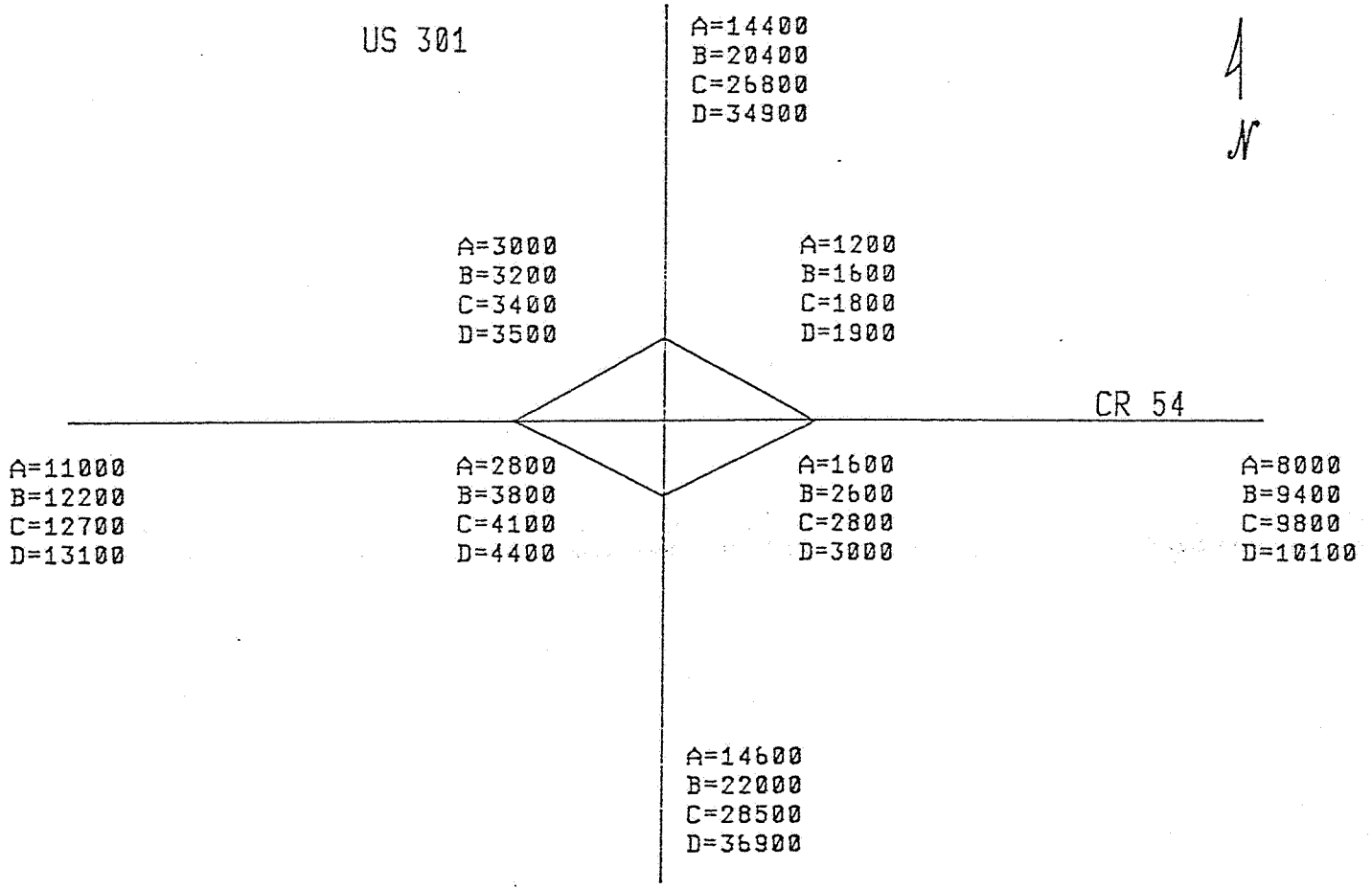


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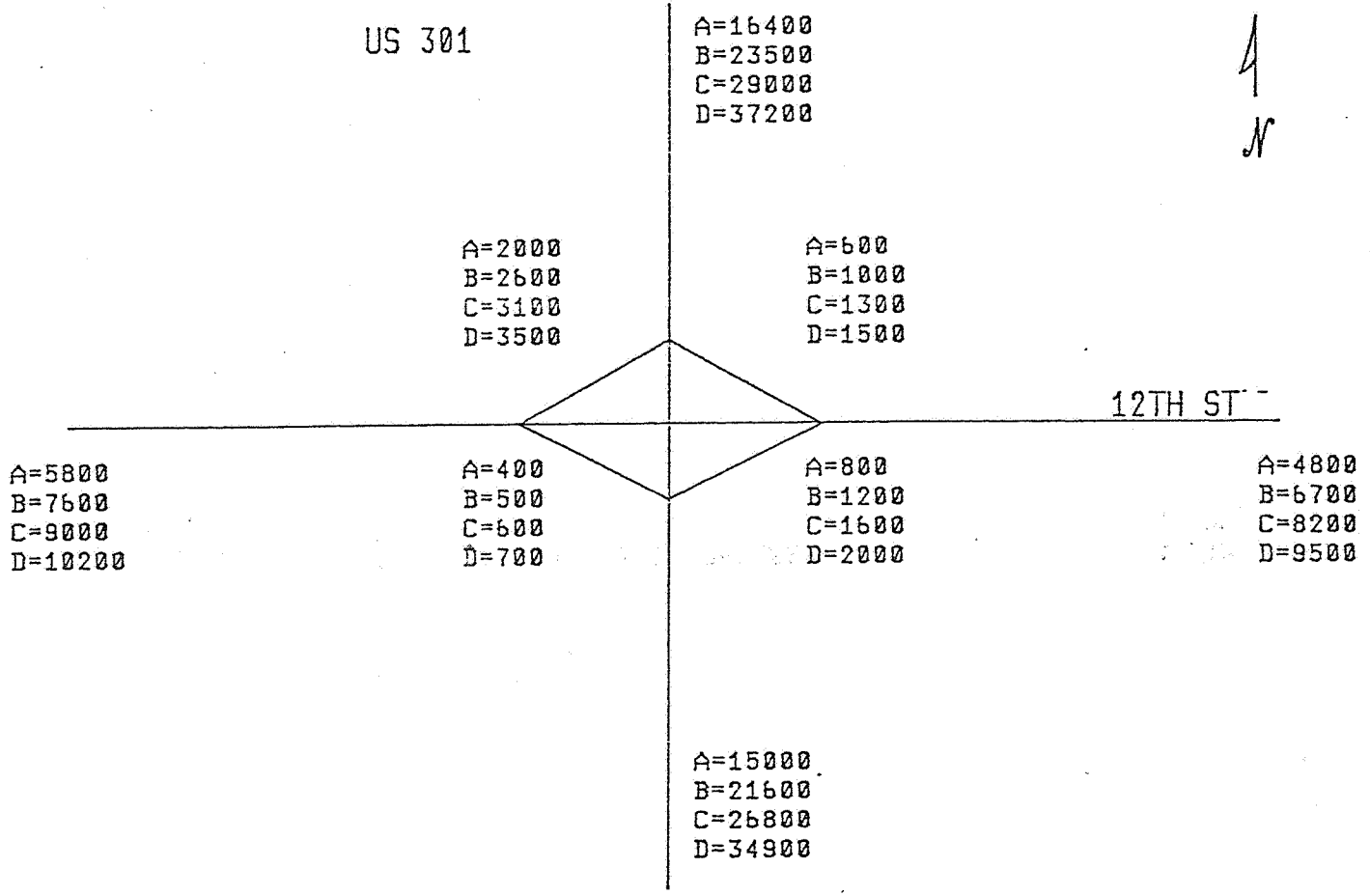
**Figure 2 Cont.**

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|---|---|---|---|
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| D= 55% | B=1990 | CHECKED BY | 6/11/87 |
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| D HR T= 3% | D=2010 | | |

**Figure 2 Cont.**

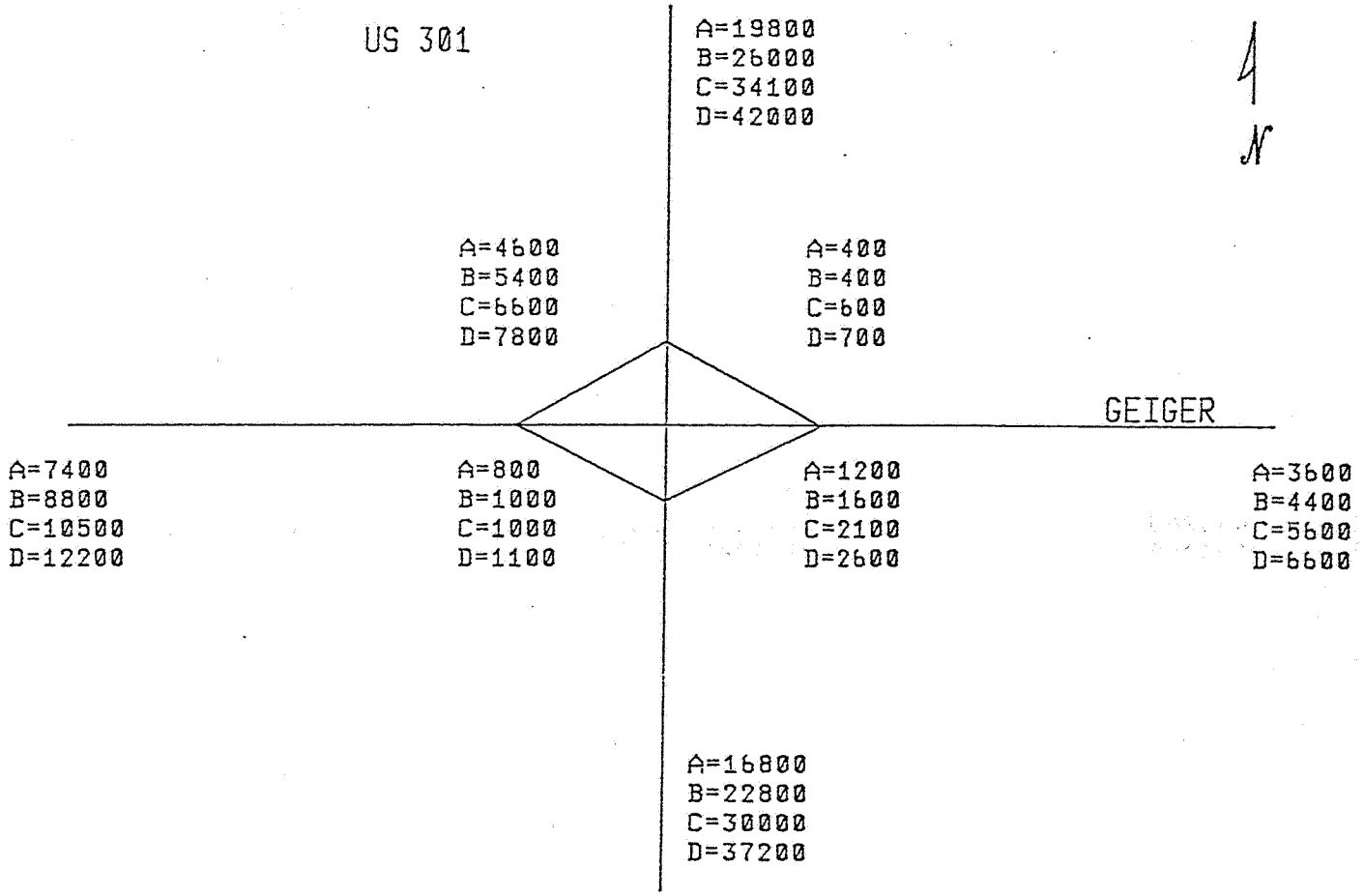


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**Figure 2 Cont.**

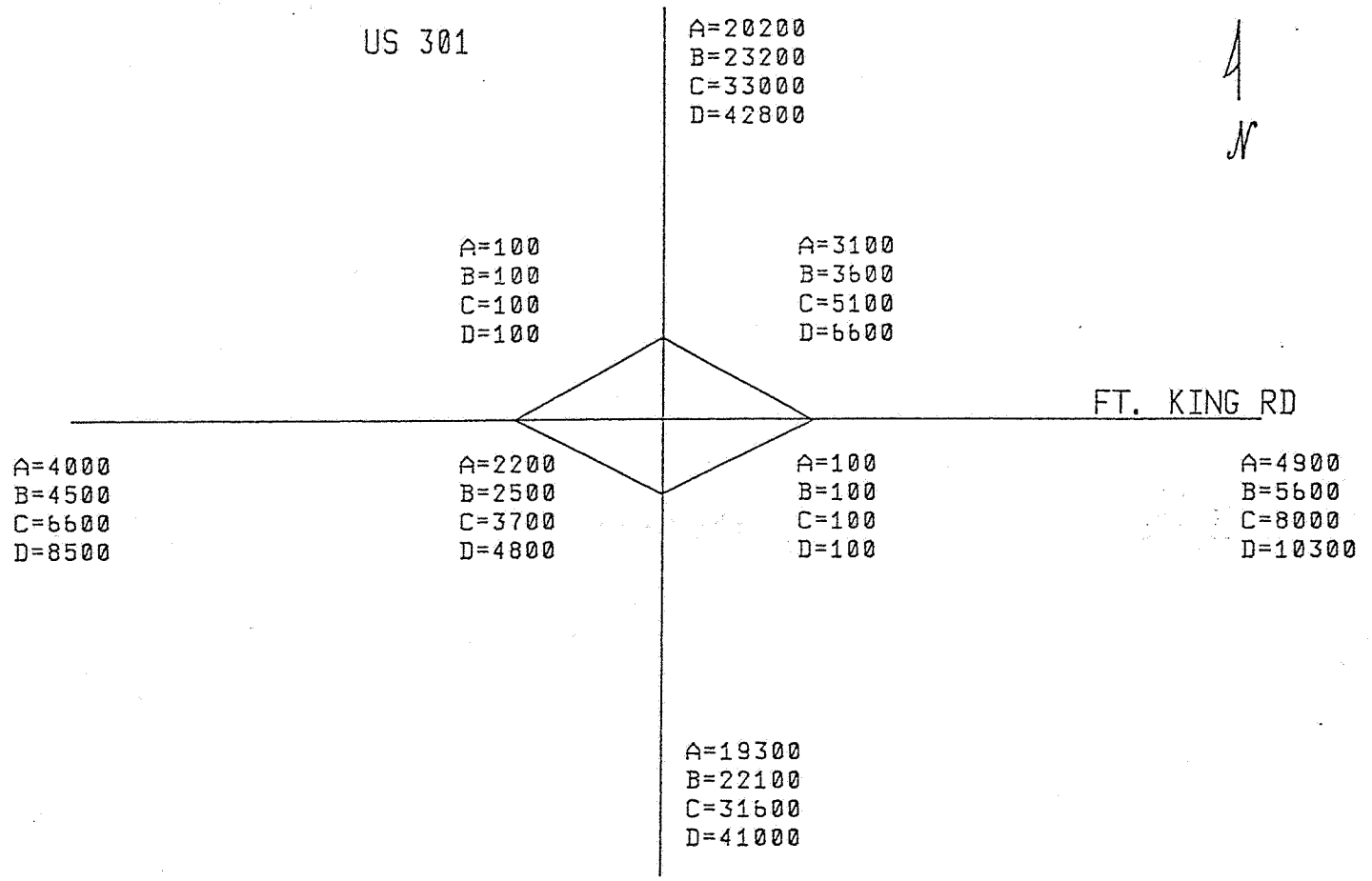


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**Figure 2 Cont.**

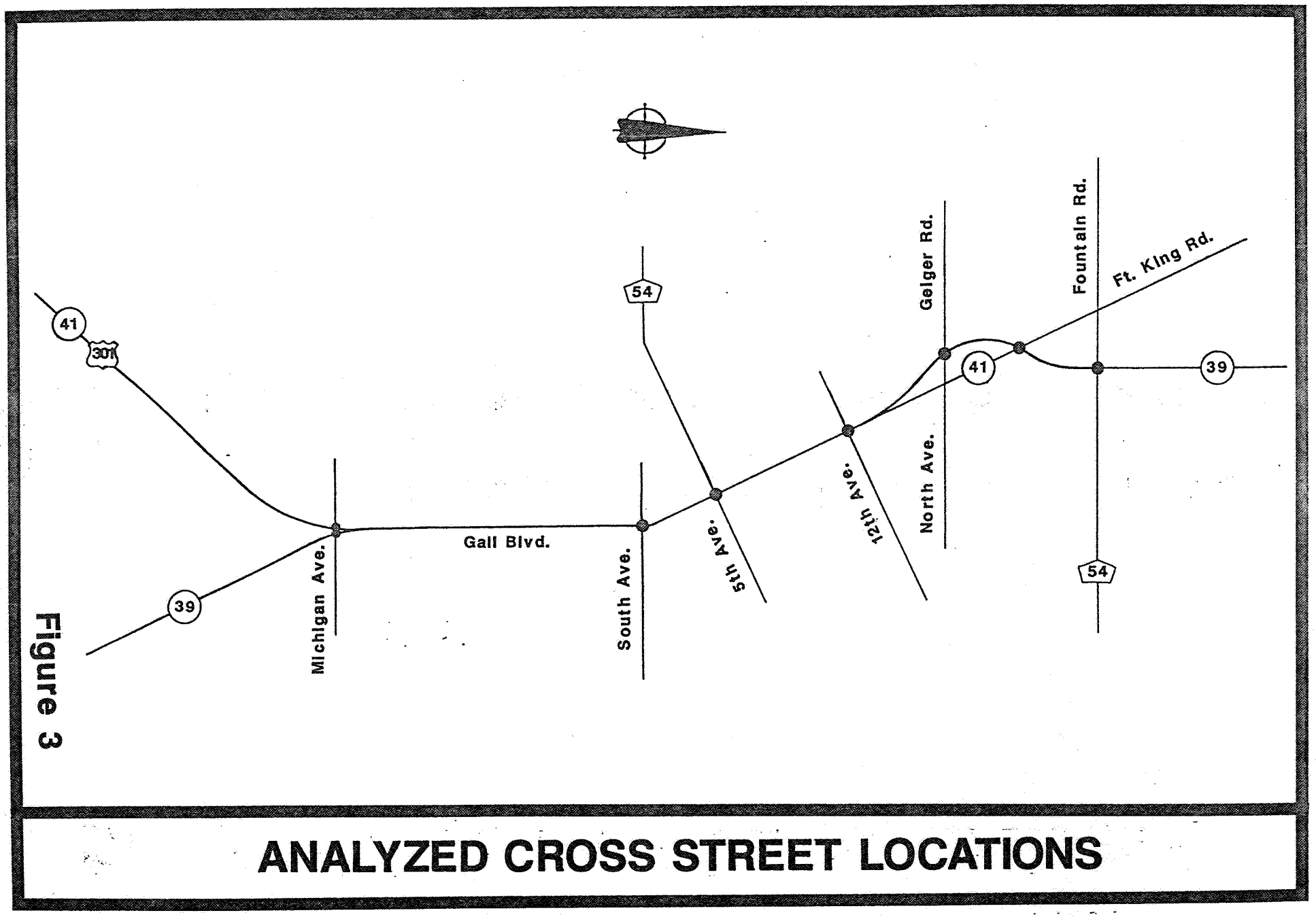


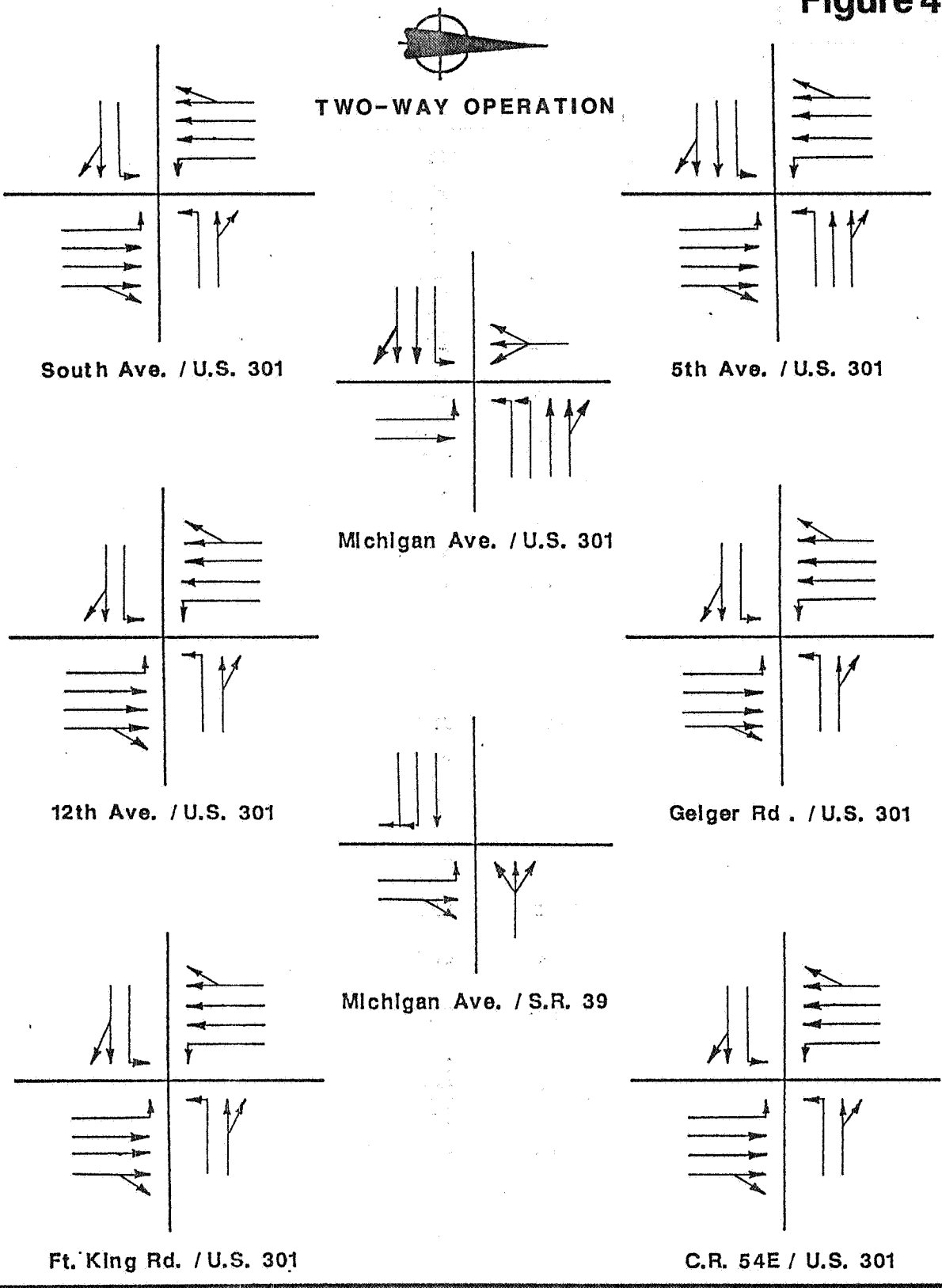

Figure 3

# ANALYZED CROSS STREET LOCATIONS

Figure 4 summarizes the intersection geometrics necessary to provide acceptable LOS "D" operations in the year 2010. Results of the intersection capacity analysis can be found in the Technical Memorandum, "Traffic Report".

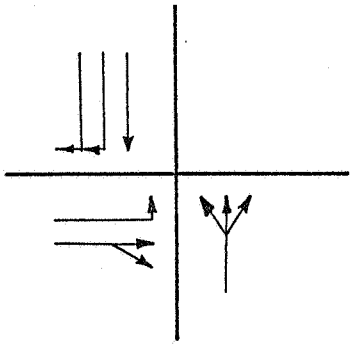
# PROPOSED INTERSECTION CONFIGURATIONS

**Figure 4**

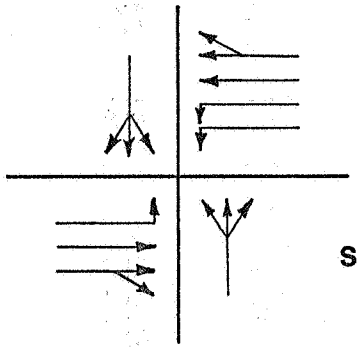


# PROPOSED INTERSECTION CONFIGURATIONS

**Figure 4 Cont.**



Michigan Ave. / S.R. 39



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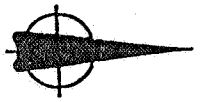
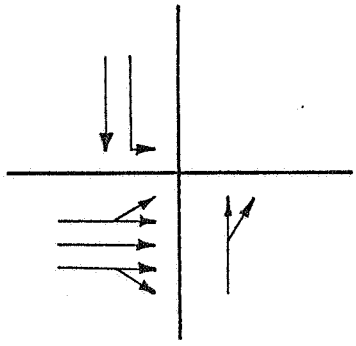
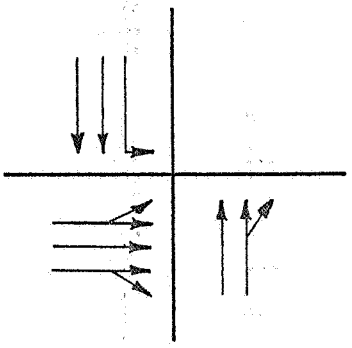


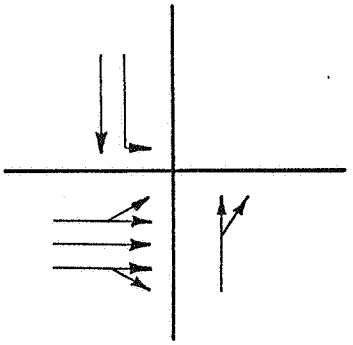
SIXTH ST. ONE-WAY PAIR



South Ave. / U.S. 301



5th Ave. / U.S. 301



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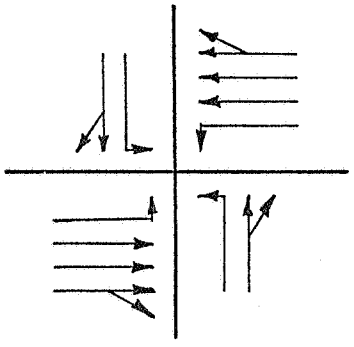
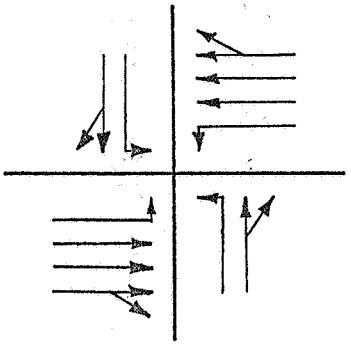


Geiger Rd. / U.S. 301



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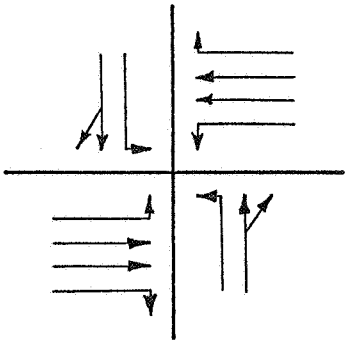
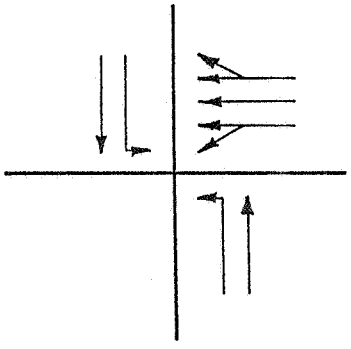
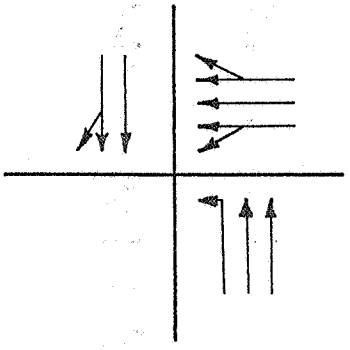


C.R. 54E / U.S. 301



South Ave. / 6th St.



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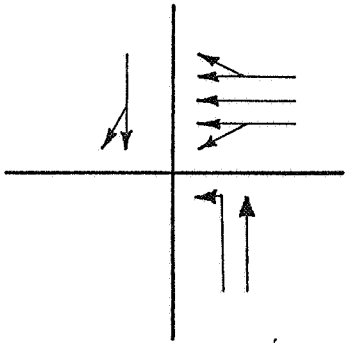
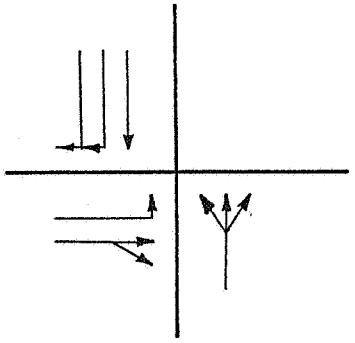


12th Ave. / 6th St.

# PROPOSED INTERSECTION CONFIGURATIONS

**Figure 4 Cont.**



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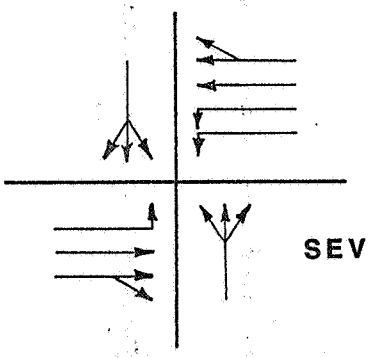
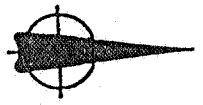
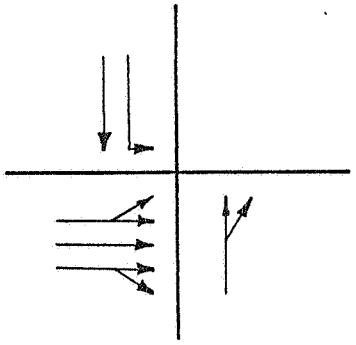


Michigan Ave. / U.S. 301



SEVENTH ST. ONE-WAY PAIR



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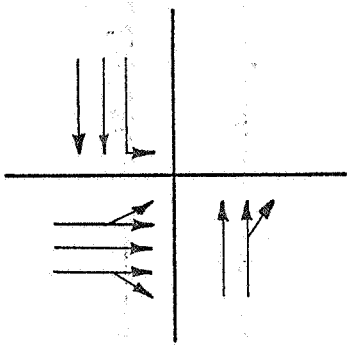

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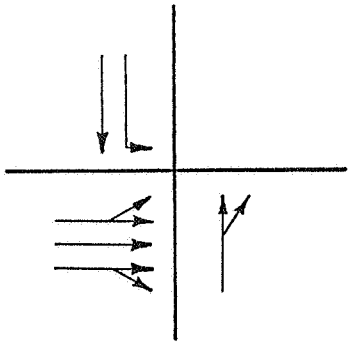
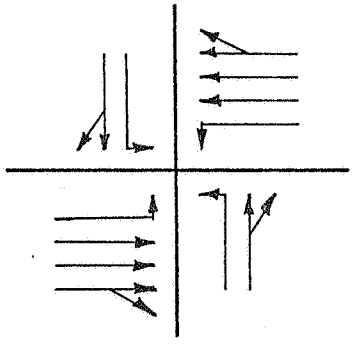
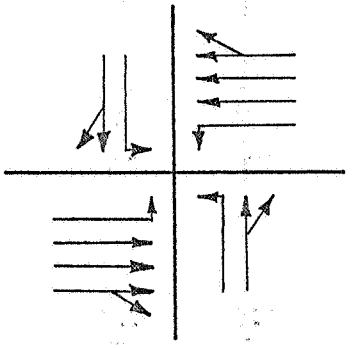


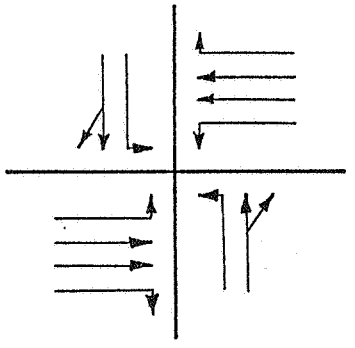
12th Ave. / 7th St.



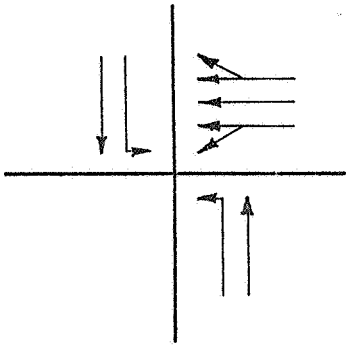
Gelger Rd. / U.S. 301



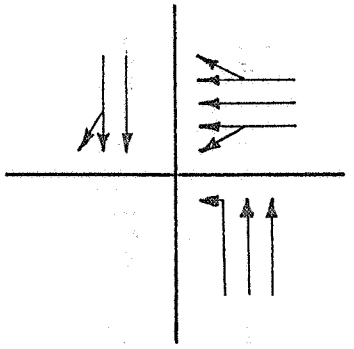
Ft. King Rd. / U.S. 301



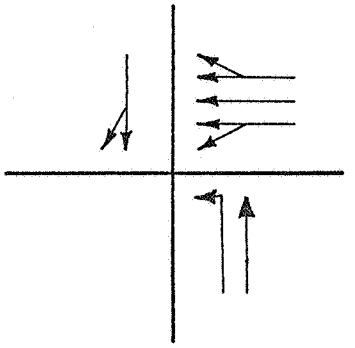
C.R. 54E / U.S. 301



South Ave. / U.S. 301



5th Ave. / U.S. 301



12th Ave. / U.S. 301

# 3.0 EXISTING PHYSICAL FEATURES

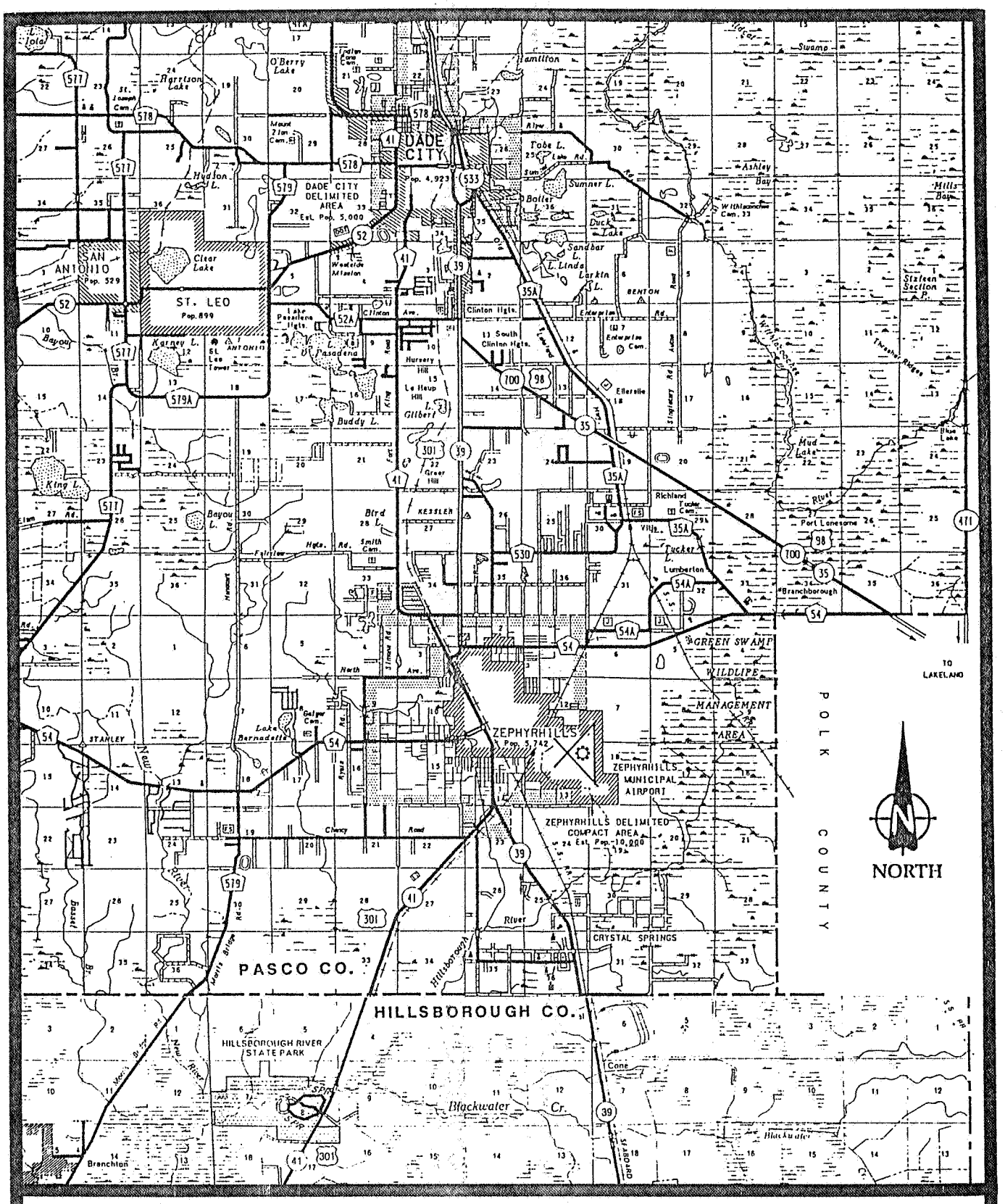
## 3.1 System Linkage

U.S. 301/SR 39 is on the Federal Aid Primary System and is classified as an Urban Principal Arterial. This transportation facility is the major north/south route through Zephyrhills. The facility connects State Roads 54, 41 and 35, and County Roads 54, 41 and 530 to the urbanized area of Zephyrhills and continues north to Dade City and south to Plant City in Hillsborough County.

Figure 5 is an overall view of the network of highways in the Pasco County area. Within this network, the following plans preparation or construction phases are included in the state five year work program for State Road 39: intersection improvements at South Avenue, Fifth Avenue and Twelfth Avenue; and, roadway reconstruction from North Avenue to south of CR 54, proposed improvements to SR 54 are resurface/repave from SR 45, Land O' Lakes East to west of Zephyrhills city limits, SR 41 proposed improvements include upgrading intersections at Zephyrhills Plaza and SR 54. Pasco County is also developing plans for a bypass around Zephyrhills.

## 3.2 Roadway

US 301 (SR 39) is classified as an Urban Principal Arterial within the study area. The existing horizontal alignment of US 301 is basically a north/south alignment through Zephyrhills. From south of the US 301/SR 39 intersection, the roadway is on a northeast bearing and begins a 7 degree 30




# SYSTEM LINKAGE OF U.S. 301

**Figure 5**

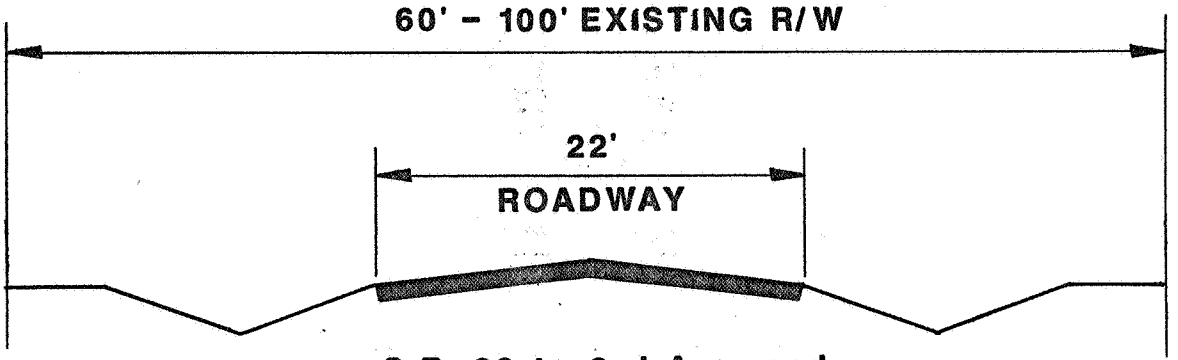
minute curve to the northwest near South Avenue and continues through Second Avenue. There are four additional horizontal curves within the limits of the project: an approximate 2-degree 15-minute curve south of SR 39; an approximate 1-degree curve to the northwest from 13th Avenue to First Avenue; a 5-degree curve begins north of Geiger Road in a northeasterly direction to the vicinity of Fort King Road; and then, from this point an approximate 2-degree curve begins in a northwesterly direction through the northern terminus of the project.

The existing typical sections vary, Chancey Road to SR 39 (0.78 mile) is a rural, undivided facility of two 12-foot lanes (one lane in each direction) and 8-foot grassed shoulders. The next 0.94 mile of roadway, from SR 39 to Third Avenue remains a two-lane facility, however narrows to 11-foot lanes and 7-foot grassed shoulders.

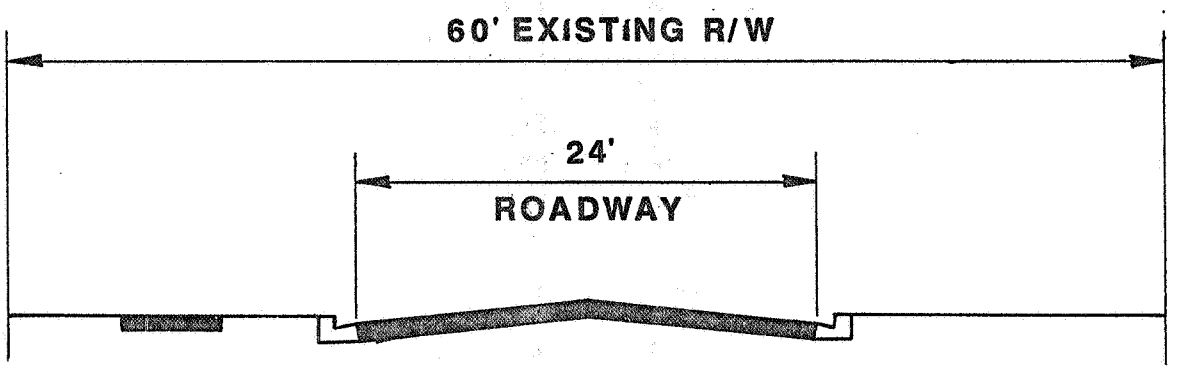
Third Avenue to Seventh Avenue (0.3 mile) is an urban design with two 12-foot lanes and curb and gutter on both sides of the roadway.

The typical section changes again at Seventh Avenue to a rural design through Fifteenth Avenue, a distance of approximately one half mile. This section consists of two 11-foot lanes and 5-foot grassed shoulders. From Fifteenth Avenue to Geiger Road (0.23 mile), the roadway widens to include an 11-foot painted median, two 11-foot lanes and 5-foot grassed shoulders.

The remaining portion of the project, from Geiger Road to CR 54E (0.52 mile), widens to a four-lane, rural, divided section. The typical section consists of two 12-foot lanes in each direction separated by a 20-foot raised median. Four-foot paved shoulders border the outside of each roadway with 6-foot grassed shoulders and open drainage ditches (See Existing Typical Sections, Figure 6 also Appendix A-10 through A-13 for detailed inventory of cross sections, thru lanes and shoulders).



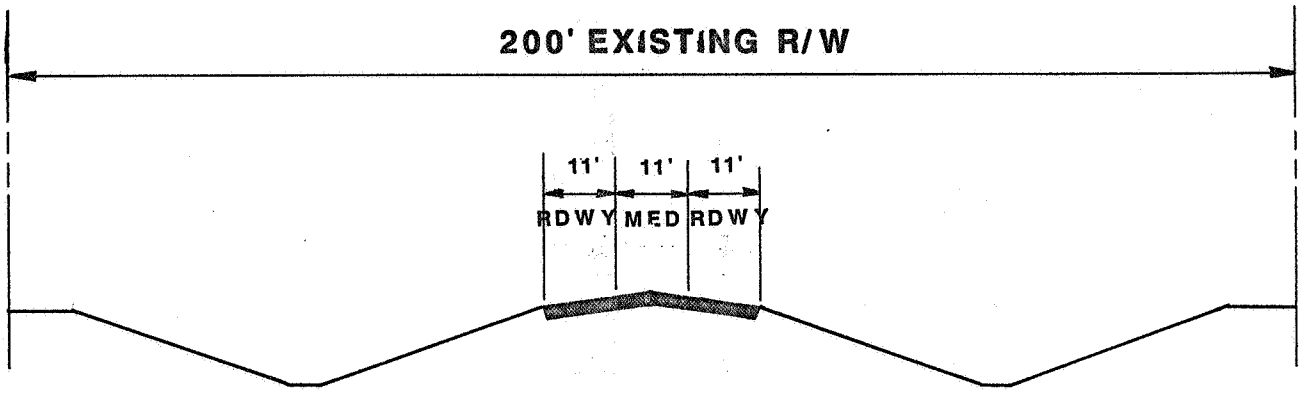

S.R. 39 to 3rd Ave. and
7th Ave. to 15th Ave.



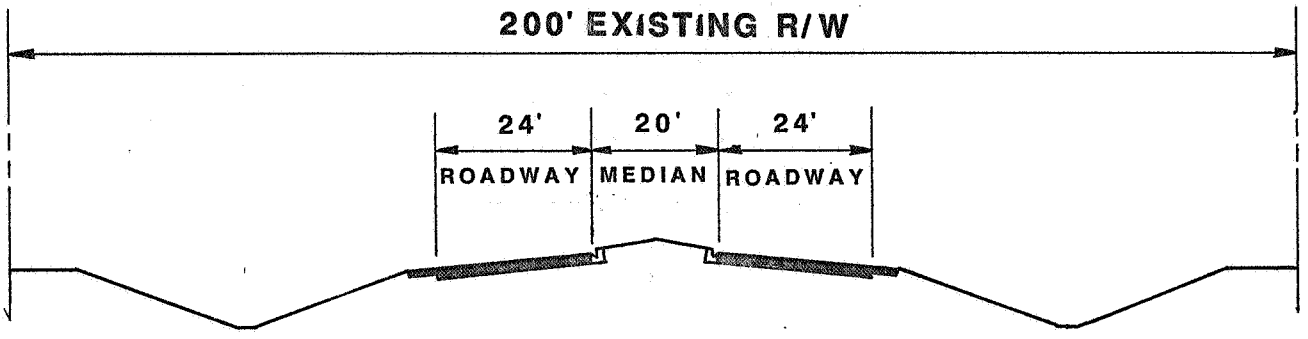

3rd Ave. to 7th Ave.

**U.S. 301**
**EXISTING TYPICAL SECTION**

**Figure 6**




15th Ave. to GEIGER Rd.




GEIGER Rd. to C.R. 54 EAST

U.S. 301
EXISTING TYPICAL SECTION

**Figure 6 Cont.**

This project was resurfaced/repaved from Pine Avenue to Fort King Road in 1959. The latest improvements were widening and resurfacing in 1982 from south of Chancey Road to Pine Avenue and adding left turn lanes to all approaches of the intersections of South Avenue at US 301 and Twelfth Avenue at US 301. These intersection improvements were completed in late 1987.

Existing right-of-way varies throughout the project limits. The southern terminus of the project to Palm Grove Drive occupies 100 feet of right-of-way, narrowing to 80 feet then 70 feet north of Palm Grove Drive. From Pine Avenue to Avenue C, the right-of-way is 80 feet narrowing to 60 feet through 12th Avenue. Between 12th Avenue and 13th Avenue, right-of-way again widens to 80 feet, transitioning to 100 feet at 14th Avenue, then 200 feet and remains 200 feet through the northern terminus of the project.

The existing roadway on Sixth Street is a two-lane, rural facility predominantly 22 feet wide. Existing right-of-way is 60 feet throughout the facility. Sixth Street has been placed on the Federal Aid Urban System.

The alignment sufficiency of US 301/SR 39 shows some passing sight distance restrictions in the area from Pine Avenue through Fort King Road due to the curvature of the narrow facility and the central business district location.

No stopping sight distance restrictions are noted through the project limits. The overall roadway consistency ratings vary from "poor" to "tolerable" between Pine Avenue and Fort King Road. Stopping sight distance for the remaining portion of the project limits are rated "good" (See Appendix A-14 and A-15 for alignment sufficiency).

Posted speed limits along this facility are:

| | |
|---|---|
| Chancey Road to the vicinity of | |
| Old Crystal Springs Road | 55 mph |
| Old Crystal Springs Road to Vinson Avenue | 45 mph |
| Vinson Avenue to Fort King Road | 35 mph |
| Fort King Road to CR 54E | 45 mph |

The existing speed limit on Sixth Street is 30 mph. (See Appendix A-16 for speed zone inventory).

There are several minor intersections throughout the length of the project. A detailed listing of each intersection with the degree of turn, surface type and mile post is included in the inventory, Appendix A-17 through A-19.

Configurations of existing intersections are found in Figure 7.

Traffic signals are located at six locations within the limits of the study. Each signal is intersection controlled. The locations are as follows:

South Avenue

CR 54W/Fifth Avenue

Twelfth Avenue

Geiger Road/North Avenue

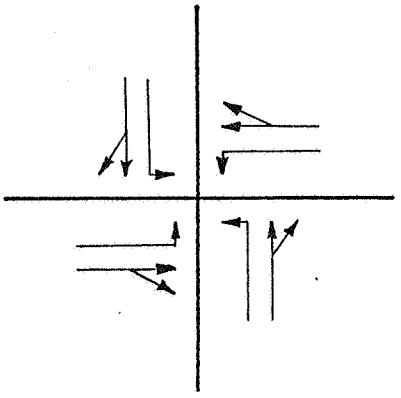
CR 41/Fort King Road

CR 54E

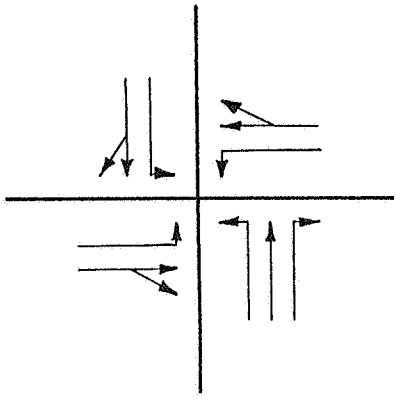
(See Figure 8).

# EXISTING INTERSECTION CONFIGURATIONS

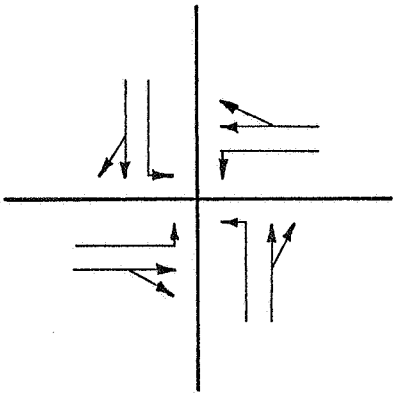
**Figure 7**



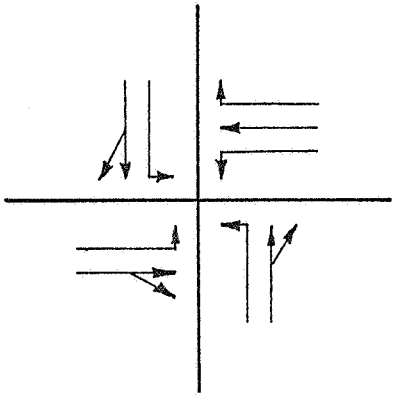
South Ave. / U.S. 301



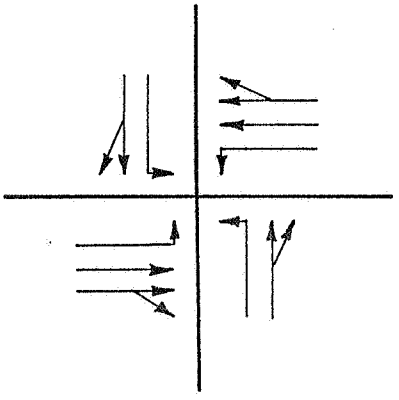
5th Ave. / U.S. 301



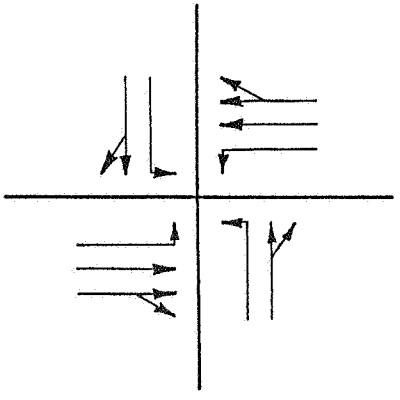
12th Ave. / U.S. 301



Geiger Rd . / U.S. 301



Ft. King Rd. / U.S. 301



C.R. 54E / U.S. 301

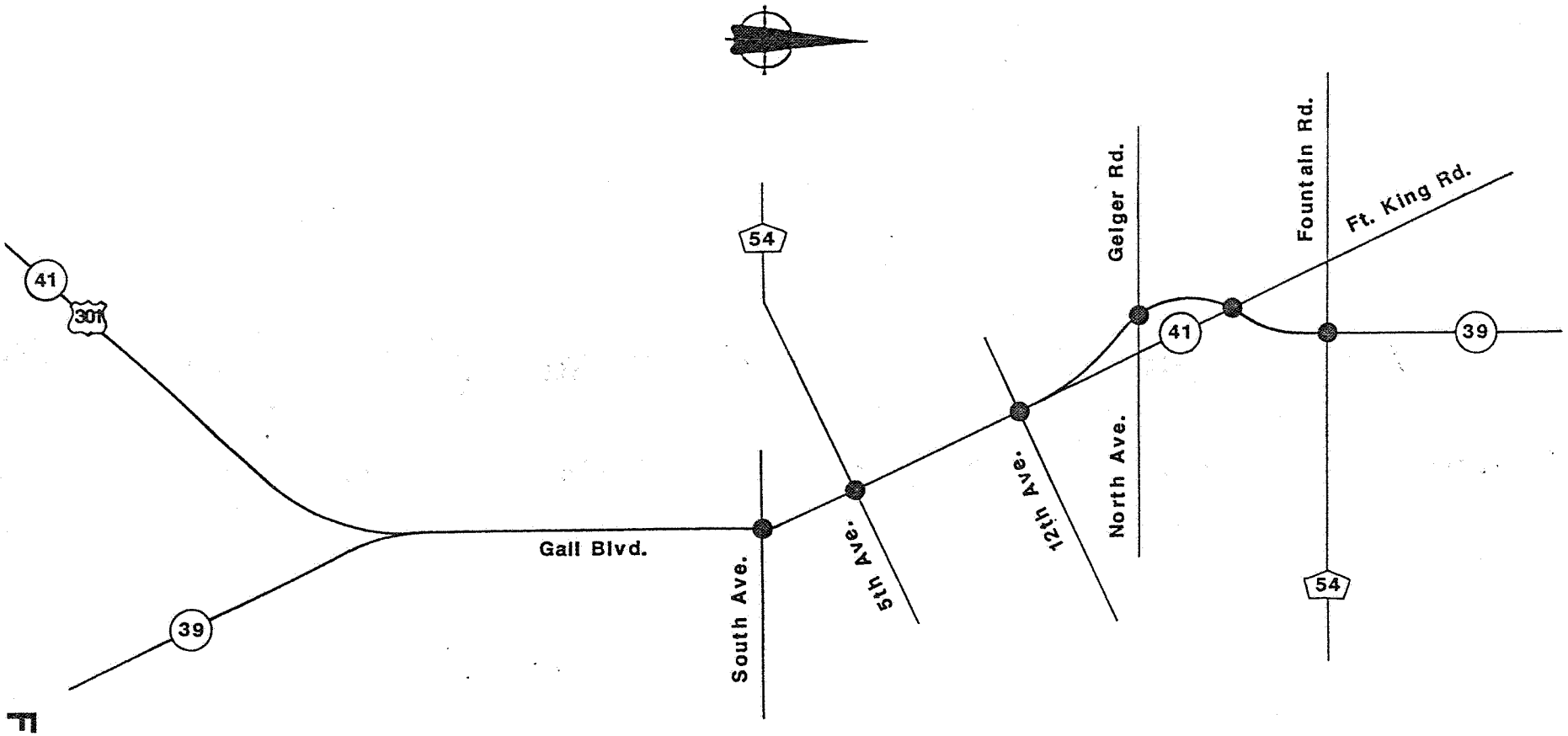



Figure 8

# EXISTING TRAFFIC SIGNAL LOCATIONS

## 3.3 Drainage

US 301 has no parallel enclosed storm sewer system within the project limits. From Chancey Road to 3rd Avenue drainage is controlled by one open swale ditch, 2'x4'x68' box culvert exists south of Crystal Springs Road. There are crossdrain pipes at 11 locations, all are single, 18-inch concrete pipes which vary in length.

From Third Avenue to Seventh Avenue, the curb and gutter urban segment, drainage is controlled by individual 23 catch basins. North of Seventh Avenue to CR 54E, drainage is controlled by open swale drainage ditches with catch basins. A total of nine 18-inch and one 15-inch crossdrain pipes are in this segment. This segment includes 22 catch basins (See Appendix A-20 through A-22 for a detailed inventory).

## 3.4 Highway Lighting

A highway lighting system on US 301/SR 39 exists within the limits of Avenue C to south of Fifteenth Avenue. Street lights are at 300-foot intervals along Sixth Street. This system contains 22 mercury vapor lamps and is owned and maintained by Florida Power Corporation. The operational cost is the responsibility of the City of Zephyrhills.

## 3.5 Bicycle/Pedestrian Considerations

Although not identified in the State Transportation Plan (Bicycle Element), five schools are located along this corridor. These schools are

considered bicycle attractors and the corridor is used by a local bike club, Tampa Bay Free Wheelers (See memorandum, Appendix A-23).

No designated bicycle facilities exist along US 301/SR 39 from Chancey Road through Geiger Road. From Geiger Road through the north terminus, a 4-foot paved shoulder exists on both sides of the roadway.

A 5-foot sidewalk is located along the west side of the roadway between Fourth Avenue and the vicinity of CR 54E (740 feet). No other sidewalks exist within the project limits.

## 3.6 Geotechnical Data

The general soil profile of this section of Pasco County consists of poorly drained fine sand to fine sand with a trace of clay in the upper 6 feet. The water table is at a depth of less than 10-inches for 1 to 4 months during the rainy season and will generally be encountered in the upper 24-inches in the remainder of the year.

An in-depth soil survey and foundation investigation will be required during the preliminary design stage of the project to identify any adverse geotechnical conditions. It does not appear that the existing soil conditions will be detrimental to the proposed project.

A preliminary limerock bearing ratio (LBR) in the range of 18-22 has been established for this project. The values were determined from existing information on file of similar surficial materials in the area (See memorandum, Appendix A-24).

## 3.7 Multi-Modal Interrelationships

There are currently no existing or proposed regular public bus service, rail service, railroad crossings or park and ride facilities with access to the project limits. Zephyrhills Municipal Airport is the only airport within the project limits. It is a public airport with general aviation operations only.

Special transportation services for the elderly, handicapped and financially disadvantaged are provided on a county-wide basis by Star Transportation, a division of the Pasco County Department of Social Services. The system is a 24-hour reservation, door to door service (See memorandum (3), Appendix A-25 through A-27).

## 3.8 Structural and Operational Conditions

The existing two-lane, rural section has been evaluated to determine its structural and operational rating. The section of roadway from Geiger Road through the north terminus was reconstructed in 1985, providing a four-lane, rural, divided typical section. This reconstruction was the result of the removal of a railroad grade separation at Fort King Road. US 301/SR 39 previously crossed over Fort King Road. The reconstruction provided accommodations for left turn lanes, bicycle traffic and transitioned the facility into an existing four-lane section north of CR 54E.

The existing facility is rated in accordance with structural condition, operational condition and overall engineering. The 1987 rating averages ranging from 0-100 are:

Chancey Road to SR 39

Structural Rating = 82

Operational Rating = 51

Engineering Rating = 64

SR 39 to 15th Avenue

Structural Rating = 77

Operational Rating = 20

Engineering Rating = 39

15th Avenue to CR 54E

Structural Rating = 89

Operational Rating = 48

Engineering Rating = 63

The current structural rating is the basic rating in the maintenance pavement condition survey. The basic rating is a combination of the defect rating measured by cracking, patching and rutting and the ride rate measured by the Mays Meter reading. The operational rating closely approximates the method used in the 1965 Highway Capacity Manual. The engineering rating is the square root of the product of the structural and operational rating and is a numerical measurement of the need for an improvement. Level of service and pavement distress are the two factors which make up the engineering rating. A rating of 60 or below is considered to justify a need for improvement. The average 1987 ratings have been compiled and supplied from the "Office of Transportation Priorities-Consolidated Printout #2". This printout also provides projected ratings, considering a No-Action Alternative. The projected average ratings for 1992 are:

Chancey Road to SR 39

Structural Rating = 67

Operational Rating = 26

Engineering Rating = 42

SR 39 to 15th Avenue

Structural Rating = 66

Operational Rating = 5

Engineering Rating = 18

15th Avenue to CR 54E

Structural Rating = 82

Operational Rating = 24

Engineering Rating = 40

Based on these figures, a need for improvement has been established.

Reports from the District Bituminous Department indicate that it is possible to salvage existing pavement during reconstruction of US 301/SR 39. Salvaging would be accomplished through milling of the existing pavement. The average thickness to be milled should be established during completion of design-construction plans preparation.

It would not be feasible to mill existing pavement on Sixth Street due to insufficient and varying thickness of pavement (See memorandum, Appendix A-28).

## 3.9 Safety

Accident statistics for the years 1983 through 1985 show a total of 386 accidents within the limits of the proposed improvements. During this

period of time, the number of accidents have increased 63 percent. The following five accident types accounted for 84.6 percent of the accidents on this section of US 301/SR 39.

| | | | |
|---|---|---|---|
| Rear-end | 136 accidents | or | 35.2% |
| Angle | 105 accidents | or | 27.2% |
| Left-turn | 37 accidents | or | 9.6% |
| Sideswipe | 33 accidents | or | 8.5% |
| Right-turn | 16 accidents | or | 4.1% |

The 386 accidents resulted in:

5 fatalities

159 Injuries

$3,132,700 in Economic Loss

High accident spots within the study with their district-wide numerical rankings are:

| YEAR | LOCATION | RANKING |
|---|---|---|
| 1983 | 3rd Avenue to 5th Avenue (CR 54W) | #165 |
| 1983 | US 301/SR 39 at Geiger Road | #393 |
| 1984 | 5th Avenue to 7th Avenue | #127 |

High accident segments within the study area with their district-wide rankings are:

| YEAR | LOCATION | RANKING |
|---|---|---|
| 1983 | SR 39 to 4th Avenue | #305 |
| 1985 | Crystal Springs Road to 15th Avenue | #166 |

The section of roadway within the project limits is experiencing 3.83 accidents per million vehicle miles or 2.23 times the two-lane, rural statewide average accident rate of 1.713 per million vehicle miles. The

numerous driveway ingress/egress create conflicts along this corridor. High accident rates should decrease substantially with the construction of proposed improvements. Additional left-turn lanes and through-lanes should help eliminate the high accident types previously listed. (See memorandum, Appendix A-29 through A-31).

## 3.10 Emergency and Evacuation Services

Responses from law enforcement agencies and emergency services reveal that during peak periods of highway use they are delayed from performing their duties effectively.

The Zephyrhills Fire Chief expressed concerns that a one way pair may increase response time to some locations, although increasing the number of lanes and improved turning lanes should improve emergency response time overall.

The hurricane evacuation plans in the region call for one of five evacuation levels (A,B,C,D or E) depending on the strength and track of an approaching storm. Each level requires the complete evacuation of successively more zones inland - those that would be vulnerable from the predicted storm surge. In addition, all mobile home residents would have to be evacuated regardless of their location within the region.

This is important in the discussion of upgrading US 301/SR 39 as the roadway not only handles some coastal evacuees enroute out of the region but also, and probably more importantly, the many mobile home residents in the east Pasco/north Hillsborough areas. Although this section was not identified as a "critical link" in the 1984 Study, given the growth (mobile home

population) and expected "through trips", upgrade of US 301 in this area should be beneficial to both Pasco and Hillsborough counties.

## 3.11 Existing Utility Systems

Several utility companies were contacted and given aerial blueprints of US 301/SR 39 to identify their location within the project limits. Five companies responded with existing utilities, those companies are:

City of Zephyrhills Water

City of Zephyrhills Sewer Systems

Florida Power Corporation

General Telephone and Electric

FSN Cable Company

A summary of each follows:

City of Zephyrhills Water

Water service lines cross US 301/SR 39 at nine locations within the project limits. These crossings vary from 4-inch pipe to 8-inch pipe. parallel 2-inch water lines exist on the east side of the roadway between Jeffries Avenue and Avenue B, 15th Avenue and First Avenue and Geiger Road and south of Fort King Road. One 6-inch water line is located on the west of the existing roadway in the vicinity of Fort King Road and CR 546. All water lines lie within the existing right-of-way, (See Appendix A-32).

City of Zephyrhills Sewer Systems

One 12-inch storm sewer crossing on US 301/SR 39 exists at Sixth Avenue. No other storm sewers are located within the project limits.

Two sanitary sewer crossings are within the project limits, an 8-inch pipe at South Avenue and a 6-inch pipe north of Geiger Road. One parallel 6-inch pipe is located on the east side of US 301/SR 39 roadway in the vicinity of Geiger Road to CR 54E. This sanitary sewer is located within the existing right-of-way, (See Appendix A-33).

Florida Power Corporation

All power lines within the project limits are aerial lines ranging from 12,470 to 120 volts. There are 26 power lines crossing US 301/SR 39 in this section of the facility. Three segments within the study area have parallel power lines, all are within the existing right-of-way. These segments are: Michigan Avenue to South Avenue, east side; South Avenue to Eleventh Avenue, west side; and Geiger Road to CR 54E, east and west sides. For a detailed inventory of location of crossings and volt capacity, (See Appendix A-34).

General Telephone and Electric

Telephone cables are underground, lying within the existing right-of-way on the east and west sides of the roadway. The parallel cables are located between the SR 39/US 301 junction and Avenue "A". There are 14 underground telephone cable crossings throughout the limits of the project (See Appendix A-35 for a detailed inventory of mile post location).

FSN Cable Company (Cable TV)

Most cable television lines parallel with the roadway are underground. One overhead parallel line is located on the east side of the

existing roadway between the SR 39/US 301 junction and Grove Avenue. These cables are lying within the existing right-of-way, predominantly on the west side throughout the project. Near the northern terminus, the cable crosses to the east side of the roadway. Eleven overhead crossing are located throughout the project limits (See Appendix A-35 for a more detailed inventory of mile post location).

## 3.12 Land Uses which Modify the Alignment

Generally, no existing land-uses will modify the proposed alignment of US 301/SR 39. Proposed improvements can be built within the existing right-of-way with the exception of the area from Chancey Road to Pine Street.

A public park exists on the west side of US 301 between Avenues "A" and "B" which has been classified as a 4(f) property. Alternatives considered for this improvement have been developed to avoid taking right-of-way from this property.

A 25-degree angle exists on Sixth Street in the vicinity of South Avenue. Proposed improvements include incorporation of a 7-degree 30-minute curve at this location. This curve will provide a safe facility for a 45 mph design speed. Acquisition of right-of-way will be required from the west side of Sixth Street to accommodate this curve.

# 4.0 ANALYSIS AND INDICATED DEFICIENCIES

## 4.1 Alternatives Considered

Project Alternatives were developed because the "No-Action Alternative" does not meet the needs of the community. Various alternatives were developed for the existing corridor. These alternatives were based on avoiding expensive right-of-way acquisition and excessive community impacts. In addition, alternatives were developed using a combination of east and west side right-of-way acquisition along US 301/SR 39 to minimize congestion and community impacts. Alternatives considered also include utilization of parallel roadways in order to decrease impacts and acquisition along US 301/SR 39. Various intersection designs were also considered for the best traffic flow patterns.

Design Criteria

| | |
|---|---|
| Design Speed: | 45 MPH |
| Pavement Widths: | Inside through lanes - 12'<br>Urban Outside through lanes - 14' (See Bicycle Considerations)<br>Rural Outside through lanes - 12' (See Bicycle Considerations)<br>Left-turn lanes - 12' |
| Median Widths: | 14' Paved<br>22' Raised (Six-lane)<br>30' Raised (Four-lane) |
| Vertical Alignment: | Rate of grade 3% desirable/5% maximum |
| Stopping Sight Distance: | AASHTO Standards |
| Horizontal Alignment: | Degree of Curve - $7^{o}30'$ Maximum<br>Minimum Length of Curve 400'<br>Tangents - Length of tangents between reverse curves should be adequate for transition of superelevation |

Bicycle Considerations: 14' Urban Outside through lanes
4' Paved shoulders on rural section

All design criteria should meet present design standards as set by the FDOT and AASHTO.

## 4.101 Alternate Corridors

The present US 301/SR 39 alignment traverses established industrial, residential and business districts and would continue to experience a substantial increase in traffic demand regardless of improvements in a parallel corridor.

US 301 is the only major north/south facility in the community of Zephyrhills. Development of an entirely new corridor would provide no distinct advantage and would result in generally greater impacts on residential and possible wetland areas, also significantly higher cost associated with land acquisition and higher construction costs. This concept applies to development of an entirely new corridor only and does not address the possibility of utilizing other existing parallel roadways in the vicinity of US 301. For these reasons, the specific alignments for the project are limited to a corridor that encompasses the existing facility and immediate parallel roadways which are included in the Federal Aid Urban System. This inclusion permits roadways in this system to be considered for improvement.

## 4.102 No-Action Alternative

This alternative examines the probable consequences of leaving the existing US 301/SR 39 in its current condition, while allowing for routine maintenance. The advantages and disadvantages of implementing this alternative follow:

Advantages

1. No inconvenience to the existing development during construction operations.
2. No relocation or right-of-way acquisition expense.
3. No construction expense.

Disadvantages

1. Increase in traffic congestion resulting in increased road user costs.
2. Inadequate traffic service to through and local traffic causing decreased economic development.
3. No improvement in emergency service response time or the highway's use as an evacuation route.
4. Increase in the number of accidents due to increased traffic congestion and land development.

Based upon these factors, the proposed action has been developed for consideration as a design alternative. The No-Action Alternate will continue to be valid alternate until after the public hearing, when a final recommendation will be made.

## 4.103 Multi-Modal Alternatives

There are currently no existing or proposed regular public bus service, rail service or park-and-ride facilities with access to the project limits. Specialized transportation will continue to be provided by a Coordinated Transportation Provider.

There is an increased demand expected for mass transit but, because of limited interest by local sponsors and few dedicated revenue sources, this mode is lacking in long-term programs.

In conclusion, no other means of land transit are available to replace the existing highway or a portion of the proposed highway improvement. Since other mass transit has not been provided or programmed for future provision, mass transit modes will not decrease the forecasted travel demands in this area.

## 4.104 Transportation System Management Alternative

Transportation System Management (TSM) refers to upgrading the existing facility by means of improving high accident spots and segments, adding turn lanes, traffic signals and improving signing and marking.

The intersections of South Avenue and Twelfth Street at US 301 have recently been upgraded to provide left turn lanes on all approaches to the intersections. Fountain Avenue is currently in the design stages of improvement. This improvement includes upgrading its intersection with US 301.

In 1982, the facility was widened and resurfaced from south of Chancey Road to Pine Avenue. It has been determined that options for TSM have been or are in the process of utilization. Further adequate improvements are limited without major new construction of the facility.

## 4.105 Right-of-Way Considerations

A comparison of proposed right-of-way acquisition was conducted which included cost analyses of property, business damages and relocations. These comparisons included acquisition from the north side only or the south side only where acquisition is necessary and one-way pair operations through the central business district (CBD) area.

Evaluations of information revealed that the one-way pair operations through the CBD area of Zephyrhills were less expensive in combination with relocation impacts. Acquisition of right-of-way from both sides of the existing right-of-way through the CBD was not considered due to the increase in the number of property owner impacts (administrative cost per parcel).

## 4.106 Drainage Considerations

Environmentally, a rural typical section has distinct advantages over its urban counterpart. Some of these advantages include better distribution of storm water to more efficiently handle the environmental requirements (ditch treatment) set by the Southwest Florida Water Management District (SWFWMD). An important consideration for this type of typical section is that treatment and attenuation could be provided within the existing right-of-way. This type of typical section also provides more efficient drainage distribution for the existing side street ditches coming into the project, as well as roadside ditches, thereby making better use of the existing right-of-way.

One disadvantage to the rural design is right-of-way. In some cases, areas where development is in close proximity to the existing

right-of-way, the cost of property, business damages, and relocation will far exceed that of low construction cost and better stormwater treatment. The urban typical section will include an enclosed drainage system which will require less right-of-way than its rural counterpart. Stormwater will need to be piped off from the enclosed drainage system to retention areas. These areas can be selected on low cost, undeveloped sites that will reduce on-site construction costs.

From Chancey Road north to SR 39, only scattered improvements exist. Most of this area is undeveloped with the east side being an abandoned railroad grade. By using a rural type design and acquiring the needed right-of-way from the area once utilized by the railroad, the improvement can be done with only minimum relocations.

Because of the urban nature of the area north of SR 39, urban typicals were developed to reduce right-of-way acquisition and relocation. North of Geiger Road the existing right-of-way widens to 200 feet. rural typicals were developed to utilized the existing right-of-way for stormwater retention and reduce right-of-way acquisition to intersection improvements to the side streets.

### 4.107 Utilizing the Existing Pavement

The existing pavement on US 301 is of suitable design to be used in the proposed facility. Further analysis will be required to determine if the existing rural grade is sufficient to be used in the proposed urban design. This conclusion will be made in the "Location Hydraulics Study" to be prepared during the Environmental Determination phase of the project.

Analysis of the parallel streets incorporated into the one-way pair alternatives showed that the existing base of the roadways were not suitable. These roadways will require all new construction.

# 5.0 PROPOSED ALTERNATIVE SOLUTIONS

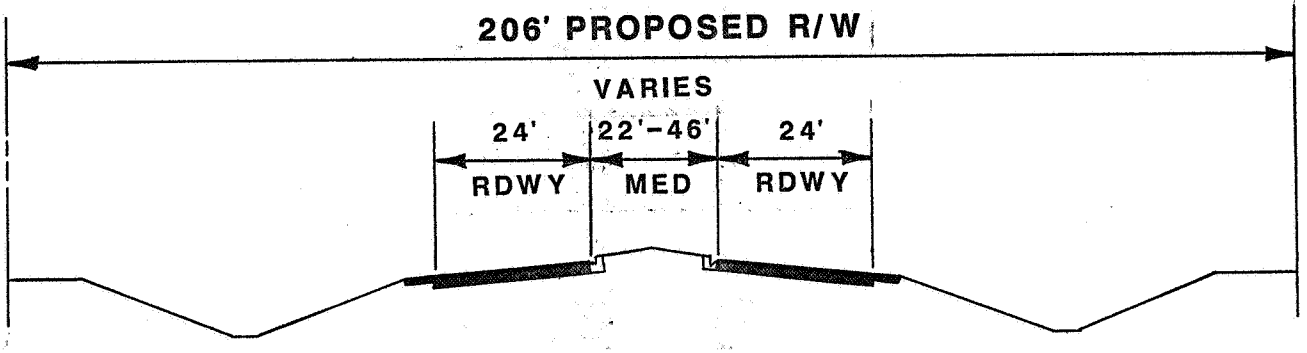
Pasco County, at this time, does not have a transportation plan that includes the study area. A transportation plan does exist for the area approximately 3.0 miles south of study limits, the Tampa Urban Area Transportation Study. This study identifies SR 39 as a two-lane facility and US 301 as a four-lane divided facility. If these established facility needs were extended into Pasco County, to the southern termini of this project, they would complement the six-lanes at the SR 39/US 301 apex. The six-lane improvement would divide into a two-lane facility on SR 39 and four-lanes on US 301.

With this project the four-lane divided facility would extend from Chancey Road to SR 39. The typical section for this segment would consist of a four-lane rural facility with a 46 foot grass median transitioning through a curve to 34 feet. The travel lanes would be 12 foot wide with 4 foot paved shoulders to accommodate disabled vehicles and bicycle traffic. (See Figure 9).

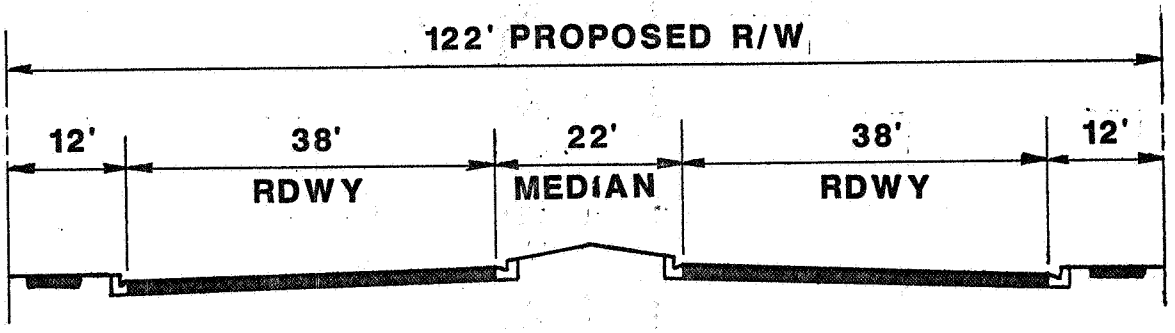
North of the apex of SR 39 the design alternatives vary according to the proposed facility through the Central Business District. The following is a step by step description of the six-lane alternatives from the SR 39/US 301 apex north to the termination at CR 54E.

## 5.1 Sixth Street/U.S. 301 One-Way Pair (Alternate A)

Beginning at the apex of SR 39 and US 301, the proposed four-lane rural section described above would transition to a six-lane urban divided roadway by picking up the northbound SR 39 lane as the outside third




**U.S. 301**
**SOUTH OF S.R. 39**




**S.R. 39 TO PINE AVE.**

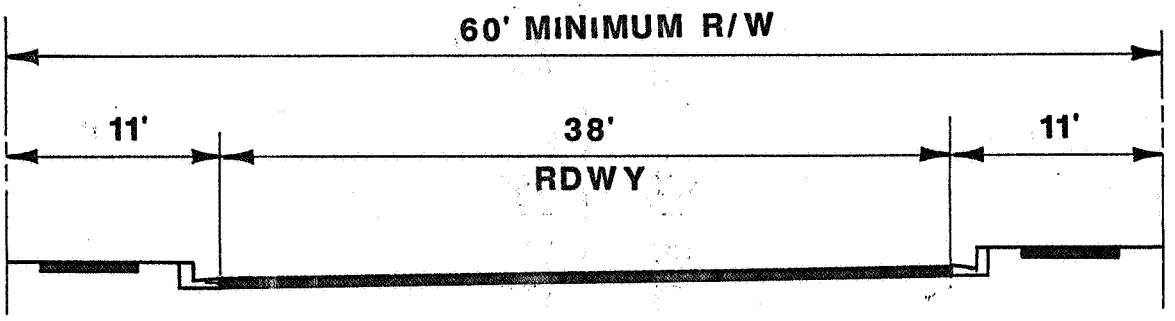
**U.S. 301**
**PROPOSED TYPICAL SECTION**

**Figure 9**

northbound lane. The inside southbound lane would become a left-turn lane onto SR 39, thus creating a 22 foot raised median north of the apex. (See Figure 9).

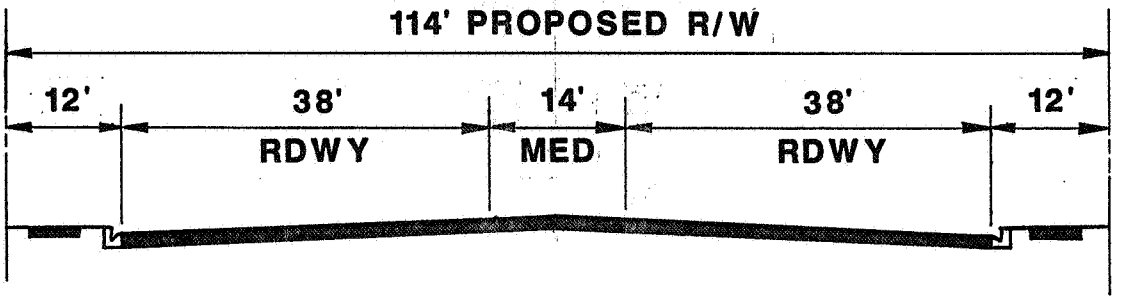
The six-lane urban section will continue north approximately 1100 feet to the vicinity of Pine Avenue. At Pine Avenue the southbound lanes will transition westerly on new alignment and connect with existing Sixth Street north of Jendral Avenue. The northbound lanes would continue on the existing US 301 alignment.

North of Jendral Avenue, both the Sixth Street southbound lanes and the US 301 northbound lanes can be constructed mostly within existing right-of-way. The exceptions being minor right-of-way takings at intersection corners to improve the turning radii and a curve incorporated at Sixth Street and South Avenue. The curve will entail constructing a $7^{\circ}30'$ curve taking minimal right-of-way along the west side of the facilities. The one-way pair will continue north to a point were Sixth Street and existing US 301 merge (M.P. 5.686), south of Geiger Road. The typical sections for both the north and southbound lanes will be of urban design consisting of two 12 foot travel lanes and a 14 foot travel lane to accommodate both vehicular and bicycle traffic. This typical section will include sidewalks on both sides of the roadway to accommodate pedestrian traffic. (See Figure 10). North of the merger, the existing US 301 facility will become a six-lane divided rural section through the remainder of the project at CR 54E. The proposed six-lane rural typical section will consist of three 12 foot lanes in each direction with paved shoulders to accommodate disabled vehicles and bicycles, separated by a 20 foot raised median. (See Figure 11 for Typical Section and Figure 12 for a graphic representation of this alternative).



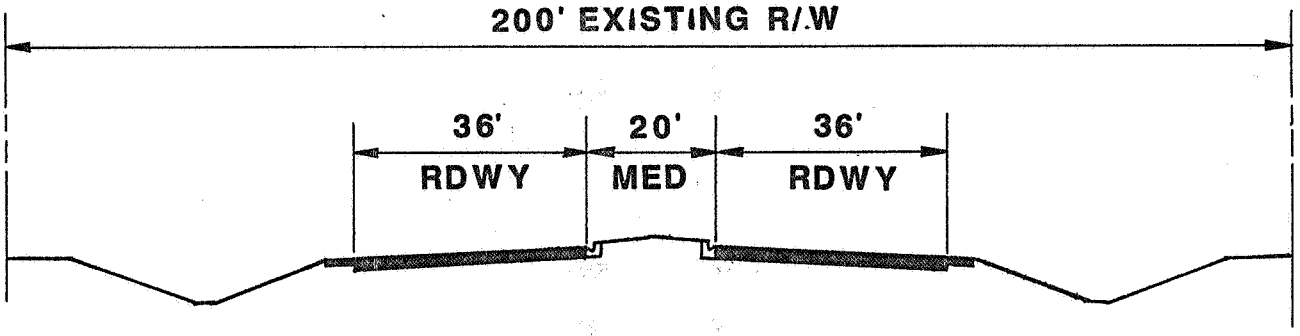

ONE-WAY PAIR

PINE ST. TO U.S. 301




U.S. 301
PROPOSED TYPICAL SECTION

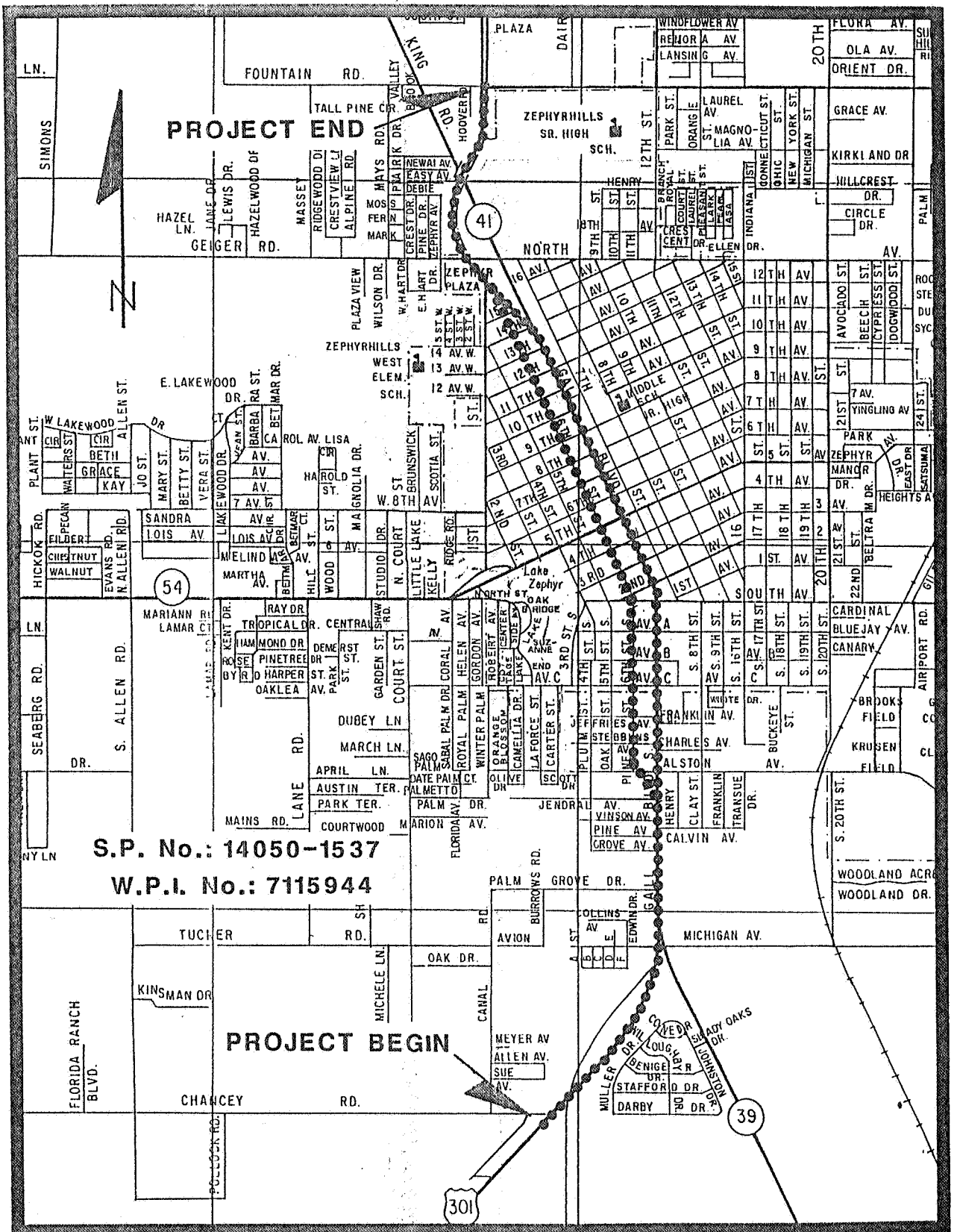
**Figure 10**




GEIGER RD. TO C.R. 54 EAST

U.S. 301
PROPOSED TYPICAL SECTION

**Figure 11**


PROJECT END
PROJECT BEGIN
S.P. No.: 14050-1537
W.P.I. No.: 7115944
FOUNTAIN RD.
TALL PINE CIR
HAZEL LN.
GEIGER RD.
ZEPHYRHILLS SR. HIGH SCH.
ZEPHYRHILLS WEST ELEM. SCH.
MIDDLE SCH.
NORTH
E. LAKEWOOD DR.
W. LAKEWOOD DR.
Lake Zephyr
NORTH ST.
OAK BRIDGE
S. ALLEN RD.
SEABERG RD.
HICKORY RD.
MARIANN RD.
LAMAR CT.
TROPICAL DR.
CENTRAL AV.
DUBEY LN
MARCH LN.
APRIL LN.
AUSTIN TER.
PARK TER.
COURTWOOD
MAINS RD.
LANE RD.
PALM GROVE DR.
BURROWS RD.
COLLINS AV.
AVION
TUCKER RD.
OAK DR.
KINSMAN DR.
FLORIDA RANCH BLVD.
CHANCEY RD.
MEYER AV
ALLEN AV.
SUE AV.
CANAL
MICHELE LN.
PALM AV.
FLORIDA AV.
MARION AV.
JENDRAL AV.
VINSON AV.
PINE AV
GROVE AV.
CALVIN AV.
MICHIGAN AV.
WOODLAND DR.
AIRPORT RD.
BROOKS FIELD
KRUSEN FIELD
CARDINAL
BLUEJAY AV.
CANARY
S. 20TH ST.
FLORA AV.
OLA AV.
ORIENT DR.
GRACE AV.
KIRKLAND DR
HILLCREST DR.
CIRCLE DR.
ZEPHYR MANOR DR.
ZEPHYR HEIGHTS A
YINGLING AV
PARK AV.
BELTRAM DR.
WINDFLOWER AV
RENOIR AV
LANSING AV
LAUREL AV.
MAGNOLIA AV.
HENRY AV.
CRESCENT DR.
ELLEN DR.
SANDRA AV
LOIS AV
MELIND AV.
MARTHA AV.
LITTLE LAKE KELLY RIDGE RD.
N. COURT AV.
STUDIO DR.
MAGNOLIA DR.
HAROLD ST.
BRUNSWICK ST.
SCOTIA ST.
W. 8TH AV.
PLAZA VIEW
WILSON DR.
W. HART DR.
E. HART DR.
ZEPHYR PLAZA
HOOVER RD.
KING ROAD
MAYS RD.
SIMONS LN.
LEWIS DR.
HAZELWOOD DR.
MASSEY RIDGEWOOD DR.
CRESTVIEW LN.
ALPINE RD.
NEWAI AV.
EASY AV.
DEBIE DR.
CREST DR.
PINE DR.
ZEPHYR AV.
MOSS FERN PARK
WILSON DR.
ALLEN ST.
JO ST.
MARY ST.
BETTY ST.
VERA ST.
BETH GRACE KAY
WATERS ST.
PLANT ST.
PECAN FILBERT CHESTNUT WALNUT
EVANS RD.
N. ALLEN RD.
RAY DR.
KENT DR.
ROSE BY
TROPICAL DR.
DEMERST ST.
PINETREE DR
HARPER ST.
OAKLEA AV.
PARK ST.
GARDEN ST.
COURT ST.
CORAL AV.
HELEN AV.
GORDON AV.
ROBERT AV.
CENTER AV.
LAKE SIDE DR.
SUN ANNE END
AV. C
3RD ST. S.
4TH ST. S.
5TH ST. S.
6TH ST. S.
S. 8TH ST.
S. 9TH ST.
S. 16TH ST.
S. 17TH ST.
S. 18TH ST.
S. 19TH ST.
S. 20TH ST.
AV. A
AV. B
AV. C
AV. D
AV. E
AV. F
WHITE DR.
BUCKEYE ST.
FRANKLIN AV.
CHARLESTON AV.
FRIES AV.
STEBBINS AV.
OAK AV.
PINE AV.
PLUM ST.
FIRST ST.
LAFORCE ST.
CARTER ST.
SCOTT DR.
OLIVE DR.
CAMELLIA DR.
ORANGE BLOSSOM TRAIL
WINTER PALM
ROYAL PALM
SABAL PALM DR.
SAGO PALM
DATE PALM CT.
PALMETTO
HENRY
CLAY ST.
FRANKLIN
TRANSUE DR.
BENIGE DR.
STAFFORD DR
DARBY DR
MULLER DR.
CONVEY DR.
SHADY OAKS DR.
JOHNSON DR.
COUGAR DR.
EDWIN DR.
GALL BLVD.
41
54
301
39
U.S. 301 (GALL BLVD.)
From Chancey Rd. to C.R. 54 East
Sixth Street Alternative
Figure 12

## 5.2 Seventh Street/U.S. 301 One-Way Pair (Alternate B)

The Seventh Street/US 301 one-way pair alternate is similar to the Sixth Street/US 301 alternate directly north of the apex, except that the median would transition to 14 feet. Because of the longer distance between the apex and the division of the roadways to the one-way pair, the narrower 14 foot painted median, as compared to the 22 foot raised median, was used to reduce right-of-way cost and relocations. The 14 foot painted median would be marked for two-way left-turn. The typical section would be of urban design consisting of two-12 foot through lanes and a 14 foot outside travel lane for both vehicular and bicycles in each direction. The north and southbound lanes would be separated by a 14 foot painted median marked for two-way left-turns. This typical section would begin north of the SR 39/US 301 apex and continue north to Franklin Street (M.P. 4.298). (See Figure 10).

At Franklin Street, southbound lanes would remain on the existing US 301 alignment while the northbound lanes would transition to the east approximately 650 feet following a new alignment abutting the east property line of the General Telephone Company of Florida facility between Avenue "B"and Avenue "A". North of Avenue "A", the northbound alignment would cross vacant land between Avenue "A" and South Avenue.

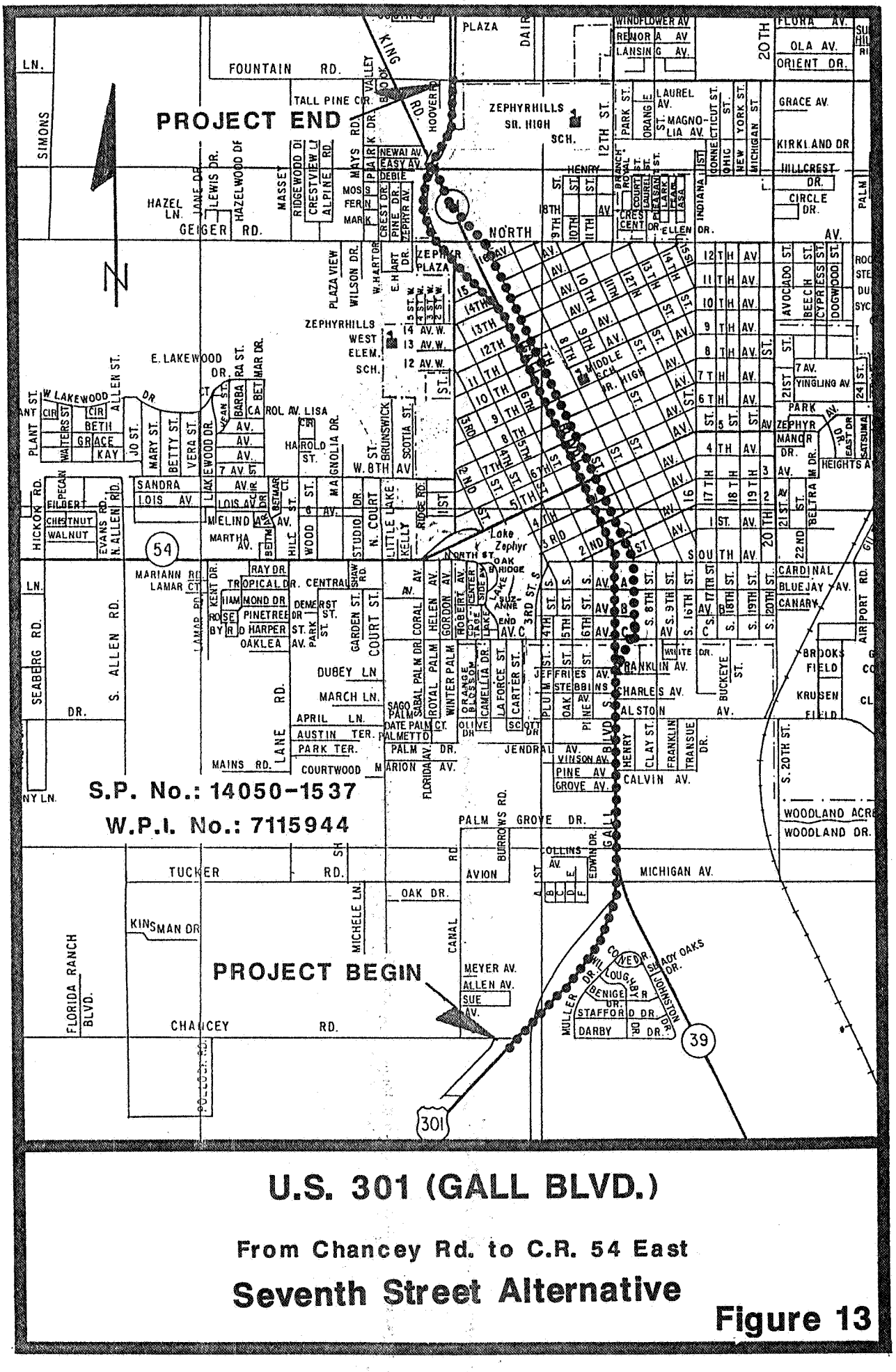
At South Avenue the alignment would transition through a $7^{\circ}30'$ curve to the existing alignment of Seventh Street. The existing US 301 alignment, southbound lanes, would also transition through the $7^{\circ}30'$ curve at South Avenue. North of South Avenue to Geiger Road both the north and southbound alignments could be constructed within existing right-of-way, except for some corner cuts at the intersections. The typical section for the one-way pair

would consist of two 12 foot travel lanes and a 14 foot travel lane for both vehicles and bicycles, curb and gutter and 5 foot sidewalks on both sides would also be provided. (See Figure 10).

From Geiger Road, the northbound lanes would continue in a northerly direction on a new alignment and transition westerly to the existing alignment of Fort King Road. The northbound lanes would continue northerly to the intersection of Fort King Road and existing US 301 where they would merge to the right into a six-lane rural divided roadway for the remainder of the project limits.

At existing US 301 and Geiger Road, the southbound leg of the one-way pair would merge with the southbound lanes of the existing four lane rural divided roadway and by widening the southbound roadway would create a five lanes rural divided section north to Fort King Road. The typical section from Geiger Road north to Fort King Road would consist of three southbound lanes, 12 foot wide, with a paved shoulder to accommodate disabled vehicles and bicycle traffic. The existing northbound lanes would remain, two 12 foot existing lanes with paved shoulders. The north and southbound roadways would be separated by the existing 20 foot raised median.

North of Fort King Road the rural typical section would consist of three 12 foot lanes in each direction with paved shoulders separated by a 20 foot raised median. (See Figure 11 for the Typical Section and Figure 13 for a graphic representation of this alternative).




# U.S. 301 (GALL BLVD.)

## From Chancey Rd. to C.R. 54 East

## Seventh Street Alternative

**Figure 13**

## 5.3 & 5.4 Six-Lanes On The Existing Facility (Alternate C & D)

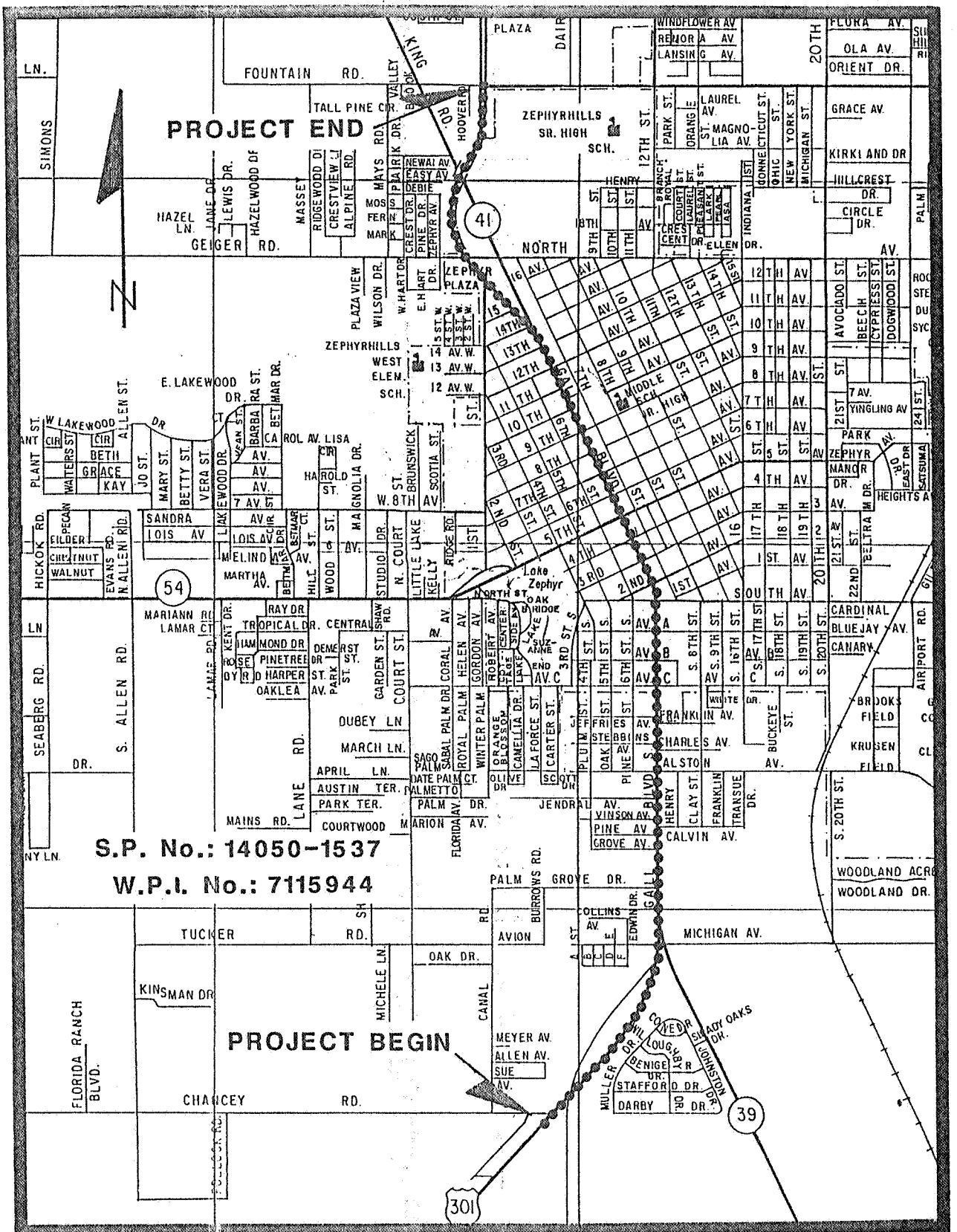
Directly north of the apex of SR 39 and US 301 the proposed facility would transition to a six-lane urban facility with a 14 foot painted median, marked for two-way left-turns. (See Figure 10). Because of the close proximity and numerous side streets the 14 foot painted median was considered the only viable median design for this alternate. The proposed improvement will follow the existing US 301 alignment with two alternatives being evaluated.

Alternate C would involve taking additional right-of-way from the east side of the existing facility while the Alternate D involves taking additional right-of-way from the west side of the existing facility. Minimum amounts of additional right-of-way will be required at intersections to improve the radii of the returns.

Exceptions to the above described alignments include an alignment transition to miss a public park (4f) between Avenue "B" and Avenue "A" on the western alternate. This typical section will continue from the transition, near S.R. 39, to Geiger Road.

North of Geiger Road, the typical section considered is a six-lane rural divided highway with a 20 foot raised median. The typical section will consist of three 12 foot lanes in each direction, with paved shoulders and open swale ditches for stormwater runoff. This typical section can be constructed within the existing right-of-way. (See Figure 11) (See Figure 14 for a graphic representation of these alternatives).

A comparison of proposed right-of-way acquisition was conducted which include cost analysis of property, business damages and relocations. Table 2 shows a comparison of right-of-way cost, which include property, business damages, relocation cost and all administrative cost, construction costs, and engineering costs. Also included are relocation counts as to type, business, residence or non-profit (Churches, school, etc.)




# U.S. 301 (GALL BLVD.)

## From Chancey Rd. to C.R. 54 East

## Existing Alignment Alternatives

**Figure 14**

TABLE 2
ALTERNATIVE COMPARSION

Alternate A

Sixth Street/US 301 One-way Pair

| | |
|---|---|
| Right-of-way | $ 4,963,000 |
| Construction | $ 5,031,000 |
| Engineering | $ 654,000 |
| TOTAL | $10,648,000 |

| | | |
|---|---|---|
| Relocations: | Residences | 4 |
| | Businesses | 7 |
| | Non-Profit | 0 |
| | TOTAL | 11 |

Alternate B
US 301/Seventh Street One-way Pair

| | |
|---|---|
| Right-of-way | $ 7,338,000 |
| Construction | $ 5,267,000 |
| Engineering | $ 685,000 |
| TOTAL | $12,290,000 |

| | | |
|---|---|---|
| Relocations: | Residences | 0 |
| | Businesses | 6 |
| | Non-Profit | 0 |
| | TOTAL | 6 |

Alternate C
US 301 Two-way Operation
Eastern Alignment

| | |
|---|---|
| Right-of-way | $15,463,000 |
| Construction | $ 4,200,000 |
| Engineering | $ 546,000 |
| TOTAL | $20,209,000 |

| | | |
|---|---|---|
| Relocations: | Residences | 0 |
| | Businesses | 29 |
| | Non-Profit | 0 |
| | TOTAL | 29 |

Alternate D
US 301 Two-way Operation
Western Alignment

| | |
|---|---|
| Right-of-way | $16,176,000 |
| Construction | $ 4,200,000 |
| Engineering | $ 546,000 |
| TOTAL | $20,922,000 |

| | | |
|---|---|---|
| Relocations: | Residences | 4 |
| | Businesses | 48 |
| | Non-Profit | 0 |
| | TOTAL | 52 |

Analysis of the four plausible alignment concepts has resulted in the determinations that:

Alternate "A"

Sixth Street/US 301 One-way Pair was the most feasible and is recommended for further evaluation in the Environmental Assessment. This alternate has five more relocations then Alternate "B", but was $2.6 million less expensive. Alternate "A" was also more direct and the termini of the one-way pair were more compatible with the existing highway facilities in the Zephyrhills area.

Alternate "B"

US 301/Seventh Street One-way Pair has the fewest relocations but Seventh Street is much shorter than Sixth Street resulting in a larger amount of additional right-of-way for connection to the existing Seventh Street alignment. The acquisition of the additional right-of-way and the increase in construction cost because of the indirectness of the connection to existing US 301 on the north end of the one-way pair will cause a $2.6 million increase over Alternate "A". Because of the indirectness of the connection on the north end of the one-way pair and approximately 20% increase in total cost Alternate "B" was not recommended for further evaluation.

Alternate "C"

US 301 Two-way Operation-Eastern Alignment was not considered feasible because the total project cost was approximately twice that of the recommended alternate and had approximately three times the number of relocations.

Alternate "D"

US 301 Two-way Operation-Western Alignment was also not considered feasible. Alternate "D" has a total cost in excess to $20.9 million and 52

relocations. An alignment shift would also have to be made as to not affect "4f" property between Avenue "B" and Avenue "A".

The above determinations will result in improvements to US 301 through Zephyrhills that are in the best overall public interest.

## 5.5 Maintenance of Traffic (Recommended Alternate)

The first stage would entail construction of the new southbound roadway. This could be accomplished by use of standard cases set forth in the MTCSP. Construction along the existing Sixth Street North corridor would require road closure to all but local traffic. By completing west side (future southbound 301) in the transition areas at Geiger Road to First Street on the north end and at the beginning of the project on the south end with phasing the construction, utilizing no daylight lane closures traffic on existing US 301 can move basically unimpeded. Once the new southbound section is completed, traffic can be rerouted to allow for widening and construction of existing US 301 (future northbound). The second stage of construction may require road closure to local traffic only on the existing US 301 to speed construction time. As this is currently both a commuting corridor and a business route, an alternate of phasing construction may be employed, i.e. construction of west side of roadway then construction of east side of roadway rapid completion and shorten contract time would appear, however, to negate elaborate phasing. Relocation of drainage structure or utilities could be handled during stage one operations limiting lane closures to off peak or nighttime hours only.

# APPENDIX

# APPENDIX

## TABLE OF CONTENTS

Form 281-10

DSB JRL - NJH

Send Guy & Wayne Losseter

T-T-6B

# MEMORANDUM

State of Florida Department of Transportation

DATE January 28, 1986

TO Mr. R. G. McCullough, Chief, Transportation Statistics

FROM W. H. Holmes, District Director - Planning & Programs

COPIES TO C. W. Monts De Oca, J. H. DeWinkler, K. D. Gammon, G. G. Lot[illegible] J. C. Jones and J. M. Peterson

SUBJECT Sixth Street in Zephyrhills

FEB 1986 RECEIVED PROJECT DEVELOPMENT

In cooperation with the City of Zephyrhills and Pasco County, the Department has proposed improvements to Sixth Street which is a parallel facility to U.S. 301 in Zephyrhills. The purpose of this plan is to improve the road to a level that will provide relief to the ongoing traffic congestion and safety concerns presently being experienced with this segment of U.S. 301.

In conjunction with this proposal, I am requesting that Sixth Street, from U.S. 301 at Pine Avenue to South Avenue and also Sixth Street, from Tenth Avenue north to U.S. 301 be upgraded from a Local Street to an Urban Collector on the Federal Functional Classification Plan. In addition, we concur with the local governments that the aforementioned road segments be placed on the Federal Aid Urban System. A location map and appropriate resolutions are enclosed.

Your consideration and assistance in this matter will be appreciated.

WHH:WLC:lgp

Enclosures

RECEIVED

FEB 4 1986

TRAFFIC OPERATIONS DIVISION

Form 281-10

1-7

# MEMORANDUM

State of Florida Department of Transportation

DATE February 5, 1986

TO Mr. R. G. McCullough, Chief, Transportation Statistics

FROM C. W. Monts De Oca, Deputy Assistant Secretary, District One

COPIES TO J. H. DeWinkler, B. C. Simpson, W. H. Holmes, J. G. Kennedy, J. C. Jones, G. G. Lott

SUBJECT Addition to Sixth Street in Zephyrhills to F.A.U. System

U.S. 301 in Zephyrhills, Pasco County, is a two lane facility which is currently experiencing severe traffic congestion and safety related problems. The majority of this road segment has a surface width of only 22 feet and an Average Daily Traffic Volume of 15,300 vehicles. This condition is further compounded by the fact that the Zephyrhills central business district is primarily located along U.S. 301. The normal traffic circulation associated with the C.B.D. contributes to the congestion along U.S. 301 and vice versa. As a result of these constraints, U.S. 301 is presently operating at a level of service "E" and is projected to be at level "F" in the near future if substantial improvements are not made.

In the interest of providing a near term solution to this problem, the Department has proposed improvements to Sixth Street. This is a local street located one block west of, and parallel to U.S. 301. The proposed improvements will result in Sixth Street being upgraded to a level commensurate with an urban collector facility and provide relief to U.S. 301.

It is our opinion that the addition of Sixth Street to the Federal Aid Urban System, as described in the January 28, 1986 memorandum to you from Mr. W. H. Holmes, is fully justified and in the best interest of all concerned. We also have the concurrence of the City of Zephyrhills and Pasco County with regard to this request, as evidenced by the resolutions forwarded January 28, 1986.

Please give this matter your immediate attention.

CWM:WLC:lgp

RECEIVED

FEB 7 1986

TRAFFIC OPERATIONS DIVISION

# BOARD OF COUNTY COMMISSIONERS

PASCO COUNTY, FLORIDA



January 22, 1986

Florida Department of Transportation
District Traffic Operations Engineer
Gerald G. Lott, P.E.
P.O. Box 1249
Bartow, Fla. 33830

RE: U.S. 301 Through the City of Zephyrhills

Dear Sir:

At the Board of County Commissioner's meeting of January 21, 1986, the above entitled agenda item was approved. Enclosed you will find a copy of the Resolution for your files.

If you have any questions regarding this, Please contact the Board Records Department at the address or telephone number indicated below.

Sincerely,

Jed Pittman
By: Elaine H. Mitchell, D

JED PITTMAN
Clerk to the Board

JP/ehm

Enclosure

RECEIVED
JAN 24 1986
TRAFFIC OPERATIONS DIVISION



Reply to:
705 E. Live Oak Avenue - Dade City, Florida 33525 - (904) 521-4274
7530 Little Road - New Port Richey, Florida 33553 - (813) 847-2411

BY COMMISSIONER SYLVIA YOUNG RESOLUTION NO. 86-95

RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF PASCO COUNTY, FLORIDA EXPRESSING THE SUPPORT OF THE BOARD OF COUNTY COMMISSIONERS IN MAKING SIXTH STREET FROM U.S. 301 AT PINE AVENUE TO SOUTH AVENUE IN ZEPHYRHILLS, PASCO COUNTY, FLORIDA, AND ALSO SIXTH STREET FROM TENTH AVENUE NORTH TO U.S. 301 A PORTION OF THE FEDERAL AID URBAN SYSTEM AS AN URBAN COLLECTOR ROUTE.

WHEREAS, U.S. 301 traverses the center of the City of Zephyrhills, Pasco County, Florida, and it is the main thoroughfare appurtenant thereto; and

WHEREAS, the increased flow of traffic on U.S. 301 is a major concern, not only to the City of Zephyrhills, but also to the residents of Pasco County who utilize U.S. 301 and the surrounding service area thereof; and

WHEREAS, the traffic congestion has reached the state of constituting no longer only inconvenience or annoyance, but also a safety hazard to those making use of the road; and

WHEREAS, the Florida Department of Transportation in cooperation with the City of Zephyrhills and the County of Pasco has proposed improvements to Sixth Street to provide such a facility; and

WHEREAS, Pasco County's concurrence in the program is necessary prior to the commencement of construction.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pasco County, Florida in regular session duly assembled this 21st day of January, 1986, that Pasco County supports and encourages the Florida Department of Transportation's inclusion in the Federal Aid Urban System as an urban collector street that portion of Sixth Street from U.S. 301 at Pine Avenue to South Avenue and also Sixth Street from Tenth Avenue North to U.S. 301 in the City of Zephyrhills, Pasco County, Florida.

DONE AND RESOLVED this 21st day of January, 1986.

[S E A L]

ATTEST:

By Jed Pittman
Jed Pittman, Clerk
By Blanche H. Mitchell, DC

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

By Curtis L. Law
Curtis L. Law, Chairman

APPROVED AS TO LEGAL FORM AND CONTENT
Office of the County Attorney

By Lisa C. Bennett
Attorney

A-4

A-4

April 29, 1986
HPR-FL

Division of Planning and Programming
Florida Department of Transportation
Tallahassee, Florida

Attention: Mr. R. G. McCullogh

Gentlemen:

Subject: Florida - Federal Functional Classification
and System Addition in Zephyrhills
Pasco County

We have received your April 8, 1986 letter which transmitted Federal-aid functional classification and system revisions in the subject urban area.

The proposal has been reviewed and is approved.

We suggest that Segment 1 and Segments 3 and 4 be assigned separate Federal-aid Urban route numbers because these segments are not continuous. These segments are separated by Segment 2.

Please send us copies of the revised data when available.

Sincerely yours,

P. E. Carpenter
Division Administrtor

J. W. Caldwell
Planning and Research Engineer
For the Division Administrator

DWB:mh
cc: P&R
File: 711 (Urban)

APR 30 1986

Florida Department of Transportation

BOB GRAHAM
GOVERNOR

Thomas E. Drawdy
SECRETARY

Post Office Box 1249
Bartow, Florida 33830-1249
November 14, 1985

Honorable Robert H. Johnson, Mayor
City of Zephyrhills
603 Eighth Street
Zephyrhills, Florida 34248

RE: Section 14050, US 301
One Way Pair in Zephyrhills

Dear Mayor Johnson:

At our last meeting, we asked the City to adopt a resolution requesting that Sixth Street from US 301 at Pine Street to South Avenue and also Sixth Street from Tenth Avenue north to US 301 be added to the Federal Aid Urban System as an urban collector.

Your assistance is requested in having the County support and endorse this resolution, since part of Sixth Street that is included is outside the City Limits of Zephyrhills.

I will appreciate very much your cooperation in this matter.

Sincerely,

G. G. Lott, P.E.
DISTRICT TRAFFIC OPERATIONS ENGINEER
BY:

J. R. Lovell, P.E.
ASSISTANT DISTRICT TRAFFIC
OPERATIONS ENGINEER

GGL:JRL:jh

STATE OF FLORIDA

# City of Zephyrhills

PASCO COUNTY

603 Eighth Street Zephyrhills, Florida 34248 (813) 782-1525



JRL - Pl
send copy to
Wayne Chenning

December 2, 1985

RECEIVED
DEC 4 1985
TRAFFIC OPERATIONS DIVISION

Mr. John Gallagher
County Administrator
Pasco County Government Center
4025 Moon Lake Road
New Port Richey, Florida 33553

Dear Mr. Gallagher:

Some of the City Officials met recently with representatives from the Department of Transportation. They are planning to make 6th Street one way South through the City and the present 301 one way North.

The City of Zephyrhills has passed a Resolution which is attached. Since the plans call for continuing 6th Street from the South City limits to Pine Avenue, which is in the County, Mr. Lott, District Traffic Operation Engineer has requested that the County pass a similar Resolution. Since this will help our traffic congestion on 301 in Zephyrhills, I would appreciate you bringing this to the County Commission as soon as possible.

Sincerely,

Robert H. Johnson
Mayor of Zephyrhills

RHJ/jg
cc: Curtis Law
Raymond Stewart
Gerald Lott
City Council
County Engineering Dept

RESOLUTION REGARDING THE
IMPROVEMENT TO SIXTH STREET
FOR TRAFFIC SAFETY AND WELFARE
OF CITIZENS AND MOTORING PUBLIC

WHEREAS, U. S. 301 traverses the center of the City of Zephyrhills and is the main throughfare appurtenant thereto, and

WHEREAS, the increased flow of traffic on U.S. 301 is a major concern, not only to the City and citizens of Zephyrhills, but those of Pasco County and the surrounding service area thereof; and

WHEREAS, the traffic congestion has reached the state of constituting no longer only inconvenience or annoyance, but a safety hazard to those making use of same; and

WHEREAS, the Florida Department of Transportation in cooperation with the City of Zephyrhills has proposed improvements to Sixth Street to provide such a facility; and

NOW, THEREFORE, be it resolved by the City of Zephyrhills that the Florida Department of Transportation process the request that FHWA add Sixth Street, from U.S. 301 at Pine Avenue to South Avenue and also Sixth Street, from Tenth Avenue north to U.S. 301 to the Federal Aid Urban System as an urban collector.

Resolved in regular meeting this 11th day of November, 1985.

CITY OF ZEPHYRHILLS

By: James R. Bailey
Council President

Robert Johnson
Mayor

ATTEST:

City Manager

RESOLUTION NO. 149-42285

WHEREAS, U.S. Highway 301 traverses the center of the City of Zephyrhills, and is the main thoroughfare appurtenant thereto; and

WHEREAS, the increased flow of traffic on said U.S. 301 is a major concern, not only of the City and citizens of Zephyrhills, but those of Pasco County and the surrounding service areas thereof; and

WHEREAS, the traffic congestion has reached the state of constituting no longer only inconvenience or annoyance, but a safety hazard to those making use of same; and

WHEREAS, it is now recognized that emergency vehicles are being hampered in the performance of their established duties.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Zephyrhills, sitting in regular session as follows:

1. That the Department of Transportation is hereby requested and urged to conduct a feasibility study to determine if the current U.S. 301 corridor should be designated as a one way directional traffic thoroughfare with either Sixth Street or Seventh Street being widened to become the opposite directional thoroughfare of U.S. 301.

ADOPTED in regular session this 22nd day of April, 1985.

James Bailey
JAMES BAILEY
President of City Council

ATTEST: Louie E. Holt
LOUIE HOLT
City Manager

Robert Johnson
ROBERT JOHNSON
Mayor

RCITS06A 00 14050000 211 003.067 006.358 12 1/14/88 15.00.54

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

211 CROSS SECTION (LENGTH FEATURE)

| CHARACTERISTIC | VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| ROADWAY WIDTH SHLD. TO SHLD. | 40.0000 | FT C | 0.000 | 3.732 |
| ROADWAY WIDTH SHLD. TO SHLD. | 26.0000 | FT L | 3.732 | 3.890 |
| ROADWAY WIDTH SHLD. TO SHLD. | 26.0000 | FT R | 3.732 | 3.890 |
| ROADWAY WIDTH SHLD. TO SHLD. | 36.0000 | FT C | 3.890 | 4.791 |
| ROADWAY WIDTH SHLD. TO SHLD. | 30.0000 | FT C | 4.791 | 5.084 |
| ROADWAY WIDTH SHLD. TO SHLD. | 32.0000 | FT C | 5.084 | 5.595 |
| ROADWAY WIDTH SHLD. TO SHLD. | 21.0000 | FT L | 5.595 | 5.834 |
| ROADWAY WIDTH SHLD. TO SHLD. | 22.0000 | FT R | 5.595 | 5.834 |
| ROADWAY WIDTH SHLD. TO SHLD. | 44.0000 | FT L | 5.834 | 6.343 |
| ROADWAY WIDTH SHLD. TO SHLD. | 44.0000 | FT R | 5.834 | 6.343 |
| ROADWAY WIDTH SHLD. TO SHLD. | 54.0000 | FT L | 6.343 | 13.031 |
| ROADWAY WIDTH SHLD. TO SHLD. | 54.0000 | FT R | 6.343 | 13.031 |

INQUIRY COMPLETE

RCITS06A 00 14050000 212 003.067 006.358 12 1/14/88 15.02.15

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

212 THRU LANES (LENGTH FEATURE)

| CHARACTERISTIC | VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| NUMBER OF ROADWAY LANES | 2 | EA C | 0.000 | 3.732 |
| PAVEMENT SURFACE WIDTH | 24.0000 | FT C | 0.000 | 3.732 |
| NUMBER OF ROADWAY LANES | 1 | EA L | 3.732 | 3.890 |
| PAVEMENT SURFACE WIDTH | 12.0000 | FT L | 3.732 | 3.890 |
| NUMBER OF ROADWAY LANES | 1 | EA R | 3.732 | 3.890 |
| PAVEMENT SURFACE WIDTH | 12.0000 | FT R | 3.732 | 3.890 |
| NUMBER OF ROADWAY LANES | 2 | EA C | 3.890 | 4.791 |
| PAVEMENT SURFACE WIDTH | 22.0000 | FT C | 3.890 | 4.791 |
| NUMBER OF ROADWAY LANES | 2 | EA C | 4.791 | 5.084 |
| PAVEMENT SURFACE WIDTH | 26.0000 | FT C | 4.791 | 5.084 |
| NUMBER OF ROADWAY LANES | 2 | EA C | 5.084 | 5.595 |
| PAVEMENT SURFACE WIDTH | 22.0000 | FT C | 5.084 | 5.595 |
| NUMBER OF ROADWAY LANES | 1 | EA L | 5.595 | 5.834 |
| PAVEMENT SURFACE WIDTH | 11.0000 | FT L | 5.595 | 5.834 |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 212 003.067 006.358 12 1/14/88 15.02.15

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

212 THRU LANES (LENGTH FEATURE)

| CHARACTERISTIC | VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| NUMBER OF ROADWAY LANES | 1 | EA R | 5.595 | 5.834 |
| PAVEMENT SURFACE WIDTH | 11.0000 | FT R | 5.595 | 5.834 |
| NUMBER OF ROADWAY LANES | 2 | EA L | 5.834 | 13.031 |
| PAVEMENT SURFACE WIDTH | 24.0000 | FT L | 5.834 | 13.031 |
| NUMBER OF ROADWAY LANES | 2 | EA R | 5.834 | 13.031 |
| PAVEMENT SURFACE WIDTH | 24.0000 | FT R | 5.834 | 13.031 |

INQUIRY COMPLETE

RCITS06A 00 14050000 214 003.067 006.358 12 1/14/88 15.06.32

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

214 OUTSIDE SHOULDERS (LENGTH FEATURE)

| CHARACTERISTIC | VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| HIGHWAY SHOULDER TYPE | LAWN | CD C | 0.000 | 3.732 |
| | OFFSET- RIGHT&LEFT | | | |
| HIGHWAY SHOULDER WIDTH | 8.0000 | FT C | 0.000 | 3.732 |
| | OFFSET- RIGHT&LEFT | | | |
| HIGHWAY SHOULDER TYPE | LAWN | CD L | 3.732 | 3.890 |
| | OFFSET- LEFT | | | |
| HIGHWAY SHOULDER WIDTH | 8.0000 | FT L | 3.732 | 3.890 |
| | OFFSET- LEFT | | | |
| HIGHWAY SHOULDER TYPE | LAWN | CD R | 3.732 | 3.890 |
| | OFFSET- RIGHT | | | |
| HIGHWAY SHOULDER WIDTH | 8.0000 | FT R | 3.732 | 3.890 |
| | OFFSET- RIGHT | | | |
| HIGHWAY SHOULDER TYPE | LAWN | CD C | 3.890 | 4.791 |
| | OFFSET- RIGHT&LEFT | | | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 214 003.067 006.358 12 1/14/88 15.06.32
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 214 OUTSIDE SHOULDERS CHARACTERISTIC | (LENGTH FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| HIGHWAY SHOULDER WIDTH | 7.0000 | FT C | 3.890 | 4.791 |
| | OFFSET- RIGHT&LEFT | | | |
| HIGHWAY SHOULDER TYPE | CURB & GUTTER | CD C | 4.791 | 5.084 |
| | OFFSET- RIGHT&LEFT | | | |
| HIGHWAY SHOULDER WIDTH | 2.0000 | FT C | 4.791 | 5.084 |
| | OFFSET- RIGHT&LEFT | | | |
| HIGHWAY SHOULDER TYPE | LAWN | CD C | 5.084 | 5.595 |
| | OFFSET- RIGHT&LEFT | | | |
| HIGHWAY SHOULDER WIDTH | 5.0000 | FT C | 5.084 | 5.595 |
| | OFFSET- RIGHT&LEFT | | | |
| HIGHWAY SHOULDER TYPE | LAWN | CD L | 5.595 | 5.834 |
| | OFFSET- LEFT | | | |
| HIGHWAY SHOULDER WIDTH | 5.0000 | FT L | 5.595 | 5.834 |
| | OFFSET- LEFT | | | |

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RCITS06A 00 14050000 214 003.067 006.358 12 1/14/88 15.06.32
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 3
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 214 OUTSIDE SHOULDERS CHARACTERISTIC | (LENGTH FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| HIGHWAY SHOULDER TYPE | LAWN | CD R | 5.595 | 5.834 |
| | OFFSET- RIGHT | | | |
| HIGHWAY SHOULDER WIDTH | 5.0000 | FT R | 5.595 | 5.834 |
| | OFFSET- RIGHT | | | |
| HIGHWAY SHOULDER TYPE | PAVED | CD L | 5.834 | 6.343 |
| | OFFSET- LEFT | | | |
| HIGHWAY SHOULDER TYPE 2 | LAWN | CD L | 5.834 | 6.343 |
| | OFFSET- LEFT | | | |
| HIGHWAY SHOULDER WIDTH 2 | 6.0000 | FT L | 5.834 | 6.343 |
| | OFFSET- LEFT | | | |
| HIGHWAY SHOULDER WIDTH | 4.0000 | FT L | 5.834 | 6.343 |
| | OFFSET- LEFT | | | |
| HIGHWAY SHOULDER TYPE | PAVED | CD R | 5.834 | 6.343 |
| | OFFSET- RIGHT | | | |

TO PAGE FORWARD--PRESS PA1 KEY

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE 

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

214 OUTSIDE SHOULDERS (LENGTH FEATURE)

| CHARACTERISTIC | VALUE | UNIT | SIDE | BEG.PT. | END.PT. |
|---|---|---|---|---|---|
| HIGHWAY SHOULDER TYPE 2 | LAWN | CD | R | 5.834 | 6.343 |
| | OFFSET- RIGHT | | | | |
| HIGHWAY SHOULDER WIDTH 2 | 6.0000 | FT | R | 5.834 | 6.343 |
| | OFFSET- RIGHT | | | | |
| HIGHWAY SHOULDER WIDTH | 4.0000 | FT | R | 5.834 | 6.343 |
| | OFFSET- RIGHT | | | | |
| HIGHWAY SHOULDER TYPE | LAWN | CD | L | 6.343 | 13.031 |
| | OFFSET- LEFT | | | | |
| HIGHWAY SHOULDER WIDTH | 10.0000 | FT | L | 6.343 | 13.031 |
| | OFFSET- LEFT | | | | |
| HIGHWAY SHOULDER TYPE | LAWN | CD | R | 6.343 | 13.031 |
| | OFFSET- RIGHT | | | | |
| HIGHWAY SHOULDER WIDTH | 10.0000 | FT | R | 6.343 | 13.031 |
| | OFFSET- RIGHT | | | | |

INQUIRY COMPLETE

RCITS06A 00 14050000 223 003.067 006.358 12 1/14/88 15.41.00

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

| 223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE) | | SIDE | | |
|---|---|---|---|---|
| CHARACTERISTIC | VALUE | UNIT | BEG.PT. | END.PT. |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD C | 0.000 | 3.732 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY GOOD | CD C | 0.000 | 3.732 |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD C | 0.000 | 3.732 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD C | 0.000 | 3.732 |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD L | 3.732 | 3.890 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY GOOD | CD L | 3.732 | 3.890 |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD L | 3.732 | 3.890 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD L | 3.732 | 3.890 |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD R | 3.732 | 3.890 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY GOOD | CD R | 3.732 | 3.890 |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD R | 3.732 | 3.890 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD R | 3.732 | 3.890 |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD C | 3.890 | 3.943 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY GOOD | CD C | 3.890 | 3.943 |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 223 003.067 006.358 12 1/14/88 15.41.00

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

| 223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE) | | SIDE | | |
|---|---|---|---|---|
| CHARACTERISTIC | VALUE | UNIT | BEG.PT. | END.PT. |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD C | 3.890 | 3.943 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD C | 3.890 | 3.943 |
| PASSING SIGHT DISTANCE RATING | 1 OR 2 RESTRICTIONS PER MIL | CD C | 3.943 | 4.425 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY GOOD | CD C | 3.943 | 4.425 |
| ROADWAY ALIGNMENT RATING | 1 OR 2 SUB-STD CRV/GRD PER | CD C | 3.943 | 4.425 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD C | 3.943 | 4.425 |
| PASSING SIGHT DISTANCE RATING | 5 OR MORE RESTRICTIONS PER | CD C | 4.425 | 5.595 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY POOR | CD C | 4.425 | 5.595 |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD C | 4.425 | 5.595 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD C | 4.425 | 5.595 |
| PASSING SIGHT DISTANCE RATING | 5 OR MORE RESTRICTIONS PER | CD L | 5.595 | 6.085 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY TOLERABLE | CD L | 5.595 | 6.085 |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD L | 5.595 | 6.085 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD L | 5.595 | 6.085 |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 223 003.067 006.358 12 1/14/88 15.41.00
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 3
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE) | | SIDE | | |
|---|---|---|---|---|
| CHARACTERISTIC | VALUE | UNIT | BEG.PT. | END.PT. |
| PASSING SIGHT DISTANCE RATING | 5 OR MORE RESTRICTIONS PER | CD R | 5.595 | 6.085 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY TOLERABLE | CD R | 5.595 | 6.085 |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD R | 5.595 | 6.085 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD R | 5.595 | 6.085 |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD L | 6.085 | 6.341 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY TOLERABLE | CD L | 6.085 | 6.341 |
| ROADWAY ALIGNMENT RATING | 1 OR 2 SUB-STD CRV/GRD PER | CD L | 6.085 | 6.341 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD L | 6.085 | 6.341 |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD R | 6.085 | 6.341 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY TOLERABLE | CD R | 6.085 | 6.341 |
| ROADWAY ALIGNMENT RATING | 1 OR 2 SUB-STD CRV/GRD PER | CD R | 6.085 | 6.341 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD R | 6.085 | 6.341 |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD L | 6.341 | 13.283 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY GOOD | CD L | 6.341 | 13.283 |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 223 003.067 006.358 12 1/14/88 15.41.00
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 4
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE) | | SIDE | | |
|---|---|---|---|---|
| CHARACTERISTIC | VALUE | UNIT | BEG.PT. | END.PT. |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD L | 6.341 | 13.283 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD L | 6.341 | 13.283 |
| PASSING SIGHT DISTANCE RATING | UNRESTRICTED | CD R | 6.341 | 13.283 |
| ROADWAY CONSISTENCY RATING | CONSISTENCY GOOD | CD R | 6.341 | 13.283 |
| ROADWAY ALIGNMENT RATING | NO SUB-STANDARD CURVE OR GR | CD R | 6.341 | 13.283 |
| STOPPING SIGHT DISTANCE RATING | NO SUB-STANDARD FEATURES | CD R | 6.341 | 13.283 |

INQUIRY COMPLETE

RCITS06A 00 14050000 311 003.067 006.358 12 1/14/88 15.51.12

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER OPERATIONAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

| 311 SPEED ZONE CHARACTERISTIC | (LENGTH FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| MAXIMUM SPEED LIMIT | 55.0000 | MH C | 0.000 | 3.635 |
| OFFSET- RIGHT&LEFT | | | | |
| DATE SPEED ZONE APPR.BY SECT. 030680 | | DA C | 3.635 | 4.062 |
| OFFSET- RIGHT&LEFT | | | | |
| MAXIMUM SPEED LIMIT | 45.0000 | MH C | 3.635 | 4.062 |
| OFFSET- RIGHT&LEFT | | | | |
| DATE SPEED ZONE APPR.BY SECT. 030680 | | DA C | 4.062 | 6.148 |
| OFFSET- RIGHT&LEFT | | | | |
| MAXIMUM SPEED LIMIT | 35.0000 | MH C | 4.062 | 6.148 |
| OFFSET- RIGHT&LEFT | | | | |
| DATE SPEED ZONE APPR.BY SECT. 102885 | | DA C | 6.148 | 7.268 |
| OFFSET- RIGHT&LEFT | | | | |
| MAXIMUM SPEED LIMIT | 45.0000 | MH C | 6.148 | 7.268 |
| OFFSET- RIGHT&LEFT | | | | |

INQUIRY COMPLETE

RCITS06A 00 14050000 251 003.067 006.358 12 1/14/88 15.54.37

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

| 251 INTERSECTION CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| 135 DEGREES LEFT | CHANCEY ROAD | ID C | 3.067 | |
| INTERSECTION SURFACE TYPE1 | ASPHALT | CD C | 3.067 | |
| 45 DEGREES L. & 135 DEGREES R. | CRYSTAL SPRINGS ROAD | ID C | 3.237 | |
| INTERSECTION SURFACE TYPE9 | ASPHALT | CD C | 3.237 | |
| 135 DEGREES LEFT | OLD CRYSTAL SPRINGS | ID C | 3.655 | |
| INTERSECTION SURFACE TYPE1 | ASPHALT | CD C | 3.655 | |
| 90 DEGREES L. & 90 DEGREES R. | MICHIGAN AVENUE | ID C | 3.670 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 3.670 | |
| 90 DEGREES L. & 90 DEGREES R. | PALM GROVE DRIVE | ID C | 3.830 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 3.830 | |
| INTERSECTION SURFACE TYPE5 | OTHER | CD C | 3.830 | |
| 135 DEGREES RIGHT | SR 39 | ID C | 3.845 | |
| INTERSECTION SURFACE TYPE6 | ASPHALT | CD C | 3.845 | |
| 90 DEGREES LEFT | GROVE AVENUE | ID C | 3.896 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 251 003.067 006.358 12 1/14/88 15.54.37

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

| 251 INTERSECTION CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| INTERSECTION SURFACE TYPE2 | OTHER | CD C | 3.896 | |
| 90 DEGREES L. & 90 DEGREES R. | PINE AVENUE | ID C | 3.955 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 3.955 | |
| 90 DEGREES RIGHT | CALVIN AVENUE | ID C | 4.017 | |
| INTERSECTION SURFACE TYPE5 | ASPHALT | CD C | 4.017 | |
| 90 DEGREES LEFT | VINSON AVENUE | ID C | 4.040 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 4.040 | |
| 90 DEGREES LEFT | JENDRAL AVENUE | ID C | 4.113 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 4.113 | |
| 90 DEGREES L. & 90 DEGREES R. | ALSTON AVENUE | ID C | 4.173 | |
| INTERSECTION SURFACE TYPE2 | OTHER | CD C | 4.173 | |
| INTERSECTION SURFACE TYPE5 | ASPHALT | CD C | 4.173 | |
| 90 DEGREES RIGHT | CHARLES AVENUE | ID C | 4.240 | |
| INTERSECTION SURFACE TYPE5 | OTHER | CD C | 4.240 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 251 003.067 006.358 12 1/14/88 15.54.37

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 3

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

| 251 INTERSECTION CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| 90 DEGREES LEFT | STUBBINS AVENUE | ID C | 4.256 | |
| INTERSECTION SURFACE TYPE2 | OTHER | CD C | 4.256 | |
| 90 DEGREES LEFT | JEFFRIES AVENUE | ID C | 4.340 | |
| INTERSECTION SURFACE TYPE2 | OTHER | CD C | 4.340 | |
| 90 DEGREES L. & 90 DEGREES R. | 'C' AVENUE | ID C | 4.425 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 4.425 | |
| 90 DEGREES LEFT | 'B' AVENUE | ID C | 4.497 | |
| INTERSECTION SURFACE TYPE2 | OTHER | CD C | 4.497 | |
| 90 DEGREES L. & 90 DEGREES R. | 'A' AVENUE | ID C | 4.583 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 4.583 | |
| 90 DEGREES L. & 90 DEGREES R. | SOUTH AVENUE | ID C | 4.686 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 4.686 | |
| 90 DEGREES L. & 90 DEGREES R. | 2ND AVENUE | ID C | 4.718 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 4.718 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 251 003.067 006.358 12 1/14/88 15.54.37

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 4

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

| 251 INTERSECTION CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| INTERSECTION SURFACE TYPE5 | OTHER | CD C | 4.718 | |
| 90 DEGREES LEFT | 3RD AVENUE | ID C | 4.781 | |
| INTERSECTION SURFACE TYPE2 | OTHER | CD C | 4.781 | |
| 90 DEGREES L. & 90 DEGREES R. | 4TH AVENUE | ID C | 4.848 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 4.848 | |
| 90 DEGREES L. & 90 DEGREES R. | 5TH AVENUE | ID C | 4.936 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 4.936 | |
| 90 DEGREES L. & 90 DEGREES R. | 6TH AVENUE | ID C | 5.006 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 5.006 | |
| 90 DEGREES L. & 90 DEGREES R. | 7TH AVENUE | ID C | 5.074 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 5.074 | |
| 90 DEGREES LEFT | 8TH AVENUE | ID C | 5.142 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 5.142 | |
| 90 DEGREES L. & 90 DEGREES R. | 9TH AVENUE | ID C | 5.204 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 251 003.067 006.358 12 1/14/88 15.54.37
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 5
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 251 INTERSECTION CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 5.204 | |
| 90 DEGREES LEFT | 10TH AVENUE | ID C | 5.273 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 5.273 | |
| 90 DEGREES LEFT | 11TH AVENUE | ID C | 5.339 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 5.339 | |
| 90 DEGREES L. & 90 DEGREES R. | 12TH AVENUE | ID C | 5.400 | |
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 5.400 | |
| 90 DEGREES LEFT | 13TH AVENUE | ID C | 5.428 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 5.428 | |
| 45 DEGREES RIGHT | CR 41 | ID C | 5.433 | |
| INTERSECTION SURFACE TYPE4 | ASPHALT | CD C | 5.433 | |
| 90 DEGREES LEFT | 14TH AVENUE | ID C | 5.505 | |
| INTERSECTION SURFACE TYPE2 | ASPHALT | CD C | 5.505 | |
| 90 DEGREES L. & 90 DEGREES R. | 15TH AVENUE | ID C | 5.595 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 251 003.067 006.358 12 1/14/88 15.54.37
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 6
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 251 INTERSECTION CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| INTERSECTION SURFACE TYPE8 | ASPHALT | CD C | 5.595 | |
| 45 DEGREES LEFT | 1ST AVE | ID C | 5.686 | |
| 90 DEGREES RIGHT | 1ST AVENUE | ID C | 5.686 | |
| INTERSECTION SURFACE TYPE1 | ASPHALT | CD C | 5.686 | |
| INTERSECTION SURFACE TYPE5 | ASPHALT | CD C | 5.686 | |
| 45 DEGREES LEFT | GEIGER RD | ID C | 5.834 | |
| 135 DEGREES RIGHT | NORTH AVE | ID C | 5.834 | |
| 45 DEGREES L. & 135 DEGREES R. | FT. KING ROAD | ID C | 6.093 | |
| INTERSECTION SURFACE TYPE9 | ASPHALT | CD C | 6.093 | |

INQUIRY COMPLETE

RCITS06A 00 14050000 241 003.067 006.358 12 1/14/88 16.05.25
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

241 CROSSDRAINS (POINT FEATURE)

| CHARACTERISTIC | VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| BOX CULVERT HEIGHT | 2.0000 | FT C | 3.193 | |
| BOX CULVERT WIDTH | 4.0000 | FT C | 3.193 | |
| BOX CULVERT LENGTH | 68.0000 | FT C | 3.193 | |
| NUMBER OF BOX CULVERTS | 1 | EA C | 3.193 | |
| LENGTH OF CROSSDRAIN | 58.0000 | FT C | 3.995 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA C | 3.995 | |
| PIPE DIAMETER | 18.0000 | IN C | 3.995 | |
| TYPE OF PIPE | CONCRETE | CD C | 3.995 | |
| LENGTH OF CROSSDRAIN | 38.0000 | FT C | 5.030 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA C | 5.030 | |
| PIPE DIAMETER | 15.0000 | IN C | 5.030 | |
| TYPE OF PIPE | CONCRETE | CD C | 5.030 | |
| LENGTH OF CROSSDRAIN | 39.0000 | FT C | 5.323 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA C | 5.323 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 241 003.067 006.358 12 1/14/88 16.05.25
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

241 CROSSDRAINS (POINT FEATURE)

| CHARACTERISTIC | VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| PIPE DIAMETER | 18.0000 | IN C | 5.323 | |
| TYPE OF PIPE | CONCRETE | CD C | 5.323 | |
| LENGTH OF CROSSDRAIN | 48.0000 | FT R | 5.850 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA R | 5.850 | |
| PIPE DIAMETER | 18.0000 | IN R | 5.850 | |
| TYPE OF PIPE | CONCRETE | CD R | 5.850 | |
| LENGTH OF CROSSDRAIN | 60.0000 | FT R | 5.915 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA R | 5.915 | |
| PIPE DIAMETER | 18.0000 | IN R | 5.915 | |
| TYPE OF PIPE | CONCRETE | CD R | 5.915 | |
| LENGTH OF CROSSDRAIN | 52.0000 | FT R | 5.961 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA R | 5.961 | |
| PIPE DIAMETER | 18.0000 | IN R | 5.961 | |
| TYPE OF PIPE | CONCRETE | CD R | 5.961 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 241 003.067 006.358 12 1/14/88 16.05.25
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 3
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 241 CROSSDRAINS CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| LENGTH OF CROSSDRAIN | 72.0000 | FT R | 6.027 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA R | 6.027 | |
| PIPE DIAMETER | 18.0000 | IN R | 6.027 | |
| TYPE OF PIPE | CONCRETE | CD R | 6.027 | |
| LENGTH OF CROSSDRAIN | 72.0000 | FT L | 6.164 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA L | 6.164 | |
| PIPE DIAMETER | 18.0000 | IN L | 6.164 | |
| TYPE OF PIPE | CONCRETE | CD L | 6.164 | |
| LENGTH OF CROSSDRAIN | 52.0000 | FT L | 6.218 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA L | 6.218 | |
| PIPE DIAMETER | 18.0000 | IN L | 6.218 | |
| TYPE OF PIPE | CONCRETE | CD L | 6.218 | |
| LENGTH OF CROSSDRAIN | 84.0000 | FT L | 6.274 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA L | 6.274 | |

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14050000 241 003.067 006.358 12 1/14/88 16.05.25
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 4
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000
DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI
STATUS- ACTIVE

| 241 CROSSDRAINS CHARACTERISTIC | (POINT FEATURE) VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| PIPE DIAMETER | 18.0000 | IN L | 6.274 | |
| TYPE OF PIPE | CONCRETE | CD L | 6.274 | |
| LENGTH OF CROSSDRAIN | 75.0000 | FT C | 6.346 | |
| NUMBER OF CROSSDRAIN PIPES | 1 | EA C | 6.346 | |
| PIPE DIAMETER | 18.0000 | IN C | 6.346 | |
| TYPE OF PIPE | CONCRETE | CD C | 6.346 | |

INQUIRY COMPLETE

RCITS06A 00 14050000 242 003.067 006.358 12 1/14/88 16.16.27

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 050 SUB-SECTION- 000

DESCRIPTION- SR-39,35/US-301,98 BEG.AT.- 0.000 MI END.AT.- 22.188 MI

STATUS- ACTIVE

242 STORM SEWERS (TOTAL FEATURE)

| CHARACTERISTIC | VALUE | SIDE UNIT | BEG.PT. | END.PT. |
|---|---|---|---|---|
| CATCH BASINS | 9 | EA R | 3.847 | 4.000 |
| CATCH BASINS | 4 | EA L | 4.000 | 5.000 |
| NUMBER OF CURB INLETS | 1 | EA R | 4.000 | 5.000 |
| CATCH BASINS | 9 | EA R | 4.000 | 5.000 |
| CATCH BASINS | 10 | EA L | 5.000 | 6.000 |
| CATCH BASINS | 8 | EA R | 5.000 | 6.000 |
| CATCH BASINS | 2 | EA L | 6.000 | 6.341 |
| CATCH BASINS | 2 | EA R | 6.000 | 6.341 |

INQUIRY COMPLETE

1-6B

Form 281-10

# MEMORANDUM

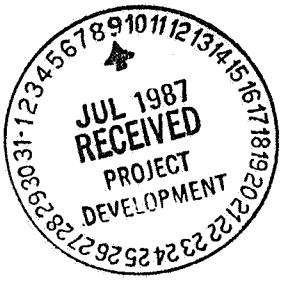
State of Florida Department of Transportation

DATE July 7, 1987

TO J. M. Baxter, Project Engineer, PD&E

FROM K. A. Umlauf, Bicycle/Pedestrian Coordinator

COPIES TO T. S. Estes, Dan Burden




SUBJECT **Bicycle Facilities**
**State Project No.: 14050-1537**
**WPI No.: 7115944**
**FAP No.: F-311-2(8)**
**U.S. 301 from S.R. 39 to C.R. 54E**

As requested, the Planning Department has reviewed this project in regard to bicycle considerations. Although not identified in the State Transportation Plan (Bicycle Element), five (5) schools were located along this corridor. Three (3) elementary, one (1) junior and one (1) senior high school. These were considered attractors in this review. Research indicates this corridor is used by the Tampa Bay Freewheelers (a local bike club) on regularly scheduled rides. In addition, the average ADT post construction traffic is estimated at 23,100.

It is recommended that 14' wide outside curb lanes be incorporated in urban areas, and 4' paved shoulders in rural cross-section designs. This would appear to adequately address bicycling needs at this time. No special treatments at the beginning or end of this project appear necessary at this time.

Should you require additional information please contact me at extension 2562.

KAU:lgp
41PL0787

Form 281-10

MS 1 - 6B

# MEMORANDUM

State of Florida Department of Transportation

DATE July 31, 1987

TO Mr. J. M. Baxter, Project Engineer

FROM J. J. Buckley, Soils, Foundations and Corrosion Engineer JJB

COPIES TO File

SUBJECT STATE PROJECT NO. 14050-1537
U.S. 301 (SR 41) From SR 39 to CR 54E in Pasco County

This office has conducted a field review of the above project and offers the following comments on the suitability of the existing soils.

The general soil profile of the subject section of Pasco County consist of poorly drained fine sand to fine sand with a trace of Clay in the upper six feet. The water table is at a depth of less than 10 inches for 1 to 4 months during the rainy season and will generally be encountered in the upper 24 inches the remainder of the year.

An in-depth soil survey and foundation investigation will be required during the preliminary design stage of the project to identify any adverse geotechnical conditions, however, it does not appear that the existing soil will be detrimental to the proposed project.

Review of project files indicates that a preliminary design LBR in the range of 18-22 can be used for preliminary typical section design.

If you have any questions, don't hesitate to call.

JJB/sfw

Form 281-10

# MEMORANDUM

State of Florida Department of Transportation

DATE July 27, 1987

TO J. M. Baxter, Project Engineer

FROM Don Cashdollar, Multi-Modal Programs Manager

COPIES TO Files

SUBJECT State Project Number: 14050-1537
Work Program Item Number: 7115944
Federal Aid Project Number: F-311-2(8)
Project Description: U.S. 301 from S.R. 39 to C.R. 54E in Zephyrhills, Pasco County

This is in response to your memorandum dated July 9, 1987.

1. Bus Service: See Mr. Kaye Schinbeckler's July 21, 1987 memorandum.
2. Rail Service: None
3. Air Service: Zephyrhills Municipal Airport is the only airport within project limits. It is a public airport with general aviation operations only.
4. Park'n'Ride: See Mr. Kaye Schinbeckler's memorandum.
5. See my memorandum RE: 10040-1516.

DC:ht

Form 281-10

# MEMORANDUM

State of Florida Department of Transportation

DATE July 21, 1987

TO J. M. Baxter, Project Engineer

FROM K. D. Schinbeckler, Transit/Highway Programs Administrator, Tampa Bay

COPIES TO Don Cashdollar, File

SUBJECT State Projects Numbers: 14050-1537, 10040-1516 & 14010-1510

I appreciate the opportunity to respond to your memo of July 9th to Mr. Cashdollar.

14050-1537: There is no existing or proposed Bus Service or Park & Ride lots in this area.

10040-1516 & 14010-1510: Existing Park & Ride facilities are shown on the attached HARTLINE schedules. In addition, a large Park & Ride lot will be built at Bearss Avenue and Sinclair Hills in FY 89. Pasco P&R parks about 15-20 cars each day; Lutz, about 30-35 cars each day. Bearss Ave. will probably start with 80-100 cars each day.

The area is served by Routes 1 and 20X. Route 1 carried 49,564 riders in May, 1987, at an average of about 20 passengers/trip. Route 20X carried 4,749 riders in May, again at an average of 20/trip.

I assume that Mr. Cashdollar has answered the other questions in your memo. If I can be of further help, please call at your convenience.

KDS:ks

Attachments

Form 281-10

# MEMORANDUM

State of Florida Department of Transportation

BARTOW

DATE July 27, 1987

TO J. M. Baxter, Project Engineer, Project Development Environmental, M.S. 1-6B

FROM D. Cashdollar, District Multi-Modal Programs Manager, M.S. 1-18B

COPIES TO Files

SUBJECT

| | | |
|---|---|---|
| State Project Numbers | : | 10040-1516 & 14010-1510 |
| Work Program Item Numbers | : | 7113216 & 7115842 |
| Federal Aid Project Number | : | F-301-4(16) |
| Project Description | : | U.S. 41 from Fletcher Avenue in Hillsborough County to S.R. 52 in Pasco County |

In response to your memorandum of July 9, 1987, I offer the following information:

1. Bus Service: See Kaye Schinbeckler's memo to you dated July 21, 1987.

2. Rail Service: One existing grade crossing (#624955), with two trains per day (switch trains).

3. Air Service: Two private airports are located within the project limits: Pilots' County Airport, is a private general aviation airport, as well as Topp of Tampa.

4. Park'n'Ride: See Kaye Schinbeckler's memo.

5. Bus Service: Pasco County - Special transportation services for the elderly; handicapped and financially disadvantaged are provided on a county-wide basis by STAR Transportation, a division of the County's Department of Social Services. The system is a 24 hour reservation, door to door service. Contact person: Ed Krute (813) 848-0896. Hillsborough County - Special transportation services are provided by the Hillsborough County Department of Social Services. Service is county-wide, door to door, on a 24 hour reservation basis. Contact person: Sidney Moss SUNCOM 272-5074.

DC/jl

JUL 1987 RECEIVED PROJECT DEVELOPMENT

1-6B

Form 281-10

# MEMORANDUM

State of Florida Department of Transportation

DATE August 25, 1987

TO Mr. James Baxter, Project Engineer, Project Development

FROM Mr. B. L. Mooneyham, District Bituminous Engineer, District 1 & 7
By: W. J. Woodard W.J.W.

COPIES TO Don Douberly, Design Project Manager
File

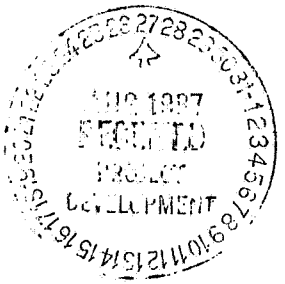
SUBJECT State Project No.: 14050-1537
W.P.I. No.: 7115944
Description: U.S. 301 from S.R. 39 to C.R. 54 E.
County: Pasco

In response to your memorandum dated June 25, 1987, I recommend the following:

1. On existing U.S. 301 mill to salvage as much material as possible, since this is proposed new construction. The average thickness to be milled should be established when necessary for the completion of plans.

2. On Sixth St., which is the proposed southbound alignment for U.S. 301, it would not be feasible to mill the existing pavement because of insufficient and varying thickness.

BLM/WJW/cm



Form 281-10

1-6B 1st DIST. MAINTENANCE SEP 2 9 1987 1-3

# MEMORANDUM

State of Florida Department of Transportation

DATE September 25, 1987

TO T. F. Black

FROM Wes Waddell W Waddell

COPIES TO

SUBJECT State Project No. 14050-1537
W.P.I. No. 7115944
SR 39 US 301 - Chancey Rd. to CR 54E in
Zephyrhills, Pasco County M.P. 3.000 to 6.400

The accident summary you requested is provided.

Accident statistics for the years 1983 through 1985 show a total of 386 for this 3.4 mile section. The five accident types listed below accounted for 84.6% of the accidents.

| | | |
|---|---|---|
| Rear End | 136 accidents | or 35.2% |
| Angle | 105 accidents | or 27.2% |
| Left turn | 37 accidents | or 9.6% |
| Side swipe | 33 accidents | or 8.5% |
| Right turn | 16 accidents | or 4.1% |

The 386 accidents resulted in:

5 Fatalities
159 Injuries
277 Property Damage Only Accidents
3,132,700 in Economic Loss

High accident spots within the study area requiring special attention to design are:

| Year | Location | Ranking |
|---|---|---|
| 1983 | 4.800 - 4.927 | #165 |
| 1983 | 5.832 - 5.833 | #393 |
| 1984 | 4.935 - 5.035 | #127 |

SEP 1987 RECEIVED PROJECT DEVELOPMENT

High Accident segments within the study area are:

| Year | Begin Mile Post | End Mile Post | Ranking |
|---|---|---|---|
| 1983 | 3.890 | 4.790 | #305 |
| 1985 | 3.237 | 5.595 | #166 |

This section of roadway is experiencing 3.83 accidents per million vehicle miles or 2.23 times the rural 2 lane state wide average accident rate of 1.713 per million vehicle miles.

The numerous driveway ingress and egress creates conflicts along this corridor. Multi-laning should reduce rear-end and other related types of accidents.

WAW/vpl

## ** Safety Review of Design Section **

Project No. 14050-1537 W.P.I. 7115944 Begin MP 3.000 End MP 6.400

Description: US 301 From Chancey Road to CR 54 E, Zephyrhills.

Scope of work N/A

PID ___/___ LET ___/___ Length of Project 3.2 Project Manager F. BLACK

| | # Acc. | ADT | A/C | FAT | INJ | PDO | (# WET %) | (# Night %) | #ROR | Most Common Type Accidents & #'s (1st) | # | (2nd) | # |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1985 PSFACA: | 93 | 15403 | 1.713 | 0 | 32 | 71 | 20 22% | 19 20% | 2 | R.E. | 36 | Angle | 26 |
| 1984 PSFACA: | 135 | 14257 | 4.541 | 4 | 59 | 91 | 28 21% | 25 19% | 6 | R.E. | 50 | Angle | 39 |
| 1983 PSFACA: | 158 | 14509 | 4.076 | 1 | 69 | 115 | 33 21% | 30 19% | 6 | R.E. | 50 | Angle | 45 |

| | PR# | # Acc. | Begin MP | End MP | A/C | FAT | INJ | PDO | Comments |
|---|---|---|---|---|---|---|---|---|---|
| 85 HIGH SEGMENTS | 166 | 69 | 3.237 | 5.525 | 1.192 | 0 | 29 | 53 | |
| 84 HIGH SEGMENTS | NO ACC | | | | | | | | |
| 83 HIGH SEGMENTS | 305 | 35 | 3.890 | 4.790 | 1.051 | 0 | 14 | 27 | |
| 85 HIGH SPOTS | NO ACC | | | | | | | | |
| 84 HIGH SPOTS | 127 | 17 | 4.335 | 5.035 | 1.012 | 0 | 3 | 14 | |
| 83 HIGH SPOTS | 165 | 11 | 4.800 | 4.927 | 1.391 | 0 | 0 | 11 | |

85 35 Ref# 112271 Date 5/22/86 MP Fm/To 5.860 to 6.341

84 33 Ref# 111697 Date 2/17/84 MP Fm/To 0.000 to 3.940

Speed Limit MPH 35 Fm MP 3.00 To MP 5.25 Speed Limit MPH 45 Fm MP 5.25 To MP 6.341

---

Any completed project/s that would affect the above data? No X or List below if YES.

| Begin MP | End MP | WPI# | Date Comp. | Funds | Describe work done in these projects (BE SPECIFIC). |
|---|---|---|---|---|---|
| ___.___ | ___.___ | | | | |
| ___.___ | ___.___ | | | | |

---

Any future project/s within the project limits of this job? No X or List below if YES.

| Begin MP | End MP | WPI# | PID | DPD | Funds | Describe work to be done in project (BE SPECIFIC). |
|---|---|---|---|---|---|---|
| ___.___ | ___.___ | | | | | |
| ___.___ | ___.___ | | | | | |

---

Above information compiled on 9/25/87 by W/A W. If from BI-WEEKLY give begin date in computer ___/___/___.

Date of field review ..... ___/___/___ by _____.

**Accidents are Significant : Yes _ No _**

Send letter to design with accident data. If significant copy PDMS so they can add '9917 Safety Project' to work mix.

Field Notes, Existing Geometry, Comments and Recommendations below:

WATER LINES

CITY OF ZEPHYRHILLS

| B.M.P. | E.M.P. | P/C | R/L | Size |
|---|---|---|---|---|
| 4.173 | ----- | C | --- | 8" |
| 4.383 | 4.497 | P | R | 2" |
| 4.497 | ----- | C | --- | 4" |
| 4.686 | ----- | C | --- | 4" |
| 4.936 | ----- | C | --- | 8" |
| 5.074 | ----- | C | --- | 6" |
| 5.339 | ----- | C | --- | 4" |
| 5.400 | ----- | C | --- | 8" |
| 5.595 | 5.686 | P | R | 2" |
| 5.686 | ----- | C | --- | 6" |
| 5.834 | 5.859 | P | R | 2" |
| 6.119 | ----- | C | --- | 8" |
| 6.119 | 6.358+ | P | L | 6" |

B.M.P. - Beginning Mile Post

E.M.P. - Ending Mile Post

P/C - Parallel or Crossing

R/L - Right or Left Side

SEWER MAINS/STORM DRAINS

CITY OF ZEPHYRHILLS

| B.M.P. | E.M.P. | P/C | R/L | SIZE |
|---|---|---|---|---|
| 4.686 | ----- | C | --- | 8" |
| *5.006 | ----- | C | --- | 12" |
| 6.119 | ----- | C | --- | 6" |
| 6.119 | 6.358+ | P | L | 6" |

* Storm Drain

B.M.P. - Beginning Mile Post

E.M.P. - Ending Mile Post

P/C - Parallel or Crossing

R/L - Right or Left Side

POWER LINE

FLORIDA POWER CORP.

| B.M.P. | E.M.P. | P/C | O/U | R/L | SIZE (VOLTS) |
|---|---|---|---|---|---|
| 3.670 | 4.686 | P | O | L | 12470 |
| 3.896 | ----- | C | O | - | 7200 |
| 3.896 | ----- | C | O | - | 7200 |
| 3.898 | ----- | C | O | - | 7200 |
| 3.955 | ----- | C | O | - | 7200 |
| 3.958 | ----- | C | O | - | 12470 |
| 4.004 | ----- | C | O | - | 7200 |
| 4.040 | ----- | C | O | - | 12470 |
| 4.173 | ----- | C | O | - | 7200 |
| 4.240 | ----- | C | O | - | 7200 |
| 4.340 | ----- | C | O | - | 12470 |
| 4.383 | ----- | C | O | - | 120/240 |
| 4.383 | ----- | C | O | - | 12470 |
| 4.425 | ----- | C | O | - | 7200 |
| 4.497 | ----- | C | O | - | 12470 |
| 4.583 | ----- | C | O | - | 120 |
| 4.686 | ----- | C | O | - | 12470 |
| 4.686 | 5.339 | P | O | R | 480* |
| 4.686 | 5.339 | P | O | R | 7200 |
| 4.781 | ----- | C | O | - | 7200 |
| 4.936 | ----- | C | O | - | 12470 |
| 5.006 | ----- | C | O | - | 12470 |
| 5.074 | ----- | C | O | - | 120* |
| 5.142 | ----- | C | O | - | 7200 |
| 5.400 | ----- | C | O | - | 120 |
| 5.433 | ----- | C | O | - | 120 |
| 5.505 | ----- | C | O | - | 120 |
| 5.595 | ----- | C | O | - | 12470 |
| 5.610 | ----- | C | O | - | 120* |
| 5.834 | 6.358+ | P | O | R | 120* |
| 5.834 | 6.358+ | P | O | L | 120* |

* City Light Circuit.

B.M.P. - Beginning Mile Post
E.M.P. - Ending Mile Post
P/C - Parallel or Crossing
O/U - Overhead or Underground
R/L - Right or Left Side

TELEPHONE LINES
GENERAL TELEPHONE

| B.M.P. | E.M.P. | P/C | O/U | R/L |
|---|---|---|---|---|
| 3.845 | 4.040 | P | U | L |
| 3.845 | 4.583 | P | O | R |
| 3.845 | 4.583 | P | U | R |
| 3.896 | ----- | C | O | - |
| 3.955 | ----- | C | U | - |
| 4.256 | ----- | C | U | - |
| 4.340 | ----- | C | U | - |
| 4.425 | ----- | C | O | - |
| 4.583 | ----- | C | O | - |
| 4.583 | ----- | C | U | - |
| 4.781 | ----- | C | U | - |
| 4.848 | ----- | C | U | - |
| 4.848 | ----- | C | O | - |
| 5.834 | ----- | C | O | - |
| 5.834 | ----- | C | U | - |
| 6.093 | ----- | C | U | - |
| 6.358 | ----- | C | U | - |

B.M.P. - Beginning Mile Post
E.M.P. - Ending Mile Post
P/C - Parallel or Crossing
O/U - Overhead or Underground
R/L - Right or Left Side

TV CABLE
FSN CABLE CO.

| B.M.P. | E.M.P. | P/C | O/U | R/L |
|---|---|---|---|---|
| 3.845 | 3.896 | P | O | R |
| 3.845 | 3.955 | P | U | L |
| 3.896 | ----- | C | O | - |
| 3.955 | ----- | C | O | - |
| 3.970 | ----- | C | O | - |
| 3.970 | 4.113 | P | U | L |
| 4.113 | ----- | C | O | - |
| 4.173 | ----- | C | O | - |
| 4.173 | 4.340 | P | U | L |
| 4.240 | ----- | C | O | - |
| 4.425 | ----- | C | U | - |
| 4.497 | ----- | C | O | - |
| 4.686 | ----- | C | O | - |
| 5.006 | ----- | C | O | - |
| 5.006 | 5.074 | P | U | R |
| 5.595 | ----- | C | O | - |